

Date: 30 March 2009

To: All Members of the Planning Committee

Mr R Mayne (Chairman)	Mr WJ Crooks	Mr K Nichols
Mr DW Inman (Vice-Chairman)	Mrs A Hall	Mr LJP O'Shea
Mrs M Aldridge	Mr P Hall	Mr BE Sutton
Mr JG Bannister	Mr CG Joyce	Mr R Ward
Mr CW Boothby	Dr JR Moore	Mrs BM Witherford
Mr JC Bown	Mr K Morrell	

Copy to all other Members of the Council

(other recipients for information)

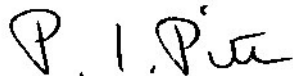
Dear Councillor

There will be a meeting of the **PLANNING COMMITTEE** in the Council Chamber, Council Offices, Hinckley on **TUESDAY, 7 APRIL 2009** at **6.30pm**, and your attendance is required.

The agenda for the meeting is set out overleaf.

There will be a pre-meeting at 6.00pm in the Members' Room (Annexe) to inform Members of any late items.

Yours sincerely



Pat Pitt (Mrs)
Corporate Governance Officer

PLANNING COMMITTEE

7 APRIL 2009

A G E N D A

1. APOLOGIES AND SUBSTITUTIONS

RESOLVED

2. MINUTES

To confirm the minutes of the meeting held on 10 March 2009 attached marked 'P60'.

3. ADDITIONAL URGENT BUSINESS BY REASON OF SPECIAL CIRCUMSTANCES

To be advised of any additional items of business which the Chairman decides by reason of special circumstances shall be taken as matters of urgency at this meeting.

4. DECLARATIONS OF INTEREST

To receive verbally from members any disclosures which they are required to make in accordance with the Council's code of conduct or in pursuance of Section 106 of the Local Government Finance Act 1992. **This is in addition to the need for such disclosure to be also given when the relevant matter is reached on the Agenda.**

5. QUESTIONS AND PETITIONS

To hear any questions and to receive any petitions in accordance with Council Procedure Rules 10 and 11.

6. DECISIONS DELEGATED AT PREVIOUS MEETING

Director of Community and Planning Services to report on any decisions delegated at the previous meeting which had now been issued.

RESOLVED

7. TOWN & COUNTRY PLANNING ACT 1990 - APPLICATIONS TO BE DETERMINED

Schedule of planning applications attached marked 'P61' (pages 1 – 46).

RESOLVED

8. CHANGES TO THE PLANNING APPEAL PROCESS

Report of the Director of Community and Planning Services attached marked 'P62' (pages 47 - 50).

RESOLVED

9. DRAFT RATBY VILLAGE DESIGN STATEMENT – SUPPLEMENTARY PLANNING DOCUMENT

Report of the Director of Community and Planning Services attached marked 'P63' (pages 51 - 53).

The appendices to this report are available in the Members' Room and on the Council's website.

- RESOLVED 10. APPEALS LODGED AND DETERMINED
- Report of the Director of Community and Planning Services attached marked 'P64' (pages 54 – 55).
- RESOLVED 11. APPEALS PROGRESS
- Report of the Director of Community and Planning Services attached marked 'P65' (pages 56 – 58).
- RESOLVED 12. ANY OTHER ITEMS OF BUSINESS WHICH THE CHAIRMAN DECIDES HAVE TO BE DEALT WITH AS MATTERS OF URGENCY
- RESOLVED 13. MATTERS FROM WHICH THE PUBLIC MAY BE EXCLUDED
- To consider the passing of a resolution under Section 100A(4) of the Local Government Act 1972, excluding the public from the undermentioned item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraphs 3 and 10 of Part I of Schedule 12A of the Act.
- RESOLVED 14. DEED OF VARIATION
- Report of the Director of Community and Planning Services attached marked 'P66' (pages 59 – 65).

NOTE: AGENDA ITEMS AGAINST WHICH THE WORD "RESOLVED" APPEARS ARE MATTERS WHICH ARE DELEGATED TO THE COMMITTEE FOR A DECISION. OTHER MATTERS ON THIS AGENDA WILL BE THE SUBJECT OF RECOMMENDATIONS TO COUNCIL.

HINCKLEY AND BOSWORTH BOROUGH COUNCIL

PLANNING COMMITTEE

10 MARCH 2009 AT 6.33 PM

PRESENT: MR R MAYNE - CHAIRMAN
MR DW INMAN - VICE-CHAIRMAN

Mrs M Aldridge, Mr JG Bannister, Mr CW Boothby, Mr JC Bown, Mr WJ Crooks, Mrs A Hall, Mr P Hall, Mr CG Joyce, Mr K Morrell, Mr K Nichols, Mr LJP O'Shea, Mr BE Sutton, Mr R Ward and Mrs BM Witherford.

In accordance with Council Procedure Rule 4.4 Mr D Gould and Mrs J Richards also attended the meeting.

Officers in attendance: Mrs T Darke, Miss R Owen, Mr TM Prowse, Mr M Rice, Miss E Shaw and Mr B Whirrity.

461 **MINUTES (P54)**

It was moved by Mr Nichols, seconded by Mrs Aldridge and

RESOLVED – the minutes of the meeting held on 10 February 2009 be confirmed and signed by the Chairman.

462 **DECLARATIONS OF INTEREST**

Mr Bown declared a prejudicial interest in application 08/00981/FUL and stated his wish to speak as Ward Councillor before leaving the meeting.

Mr and Mrs Hall and Mr Inman declared a prejudicial interest in applications 09/00006/FUL and 09/00076/FUL and Mrs Hall and Mr Inman stated their intention to speak on the latter before leaving the meeting.

463 **DECISIONS DELEGATED AT PREVIOUS MEETING**

The Director of Community and Planning Services reported that with regard to application 08/0003/LBC which had been considered at the previous meeting, the application had now been referred to the Secretary of State.

Regarding application 08/00553/FUL, it was stated that the objections had not been resolved within the timescale agreed which had resulted in the application being refused.

Mr Gould arrived at 6.40pm.

464 DRUID STREET, NEWBOLD VERDON AND SHACKERSTONE CONSERVATION AREA STATEMENTS AND MANAGEMENT PLANS (P56)

Members received a report which presented the Conservation Area Statements and Management Plans for the conservation areas in Druid Street, Hinckley and the villages of Newbold Verdon and Shackerstone.

A Member emphasised the need to ensure the character of the Conservation Area was maintained and not spoilt with modern buildings and extensions. In response it was explained that modern buildings would still be considered if of a high quality design as this would not affect the character.

It was moved by Mr Nichols, seconded by Mr O'Shea and

RESOLVED – The Conservation Area Statements and Management Plans be adopted as Planning Guidance.

465 TOWN AND COUNTRY PLANNING ACT 1990 - APPLICATIONS TO BE DETERMINED (P55)

The Committee considered a schedule of planning applications, together with a list of late items, and the recommendations of the Director of Community and Planning Services.

It was agreed the order of the agenda be altered for some of the items to take account of those items for which there were public speakers.

Mr Crooks arrived at 6.50pm.

- (a) 08/00981/FUL – Retrospective application for installation of roof extractor pipes and fans, Unit 1 Land Society Lane, Earl Shilton – Mr Michael Pickering

Having declared a prejudicial interest in this application, Mr Bown spoke as Ward Councillor then left the meeting at 7.04pm.

Members raised concerns with regard to noise and odour from the fans but were reminded that this was a separate issue as it was due to the fans already in existence, not the new fans which were under discussion.

Mr Gould left the meeting at 7.05pm and returned at 7.08pm.

Notwithstanding the officer's recommendation that the application be approved, it was moved by Mr Ward and seconded by Mr Sutton that the application be refused. Upon being put to the vote, the motion was LOST.

It was then moved by Mr Bannister, seconded by Mrs Hall and

RESOLVED – the application be permitted subject to the conditions contained within the officer's report and an

amendment to condition 1 to read 5 weeks instead of 2 weeks and 3 months instead of 1 month.

Mr Bown returned to the meeting at 7.31pm. Mr Crooks and Mrs Richards left the meeting at 7.31pm.

- (b) 08/01049/FUL – Demolition of existing buildings and erection of 1 A1 retail unit (shop), 22 apartments and car parking, Top Range Motors Ltd, 2A Stapleton Lane, Barwell – Mr Tony Porter

Mr Crooks returned at 7.34pm.

Attention was drawn to the amended recommendation in the late items.

On the motion of Mr Bown, seconded by Mr Bannister, it was

RESOLVED – the application be refused for the reasons contained within the late items.

Mr Gould left the meeting at 7.47pm.

- (c) 08/01123/FUL – Demolition of existing farm buildings and replacement with new build business units (class B1(a) offices and B1(c) light industry) and associated works (access from Desford Lane), Pear Tree Farm, Ratby – Cawrey Limited

Notwithstanding the officer's recommendation to refuse the application, Members felt that this development would improve the site and offer employment opportunities. It was moved by Mr Boothby and seconded by Mr Bannister that the application be approved subject to conditions. Upon being put to the vote, the motion was CARRIED. It was therefore

RESOLVED – the application be approved subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. Before any development commences, representative samples of the types and colours of materials to be used on the external elevations of the proposed buildings shall be deposited with and approved in writing by the Local Planning Authority, and the scheme shall be implemented in accordance with those approved materials.
3. Notification of the commencement date of any site investigation work relating to potential contamination should be given in writing to the Local Planning Authority not less than 14 days before such work commences.
4. No development approved by this permission shall be commenced until a scheme for the investigation of any potential land

contamination on the site has been submitted to and agreed in writing by the Local Planning Authority which shall include details of how any contamination shall be dealt with. The approved scheme shall be implemented in accordance with the agreed details and any remediation works so approved shall be carried out prior to the site first being occupied.

5. If during development, contamination not previously identified is found to be present at the site, no further development shall take place until an addendum to the scheme for the investigation of all potential land contamination is submitted to and approved in writing by the Local Planning Authority which shall include details of how the unsuspected contamination shall be dealt with. Any remediation works so approved shall be carried out prior to the site first being occupied.
6. Notification of the commencement of development should be given in writing not less than 14 days before development commences.
7. The development hereby permitted shall not commence until drainage plans for the disposal of both surface water and foul sewage have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.
8. Notwithstanding the submitted details, before any of the units hereby permitted are first occupied, full details of the proposed biomass boiler and associated plant shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be completed in accordance with the approved scheme.
9. Before development commences, details of any external lighting of the site shall be submitted to and approved in writing by the Local Planning Authority. This information shall include a layout plan with beam orientation and a schedule of equipment proposed in the design (luminaire type, mounting height, aiming angles and luminaire profiles). The lighting shall be installed, maintained and operated in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
10. Before first use of the development hereby permitted, the proposed cycle parking provision shall be made available for use and once provided shall be maintained and kept available for use at all times thereafter.
11. Before first use of any of the units hereby approved, full details of the security gates shown on drawing no DNS-02 shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be implemented in accordance with the approved details. Once provided the gates shall be retained at all

times thereafter and shall be securely closed at all times outside the permitted hours detailed in Condition 15 of this permission, unless otherwise agreed in writing by the Local Planning Authority.

12. The premises shall not be used other than for purposes falling within Class B1(a) Offices and Class B1(c) Light Industry of the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.
13. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order) no openings other than those approved under this permission shall be inserted into the side or rear elevations of units 6, 7, 8 or 9 unless otherwise agreed in writing by the Local Planning Authority.
14. No deliveries shall be taken at or dispatched from the site outside the hours of 7.30am to 6.30pm Monday to Friday and 8am to 1pm on Saturdays; nor at any time on Sundays, Bank or Statutory Public Holidays.
15. There shall be no use of the premises hereby permitted outside the hours of 7am to 7pm Monday to Friday and 8am to 1pm on Saturdays and at no time on Sundays, Bank or Statutory Public Holidays.
16. There shall be no storage of materials, plant, oil drums, tyres or waste materials of any description on the open area of the site, unless otherwise indicated on the approved plan.
17. The approved hard and soft landscaping scheme shall be carried out in accordance with the approved details as submitted on drawing No DNS-06. The soft landscaping scheme shall be maintained for a period of five years from the date of planting. During this period any trees or shrubs which die or are damaged, removed, or seriously diseased shall be replaced by trees or shrubs of a similar size and species to those originally planted at which time shall be specified in writing by the Local Planning Authority.
18. The development shall achieve a BREEAM rating of 'Very Good'. None of the units hereby approved shall be occupied until a final BREEAM Certificate has been issued certifying that 'Very Good' has been achieved and this has been submitted to and confirmed in writing by the Local Planning Authority.
19. Notwithstanding the submitted details, the proposed vehicular access security barrier shall be set back a minimum distance of 15 metres behind the highway boundary and shall be hung so as to open inwards only.

20. Before first use of the development hereby permitted, drainage shall be provided within the site such that surface water does not drain into the public highway and thereafter shall be so maintained.
21. Before first use of the development hereby permitted, the access drive and turning areas shall be provided and surfaced in accordance with the details submitted on approved plan No DNS-03 unless otherwise agreed in writing by the Local Planning Authority and once provided shall not be obstructed and shall be maintained as such at all times thereafter.
22. Notwithstanding the details submitted on the approved plan, before development commences amended car parking layout details shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be implemented in accordance with the approved details. The parking areas shall be surfaced and marked out prior the development first being brought into use and once provided shall be so maintained at all times thereafter.
23. Before first use of the development hereby permitted, a footway shall be completed to the satisfaction of the Highway Authority from existing footways on Desford Lane to the point of the new access to the development site.
24. For the period of the construction of the development, vehicle parking facilities shall be provided within the site and all vehicles associated with the development shall be parked within the site.

Mr Inman left the meeting at 8.10pm.

- (d) 08/01144/FUL – New Vehicle access with track, garage and store building, parking and turning area, Elmsdale, 23 Ratcliffe Lane, Sheepy Magna – Mr Calcott

Mr Boothby left the meeting at 8.12pm and returned at 8.14pm. Mr Inman returned at 8.17pm.

Mr Morrell, seconded by Mr Sutton, moved that the application be approved. Upon being put to the vote, the motion was LOST. It was then

RESOLVED – the application be refused for the reasons contained within the officer's report.

Having declared a prejudicial interest in the following two applications, Mr Hall left the meeting at 8.39pm.

- (e) 09/00076/FUL – Multi Use Games Area, Woodland Avenue Play Area, Burbage – Burbage Parish Council

Mrs Aldridge left the meeting at 8.45pm and returned at 8.46pm.

Having declared a prejudicial interest in this item, Mrs Hall and Mr Inman spoke as Ward Councillors then left the meeting at 8.45 and 8.46pm respectively.

On the motion of Mr Boothby, seconded by Mr O'Shea, it was

RESOLVED – the application be approved subject to the conditions contained within the officer's report and an additional condition with regard to agreeing noise mitigation measures, if any are necessary, with Environmental Health.

Mr Ward left the meeting at 9.01pm.

- (f) 09/00006/FUL – Extensions and alterations, Millennium Hall, Britannia Road, Burbage – Burbage Parish Council

Having declared a prejudicial interest in this application, Mr & Mrs Hall and Mr Inman remained outside of the meeting.

It was moved by Mr Boothby, seconded by Mr Crooks and

RESOLVED – the application be approved subject to the conditions contained within the officer's report.

Mr & Mrs Hall returned to the meeting at 9.03pm. Mr Inman returned at 9.05pm.

- (g) 09/00029/FUL – Conversions of barns into two dwellings, Common Farm, Barton Road, Carlton – Trafford Knitwear

Some Members felt that it would be preferable to rebuild the barn than to leave in a derelict state. It was moved by Mr Morrell and seconded by Mr Sutton that the application be approved. Upon being put to the vote, the motion was LOST. It was then

RESOLVED – the application be refused for the reasons contained in the officer's report.

Having reached 9.29pm, it was agreed that the meeting be extended by 30 minutes in order to complete the business on the agenda.

Messrs Boothby and O'Shea left at 9.29pm.

- (h) 09/00012/DEEM – Erection of 8m high tubular steel lighting column, Langdale Recreation Ground, Hinckley – Mr Alex Jones, HBBC

It was moved by Mr Bown, seconded by Mr Bannister and

RESOLVED – the application be approved subject to the conditions contained within the officer's report and late items.

- (i) 09/00013/DEEM – Erection of 8m high tubular steel lighting column, Clarendon Park Playing Fields, Coventry Road, Hinckley – Mr Alex Jones, HBBC

It was moved by Mr Nichols, seconded by Mr Bannister and

RESOLVED – the application be approved subject to the conditions contained within the officer's report and late items.

- (k) 09/00072/FUL – Extensions and alterations to dwelling re-submission of 08/01133/FUL, 16 Johns Close, Burbage – Mr Anthony Brown

It was moved by Mr Bown, seconded by Mr Crooks and

RESOLVED – the application be approved subject to the conditions contained within the officer's report.

466 APPEALS LODGED AND DETERMINED (P57)

A summary was submitted of appeals lodged and determined since the last meeting. It was noted that one appeal had been lodged.

RESOLVED – the report be noted.

467 APPEALS – PROGRESS (P58)

A schedule was submitted indicating the stages that various appeals against planning decisions had reached.

RESOLVED – the report be noted.

468 MATTERS FROM WHICH THE PUBLIC MAY BE EXCLUDED

On the motion of Mr Sutton, seconded by Mrs Hall, it was

RESOLVED - in accordance with Section 100A(4) of the Local Government Act 1972 the public be excluded from the undermentioned item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 2 and 10 of Part I of Schedule 12A of that Act.

469 PLANNING ENFORCEMENT ACTION (P59)

Members were provided with a periodic report on planning enforcement actions taken. It was moved by Mr Nichols, seconded by Mrs Hall and

RESOLVED – the report be noted.

(The meeting closed at 9.40pm)

REPORT P61

PLANNING COMMITTEE

7 April 2009

**RECOMMENDATIONS OF DIRECTOR OF COMMUNITY AND PLANNING
SERVICES**

ON APPLICATIONS FOR DETERMINATION BY

THE PLANNING COMMITTEE

BACKGROUND PAPERS

Background papers used in the preparation of these reports are filed in the relevant application files, unless otherwise stated

Item: 01
Reference: 09/00031/FUL
Applicant: Mr K Burrows
Location: 53 Markfield Road Groby Leicester LE6 0FL
Proposal: ERECTION OF TWO DWELLINGS AND FORMATION OF ACCESS.

Introduction:-

This application seeks full planning permission for the erection of two detached dwellings with associated central access drive. The proposal would involve the demolition of an existing commercial workshop/repair garage for which the applicant has recently obtained conservation area consent (ref. no. 08/00588/CON). The proposed dwellings would be three bedroom properties of plain fronted design and both would be provided with private rear amenity areas and two car parking spaces to the rear accessed from the central private shared driveway. They would be located on a similar front building line to the adjacent apartment block.

The site measures 400 square metres in area and is located on the northern edge of Groby to the south west of Markfield Road within the Groby Conservation Area. The existing workshop is constructed of white painted brickwork with corrugated sheet roof and large metal roller shutter doors to the frontage. The storage area to the side of the workshop is currently being utilised for the storage of building materials and waste and overall the site appears dilapidated and untidy. The site is surrounded on three sides by residential properties and to the north lies the A50 dual carriageway. There is a private lane along the north west boundary of the site that leads to the dwelling to the rear of the site, an additional dwelling further to the south and a scout building. A further private drive serving a recently constructed block of four apartments lies to the south east. The site has significant differences in ground levels between the sites frontage on Markfield Road and the elevated land to the rear that is occupied by a modern 2½ storey detached dwelling, also owned and occupied by the applicant.

Members may recall that previous planning permission has been granted for three residential properties on a larger area that included the dwelling to the rear. Whilst this dwelling (plot 3) was completed the planning permission for the other two plots has now expired.

A Design and Access Statement has been submitted in support of the application. It states that the proposed development will remove a commercial use from a residential area and will enhance the character and appearance of Groby Conservation Area. The sympathetic design echoes the construction of adjoining dwellings and others in the village and the dwellings will be of brick construction with steep pitched slate roofs in keeping with the character of dwellings in the conservation area. The small “cottage” style windows with timber frames and additional detailing such as arched soldier courses, dentil courses to gables, external chimneys and frontage walls of local granite construction will add to the character and appearance of the scheme.

A copy of a Site Investigation/Soils Report carried out on the site in 2003 has also been submitted in support of the application and is discussed further in the appraisal section of this report.

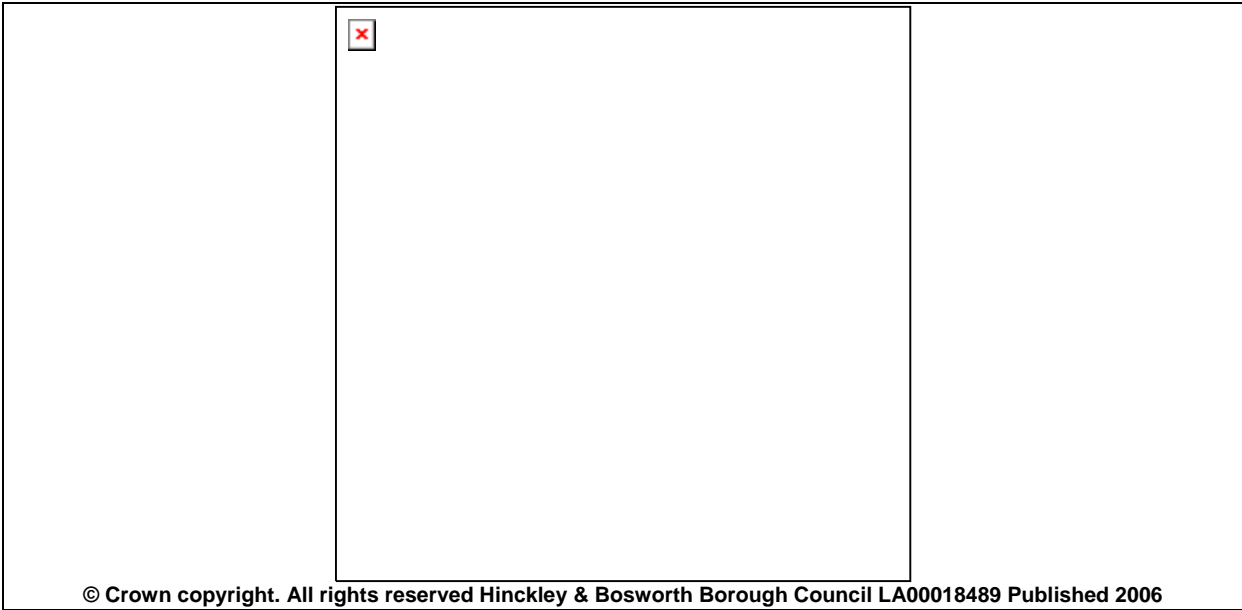
A Bat and Bird Survey has been submitted in support of the demolition of the existing building which concludes that no signs of bats were recorded and the building did not appear

to be attractive to bats. It is considered unlikely that bats would use the building for roosting at other times of the year. There was no evidence of use by nesting birds. It is therefore considered that there is no nature conservation reason to delay demolition of the building.

History:-

There is a considerable amount of planning history relating to the site including a number of permissions for residential development the most recent are detailed below.

08/00589/FUL	Demolition of Workshop and Erection of Two Link Detached Dwellings	Withdrawn	14.07.08
08/00588/CON	Demolition of Workshop	Approved	04.08.08
04/01333/CONDIT	Erection of 3 Detached Dwellings Without Complying With Condition 4 to Allow a Minimum Access Drive Width of 3.8 Metres.	Approved	23.03.05
03/00684/REM	Erection of Three Dwellings	Approved	05.08.03
02/00923/FUL	Detached House with Conservatory and Detached Double Garage	Refused	03.02.03
01/00062/OUT	Erection of Three Detached Dwellings	Approved	15.05.01



Consultations:-

No objection subject to conditions has been received from:-

- Director of Highways, Transportation and Waste Management (Highways)
- Director of Community Services (Archaeology)
- Head of Community Services (Pollution)
- Head of Community Services (Land Drainage).

Grobby Parish Council object on the grounds of:- outstanding land contamination issues including the presence of underground petrol tanks; drainage; inadequate provision of parking and turning; and that a business is currently operating from the site.

Grobby Village Society raises no objection and comments that the design and materials appear suitable and the development will improve the area.

Site notice and press notice were displayed and neighbours notified. One letter has been received commenting on the following issues:-

- a) width of adjacent private drive
- b) presence of fuel storage tanks within the site
- c) Grobby granite should be used in the construction of boundaries to the site rather than timber fencing
- d) a business is operating from the site
- e) demolition of the garage and clearance of the site is not before time
- f) the general aspect of the dwellings is fine.

Policy:-

Central Government Policy

Planning Policy Statement 1 sets out the Government's objectives for the planning system. Paragraph 5 seeks to ensure high quality development through good and inclusive design, and the efficient use of resources. Paragraph 27 seeks to promote the more efficient use of land and the use of suitably located previously developed land.

Planning Policy Statement 3 (PPS3) sets out the national planning policy framework for delivering the Government's housing objectives. Paragraph 12 states that good design is fundamental to the development of high quality new housing. Paragraph 16 lists matters to be considered when assessing design quality, this includes assessing the extent to which the proposed development is well integrated with and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access. The priority for development should be previously developed land, in particular vacant and derelict sites.

Planning Policy Statement 23 (PPS23) provides guidance on planning and pollution control. Paragraph 17 states that where land is affected by contamination, development can provide an opportunity to address the problem for the benefit of the wider community and bring the land back into beneficial use. Paragraph 2.59 of Annex 2 advises that where it is satisfied that the development proposed will be appropriate, having regard to the information currently available about the contamination of the site and the proposed remediation measures and standards, the Local Planning Authority should grant planning permission subject to any conditions requiring such further investigations and remediation (including verification) as would be necessary, reasonable and practical. Paragraph 2.62 of Annex 2 states that consideration should be given to the use of three-stage conditions that aim to: provide for further investigation and characterisation of the site to confirm the nature and extent of contamination, validate the conceptual model and allow more refined risk assessment and appraisal of remedial options; propose and receive approval for a remediation scheme that ensures the removal of unacceptable risks to make the site suitable for use; and to submit and receive approval for a validation report that demonstrates the effectiveness of the remediation carried out, preferably before building begins and certainly before the site is occupied by future users.

Local Plan Policies

The site lies within the settlement boundary of Grobby and within the Grobby Conservation Area as defined in the adopted Hinckley and Bosworth Local Plan.

Policy BE1 of the adopted Local Plan seeks to secure attractive development and to safeguard and enhance the existing environment. Planning permission will be granted where the development: complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features; ensures adequate highway visibility for road users and adequate provision for off street parking together with turning facilities; and does not adversely affect the occupiers of neighbouring properties.

Policy BE7 of the adopted Local Plan states that in conservation areas, the siting and design of new development will be required to preserve or enhance their character or appearance and be in sympathy with the merits of neighbouring development. The scale, design and proportions of new development should be sympathetic to the characteristic form in the area and compatible with adjacent buildings. Building materials and finishes should respect the local traditional materials and techniques.

Policy RES5 of the adopted Local Plan states that planning permission will be granted for new residential development if the site lies within a settlement boundary as defined on the proposals map of the adopted Local Plan and the siting, design and layout of the proposal do not conflict with relevant plan policies.

Policy NE2 of the adopted Local Plan states that planning permission will not be granted for development which would be likely to suffer material harm from existing or potential sources of soil pollution.

Policy T5 of the adopted Local Plan refers to the application of appropriate standards for highway design and parking targets for new developments unless a different level of provision can be justified. Leicestershire County Council's document "Highways, Transportation and Development " provides developers with further guidance on highway design.

Policy REC3 of the adopted Local Plan requires the appropriate level of children's play space to be provided within development sites or, alternatively, a financial contribution to be negotiated towards the provision of new recreation facilities within the vicinity of the site or towards the improvement of existing facilities in the area. The Borough Council's Supplementary Planning Document on Play and Open Space provides guidance in respect of financial contributions.

The Borough Council's Supplementary Planning Guidance on New Residential Development provides further guidance for developers on design, layout, highways and parking. Housing developments should make efficient use of land and take account of the general character of the surrounding area. The Borough Council's Sustainable Design Supplementary Planning Document provides guidance on and promotes sustainable development.

Appraisal:-

The principle of residential development of the site has already been established. The main considerations with regards to this application are:- the siting, design and layout of the development; its impact on Groby Conservation Area; its impact on neighbouring properties; highway issues and land contamination.

Design and Layout

The layout would provide a strong frontage to the site with two, well proportioned plain fronted dwellings positioned on a similar building line to the adjacent apartment block. The central access would provide rear access to four off-street parking spaces and the private

amenity areas. The overall amenity space provided for each dwelling, at approximately 43 square metres, would be significantly less than that suggested for a three bedroom dwelling in the Borough Council's Supplementary Planning Guidance on New Residential Development. It would be possible to provide larger amenity areas to the rear of each dwelling but this would result in frontage parking which, would have a detrimental impact on the overall appearance of the development, the street scene and the Groby Conservation Area. In this case, the reduced amenity areas would be preferable to frontage parking and given the overall enhancement of the site that the development would provide, this issue should not warrant refusal of the application.

The proposed dwellings are well designed with steeply pitched roofs and architectural features that are in keeping with other dwellings within the Groby Conservation Area including arched brick headers, corbels and external brick chimneys. The proposed use of slate roofing materials and timber framed windows will enhance the appearance of the dwellings. The existing stone wall adjacent to the site would be retained and extended using similar natural materials across the front boundary of the site, albeit at a lower level to provide adequate visibility from the new and existing accesses. The provision of a stone wall would enhance the character and appearance of the development and the Groby Conservation Area.

Groby Conservation Area

The existing commercial building is poor in terms of its visual appearance and the materials used in its construction. The storage area to the side of the workshop is currently being utilised for the storage of building materials and waste and in its current condition the site has a negative impact on this part of the Groby Conservation Area. The demolition and clearance of the site together with its sympathetic redevelopment with well designed dwellings and appropriate boundary features will enhance the character and appearance of the site and the Groby Conservation Area.

Impact on Neighbours

The commercial use of this site has the potential to have a detrimental impact on the amenities of neighbouring properties in this otherwise residential area. Its development for residential purposes is, therefore, encouraged. The private driveway to the south east separates the adjacent apartment block from the proposed development by approximately 3 metres. Whilst there are two small windows on the side elevation facing the site these are not principal windows and will not be unduly compromised. The thatched cottage to the west is separated from the site by approximately 10 metres, aligned on a different orientation and well screened by mature vegetation along its boundary with the adjacent private driveway. The dwelling immediately to the rear is owned and occupied by the applicant and does not have any windows facing the site. The rear garden to this dwelling is approximately 17 metres from the rear elevation of the proposed dwellings, occupies a significantly higher ground level than them and is screened by 1.8 metre high timber fencing.

Highway Issues

The width of the central vehicular access would not comply with guidance contained within the Leicestershire County Council's document "Highways, Transportation and Development". In this case, however, the Director of Highways, Transportation and Waste Management does not object as there are relatively low traffic flows along Markfield Road and the likelihood of conflict occurring at the access with two vehicles seeking to pass is slight. A number of highway related conditions are included in the recommendation including the formation of a pedestrian footway across the sites frontage with Markfield Road to improve pedestrian safety. It is unlikely that it would be possible to sustain a reason for refusal on highway grounds in the event of an appeal.

Land Contamination

Groby Parish Council and a neighbour refer to outstanding land contamination issues on the site and the presence of underground fuel storage tanks. The dwelling to the rear of the current application site was constructed following investigation and remediation of contamination on that part of the larger site with the knowledge that it was unlikely that any contamination on the bottom half of the site (the current application site) would affect the top half due to the physical segregation by natural gradient and boundary treatment.

A copy of the previous investigation report carried out in 2003 has been submitted in support of the current application. Whilst this can form the basis of the site characterisation in respect of land contamination, it is out of date and further investigation is required, particularly under the garage building and around the suspected underground fuel storage tanks. Whilst pre-application investigation work would always give a clearer picture of any contamination of the site for both the Local Planning Authority and the developer, it would be unreasonable to insist that such work is carried out before determination of the application unless there is sufficient justification to do so. It is not unusual for planning permission to be approved subject to appropriate conditions requiring proper investigation and remediation being carried out before commencement of, and during, development. This approach has been used successfully in relation to similar former garage sites at Newbold Heath and Carlton.

The rear part of the site was developed to a satisfactory degree and there is no reason to believe that the current application site cannot also be investigated and remediated to the satisfaction of the Local Planning Authority to ensure that it is suitable for residential use. It is recognised, however, that such measures are likely to be more onerous and require more investment on the front part of the site owing to the former garage and underground fuel storage tanks which are believed to be present, a fact that the applicant is aware of.

In view of the above, an objection on land contamination grounds would not be justified in this case but a number of conditions are included in the recommendation to ensure that the issue of land contamination is satisfactorily investigated and that appropriate remediation measures are taken both prior to the commencement of development and during construction.

Other Issues

A standard condition and note to applicant is included within the recommendation in respect of financial contributions towards public play and open space to comply with policy REC3 of the adopted Local Plan and the Council's SPD on Play and Open Space together with the Green Space Strategy and the Parish Public Open Space Quantity/Accessibility Audit 2005. In this case the contribution would amount to £2501.60 (i.e. £1250.80 X 2) to improve the quantity and quality of children's play facilities at Forest View play area. There is no requirement for archaeological investigation of the site as it has been previously disturbed. A standard note to applicant is included within the recommendation in respect of the Party Wall etc Act 1996 and land not within the applicant's ownership.

Conclusion

The principle of residential development of the site has been established by previous planning permissions and would remove a non-residential use from an otherwise residential area. The demolition of the existing commercial building and clearance of the site would enhance the character and appearance of this part of the Groby Conservation Area. The siting and layout of the well designed dwellings would not adversely affect the amenities of

neighbouring properties or highway safety. The application is recommended for approval subject to conditions, including a number of standard conditions to address land contamination issues.

RECOMMENDATION :- Permit subject to the following conditions :-

Summary of Reasons for Recommendation and Relevant Development Plan Policies:

Having regard to the pattern of existing development in the area, representations received and relevant provisions of the development plan, as summarised below, it is considered that subject to compliance with the conditions attached to this permission, the proposed development would be in accordance with the development plan as it would be within the settlement boundary of Groby, would enhance the character and appearance of the Groby Conservation Area, would provide a strong street frontage of well designed dwellings and would not have an adverse impact on the amenities of neighbouring properties or highway safety.

Hinckley & Bosworth Borough Council Local Plan (2001) :- BE1, BE7, RES5, NE2, T5 and REC3

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 2 Notwithstanding the submitted details, before any development commences, representative samples of the types and colours of materials to be used on the external elevations of the proposed dwellings and boundary walls shall be deposited with and approved in writing by the Local Planning Authority, and the scheme shall be implemented in accordance with those approved materials.
- 3 No development shall commence on site until such time as the existing and proposed ground levels of the site, and proposed finished floor levels have been submitted to and agreed in writing by the Local Planning Authority. The approved proposed ground levels and finished floor levels shall then be implemented in accordance with the approved details.
- 4 Before development commences, full details of the window style, reveal, cill, and header treatment shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details.
- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by (Amendment) (No.2) (England) Order 2008 (or any order revoking or re-enacting that Order with or without modification) development within Schedule 2, Part 1, Classes A - E inclusive shall not be carried out unless planning permission for such development has first been granted by the Local Planning Authority.
- 6 Notification of the commencement date of any site investigation work relating to potential contamination should be given in writing to the Local Planning Authority not less than 14 days before such work commences.
- 7 No development approved by this permission shall be commenced until a scheme for the investigation of any potential land contamination on the site has been submitted to and agreed in writing by the Local Planning Authority which shall include details of how any contamination shall be dealt with. The approved scheme shall be implemented in accordance with the agreed details and any remediation works so approved shall be carried out prior to the site first being occupied.

- 8 If during development, contamination not previously identified is found to be present at the site, no further development shall take place until an addendum to the scheme for the investigation of all potential land contamination is submitted to and approved in writing by the Local Planning Authority which shall include details of how the unsuspected contamination shall be dealt with. Any remediation works so approved shall be carried out prior to the site first being occupied.
- 9 Notification of the commencement of development should be given in writing not less than 14 days before development commences.
- 10 Notwithstanding the submitted details, full details of the boundary walls to be constructed to the frontage of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
- 11 The development hereby permitted shall not commence before the provision and maintenance of off-site open space or facilities whether by off-site physical provision or financial contributions as required in accordance with policy REC3 of the adopted Hinckley and Bosworth Local Plan and the approved Play and Open Space Supplementary Planning Document has been secured in such a manner as is approved in writing by the Local Planning Authority.
- 12 No walls, planting or fences shall be erected or allowed to grow on the Highway boundary exceeding 0.9 metres in height above the level of the adjacent carriageway.
- 13 The gradient of the access drive shall not exceed 1:12 for the first 5 metres behind the Highway boundary.
- 14 If any vehicular access gates, barriers, bollards, chains or other such obstructions are to be erected they shall be set back a minimum distance of 5 metres behind the Highway boundary and shall be hung so as to open inwards only.
- 15 Before first occupation of any dwelling hereby permitted, a footway shall be completed to the satisfaction of the Highway Authority across the sites frontage to connect with the existing footway adjacent to the application site.
- 16 Before first occupation of any dwelling hereby permitted, the access drive, car parking spaces and turning area shall be provided in accordance with the details provided on the approved plan and once provided shall be so maintained at all times thereafter unless otherwise agreed in writing by the Local Planning Authority.
- 17 Notwithstanding the submitted details, before first occupation of any dwelling hereby permitted, the access drive, car parking spaces and turning area shall be surfaced with a porous hard bound material (not loose aggregate) for a distance of at least 5 metres behind the Highway boundary and once provided shall be so maintained at all times thereafter.
- 18 Before first occupation of the development hereby permitted, drainage shall be provided within the site such that surface water does not drain into the highway and thereafter shall be so maintained.

Reasons:-

- 1 To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 To ensure that the development has a satisfactory external appearance to accord with policy BE1 and BE7 of the adopted Hinckley & Bosworth Local Plan.
- 3 To ensure that the development has a satisfactory external appearance and in the interests of visual amenity to accord with policy BE1 and BE7 of the adopted Hinckley & Bosworth Local Plan.
- 4 To ensure that the development has a satisfactory external appearance to accord with policy BE1 and BE7 of the adopted Hinckley & Bosworth Local Plan.
- 5 To ensure that adequate private amenity and off-street parking space is retained within the curtilage of the site and to safeguard the amenities of neighbouring properties to accord with policy BE1 and T5 of the adopted Hinckley and Bosworth Local Plan.
- 6 - 9 To ensure adequate consideration is given to ground contamination issues to avoid the risk of contamination in connection with the new development and to protect the amenities of future occupiers of the site to accord with Planning policy Statement 23 and Policy NE2 of the adopted Hinckley and Bosworth Local Plan.
- 10 To allow proper consideration of the visual appearance and construction of the structures and to enhance the character and appearance of the site to accord with policies BE1 and BE7 of the adopted Hinckley and Bosworth Local Plan.
- 11 To ensure the adequate provision and maintenance of public play and open space within the vicinity of the site to accord with policy REC3 of the adopted Hinckley and Bosworth Local Plan.
- 12 To afford adequate visibility at the access/junction in the interests of highway safety to accord with policies BE1 and T5 of the adopted Hinckley and Bosworth Local Plan.
- 13 To enable vehicles to enter and leave the highway in a slow and controlled manner and in the interests of highway safety to accord with policies BE1 and T5 of the adopted Hinckley and Bosworth Local Plan.
- 14 To enable a vehicle to stand clear of the highway whilst the gates are opened/closed in the interests of highway safety to accord with policies BE1 and T5 of the adopted Hinckley and Bosworth Local Plan.
- 15 The Highway fronting the site has no separate facility for pedestrians and the proposal would lead to an increase in pedestrian movement along the Highway. The footway is therefore required for the safety of pedestrians to accord with policies BE1 and T5 of the adopted Hinckley and Bosworth Local Plan.
- 16 To ensure adequate access is provided to serve the development and to provide adequate off-street parking and turning facilities to accord with policy BE1 and T5 of the adopted Hinckley and Bosworth Local Plan.
- 17 To provide sustainable drainage of the site and to reduce the possibility of deleterious material (loose stones etc.) being deposited in the highway causing danger to road users to accord with policy BE1 of the adopted Hinckley and Bosworth Local Plan.
- 18 To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users to accord with policy BE1 of the adopted Hinckley and Bosworth Local Plan.

Notes to Applicant:-

- 1 Bats, nesting birds, great crested newts and certain other species are protected by law. If any such species are discovered before or during the works the works must be suspended and the local office of Natural England contacted for advice.
- 2 This permission does not grant approval under the Building Act 1984 and the Building Regulations 2000 (as amended) for which a separate application may be required. You are advised to contact the Building Control Section.
- 3 As from 6th April 2008 this Authority are charging for the discharge of conditions in accordance with revised fee regulations which came into force on that date. Application forms to discharge conditions and further information can be found on the planning portal web site www.planningportal.gov.uk.
4. All works within the limits of the Highway with regard to the access shall be carried out to the satisfaction of the Southern Area Manager (0116 3052202).
- 5 In relation to Condition 2, the materials will need to reflect the location of the site within the Groby Conservation Area and should include the use of natural materials including slate roof materials, timber framed windows and local stone for the boundary walls to the site frontage with Markfield Road.
- 6 In relation to Conditions 6 - 9 inclusive, advice from Health and Environment Services is attached to this decision notice which includes the Borough Council's policy on the investigation of land contamination. Any scheme submitted shall be in accordance with this policy.
- 7 The suitability of the ground strata for soakaway drainage should be ascertained by means of the test described in BRE Digest 365, and the results approved by the Building Control Surveyor before development is commenced. The soakaway must be constructed either as a brick or concrete-lined perforated chamber with access for maintenance or, alternatively assembled from units of one of the newer, modular systems, comprising cellular tanks and incorporating silt traps. Design and construction of all types of soakaway will be subject to the approval of the Building Control Surveyor.
- 8 Access drives, parking and turning areas, paths and patios should be constructed in a permeable paving system depending upon ground strata permeability. On low-permeability sites, water dispersal may be augmented by piped land drains, installed in the foundations of the paving, discharging to an approved outlet. (See Environment Agency guidance on the permeable surfacing of front gardens).
- 9 You will be required to enter into a suitable legal Agreement with the Highway Authority for the off-site Highway works before development commences.
- 10 In relation to Condition 11, in this case, a financial contribution of £2501.60 is required towards the provision and maintenance of public play and open space.
- 11 List of plans used in the determination of this application:- GG/001/08/002;
GG/001/08/003;GG/001/08/006D; GG/001/08/007D; GG/001/08/008E;
GG/001/08/009E; GG/001/08/004E; GG/001/08/005C; GG/001/08/010A;
GG/001/08/0011.

Contact Officer:- Richard Wright Ext 5894

Item: 02

Reference: 09/00044/FUL

Applicant: Mr D Ryan

Location: 1 Moorland Close Market Bosworth Nuneaton Leicestershire CV13 ONE

Proposal: ERECTION OF 1 NO. DWELLING DOUBLE GARAGE AND CAR PORT

Introduction:-

This application seeks full planning permission for the demolition of the existing garage and the erection of a dwelling, replacement detached garage and detached open side carport.

The site comprises the side and rear garden to no .1 Moorland Close and to the rear of the adjacent BT telephone exchange. The site falls away sharply to the western boundary and the countryside beyond. A large Hybrid Black Poplar tree exists adjacent to the southern boundary, within the rear garden of no.5 Back Lane. This tree is subject to a Provisional Tree Preservation Order by virtue of a Section 201 Direction.

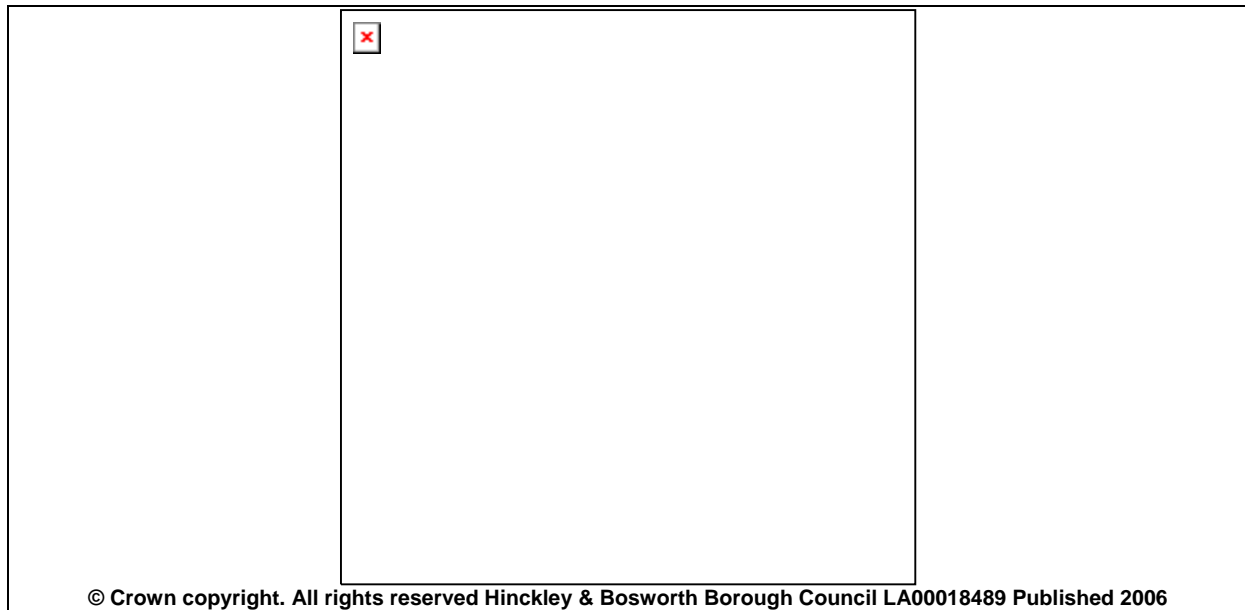
The dwelling proposed is of a three-storey design, where three storey's exist to the rear elevation but only two are visible on the Moorland Road frontage. The proposed dwelling is of an asymmetrical pitched roof contemporary design. The proposal includes large areas of glass and timber cladding, with brick and render panels and proposes the use of a rolled metal roofing system. The existing garage to the frontage of no .1 is to be demolished and rebuilt in a revised position to allow for the construction of an open side carport and pedestrian access to the proposed dwelling.

This is a revised submission following the withdrawal of an application for a dwelling on this site in 2008 and prior to that a refusal of planning permission for an outline proposal in 2006. This application has been subject to extensive pre-application discussion. The scheme proposed represents the outcome of those discussions.

The application is accompanied by a design and access statement, a series of 3D visuals and sections through the site, that attempt to explain the impact of the development in light of the previous reasons for refusal, and the sites physical and policy constraints. The statement details the need for boundary treatments, landscaping and parking provision.

History:-

08/00840/FUL	Demolition and rebuild of existing garage and erection of dwelling	Withdrawn	14.10.08
07/00416/OUT	Erection of Dwelling and Garage	Refused	14.06.07
06/00649/OUT	Erection of Dwelling and Associated Parking	Refused	05.09.06



Consultations:-

No objection has been received from:-

Director of Highways, Transportation and Waste Management (Highways)
Director of Community Services (Ecology)
Head of Community Services (Land Drainage).

Head of Corporate and Scrutiny Services (Green Spaces) objects to the application as the development severely encroaches into the root protection area of the tree and will result in a significant detriment to the tree's health.

Market Bosworth Parish Council raises no objection but does raise concern over the practicality of designing a large family home without a garage and with restricted access. The Parish Council are also concerned that the lack of road width of the new driveway might cause access problems and result in parking on the road.

Six neighbour letters have been received objecting to the application on the grounds that it will have a detrimental effect on the large Black Poplar tree in the rear garden of no.5 Back Lane.

Three neighbour letters have been received objecting to the design, siting and overall impact of the proposal on the surrounding area.

One letter of objection has been received objecting to the proposal because of the impact it has on the Leicester Round footpath.

One neighbour raises concerns about the health and safety issues that arise from the creation of an additional dwelling in Moorland Close due to the restricted road width on Back Lane and the problems created by blocked roads at school opening and closing times.

Policy:-

The site is identified within the settlement boundary in the Adopted Hinckley and Bosworth Local Plan.

Policy BE1 considers the design and siting of development, in terms of the effect on the character of the area, amenities of neighbours and highway safety.

Policy REC3 requires that all new development provide either on site play and open space provision or where not possible make a financial contribution towards the continued provision and maintenance of existing facilities within 400 metres of the application site.

Policy T5 requires all new development to achieve the relevant highway standards and vehicle requirements contained with the County Councils design guidance Highways Transport and Development.

The Councils Adopted Supplementary Planning Guidance on New Residential Development advises of a series of design standards that all new development should seek to achieve.

Appraisal:-

The main considerations with regards to this application are the principle of the development, the design and impact on the character of the area, the impact on neighbours, the impact on the adjacent countryside, the impact on the adjacent tree and highways issues.

The Principle

The site lies within the settlement boundary for Market Bosworth and therefore there is a presumption in favour of development providing all other matters are appropriately addressed. The site, being a garden to an existing dwelling within the settlement boundary, is previously developed land and the proposal satisfies the overarching need to develop such brownfield sites.

The constraints of the site are such that the proposal needs to pay specific attention to levels, the position of adjacent dwellings, and the position of the adjacent Black Poplar tree and the provision of vehicular and pedestrian access.

The previous application was refused because of the lack of information (an outline application) supplied and the scheme represented an incursion into an undeveloped and concealed side garden. The current proposal now provides detailed elevations; layouts and sections through the site and as such due consideration can be given to the proposal. It is considered that through the submission of a comprehensive full application for this proposal and the inclusion of detailed elevations, ground level information, 3D visuals and design and access statement, the previous reason for refusal on the principle of development is overcome.

Design and Impact

Moorland Close is a residential cul-de-sac of predominately red brick and tiled roof dwellings, the vast majority of which are of a traditional construction with pitched dominant roofs. Most dwellings are set back from the highway in a horseshoe layout with vehicle parking to the frontage. All of the dwellings in Moorland Close are individually designed.

The proposed dwelling is of an asymmetrical pitched roof contemporary design and utilises local materials such as red brick, render and timber cladding. The proposed rolled metal roofing whilst being a departure from the frequently occurring roofing materials, will give a similar heavy and dark colour to the mass of the roof of the dwelling, similar to that of a tile.

The scale and mass of the proposed dwelling is such that it represents a well thought out development of this heavily constrained site. The dominant roof mass will be visible within Moorland Close, however similar to the existing dwellings and the dominant forward projecting half gable will add a key design feature to the front elevation and give the dwelling prominence with the street. It is important to note that the dwelling will stand somewhat in line with the existing dwelling and therefore does not compromise the setting of no .1

Moorland Close. In summary the scale, mass and design of the dwelling is considered acceptable.

The western boundary defines the settlement boundary from the countryside beyond. The Leicestershire Round footpath runs across the field to the rear of the site. Due to the form of the landscape in this area the rear elevation of the existing dwelling no .1 Moorland Close and the rear elevation of the proposal will be clearly visible from the footpath and the countryside. However, the site does lie within the settlement boundary and is surrounded by other dwellings and therefore the presumption in favour of appropriate forms of development is firmly established. Accordingly, for the reasons sited above, the dwelling has been designed to carefully respect the form of the site and its wider setting and therefore is not considered a detriment to the outward appearance of the settlement or to be harmful to the undeveloped character of the countryside adjacent.

The resiting of the garage to the frontage and the construction of a detached open side carport does represent a minor u-turn in the layout of the sites frontage. Whilst it is somewhat undesirable to dominate existing frontages with vehicle parking, the openness of the property frontages, the resiting of the garage and construction of the carport is considered acceptable.

The carport is proposed as a detached structure to create a distinction between the access and parking area for the proposed dwelling and no .1. The carport has been specifically designed with one side open to allow for direct views through the structure to the dwelling beyond, again helping to create an individual identity in the street scene and to give degree of legibility to the dwelling and its access point.

Impact on Neighbours

The siting of the proposed dwelling is such that it complies with the minimum separation distances set down in the Council's Supplementary Planning Guidance and is therefore acceptable. The design of the property has been purposefully adjusted to minimise any perceived impact and overbearing effect on the occupiers of no.5 Back Lane. There are no windows in the side elevation facing no.5 Back Lane. Additionally the proposal dwelling will not be overlooked by habitable room windows in no.1 Moorland Close and likewise will not do the same.

Highways and Access

The Highway Authority raises no objection to the proposal. The scheme provides a minimum of two off street parking spaces per dwelling, which is acceptable to the Highway Authority. The fact that the proposed dwelling has a tandem parking arrangement is not considered a problem and is very similar to existing driveway parking arrangements in the locality. By way of the rebuilding of the garage for no.1 Moorland Close, and the availability of the hard standing on the property frontage, the existing dwelling retains ample parking provision.

Impact on the Adjacent Tree

The trunk of the adjacent Hybrid Black Poplar tree is located approximately 5 metres from the closest corner of the lower ground floor of the proposed dwelling. It is the opinion of the Council's Tree Officer that the dwelling proposed will be sited within the necessary root protection area to the tree (as specified by the British Standard) and the development would therefore result in a significant detriment to the tree's roots. If roots are damaged this can lead to crown dieback, affect tree stability, create wounds allowing access points for pathogens and put the tree under stress that can lead to branch failure. Soil compaction will also lead to anaerobic conditions with the same results. It is the opinion of the Council's Tree

Officer that the existing clearance between the tree and 1 Moorland Close is acceptable when considering the size, species and condition.

Previous comments from the Councils Arboricultural Consultant suggested that development would be possible on the site and decision-making proceeded on the basis of this advice. Accordingly, the previous application was not recommended for refusal because of the impact on the tree. The impact of the proposal on the adjacent tree has been accurately considered inline with the guidance from British Standard 5837:2005 which has led to a contrary recommendation being provided. In such cases, the most precise and defensible advice must carry a greater weight and in this case this is the most recent advice, therefore the development is considered to be to the detriment of the tree.

An additional statement prepared by the applicant's agent in respect of the development and perceived effect on the Black Poplar tree has been submitted. This statement makes the case for off-setting the provision of the root protection area that is affected by the development in accordance with the advice contained in British Standard 5837:2005. In addition various construction methods and technologies are suggested to be used that will have minimal impact on the ground and therefore the roots and structure of the tree. Given the subjective nature of the impact of the development on the tree and the conflicting opinions received in respect of what may be acceptable, further investigation of the development's impact on the tree and discussion between all parties is required and the outcome of this will be reported as a late item. If the issue cannot be resolved, the recommendation will include the provision to then refuse the application.

Contributions

The site is within 400 metres of a public open space known as The Parish Field which is located between Rectory Road and Park Street and therefore in accordance with the requirements of Policy REC3 of the local plan a financial contribution of £1250.80p towards the provision and maintenance of this open space can be sought. No commitment to the payment of this contribution is made within this application.

Conclusion

Notwithstanding the issues surrounding the Black Poplar tree, all other matters have been successfully addressed in this application. The scheme proposed takes account of the earlier reasons for refusal, where appropriate, and the sites specific constraints have been carefully considered. However, the issues of development within close proximity of the Black Poplar have not been fully considered and therefore given the tree's protected status, carry significant weight in the determination of this application.

RECOMMENDATION: - That subject to the objection from the Head of Corporate and Scrutiny Services (Green Spaces) being withdrawn, the Director of Community and Planning Services be granted powers to issue planning permission subject to the conditions below. Failure to remove the objection by 15 April 2009 may result in the application being refused.

Summary of Reasons for Recommendation and Relevant Development Plan Policies :

Having regard to the pattern of existing development in the area, representations received and relevant provisions of the development plan, as summarised below, it is considered that subject to compliance with the conditions attached to this permission, the proposed development would be in accordance with the development plan and would not be to the detriment of residential amenity, the character and appearance of the area, highway safety and the adjacent Black Poplar tree.

Hinckley & Bosworth Borough Council Local Plan (2001) :- BE1, T5, REC3 and SPG on New

Residential Development

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 2 No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include:
 - (i) means of enclosure and boundary treatments
 - (ii) hard surfacing materials including parking areas
 - (iii) planting plans
 - (iv) written specifications
 - (vi) schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate
 - (ix) implementation programme.
- 3 The approved hard and soft landscaping scheme shall be carried out in accordance with the approved details. The soft landscaping scheme shall be maintained for a period of five years from the date of planting. During this period any trees or shrubs which die or are damaged, removed, or seriously diseased shall be replaced by trees or shrubs of a similar size and species to those originally planted at which time shall be specified in writing by the Local Planning Authority.
- 4 Before any development commences, representative samples of the types and colours of materials to be used on the external elevations of the proposed dwelling, garage and carport shall be deposited with and approved in writing by the Local Planning Authority, and the scheme shall be implemented in accordance with those approved materials.
- 5 Before the first occupation of the dwelling hereby permitted, the carport and integral vehicle parking spaces and the replacement garage and integral parking spaces shall be constructed in accordance with the approved plans and made available for first use. The carport and garage and the parking spaces within shall be retained thereafter for the parking of cars.
- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by (Amendment) (No.2) (England) Order 2008 (or any order revoking or re-enacting that Order with or without modification) development within Schedule 2, Part 1 Classes a, b, c, d, e, f and g shall not be carried out on any part of this site unless planning permission for such development has first been granted by the Local Planning Authority.
- 7 No development shall commence on site until such time as the existing and proposed ground levels of the site, and proposed finished floor levels have been submitted to and agreed in writing by the Local Planning Authority. The approved proposed ground levels and finished floor levels shall then be implemented in accordance with the approved details.
- 8 No development shall commence until such a time as a method statement and foundation designs in respect of the tree protection measures have been submitted to and agreed in writing by the local planning authority. The development shall then be constructed in accordance with the approved details.
- 9 Before first occupation of the dwelling hereby permitted, 2.0 metre by 2.0 metre pedestrian visibility splays shall be provided on the highway boundary on both sides

of the access with nothing within those splays higher than 0.6 metres above ground level and shall be so maintained in perpetuity, where in the control of the applicant.

- 10 The development hereby permitted shall not commence before the provision and maintenance of off-site open space or facilities whether by off-site physical provision or financial contributions as required in accordance with policy REC3 of the adopted Hinckley and Bosworth Local Plan and the Adopted Play and Open Space Supplementary Planning Document has been secured in such a manner as is approved in writing by the Local Planning Authority
- 11 Before any development is commenced on the site, including site works of any description, the Black Poplar tree shall be securely fenced off within the application site by protective fencing on a scaffolding framework in accordance with B. S. 5837 erected in a circle around the tree at a radius from the bole of 3 metres. Within the areas so fenced off, the existing ground level shall be neither raised or lowered, (except as may be approved by the Local Planning Authority as part of the development) and no materials, equipment, machinery or temporary buildings or surplus soil shall be placed or stored thereon. If any trenches for services are required in the fenced-off areas, they shall be excavated and back-filled by hand and any tree roots encountered with a diameter of 5cm or more shall be left unsevered.

Reasons:-

- 1 To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2&3 To enhance the appearance of the development to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.
- 4 To ensure that the development has a satisfactory external appearance to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.
- 5 To ensure that adequate off-street parking facilities are available to accord with policy T5 of the adopted Hinckley & Bosworth Local Plan.
- 6 This site is heavily constrained and further uncontrolled development is likely to have an adverse impact on the amenities of the adjacent occupiers and the overall character of the area, contrary to the requirements of Policy BE1 of the Adopted Hinckley and Bosworth Local Plan.
- 7 To ensure that the development has a satisfactory external appearance to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.
- 8 The development is within close proximity of a Black Poplar tree and the development will encroach within the specified root protection area. Details of construction methods and foundation design are required to ensure that the development is not to the detriment of the tree, in accordance with the requirements of Policy BE1 of the Adopted Hinckley and Bosworth Local Plan.
- 9 To ensure that an adequate line of vision is available in the interests of road safety to accord with policy T5 of the Hinckley and Bosworth Local Plan.
- 10 To ensure the adequate provision of public play and open space within the vicinity of the site to accord with policy REC3 of the adopted Hinckley and Bosworth Local Plan and the Council's Adopted Play and Open Space Supplementary Planning Document.

- 11 The development is within close proximity of a Black Poplar tree and the development will encroach within the specified root protection area. The degree of protection specified is necessary to ensure the tree is not damaged, in accordance with the requirements of Policy BE1 of the Adopted Hinckley and Bosworth Local Plan.

Notes to Applicant:-

- 1 Bats, nesting birds, great crested newts and certain other species are protected by law. If any such species are discovered before or during the works the works must be suspended and the local office of Natural England contacted for advice.
- 2 This permission does not grant approval under the Building Act 1984 and the Building Regulations 2000 (as amended) for which a separate application may be required. You are advised to contact the Building Control Section.
- 3 As from 6th April 2008 this Authority are charging for the discharge of conditions in accordance with revised fee regulations which came into force on that date. Application forms to discharge conditions and further information can be found on the planning portal web site www.planningportal.gov.uk.
4. All works within the limits of the Highway with regard to the access shall be carried out to the satisfaction of the Southern Area Manager (0116 3052202).
- 5 List of plans used in the determination of this application:- 6 x 3D visuals received 9 March 2009. P001, P002, P003, P004, P005, P006, P007, P008, P009, P010, P011 all received 18 February 2009.
- 6 In relation to condition 10, the total contribution required would be £1250.80p.

Contact Officer:- James Hicks Ext 5762

Item: 03

Reference: 09/00067/OUT

Applicant: Secondrebel Ltd

Location: Land Rear Of 8 Birch Close Earl Shilton Leicestershire

Proposal: DEMOLITION OF 8 BIRCH CLOSE AND ERECTION OF 15 NEW DWELLINGS AND FORMATION OF NEW ACCESS

Introduction:-

This application seeks outline planning permission for access and layout, with all other matters reserved, for a linear residential development of 15 new dwellings. It includes a replacement dwelling for a bungalow to be demolished, and the formation of a new access off Birch Close incorporating a turning area and pedestrian link to the adjacent recreation ground. Indicative dwelling sizes of two, three and four bedrooms at two-storey scale are provided together with parking and landscaping principles, although these will be subject to a reserved matters application. The 0.46 hectare roughly triangular site is located to the north of Birch Close and to the east of Elmdale Drive at the rear of existing dwellings, predominantly bungalows but with occasional dormer bungalows and two-storey dwellings. To the north of the site is a recreation ground and to the east are open fields. The site slopes down from southwest to northeast and is contained by a variety of domestic hedging, timber

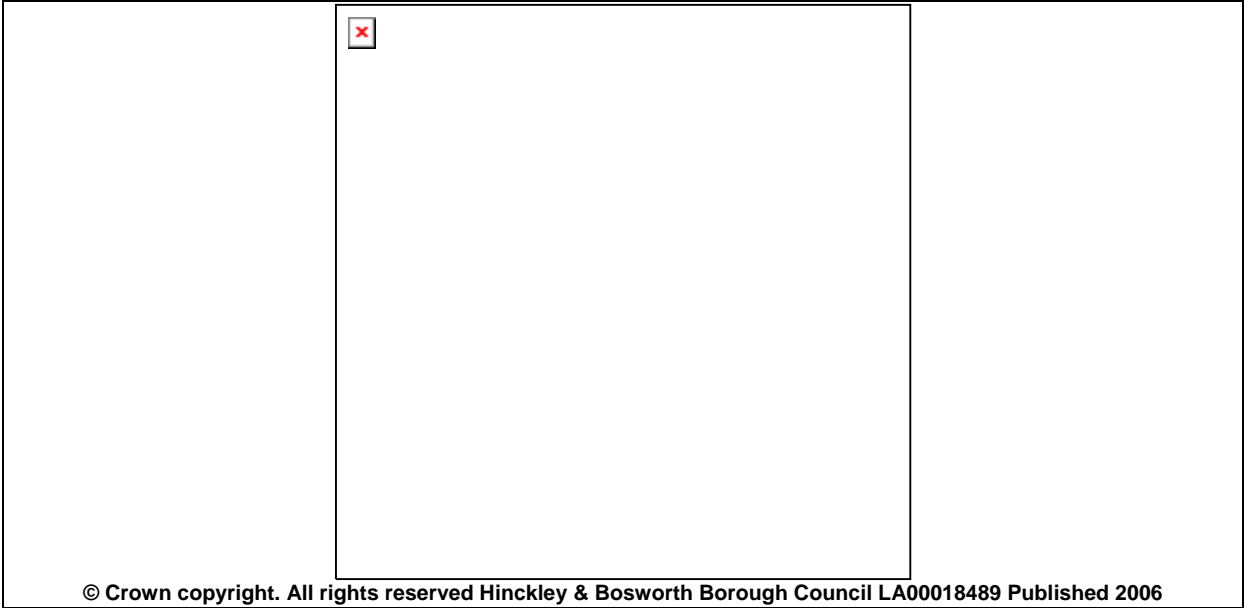
panel and ranch fencing to the south and western boundaries with a field boundary hedge on the eastern side. A drainage ditch runs just inside the eastern boundary. The site was overgrown and densely covered in a variety of vegetation until its recent clearance.

A Design and Access Statement, Topographical Survey, Biodiversity Report, Tree Survey, Heritage Report and draft Section 106 Agreement have been submitted to support the application. The Design and Access Statement states that the development does not involve the loss of greenfield land and can be considered sustainable in terms of its location, the provision of available services within the town and its transport links without loss or impact to the surrounding area. The development provides a layout with design and form well related to the characteristics of the area, preventing impact to amenity of the surrounding residents. The clearance and development of the site will remove antisocial activities that have blighted the community.

The Biodiversity Report recommends that the proposed development is unlikely to have a negative effect on biodiversity as the site would be classed as an area of limited wildlife interest providing habitat for relatively common species. No evidence of protected species was found at the time of the survey. The Tree Survey found no trees of any significant merit within the proposed development area. The majority were self-seeded specimens, some of which had been damaged as a result of vandalism. Two trees considered suitable for retention were identified on the site boundary. The Heritage Report concludes that the proposed development site does not have the potential to contain significant archaeological evidence and no further evaluation is considered necessary.

History:-

No relevant site history.



Consultations:-

No objections have been received from:-

Environment Agency
Head of Community Services (Pollution).

No objections have been received subject to conditions from:-

Director of Highways, Transportation and Waste Management (Highways)

Severn Trent Water Limited
Head of Community Services (Land Drainage).

As a result of the Developer Contributions consultation, Leicestershire County Council has the following comments:-

- a) Director of Community Services (Ecology) has no objection but advises that bats have been recorded in the area and that great crested newts have been recorded very close to the site. He recommends that various measures to improve habitat opportunities for wildlife be incorporated into the development
- b) Director of Children and Young People's Service (Education) requires no education contribution as at the present time there is surplus capacity in the local primary, high and upper schools
- c) Head of Commercial and Support Services (Libraries) requires developer contributions for library facilities on a pro-rata basis of £27.18 per one bedroom dwellings; £54.35 per two bedroom dwellings and £63.41 per 3/4/5 bedroom dwellings
- d) Director of Highways, Transportation and Waste Management (Civic Amenity) requires developer contributions to improve civic amenity site infrastructure at a rate of £45.40 per dwelling.

Primary Care Trust requires developer contributions towards health care facilities on a pro-rata basis of £583 per one/two bedroom dwelling; £1167 per three/four bedroom dwelling and £1750 per five bedroom dwelling.

Leicestershire Constabulary Crime Reduction Officer requires developer contributions towards additional policing requirements as a result of the new development at a rate of £606 per dwelling. Concerns are raised in respect of the siting of plots 8 and 9, lack of parking for plot 9 and the increased permeability of the site with the provision of a footpath link to the recreation ground having the potential to increase anti-social behaviour and criminal activity.

Earl Shilton Town Council object to the application on the grounds of overdevelopment of the site, insufficient access and not being in keeping with the surrounding bungalows.

Head of Business Development and Street Scene Services does not object but provides advice on the requirements of the recycling and refuse service and raises concerns regarding the design, width and layout of the proposed access.

Head of Corporate and Scrutiny Services (Green Spaces) does not object and comments that the Green Space Strategy quality audits identified that the adjacent recreation area and play equipment is in need of improvements and the proposed development would increase demand for the facilities. The proposed pathway linking the site would improve access to the open space and also security at the site. Any developer contributions for public play and open space should be allocated to improvements at this recreation area.

Press and site notices posted, neighbours notified, two petitions objecting to the development have been received signed by a total of 210 signatories from 153 dwellings together with 12 separate letters raising the following concerns/issues:-

- i) detrimental to the character of the area
- ii) out of keeping with surrounding bungalows
- iii) high density/overdevelopment
- iv) detrimental to privacy and amenity of neighbouring properties in terms of overlooking, obstruction of views and loss of light

- v) loss of green space
- vi) not in keeping with local development plan 2008
- vii) land has heritage value and should be used for recreation or allotments
- viii) reduction in property values
- ix) no need for housing in current market and other areas have been identified to meet future demand
- x) drainage capacity issues, potential flooding
- xi) footpath link to recreation ground will be detrimental to safety and security of individuals and property
- xii) will provide future access to adjacent field for further development
- xiii) increase in pollution from traffic noise and headlights
- xiv) disturbance from construction traffic
- xv) inadequate access of unadoptable standard in terms of width, layout, visibility etc
- xvi) approach road is too narrow to cope with additional traffic
- xvii) increase in traffic, on-street parking and congestion
- xviii) inadequate access for emergency vehicles and recycling/refuse vehicles
- xix) inadequate parking within the development
- xx) lack of pedestrian footway will be dangerous for pedestrians including children and elderly persons.

Policy:-

Planning Policy Statement 1 'Delivering Sustainable Development' promotes sustainable and inclusive patterns of urban development and the more efficient use of land through higher densities.

Planning Policy Statement 3 'Housing' sets out the national planning policy framework for delivering the Government's housing objectives. Paragraph 47 sets out 30 dwellings per hectare as the national indicative minimum density. Paragraph 16 lists matters to be considered when assessing design quality, this includes assessing the extent to which the proposed development is well integrated with and compliments, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access.

Local Plan Policies

The site is within the settlement boundary of Earl Shilton as defined in the adopted Hinckley and Bosworth Local Plan.

Policy RES5 states that on sites that are not specifically allocated in the plan for housing, planning permission will only be granted for new residential development if the site lies within a settlement boundary and the siting, design and layout of the proposal do not conflict with the relevant plan policies.

Policy BE1 seeks to secure attractive development and to safeguard and enhance the existing environment. Development should complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features, Development should incorporate landscaping to a high standard and ensure adequate highway visibility for road users and adequate provision for on and off street parking for residents and visitors together with turning facilities and should not adversely affect the occupiers of neighbouring properties.

Policy BE13 requires sites of 0.4 hectares or more in area to be accompanied by an initial assessment of whether the site is known or likely to contain archaeological remains.

Policy T5 refers to the application of appropriate standards for highway design and parking targets for new developments unless a different level of provision can be justified.

Leicestershire County Council's document 'Highways, Transportation and Development' provides further highway design guidance.

Policy IMP1 seeks to ensure that adequate contributions are made towards the provisions of necessary on-site and off-site infrastructure facilities.

Policy REC3 requires the appropriate level of informal public open space to be provided within development sites or, alternatively, a financial contribution to be negotiated towards the provision of new recreation facilities within the vicinity of the site or towards the improvement of existing facilities in the area. The Play and Open Space Guide Supplementary Planning Document provides further guidance to developers in respect of the different types of open space and the level of financial contributions required.

The Borough Council's Supplementary Planning Guidance on New Residential Development provides further guidance for developers on density, design, layout, space between buildings and landscaping/boundary treatments along with highways and parking. The main aims of the guidance are to ensure that new developments are well integrated into their surroundings and offer a good standard of security and amenity to future residents whilst protecting the amenity of existing occupiers. Housing developments should make efficient use of land and be of appropriate density taking into account the general character of the surrounding area.

The Borough Council's Affordable Housing Supplementary Planning Document provides guidance on the requirements for affordable housing on proposed housing developments. The Borough Council's Sustainable Design Supplementary Planning Document provides guidance on and promotes sustainable development.

Appraisal:-

The main considerations with regards to this application are the principle of residential development, the siting and layout and its impact on neighbouring properties and highway issues.

Principle of Development

The site is within the settlement boundary of Earl Shilton as defined in the adopted Hinckley and Bosworth Local Plan and adjacent to existing residential properties. Residential development of this site is therefore considered acceptable in principle, subject to the layout, density, design and scale being satisfactory.

Density, Layout and Impact on Neighbours

The provision of 15 dwellings on this 0.46 hectares site would provide a gross density of 33 dwellings per hectare, which would be within government guidelines and would be acceptable in this edge of settlement location. Whilst the density of the surrounding development is not as high as that proposed within the application site, it is recognised that the proposed layout reflects government guidance and the need to use land more efficiently and at higher densities than provided by the surrounding development. The proposed development would be in contrast with the character of the surrounding development which is predominantly single storey bungalows with occasional dormers and two storey houses, however, the replacement bungalow on Birch Close would provide continuity to this frontage. The new development to the rear would create its own character in terms of both density and indicative dwelling types. A condition restricting the replacement dwelling (Plot G) to single storey is included in the recommendation.

The proposed layout reflects the shape of the application site and would provide a linear, gradient stepped development, as on Elmdale Road, and would be served by a central shared access road. The layout would achieve adequate separation distances between the

proposed dwellings and the existing surrounding dwellings on Birch Close (of between 20 metres (to a side elevation of plot 14) and 28 metres) and Elmdale Road (of between 32 metres and 40 metres) to mitigate any impact on the amenities of neighbouring dwellings either from overlooking or from the development being overbearing. The impact of additional traffic movements are discussed in the highways section below.

The proposed dwellings would have adequately sized enclosed rear amenity spaces with pedestrian accesses to the rear. In addition, there is a recreation ground adjacent to the site which would provide an extensive additional play area. The layout would be successful in reducing the visual impact of cars in the street scene by locating adequate parking facilities at the side or rear of the dwellings they serve to give the buildings greater prominence and provide a more attractive street scene. Whilst in the case of plot 9 the parking would be remote from the dwelling, it would still be well integrated into the development. The proposed pedestrian link to the recreation ground would provide good permeability through the development and connectivity to adjacent areas. Whilst it has been suggested that the link would have the potential to increase anti-social behaviour, it would have the benefit of natural surveillance from plots 8 and 9 and the vacant site has a history of such problems which the development as a whole would remove.

Highway Issues and Impact on Neighbours

The proposal includes the demolition of an existing bungalow on Birch Close to enable the creation of a new shared surface access to the site to serve the proposed development. Whilst this would create additional movements adjacent to the rear amenity area of 10 Birch Close and potential disturbance, the impact of the access could be addressed by the provision of appropriate boundary treatment and planting along this boundary to provide a buffer. The amended plan indicates that a 1.8 metre high brick wall would be constructed along this boundary from the front of the garage of 10 Birch Close to the rear boundary.

The Director of Highways, Transportation and Waste Management does not object, subject to a number of standard highway related conditions, but initially raised concerns that the proposed access road would not conform to an acceptable standard for adoption and future maintenance by the Highway Authority. An amended plan has been submitted to try to address these concerns without any significant change to the footprint of the proposed dwellings or separation distances to existing dwellings. Subject to some further minor amendments, the revised road layout is now considered to be generally suitable to ensure that an adoption agreement may be achievable in the future. The amended road layout may also address concerns raised by the Head of Business Development and Street Scene Services and neighbours regarding the suitability of the access for recycling/refuse vehicles and emergency vehicles, any further comments will be reported as a late item to this agenda.

The occupiers of neighbouring properties have also raised concerns regarding the potential increase in the use of Birch Close to access the additional dwellings and additional disturbance from traffic noise, headlights and pollution. Birch Close is an adopted highway and is constructed of an acceptable specification to adequately cope with the limited levels of additional traffic likely to be generated by the proposed development. There are concerns that the new access would become a through road for future development of the adjacent field but the fields are outside the settlement boundary, unlikely to be allocated for residential development in the foreseeable future and would in any case be subject to further consideration of highway safety. Potential disturbance from construction traffic would only be for a temporary period.

The parking layout demonstrates that adequate car parking provision would be provided within the application site to serve the development and it should not lead to additional on-street car parking or congestion on Birch Close. The proposed shared surface access would be in accordance with the principles of government guidance contained in the document "Manual for Streets" which places a high priority on meeting the needs of pedestrians and

cyclists rather than those of the motor vehicle. The lack of a pedestrian footway would not be considered unacceptable in terms of pedestrian safety given the relatively short length of the access (which is not a through road), and the additional traffic calming measures proposed including the use of different surfacing materials.

Developer Contributions

The developer has submitted a draft Section 106 agreement with the application to secure appropriate contributions to meet policies IMP1 and REC3 of the adopted Local Plan. The County Council would require pro-rata financial contributions towards an enhanced programme of refurbishment and improvements to library facilities including equipment and other library materials, the overall amount required will depend upon the number/size of the dwellings to be provided on the site. In addition, a total of £636 (£45.40 per additional dwelling) would be required towards new or improved civic amenity site infrastructure for the nearest site at Barwell. No contributions would be required towards education as at the present time there is surplus capacity in the local primary, high and upper schools. In addition, it is suggested that the development incorporate the provision of bat bricks and boxes to mitigate the loss of any potential roosts on the site. These have been indicated on the submitted plan.

The Primary Care Trust would require a pro-rata financial contribution towards the provision, enhancement and/or maintenance of health care facilities. The overall amount required will depend upon the number/size of the dwellings to be provided on the site. The Police Authority would require a financial contribution of £8484 (£606 per additional dwelling) towards additional policing requirements as a result of the new development.

The site would provide a net 14 dwellings which would be under the threshold for a requirement for the provision of affordable housing. A financial contribution towards the provision and maintenance of informal public open space will be required to comply with policy REC3 of the adopted Hinckley and Bosworth Local Plan and the Council's Supplementary Planning Document on Play and Open Space, together with the objectives of the Green Space Strategy and the Parish Public Open Space Quantity/Accessibility Audit 2005. In this case the contribution required would be £1250.80 per additional dwelling amounting to £17,511.20 in total (Capital Sum £11,449.20, Maintenance Sum £6062.00). This contribution could be used to improve play equipment and other facilities at the adjacent recreation area.

Other Issues

This is an outline application for access and layout only, design, external appearance and landscaping do not form part of the application and will be considered at the reserved matters stage. Adequate surface and foul water drainage of the site would be required to comply with current Building Control legislation. There is no indication that the site has any archaeological or ecological significance. The potential impact on the value of surrounding properties is not a material planning consideration.

Conclusion

The site is within the settlement boundary of Earl Shilton and the principle of residential development is acceptable. The density and layout meet government guidance and the requirements of the Council's SPG on new residential development and adequate private amenity and parking spaces would be provided for each dwelling. The development would not be unduly detrimental to the amenities of the occupiers of neighbouring properties. The proposed shared access would be acceptable to the Highway Authority. The developer would be willing to provide appropriate contributions towards the provision or maintenance of infrastructure to mitigate the impact of the development. The application is therefore recommended for approval subject to conditions.

RECOMMENDATION :- That subject to the execution of an Agreement under Section 106 of the Town and Country Planning Act 1990 and Section III of the Local Government Act 1972 towards the provision and maintenance of public play and open space facilities, health facilities, library facilities, civic amenity facilities and policing requirements, the Director of Community and Planning Services be granted powers to issue outline planning permission subject to the conditions below. Failure to complete the Agreement by the 1st May 2009 may result in the application being refused.

Summary of Reasons for Recommendation and Relevant Development Plan Policies :

Having regard to the pattern of existing development in the area, representations received and relevant provisions of the development plan, as summarised below, it is considered that subject to compliance with the conditions attached to this permission, the proposed development would be in accordance with the development plan as the site is within the settlement boundary, the access would be suitable to serve the development, the design and layout would not be detrimental to the character or appearance of the area, the amenities of neighbouring properties or highway safety and a Section 106 agreement would secure appropriate contributions towards infrastructure requirements.

Hinckley & Bosworth Borough Council Local Plan (2001) :- RES5, BE1, BE13, T5, IMP1 and REC3

- 1 Application for the approval of reserved matters shall be made within three years from the date of this permission and the development shall be begun not later than two years from the date of approval of the last of the reserved matters to be approved.
- 2 Approval of the following details (hereinafter called "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced:
 - i) The scale of each building proposed in relation to its surroundings.
 - ii) The appearance of the development including the aspects of a building or place that determine the visual impression it makes.
 - iii) The landscaping of the site including treatment of private and public space to enhance or protect the site's amenity through hard and soft measures. The development shall be implemented in accordance with the approved details. There shall be no amendments or variations to the approved details unless otherwise agreed in writing by the Local Planning Authority.
- 3 The reserved matters application shall include the following information for the prior approval by the Local Planning Authority.
 - i) The external building and surfacing materials
 - ii) The method of disposal of surface and foul water drainage, which shall be on separate systems
 - iii) The existing trees and hedges on the site, which are to be retained
 - iv) The provision to be made for screening by walls and fences.

The development shall be implemented in accordance with the approved details. There shall be no amendments or variations to the approved details unless otherwise agreed in writing by the Local Planning Authority.
- 4 This permission relates to the application as revised by amended plan No. FC:3242:B received by the Local Planning Authority on 20th March 2009.

- 5 The development shall be implemented in accordance with the ground and finished floor levels details provided on the approved plan No. FC:3243:A unless otherwise agreed in writing by the Local Planning Authority.
- 6 Before first occupation of each of the dwellings hereby permitted, car parking spaces shall be provided in accordance with the details submitted on approved plan No. FC:3244:A and once provided shall thereafter permanently remain available for such use unless otherwise agreed in writing by the Local Planning Authority.
- 7 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by (Amendment) (No.2) (England) Order 2008 (or any order revoking or re-enacting that Order with or without modification) development within Schedule 2, Part 1, Classes A-E inclusive shall not be carried out on Plot 9 unless planning permission for such development has first been granted by the Local Planning Authority.
- 8 Notwithstanding the details submitted on the approved plan the replacement dwelling hereby permitted on Plot G shall be restricted to a single storey dwelling only.
- 9 The access drive, turning areas and car parking spaces shall be constructed and laid out in accordance with the details on the approved plan No. FC:3242:B received by the Local Planning Authority on 20th March 2009 and once provided shall be maintained as such at all times thereafter unless otherwise agreed in writing by the Local Planning Authority.
- 10 If any car port doors, vehicular access gates, barriers, bollards, chains or other such obstructions are to be erected they shall be set back a minimum distance of 5 metres behind the highway boundary and shall be hung so as to open inwards only.
- 11 Before first occupation of the dwellings hereby permitted, 2.0 metre by 2.0 metre pedestrian visibility splays shall be provided on the highway boundary on both sides of the accesses with nothing within those splays higher than 0.6 metres above ground level and once provided shall be so maintained at all times thereafter unless otherwise agreed in writing by the Local planning Authority.

Reasons:-

- 1 To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 (as amended).
- 2&3 This is a planning permission in outline only and the information required is necessary for the consideration of the ultimate detailed proposal.
- 4 To define the permission.
- 5 To ensure that the development has a satisfactory appearance and relationship to the surrounding development to accord with policy BE1 of the adopted Hinckley and Bosworth Local Plan.
- 6 To ensure that adequate off-street parking facilities are available to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.
- 7 To safeguard the privacy and amenity of neighbouring properties and ensure adequate private amenity space is retained within the curtilage of the dwelling to accord with policy BE1 of the adopted Hinckley and Bosworth Local Plan.

- 8 To define the permission and safeguard the privacy and amenities of neighbouring dwellings to accord with policy BE1 of the adopted Hinckley and Bosworth Local Plan.
- 9 To ensure a satisfactory form of development, to enable vehicles to enter and leave the development in a forward direction and in the interests of general highway safety to accord with policies BE1 and T5 of the adopted Hinckley and Bosworth Local Plan..
- 10 To enable a vehicle to stand clear of the highway to accord with policy BE1 and T5 of the adopted Hinckley and Bosworth Local Plan.
- 11 To ensure that adequate pedestrian visibility is provided and in the interests of general highway safety to accord with policies BE1 and T5 of the adopted Hinckley and Bosworth Local Plan.

Notes to Applicant:-

- 1 Bats, nesting birds, great crested newts and certain other species are protected by law. If any such species are discovered before or during the works the works must be suspended and the local office of Natural England contacted for advice.
- 2 This permission does not grant approval under the Building Act 1984 and the Building Regulations 2000 (as amended) for which a separate application may be required. You are advised to contact the Building Control Section.
- 3 As from 6th April 2008 this Authority are charging for the discharge of conditions in accordance with revised fee regulations which came into force on that date. Application forms to discharge conditions and further information can be found on the planning portal web site www.planningportal.gov.uk.
4. All works within the limits of the Highway with regard to the access shall be carried out to the satisfaction of the Southern Area Manager (0116 3052202).
- 5 List of plans used in the determination of this application:- FC:3242:B; FC:32:43:A; FC:3244:A; FC:3153:A
- 6 The highway layout geometry as shown on the submitted drawing FC:3242:B appears to conform with standards for adoptability. However, this does not confer technical approval for the scheme. If the roads within the proposed development are to be adopted by the Highway Authority, the Developer will be required to enter into an agreement under section 38 of the Highways Act 1980 for the adoption of the roads. Detailed plans will need to be submitted and approved, the agreement signed and all sureties and fees paid prior to the commencement of development.
If an Agreement is not in place when the development is to be commenced, the Highway Authority will serve APCs in respect of all plots served by all the roads within the development in accordance with Section 219 of the Highways Act 1980. Payment of the charge MUST be made before building commences. C.B.R. Tests shall be taken and submitted to the County Council's Area Manager prior to development commencing in order to ascertain road construction requirements. No work shall commence on site without prior notice being given to the Area Manager.
- 7 In the interests of the sustainability of the development and to encourage alternative transport choice, the Developer should provide 2 three month Travel Passes for each dwelling upon occupation. The developer shall also provide a travel pack to each property upon occupation. The travel pack will include details of busses and stops in the vicinity and all relevant timetables as well as the location of local facilities and details of village walking and cycling routes as appropriate.

Contact Officer:- Richard Wright Ext 5894

Item: 04

Reference: 09/00115/FUL

Applicant: Mr G NORTH

Location: Land At Rear Of 116 To 126 Stamford Street Ratby Leicestershire

Proposal: ERECTION OF NEW DWELLING (AMENDED SCHEME)

Introduction:-

This application seeks full planning permission for the erection of a detached bungalow to replace a previously approved bungalow of smaller scale.

The application site is situated to the rear of a row of terraced properties on the north eastern side of Stamford Street. Access is gained via a new access adjacent to 126 Stamford Street. The site is surrounded by residential development. There are bungalows to the rear and western side of the site, and the rear gardens of properties on Stamford Street to the remaining sides. The bungalow is situated to the rear of a substantial plot, and spans the majority of its width. A rear garden space with an area of 176m² is proposed. An attached garage providing parking for 1 vehicle is adjacent to the north western boundary, with a further four parking spaces proposed adjacent to the rear boundary fences of properties on Stamford Street. These spaces are for use by the residents of numbers 118 - 126 Stamford Street. There is no change in ground levels on site. The site is bounded by a 1.8m high close boarded timber fence.

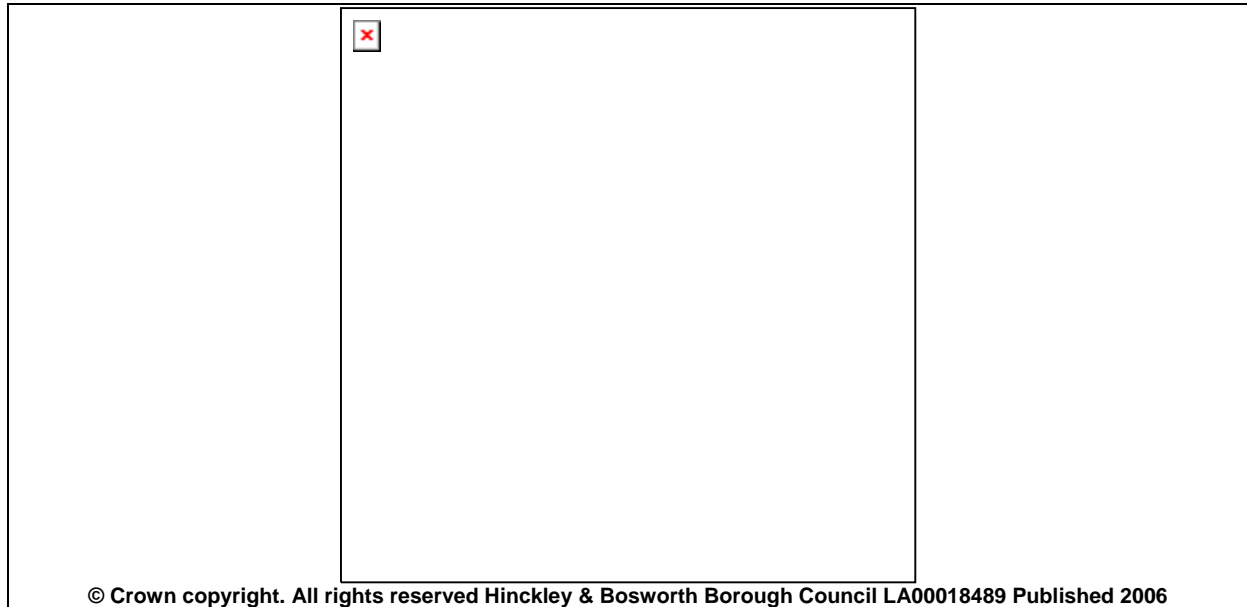
The bungalow approved by application 06/00049/FUL is substantially completed; however it has not been built in accordance with the approved plans. The ridge height of the development has been increased by 0.70m. This application also proposes 2 new roof lights, a double one to the front and a single to the rear, and a first floor window to the north western elevation. The proposed changes will result in a 4 bedroomed dormer bungalow. The scheme previously approved was for a 3 bedroomed bungalow.

The Design and Access Statement submitted states that the previously approved dwelling is nearing completion, but that during construction it was decided to incorporate first floor accommodation. It is stated that the modifications proposed will not affect the overall design of the development and that sufficient parking and amenity space is provided.

History :-

06/00049/FUL	Erection of a Bungalow and Garage	Approved	17.03.06
05/00341/FUL	Erection of Two Dwellings	Refused	25.05.05
03/00146/OUT	Erection of Bungalow and Garage with New Access	Approved	06.05.03

02/00151/OUT	Erection of Bungalow	Refused	27.03.02
01/00364/OUT	Erection of Two Detached Bungalows and Garages Access and Parking Spaces	Refused	24.05.01



Consultations:-

No objection has been received from:-

Director of Community Services (Ecology)
Ratby Parish Council
Head of Community Services (Pollution).

Head of Community Services (Land Drainage) does not object to the application, but requests that sustainable drainage measures and permeable surfaces be used.

No objection subject to conditions have been received from Director of Highways, Transportation and Waste Management (Highways).

Two letters of objection have been received from the residents of 114 and 124 Stamford Street. These raise concerns over the impacts on their privacy resulting from the proposed window in the eastern elevation, and of the continued disturbance caused by prolonged site works.

Policy:-

Central Government Guidance

Planning Policy Statement 3 – Housing sets out the national planning policy framework for delivering the government’s housing objectives. This document states within paragraph 12 that good design is fundamental to the development of high quality new housing.

Local Plan

The site is within the settlement boundary for Ratby as identified in the adopted Hinckley and Bosworth Local Plan.

Policy RES5 of the adopted Local Plan favours the development of unallocated sites for housing development so long as the plot is within the settlement boundary and the siting, design, and layout of the development does not conflict with other policies of the Local Plan.

Policy BE1 of the adopted Local Plan seeks to secure attractive development and to safeguard and enhance the existing environment. Planning permission will be granted where the development: complements or enhance the character of the surrounding area with regard to scale, layout, mass, design, materials and architectural features; incorporates adequate provision for off street parking and does not adversely affect the occupiers of neighbouring properties.

Policy T5 of the Local Plan refers to the application of appropriate standards for highway design and parking targets for new development, unless a different level of provision can be justified.

Policy REC3 requires that all new development provide either on site play and open space provision or where not possible make a financial contribution towards the continued provision and maintenance of existing facilities within 400 metres of the application site.

The Councils adopted Supplementary Planning Guidance on New Residential Development seeks to ensure that new properties are of a high quality of design and provide adequate amenity and parking space.

Appraisal:-

The main considerations with regard to this application are the principle of development, the design and scale of the development, and impact on the residential amenity of neighbouring properties.

Principle of Development

The principle of a new dwelling in this location has already been established by the previously approved application 06/00049/FUL.

Design and Scale

The design of the development is similar to that of the previously approved application. The current proposal is for a pitched roof dormer bungalow, with an attached single garage to the side and a pitched roof porch to the front. There are a range of windows and doors to the front and rear elevations, a single roof light positioned centrally in the rear roof plane, a double roof light situated above the kitchen window in the front roof plane, and a first floor window in the side elevation. The garage is stepped slightly lower than the dwelling. The dwelling has a ridge height of 5.8m and the garage of 5.4m. The dwelling is constructed of red brick with a slate roof. The design of the dwelling and the materials used are considered in keeping with the bungalows to the north and north west of the site. Although the height of the development has increased, resulting in it being higher than the bungalows to the rear, due to the distance of the proposal from surrounding dwellings and the size of the plot, the scale is considered acceptable. In addition, despite the increased ridge height, as the property is not visible from the street, there are considered no adverse impacts on the character of the area. The increased height of the proposal has resulted in the creation of two first floor bedrooms, however there is sufficient parking and amenity space provided within the site for a dwelling of this size.

Impact on Neighbours

The occupants of 114 and 124 Stamford Street are concerned that the proposed window in the eastern elevation will have a detrimental impact on their privacy. Despite the eastern gable being only 2m from the boundary of number 114 Stamford street, as the window will only overlook the bottom section of the adjacent gardens, which are a considerable length (45m), there is considered to be no material impact on the privacy of these properties to warrant refusal of the application.

Due to the positioning and size of the proposed roof lights, there will be no impact on the privacy of surrounding properties.

Other Issues

The SPG on New Residential Development seeks to ensure minimal space standards between dwellings. Where windows of a habitable room face a blank wall, it is suggested that there should be a distance of 12m between the two in the case of ground floor developments. The garage adjacent to the western elevation is 11.5m from the rear elevation of 130 Stamford Street, however there are no windows serving habitable rooms directly facing the proposal. Accordingly the distance between the buildings is considered acceptable.

Conclusion

Despite the increased height of the dwelling, given the size of the plot and the distance between the proposal and surrounding properties, the scale of the development is considered acceptable. Due to the position of the additional windows, there will be no adverse impact on the privacy or amenity of surrounding residential properties. Adequate private amenity space and car parking is provided within the curtilage of the site. The application is therefore considered acceptable in terms of policies RES5, BE1, T5 and the Council's Supplementary Planning Guidance on New Residential Development.

RECOMMENDATION :- Permit subject to the following conditions :-

Summary of Reasons for Recommendation and Relevant Development Plan Policies :

Having regard to the pattern of existing development in the area, representations received and relevant provisions of the development plan, as summarised below, it is considered that subject to compliance with the conditions attached to this permission, the proposed development would be in accordance with the development plan. Resultant of the design, scale and location of the proposal there are considered no adverse impacts on either visual or residential amenity or on the character of the street scene. Accordingly the development is considered acceptable.

Hinckley & Bosworth Borough Council Local Plan (2001) :- RES5, REC3, BE1, T5

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 2 Before the dwelling hereby permitted is first occupied, drainage shall be provided within the site such that surface water does not drain into the public highway and therefore shall be so maintained.
- 3 The Gradient of the access drive shall not exceed 1:12 for the first 5 metres behind the highway boundary.

- 4 Before first occupation of the dwelling hereby permitted, the turning facilities as shown on the submitted plan, shall be provided within the site in order to allow vehicles to enter and leave in a forward direction. The turning area so provided shall not be obstructed and shall be available for use at all times.
- 5 Before first occupation of the dwelling hereby approved, 2 car parking spaces shall be provided within the curtilage of the dwelling. The parking spaces so provided shall not be obstructed and shall thereafter permanently remain available for car parking, unless otherwise agreed in writing by the Local Planning Authority.
- 6 The car parking and turning facility's within the curtilage of the site, shown on plan reference 3665:1R for the adjacent properties no.'s 118 - 126 Stamford Street, shall be provided before first occupation of the dwelling hereby approved and shall thereafter permanently remain available for such use.
- 7 Before first occupation of the dwelling hereby permitted, its access drive and any turning space shall be surfaced with a hard bound porous material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and shall be so maintained at all times.
- 8 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by (Amendment) (No.2) (England) Order 2008 (or any order revoking or re-enacting that Order with or without modification) development within Schedule 2, Part 1 Classes A - E (inclusive) shall not be carried out unless planning permission for such development has first been granted by the Local Planning Authority.
- 9 Before first occupation of the development hereby permitted, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall indicate the treatment proposed for all ground surfaces together with the species and materials and their disposition.
- 10 The approved hard and soft landscaping scheme shall be carried out in accordance with the approved details. The soft landscaping scheme shall be maintained for a period of five years from the date of planting. During this period any trees or shrubs which die or are damaged, removed, or seriously diseased shall be replaced by trees or shrubs of a similar size and species to those originally planted at which time shall be specified in writing by the Local Planning Authority.
- 11 Within one month of the date of this permission details of all boundary treatment to the site including retaining walls shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details before first occupation of the development hereby permitted

Reasons:-

- 1 To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 To ensure the development is provided with satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution to accord with policy NE14 of the adopted Hinckley and Bosworth Local Plan.
- 3&4 In the interests of road safety to accord with policy T5 of the Hinckley & Bosworth Local Plan.

- 5&6 To ensure that adequate off street parking facilities are available to accord with policy T5 of the adopted Hinckley and Bosworth Local Plan.
- 7 In the interests of road safety to accord with policy T5 of the Hinckley & Bosworth Local Plan.
- 8 To ensure that the proposed use does not become a source of annoyance to nearby residents to accord with policy BE1 of the Hinckley & Bosworth Local Plan.
- 9 To enhance the appearance of the development to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.
- 10 To ensure that the work is carried out in a reasonable period and thereafter maintained to accord with Policy BE1 of the adopted Hinckley and Bosworth Local Plan.
- 11 To safeguard amenities of neighbouring properties to accord with policy BE1 of the adopted Hinckley and Bosworth Local Plan.

Notes to Applicant:-

- 1 Bats, nesting birds, great crested newts and certain other species are protected by law. If any such species are discovered before or during the works the works must be suspended and the local office of Natural England contacted for advice.
- 2 This permission does not grant approval under the Building Act 1984 and the Building Regulations 2000 (as amended) for which a separate application may be required. You are advised to contact the Building Control Section.
- 3 As from 6th April 2008 this Authority are charging for the discharge of conditions in accordance with revised fee regulations which came into force on that date. Application forms to discharge conditions and further information can be found on the planning portal web site www.planningportal.gov.uk.
- 4. All works within the limits of the Highway with regard to the access shall be carried out to the satisfaction of the Southern Area Manager (0116 3052202).
- 5 List of plans used in the determination of this application:- Drg Nos. 3665:1R; 3665:5; 3665:6.
- 6 This permission does not convey any authority to enter onto land or into any building not within the control of the applicant except for the circumstances provided for in The Party Wall etc Act 1996.

Contact Officer:- Eleanor Shaw Ext 5691

Item: 05

Reference: 09/00137/FUL

Applicant: Mr And Mrs P Bessant

Location: 3 Bufton Lodge Botcheston Road Newtown Unthank Desford
Leicester

Proposal: EXTENSIONS AND ALTERATIONS TO DWELLING.

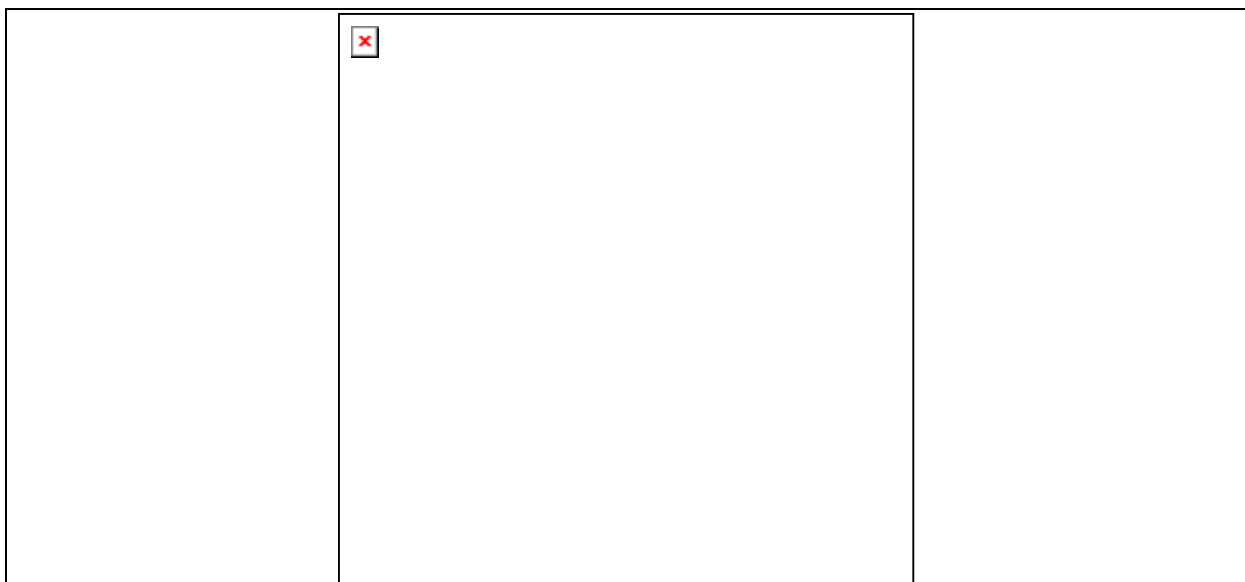
Introduction:-

This is a revised scheme for the erection of a conservatory and a kitchen extension. The application property comprises a substantial detached period residence, occupying an elevated position set back from Botcheston Road to the front. The property has been subdivided into three residential units. Numbers 1 and 2 Bufton Lodge are served by a separate access. Number 3 Bufton Lodge comprises the majority of the building and a substantial area of garden to the front, which extends to the highway boundary. The property is screened from the highway by a mature hedge, which forms the front boundary. A gated access is shared with Newtown Cottage, which leads to a stone driveway to the front of 1 Bufton Lodge, providing parking for between 3 and 4 vehicles. Newtown Cottage comprises an extensively extended detached property, situated north east of Bufton Lodge. Ground levels on site rise to the east.

The building is of intricate Edwardian design. The roof is predominantly hipped, however later additions have pitched and mono pitched designs. Roof lights have been inserted in the principal, and side roof plane. The building has a range of traditional ground and first floor sash/bay windows. The building is red brick to first floor and cream rendered to the eaves. Decorative detail embellishes the building. The original building has been subject to internal and external modernisation, extension and demolition. Originally there was an orangery and a range of outbuildings north of 1 Bufton Lodge, these have since been demolished and the area is laid to lawn. The scheme proposes two extensions. A Mono-pitched kitchen extension will project 3.30m along the common boundary adjacent to 1 Bufton Lodge. This will be 2.70m to the eaves and 4m to the ridge. This will enclose a walled courtyard. The previously proposed kitchen extension had a length of 4.75m and a maximum height of 4.20m. Two roof lights are proposed to the eastern elevation. An extensive conservatory is proposed to the side of the property. This will project 6.70m to the north and 7.20m to the east. This will have a hipped roof with a maximum height of 5.70m. The floor area of the proposed scheme has not changed, but its height has been reduced from 7m to 5.70m.

History :-

99/00944/FUL	Swimming Pool Extension	Approved	07.12.99
00/00480/FUL	Extensions to Dwelling	Approved	19.06.00
08/01051/FUL	Extensions and Alterations	Withdrawn	02.12.08



Consultations:-

No objection has been received from:-

Director of Community Services (Ecology)
Desford Parish Council
Head of Community Services (Pollution)
Head of Community Services (Land Drainage).

Two letters of objection have been received from the residents of 1 Bufton Lodge and Newtown Cottage. These state that the proposed extensions will, due to their size, scale and location have an overbearing impact on their properties, to the detriment of their residential amenity, will be out of keeping with the application property, will result in loss of light, and will be contrary to guidance within the Councils adopted Supplementary Planning Guidance on House Extensions.

Policy:-

Local Plan Policies

The site is within the countryside as identified within the adopted Hinckley and Bosworth Local Plan.

Policy NE5 states that the countryside will be protected for its own sake. Planning permission will be granted where the proposal does not have an adverse affect on the character and appearance of the landscape; is in keeping with the scale and character of existing buildings and the general surroundings, and is effectively screened by landscaping.

Policy BE1 of the adopted Local Plan seeks to secure attractive development and to safeguard and enhance the existing environment. Planning permission will be granted where the development: complements or enhance the character of the surrounding area with regard to scale, layout , mass, design, materials and architectural features; incorporates adequate provision for off street parking and does not adversely affect the occupiers of neighbouring properties.

Further advice on general principles to encourage good design for new house extensions is contained within the Borough Council's Supplementary Planning Guidance on House Extensions (SPG).

Appraisal:-

The main considerations with regards to this application are the scale and design of the extensions and the impacts on the residential amenity of residents of surrounding properties.

Principle

The site is situated within the open countryside, however due to the presence of existing development on site and the scale of the development proposed, the principal of the development is considered acceptable.

Residential Amenity

Given the complex layout of this property, guidance within the SPG on House Extensions is not directly applicable. For the purpose of this appraisal, the kitchen extension will be

considered a rear extension. This will project 0.30m further along the common boundary than that advised within the SPD and will enclose the majority of the courtyard. The courtyard has a 2.30m high, solid boundary. The sole windows serving the kitchen of 1 Bufton Lodge are adjacent to the boundary. As this kitchen faces north east and overlooks an enclosed courtyard, its light is already compromised. Accordingly it has to be considered whether the proposed extension will further worsen the current situation. Although some afternoon sunlight will be restricted, the extension proposes a mono pitched roof sloping away from the boundary, which will be only marginally higher than the existing boundary wall. Therefore it is considered that the degree of additional impact is not sufficiently detrimental to warrant refusal of the application.

The proposed conservatory is considered a side extension, and will be appraised as such. The mass and footprint of the conservatory is extensive. With regard to side extensions the SPG suggests that to avoid being visually obtrusive these should not exceed over half the width of the existing house. As the original house has been subdivided, the proposal will exceed half the width of 1 Bufton Lodge, however it will not exceed half the width of the original house, accordingly its size is considered in keeping with the overall scale of the property. The occupants of Newtown Cottage have objected to the conservatory on grounds of loss of light to their property. As their property is west facing, the proposal will result in some loss of light. However, despite the conservatory's extensive size and its distance of only 10m from Newtown Cottage, it does not directly face any habitable accommodation and it is considered that there is no material impact. When considering separation between buildings, the SPG on New Residential development suggests that there should be a distance of 14m between a window serving a habitable room and a blank wall for two storey developments, and 12m for single storey. Although one bedroom window of Newtown Cottage is a distance of only 10m from the proposal, this window does not directly face the flank wall of the conservatory and there is considered no material impact on residential amenity as a result.

Design

Given the subdivision of the property, the conservatory will occupy a prominent position. However its design is considered in keeping with the application property. Its windows are vertically emphasised and the sash design as well as architectural detailing found on the main dwelling have been incorporated. The conservatory will be timber framed, and the kitchen extension will utilise roof slates to match those on the existing dwelling. Accordingly given the quality of materials proposed and the detailed design, the appearance of the conservatory and extension is considered acceptable and appropriate.

Conclusion

The scale and design of the proposed extensions are considered in keeping with the existing dwelling, and although there will be some effect on the amenity of surrounding residential properties, given the location and height of the extensions proposed, these impacts are not considered to be of such a material nature as to warrant refusal of the application. Adequate private amenity space and car parking is retained within the curtilage of the site. It is therefore considered that the application is acceptable in terms of Policy BE1 and the Councils adopted Supplementary Planning Guidance on House Extensions.

RECOMMENDATION :- Permit subject to the following conditions :-

Summary of Reasons for Recommendation and Relevant Development Plan Policies :

Having regard to the pattern of existing development in the area, representations received and relevant provisions of the development plan, as summarised below, it is considered that

subject to compliance with the conditions attached to this permission, the proposed development would be in accordance with the development plan. Resultant of the scale, design and location of the proposal there are considered no material impacts on either visual or residential amenity or on the character of the surrounding area. Accordingly the development is considered acceptable.

Hinckley & Bosworth Borough Council Local Plan (2001) :- BE1, NE5

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 2 The materials to be used on the external elevations of the proposed extension and alteration shall match the corresponding materials of the existing dwelling unless previously agreed in writing with the Local Planning Authority.

Reasons:-

- 1 To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 To ensure that the development has a satisfactory external appearance to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.

Notes to Applicant:-

- 1 Bats, nesting birds, great crested newts and certain other species are protected by law. If any such species are discovered before or during the works the works must be suspended and the local office of Natural England contacted for advice.
- 2 This permission does not grant approval under the Building Act 1984 and the Building Regulations 2000 (as amended) for which a separate application may be required. You are advised to contact the Building Control Section.
- 3 As from 6th April 2008 this Authority are charging for the discharge of conditions in accordance with revised fee regulations which came into force on that date. Application forms to discharge conditions and further information can be found on the planning portal web site www.planningportal.gov.uk.
4. All works within the limits of the Highway with regard to the access shall be carried out to the satisfaction of the Southern Area Manager (0116 3052202).
- 5 List of plans used in the determination of this application:- Drg Nos 808/05; 808/06
- 6 This permission does not convey any authority to enter onto land or into any building not within the control of the applicant except for the circumstances provided for in The Party Wall etc Act 1996.

Contact Officer:- Eleanor Shaw Ext 5691

Item: 06

Reference: 09/00144/FUL

Applicant: Mr Derrick Waring

Location: 35 Wykin Lane Stoke Golding Nuneaton CV13 6HN

Proposal: ALTERATIONS TO ROOF OF DWELLING

Introduction:-

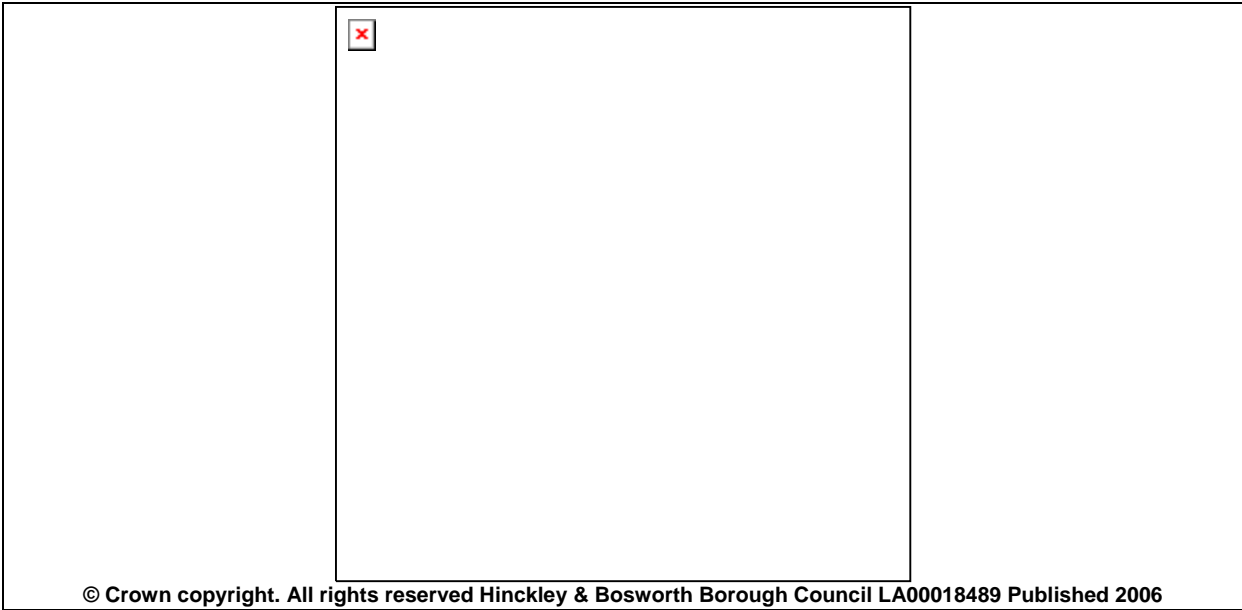
This application seeks permission to raise the roof of this detached hipped roof bungalow by 0.73 metres. The alteration is proposed to create a replacement roof for the whole dwelling that will provide a hipped roof covering two areas of flat roofing to the rear of the dwelling.

The proposal seeks to maintain the existing roof's 40 degree pitch and therefore by way of its greater rear projection increase the overall height of the roof from 6.27 metres to 7.00 metres.

Wykin Lane is characterised by a mix of property styles of varying ages, many with large gardens and heavily landscaped frontages. Accordingly, the property is set back some distance from Wykin Lane with a driveway to the southeast boundary. The property is set within a spacious plot with two storey dwellings to either side. Stoneley Road abuts the sites northeast boundary.

History:-

08/00769/FUL Alterations to Dwelling Approved 16.09.08



Consultations:-

No objection has been received from:-

Head of Community Services (Land Drainage)
Head of Community Services (Pollution).

Eight neighbour letters of objection have been received objecting to the application on the following grounds:-

- a) loss of view
- b) out of character with the surrounding area
- c) overbearing Impact
- d) overlooking

e) poor design.

At the time of writing no response has been received from:-

Director of Community Services (Ecology)
Parish Council.

Policy:-

The site lies within the settlement boundary for Stoke Golding as defined in the adopted Hinckley and Bosworth local plan.

Policy BE1 considers the design and siting of the development, in terms of the effect on the character of the area, amenities of neighbours and highway safety.

The Councils Supplementary Planning Guidance on House Extensions provides a series of design principles that all extensions to dwellings should achieve.

Appraisal:-

The main issues for consideration in the determination of this application are those of design and the impact on neighbours amenity.

Design

The proposal seeks to replace the property's existing hipped roof with a new hipped roof that will extend further to the rear of the dwelling to replace two sections of flat roof and a smaller hipped roof section. By way of the proposal maintaining the existing 40 degree pitch the overall ridge height increases by 0.73 metres.

Due to the new roof being of a hipped roof design, the character of the existing dwelling is not considered to be unduly altered, in fact the proposal represents a comprehensive re-roof of this dwelling that removes two incongruous flat roof elements that presently detract from this simple styled dwelling.

Impact on Neighbours Amenity

This increase in the ridge height amounts to 0.73 metres, however the extent of the rear projection of this roof to cover the existing flat roof section, means the overall mass of the roof increases. The new section of the roof will extend further rearward by 2.39 metres across the whole width of the property's rear elevation. By way of the property's position within a spacious plot with land to both sides, and the fact that the adjacent properties also have space to the side of the dwellings, and giving consideration to the extent of the roof alterations, the proposal is not considered to constitute an overbearing form of development. Due to the spacious arrangement of the dwellings to either side, it is considered that there is sufficient space between the dwellings to successfully mitigate any perceived overbearing impact.

For similar reasons to those cited, the loss of natural light is not considered to be a material issue in the determination of this application.

Conclusion

The development proposed represents an acceptable alteration to this dwelling that successfully removes a number of incongruous flat roof sections improving the aesthetics of the property to the rear, and will not materially harm to the character of the area or residential amenity.

RECOMMENDATION:- That subject to no further significant additional objections being raised by the end of the consultation period, the Director of Community and Planning Services be granted powers to issue Planning Permission subject to the conditions below:-

Summary of Reasons for Recommendation and Relevant Development Plan Policies :

Having regard to the pattern of existing development in the area, representations received and relevant provisions of the development plan, as summarised below, it is considered that subject to compliance with the conditions attached to this permission, the proposed development would be in accordance with the development plan and would not be to the detriment of the character of the area or residential amenity.

Hinckley & Bosworth Borough Council Local Plan (2001) :- BE1 and SPG on House Extensions.

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 2 Before any development commences, representative samples of the types and colours of materials to be used on the proposed roof shall be deposited with and approved in writing by the Local Planning Authority, and the scheme shall be implemented in accordance with those approved materials.

Reasons:-

- 1 To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 To ensure that the development has a satisfactory external appearance to accord with policy BE1 of the adopted Hinckley & Bosworth Local Plan.

Notes to Applicant:-

- 1 Bats, nesting birds, great crested newts and certain other species are protected by law. If any such species are discovered before or during the works the works must be suspended and the local office of Natural England contacted for advice.
- 2 This permission does not grant approval under the Building Act 1984 and the Building Regulations 2000 (as amended) for which a separate application may be required. You are advised to contact the Building Control Section.
- 3 As from 6th April 2008 this Authority are charging for the discharge of conditions in accordance with revised fee regulations which came into force on that date. Application forms to discharge conditions and further information can be found on the planning portal web site www.planningportal.gov.uk.
4. All works within the limits of the Highway with regard to the access shall be carried out to the satisfaction of the Southern Area Manager (0116 3052202).

Contact Officer:- James Hicks Ext 5762

Item: 07

Reference: 09/00164/FUL

Applicant: Mr Paul Kendall

Location: 33 Barton Road Barlestone Nuneaton CV13 0ER

Proposal: DEMOLITION OF EXISTING SHEDS AND ERECTION OF DETACHED GARAGE AND STUDY

Introduction:-

This application seeks planning permission for a detached garage building with associated storage and office within the rear garden of no.33 Barton Road Barlestone. Pedestrian access to the building will be via the existing house and garden whilst vehicular access is proposed via an existing vehicular access to Copedale Close.

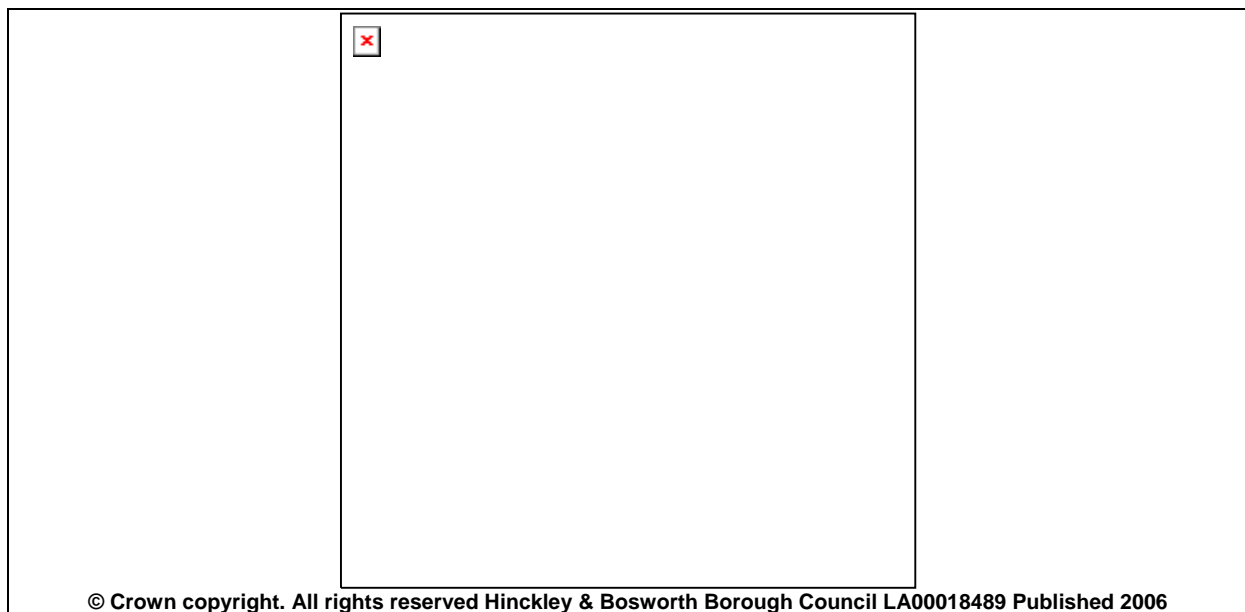
The building proposed is of traditional brick and tile construction and of a L-shaped design with a pitched roof with a gable fronting Copedale Close.

By the nature of the site being a rear garden, the site is bound on both sides by the curtilage of the adjacent dwellings. To the rear the site abuts the hammerhead of Copedale Close and part of the side boundary to no.7 Copedale Close.

As the application is a householder application for an ancillary building, no design and access statement is submitted.

History:-

05/00921/FUL	Erection of Chimney	Approved	03.10.05
96/00352/FUL	Extension to Dwelling	Approved	24.07.96
90/00351/4	Residential Development of One Dwelling	Refused	24.04.90



Consultations:-

No objection has been received from:-

Director of Highways, Transportation and Waste Management (Highways)

Head of Community Services (Pollution)
Head of Community Services (Land Drainage).

At the time of writing the report comments have not been received from:-

Director of Community Services (Ecology)
Parish Council.

8 letters of objection have been received raising the following concerns:-

- a) Increased car movements in Copedale Close, to the detriment of amenity and safety
- b) Increased demand for car parking within Copedale Close
- c) Business use of office in residential area
- d) Possibility of conversion to bungalow in the future
- e) Access will cross a well-used footpath.

Policy:-

The site lies within the settlement boundary for Barlestone as defined in the adopted Hinckley and Bosworth Local Plan.

Policy BE1 considers the design and siting of the development, in terms of the effect on the character of the area, amenities of neighbours and highway safety.

Policy T5 requires all new development to achieve the relevant highway standards and vehicle requirements contained with the County Councils design guidance HTD.

The Councils Supplementary Planning Guidance on House Extensions provides a series of design principles that extensions should seek to achieve.

The Councils Supplementary Planning Guidance on New Residential Development provides a series of design principles, space standards and access criteria should achieve.

Appraisal:-

The main considerations with regards to this application are the principle for the development, the impact on neighbours amenities and pedestrian and highway safety.

The Principle

The site lies within the settlement boundary for Barlestone and therefore there is a presumption in favour of development subject to all other planning policies and matters being adequately addressed.

The site is not particularly well landscaped or screened and the boundary of the site is defined by a 1.8 metre high timber fence within which is a gate to allow vehicular access to the curtilage. For these reasons the site is considered to be visually prominent.

The proposal to erect a garage and the use of the existing access from Copedale Close is generally acceptable however the scale and mass of the building raises significant issue, particularly as the site is visually prominent within Copedale Close.

The proposed building by way of its siting close to the site's rear boundary and its overall scale and mass will result in a visually prominent building in the locality. The building is simplistic in its design and whilst this reflects its utilitarian use for the parking of vehicles for storage and as an office, does not compliment the spacious and attractive street scene that exists in Copedale Close. Furthermore, the introduction of gable-fronted development to the

head of Copedale Close would be visually intrusive and would fail to maintain the character of the area.

The building proposed, whilst detailed on plan as being for a garage, store and office, by way of its size would lend itself to the use as a independent dwelling. In addition to its size, the building is not orientated to the host dwelling but is solely orientated to Copedale Close which suggests that the building has been specifically designed to be used independently. For these reasons, there is specific concern that the building proposed is designed to be tantamount to a new residential dwelling on the site as it has the appearance of a detached bungalow.

Impact on Neighbours

The rear gardens of properties of Barton Road are predominately undeveloped, with the only built forms being small timber and brick built sheds. Accordingly, the overall characteristic of the rear gardens of Barton Road is that of fairly sizeable and undeveloped rear gardens. It is likely that the size of these rear gardens influenced the overall layout and design of the more recent residential development to which Copedale Close is part.

The building subject to this application is sited within very close proximity of the rear boundary and is within close proximity to the existing dwellings in Copedale Close. The buildings prominent mass and roof design with a gable fronting Copedale Close, will result in a built form that is visually prominent and overbearing, to the detriment of residential amenity to the occupiers of nos. 7 and 10 Copedale Close.

Officers have concerns over the intended use of the building as it has every appearance of a new dwelling, but clearly fails to provide any amenity space which would be to the detriment of the future occupiers. Additionally, the building is sited at 15 metres from the rear elevation of the host dwelling and would therefore be subject to overlooking and represent a general intrusion to residential amenity to both this dwelling and those either side.

Pedestrian and Highway Safety

The site benefits from an existing vehicular access to Copedale Close therefore this application does not seek to create any new access. However, as existing vehicular access is also available from Barton Road, and by the very nature of the erection of this building, it is likely to give rise to some intensification of the access from Copedale Close and the issues of intensification are material in the determination of this application. Significant neighbour objection has been received from the occupiers of properties in Copedale Close in respect of the use of the access, which could suggest that currently the access is rarely used. With the lack of any objection from the Highway Authority, the only issue that can be reasonably considered is that of the impact of the increased movement in vehicles has upon residential amenity. This being said, planning permission would not itself be required for an additional access to the property. Whilst a degree of access to the application site is lawful, access to serve a substantial garage building is, on balance not likely to result in a measurable and material detriment to the amenities of the adjacent occupiers to warrant refusal of the application on these grounds.

The issues of pedestrian safety are very much in the control of the Highway Authority and without any formal objection on such grounds it would not be possible to substantiate any reason for refusal on this basis.

Other Matters

The use of part of the proposed building as an office has been determined on the basis that the office would be ancillary to the use of the dwelling. No information has been submitted with the application to suggest otherwise. The use of a room with a dwelling, an outbuilding

or the erection of a building within the curtilage to be used as a home-office does not represent a material change of use that requires planning permission. Should the office be used solely for commercial purposes a material change of use would have occurred and planning permission would be required at that time.

Contributions

The site is within 400 metres of a public open space on Bosworth Road and therefore in accordance with the requirements of Policy REC3 of the local plan a financial contribution of £1250.80p towards the provision and maintenance of this open space can be sought. No commitment to the payment of this contribution is made within this application.

Conclusion

The proposal represents an over development of this visually prominent backland site with a form of development that fails to reflect the character of the surrounding area.

RECOMMENDATION:- That subject to no further significant additional objections being raised by the end of the consultation period, the Director of Community and Planning Services be granted powers to Refuse Permission for the reasons below:-

Reasons:-

- 1 It is the opinion of the local planning authority that the proposed building, by nature of its siting, scale, design and mass represents over development and an overbearing and visually dominant form of development in this undeveloped backland location. The development would be out of character with the surrounding area and to the detriment of visual amenity in the locality but particularly that within Copedale Close. For these reasons the proposal is contrary to the requirements of Policy BE1 of the Adopted Hinckley and Bosworth Local Plan and the intentions of the Council's Adopted Supplementary Planning Guidance on House Extensions.
- 2 It is the opinion of the local planning authority that the proposed building, by nature of its siting, scale, design and mass and its orientation to Copedale Close, is tantamount to a new dwelling in this undeveloped backland locality. The building fails to provide any amenity space to the detriment of any occupiers, and by virtue of its siting will be to the detriment of the amenities of the host property no.33 Barton Road and to the amenities currently enjoyed by the occupiers of nos.31 and 35 Barton Road. In this respect the proposal is contrary to the requirements of Policy BE1 of the adopted Hinckley and Bosworth Local Plan and the Council's Adopted Supplementary Planning Guidance on New Residential Development.
- 3 It is the opinion of the Local Planning Authority that as the proposal is tantamount to a new dwelling by virtue of its siting, scale, design and mass, the lack of any financial contribution to address the increase in pressure placed on play and open space facilities of the local area by the proposed development would not accord with Circular 5/05, Policies REC3 and IMP1 of the adopted Hinckley and Bosworth Local Plan, and the Adopted Borough Council's Supplementary Planning Document on Play and Open Space.

Notes to Applicant:-

- 1 List of plans used in the determination of this application:- D/1352/1/PD 1 and D/1352/1/PD 2.

Contact Officer:- James Hicks Ext 5762

PLANNING COMMITTEE – 7 APRIL 2009

REPORT OF THE DIRECTOR OF COMMUNITY AND PLANNING SERVICES
RE: CHANGES TO THE PLANNING APPEAL PROCESS

1. PURPOSE OF REPORT

- 1.1 To inform Members of changes to the planning and enforcement appeal procedure, which will come into force on the 6 April 2009.

2. RECOMMENDATION

- 2.1 That the report be noted

3. BACKGROUND TO THE REPORT

- 3.1 A consultation paper published in May 2007 entitled “Improving the Appeal Process in the Planning System”, signalled the Government’s intention to improve the planning appeals service to make it more proportionate, customer-focused and efficient, while maintaining the principle of fairness, openness and impartiality. Measures to achieve this were included in the Planning Act 2008 and regulations have now been laid before Parliament with the changes coming into effect on the 6 April 2009.
- 3.2 The Secretary of State now has the power to determine the procedure by which planning and enforcement appeals will be dealt with, ie written representation, hearing or local inquiry. Appellants and Local Planning Authorities will have the opportunity to put forward their views on their preferred option but the Secretary of State will make the final decision on the most appropriate procedure consistent with the complexity of the case.
- 3.3 Appeals on householder applications that are deemed suitable for written representations will normally proceed through a new expedited procedure which has been piloted by certain Local Planning Authorities including Hinckley and Bosworth Borough Council. This expedited procedure is designed to give a decision within eight weeks. At present Householder Written Representation Appeals are taking approximately twice this time to determine.
- 3.4 The Planning Inspectorate’s performance will be monitored and reviewed annually, with particular emphasis given to how they apply the criteria on which the choice of appeal is made.
- 3.5 The Secretary of State continues to stress the need for all parties to observe good practice to enable high quality decision making. Local Planning Authorities should ensure that their reasons for a decision are clear, precise and comprehensive, especially when the decision taken by elected members differs from that recommended by their officers. When refusing an application, local planning authorities should consider carefully whether they have a sufficiently strong case, capable of being argued at appeal.

- 3.6 Appellants should also ensure their grounds of appeal are clear, precise and comprehensive and relate to the scheme refused at the application stage. Every effort should be made to negotiate a solution with the local planning authority before embarking on the appeals procedure.

4. **HOUSEHOLDER APPEALS**

- 4.1 The majority of householder appeals, which will include those against planning refusals for alterations and extensions to dwellings as well as development within the curtilage of dwellings for purposes incidental to the enjoyment of the property, will be dealt with by written representation through the expedited Householder Appeal Service. It will not include appeals against refusals for change of use of dwellings or for the change in the number of dwellings in a building.
- 4.2 The time limit for submitting a householder appeal is reduced to 12 weeks from the date of the planning decision (rather than the usual 6 months). In addition, the whole process will be speeded up, requiring local planning authorities to submit documentation within 5 working days of the appeal start date, relying on delegated or committee reports rather than preparing additional appeal statements. Similarly representations made by third parties during the planning process will be used as part of the appeal procedure. This should enable the Planning Inspectorate to achieve an 8 week target for giving a decision.

5. **OTHER CHANGES**

- 5.1 From the 6 April 2009, the Secretary of State will be able to award costs in all cases when requested to do so by one or more of the parties involved in an appeal, including those dealt with through written representations. A Circular entitled "Costs awards in appeals and other planning proceedings" is shortly to be re-issued explaining in more detail this aspect of the appeal system. However, it is stressed that all parties should use the costs regime properly and not act unreasonably.
- 5.2 In relation to Hearings and Public Inquiries, the 9 weeks written comment stage of the process has been removed although parties will have an opportunity at the hearing or inquiry itself to make comments.
- 5.3 The Statement of Common Ground which previously had to be prepared and agreed by all parties 4 weeks before a Public Inquiry will now have to be submitted 6 weeks after the appeal's start date.

6. **FINANCIAL IMPLICATIONS (AB)**

- 6.1 The Secretary of State's ability to decide on the type of appeal procedure and their intention to deal with appeals in the most efficient manner will hopefully cut down on the number of Public inquiries and therefore may possibly reduce costs for the Authority in the future. It is not anticipated that the streamlining of some of the other processes will have any significant impact on costs.

7. **LEGAL IMPLICATIONS (MB)**

None

8. **CORPORATE PLAN IMPLICATIONS**

Compliance with the revised procedures will enable the Borough Council's strategic objective of securing a healthy common, safe and attractive environment.

9. **CONSULTATION**

None

10. **RISK IMPLICATIONS**

It is the Council's policy to proactively identify and manage significant risks which may prevent delivery of business objectives.

It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer's opinion based on the information available, that the significant risks associated with this decision / project have been identified, assessed and that controls are in place to manage them effectively.

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
None		

11. **RURAL IMPLICATIONS**

None

12. **CORPORATE IMPLICATIONS**

By submitting this report, the report author has taken the following into account:

- Community Safety implications - None
- Environmental implications - None
- ICT implications - None
- Asset Management implications - None
- Human Resources implications - None
- Voluntary Sector - None

Background papers: Improving the Appeal Process in the Planning System
The Town and Country Planning (Appeals) (Written Representative Procedure)
(England) Regulations 2009
The Town and Country Planning (General Development Procedure) (Amendment)
Order 2009

The Town and Country Planning (Hearing and Inquiries Procedures) (England) (Amendment) Rules 2009
The Town and Country Planning (Determination of Appeal Procedure) (Prescribed Period) (England) Regulations 2009

Contact Officer: Chris Merriman – Extension 5774

PLANNING COMMITTEE – 7 APRIL 2009

REPORT OF THE DIRECTOR OF COMMUNITY AND PLANNING SERVICES
RE: DRAFT RATBY VILLAGE DESIGN STATEMENT- SUPPLEMENTARY
PLANNING DOCUMENT

PURPOSE OF REPORT

That members endorse the Draft Ratby Village Design Statement as a Supplementary Planning Document and accompanying Sustainability Appraisal for a four-week public consultation.

Copies of these documents can be found on the council's website and in the Members' room.

RECOMMENDATION

It is recommended that Members endorse a four-week consultation period on:

- i) Draft Ratby Village Design Statement – Supplementary Planning Document; and
- ii) Associated Sustainability Appraisal.

BACKGROUND TO THE REPORT

The Ratby Village Design Statement (VDS) sets out the principles, design features and quality standards that should be adopted by those wishing to build, modify or extend property in the settlement of Ratby.

Residents of Ratby and the Parish Council have developed the Village Design Statement with support from officers of Hinckley and Bosworth Borough Council and the Leicestershire and Rutland Rural Community Council. The Village Design Statement forms part of the planning policy framework used by the Borough Council in making decisions on planning applications.

The aim of the VDS, in so far as it relates to the provisions of the Planning and Compulsory Purchase Act 2004, is to be adopted by the Borough Council as a Supplementary Planning Document (SPD), providing local guidance to supplement the Hinckley and Bosworth Borough Local Plan, in particular policy BE1, and the relevant provisions of the Local Development Framework.

Main Design Guidelines in the VDS

The overall objectives of the VDS are to highlight the local character and particular features and to promote a positive and sympathetic response from those proposing extensions or new buildings in the village. It aims to set down the principles of design based on the distinctive village character to apply to all forms and size of development. The document contains design guidelines on:

- Village Context
- Landscape Setting & Wildlife
- Green Spaces, Hedges, Walls & Fences
- Highways, Traffic & Footpaths

- Settlement Pattern
- General matters of design relating to development in Ratby.

Who the Statement is for?

The Ratby Design Statement has been developed for:

- The Parish and Borough Councils' Planning Committees as a Supplementary Planning Document to the Hinckley and Bosworth Local Plan.
- Developers, their architects and designers, to explain what the community of Ratby expect to see in new and modified buildings.
- Local residents, to help them keep alterations and extensions in sympathy with the character of Ratby; and
- Planning officers in the everyday assessment and determination of planning applications.

Consultation

The VDS is now ready to be officially consulted on as part of the Local Development Framework process in preparation for its adoption as a Supplementary Planning Document as required by the Planning & Compulsory Purchase Act 2004 and the 2008 amendments.

Following the completion of the four-week consultation period, responses will be considered and where applicable fed into a revised version of the document which will be presented to members at a later date for adoption.

FINANCIAL IMPLICATIONS (DB)

Any costs arising from the consultation can be met from existing budgetary provision.

LEGAL IMPLICATIONS (AB)

Contained within the body of the report.

CORPORATE PLAN IMPLICATIONS

The Draft Ratby Village Design Statement – Supplementary Planning Document supports the following aims of the Corporate Plan 2008- 2013:

- Strong and distinctive communities
- Decent, well managed & affordable housing.

CONSULTATION

The primary work on a Village Design Statement is undertaken by the community whilst receiving support from planning officers throughout the process ensuring that the document is developed in line with policy. As part of this the resident steering group, appointed to prepare the document, undertook a variety of informal consultation events within Ratby through exhibitions, displays and the request for comments during summer 2008. The steering group have prepared the document in line with the 90 comments they received and the responses they have received from both Hinckley & Bosworth Borough Council and officers at the Rural Community Council.

RISK IMPLICATIONS

It is the Council's policy to proactively identify and manage significant risks that may prevent delivery of business objectives.

It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer's opinion based on the information available, that the significant risks associated with this decision/project have been identified, assessed and that controls are in place to manage them effectively.

The following significant risks associated with this report/decision were identified from this assessment:

Management of Significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
None	None	-

RURAL IMPLICATIONS

As set out in this report.

CORPORATE IMPLICATIONS

By submitting this report, the report author has taken the following into account:

- Community Safety Implications None relating to this report
- Environmental Implications Have been considered in this report.
- ICT Implications None relating to this report
- Asset Management Implications None relating to this report
- Human Resources Implications None relating to this report

Background Papers: Draft Ratby Village design Statement – Supplementary Planning Document
Sustainability Appraisal of the Draft Ratby Village Design Statement

Copies of both these documents can be found on the council's website and in the members room.

Contact Officer: Marie Wykes – Planning Policy Officer (x. 5786)



Hinckley and Bosworth Borough Council

Sustainability Appraisal Report

**Ratby Village Design Statement
Supplementary Planning Document**

March 2009

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Ratby Village Design Statement
Supplementary Planning Document



Report Control

Document: Sustainability Appraisal Report - Hinckley and Bosworth Ratby Village Design Statement
Supplementary Planning Document Issues and Options Report

Project: Sustainability Appraisal of the Hinckley and Bosworth Local Development Framework

Client: Hinckley and Bosworth Borough Council

Job Number: E09615-132

File Origin: N:\Projects\E6501-E7000\E006915-132\reports\Ratby SPD\Ratby Village Design SPD.doc

Document Checking:

Primary Author	<i>Frederic Davids</i>	Initialled:	HD
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Contributors	N/A	Initialled:	
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Review By	<i>[Signature]</i>	Initialled:	FM
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Issue	Date	Status	Checked for Issue
1	18 th March 2009	Draft	
2	26 th March 2009	Final	<i>Paul F. Burgess</i>
3			
4			

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WYG Environment Planning Transport part of the WYG Group

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ABBREVIATIONS

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

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



0.0 NON-TECHNICAL SUMMARY

0.1 Introduction

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

Sustainability Appraisal (SA) is a process by which plans under preparation can be assessed for sustainability. Under the Planning and Compulsory Purchase Act 2004 Local Planning Authorities must subject their LDFs to SA, thus promoting sustainable development by enabling communities to satisfy their basic needs and enjoy a better quality of life without compromising future generations. Similarly, under the Environmental Assessment of Plans and Programmes Regulations 2004, where planning documents setting a framework for future development consent are likely to have significant environmental effects it is a requirement that Local Planning Authorities subject them to Strategic Environmental Assessment (SEA).

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

0.2 Development of the Sustainability Appraisal Framework

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

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

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

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

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

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

Potential beneficial effects of the SPD include:

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



1.0 INTRODUCTION

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

Sustainability Appraisal (SA) is a process by which plans under preparation can be assessed for sustainability. Under the Planning and Compulsory Purchase Act 2004 Local Planning Authorities must subject their LDFs to SA, thus promoting sustainable development by enabling communities to satisfy their basic needs and enjoy a better quality of life without compromising future generations. Similarly, under the Environmental Assessment of Plans and Programmes Regulations 2004, where planning documents setting a framework for future development consent are likely to have significant environmental effects it is a requirement that Local Planning Authorities subject them to Strategic Environmental Assessment (SEA). Such documents include those that form a LDF.

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

This report has the following format:

Chapter 0 Non Technical Summary

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

Chapter 1 Introduction

Chapter 2 Sustainability Appraisal Process

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

Chapter 3 Background

Details the background to the SPD.

Chapter 4 Baseline and Key Issues

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

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

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

Chapter 6 Implementation and Monitoring

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

Report Conditions are set out in Appendix A.



2.0 SUSTAINABILITY APPRAISAL PROCESS

2.1 Sustainability Appraisal Regulations and Guidance

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

Article 1 of the European Union (EU) Directive 2001/42 on the Assessment of Certain Plans and Programmes on the Environment determines its objective as being '...to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans ... with a view to promoting sustainable development...'.

Directive 2001/42 is implemented in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004. Under these Regulations Local Planning Authorities are required to undertake SEA for any planning documents setting a framework for future development consent where they are likely to have significant environmental effects. Such planning documents include DPDs and SPDs.

Although the statutory requirements for carrying out SA and SEA are distinct it is possible to satisfy both through a single but integrated SA process. Such a joint approach is advocated in the Office of the Deputy Prime Minister (ODPM) guidance. For ease the combined SEA and SA process is simply referred to as SA throughout this SA Report.

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

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



2.2 Sustainability Appraisal Process

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

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

2.3 Sustainability Appraisal Stages

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

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

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

STAGE B Developing and refining options and assessing effects

- B1: Testing the SPD objectives against the SA objectives (WYG is unable to undertake a compatibility test as the SPD does not propose any specific objectives).
- B2: Developing and appraising the SPD options.
- B3: Predicting the likely effects of the draft SPD.
- B4: Evaluating the likely effects of the draft SPD.
- B5: Developing measures to mitigate adverse effects and maximise beneficial effects.
- B6: Developing measures to monitor the significant effects of the SPD.

STAGE C Preparing the Sustainability Appraisal Report

- C1: Preparing the SA report.



STAGE D Consulting on the SPD and the Sustainability Appraisal Report

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

STAGE E Monitoring implementation of the plan

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

2.3.1 Stage A

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

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

Consultation (Stage A5)

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

- Environment Agency
- English Nature
- Countryside Agency
- English Heritage
- University of Leicester
- South Leicestershire Primary Care Trust
- Leicestershire Constabulary
- Leicestershire Chamber of Commerce & Industry
- British Waterways
- Leicestershire Economic Partnership
- Government Office for the East Midlands
- Sport England East Midlands Region
- East Midlands Regional Assembly

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- Transport 2000
- East Midlands Development Agency
- DEFRA Rural Development Service
- Forestry Commission
- Highways Agency
- Leicestershire and Rutland Wildlife Trust
- East Midlands Community Renewables Initiative
- Severn Trent Water
- National Farmers Union
- Leicestershire County Council
- RSPB Central England
- National Playing Fields Association
- Arriva Midlands
- Network Rail
- Leicestershire Development Agency
- Leicestershire Rural Transport Partnership
- First Buses
- Leicestershire Rural Partnership

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

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

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

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

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

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The following consultees attended:

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

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

The first workshop was split into three groups: environmental, social, and economic. Each group discussed the objectives most relevant to their group topic. For each objective the participants were asked to consider the following questions:

- What are the key issues that should form the appraisal criteria in relation to each objective?
- Can the LDF deliver in relation to the key issues?
- Are the issues environmental, social or economic issues?
- Do key issues differ between localities?
- What should the priority issues be?

The second workshop was split into groups according to the District or Borough participants represented. The purpose of this workshop was to identify local issues of concern. For each objective the participants were asked to consider the following questions:

- How many targets should be considered in relation to each objective?
- What targets should be adopted in relation to each objective?
- Can the LDF help to meet these targets?

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- Do the targets reflect the local situation?
- What are the priority targets for each local area?
- How can we measure the targets developed?
- Is data available to measure the targets?

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

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

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

Links to Relevant Plans and Programmes (Stage A1)

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

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

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

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

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

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

Baseline and Key Sustainability Issues (Stage A2 and A3)

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

Sustainability Appraisal Objectives (Stage A4)

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

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

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

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Table 2.1 Sustainability Appraisal Objectives

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

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

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

2.3.2 Stages B and C

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

2.4 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 2.2 summarises the requirements of the SEA Directive, identifies how the requirements have been met and where these are located in the SA Report.

Table 2.2 Strategic Environmental Assessment Directive Compliance

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

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

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



3.0 BACKGROUND

3.1 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 102,200 people. Rural and agricultural land use accounts for approximately 92% of the Borough. The remaining 8% comprises villages and urban areas. The main settlements are the towns of Hinckley, Earl Shilton, Burbage and Barwell. The western half of the Borough has socio-economic links with the cities of Coventry and Birmingham.

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

3.2 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 HBBC to adopt a LDF in place of their existing Local Plan. The LDF will set out guidelines for the development of Hinckley and Bosworth Borough. In the transitional period the Local Plan will retain development plan status until the policies within it are superseded by those within the LDF documents.

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

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

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



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

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

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

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

3.3 Ratby Village Design Statement Supplementary Planning Document

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

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

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

1. The Village Context

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

2. Landscape Setting and Wildlife

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



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

3. Green Spaces, Hedges, Walls and Fences

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

4. Highways, Traffic and Footpaths

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

5. Settlement Pattern

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

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

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

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



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 village of Ratby is found in the north east of Hinckley and Bosworth Borough, as shown in Figure 1. Ratby lies within Ratby, Bagworth and Thornton Ward (as shown in Figure 2) and incorporates the lower Super Output Areas (SOA) of 003B, 003C and 003D.

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

Socio-Economic

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

Environmental

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

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

4.2 Socio-Economic Baseline

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

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

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4.2.1 Local Economy and Employment

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

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

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

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

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

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

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

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

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

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

4.2.2 Population

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

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

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

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

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

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

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

4.2.3 Deprivation

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

Hinckley and Bosworth is ranked 278 out of 374 Local Authorities nationally (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.



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

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

4.2.4 Crime

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

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

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

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

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

4.2.5 Health

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

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

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

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

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

4.2.6 Education

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

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

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



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 experienced an increase over this period.

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

4.2.7 Housing

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

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

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

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

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

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

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

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

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

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

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

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

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

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



4.2.8 Traffic and Transport

Road Network

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

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

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

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

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

Private Car Use

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

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

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

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

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

Public Transport

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

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

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

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

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

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

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

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

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

Walking and Cycling

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

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

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

4.2.9 Tourism, Leisure and Recreation

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

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

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

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

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

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

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

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

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

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

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

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

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

4.2.10 Key Sustainability Issues

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

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

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

4.3 Environmental Baseline

4.3.1 Introduction

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

- Environment Agency website (www.environment-agency.gov.uk).
- Environment Agency Groundwater Vulnerability Map Sheet Number 23 (Leicestershire).
- The Sustainable Development Unit [UK Govt.] (www.sustainable-development.gov.uk).
- The Department for Communities and Local Government (www.bvpi.gov.uk).
- The Land Registry (www.landregistry.gov.uk).
- The National Land Use Database (www.nlud.org.uk).
- 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).
- 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 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).
- Climate Change Strategy for Leicestershire (2005).
- Nottingham Declaration on Climate Change (2000).
- Hinckley and Bosworth Landscape Character Assessment (2006).
- Hinckley and Bosworth Ratby Conservation Area (2007).
- English Heritage's Online Listed Buildings Database (<http://lbonline.english-heritage.org.uk/Login.aspx>).
- JBA Consulting (2007). Joint Strategic Flood Risk Assessment.
- Environment Agency (2006). Soar CAMS.
- Environment Agency (2008). Tame, Anker and Mease CAMS.

4.3.2 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.

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

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

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

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

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

Groundwater

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

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

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

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

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 a number of areas within the Borough have been designated as floodplain. These areas are primarily associated with the watercourses in the Borough, in particular the River Sence. The chance of flooding in these areas is generally considered to be 0.5% (equivalent to 1 in 200 years) or less.

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

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

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

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

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

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 at the feasibility or planning stage.

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



Catchment Abstraction Management Strategies

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

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

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

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

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

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

4.3.3 Biodiversity and Nature Conservation

Statutory Sites

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

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

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

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

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

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

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

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

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

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

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

Non Statutory Sites

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

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

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

There are two LNRs within Hinckley and Bosworth:

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

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

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

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

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

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

Habitats and Species

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

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

Mammals:

- Bat species
- Dormouse
- Otter
- Water vole

Birds:

- Barn owl
- Nightingale
- Redstart
- Sand martin

Invertebrates:

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

Plants:

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

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

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

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

Wild Life Meadow, Ferndale Park:

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

Leicester Swannington Railway Line:

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

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Ragwort

Rothley Brook (Big Brook):

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

Whirlybones Wood:

Deciduous trees planted include:

Ash
Cherry
Silver Birch
Elder

Butterflies observed have been:

Large White
Red Admiral
Meadow Brown
Peacock
Small Blue

4.3.4 Landscape and Visual Amenity

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

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

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

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

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

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Table 4.1 Hinckley and Bosworth Landscape Character Areas

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

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

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

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

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

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

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

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

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

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

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

Landscape Designations

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

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

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

4.3.5 Geology

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

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

Designated Sites

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

Contaminated Land

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

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

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

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



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

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

Potentially contaminative land uses in the Borough include:

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

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

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

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

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

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

Scheduled Monuments

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

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

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

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

Conservation Areas

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

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

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

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

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

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

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

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

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

Archaeological Sites

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

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

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

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

Registered Battlefields

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

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

4.3.8 Noise

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



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

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

4.3.9 Air Quality

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

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

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

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

4.3.10 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.

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

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

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

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

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

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

4.3.11 Key Sustainability Issues

The key sustainability issues relating to the environment are:

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

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

4.4 Summary of Key Sustainability Issues

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

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Table 4.2 Key Sustainability Issues

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

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

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

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

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

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

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



5.0 EFFECTS OF THE RATBY VILLAGE DESIGN STATEMENT SUPPLEMENTARY PLANNING DOCUMENT

5.1 Introduction

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

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

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

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

5.2 Appraisal Methodology

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

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

Effects may be of the following nature:

- Adverse or beneficial.
- Direct or indirect.

Effects may be of the following duration:

- Temporary or permanent.
- Short or long term.



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
Major beneficial	Major beneficial
Minor beneficial	Minor beneficial
Potentially beneficial	Potentially beneficial
Potentially adverse	Potentially adverse
Minor adverse	Minor adverse
Major adverse	Major adverse
Potentially beneficial or adverse	
No significant effect	

5.2.2 Limitations

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

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

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



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

5.3.1 Alternative Approaches Not Under Consideration

Do Nothing

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

5.3.2 Options Subject to Sustainability Appraisal

Policy BE1

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

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

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

Policies DSC1 and ENV3

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

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

Guidelines

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

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

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

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

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

5.4 Recommendations

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

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

Recommendations can be incorporated at three stages of the development:

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

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

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



6.0 IMPLEMENTATION AND MONITORING

6.1 Next Steps

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

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

Table 6.1 Next Steps in the Sustainability Appraisal

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

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6.2 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 HBBC.

6.3 Proposals for Monitoring

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

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

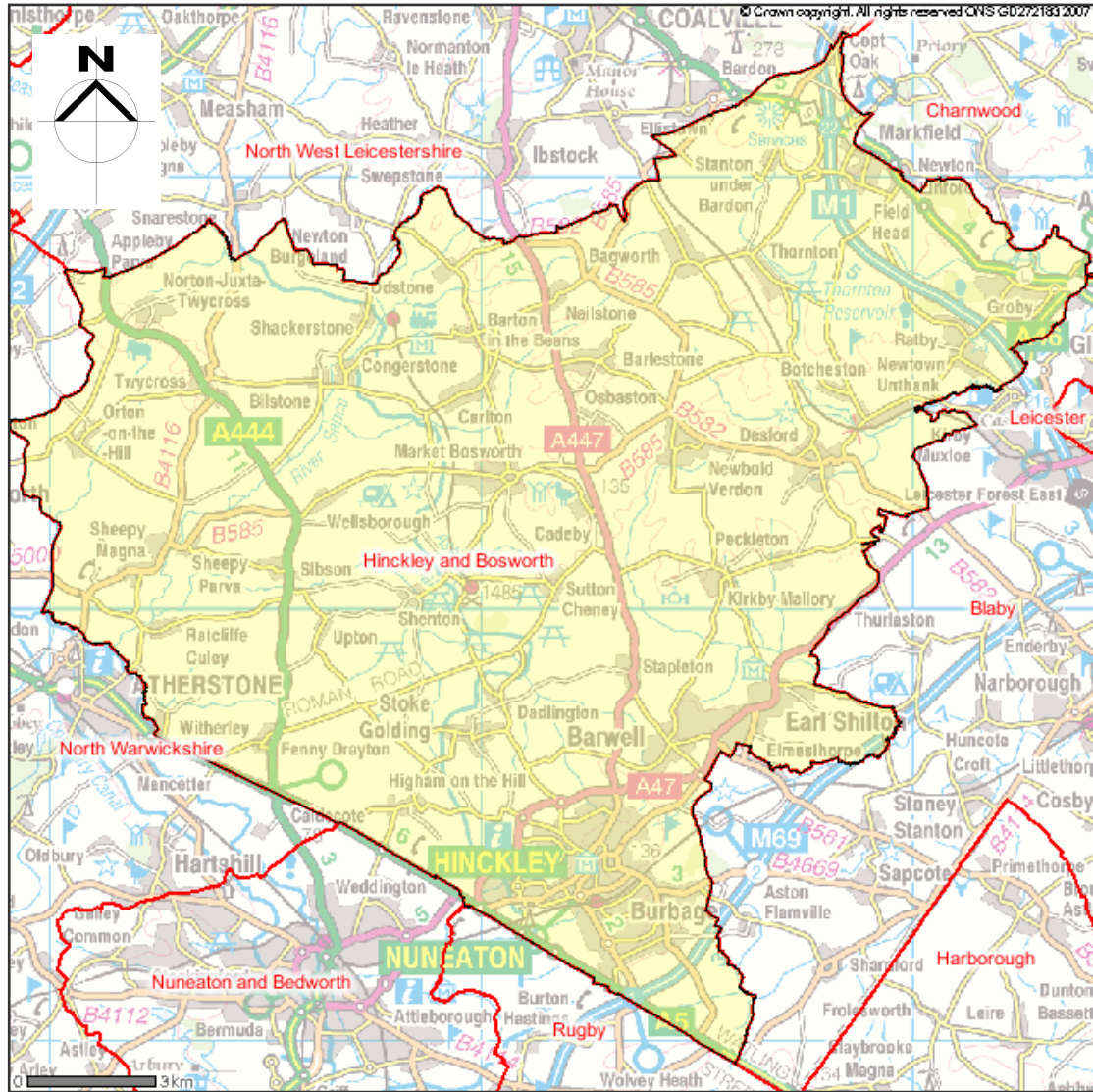
- Energy consumption in relation to new development.
- Service provision/access to services.
- Waste production and use of sustainable/recycled materials in construction and public realm/open space improvements.
- Potential habitat loss/creation.
- Use of public transport/modal shift from the private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

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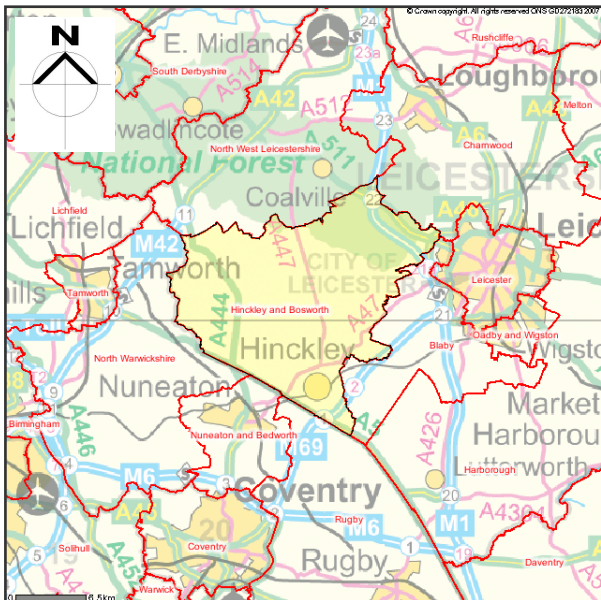
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FIGURES



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WYG Environment Planning

Transport

Arndale Court
Headingley
Leeds
LS6 2UJ



Tel: 0113 278 7111
Fax: 0113 275 0623
E-mail: enviro.leeds@wyg.com

CLIENT: Hinckley and Bosworth Borough Council

PROJECT: Sustainability Appraisal of the Hinckley and Bosworth Site Allocations and Generic Development Control Policies DPD

TITLE: Hinckley and Bosworth Borough

DATE: February 2009

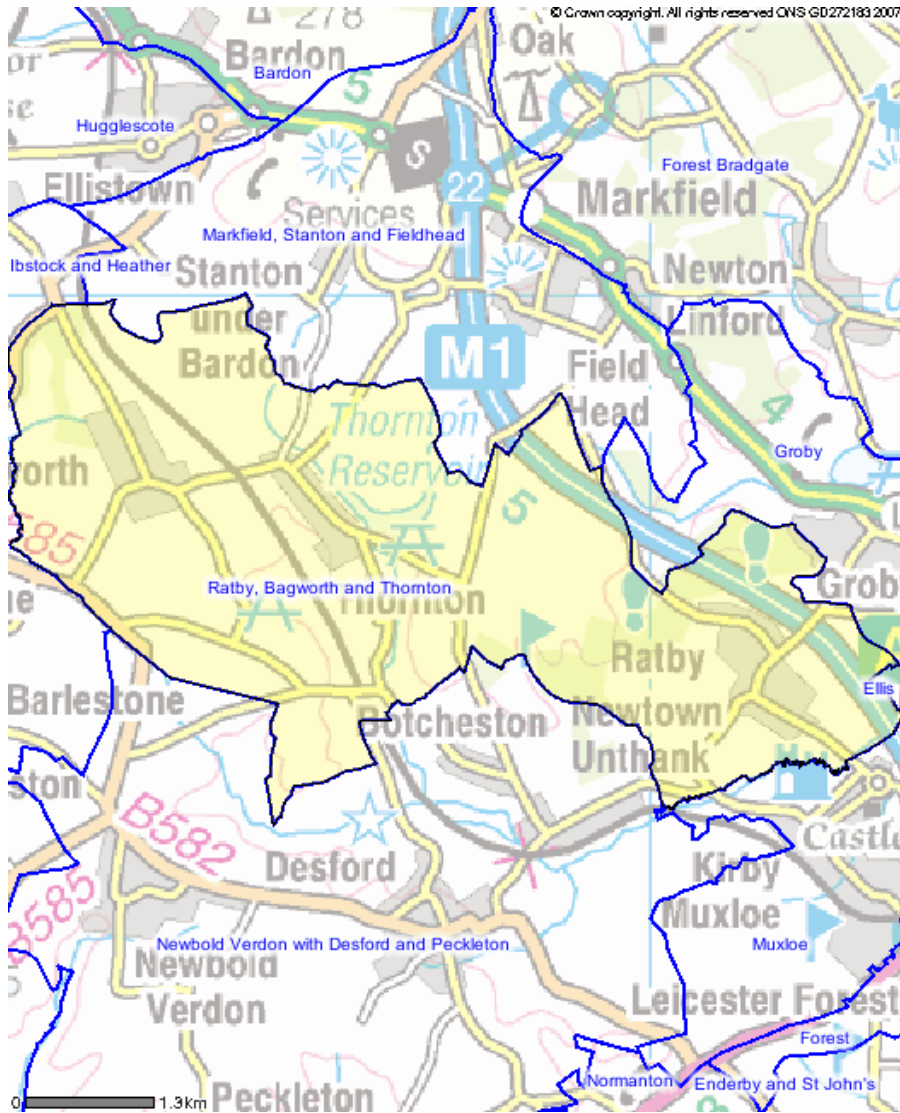
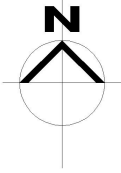
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E6915-132

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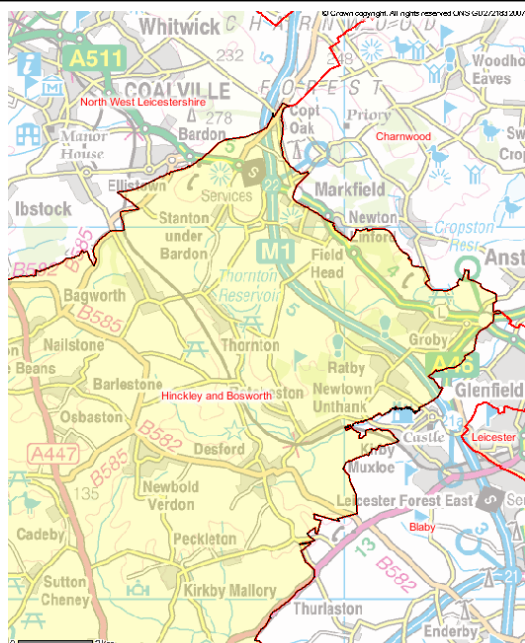
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APPROVED: PFB

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WYG Environment Planning

Transport

Arndale Court
Headingley
Leeds
LS6 2UJ



Tel: 0113 278 7111
Fax: 0113 275 0623
E-mail: enviro.leeds@wyg.com

CLIENT: Hinckley and Bosworth Borough Council

PROJECT: Sustainability Appraisal of the Hinckley and Bosworth Site Allocations and Generic Development Control Policies DPD

TITLE: Ratby, Bagworth and Thornton Ward

DATE: February 2009

PROJECT No:
E6915-132

DRAWN: HD

CHECKED: FMD

APPROVED: PFB

FIG No:
2

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APPENDIX A

REPORT CONDITIONS



SUSTAINABILITY APPRAISAL REPORT

RATBY VILLAGE DESIGN STATEMENT SUPPLEMENTARY PLANNING DOCUMENT

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 WYG. In time improved practices, fresh information or amended legislation may necessitate a re-assessment. Opinions and information provided in this report are on the basis of WYG using due skill and care in the preparation of the report.

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

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

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

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

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

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

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

August 2008
WYG Environment Planning Transport Ltd.

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APPENDIX B PLANS AND PROGRAMMES REVIEW

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Ratby Village Design Statement Supplementary Planning Document Appendix B: Plans and Policies Review



Plan or Programme of Relevance	Main Aims and Objectives	Implications for the Ratby Village Design Statement Supplementary Planning Document	Implications for the Sustainability Appraisal
Hinckley and Bosworth Community Plan 2007-2012 Internet Link: http://www.hinckley-bosworth.gov.uk/ppimageupload/Image50012.PDF			
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.	Priorities: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • Opportunities for the provision of housing that meets the needs of the young and the elderly. • Opportunities to incorporate anti-crime / vandalism features into new development to reduce the fear of crime and the potential for crime. • Opportunities to contribute towards the regeneration of the village through the redevelopment of previously developed land. • Opportunities for the provision of accessible greenspace as part of housing development, which can be used for social / recreation purposes. • Opportunities to protect and enhance wildlife and heritage in Ratby. • Opportunities to protect and enhance the urban character of Ratby. • Opportunities to reduce greenhouse gases by encouraging use of alternatives to the private car. Conflicts: <ul style="list-style-type: none"> • No conflicts identified. How could the aims be addressed in the Ratby Village Design Statement Supplementary Planning Document? <ul style="list-style-type: none"> • Ensure the provision of housing that meets the needs of the young and the elderly. • Ensure that anti-crime / vandalism features are incorporated into new development to help reduce the fear of crime and the potential for 	The SA should include objectives that address the key priorities of the Community Plan.

Sustainability Appraisal Report

Ratby Village Design Statement Supplementary Planning Document Appendix B: Plans and Policies Review



Plan or Programme of Relevance	Main Aims and Objectives	Implications for the Ratby Village Design Statement Supplementary Planning Document	Implications for the Sustainability Appraisal
Hinckley and Bosworth Community Plan 2007-2012 Internet Link: http://www.hinckley-bosworth.gov.uk/ppimageupload/Image50012.PDF			
		crime. <ul style="list-style-type: none"> • Ensure the provision of accessible greenspace as part of housing development, which can be used for social / recreation purposes. • Ensure that wildlife and heritage within Ratby is protected and enhanced. • Ensure that the urban character of Ratby is protected and enhanced. • Ensure that greenhouse gases are reduced by encouraging use of alternatives to the private car. 	

Sustainability Appraisal Report

Ratby Village Design Statement Supplementary Planning Document Appendix B: Plans and Policies Review



Plan or Programme of Relevance	Main Aims and Objectives	Implications for the Ratby Village Design Statement Supplementary Planning Document	Implications for the Sustainability Appraisal
Leicestershire Performance Framework (2008) (Based upon the Leicestershire Local Area Agreement (2008) and the Leicestershire Sustainable Community Strategy (2008)) Internet Link: http://www.leicestershiretogether.org/index/sustainable_community_strategy.htm			
Sets out the priorities for improvements in Leicestershire over the next 5 years.	Priorities: <ul style="list-style-type: none"> Improved life chances for vulnerable people and places. Stronger, more cohesive communities. A safe and attractive place to live and work. A more effective response to climate change. A prosperous, innovative and dynamic economy. A healthier Leicestershire. More efficient and effective service delivery. 	Relationships: <ul style="list-style-type: none"> Opportunities to provide a safe and attractive place to live and work. Opportunities to improve the health of the population. Opportunities to improve service provision. Conflicts: <ul style="list-style-type: none"> Potential conflict between wanting to preserve the historical context and the character of the village and the need to respond to climate change. How could the aims be addressed in the Ratby Village Design Statement Supplementary Planning Document? <ul style="list-style-type: none"> Ensure the provision of safe and attractive places to live and work. Ensure that the health of the population is improved. Ensure that service provision is improved. 	The SA should include objectives that address the key priorities of the Leicestershire Performance Framework.

Sustainability Appraisal Report

Ratby Village Design Statement
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APPENDIX C

BASELINE INFORMATION

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KEY TO BASELINE DATA SPREADSHEETS

/	Not applicable
?	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

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Indicator	Date	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	?	www.sustainable-development.gov.uk Regional Sustainable Development Indicators	x		
	2002	?	?	14,034	15,646						
	2001	?	?	13,226	14,887						
Economic Activity											
Economic Activity Rate (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 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 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	?	www.goem.gov.uk	x		
VAT Registration Rate	2004	10	10	10	10	Increase	Decrease	www.goem.gov.uk	x		
	2003	11	10	10	11						
VAT De-registration Rate	2004	9	9	9	10	Decrease	No change	www.goem.gov.uk	x		
	2003	9	9	9	10						
Business Stock at end of 12 month period	2005	3545	20865	125170	1819870	Increase	Decrease	www.goem.gov.uk	x		
	2003	3600	20600	124000	1810500						

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Indicator	Date	Hinckley and Bosworth Borough	Leicestershire	East Midlands	England	Target	Local Trends	Data Sources	Relationship		
									Eco	Soc	Env
EMPLOYMENT											
Employment											
Employment Rate <i>(working age population)</i>	Jun 2004-May 2005	79.7	81.1	76.1	75.1	Increase	Overall decrease since 2002	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 <i>(working age population)</i>	Jun 2004-May 2005	?	3.5	4.3	4.7	Decrease	?	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 <i>(proportion of working age population)</i>	2007	1.6	1.5	2.4	2.5	Decrease	Increase	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 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 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						
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 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						

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Indicator	Date	Hinckley and Bosworth Borough	Leicestershire	East Midlands	England	Target	Local Trends	Data Sources	Relationship		
									Eco	Soc	Env
EMPLOYMENT											
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 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 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 - Leicestershire Economic Baseline Study (2006)											
% people employed in agriculture and fishing	2004	?	0.6	1.2	0.9*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	
% people employed in energy and water	2004	?	1.0	0.8	0.6*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	
% people employed in manufacturing	2004	26.1	19.0	17.4	11.9*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	
% people employed in Construction	2004	3.5	4.6	4.8	4.5*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	
% people employed in distribution, hotels and restaurants	2004	26.1	28.6	25.1	24.7*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	
% people employed in transport and communications	2004	5.9	8.1	5.7	5.9*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	
% people employed in financial and business services	2004	15.0	15.8	15.2	20*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	
% people employed in public administration, education and health	2004	14.0	18.2	25.5	26.4*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	
% of people employed in other services	2004	6.7	4.3	4.3	5.1*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	

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Indicator	Date	Hinckley and Bosworth Borough	Leicestershire	East Midlands	England	Target	Local Trends	Data Sources	Relationship		
									Eco	Soc	Env
EMPLOYMENT											
Knowledge Economy Employment - Leicestershire Economic Baseline Study (2006)											
% of people employed in consumer services	2004	22.6	21.7	20.3	21.3*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	
% people employed in high technology manufacturing	2004	1.0	2.0	1.7	1.9*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	
% people employed in knowledge based services	2004	13.0	13.8	13.4	17.9*	/	?	Leicestershire Economic Baseline Study (2006)	x	x	
Industry of Employment - 2001 Census Data											
% People employed in Agriculture, Hunting and Forestry	2001	1.49	1.59	1.88	1.45*	/	?	www.statistics.gov.uk	x	x	
% People employed in Fishing	2001	0.01	0.00	0.01	0.02*	/	?	www.statistics.gov.uk	x	x	
% People employed in Mining & Quarrying	2001	0.39	0.45	0.42	0.25*	/	?	www.statistics.gov.uk	x	x	
% People employed in Manufacture	2001	23.60	21.17	19.91	14.83	/	?	www.statistics.gov.uk	x	x	
% People employed in Electricity, Gas and Water Supply	2001	1.54	0.96	0.83	0.71	/	?	www.statistics.gov.uk	x	x	
% People employed in Construction	2001	6.33	6.70	6.86	6.76	/	?	www.statistics.gov.uk	x	x	
% People employed in Wholesale and Retail trade, Repair of Motor Vehicles	2001	18.80	18.14	18.21	16.85	/	?	www.statistics.gov.uk	x	x	
% People employed in Hotels and Restaurants	2001	3.93	4.06	4.51	4.73	/	?	www.statistics.gov.uk	x	x	
% People employed in Transport, Storage and Communication	2001	6.87	6.41	6.25	7.09	/	?	www.statistics.gov.uk	x	x	
% People employed in Financial Intermediation	2001	3.46	3.54	3.07	4.80	/	?	www.statistics.gov.uk	x	x	
% People employed in Real Estate, Renting and Business Activities	2001	10.13	10.65	10.41	13.21	/	?	www.statistics.gov.uk	x	x	
% People employed in Public Administration & Defence and Social Security	2001	3.82	4.40	4.95	5.66	/	?	www.statistics.gov.uk	x	x	
% People employed in Education	2001	6.95	8.59	7.80	7.74	/	?	www.statistics.gov.uk	x	x	
% People employed in Health and Social Work	2001	8.66	9.22	10.60	10.70	/	?	www.statistics.gov.uk	x	x	

* Data for Great Britain

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Indicator	Date	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 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	100,141	609,578	4,172,174	49,138,831					www.statistics.gov.uk	
Population Density											
Density (persons per sq km)	2001	3.37	2.93	2.67	3.77	/	?	www.statistics.gov.uk (UV02)		x	
Ethnic Group											
% White British	2001	97.93	94.71	93.49	86.99	/	?	www.statistics.gov.uk (KS06)			
% Mixed	2001	0.59	0.74	1.03	1.31	/	?				
% Asian or Asian British	2001	1.06	3.69	4.05	4.57	/	?			x	
% Black or Black British	2001	0.11	0.32	0.95	2.3	/	?				
% Chinese or Other Ethnic Group	2001	0.31	0.53	0.49	0.89	/	?				
Age											
% People aged 0-4	2005	5.4	5.3	5.5	5.7	/	No change	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	5.53	5.62	5.73	5.96				/	/	www.statistics.gov.uk
% People aged 5-14	2005	11.6	12.2	12.3	12.2	/	Decrease of 0.3 since 2003	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	12.32	12.72	13.05	12.92				/	/	www.statistics.gov.uk
% People aged 15-19	2005	6.1	6.7	6.7	6.6	/	Overall increase of 0.1 since 2003	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	5.83	6.36	6.23	6.18				/	/	www.statistics.gov.uk
% People aged 20-44	2005	32.3	33.1	33.9	35.2	/	Decrease of 0.3 since 2003	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	33.17	33.92	34.32	35.31				/	/	www.statistics.gov.uk

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Indicator	Date	Hinckley and Bosworth Borough	Leicestershire	East Midlands	England	Target	Local Trends	Data Sources	Relationship		
									Eco	Soc	Env
POPULATION											
Age											
% People aged 45-64	2005	28.1	26.4	25.4	24.3	/	Increase of 2.5 since 2003	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	27.13	25.74	24.59	23.75	/	/	www.statistics.gov.uk		x	
% People aged 65 and over	2005	16.7	16.3	16.3	16	/	Increase of 0.2 since 2003	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	16.02	15.67	16.07	15.89	/	/	www.statistics.gov.uk		x	

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Indicator	Date	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) <i>1 is the most deprived LA in England and 354 is the least deprived</i>	2004	278 out of 374	/	/	/	Increase rank	?	http://www.statistics.gov.uk		x	x
Indices of Deprivation- Rank of Income <i>1 is the most deprived LA in England and 354 is the least deprived</i>	2004	261 out of 374	/	/	/	Increase rank	?	http://www.statistics.gov.uk		x	x
Indices of Deprivation- Rank of Employment <i>1 is the most deprived LA in England and 354 is the least deprived</i>	2004	238 out of 374	/	/	/	Increase rank	?	http://www.statistics.gov.uk		x	x
% Households that experienced fuel poverty	2003	?	?	6.4	7.2	Decrease	?	www.sustainable-development.gov.uk 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	?	www.sustainable-development.gov.uk 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	?	www.sustainable-development.gov.uk Regional Sustainable Development Indicators		x	x
	1995/6-1997/8	?	?	29	32						
% of Adult Population on Income Support	2003	6	5	9	10	Decrease	?	www.goem.gov.uk		x	x

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Indicator	Date	Hinckley and Bosworth Borough	Leicestershire	East Midlands	England	Target	Local Trends	Data Sources	Relationship			
									Eco	Soc	Env	
CRIME												
	Overall crime rate <i>(Recorded crime BCS comparator)</i>	2005	43.5	42.7	63.3	62.7	Decrease	Decrease of 1.0 since 2003	www.fti.neighbourhood.gov.uk		x	x
		2004	44.4	44.2	65.9	64						
	2003	44.5	45.4	72.5	69.3							
Burglary rate <i>(offences per 1,000 households)</i>	2005	11.4	10.8	14.8	13.8	Decrease	Overall decrease of 0.3 since 2003. Increase of 0.2 since 2004	www.fti.neighbourhood.gov.uk		x	x	
	2004	11.2	11.2	17	17.7							
	2003	11.7	13	22.2	18.6							
Vehicle crime <i>(offences per 1,000 population)</i>	2005	11.4	8.7	13.4	17	Decrease	Overall decrease of 0.3 since 2003. Increase of 0.2 since 2004	www.fti.neighbourhood.gov.uk		x	x	
	2004	11.2	9.5	14.3	14							
	2003	11.7	11.7	18	13.5							
Robbery <i>(offences per 1,000 population)</i>	2005	0.4	0.5	1.3	1.9	Decrease	Increase of 0.1 since 2004. No change since 2003	www.fti.neighbourhood.gov.uk		x	x	
	2004	0.5	0.5	1.2	1.8							
	2003	0.4	0.5	1.6	2							
Violence Against the Person <i>(offences per 1,000 population)</i>	2000-2001	7.2	?	10.3	11.3	Decrease	?	www.bvpi.gov.uk		x	x	
Theft of a Motor Vehicle <i>(offences per 1,000 population)</i>	2000-2001	6.1	?	5.1	6.4	Decrease	?	www.bvpi.gov.uk		x	x	
Racial Incidents <i>(offences per 1,000 population)</i>	2000-2001	6.9	?	?	?	Decrease	?	www.bvpi.gov.uk		x	x	

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Indicator	Date	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	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	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	www.fti.neighbourhood.gov.uk	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	www.fti.neighbourhood.gov.uk	x	x	
	2003	106.8	107.2	119.7	121.6						
	2002	96.9	101.3	121.2	124						
General Health											
% People who describe their health as Good	2001	69.41	70.44	67.58	68.76	Increase	?	www.statistics.gov.uk (KS08)	x	x	
% People who describe their health as Fairly Good	2001	22.73	22.21	23.27	22.21	/	?	www.statistics.gov.uk (KS08)	x	x	
% People who describe their health as Not Good	2001	7.85	7.36	9.14	9.03	Decrease	?	www.statistics.gov.uk (KS08)	x	x	
% people with a long term limiting illness	2001	16.3	15.4	18.4	17.9	Decrease	?	www.statistics.gov.uk (UV22)	x	x	

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Indicator	Date	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 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 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 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 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 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% achievement since 2003	www.fti.neighbourhood.gov.uk	x	x	
	2004	100	100	84.7	88.9						
	2003	100	100	83.4	86.8						
% 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	www.fti.neighbourhood.gov.uk	x	x	
	2004	88.5	85.9	78.9	77						
	2003	84.6	86.3	74	73.7						
% 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	www.fti.neighbourhood.gov.uk	x	x	
	2004	92.3	91.4	83.8	83.4						
	2003	88.5	89.3	79.8	79						
% of 14 yr olds achieving Level 5 or above in KS3 Maths	2005	100	100	94.7	94.2	Increase	No change - 100% achievement since 2003	www.fti.neighbourhood.gov.uk	x	x	
	2004	100	100	94.7	94.2						
	2003	100	100	89.8	91.3						

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Indicator	Date	Hinckley and Bosworth Borough	Leicestershire	East Midlands	England	Target	Local Trends	Data Sources	Relationship		
									Eco	Soc	Env
EDUCATION											
Education - Children											
% of 14 yr olds achieving Level 5 or above in KS3 English	2005	100	100	92	93.3	Increase	No change - 100% achievement since 2003	www.fti.neighbourhood.gov.uk	x	x	
	2004	100	100	89	89.2						
	2003	100	100	81.1	85.9						

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Indicator	Date	Hinckley and Bosworth Borough	Leicestershire	East Midlands	England	Target	Local Trends	Data Sources	Relationship		
									Eco	Soc	Env
HOUSING											
% households owner occupied (<i>owns outright</i>)	2001	34.3	33.8	30.8	29.2	/	?	www.statistics.gov.uk (KS18)		x	
% households owner occupied (<i>owns with a mortgage or loan</i>)	2001	82.29	80.65	71.63	68.07	/	?	www.statistics.gov.uk (KS18)		x	
% households renting from council/housing association/registered social landlord	2001	10.6	11	17.5	19.3	/		www.statistics.gov.uk (KS18)		x	
% households renting from private landlord/letting agency	2001	4.7	5.5	7.3	8.8	/		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		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% achievement	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		x	
	2004	2.4	?	5.3	5.3						
	2003	2.5	?	5.7	6						
Average house price (£) (<i>Land Registry October to December period</i>) * Data for England and Wales	2006	171,367	186,669	163,225	207,573	/	Increase of 1390 since 2004	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 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 overall	www.fti.neighbourhood.gov.uk	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	www.fti.neighbourhood.gov.uk	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	83.26	83.19	75.75	73.16	/	?	www.statistics.gov.uk (KS17)	x	x	x
% working residents using public transport to get to work*	2001	4.39	6.05	8.44	15.42	Increase	?	www.statistics.gov.uk (KS15)	x	x	x
% working residents cycling or walking to work	2001	12.2	12.2	13.8	12.8	Increase	?	www.statistics.gov.uk (KS15)	x	x	x
% working residents driving a car or van to work	2001	66	64.6	60.4	54.9	Decrease	?	www.statistics.gov.uk (KS15)	x	x	x
Public transport users in households with a car or van	2001	83.9	81.9	70.6	69	/	?	www.statistics.gov.uk	x	x	x
Public Transport											
Number of bus passenger journeys per annum	2005-2006	?	15,036,000	?	?	Increase	?	www.bvpi.gov.uk (102)	x	x	x
Length of Cycle Network (km)	2002	?	21	?	?	Increase	?	www.leics.gov.uk	x	x	x

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

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INDICATOR	DATE	HINCKLEY AND BOSWORTH BOROUGH	LEICESTERSHIRE	EAST MIDLANDS	ENGLAND	TARGET	LOCAL TRENDS	DATA SOURCES	RELATIONSHIP		
									Eco	Soc	ENV
TOURISM AND RECREATION											
USAGE OF FACILITIES											
NUMBER OF VISITS TO LIBRARIES <i>(PER 1,000 POPULATION)</i>	2001-2002	?	4420	?	6431	INCREASE	?	WWW.BVPL.GOV.UK (117)		x	
NUMBER OF VISITS TO/USAGE OF MUSEUMS <i>(PER 1,000 POPULATION)</i>	2005-2006	?	647	?	?	INCREASE	?	WWW.BVPL.GOV.UK (170A)		x	
	2001-2002	?	591	?	?						
NUMBER OF SCHOOL PUPIL VISITS TO MUSEUMS AND GALLERIES	2005-2006	?	16746	?	?	INCREASE	?	WWW.BVPL.GOV.UK (170c)		x	
SATISFACTION WITH CULTURAL AND RECREATION SERVICES											
% OF PEOPLE VERY/FAIRLY SATISFIED WITH SPORTS AND LEISURE FACILITIES	2006-2007	?	53	?	55.1	INCREASE	?	WWW.BVPL.GOV.UK (119A)		x	
	2004-2005	47	?	?	?						
% OF PEOPLE VERY/FAIRLY SATISFIED WITH MUSEUMS AND GALLERIES	2006-2007	?	71	?	71.6	INCREASE	?	WWW.BVPL.GOV.UK (119B)		x	
% OF PEOPLE VERY/FAIRLY SATISFIED WITH THEATRES AND CONCERT HALLS	2006-2007	?	35	?	43	INCREASE	?	WWW.BVPL.GOV.UK (119c)		x	
% OF PEOPLE VERY/FAIRLY SATISFIED WITH LIBRARIES	2006-2007	?	36	?	44.7	INCREASE	?	WWW.BVPL.GOV.UK (119D)		x	
	2004-2005	37	?	?	?						
% OF PEOPLE VERY/FAIRLY SATISFIED WITH PARKS AND OPEN SPACES	2006-2007	?	70	?	72.3	INCREASE	?	WWW.BVPL.GOV.UK (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	?	WWW.BVPL.GOV.UK (178)		x	
	2001-2002	?	79.4	?	?						

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Indicator	Date	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	?	www.sustainable-development.gov.uk Regional Sustainable Development Indicators			x
	2003	?	?	54	62						
	2002	?	?	59	65						
% Rivers graded as Good / Fair - Chemical GQA	2003	?	?	97	94	/	?	www.sustainable-development.gov.uk Regional Sustainable Development Indicators			x
	2001	?	98.4	?	?						
% Rivers graded as Good - Biological GQA	2004	?	?	61	70	Increase	?	www.sustainable-development.gov.uk Regional Sustainable Development Indicators			x
	2003	?	?	59	69						
	2002	?	?	57	68						
% Rivers graded as Good / Fair- Biological GQA	2003	?	?	96	95.4	/	?	www.sustainable-development.gov.uk 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 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	2007	7	91	330	4000+	95% of SSSI land to be in favourable or recovering condition by 2010	?	www.naturalengland.org.uk www.magic.gov.uk			x
Number of SSSI units	2007	27	398	1,765	22,000		?				
% of SSSI in Favourable Condition	2007	33.3*	22.1	44.4	44.8		?				
% of SSSI in Unfavourable but Recovering Condition	2007	7.4	48.5	25.6	30.7		?				
% of SSSI in Unfavourable Condition - No Change	2007	48.1*	21.6	10.6	15.9		?				
% of SSSI in Unfavourable and Declining Condition	2007	11.1*	7	19	8.5		?				
% of SSSI Destroyed / Part Destroyed	2007	0	0.2	0.01	0.07		?				
* It should be noted that the SSSI condition data for the Borough refers to the condition of the <u>SSSI units</u> not the overall SSSI condition. This data is therefore not comparable with the data for the county, region and England as a whole.											
Special Areas of Conservation											
Number of Special Areas of Conservation	2007	0	1	7	237	Increase	?	www.magic.gov.uk			x
Special Protection Areas											
Number of Special Protection Areas	2007	0	0	1	83	Increase	?	www.magic.gov.uk			x
Local Nature Reserves											
Number of Local Nature Reserves	2007	2	?	?	?	Increase	?	www.natureonthemap.org.uk			x
Regional Farmland Bird Species Indices											
Number of species	2003	?	?	91	?	Increase	Decrease of 1.0 since 2002	www.sustainable-development.gov.uk 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	?	?				

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Indicator	Date	Hinckley and Bosworth Borough	Leicestershire	East Midlands	England	Target	Local Trends	Data Sources	Relationship		
									Eco	Soc	Env
BIODIVERSITY											
Regional Woodland Bird Species Indices											
Number of species	2003	?	?	114	?	Increase	Decrease of 1.0 since 2002	www.sustainable-development.gov.uk 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 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	www.bvpi.gov.uk (84a)	x	x	x
	2004-2005	405.6	?	?	444.5						
	2001-2002	382	530	?	?						
% household waste recycled	2005-2006	17.6	?	?	?	Increase to 19% by 2008-2009	Increase of 8.8 since 2001-2002	www.bvpi.gov.uk (82a)	x	x	x
	2004-2005	15.7	?	?	15.2						
	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	www.bvpi.gov.uk (82b)	x	x	x
	2004-2005	18.8	?	?	6.5						
	2001-2002	1.9	9.4	?	?						
% household waste landfilled	2001-2002	?	78.8	?	?	Decrease	?	www.bvpi.gov.uk (82d)	x	x	x
% residents served by kerbside recycling (one recyclable)	2005-2006	99.8	?	?	?	Increase to 100% by 2008-2009	Increase of 4.8 since 2004-2005	www.bvpi.gov.uk (91a)	x	x	x
	2004-2005	95	?	?	91.1						
% residents served by kerbside recycling (two recyclables)	2005-2006	99.8	?	?	?	Increase to 100% by 2008-2009	?	www.bvpi.gov.uk (91b)	x	x	x
% of residents satisfied with waste recycling facilities	2004-2005	70	?	?	?	Increase	?	www.bvpi.gov.uk (90b)	x	x	x
% of residents satisfied with household waste collection	2004-2005	80	?	?	?	Increase	?	www.bvpi.gov.uk (90a)	x	x	x

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Indicator	Date	Hinckley and Bosworth Borough	Leicestershire	East Midlands	England	Target	Local Trends	Data Sources	Relationship		
									Eco	Soc	Env
Listed Buildings											
Number of Listed Buildings	2007	296	?	29,552	372,791	/	?	Heritage Counts East Midlands Report www.english-heritage.org.uk	x	x	x
	2005	320	?	?	?				x	x	x
Number of Grade I Listed Buildings	2007	?	?	973	9136	/	?		x	x	x
Number of Grade II* Listed Buildings	2007	?	?	1823	20,985	/	?	x	x	x	
Buildings at Risk											
Total number of Buildings at Risk	2006	2	16	134	1,786	Decrease	?	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	x	x	x
Number of Buildings at Risk- Poor condition	2006	0	3	53	927	Decrease	?	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	x	x	x
Number of Buildings at Risk- Good condition	2006	0	1	2	26	Increase	?	www.english-heritage.org.uk	x	x	x
Historic Parks and Gardens											
Number of Historic Parks and Gardens	2006	1	?	132	?	/	?	UK Database of Historic Parks and Gardens	x	x	x
Historic Battlefields											
Number of Registered Historic Battlefields	2007	1	?	5	43	/	?	www.english-heritage.org.uk	x	x	x
Scheduled Ancient Monuments											
Number of Scheduled Ancient Monuments	2007	22	?	1,512	?	/	Increase	Heritage Counts East Midlands Report www.english-heritage.org.uk www.magic.gov.uk	x	x	x
	2005	20	?	?	?						
	2002	?	?	1503	?						
Conservation Areas											
Number of Conservation Areas	2007	26	?	1,006	9,374	/	?	www.english-heritage.org.uk	x	x	x
	2005	21	?	?	?						

* Approximate figures

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Indicator	Date	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	?	www.sustainable-development.gov.uk Regional Sustainable Development Indicators	x	x	x
Total carbon dioxide emissions per head (carbon equivalent)	2003	?	?	2,660	2,470	Decrease	?	www.sustainable-development.gov.uk 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 stock (average SAP rating)	2005-2006	72.2	?	?	?	Increase to 75% by 2008-2009	Increase of 14.2 since 2001-2002	www.bvpi.gov.uk (63)		x	x
	2004-2005	71	?	?	?						
	2003-2004	68	?	?	59.9						
	2001-2002	58	?	?	?						
Air Quality											
Number of Air Quality Management Areas	2006	0	?	?	?	Decrease		www.airquality.co.uk	x	x	x

* Approximate values

Sustainability Appraisal Report

Ratby Village Design Statement
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APPENDIX D

CONSULTATION RESPONSES

Sustainability Appraisal Report

Ratby Village Design Statement Supplementary Planning Document Appendix D: Consultation Responses



May 2007 Consultation

Consultee	Comments	Response to Proposed Change
<p>Government Office for the East Midlands (GOEM)</p>	<ul style="list-style-type: none"> The requirement for Sustainability Appraisal (SA) relates to Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) and, as your report indicates, it is an iterative process that is intended to identify the likely significant environmental effects of the plan and the extent to which implementation of the plan will achieve sustainability objectives, and inform the preparation of the plans. It also encompasses the requirements of the European Strategic Environmental Assessment (SEA) Directive. 	<p>Noted.</p>
	<ul style="list-style-type: none"> Section 19 (5) of the Planning and Compulsory Purchase Act 2004 specifies that SA should be carried out for the proposals in each document. However, your Scoping Report relates to the local development framework (LDF), which is the 'folder' of documents. The Scoping Report should relate to the individual documents and not the overall approach to the LDF. It should identify in sufficient detail the scope of the key sustainability issues for each individual Local Development Document (LDD). Whilst it is possible to combine sustainability appraisal work for a number of LDDs, the combined report must enable you to separate out the early work on scoping the individual LDDs, to inform the preparation of each LDD and the sustainability appraisal reports. This is particularly important where plans are to be prepared to different timetables, as is the case with the LDDs in your Local Development Scheme (LDS). 	<p>Section 2.3 of the report refers to the DPDs that the scoping report will inform. It is accepted that this should be made more explicit in Section 1.0 of the report.</p> <p><u>Proposed Change</u></p> <p>Scoping Report relates to the Core Strategy, Housing DPD, Employment DPD and Hinckley Area Action Plan.</p>
	<ul style="list-style-type: none"> The GOEM have considered the content of the Scoping Report against the guidance in Annex 7 of the Office of the Deputy Prime Minister (ODPM) consultation paper on SA of Regional Spatial Strategies (RSS) and LDFs (September 2004). The Scoping Report does not cover plan objectives for each LDD (it is noted that these have yet to be prepared); the broad options for consideration in each LDD; or the structure and level of detail of the sustainability appraisal reports. In the absence of the appendices, you should also ensure that the indicators and targets relate to the scope of each individual LDD and to matters that the LDD is likely to have an effect upon. 	<p>It is not possible for the Scoping Report to cover plan objectives for the individual DPDs as these have not yet been prepared. The report aims to provide a broad scope of issues to be addressed in future DPDs and SPDs. Broad options for consideration have been identified in the report and these will be refined as DPDs are progressed.</p>

Sustainability Appraisal Report

Ratby Village Design Statement Supplementary Planning Document Appendix D: Consultation Responses



Consultee	Comments	Response to Proposed Change
	<ul style="list-style-type: none"> In relation to more detailed matters, Section 2.3 lists the LDDs but is misleading as not all of these will be adopted by 2007, according to the local development scheme. In Table 7.1 there also seems to be some confusion between the different formal stages of consultation on DPDs. Stage D1 of the SA process should be undertaken at the Regulation 28 submission stage for a DPD. The Scoping Report includes a considerable amount of baseline information that will assist in moving forward with the plan preparation programme. For further guidance GOEM would refer to the ODPM (September 2004) consultation draft on SA and the April 2005 interim advice note, available on www.odpm.gov.uk. 	<p>The document states which DPDs are to be produced during the first three years (those identified in the LDS) and those that may follow. It is accepted that further scoping work may be required when these documents are produced.</p> <p>Noted.</p>
<p>Leicestershire Constabulary Police Architectural Liaison Officer</p>	<ul style="list-style-type: none"> National Level (para 4.1) - It would be relevant to review "Safer Places – The Planning System and Crime Prevention (ODPM 2004)" and include under this heading. This would emphasise the Council's commitment to reducing crime and disorder through the planning system. 	<p>Disagree. The SA Scoping Report can only consider a limited number of plans and programmes. Whilst 'The planning system and crime prevention' will provide useful guidance in preparing future DPDs, it is not a priority for review as part of the SA Scoping Report.</p>
	<ul style="list-style-type: none"> Analysis (para 4.1). It should be noted that crime reduction through design (Buildings and the Built Environment) can also apply to the design of open spaces particularly those associated with amenity, leisure and recreation facilities. 	<p>Agree. The SA objective "<i>Improving community safety, reducing anti-social behaviour and the fear of crime</i>" relates to all forms of development and open spaces, not just buildings.</p>
	<ul style="list-style-type: none"> Key Sustainability Issues (5.3.7). As the provision of improved facilities is not the only way to tackle anti-social behaviour, the Police Architectural Liaison Officer would suggest that the bullet point be expanded to read "<i>The need to tackle anti-social behaviour including the provision of improved facilities for young people</i>". 	<p>Disagree. The SA objective "<i>Improving community safety, reducing anti-social behaviour and the fear of crime</i>" addresses this issue.</p>
	<ul style="list-style-type: none"> Further base line data regarding Local Biodiversity Action Plan (LBAP) habitats and species and legally protected species is available from the Leicestershire Environmental Records Centre. 	<p>Noted.</p>



Consultee	Comments	Response to Proposed Change
	<ul style="list-style-type: none"> Under section 5.8.5 Key Sustainability Issues, the following two issues should be added: <ul style="list-style-type: none"> The need to protect and enhance habitats and flora and fauna populations that have developed on the brownfield sites. The compensation for biodiversity and geodiversity features lost to development where loss is completely unavoidable, should reflect the fact that higher levels of recreation are needed compared to the amount of lost features. 	<p>The SA Scoping Report refers to <i>key</i> sustainability issues identified in collecting the baseline data. Whilst the two suggestions were not considered key following this research it is acknowledged that they are important through references in the sustainability objectives.</p>
	<ul style="list-style-type: none"> English Nature is concerned with some of the targets and indicators that have been put forward in Appendix G: Objectives, Targets and indicators. The suggested indicator 'Area of statutory and non statutory designated sites of ecological importance in favourable condition' for the specific objective "<i>to protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of BAP habitats</i>" is considered to be a bit of an odd target with regard to Sites of Special Scientific Interest (SSSI) condition as this target is more dependant upon the actions of the management of the SSSI rather than the LDF. 	<p>Noted. Account will be taken of the suggested indicators when monitoring this objective. Due to the large number of suggested indicators, however, it is not intended to include them all in the SA Scoping Report.</p>



Consultee	Comments	Response to Proposed Change
	<ul style="list-style-type: none"> • English Nature suggests the following indicators that could be added: <ul style="list-style-type: none"> • The number of developments that enhance wildlife habitats found on brown field sites. • The number of mineral extraction site restoration plans which promote biodiversity gain/contribute towards biodiversity action plan targets. • The area (ha) of newly created accessible urban green space. • The area (ha) of existing urban greenspace for which management is implemented to enhance wildlife. • The number of protected species populations identified. Number of mitigation projects necessary. Degree of alteration for protected species habitats. • The number of LBAP species and habitats. • The number of opportunities for habitat enhancement. • The number of habitats enhancement projects taken forward. • The number of geological interest features enhanced/ protected. • The number of historic landscape enhancement/protection projects implemented. 	<p>Noted. Account will be taken of the suggested indicators when monitoring this objective. Due to the large number of suggested indicators, however, it is not intended to include them all in the SA Scoping Report.</p>
	<ul style="list-style-type: none"> • With regard to Appendix H: Compatibility Index, English Nature encourages planners and developers to maximise the opportunities for biodiversity in the planning and design of sustainable communities. If this is done at a very early stage then the environment should not only be protected, but also enhanced. • English Nature recommends that provision should be made of at least two hectares of accessible natural greenspace per 1000 population according to a system of tiers into which sites of different sizes fit: <ul style="list-style-type: none"> • No person should live more than 300 metres from their nearest area of natural greenspace; • There should be at least one accessible 20ha site within 2km from home; • There should be one accessible 100 ha site within 5km; and • There should be one accessible 500 ha site within 10km. • This data is taken from "Providing accessible natural greenspace in towns and cities – A Practical guide to assessing the resources and implementing local standards for provisions" published by English Nature. 	<p>Noted. This will be achieved through policies in the various DPDs.</p>

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Consultee	Comments	Response to Proposed Change
<p>The Countryside Agency</p>	<ul style="list-style-type: none"> In general the Countryside Agency considers that the Scoping Report is very comprehensive in the range of issues that it covers and is logical in its approach. Furthermore the interests that the Countryside Agency is concerned with are, for the most part, dealt with in sufficient details. The Countryside Agency does, however, have a number of the comments on the following aspects for the report: 	<p>Noted.</p>
	<ul style="list-style-type: none"> In chapter 5, Social, Economic and Environmental Baseline, Section 5.4 deals with Tourism and Recreation and lists the reference to Countryside Agency references, either to the Agency's website or to the specific documents relating to countryside recreation or tourism. In particular the Countryside Agency draw attention to "<i>The Countryside in and Around Tours</i>"; a joint vision between the Agency and Groundwork which provides a vision for connecting town and country, and "<i>Planning Sustainable Communities</i>". This document is a green infrastructure guide, developed on behalf of the Milton Keynes and South Midlands Environment and Quality of Life Sub Group, specifically for Milton Keynes and the South Midlands but would be of relevance to the East Midlands region as a whole. In addition there were a number of other documents of the different aspects involved in countryside recreation on the Countryside Agency website www.countryside.gov.uk. 	<p>Disagree. The SA Scoping Report can only consider a limited number of plans and programmes. Whilst these documents will provide useful guidance in preparing future DPDs, they are not a priority for review as part of the SA Scoping Report.</p>
	<ul style="list-style-type: none"> In chapter 5, Section 5.9 Landscape and Visual Amenity, the topic of landscape character is well covered. The Countryside Agency would, however, suggest that where the topic of open space within urban areas is discussed that the concept of "Green Infrastructure" is mentioned. Green Infrastructure is network of multi-functional greenspace that contributes to the high quality natural and built environment required for existing and new sustainable communities in the future. The key sustainability issues should therefore be "<i>to protect and enhance existing areas of urban open space and link together to establish a green infrastructure</i>". 	<p>Disagree. The suggested key sustainability issue is an objective rather than an issue.</p>

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Consultee	Comments	Response to Proposed Change
	<ul style="list-style-type: none"> The specific SA objectives for Hinckley and Bosworth set out in Section 6.3 include many of the particular interests of the Countryside Agency, including conservation and enhancement of the rural landscape, diversification of agriculture, promotion of sustainable design and construction and improving access to services in rural areas. There is, however, no mention of countryside recreation and would suggest that this is mentioned in conjunction with the objective regarding the conservation of the rural landscape. 	<p>Disagree. This is adequately covered under the objective of to improve access to and participation in cultural and leisure activities and does not fit easily alongside the suggested objective.</p>
<p>Environment Agency</p>	<ul style="list-style-type: none"> Although water is included in the Analysis (p16), reference to Planning Policy Guidance (PPG) 25 has not been included in the plans and programmes review. Planning Policy Statement (PPS) 23 has also not been included in the review, which is relevant to general environment impact of the analysis. 	<p>Disagree. The SA Scoping Report can only consider a limited number of plans and programmes. Whilst these documents will provide useful guidance in preparing future DPDs, they are not a priority for review as part of the SA Scoping Report.</p>
	<ul style="list-style-type: none"> Section 5.6.6: the reduction of land which is contaminated should be included as a key sustainability issue. 	<p>Disagree. Contaminated sites are not necessarily a key issue in the three council's administrative areas.</p>
	<ul style="list-style-type: none"> Section 5.7.1: the Environment Agency website has been used as a source of baseline data. The Council should have also received a CD of baseline data sets. If not, please contact Dr Sue Hornby (021 711 5849) for additional information. Further data sets may also be available. 	<p>Noted.</p>
	<ul style="list-style-type: none"> Section 5.7.5: flooding has been identified, which may be attributed to the rate at which run-off reaches the receiving watercourse. An increase in hard surfaced area as a result of new development will have the potential to increase flood risk. Surface water may require attenuation, either as part of a comprehensive strategy for a major development or on a site-by-site basis, assuming that underlying ground conditions will make the use of soakaways unsuitable. 	<p>Noted. This has been included in the SA.</p>
	<ul style="list-style-type: none"> Flooding is not solely restricted to the floodplain and the Key Sustainability Issues listed in Table 5.2 should include the management of surface water. The Implications of Sustainability Issue 'Future flooding risk associated with climate change' could be expanded to 'Future development in the floodplain and increased surface water run-off could increase flood risk to properties.' The LDF should restrict development in the floodplain and ensure the sustainable management of surface water. 	<p>Agree. Key sustainability issues will be amended to include management of surface water.</p>

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Consultee	Comments	Response to Proposed Change
University of Leicester	<ul style="list-style-type: none"> There is an apparent conflict in Paragraph 5.12.2 which indicates that there are four Air Quality Management Areas (AQMAs) which require particular attention. I would draw your attention to the Central Leicestershire Provisional Local Transport Plan (LTP) published in July which states that there is no longer justification for any AQMAs in the Borough. 	Noted. HBBC currently has no AQMAs.
Leicestershire County Council	<ul style="list-style-type: none"> From an Educational perspective the only comment Leicestershire County Council would wish to make is the importance of District Councils and Boroughs supporting schools in their areas in achieving Eco Schools status. Generally speaking in Leicestershire Eco Schools are a particular strength and according to the Eco Schools website 48% of Eco Schools in the East Midlands are in Leicestershire. There are, however, significant variations between District and Boroughs, The key sustainability issues (Implications for the LDF) and SA objectives should reflect the Strategic objectives of Leicestershire, Leicester and Rutland Structure Plan. 	Noted. This has been included in the baseline.
	<ul style="list-style-type: none"> It should be noted that the Leicestershire Provisional LTP 2006-2011 has now been submitted and has been published. There are now two overlapping provisional LTPs covering Oadby and Wigston. The Borough Council is required to have regard to the LTPs when producing its LDF. Reference should also be made to Leicestershire County Council's "Highways, Transportation and Development" (HTD) documents, which have been prepared with sustainability in mind. 	<p>Agree. It is considered that this is the case.</p> <p>Disagree. The SA scoping report can only consider a limited number of plans and programmes. Whilst these documents will provide useful guidance in preparing future DPDs, it is not a priority for review as part of the SA Scoping Report.</p>
	<ul style="list-style-type: none"> Para 2.1 It is not strictly accurate to say that Hinckley and Bosworth is bounded by M1 and M69. 	Noted.
	<ul style="list-style-type: none"> Para 4.1 County Level bullet 5: Leicestershire County Council suggests that the reference to the Walking and Cycling Strategy should not be made as this has largely been taken over by the Provisional Local Transport Plan 2006-2011. 	Agree. Delete reference to this strategy.
	<ul style="list-style-type: none"> Para 4.2 Access and Transport third bullet should include bridleways since these are also used by walkers and cyclists 	Agree. The bullet point will be amended.
	<ul style="list-style-type: none"> 6th bullet – do this mean travel plans? 	Agree. The bullet point will be amended.

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Consultee	Comments	Response to Proposed Change
	<ul style="list-style-type: none"> Para 4.2 Air and Climate, bullet 4. The air quality impacts of traffic generated by new development may be covered to an extent by the preceding bullets. However, it would be useful to have clarity as to whether or not the 4th bullet includes the air quality impacts of newly generated traffic, since this is only one which specifically discourages development that would adversely affect pollution areas. 	<p>Disagree. It is felt that the current wording sufficiently explains the issue, in a clear and concise manner.</p>
	<ul style="list-style-type: none"> Para 5.4.4 Encouraging tourism can generate traffic. Is this a key sustainability issue? 	<p>Agree. Proposed Change Reference made to this in Sustainability Report.</p>
	<ul style="list-style-type: none"> Para 5.5.2. It is not strictly accurate to say that Hinckley and Bosworth is bounded by the M1 and M69. 	<p>Noted.</p>
	<ul style="list-style-type: none"> The Secretaries of State are minded to confirm the CPO and Side Order for the Earl Shilton Bypass subject to success in bidding for funding. The bypass already has planning permission. 	<p>Agree. Proposed Change Reference made to this in Sustainability Report.</p>
	<ul style="list-style-type: none"> Access from M69 motorway junction is mentioned as an issue, but without saying which junction. The south facing slip roads were originally omitted from junction 2 because they would draw traffic through Sapcote and Stoney Stanton unless bypasses were built. 	<p>Agree. Proposed Change Text amended to clarify which junction of the M69 is the main issue.</p>
	<ul style="list-style-type: none"> 5.5.4: there is no reference to Park and Ride. There is an existing facility (LERTS) serving A47 near Braunstone Crossroads. The County and City Councils are looking to provide a further new park and ride facility, though possibly in the vicinity of Junction 21. 	<p>These park and ride facilities are located outside Hinckley and Bosworth, but affect travel patterns for people living within the borough. Proposed Change Reference made to this in the Sustainability Report.</p>
	<ul style="list-style-type: none"> 4.2 (bullet point 6): uncertain whether this refers to travel plans. 	<p>Noted. Needs clarification. Proposed Change Amend bullet point 6 to read travel plan.</p>

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Consultee	Comments	Response to Proposed Change
<p>Leicestershire County Council</p>	<ul style="list-style-type: none"> 5.5.3: Although transport links may be excellent at off-peak times, congestion at peak times may be an issue on some routes. 	<p>Agree. Proposed Change Amend 5.5.6 to identify congestion on major routes at Peak times as a key sustainability issue.</p>
<p>Sport England</p>	<ul style="list-style-type: none"> Section 4 Links to Relevant Plans and Programmes Reference should be made to Change 4 Sport, the regional plan for sport in the East Midlands. It can be found on the Sport England website at www.sportengland.org. 	<p>Disagree. The SA Scoping Report can only consider a limited number of plans and programmes. Whilst these documents will provide useful guidance in preparing future DPDs, they are not a priority for review as part of the SA Scoping Report.</p>
	<ul style="list-style-type: none"> Another key issue is the need to maintain and enhance access to existing and new sports facilities. A proposed CPA target is the % of population within 20 minutes travel time (urban areas by walk; rural areas by car) of a range of three different sports facility (playing fields/ swimming pools/sports hall/ golf courses/ health and fitness/ synthetic turf pitches) of which one has achieved a quality assured standard. 	<p>Disagree. The suggested key sustainability issue is an indicator rather than an issue. SA Objective 2 set out in Appendix F addresses this issue.</p>
	<ul style="list-style-type: none"> Active Places Power is a website designed to help organisations involved with sports facility investment and strategy. The website is free to use and provides a planning tool for sports, leisure and fitness facilities 	<p>Noted.</p>
<p>English Heritage</p>	<ul style="list-style-type: none"> Generally, while the report covers the baseline, sustainability issues and objectives, it is not explicit in the report how the appraisal of the Development Plan Documents will actually be undertaken (paragraph 3.5). As well as looking at the mitigation of impacts, the appraisal process should look at the opportunities for enhancement. English Heritage recommends that the Conservation Officer should be involved in the appraisal process. 	<p>Amend report state that: The report aims to provide a broad scope of issues to be addressed in future DPDs and SPDs. Broad options for consideration have been identified in the report and these will be refined as DPDs are progressed. Scoping Report relates to the Core Strategy, Housing DPD and Employment DPD. Comment relates to a later stage in the SA process.</p>



Consultee	Comments	Response to Proposed Change
	<ul style="list-style-type: none"> Paragraph 4.1 Regional Level. The Regional Environment Strategy should be added to the list. Also, 'Viewpoints on the Historic Environment' provides an overview of the region's historic environment. English Heritage also publishes an annual 'Heritage Counts' document, which looks at different aspects of the state of the historic environment, including data. An East Midlands 'Heritage Counts' is published as well as a national version. 	<p>Disagree. The SA Scoping Report can only consider a limited number of plans and programmes. Whilst these documents will provide useful guidance in preparing future DPDs, they are not a priority for review as part of the SA Scoping Report.</p>
	<ul style="list-style-type: none"> Page 14 Buildings and the Built Environment. There is no reference here to conserving or enhancing townscape and the quality of the public realm or local distinctiveness, although I note that objective 8 in Appendix G relates to local distinctiveness. 	<p>The SA Scoping Report refers to <i>key</i> sustainability issues identified in collecting the baseline data. Whilst the two suggestions were not considered key following this research it is acknowledged that they are important through references in the sustainability objectives.</p>
	<ul style="list-style-type: none"> Page 16 The Historic Environment. With reference to the 4th bullet point on the re-use of buildings, PPG15 makes it clear that in the case of changes of use of listed buildings... 'The aim should be to identify the optimum viable use that is compatible with the fabric, interior and setting of the historic building. This may not be the most profitable use if this would entail more destructive alterations than other viable uses.' This section should also refer to the issue of 'setting'. This could be added to the second bullet point. 	<p>Agree. Amend to include word 'optimum' instead of 'suitable'. Add last sentence of suggestion to clarify what optimum use means.</p> <p>Disagree. The current wording would cover the issue of 'setting'.</p>
	<ul style="list-style-type: none"> Page 28, 5.9.2 Landscape Character Leicestershire County Council is to undertake a Historic Landscape Characterisation of the County, which will provide a time depth to landscape character assessments in the County. The County Council should in any case advise you on the location of areas of historic landscape, which can inform the process of landscape change, such as in the National Forest. 	<p>Noted.</p>
	<ul style="list-style-type: none"> Page 29, 5.10.5: There should be reference to 'setting', i.e. 'The need to preserve and enhance sites of archaeological and cultural heritage interest and their setting'. 	<p>Agreed. Proposed Change Amend 1st bullet point to include reference to the setting of sites of archaeological and cultural heritage.</p>



Consultee	Comments	Response to Proposed Change
	<ul style="list-style-type: none"> Appendix G objectives, targets and indicators: Objective 9 – This should address ‘the character, appearance and setting of archaeological sites...’ There is a need to distinguish between the registers of Buildings at Risk (BAR) (the national register for Grade I and II* buildings is published annually by English Heritage) and the number of listed buildings that might be at risk, either directly and indirectly (e.g impact on setting) as a result of development proposals or policies in the DPD. The SEA should address the latter, unless the policy or proposal specifically provides for the conservation of BAR on the register. Similarly, while a pilot East Midlands Scheduled Monuments at Risk Survey has been undertaken by English Heritage, the indicator should measure the number of SAMs that might be affected by the DPD. 	<p>Noted. The report aims to provide the broad scope of the issues to be addressed in future DPDs and SPDs. The suggested indicator applies to individual DPDs and this will be taken into account as appropriate for each individual DPD.</p>
	<ul style="list-style-type: none"> You may be aware of the new Best Value Performance Indicator relating to Conservation Area Appraisals, which could be used as an indicator here. 	<p>Noted. The suggested indicator will be born in mind as a local indicator for our monitoring report.</p>
	<ul style="list-style-type: none"> English Heritage has just published new guidance on Conservation Area Appraisals that can be viewed on www.helm.org.uk 	<p>Noted.</p>
<p>National Forest</p>	<ul style="list-style-type: none"> Section 4: This section should include reference to the National Forest Strategy, particularly as PPS7 states that local planning authorities should have regard to the National Forest when developing LDDs. At a local level the National Forest BAP also covers the area of the Borough in the National Forest. 	<p>Disagree. The SA Scoping Report can only consider a limited number of plans and programmes. Whilst these documents will provide useful guidance in preparing future DPDs, it is not a priority for review as part of the SA Scoping Report. These documents were used in determining the baseline.</p>
	<ul style="list-style-type: none"> Biodiversity and Nature Conservation: NFC supports the references to the National Forest. Bullet points five and six may, however, be better placed in the Buildings and Built Environment Section, as they relate to woodland planting and landscaping associated with new development. 	<p>Noted.</p>
	<ul style="list-style-type: none"> Leisure, Recreation, Community and Tourism: The part that the National Forest is playing in relation to all these activities should be included, in particular, the creation of new woodlands with public access close to where people live. (See specialist chapters in the National Strategy 2004 – 14). 	<p>Agreed. Proposed Change Reference to this in the Sustainability Report.</p>



Consultee	Comments	Response to Proposed Change
	<ul style="list-style-type: none"> Section 5.2.3 – Rural Economy: The reference to agricultural diversification should be broadened to refer to rural diversification; and include reference to the opportunities for woodland, conservation and leisure related diversification (as well as tourism) in The National Forest. 	<p>Agree. Proposed Change Sustainability Report to include reference to broader definition of rural diversification to take into account woodland related diversification.</p>
	<ul style="list-style-type: none"> Section 5.3.4 – Health: Promoting healthy walking initiatives should be included, particularly in The National Forest where many new woodlands provide new recreational access for local people and visitors. 	<p>Disagree. Healthy walking initiatives comes within the banner of increasing physical activity. The purpose of the section is to provide a broad overview of issues, and the suggestion is considered too specific for this section.</p>
	<ul style="list-style-type: none"> Section 5.4.3/4 – Leisure and Recreation: The NFC supports the references to The National Forest. The potential for tourism and recreation is significant, but it should also be noted that an increasing number of new woodlands with public access are available now 	<p>Agree. Proposed Change Sustainability Report to include increasing number of new woodlands with public access being available.</p>
	<ul style="list-style-type: none"> Section 5.5.6 – Traffic and Transport: Another key sustainability issue is the poor availability of public transport to rural recreation attractions. 	<p>Agree. Proposed Change Sustainability Report includes amended key issue referencing public transport to rural visitor attractions.</p>
	<ul style="list-style-type: none"> Section 5.6.3 - Geological Environment: The NFC supports the references to The National Forest in relation to derelict land reclamation. The reference to after use for Nailstone Colliery should refer to Forest-related uses (this includes potential for woodland, conservation, recreation and sports). 	<p>Agree. Proposed Change Sustainability Report includes amended paragraph to include the word 'related' so that woodland, conservation, recreation and sports can be included.</p>
	<ul style="list-style-type: none"> Section 5.8.1 - Biodiversity and Nature Conservation: Reference should also be made to the National Forest BAP. 	<p>Disagree. The SA Scoping Report can only consider a limited number of plans and programmes.</p>



Consultee	Comments	Response to Proposed Change
	<ul style="list-style-type: none"> Section 5.8.3 - Biodiversity and Nature Conservation: The reference to the National Forest should include “creation of woodland and other wildlife habitats; and the word designation” should be deleted (to avoid any confusion – as the Forest area is not statutorily designated). 	<p>Agree. Proposed Change Sustainability Report to include “creation of woodland and other wildlife habitats; and the word ‘designation’ should be deleted.</p>
	<ul style="list-style-type: none"> Section 5.9 - Landscape and Visual Amenity: The NFC supports the references to The National Forest and the Forest Strategy in relation to landscape and visual amenity. 	<p>Noted.</p>
	<ul style="list-style-type: none"> Section 5.12 - Air and Climate: The relatively small, but significant role of The National Forest in helping to improve local air quality should be mentioned – in relation to tree planting ‘soaking up’ Carbon Dioxide and particulates in the atmosphere. 	<p>Agree. Amend report to include references to role of National Forest in terms of air quality and climate change.</p>
	<ul style="list-style-type: none"> Table 5.2 – Key Sustainability Issues: “The need to maintain and enhance the setting of the The National Forest” – the NFC see the potential influence of the LDF as ‘major’ in relation to this. 	<p>Disagree. The National Forest covers a relatively small portion of the borough and the so this affects the potential influence of the LDF. A moderate influence is considered appropriate.</p>
	<ul style="list-style-type: none"> The NFC think that the LDF has a ‘major’ influence in maintaining the rural economy and opportunities for diversification” – by establishing a supportive policy framework. 	<p>The maintenance of the rural economy and opportunities for diversification is likely to be affected by other policies and sources of funding beyond the remit of the LDF. A moderate influence is considered appropriate.</p>
	<ul style="list-style-type: none"> Table 6.1 - SA Objectives: “Improving access to and participation in cultural and leisure activities” – this will also have an economic impact, as more people visit paid attractions. 	<p>Noted. It is acknowledged that for many objectives there would be social, environmental and economic dimensions. In this instance the social and economic dimensions are not apparent enough to warrant inclusion in the table.</p>



Consultee	Comments	Response to Proposed Change
	<ul style="list-style-type: none"> Table 6.1 - SA Objectives: "Conserve and enhance woodland cover, particularly in The National Forest" – the social and economic boxes should be ticked, as new woodlands are creating new recreation opportunities for local people and visitors and woodland management and creation are both adding to the development of the wood land economy in the area. 	<p>Noted. It is acknowledged that for many objectives there would be social, environmental and economic dimensions. In this instance the social and economic dimensions are not apparent enough to warrant inclusion in the table.</p>
	<ul style="list-style-type: none"> Table 6.1 – SA Objectives: "Protecting and improving the natural environment..." – also has social dimensions (improving quality of life) and economic (through local employment creation). 	<p>Noted. It is acknowledged that for many objectives there would be social, environmental and economic dimensions. In this instance the social and economic dimensions are not apparent enough to warrant inclusion in the table</p>
	<ul style="list-style-type: none"> Figure 4 should include new woodlands with public access in the National Forest. 	<p>Noted.</p>
	<ul style="list-style-type: none"> Figure 11 should include the boundary of the National Forest. 	<p>Noted.</p>
	<ul style="list-style-type: none"> Appendix D - Plans and Programmes: PPS7 – As the National Forest is specifically mentioned in PPS7 this review should highlight this as relevant to the LDF. 	<p>Disagree. This is referred to within the report.</p>
	<ul style="list-style-type: none"> National Forest BAP and National Forest Strategy – the NFC is pleased to see these documents included. In terms of the relationship of the Forest Strategy to the LDF this should highlight the opportunities to improve sustainable transport and to enhance biodiversity. 	<p>Noted.</p>
	<ul style="list-style-type: none"> Appendix 9 – Targets and Indicators: The indicator of <u>number</u> of Black Poplar trees would be better expressed as planting <u>sites</u>. Numbers of trees are not likely to be large, but it more important that they are planted in appropriate locations. 	<p>Agree. Proposed Change Targets and Indicators amended with this in mind.</p>
	<ul style="list-style-type: none"> A useful indicator would be to measure the number of successful new farm diversification schemes. 	<p>Agree. Proposed Change Targets and Indicators amended with this in mind.</p>

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Consultee	Comments	Response to Proposed Change
GVA Grimley (on behalf of Jelson Homes)	<ul style="list-style-type: none">GVA Grimley has viewed the above document and is supportive of the general approach to the SA set out within the document. GVA Grimley would like to take this opportunity to register continued interest in the LDF and request that they continue to be notified of any further consultations with regard to the above.	Noted.



December 2008 Consultation

Consultee	Comments	Response to Proposed Change
<p>Sport England</p>	<ul style="list-style-type: none"> • Sport England states that the list of objectives has limited reference to sport, and recommend that a reference to sport and active recreation is added to objective 2 and objective 4. • The protection of playing fields and other green spaces should also be a key objective. • Sport England states that it is significant that sport has been identified as playing an important role in contributing to sustainable communities, reducing the need to travel and benefiting access by disadvantaged groups. Sport and active recreation have also been proved to be important contributors to national, regional and local economic health. Sport can lead regeneration by engaging the communities in the improvement of their area, creating employment and training opportunities. • Sport England also states that it is important to recognise that those working in and visiting town centres will generate additional demand for sport and recreation activities. This tends to be at the peak times early morning at lunch times and late afternoon and early evening. Sport England recommends that this is fully considered and that appropriate policies are included in the core strategy and area action plans. Recreational and sports facilities in or close to town centres can provide additional attractions that can support the viability of centres. Sport England’s website includes guidance on sport and employment uses. 	<p>It should be noted that sport and recreation are accounted for when appraising documents against SA objectives 2 (<i>‘To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services’</i>) and 4 (<i>‘To improve access to and participation in cultural and leisure activities’</i>).</p> <p>It should be noted that the protection of playing fields and other green spaces are accounted for when appraising documents against SA objective 7 (<i>‘To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of Biodiversity Action Plan (BAP) targets’</i>).</p> <p>It should be noted that provision of sport and recreation facilities is outside the scope of what can be achieved through a Village Design Statement SPD. This however, has been considered in the appraisal of other LDF documents such as the Core Strategy DPD.</p>



Environment Agency	<ul style="list-style-type: none"> The Environment Agency states that a further objective is needed that specifically deals with flood risk and suggest that this separate objective is worded as follows 'To ensure that new development is located in areas that minimises the level of flood risk, mitigating any residual risk.' Hinckley and Bosworth's Strategic Flood Risk Assessment (SFRA) should be analysed and included as baseline data when conducting sustainability appraisal of LDF documents. 	<p>It is considered that SA objective 12 '<i>To manage prudently water resources, improve water quality and protect the floodplairl</i>' addresses the flood risk issue.</p> <p>It should be noted that the built up area of Ratby falls outside the areas at risk from flooding by rivers, and also that the Ratby VDS SPD relates to village design, and therefore the issue of flood risk is not considered to be relevant for the SA.</p> <p>The findings of the SFRA have been incorporated into the baseline and have been considered in the sustainability appraisal of the SPD where relevant.</p>
	<ul style="list-style-type: none"> The Environment Agency recommends that 'creation' is added to objectives 7 and 11. At the moment the objectives only refer to protection and enhancement of existing resources. Creation is important for furtherance of nature conservation and also in terms of green infrastructure and climate change. Objective 13 only mentions transport as an air quality issue. Are there any further air quality issues that should be included? 	<p>The use of the term 'enhance' in SA objectives 7 and 11 is considered to include 'creation' of habitat and woodland cover.</p> <p>SA objective 13 relates to air quality. Although this objective states that air quality should be improved <i>particularly</i> in relation to transport related pollutants, other sources of air pollution, such as dust emissions from construction, are considered under this SA objective where applicable.</p>

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	<ul style="list-style-type: none"> The Local Planning Authority is located within the area covered by the Soar and the Tame Anker & Mease Catchment Abstraction Management Strategies (CAMS). You are referred to these CAMS documents and associated CDs with regard to consideration of water resource issues. All LDF documents should take care to protect surface and groundwater from contamination, and avoid damage to aquifers. Plans should meet the legislation set out in the Environment Agency's Groundwater Protection: Policy and Practice (GP3) 	<p>The Soar and Tame Anker and Mease CAMS have been incorporated into the baseline and have been considered in the SA of the SPD where relevant.</p>
<p>East Midlands Regional Assembly</p>	<ul style="list-style-type: none"> The East Midlands Regional Assembly states that the Regional Spatial Strategy seeks a holistic approach to the development process and therefore the Regional Core Objectives set out in Policy 1 reflect the social, economic, environmental and resource efficiency facets of sustainable development. The East Midlands Regional Assembly welcome the accordance that the Sustainability Appraisal Objectives have with the RSS8. 	<p>Noted.</p>

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APPENDIX E

APPRAISAL TABLES

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Appendix E - Appraisal Tables**

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/Borough
Regional
National
International

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Sustainability Appraisal Objectives	Local Plan Policy BE1: Design and Siting of Development			
	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.	↔	/	/	No significant effects
2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.	➔	Permanent, Long Term	Borough	The policy may help to indirectly improve health by avoiding the loss of open spaces which encourage participation in recreational activities such as walking and cycling.
3. To provide better opportunities for local people and tourists to access and understand local heritage.	↔	/	/	No significant effects
4. To improve access to and participation in cultural and leisure activities.	➔	Permanent, Long Term	Borough	The policy may help to increase participation in leisure activities by avoiding the loss of open spaces which may act as venues for / encourage participation in recreational activities such as walking and cycling.
5. To improve community safety, reduce the fear of crime and reduce anti-social behavior, particularly in Hinckley town centre.	➔	Permanent, Long Term	Borough	The policy may help to improve community safety by ensuring that there is adequate highway visibility for road users. This may reduce the likelihood of road accidents. The policy may also help to reduce crime by ensuring that development has regard to the safety and security of both individuals and property.
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
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of Biodiversity Action Plan targets.	➔	Permanent, Long Term	Borough	The policy may contribute to protecting the natural environment by avoiding the loss of open spaces which are likely to contain species and habitats. Avoiding the loss of vegetation will also contribute directly to protecting the natural environment. Ensuring development incorporates landscaping and that all residential development should provide garden areas may result in the provision of new habitat.
8. To conserve and enhance the character, diversity and local distinctiveness of towns and villages in Hinckley and Bosworth Borough.	➔	Permanent, Long Term	Borough	The policy may help to conserve and enhance the character of towns and villages in the Borough by ensuring that new development complements or enhances the surrounding area. Ensuring that development incorporates landscaping and that new residences incorporate garden areas may further contribute to conserving and enhancing the character of town and villages in the Borough.
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	Borough	The policy may help to preserve and enhance the setting of archaeological features by ensuring that new development complements or enhances the surrounding area, and by avoiding the loss of features which contribute to the quality of the local environment. Ensuring that development incorporates landscaping and that new residences incorporate garden areas may further contribute to enhancing the setting of archaeological features if sensitively designed.
10. To conserve and enhance the character, diversity and local distinctiveness of the rural landscape in the Borough.	➔	Permanent, Long Term	Borough	The policy may help to conserve the character of the rural landscape in the Borough by ensuring that new development complements or enhances the surrounding area, and by avoiding the loss of vegetation and features which contribute to the quality of the local environment. Ensuring that development incorporates landscaping and that new residences incorporate garden areas may further contribute to conserving the character of the rural landscape.
11. To conserve and enhance woodland cover in the Borough, particularly in the National Forest area.	⬆	Permanent, Long Term	Borough	The policy may help to conserve woodland cover in the Borough by avoiding the loss of vegetation.
12. To manage prudently water resources, improve water quality and protect the floodplain.	⬆	Permanent, Long Term	Regional	The policy may help to conserve water resources by ensuring that development incorporates design features that minimise the impact on the local environment. For example through the use of rainwater harvesting or greywater recycling.
13. To improve air quality particularly through reducing transport related pollutants.	↔	/	/	No significant effects
14. To manage prudently mineral resources and avoid / reduce pollution of land.	↔	/	/	No significant effects
15. To minimise energy use and develop renewable energy resources.	➔	Permanent, Long Term	Borough	The policy may help to minimise energy use by ensuring that development incorporates design features that reduce energy consumption. For example renewable energy sources such as solar panels or turbines, or through the use of natural ventilation and natural daylighting.
16. To reduce greenhouse gas emissions to mitigate the rate of climate change.	➔	Permanent, Long Term	International	The policy may help to indirectly reduce greenhouse gas emissions by ensuring that development incorporates design features that reduce energy consumption, and therefore the consumption of fossil fuels required to provide this energy.
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
18. To improve access to education and training for children, young people and adult learners.	↔	/	/	No significant effects

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Sustainability Appraisal Objectives	Local Plan Policy BE1: Design and Siting of Development			
	Effect	Duration	Geographical Scale	Description
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
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
21. To optimise the use of previously developed land, buildings and existing infrastructure.	↑	Permanent, Long Term	Borough	The policy may help to encourage development on previously developed land by restricting the development of open spaces.
22. To promote and ensure high standards of sustainable design and construction.	↑	Permanent, Long Term	Borough	The policy may help to promote high standards of sustainable design by ensuring development incorporates design features that minimise impacts on the local environment. For example through the incorporation of rainwater harvesting or greywater recycling, or renewable energy sources such as solar panels or turbines.
23. To minimise waste and to increase the re-use and recycling of waste materials.	↑	Permanent, Long Term	Regional	The policy may help to minimise waste and increase recycling by ensuring that development incorporates design features that encourage recycling. For example through the provision of designated areas for recycling bins.
24. To improve access to services, particularly for the rural population, those without a car and for disabled, elderly and deprived people.	↔	/	/	No significant effects
25. To encourage and develop the use of public transport, cycling and walking as alternatives to the private car.	↔	/	/	No significant effects



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Sustainability Appraisal Objectives	Ratby Village Design Statement Supplementary Planning Document: Guidelines				
	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.	↑	Permanent, Long Term	Local	The SPD promotes provision of housing that caters for different types and sizes of families.	New housing development should incorporate an adequate level of affordable housing. For larger housing developments, the provision of services should be encouraged (for example a convenience store).
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 SPD may help to indirectly improve health by encouraging new development to incorporate open space and the protection of public recreational spaces Encouraging footpaths / cyclepaths to be well maintained, safe and well lit may offer opportunities for people to walk or cycle more. Enhancing the facilities on the recreation ground between Stamford Street and Burroughs Road, in particular encouraging the provision of dry play facilities for ball games, may also encourage participation in leisure activities and contribute to improving health.	For larger housing developments, the provision of new healthcare facilities should be encouraged if necessary.
3. To provide better opportunities for local people and tourists to access and understand local heritage.	↔	/	/	No significant effects	/
4. To improve access to and participation in cultural and leisure activities.	↑	Permanent, Long Term	Local	The SPD may help to increase participation in leisure activities by encouraging new development to incorporate open space and the protection of public recreational spaces. Encouraging footpaths / cyclepaths to be well maintained, safe and well lit may offer opportunities for people to walk or cycle more. Enhancing the facilities on the recreation ground between Stamford Street and Burroughs Road, in particular encouraging the provision of dry play facilities for ball games, may also encourage participation in leisure activities.	/
5. To improve community safety, reduce the fear of crime and reduce anti-social behavior, particularly in Hinckley town centre.	↑	Permanent, Long Term	Local	The SPD may help to improve community safety by encouraging the introduction of appropriate traffic calming measures to reduce speeds and reduce the likelihood of accidents. The SPD may help to reduce anti-social behaviour and crime by encouraging recreational and childrens' play areas to be highly visible, secured and well lit at night, and that footpaths and cyclepaths are well planned and well lit. Encouraging developers to incorporate appropriate anti-crime / vandalism design features in terms of materials, layout, lighting and boundary should help to reduce crime and anti-social behaviour.	/
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.	↔	/	/	Although the SPD will not directly result in the empowerment of the local community, the residents of Ratby have been heavily involved in the development of the Ratby Village Design Statement and so its implementation is a product of community empowerment.	/
7. To protect and enhance the natural environment (species and habitats) whilst contributing to the achievement of Biodiversity Action Plan (BAP) targets.	↑	Permanent, Long Term	Local	The SPD may help to protect the natural environment by protecting areas that provide habitat from development (for example, the Ratby green wedge, green wildlife corridors, areas of woodland, hedged-lined pasture, streams and open spaces). Encouraging boundary hedges and tree planting within new development may provide new habitat, therefore enhancing the natural environment.	Where new landscaping, boundary hedges and tree planting are encouraged, the incorporation of those species / habitats listed within the local BAP should be encouraged.
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 SPD may help to conserve and enhance the character of Ratby by protecting examples of Ratby's historical past (for example the former textile workshops) and by giving historical features special design considerations. In addition, guidelines to help retain the landscape setting of the village, to protect green spaces, and to ensure that the design of new buildings (or alterations to existing buildings), boundary treatments and street signs / furniture respects the context of the surrounding buildings may all help to conserve the character of the village.	/
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	The SPD may help to preserve the setting of archaeological features by protecting examples of Ratby's historical past (for example the former textile workshops) and by giving historical features special design considerations (for example Ratby parish Church). Ensuring that the design of new buildings (or alterations to existing buildings) respects the context of the surrounding buildings may also help to preserve the setting of archaeological features.	/

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Sustainability Appraisal Objectives	Ratby Village Design Statement Supplementary Planning Document: Guidelines				
	Effect	Duration	Geographical Scale	Description	Recommendations
10. To conserve and enhance the character, diversity and local distinctiveness of the rural landscape in the Borough.	↑	Permanent, Long Term	Local	The character of the villages within the Borough can be considered integral to the character of the rural landscape surrounding these villages. Therefore the SPD may help to conserve the character of the rural landscape by conserving the character of Ratby (see comments for SA objective 8). In addition, guidelines aimed at preserving the Ratby green wedge and green wildlife corridors should help to restrict development within the rural outskirts of the village, therefore contributing to maintaining the rural landscape.	/
11. To conserve and enhance woodland cover in the Borough, particularly in the National Forest area.	↑	Permanent, Long Term	Local	The SPD may help to conserve woodland cover in the Borough by protecting the large areas of woodland found, in particular, to the north and west of the village. The area to the north of Main Street in Ratby is designated as being part of the National Forest.	Enhancement of the National Forest should be in line with National Forest planting targets.
12. To manage prudently water resources, improve water quality and protect the floodplain.	↑	Permanent, Long Term	Regional	The SPD may help to protect water quality by ensuring that watercourses and ponds within the village are protected from development.	/
13. To improve air quality particularly through reducing transport related pollutants.	➡	Permanent, Long Term	Local	The SPD may help to reduce transport related pollutants by encouraging footpaths and cycle ways that are well maintained, safe and well lit, and by protecting footpaths that link Ratby with neighbouring villages. This may encourage people to walk or cycle instead of using the private car, therefore reducing transport related pollutants and improving air quality.	/
14. To manage prudently mineral resources and avoid / reduce pollution of land.	↔	/	/	No significant effects	/
15. To minimise energy use and develop renewable energy resources.	↑	Permanent, Long Term	Local	The SPD may help to minimise energy use by encouraging the village to remain open to environmentally sustainable designs. These may include solar panels or turbines.	/
16. To reduce greenhouse gas emissions to mitigate the rate of climate change.	➡	Permanent, Long Term	International	The SPD may help to reduce greenhouse gas emissions by encouraging footpaths and cycle ways that are well maintained, safe and well lit, and by protecting footpaths that link Ratby with neighbouring villages. This may encourage people to walk or cycle instead of using the private car. The SPD may also help to reduce greenhouse gas emissions by ensuring that the village remains open to environmentally sustainable designs. These may include solar panels or turbines that may reduce energy consumption, and therefore the consumption of fossil fuels required to provide this energy.	/
17. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	➡	Permanent, Long Term	International	The SPD may encourage people to walk or cycle instead of using the private car by encouraging footpaths and cycle ways that are well maintained, safe and well lit, and by protecting footpaths that link Ratby with neighbouring villages. This may reduce greenhouse gas emissions.	/
18. To improve access to education and training for children, young people and adult learners.	↔	/	/	No significant effects	/
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	/
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	/
21. To optimise the use of previously developed land, buildings and existing infrastructure.	↑	Permanent, Long Term	Local	The SPD may encourage the use of previously developed land by encouraging the use of brownfield sites over greenfield sites.	Where possible, the re-use of existing buildings should be encouraged over demolition and the construction of new buildings.
22. To promote and ensure high standards of sustainable design and construction.	↑	Permanent, Long Term	Local	The SPD may help to ensure that the village remains open to environmentally sustainable design.	/
23. To minimise waste and to increase the re-use and recycling of waste materials.	↔	/	/	No significant effects	Where possible, the re-use of materials should be encouraged. The use of environmentally sustainable materials should be encouraged as long as they are in keeping with the context of the village.

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Sustainability Appraisal Objectives	Ratby Village Design Statement Supplementary Planning Document: Guidelines				
	Effect	Duration	Geographical Scale	Description	Recommendations
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	Local	The SPD may improve access to services for those without a car and deprived people by maintaining footpaths, especially those in areas of greatest use such as the Main Street shopping area, by ensuring the footpaths / cyclepaths to schools and shops are a priority in all new development and by protecting footpaths that link Ratby with neighbouring villages.	/
25. To encourage and develop the use of public transport, cycling and walking as alternatives to the private car.		Permanent, Long Term	Local	The SPD may encourage people to walk or cycle instead of using the private car by encouraging footpaths and cycle ways that are well maintained, safe and well lit, and by protecting footpaths that link Ratby with neighbouring villages.	/

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APPENDIX F TARGETS AND INDICATORS

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Appendix F - Core Strategy Targets and Indicators**

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 sector 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	www.fti.neighbourhood.gov.uk	Reduce	NHS
	Mortality due to cancer per 100000 population of those under 75	www.fti.neighbourhood.gov.uk	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	-

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Hinckley and Bosworth SA Objective	Indicator	Indicator Source	Target	Target Source
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	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	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	-
9. To preserve and enhance the character, appearance and setting of archaeological sites, historic buildings, conservation sites, historic parks and other cultural assets.	Percentage 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	www.audit-commission.gov.uk	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 (<i>Populus nigra ssp. betulifolia</i>)	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	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 contrary to Environment Agency advice on either flood defence grounds or water quality	HBBC	Nil applications to granted contrary 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)	www.eastmidlandsobservatory.org.uk	Reduce	-
	Number of days when air quality standards have been breached	www.airquality.co.uk	Reduce	-
	Number of AQMA	www.airquality.co.uk	Reduce	-

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Appendix F - Core Strategy Targets and Indicators**

Hinckley and Bosworth SA Objective	Indicator	Indicator Source	Target	Target Source
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	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.	Energy efficiency of the housing stock	HBBC	Increase energy efficient 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.	Energy efficiency of the housing stock	HBBC	Increase energy efficient 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)	www.eastmidlandsobservatory.org.uk	Reduce	-
	Number of new buildings achieving more than a BREEAM Very Good rating	?	Increase	-
17. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts.	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	Increase	-
	% of journeys to school made by car	www.eastmidlandsobservatory.org.uk	Reduce	-
	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
18. To improve access to education and training for children, young people and adult learners.	% 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	www.sustainable-development.gov.uk	Reduce	-
	% of 16 to 18 year olds not in education or employment or training	www.dfes.gov.uk	Reduce	-
	Number of new businesses in the Borough	HBBC	Aim to have 40 new business starter units operational by 2009	HBBC
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.	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	www.nomisweb.gov.uk	Reduce	-
	Amount of new residential development within 30 minutes public transport time of areas of employment	HBBC	Increase	-
	% of apprenticeships	www.dfes.gov.uk	Increase	-
	% of VAT registrations based on stock at year end	www.nomisweb.gov.uk	Increase	-
	% of population in rural wards on a low income	?	Reduce	Rural White Paper 2000
20. To help farmers diversify their agricultural activities or venture into new rural businesses. To help other rural businesses diversify their activities.	Number of successful rural diversification schemes as a direct result of the planning process	English Nature / National Forest	Increase	-
	% of employment in agriculture	www.go-em.gov.uk	Reduce	-
	Total income from farming and off farm income	?	Increase	Rural White Paper 2000
	% of new and completed dwellings on previously developed land	HBBC	Achieve 60% of development on previously developed land	HBBC

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Hinckley and Bosworth SA Objective	Indicator	Indicator Source	Target	Target Source
21. To optimise the use of previously developed land, buildings and existing infrastructure.	% of land area that is derelict	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.	Percentage of planning applications granted which propose water conserving methods (e.g. rainwater / greywater systems)	HBBC	Increase	-
	Percentage 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 efficient 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 efficient 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	-
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 households 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	-

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Appendix F - Core Strategy Targets and Indicators**

Hinckley and Bosworth SA Objective	Indicator	Indicator Source	Target	Target Source
	% 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.

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APPENDIX G

LOCAL PLAN AND LOCAL DEVELOPMENT FRAMEWORK POLICIES

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APPENDIX G: LOCAL PLAN AND LOCAL DEVELOPMENT FRAMEWORK POLICIES

Local Plan Policies

Policy BE1: Design and Siting of Development

The Borough Council will seek to ensure a high standard of design in order to secure attractive development and to safeguard and enhance the existing environment. Planning permission will be granted where the development:

- A Complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features;
- B Avoids the loss of open spaces, important gaps in development, vegetation and features which contribute to the quality of the local environment;
- C Has regard to the safety and security of both individuals and property;
- D Incorporates design features which reduce energy consumption, encourage recycling and minimise the impact of the development on the local environment;
- E Incorporates landscaping to a high standard where this would add to the quality of the design and siting;
- F To which the general public would have access, has regard to the needs of wheelchair users, other people with disabilities, elderly people and those with young children;
- G Ensures that there is adequate highway visibility for road users and adequate provision for on and off street parking for residents and visitors, and manoeuvring facilities;
- H Is not adversely affected by activities in the vicinity of the site which are unlikely to cause a nuisance to the occupiers of the proposed development.
- I Does not adversely affect the occupiers of neighbouring properties; and
- J The development of the site is not prejudicial to the comprehensive development of the larger area of land of which the development forms part.

In addition for residential proposals, planning permission will be granted where the development:

- I Provides a strong common link between the proposed buildings, spaces and landscape features and the character of the local area;
- Ii Ensures an adequate degree of amenity and privacy is provided by the space between the buildings; and
- Iii Provides sufficient garden area with boundary treatments that reflects existing features in the area.

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Local Development Framework: Generic Development Control Policies

Policy DSC1: Development and Design

Applications for development below 10 dwellings and all other types will be permitted providing that the following requirements are met where applicable:

- A Development respects the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, smell, noise and visual intrusion;
- B There is no unacceptable loss of parking or garden amenity areas;
- C There is no detriment to the character or appearance of the dwelling or the surrounding area;
- D The proposals siting and density is respectful of the area's character and layout;
- E The proposal respects the local distinctiveness of existing buildings and landscape settings;
- F The design is in keeping with the scale proportions and height of the existing building and neighbouring structures;
- G Fenestrations are well proportioned, well balanced within the elevations and sympathetic to adjoining/neighbouring buildings;
- H The use and application of building materials respects materials of adjoining/neighbouring buildings and the local area;
- I That landscaping and planting of the scheme is complimentary to the development and its surrounds;
- J The access needs of the development's end users have been addressed, particularly in developments to which there will be public access;
- K Development maximises the opportunities for conservation of energy and resources through design, layout, orientation and construction.

In particular reference to shop fronts and business premises, the following criteria must be met:

- L The fascia reflects the scale of the frontage and upper floors and is not over dominant;
- M Signage illumination has been sensitively located and is not detrimental to road safety;
- N Security shutters/grilles do not detract from the vitality of the street scene by creating a "fortress" type frontage, and instead must allow for a degree of internal visibility through the use of lattice type screening;
- O Design of blinds and canopies leave the street scene uncluttered, particularly out of hours;
- P The main public elevation add interest to the building and are on a human scale;
- Q Additional industrial devices, such as air conditioning and/or filtration units, are integrated with the design and placed in the most visually unobtrusive location, and away from the public and neighbouring properties which may be affected by the noise and extracted fumes etc.

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Policy ENV3 Landscape Character Areas

Proposals should be designed with regard to their local context, making a positive contribution to the character of the area as set out in appendix 1 and Council's Landscape Character Assessment. Account should be taken of:

- The existing landforms and natural features;
- The need to respect or improve the quality of the existing and established built environment;
- Materials, townscape and historical features which contribute favourably to the character of an area and its unique identity; and
- The opportunity for improvement or variation within an area of poor or uniform character, by creating a new area of distinctive quality on suitable sites.

Proposals should not cause harm to the character and/or appearance of an area or have an unacceptable visual impact on conservation areas, areas of special character, listed buildings, vistas, landmarks, green corridors or natural open spaces as identified in adopted Conservation Area Appraisal Statements and/or Village Design Statements.

Application of these criteria need not prevent the sensitive introduction of renewable technologies, innovative contemporary designs and designs which reflect the cultural diversity of the area.

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63	The character and frontage of Geary's shop and former bakery should be retained and enhanced, if and when development takes place on the general bakery site. Together with the detached Victorian houses and Chapel opposite the site should be included in the Conservation Area.
Roads and Paths	
64	Station Road is a very busy main road in which the flow of traffic is regularly impeded by parked vehicles. Traffic speed has been reduced by mini-roundabouts, speed cushions and tables. However, these have been criticised by many villagers, who would prefer to see them replaced by illuminated speed restriction signs. Any future development in the area should include off-street parking facilities.
65	Centurion Walk, which connects Station Road with Church Farm Estate, is an important historical feature following the line of the pre-1904 parish boundary with Kirby Muxloe. A name plaque should be designed to communicate this fact to the general public.
66	In any possible future development the former rail track between Park Road and Alexandra Stone should be restored to public footpath status. It would be a valuable extension of the footpath network and provide a new, safe and environmentally friendly walking route from Station Road to the Baron's Park area of Kirby Muxloe.
Open Spaces	
67	Jubilee Green on the north side of Taverner Drive was created in the 1990s and, with the Orchard, is a valuable recreational open space. The pond and allotments on the south side help create a valuable green entrance to the village at this location and should be protected from future building development.
68	Benlowe's car park on Station Road disrupts the continuity of the street line and is visually unattractive. The site may be allocated for residential development at some future stage, in which case the frontage of the new houses should be in line with adjacent properties and their design should complement rather than contrast with other houses in the area.
69	The warehouse site, until recently occupied by Sleepmasters, is in a prominent location at the entrance to the village. It creates a negative first impression for visitors. Consideration should be given to plant screening in the style of neighbouring properties e.g. The Conifers Mobile Home Park. If it is eventually sold for residential development, the same building guidelines as suggested for Benlowe's (see 68 above) should apply.
Boundaries	
70	Station Road stretches from the centre of the village to the rural settlement boundary. Ideally, the nature of boundaries between the houses and the main road should change accordingly, i.e. from stone or brick walls - sometimes with iron railings near to the centre - to hedges, trees and wooden fences near to the edge of the settlement.
71	The main design problem has been the loss of a clear boundary in front of many of the houses, usually to accommodate cars. Replacement of at least part of such a boundary should be encouraged.
Gateways	
72	The lack of residential development along Desford Lane has helped to bring the countryside right into the busy heart of the village. Any future development on this road should be designed to preserve this effect by the provision of front gardens with hedged and tree-lined boundaries.
73	The entrance to Ratby from Kirby Muxloe has been somewhat urbanised on the east side by hard brick boundary fronting Nos. 195 - 221 Station Road. Small trees and bushes could be selectively planted at the front to soften the appearance. A similar provision of screening would greatly improve the appearance of the Severn-Trent Sewerage installation on the same approach to the village

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APPENDIX H

GUIDELINES FROM THE SUPPLEMENTARY PLANNING DOCUMENT

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APPENDIX H: RATBY VILLAGE DESIGN STATEMENT GUIDELINES

THE VILLAGE CONTEXT	
1	Much of the area west of Ratby is a uniquely valuable local heritage site. It includes: the Celtic Romano Bury Camp, a 13th century moated farm site at Old Hays, the mediaeval Burgh Deer Park, the site of a holy well at Holywell Farm, the deserted village at Whittington, the mediaeval boundary at Dumble Dykes and well preserved 13th century enclosures (Bondman Hays and Old Hays), 16th century enclosures (Ratby Burroughs) and 18th century enclosures (e.g. between Burroughs Road and Desford Lane). These features should be given special design consideration in any future developments.
2	A few impressive examples of mediaeval strip farming are preserved in the form of ridge and furrow to the south of Burroughs Road and the Holywell bridle way. These should be given special design consideration in any future development.
3	The Parish Church is perhaps the most impressive and emblematic feature of Ratby's landscape. Every effort should be made to enhance the site and preserve views of the church from within the village and the surrounding area.
4	Burroughs Road's unique history of ownership means that open countryside has been preserved along its full length right into the centre of the village. It provides a rare and much valued recreational and therapeutic amenity for Ratby and the surrounding area. It should be preserved as a "green corridor" into the countryside for its full length.
5	Many footpaths created by the 1770 Enclosure Act still provide public access into Ratby's rural hinterland. They should be protected in any future developments beyond the present settlement boundary of the village. In selected cases (e.g. the field paths to Groby Glenfield and Kirby Muxloe), they could be enhanced to form safe, dry walking/cycling routes from the centre of the village to these neighbouring settlements. Much-valued examples have already been developed elsewhere by Cawrey Homes.
6	The few remaining survivals of Ratby's 18/19th century textile and railway industries should be protected from inappropriate development, e.g. former workshops at the junction of Main Street and Stamford Street and in Chapel Lane and the Railway Inn on Station Road.
LANDSCAPE SETTING	
7	In order to retain its landscape character as a village in a rural setting, it is important that Ratby should continue to be separated from neighbouring villages by open countryside. According to the Hinckley and Bosworth Borough Council document: "Directions for Growth" (September 2007), Phase 2: Detailed Assessment of Key Rural Centres, Ratby, p. 28): "Land to the south and east of Ratby is designated as green wedge. Development in these areas should be avoided to ensure that Ratby retains its separate identity".
8	It follows from the above that the development of brownfield sites should take precedence over greenfield sites; this is also supported by Policy 3 of the draft East Midlands Regional Plan.
9	New developments alongside roads entering Ratby should be built to a scale and design with appropriate boundary treatments and road signage, so as to preserve and enhance the essentially rural nature of the village.
10	Ratby Parish church is an important unifying feature in the village. It is important that views to and from it are protected, especially those from the high ground to the NW of the village (see Map 7) and from Rothley Brook.
11	Green wildlife corridors such as Burroughs Road, Burrough Brook and the former railway tracks in the south and east of the parish should be retained, enhanced and remain accessible to the general

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	public. They help to sustain natural habitats and aid the movement of wildlife. In terms of accessibility, a new path following the section of Burrough Brook on the western side of the village would be a welcome addition to the existing footpath network.
12	The parish is fortunate in having large areas of woodland and hedge-lined pasture especially to the north and west of the village. Many of these features have been carefully surveyed. They are important recreational, heritage and environmental amenities which need to be protected. Most can be accessed either by public footpaths or “permissive rights of way”, generously awarded by Cawrey Homes and the Woodland Trust.
13	Small streams such as Burrough Brook drain water from the high ground in the NW towards Rothley Brook. These watercourses, as well as a number of ponds, some of mediaeval origin, are important to the landscape character of the village and help to sustain a rich biosphere. It follows that they should be protected in the case of future developments.
14	The following extracts from the Hinckley and Bosworth Borough Council Supplementary Planning document, “Sustainable Development”, Adopted April 2008 are particularly relevant in the context of Points 11, 12 and 13 above: “Sustainable Design should have regard to the natural world and its positive physiological, environmental and aesthetic benefits. A healthier population with a greater understanding of the environment and who have access to natural spaces, can help promote environmentally conscious behaviour` and, in turn, preserve surrounds which will be of benefit to the population for generations to come”.
GREEN SPACES	
15	Public recreational spaces (see 4.1.2 above) should be protected from development and remain open to all; and the practice of providing well maintained open spaces within developments should continue.
16	When new technologies are implemented as a response to future threats of climate change they should blend with existing village landscapes as far as practicably possible.
17	Boundary hedges and tree planting should be incorporated into developments where possible.
18	Boundaries of stone, brick or iron railings should be encouraged wherever appropriate to the style and period of the adjacent properties.
19	Where they are integral to the original design of the area, boundaries between front gardens and the public pavement should be retained and well maintained. Where space is required for off-street parking, at least part of the boundary should be retained.
20	Recreational and children’s play areas should be highly visible during daylight, secured and well-lit at night, to counteract vandalism and anti social behaviour.
HIGHWAYS, TRAFFIC AND FOOTPATHS	
21	Road signs should be sited with regard to their setting and, where possible, have regard to the size and character of the village.
22	Street furniture, where appropriate, should be consistent with the character of its setting.
23	On-Street parking is a problem almost everywhere in Ratby. Provision for off-street parking should be included in all new development plans. Restrictions should be implemented where parking would cause problems for emergency vehicles.
24	There should be liaison with Leicestershire Highways Department over appropriate traffic calming measures. It is generally felt that ‘repeater speed restriction signs’ are preferable to the euphemistic ‘speed cushion’. They would be especially helpful on the entrances to the village and on approaches

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	to the school, where a 20 mph limit should be implemented.
25	There should be liaison with Leicestershire Highways Department over the current road signs on the approaches to the village which are generally thought to be unnecessarily numerous and intrusive for the size of the roads.
26	It is important that footpaths are well maintained, especially in areas of greatest use, such as the Main Street shopping area.
27	The planning of safe, well-lit pedestrian/cycling routes to schools and shops should be a priority in all new developments and, where already provided, they should be well maintained.
28	Footpaths linking Ratby with neighbouring villages should be protected and in some cases enhanced to provide safe walking and cycling routes.
29	Unnecessary signs and clutter in the streets should be avoided. Essential street furniture should always be of good quality and vandal-proof to a design appropriate to its location (e.g. In the Conservation Area) and sited appropriately.
30	In the interests of maintaining a tidy street scene, parking on grass verges should be discouraged.
GENERAL GUIDELINES FOR THE DESIGN OF BUILDINGS	
The above account of the “historical context” indicates that some building design guidelines are specific to different areas in the village according to their period of construction. These will be included below in the descriptions of each of the four geographical zones. However there are a number of general guidelines which can be identified, as follows:	
31	Planning applications should demonstrate how the proposal would relate to the character of its site and its context in the adjacent area in line with the guidance set out in this Supplementary Planning Document.
32	The size of the proposed building plot should be consistent with the general size of other plots in the immediate area.
33	The width of frontage, depth and height of the proposed building should be in keeping with other buildings in the area so that substantial three-storey apartment block should not usually be built where all other houses are two-storey or less (see Zone 3: Whittington Drive).
34	The new building should respect the general building line/set-backs from highways and the spacing of buildings which characterise the area.
35	The materials used when building either a new house, an extension or when rebuilding an older property should be compatible with the materials most commonly used in the adjacent area.
36	Where there is general uniformity, new building designs should match the style of other buildings in the area e.g. types of doors/windows, proportions of solids and voids, roof features etc. (e.g. Stamford Street). Where there is already a variety of buildings of different age and styles (e.g. Park Road) then a more flexible approach can be acceptable, providing they conform to local guidelines of scale, separation and materials.
37	Secondary buildings such as garages and extensions should be subordinate in scale, whilst matching the style of the main building.
38	Building conversions (e.g. to commercial use) should continue to reflect the design and character of other properties in the area.
39	New boundaries and landscaping should be consistent with the general character of the area and be appropriate to their location in the village e.g. hedges, wooden fencing and trees at the rural edge of the village, hard boundaries e.g. stone and brick walls in more central areas.

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40	Significant visual aspects of the landscape e.g. large gardens, mature trees and hedge lines should usually be retained. In the case of trees, preservation orders might be enforced.
41	In the past, Ratby has seen many innovations in building style reflecting advances in design, technology and materials (e.g. from Mediaeval to Victorian to late-20th Century). It is important that the village remains open to innovative, contemporary and environmentally sustainable designs, providing that they do not form too dissonant a contrast with adjacent buildings or the general surroundings.
42	In future, different sizes of houses will be needed to cater for different types and sizes of families and the space available. In the past, the growth of the village has been characterised mainly by separate small developments, each with three-six houses of similar type/size. This approach has successfully combined the principles of both local uniformity and variety and should be continued in the future.
43	Developers should be required to incorporate appropriate anti-crime/vandalism design features in terms of materials, layout, lighting and boundaries
ZONE A - THE CONSERVATION AREA	
BUILDINGS	
44	The oldest buildings and walls in the Conservation Area are constructed of Charnwood stone and/or small-size bricks. There are also many examples of rough white rendering which help to give the area its special character. These materials should be matched in any new developments and/or extensions built in the vicinity of these older properties. Consent should be sought from Hinckley & Bosworth Borough Council before the demolition of properties built of these materials can go ahead. External cladding with artificial stone, timber, plastic or tiles should be avoided.
45	Windows of the older properties are almost always flat to the wall and topped with segmental arches. These should be retained where they exist in older properties and matched in the case of new houses next to such buildings. Where sash or casement windows still exist, they should be retained and it is preferable that secondary double-glazing is used for insulation rather than PVC. There are few examples of dormer windows in the Conservation Area. In most cases, when roofs were raised to create a new upper floor, windows were added flat to the wall. This method of creating new upper floor levels should continue to be adopted in future.
46	It is rare for there to be porches over doors in the older properties. However, if used sparingly, porches can add variety to the street line. The Conservation Officer should always be consulted before house-owners add new porches to their doorways.
47	Traditional slate roofing materials or their modern equivalent should be retained or re-established on older houses in the Conservation Area. Chimneys are present on almost all houses in the Conservation Area and should be regarded as an essential feature of all new developments
48	The construction of three-storey buildings should be avoided in the Conservation Area.
49	There should be positive, sensitive and detailed development control over any proposals to alter former farm buildings, hosiery workshops, yards and jitties. New name plaques should be introduced to indicate the location of former yards.
50	Locally important Victorian buildings add interest and quality to the Conservation Area. Any plans to develop these properties should take full account of their traditional form and historic value.
Roads and Paths	

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51	The mediaeval road layout of the village, comprising Church Lane, Main Street, Berry's Lane, Chapel Lane and Burroughs Road, is important to the structure and character of the old village and should be retained in its present form.
52	Footpaths connecting the Conservation Area to adjacent developments should be protected and enhanced by the addition of name plaques.
Open Spaces	
53	The open space created by the churchyard helps to preserve important views of the 13th century church of St. Philip and St. James from different parts of the parish and should be protected and enhanced. Similarly, views from the churchyard into the countryside should be preserved.
54	Gaps between buildings in the Conservation Area which provide much valued views of the church are indicated on Map 9 and should be protected. Similarly other "views to be protected", as identified on Map 6, should be retained.
55	Any future development which affects the quality of public spaces should be subject to detailed and sensitive control.
Boundaries	
56	Ratby's last remaining section of mediaeval settlement boundary has survived between Stamford Street and Desford Lane because the adjoining fields are used for recreational purposes. This small but unique piece of landscape history should be protected in any future design policies.
Gateways	
57	The presence of visual "gateways" into the Conservation Area is important to the character of old Ratby and these should be protected and enhanced. The frontage to Geary's bakery and the Victorian houses and chapel opposite should be added to the Conservation Area.
Streetscene	
58	The use of inappropriate materials, design and location of street lighting and signage can have a detrimental effect upon the character and appearance of the Conservation Area. There should be careful liaison with the Highways Authority to ensure that negative additions to the street scene are avoided.
59	Where roads, pavements and guttering are constructed of traditional materials e.g. granite kerbstones, cobbles and tile guttering, these should be either retained or replaced with the same materials.
60	There should be sensitive monitoring of future designs of shop fronts, advertisements and security grills, to ensure that they are appropriate to their location within the Conservation Area.
ZONE B – STATION ROAD ETC	
Buildings	
61	Any application to change the frontage of the small group of 17/18th century buildings opposite the cricket field should ensure that the proposed alterations blend with the traditional materials, style and appearance of these properties.
62	The 19th century houses on Station Road exhibit many of the different types of village architecture from the period 1830 - 1908 in terrace, detached and semi-detached forms. Also present are good examples of Victorian decorative features: roof tiles, dentil eaves, string courses, stone lintels, brick window and door surrounds etc. All these features are visually appealing and should be retained, carefully maintained and, if damaged, replaced with their equivalents. External cladding with artificial stone, timber, plastic or tiles should be avoided. Extensions should blend carefully with the main building by using similar materials and style.

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Streetscene	
74	There should be liaison with Highways Authority to review the design of road signage on the approach from Kirby Muxloe.
75	In light of public criticism of the unappealing nature of the front of the largest shop in the village, the Co-operative Store, applications to change the design of a shop front should be sensitively monitored.
Industry	
76	Following the previous pattern of industrial location in Ratby, any industrial/employment developments should blend with their surroundings and be in keeping with existing premises where possible.
ZONE C - STAMFORD STREET, MARKFIELD ROAD, GROBY ROAD, CHARNWOOD ESTATE	
STAMFORD STREET	
Buildings: (see 6.0 for General Guidelines for the Design of Buildings)	
77	Lower Stamford Street: most houses have front gardens and a straight building line, especially on the north side. Major extensions from the building line towards the road should be avoided.
78	Upper Stamford Street: there are many good examples of Victorian decorative features: roof tiles, dentil eaves, string courses, stone lintels, brick window and door surrounds, name and date plaques etc. which are visually appealing and should be retained, carefully maintained and, if damaged, replaced with their equivalents.
79	External cladding with artificial stone and plastic has disturbed the main theme of red brick and occasional white render. Similarly concrete roof tiles have sometimes replaced slate or its equivalent. Such changes in appearance should be avoided in future. Extensions should blend carefully with the main building by using similar materials and style.
Roads and Paths:	
80	Stamford Street is well provided with footpath links to the Charnwood Estate (via Wolsey Road), to Markfield Road (via the ancient footpath to Motty's Stile which pre-dates the 1770 Enclosure Act), to Main Street (via The Stattie) and Burroughs Road (via a field path established in 1770). All these paths should be protected in any future developments.
Open Spaces:	
81	There is important recreational space in the field alongside The Stattie, between Stamford Street and Burroughs Road. This should be protected from future building development. The current play equipment should be further enhanced by the provision of dry play facilities for ball games (see Charnwood Estate, 6.3.5 below).
Boundaries:	
82	Front garden walls are important to the appearance of the street and should be retained. Owners should be encouraged to rebuild them where they are missing.
MARKFIELD ROAD	
Buildings: (see 6.0 for General Guidelines for the Design of Buildings)	
83	Houses on Markfield Road have a regular curved building line and roof level. The arrangement of

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	windows, chimneys etc. also bring a broad uniformity to the assemblage. This should not be disturbed by future building extensions either upwards or towards the main road.
84	Facilities were improved by the construction of bridge bathrooms between neighbouring houses in the 1970s. Painting which blends well with neighbouring walls is to be encouraged.
Roads and Paths:	
85	Illuminated repeater speed restriction signs should be introduced on Markfield Road.
86	The footpath linking the Upper Markfield Road/Charnwood Estate area with the Groby College and Brookvale School via the edge of Martinshaw Wood should be enhanced to provide a safe, dry walking/cycling route.
Open Spaces:	
87	The unusually generous distance between the building lines on each side of Markfield Road preserves the rural nature of this entrance to the village and should be retained.
Boundaries:	
88	The landscape at the junction of Markfield Road and Main Street has been improved by the low Charnwood stone wall, built to stabilise the grassy embankment. To be consistent, the same type of wall should be used to stabilise the other embankments at this junction.
89	Lack of off-street parking facilities is a real problem on Markfield Road. Property owners should be encouraged to retain at least part of the front garden boundary when opening-up a new drive for their vehicles.
Gateways:	
90	It is important to retain the roadside hedges, native trees and front gardens to preserve the rural appearance of the entrance to Ratby via Markfield Road.
GROBY ROAD	
Buildings: (see 6.0 for General Guidelines for the Design of Buildings)	
91	The Vicarage with its large garden is a great asset to the village both visually and as an amenity to the community. Any attempt to replace the house and garden with multiple residences should be resisted.
92	Front gardens on each side of Groby Road help to preserve the rural nature of the entrance to Ratby via Groby Road. Further encroachment of the building line towards the road should be avoided.
Open Spaces:	
93	The generous grassy open space and trees at the junction of Groby Road, Markfield Road and Dane Hill help to soften the built landscape and should be protected.
Boundaries:	
94	On the south side, most boundaries between the garden and pavement help to preserve the rural nature of this entrance to the village. Where limited space for off-street parking has meant that fences have been removed (e.g. on the north-side), owners should be encouraged to retain at least part of their front boundary.
CHARNWOOD ESTATE	
Buildings: (see 6.0 for General Guidelines for the Design of Buildings)	
95	The uniform design of much of the Charnwood Estate should not be spoilt by inappropriate

Sustainability Appraisal Report

Ratby Village Design Statement
Supplementary Planning Document



	extensions either upwards or towards the road.
96	The modest scale of the two-storey houses and bungalows on the Charnwood Estate should not be overshadowed by large three-storey blocks as has, unfortunately, happened in the recent past.
Roads and Paths:	
97	Special areas designated for off-street parking and garaging are not well used or maintained and most have become unsightly. Refurbishment and improved security devices are urgently needed.
Open Spaces:	
98	“No Ball Games” signs mean that children on the Charnwood Estate are poorly served for recreational space. Further enhancement of the facilities on the Recreation Ground between Stamford Street and Burroughs Road is urgently required.
ZONE D - CHURCH FARM DEVELOPMENT	
The design of new houses is dependent upon variables such as the financial climate, the space available, the nature of the terrain, changing technologies and architectural innovation. It is therefore difficult to be prescriptive. However some principles can be identified in the specific context of the Church Farm Estate and are to be encouraged, e.g.:	
99	A curved layout of roads and houses usually produces a more interesting streetscene. However, occasional short uniform linear developments can provide a pleasing contrast.
100	Small quiet cul-de-sacs offer intimacy in pleasing contrast with the busier through routes.
101	Minor deviations in roof height and frontage line are better than rigid straight lines. However, too dramatic a change can have a negative effect on the appearance of the street.
102	The size of houses needs to match the size of plot to avoid the crowding together of buildings.
103	A variety of styles is better than too much uniformity. Small linear blocks of two or three similar buildings can offer a good compromise.
104	Minor decorative features including the use of different brick and roof colours create a more interesting built landscape
105	Innovative designs can add significant points of interest to the street scene.
106	Extensions are better located at the rear of properties rather than the front. Additions to the front of the house should not extend too far towards the road, especially when the front garden is small. They should use materials which blend well with the main building. Extensions leading to multiple minor gables and roof levels should be avoided. Extensions at the side should leave sufficient space for easy access between houses. It is important to avoid producing an overcrowded streetscene.
107	The retention of footpaths which provide safe access across the development and to shops, school and services is very important
108	Hedgerows in residential areas provide corridors for wildlife movement and survival and should be protected
109	Noise bunds which protect properties adjacent to the M1 are an important feature and should be maintained.

Ratby Village Design Statement

January 2009

**Chair - Ian Vernon
Secretary – Wendy Tyley
Treasurer – Merle Joyce**

Editorial Group

**Doug Harwood
Ken Hunnybun
Bryan Lewis (Ch)
Jane Rayne
Chris Talbot
Wendy Tyley**

Many other residents of Ratby have made substantial contributions to the preparation of the Ratby Village Design Statement

Ratby Village Design Statement

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1.0 INTRODUCTION

The Ratby Village Design Statement (VDS) sets out the principles, design features and quality standards that should be adopted by those wishing to build, modify or extend property in the settlement of Ratby.

Residents of Ratby and the Parish Council have developed the Village Design Statement with support from officers of Hinckley and Bosworth Borough Council and the Leicestershire and Rutland Rural Community Council. The Village Design Statement forms part of the planning policy framework used by the Borough Council in making decisions on planning applications.

The aim of the VDS, in so far as it relates to the Provisions of the Planning and Compulsory Purchase Act 2004, is to be adopted by the Borough Council as a Supplementary Planning Document (SPD), providing local guidance to supplement the Hinckley and Bosworth Borough Local Plan, in particular policy BE1, and the relevant provisions of the Local Development Framework.

Who the Statement is for?

The Ratby Design Statement has been developed for:

- The Parish and Borough Councils' Planning Committees as a Supplementary Planning Document to the Hinckley and Bosworth Local Plan.
- Developers, their architects and designers, to explain what the community of Ratby expect to see in new and modified buildings.
- Local residents, to help them keep alterations and extensions in sympathy with the character of Ratby.

How should the Statement be used?

The Ratby Village Design Statement should be used to inform the formulation of designs to build, modify or extend property in the settlement regardless of scale.

The Village Design Statement is intended to promote the following design process:

- A survey of the relationship between the site/ property and its surroundings, working with and respecting what is already there;
- Identification of the design opportunities presented by existing views, landscaping, built form, materials and details;
- Confirmation, in plan form, that this design process has been fully observed.

The Ratby Village Design Statement does not attempt to provide design solutions but rather to highlight the distinctive elements and characteristics of Ratby that should be considered in any new design. In addition, the VDS does not determine the location of development, nor prevent allocation which is the duty of the Local Plan and later Core Strategy & Site Allocation Development Plan Documents. Instead it aims to help manage change and development if and when it occurs.

Ratby village is a living entity and the design characteristics that are now so important to the community have evolved over time. New development cannot and should not be disguised but with thought and a sympathetic approach, the new can complement and even enhance the old.

Location

Ratby's administrative base is; Ratby Parish Council (RPC), Hinckley and Bosworth Borough Council (HBBC), Leicestershire County Council (LCC) and the East Midlands Region.

Consultation Process

Hinckley & Bosworth Borough Council are now consulting on this document and are seeking your views. This statutory consultation period will last for 6-weeks between xx April 2009 and xx May 2009. Comments can be made in writing to: The Planning Policy Team, Hinckley & Bosworth Borough Council,

Argents mead, Hinckley. LE10 1BZ; or alternatively submitted via email to: ldf@hinckley-bosworth.gov.uk

In addition, as part of the preparation of this document Village residents, with assistance from the local councils and Rural Community Council (Leicestershire and Rutland (RCC) have produced the Ratby Village Design Statement.

General Meetings were held on 20 occasions.

There were five Zonal Village walks

Exhibitions were held at the:
Ratby Church Fete – 21 June '08
Ratby Primary School Fete - 28 June '08
Crow Pie Carnival 3 Aug. '08
Ratby Library – July
Ratby Parish Church, St Philip and St. James – August

As well as written submissions to the VDS group, > 90 comments were written by visitors to the exhibitions. Selections of these are included at the end of the relevant section.

The Editorial Group met on 22 Occasions.

Total estimated time spent on the production of the Statement:

Event	Number attended and duration of meeting/event	Estimated time spent in person hours
General Meetings	20 an Average for 11/2 hours	390
5 Zonal Walks: 30 March, 6 April, 13 April, 20 April, 27 April.	An average of 20 for 3 hours	300
5 Exhibitions	6 people an average 5 person hours	150
Editorial Group – 6 members	22 meetings average duration 2 hours	264
Total person hours		1,104

2.0 THE VILLAGE CONTEXT

2.1 Geographical and Historical Background

2.1.1 Geographical Location

Ratby is a village of circa.4100 population, situated 5 miles to the west of Leicester, on the southern edge of Charnwood Forest and is separated from adjacent settlements by open countryside which give it distinctiveness and individuality.

The settlement boundary is very clearly demarcated from the surrounding countryside, most of which comprises farmland and woodland, especially to the west. Burroughs Road brings a valuable corridor of this countryside right into the heart of the village.

Ancient Charnian rocks outcrop in Martinshaw Wood but the predominant rocks are clays, marlstones and red sandstones of the Mercian Mudstone series. These are overlain by glacial deposits such as boulder clay, sands and gravels. Many walls in the village are built of Charnwood stones and slates. Local clays gave rise to 19th century brickworks in Ratby and neighbouring villages so that brick is a common building material.

The highest ground in Ratby is c.160 metres above sea level near to the NW boundary with Markfield, from where there are excellent views back towards Ratby Church and into East Leicestershire.

2.1.2 History

Origins

Ratby was first mentioned as "Rotebie" in the Domesday Book of 1086. However the present nucleated village dates back to Anglo-Saxon times (700-800 AD) when the first dwellings were built alongside a church sited on a hill overlooking the Rothley Brook. It is thought that Ratby was probably a "Royal Vil" controlling a large Anglo-Saxon estate stretching from the west of Leicester to Desford and Markfield.

There has been settlement within the present parish boundary from even earlier times. There are Celtic/Romano ramparts at Bury Camp, approximately 1 mile west of the centre of Ratby. It is thought that the name "Ratby" was derived from the Celtic "rath" meaning "earthen ramparts" or "fort" and the Danish "bie" meaning "farmstead" or "village", i.e. "the village next to the fort".

Mediaeval

During mediaeval times Ratby was an agricultural village with an economy based upon the three-field system.

The Parish Church of St. Philip and St. James was built in 1230 with additions in the 14th, 15th and 19th centuries. It occupies a prominent site, clearly visible from all the surrounding area.

The "figure-of-8" street pattern of the mediaeval village is still clearly evident in the landscape.

Within the parish there is evidence of a 13th century moated farm at Old Hays, the mediaeval Burgh deer park, the manorial boundaries between Whitwick/Groby and Bagworth Manors, the site of a holy well at Holywell Farm, a deserted village at Whittington and well preserved 13th, 16th and 18th century enclosures. These, together with the Celtic-Romano Bury Camp make the area west of Ratby a most valuable local heritage site.

18th Century

The Enclosure Act of 1770 led to the establishment of many of the field boundaries, roads and footpaths in the present landscape. Farming and wealth were concentrated in fewer families and alternative sources of income such as framework knitting began to expand.

19th Century

The coming of the Leicester & Swannington Railway in 1832 encouraged the further establishment of hosiery and boot and shoe industries in the village. The settlement area expanded along Station Road between the old core of the village and the station and wharf to the south. In 1904 the parish boundary was redrawn to include the station area.

The first small hosiery factory was built in 1861 at the junction of Stamford Street and Main Street. This still survives, albeit recently converted to residences. The enclosure awarded to Josiah Grudgings by the Enclosure Act of 1770 was sold in 1845. Housing and a large factory were built there between 1883 and 1909 to create Stamford Street.

In the late 19th/early 20 century, quarries were expanded at Groby and coalmines were sunk in the Desford area.

As a result of all these developments, population tripled between 1801 and 1901. In the early- middle 19th century, there were few opportunities for building new houses outside the existing settlement area. Therefore additional homes were created by the construction of small cottages for workers

inside existing gardens and yards. An example of high building density caused by the shortage of land can be seen outside Sills Yard, opposite the War Memorial on Main Street. Some of the original yards can still be recognised in the village.

1900 - 1945

Ratby continued to be a relatively self-sufficient village before World War 2. The Trade Directories for 1936 show that there were still plentiful opportunities for local employment even for an expanding population of approximately 2000 people.

Despite the population growth, there was still very little building encroachment onto farmland before 1945 and people were still living in the small "yard" cottages until after World War Two.

Between the wars, new detached and semi-detached houses with large gardens began to infill the remaining spaces along the main roads, e.g. on Station Road between Chapel Lane and today's Dane Hill and in what is now the Conservation Area.

The first house on Markfield Road was the bungalow built in 1929/30. This was followed in the late 1930s by the Sunshine Houses and then by semi-detached council houses on the north side of Markfield Road. The first house on Groby Road was the Vicarage (1904), a large detached building in Charnwood Stone. A brick cottage was built for Holywell Farm on Desford Lane in the mid-1930s.

1945 - 1980

The period since 1945 has seen great changes. Immediately after 1945 the urgent need to rehouse people from unsanitary premises coincided with the beginnings of the demise of farming in the area. The first land to be sold off in the late 1940s was Hollybush Farm on Main Street, so that the Charnwood Estate, a mixture of council and private houses, could be built on land between Stamford Street and Markfield Road.

In 1958, Box Tree Farm on Main Street was sold and although most of this land is still agricultural, new detached and semi-detached houses were built on the north side of Desford Lane in the 1960s. The next catalyst was the construction of the M1 through the eastern half of the village in the early 1960s. This led to the sale of all three farms on Church Lane and the beginnings of the development of the Church Farm Estate in 1968. By the 1970s, Pear Tree Farm on Main Street was the only working farm located in the centre of the village.

1980 - 2008

The period 1980-2008 has seen the most profound changes. These include an increase in population to over 4000 and significant expansion of the settlement area. The earlier demise of farming continued with the closure and sale of Pear Tree Farm on Main Street to Cawrey Homes in the mid-1990s. Even outlying farms, such as Old Hays have been sold, partly for a small residential development and partly to the Woodland Trust. Most surviving farmland is now managed from outside the village. Other former agricultural land has been converted to woodlands as part of the National Forest

Despite Ratby's proximity to good communications, economies of scale have meant that old factories, such as the Wolsey (circa. 1980) and Matrix (circa.2000) have closed down and their sites have been redeveloped as housing. In 2008 all that was left of the once dominant Wolsey was a small storage unit for Trafalgar Workwear. The main employers in the village were Geary's the Bakers, Cawrey Homes. and Benlowe Windows. The large storage unit on Station Road, formally occupied by Sleepmaster, now lies empty. Most new businesses in Ratby are now home-based.

Meanwhile the expansion of housing has continued apace. The original Church Farm Estate now covers most of the land between the M1 and the former eastern boundary of the settlement area as far south as the former railway line. The former premises of Astill and Jordan's Bus Company were demolished and replaced by housing. Other brownfield sites in Park Road, Stamford Street and Whittington Drive have been redeveloped to provide housing.

2.2 THE VILLAGE TODAY

The combination of good communications, proximity to Leicester and the electronic revolution means that, over the last 50 years, Ratby has changed from being a relatively independent, self-sufficient village to a mainly commuter settlement for Leicester and further afield. These qualities and the desirability of its countryside and heritage make Ratby a convenient and attractive place to live. However, this in turn creates pressure for residential development both within and along the settlement boundary. This threatens to overrun its current infrastructure and creates concern in the general public about the potential loss of its greatest asset, the rural landscape to the west. It is against this background that positive alternatives for any future developments have to be evaluated.

Comments of Exhibition Visitors

"Please keep our village character."

"It would be nice to keep the small village feel to it, not too much expansion." "This is a great village but if it gets overdeveloped it will lose its identity."

"Let's ensure that we keep the "old" history alive while bowing to the inevitable "new".

THE VILLAGE CONTEXT - GUIDELINES	
1	Much of the area west of Ratby is a uniquely valuable local heritage site. It includes: the Celtic-Romano Bury Camp, a 13th century moated farm site at Old Hays, the mediaeval Burgh Deer Park, the site of a holy well at Holywell Farm, the deserted village at Whittington, the mediaeval boundary at Dumble Dykes and well preserved 13th century enclosures (Bondman Hays and Old Hays), 16th century enclosures (Ratby Burroughs) and 18th century enclosures (e.g. between Burroughs Road and Desford Lane). These features should be given special design consideration in any future developments.
2	A few impressive examples of mediaeval strip farming are preserved in the form of ridge and furrow to the south of Burroughs Road and the Holywell bridle way. These should be given special design consideration in any future development.
3	The Parish Church is perhaps the most impressive and emblematic feature of Ratby's landscape. Every effort should be made to enhance the site and preserve views of the church from within the village and the surrounding area.
4	Burroughs Road's unique history of ownership means that open countryside has been preserved along its full length right into the centre of the village. It provides a rare and much valued recreational and therapeutic amenity for Ratby and the surrounding area. It should be preserved as a "green corridor" into the countryside for its full length.
5	Many footpaths created by the 1770 Enclosure Act still provide public access into Ratby's rural hinterland. They should be protected in any future developments beyond the present settlement boundary of the village. In selected cases (e.g. the field paths to Groby Glenfield and Kirby Muxloe), they could be enhanced to form safe, dry walking/cycling routes from the centre of the village to these neighbouring settlements. Much-valued examples have already been developed elsewhere by Cawrey Homes.
6	The few remaining survivals of Ratby's 18/19th century textile and railway industries should be protected from inappropriate development, e.g. former workshops at the junction of Main Street and Stamford Street and in Chapel Lane and the Railway Inn on

3.0 LANDSCAPE SETTING AND WILDLIFE

3.1 The visual character of the surrounding countryside

Ratby occupies an important position on the South East boundary of The National Forest which runs along Groby Road, Main Street and Desford Lane.

Three streams drain water from the high NW to the Rothley Brook (known locally as Big Brook) in the SE. These have produced an undulating landscape of deeply cut valleys separated by watersheds, which offer excellent views to the east.

Rothley Brook and Burroughs Brook (known locally as Little Brook) skirt the southern edge of the village meandering towards the River Soar. Much of this low-lying ground is flood plain with farmland towards Kirby Muxloe.

To the north and west of the village undulating countryside rises gently towards Ratby Burroughs. Here a network of footpaths and bridleways lead out of the village towards an area of farmland, meadows and recently planted woodland, through Burroughs Wood towards the villages of Thornton and Markfield. The legacy of ridge and furrow farming is a much-valued feature of the landscape in this area.

To the east of the village, farmland within the flood plains forming Rothley Brook Meadows continues to provide a green space beyond the built-up area towards the M1 motorway and the disused railway line.

3.2 The relationship between the surrounding countryside and the village edges

Ratby's identity as a village is defined by clear boundaries between the built-up area and the surrounding countryside. This emphasises that it is an individual settlement, distinct and separate from neighbouring villages.

The approach to the village from Groby via Sacheverell Way passes over the motorway: the M1 motorway bridge marks the limits of the built-up area to the north-east. Martinshaw Wood and the footbridge are just visible to the north.

In the south the road from Kirby Muxloe crosses the flood plain of two brooks giving views of water meadows on either side. It then passes the area of Ratby Jubilee Green which includes the Community Orchard. The entrance to the village from this direction crosses the line of the (now disused) railway track from Glenfield next to the Railway Inn at Station Rd.

The Desford Lane approach from the west passes through farmland with high hedges and very little housing, giving this area a rural feel. The road crosses Burrough Brook close to the village then passes the sports field before joining Main St near the centre of the village.

The road from the north leaves the village of Markfield to pass through farmland, under the M1 and through woodland countryside close to Martinshaw Wood. The entrance to the village is clearly defined by the 'Sunshine houses' set back on the northern side of the road with Martinshaw Wood behind making it an attractive entrance to the village.

Burroughs Road, a single-track no through road, links the heart of the village to the open countryside on the northwest. This area is a cherished amenity and valued by the community for the opportunities it provides for healthy recreation, using footpaths, bridleways and cycle paths. The recreation ground and school playing field are on either side of this road creating an open feel to this area. The road then passes through farmland and an undulating landscape before crossing a ford. A car park near the end of this road provides the community with access to Woodland Trust land and Burroughs Wood, an extensive area of mature woodland and open spaces that is a haven for wildlife. Its proximity makes it a significant amenity for Ratby.

3.3 The relationship between the village and any special landscape features

3.3.1 Woodlands

Ratby is fortunate in having a number of old established, mature woods. Of these, Ratby Burroughs, Martinshaw Wood and Change Spinney can be enjoyed by the public via a network of permissive rights of way. Similar freedoms of access have been granted to Pear Tree Wood, Wirlybones Wood, Whittington Grange and Grey Lodge Wood, which were planted on former farmland between 1996 and 2002 by the National Forest Company and the Woodland Trust. There are no such rights of way in Great Wood, Choyces Rough and Whittington Rough which are privately owned. Nevertheless all these areas of woodland and other new plantations are valuable havens for wildlife and add variety and quality to the rural landscape of Ratby.

3.3.2 Brooks

Brooks to the west and south of the village provide different habitats for wildlife. In the past they have been prone to flooding but the problem has been successfully overcome so that at least access to the village is normally maintained. (Evidence of a 'watery past' can be seen in the raised pavement and flood sign along the Ratby Road from Kirby Muxloe).

Little Burroughs Brook crosses Burroughs Road at the ford where a footbridge is provided for pedestrians. Access to the brook is provided by permissive rights of way.

3.3.3 Nature Conservation Areas

Several nature conservation areas have been established

- a. Ratby Community Orchard a wildlife area on Taverner Drive at the southern edge of the village with a pond, woodland edge, wildflower areas as well as a variety of native apple trees
- b. A reed bed occupies a storm overflow basin adjacent to the motorway and Ferndale Park
- c. A wild flower area on northern edge of Ferndale Park
- d. A wetland meadow off Brook Drive.

Comments of Exhibition Visitors

"There are lots of lovely walks around the village - many organised walking groups use the footpaths."

"Protect Burroughs Road."

"Please keep Burroughs Rd as it is - a beautiful, peaceful asset to the village."

3.4 Wildlife and Biodiversity

The countryside is accessible from the heart of Ratby via Burroughs Road; there is virtually no built development between Ratby and Thornton, a distance of some three miles. This large area of open countryside, for the most part without vehicular traffic allows birds, mammals and insects to live undisturbed.

Wildflowers are important to biodiversity because their seeds provide food for birds and small mammals. Ratby Burroughs has areas of mainly permanent grassland. The recent management of these meadows, whereby grass is left to produce seeds before being cut, is ensuring the distribution of a greater variety and number of wild flowers. These indicator flowers have been observed: daisy, red clover, white clover, tufted vetch, black medick, buttercup, rosebay willowherb and bindweed.

In 2006, The Woodland Trust received a £3,000 grant from Waste Recycling Environmental Limited (WREN) for a two-year project to improve Burroughs Wood and Pear Tree Wood.

New plantings by the Woodland Trust have encouraged an increased variety of bird life. Birds observed include bullfinches, long-tailed tits, goldcrests, goldfinches, buzzards, kestrels, some common garden species and seasonal migrants: cuckoos, swallows, house martins, fieldfares, waxwings and yellowhammers.

Hares, rabbits, foxes and muntjac deer are to be seen.

In addition, the following species can be observed in the areas listed below

Wild Life Meadow, Ferndale Park

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

Leicester Swannington Railway Line

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

Rothley Brook (Big Brook)

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

Whirlybones Wood

Deciduous trees planted include:

Ash
Cherry
Silver Birch
Elder

Butterflies observed have been:

Large White
Red Admiral
Meadow Brown
Peacock
Small Blue

Pond and Orchard, Taverner Drive

Many species of flora and fauna were observed and noted in the Summary Report 2003 for the Ratby Community Orchard by Robert Hollyman

Comments of Exhibition Visitors

"Please keep the Burroughs as an area for the people of Ratby to walk in and as a haven for wildlife. No more development here."

"The areas next to streams should be protected so that routeways for birds, plants etc. are conserved properly."

"The pond and wildlife area - A great area very uplifting"

"A space to run, look and just be"

3.5 Important Viewpoints

3.5.1 From the village towards the countryside

- **To the West:** The best public views over the surrounding countryside can be seen from the top of the first hill out of the village on Burroughs Road and from the top of Stamford Street. From these points, an undulating landscape of gradually rising hills traversed by the winding Burroughs Road can be seen forming a broad arc from NW to SW. The view culminates in the dark wooded summit of Burroughs Wood about a mile from the village.

In the immediate foreground are the surviving fields and hedges first laid out by the 1770 Enclosure Act. To the south of Burroughs Road, these fields are grass-covered throughout the year and grazed by cattle and sheep. Immediately next to the road and also to the south of the Holywell bridleway, years of permanent grass-cover have preserved the best examples of mediaeval ridge and furrow in the parish. These can be seen especially clearly in the low sun of summer evenings or winter mornings.

To the north of Burroughs Road, the cultivation of the fields introduces a variety of colours throughout the year from the dark brown/black of the ploughed fields in winter, to the fresh greens of emerging crops during spring and early summer, followed by the golden yellows of ripening crops in late summer and the ochres of field stubble in the autumn. In winter, the dark skeletal structures of the hedges and isolated ash and oak trees border the fields and Burroughs Road. In early summer these are replaced by dense white may flowers and the cow parsley of the grass verges set against a background of fresh green foliage. By high summer/autumn this variety of seasonal colours is enriched by the oranges and browns of decaying leaves, the red

and purple fruits of elderflower, hawthorn, dog rose and crab apple, the pinks of rosebay willowherb and mallow and the bright yellows of buttercups. The whole assemblage creates a rich visual environment.

- **From the Churchyard:** The open spaces of the churchyard occupy the highest point in the village. To the south and east, the low level of the bungalow roof tops on Church Lane allow extensive views past Kirby Muxloe towards Glenfield and the rising ground of Leicester Forest East. From the western boundary of the churchyard, the steeply falling ground towards Main Street provides a fine prospect across the roof of the school towards the fields and woods of The Burroughs.

3.5.2 From the countryside towards the village:

The location of Ratby, centred around its church on the hill, means that attractive views of the old village can be seen from almost every direction.

- **From the high ground to the west:** Land slopes down towards the village across a series of gradually descending ridges. Each of these offers a new view of the village as it emerges from the rural countryside. First there are the low lying grey roof tops of the houses and then the solidly impressive stonework of the massive church tower on its hill, all against a foreground of open fields and hedges.
- **From Rothley Brook:** The low, flat grassy flood plain of Rothley Brook is in the immediate foreground. On rare occasions it is covered by floodwaters. It is separated from the first houses of Station Road and Park Road by the tree-lined footpath which follows the former Leicester-Swannington railway line. From there, the series of roofs and chimney pots on Station Road can be seen gradually rising towards the church, which is prominent on its hilltop and often sunlit from this southerly aspect.
- **From the East:** Good views of the Parish Church from the east are impeded by the tall trees alongside the M1. However, in winter the ghostly dark shape of the church tower can be seen through the leafless trees from the ancient field path to Glenfield. There are better views of the church as one comes closer to the centre of the village, especially from the eastern edge of Cottage Close.

Comments of Exhibition Visitors

"Excellent views of the parish church from the Burroughs Road should not be obscured."

"Burroughs Road brings open countryside into the village from which there are outstanding views to the south and west. These should not be obscured."

LANDSCAPE SETTING: GUIDELINES	
7	In order to retain its landscape character as a village in a rural setting, it is important that Ratby should continue to be separated from neighbouring villages by open countryside. According to the Hinckley and Bosworth Borough Council document: "Directions for Growth" (September 2007), Phase 2: Detailed Assessment of Key Rural Centres, Ratby, p. 28): "Land to the south and east of Ratby is designated as green wedge. Development in these areas should be avoided to ensure that Ratby retains its separate identity".
8	It follows from the above that the development of brownfield sites should take precedence over greenfield sites; this is also supported by Policy 3 of the draft East Midlands Regional Plan.

9	New developments alongside roads entering Ratby should be built to a scale and design with appropriate boundary treatments and road signage, so as to preserve and enhance the essentially rural nature of the village.
10	Ratby Parish church is an important unifying feature in the village. It is important that views to and from it are protected, especially those from the high ground to the NW of the village (see Map 7) and from Rothley Brook.
11	Green wildlife corridors such as Burroughs Road, Burrough Brook and the former railway tracks in the south and east of the parish should be retained, enhanced and remain accessible to the general public. They help to sustain natural habitats and aid the movement of wildlife. In terms of accessibility, a new path following the section of Burrough Brook on the western side of the village would be a welcome addition to the existing footpath network.
12	The parish is fortunate in having large areas of woodland and hedge-lined pasture especially to the north and west of the village. Many of these features have been carefully surveyed. They are important recreational, heritage and environmental amenities which need to be protected. Most can be accessed either by public footpaths or "permissive rights of way", generously awarded by Cawrey Homes and the Woodland Trust.
13	Small streams such as Burrough Brook drain water from the high ground in the NW towards Rothley Brook. These watercourses, as well as a number of ponds, some of mediaeval origin, are important to the landscape character of the village and help to sustain a rich biosphere. It follows that they should be protected in the case of future developments.
14	The following extracts from the Hinckley and Bosworth Borough Council Supplementary Planning document, "Sustainable Development", Adopted April 2008 are particularly relevant in the context of Points 11, 12 and 13 above: <i>"Sustainable Design should have regard to the natural world and its positive physiological, environmental and aesthetic benefits. A healthier population with a greater understanding of the environment and who have access to natural spaces, can help promote environmentally conscious behaviour` and, in turn, preserve surrounds which will be of benefit to the population for generations to come"</i> .

4.0 GREEN SPACES, HEDGES, WALLS AND FENCES

4.1 Green Spaces.

4.1.1 The Burroughs

The Burroughs area stretches approximately one and a half miles from the heart of the village through part of the National Forest to the parish boundary. It is a recreational 'breathing space' favoured by walkers, horse riders and cyclists (cycle way 63).

4.1.2 Within the village

Green spaces within the village vary in size and are important recreational and landscaping features.

Recreation and sports:

Ferndale Drive Recreation ground - the largest public recreation and sports area in the village.

Burroughs Road recreation ground

Taverner Drive; Jubilee Green and the Community Orchard to the north; and to the south, a wild life area with pond and allotments

Desford Lane/Station Road – private football and cricket club sports grounds

Brook Drive – a public open space water meadow and wild life area

Landscaping features:

Markfield Road - a central open space running parallel between it and the Charnwood Estate

The Charnwood Estate - several open spaces which give it an airy and open feel.

Markfield Road/Groby Road junction – wide grass verges with trees.

Church Farm Estate – open spaces with trees incorporated into its layout

Gardens - large mature gardens give a softening feel and a sense of openness to the village

In the quest for sustainability within the village, and in response to the issue of future flooding, Cawrey Homes have implemented a sustainable urban drainage system (SUDS) in the form of an overflow pond. Various wildflower/wildlife areas have been incorporated into the area to encourage biodiversity and aesthetic appeal. New technological solutions to future threats of climate change are welcomed and should blend with the village environment as far as possible.

Comments of Exhibition Visitors

"Plant more trees on verges and open spaces."

"We need to maintain green areas wherever possible."

"We need a sk8tpark were bord plz" (*We need a skateboard park, we're bored, please*)

"Children's playpark not supervised teenagers hang around here. It feels intimidating."

"No Ball Games! Would you rather the kids hang around on street corners? MORE FOR THE CHILDREN NOT LESS!"

4.2 Hedges.

Some private gardens still retain the ancient hedgerow boundaries consisting of hawthorn, holly, elder and honeysuckle. Jitties or pathways around the village are very often softened with planting and hedgerows. Hedges and bunds used for screening noise from traffic on busy main roads also have the benefit of bringing a pleasant and calming rural nature to the area.

Several important commemorative trees of oak, chestnut and birch have been planted in the village and many mature and established gardens contain specimen trees and planting which greatly enhance the area.

Comments of Exhibition Visitors

"Old stone walls are in keeping with the village but hedges are easier to maintain, also help wildlife."

4.3 Walls and fences.

A distinctive feature of Ratby are the many stone built walls, occasionally with brick or slate copings, which form a pleasing boundary finish. For example several gardens on Woodley Road still retain the stone walls from the original yard layout of Woodley Farm. Stone walls enhance both sides of the entrance to Burroughs Road as well as giving definition to the war memorial, the Bulls Head car park and the Village Hall. At the corner of Main Street and Markfield Road there is a good example of local stone walling. However, when a new mini traffic island was formed at this point, concrete slabs were used to shore up the banking on the opposite side thus missing the opportunity to enhance one of the main entrances to the village. There is an almost continuous line of stone walling on the west side of Main Street/Station Road from the cricket field to the school. Stone walling also forms the boundary of the churchyard, the church rooms and the relatively new builds of Rectory Gardens on Church Lane. Stone walling is also a feature on both sides of Chapel Lane. New stone walls were built around the library and close to the Co-op in 2007 and these sit very well on the street scene.

Brick walls are an equally distinctive boundary feature, notably in Stamford Street, part of Main Street, Station Road and Church Farm Estate.

Wooden or panel fencing is used throughout the village. The use of iron railings as a boundary feature has increased greatly in recent years and these can blend well with both the older properties and with the 19thC and some of the 20thC properties.

Comments of Exhibition Visitors

"Charnwood granite should be used for boundary walls and parts of buildings - never mind the cost."

GREEN SPACES: GUIDELINES	
15	Public recreational spaces (see 4.1.2 above) should be protected from development and remain open to all; and the practice of providing well maintained open spaces within developments should continue.
16	When new technologies are implemented as a response to future threats of climate change they should blend with existing village landscapes as far as practicably possible.
17	Boundary hedges and tree planting should be incorporated into developments where possible.
18	Boundaries of stone, brick or iron railings should be encouraged wherever appropriate to the style and period of the adjacent properties.
19	Where they are integral to the original design of the area, boundaries between front gardens and the public pavement should be retained and well maintained. Where space is required for off-street parking, at least part of the boundary should be retained.
20	Recreational and children's play areas should be highly visible during daylight, secured and well-lit at night, to counteract vandalism and anti social behaviour.

5.0 HIGHWAYS, TRAFFIC AND FOOTPATHS

5.1 Main Roads

The most heavily used road in Ratby is Station Road/ Main Street (see map). It is a relatively narrow road so that parked cars impede the flow of traffic - for better or worse. Most village retail outlets are sited here e.g. the Post Office, the Pharmacy, the Co-op, a newsagent, a general store, the Bakery shop, a Chinese Restaurant, a Fish and Chip shop, a plumbers and a carpet shop. So too, are two public houses (The Railway Inn and The Bull's Head), the village Primary School, the Village Hall, the County Library and three hairdressers. There is a poorly used public car park at the Sports Club opposite the Co-op (available when the sports fields are not in use) and a small car park at the Library (nominally for Library users only). The two public houses have car parks for the use of patrons. As a result most shoppers with cars park on street. Further, the domestic properties on Station Road, with few exceptions, do not have garage space and cars are parked on the roadside. This leads to traffic build up, especially at peak times. Any future development should not exacerbate this problem.

Some vehicles, including school buses, by-pass Main Street by using Dane Hill through the western part of the Church Farm Estate, albeit the junction with Groby Road can be difficult and slow at peak travel times.

There are two main feeder roads, both from the west: Markfield Road on to Main Street where it becomes Groby Road; and Desford Lane on to Station Road. The traffic flow on both is relatively unimpeded. However the junctions can be hazardous.

5.2 Other Roads

Church Lane and Chapel Lane in the Conservation area are one-way. Chapel Lane is the narrower and on-street parking can be a problem, particularly if vehicles are parked inconsiderately. The exit from Chapel Lane on to Station Road is blind at times, especially when parking restrictions on Station Road have been ignored.

Stamford Street and Park Road were laid out before car ownership was common. They are narrow and given that few properties have private drives or garage space, on-street parking leads to congestion.

Burroughs Road leads from the village centre past The Plough Inn to open countryside within a matter of yards. It is popular with many villagers (and outsiders) for its therapeutic qualities. It is not a through road but it leads to the Woodland Trust car park, the paint ball venue and the isolated settlement at Old Hays, some 1.5 miles away. Occasionally, some cars driven inconsiderately can pose a hazard to walkers, cyclists and horse riders.

The roads on Charnwood Estate were laid out post World War Two. They are mostly of adequate width and provide acceptable access. At the time when most of the houses were built (1950's & 1960's) it was not thought necessary to include garage or forecourt parking. Thus on-street parking is the norm.

A network of roads, some through, some cul-de-sac, service Church Farm Estate. The later development in particular was planned imaginatively so that there are few 'dead straight' roads. The gentle curves are pleasing to the eye and avoid the feeling of a heavily built-up urban area. Such has been the growth of car ownership that some on street parking, particularly in cul-de-sacs, takes place. This is a source of concern should emergency services (ambulances and, particularly, large fire engines) need access.

The most recent new small development is Brook Drive, off Station Road. Off-street parking is provided but some householders choose not to use it.

5.3 Traffic Calming

Traffic calming measures were undertaken in February 2005 – speed tables and cushions are located at strategic points on Main Street, Station Road, Dane Hill, Ferndale Drive, Nicholas Drive, Tyler Road and

Taverner Drive. There are off-set mini roundabouts at the junctions of Taverner Drive, Park Road, and Markfield Road and a "table" with a pedestrian crossing at the Primary School.

Comments of Exhibition Visitors

"Speed and volume of traffic on Groby Rd is a concern"

"Put up humps in the road along Sacheverell Way. Too many speeding cars going faster than 40 mph"

"Need a better system to get cars etc in and out of village at peak times especially if going to keep building. Not all of us work in Ratby and it gets more difficult to get out of village because of lack of access roads."

5.4 Footpaths

There are footpaths on both sides of Main Street and Station Road apart from a short section opposite Stamford Street. Some are barely wide enough for two-abreast; and the camber towards the kerb is alarming for those who have to use mobility vehicles.

There is no footpath at the junction of Church Lane and Chapel Lane. The one in Chapel Lane is very narrow and not continuous.

There are examples of the original granite kerbstones on Main Street adjacent to the shops and a granite gutter at the top of Berry's Lane.

Footpaths on the Charnwood and the Church Farm Estates are wider but such has been the growth of car ownership that some residents run cars on to grass verges which results in ruts, unsightliness and problems for grass-cutting contractors. There is a network of 'jitties' between roads, some of them old e.g. the "Stattie" between Burroughs Road and Stamford Street. On the Charnwood and Church Farm Estates, too, connecting footpaths have been laid out, some of them illuminated. This encourages their use by cyclists and pedestrians, not least those going to the Primary School, Brookvale High School and Groby Community College. Apart from Cottagers Walk, Overfield Walk, East Walk and South Walk, they are, as yet unnamed.

5.5 Street Furniture

- Throughout the village, litter bins, dog waste bins, seats and direction signs are in a variety of styles and materials. This gives a rather haphazard appearance. Some litterbins and seats would benefit from replacements of a standard design more in keeping with the surrounding area, particularly in the Conservation Area.
- Standard road signs are unnecessarily repetitive on the entrances to Ratby from Kirby Muxloe and Groby. They are sometimes seen as too large, intrusive for the size of road and bring an inappropriate urban character to narrow village streets.
- Heritage lampposts have recently been installed in the Conservation Zone and bring a traditional feel to this area. Care should be taken not to use these lampposts for inappropriate signage e.g. "No through road" on Burroughs Road.
- Planters bring colour and interest at the War Memorial, Desford Road corner, Markfield Road junction and the entrances to the village. Flower baskets have recently been installed near the centre of Ratby. Commemorative stones are placed at Markfield Road corner and in the community orchard.

- Examples of public art include wood sculptures by the Wildlife Pond, the Ratby Village sign at Desford Road corner and the Village Heritage Map on Main Street.

Comments of Exhibition Visitors

"The no entry sign on the Victorian lamppost is sacrilege, it should be on a post of its own."

"Too many road signs in village and Burroughs Rd - not necessary - use common sense."

"The former "yards" should be labelled properly."

HIGHWAYS, TRAFFIC AND FOOTPATHS: GUIDELINES	
21	Road signs should be sited with regard to their setting and, where possible, have regard to the size and character of the village.
22	Street furniture, where appropriate, should be consistent with the character of its setting.
23	On-Street parking is a problem almost everywhere in Ratby. Provision for off-street parking should be included in all new development plans. Restrictions should be implemented where parking would cause problems for emergency vehicles.
24	There should be liaison with Leicestershire Highways Department over appropriate traffic calming measures. It is generally felt that 'repeater speed restriction signs' are preferable to the euphemistic 'speed cushion'. They would be especially helpful on the entrances to the village and on approaches to the school, where a 20 mph limit should be implemented.
25	There should be liaison with Leicestershire Highways Department over the current road signs on the approaches to the village which are generally thought to be unnecessarily numerous and intrusive for the size of the roads.
26	It is important that footpaths are well maintained, especially in areas of greatest use, such as the Main Street shopping area.
27	The planning of safe, well-lit pedestrian/cycling routes to schools and shops should be a priority in all new developments and, where already provided, they should be well maintained.
28	Footpaths linking Ratby with neighbouring villages should be protected and in some cases enhanced to provide safe walking and cycling routes.
29	Unnecessary signs and clutter in the streets should be avoided. Essential street furniture should always be of good quality and vandal-proof to a design appropriate to its location (e.g. In the Conservation Area) and sited appropriately.
30	In the interests of maintaining a tidy street scene, parking on grass verges should be discouraged.

6.0 SETTLEMENT PATTERN

Ratby's settlement area can be divided into four distinct zones based upon their location and history (see Map 8). Types of buildings, roads, open spaces, boundaries etc. are usually different within each zone, according to the economic and social conditions prevalent during its period of development. The four zones can be primarily distinguished by their chronology and are as follows:

- *Zone A*; The Central Conservation Area (mediaeval to present);
- *Zone B*; Station Road and its environs to the south (19th/20th centuries);
- *Zone C*; the area between Stamford Street and Markfield Road to the north-west (late 19th/20th centuries); and
- *Zone D*; Church Farm Estate to the east (late 20/21st century).

<u>General Guidelines for the Design of Buildings</u>	
The above account of the “historical context” indicates that some building design guidelines are specific to different areas in the village according to their period of construction. These will be included below in the descriptions of each of the four geographical zones. However there are a number of general guidelines which can be identified, as follows:	
31	Planning applications should demonstrate how the proposal would relate to the character of its site and its context in the adjacent area in line with the guidance set out in this Supplementary Planning Document.
32	The size of the proposed building plot should be consistent with the general size of other plots in the immediate area.
33	The width of frontage, depth and height of the proposed building should be in keeping with other buildings in the area so that substantial three-storey apartment block should not usually be built where all other houses are two-storey or less (see Zone 3: Whittington Drive).
34	The new building should respect the general building line/set-backs from highways and the spacing of buildings which characterise the area.
35	The materials used when building either a new house, an extension or when rebuilding an older property should be compatible with the materials most commonly used in the adjacent area.
36	Where there is general uniformity, new building designs should match the style of other buildings in the area e.g. types of doors/windows, proportions of solids and voids, roof features etc. (e.g. Stamford Street). Where there is already a variety of buildings of different age and styles (e.g. Park Road) then a more flexible approach can be acceptable, providing they conform to local guidelines of scale, separation and materials.
37	Secondary buildings such as garages and extensions should be subordinate in scale, whilst matching the style of the main building.
38	Building conversions (e.g. to commercial use) should continue to reflect the design and character of other properties in the area.
39	New boundaries and landscaping should be consistent with the general character of the area and be appropriate to their location in the village e.g. hedges, wooden fencing and trees at the rural edge of the village, hard boundaries e.g. stone and brick walls in more central areas.

40	Significant visual aspects of the landscape e.g. large gardens, mature trees and hedge lines should usually be retained. In the case of trees, preservation orders might be enforced.
41	In the past, Ratby has seen many innovations in building style reflecting advances in design, technology and materials (e.g. from Mediaeval to Victorian to late-20th Century). It is important that the village remains open to innovative, contemporary and environmentally sustainable designs, providing that they do not form too dissonant a contrast with adjacent buildings or the general surroundings.
42	In future, different sizes of houses will be needed to cater for different types and sizes of families and the space available. In the past, the growth of the village has been characterised mainly by separate small developments, each with three-six houses of similar type/size. This approach has successfully combined the principles of both local uniformity and variety and should be continued in the future.
43	Developers should be required to incorporate appropriate anti-crime/vandalism design features in terms of materials, layout, lighting and boundaries

6.1 ZONE A: THE CONSERVATION AREA

6.1.1 Introduction

The Conservation Area corresponds to the oldest part of the village. It includes the highest point in the village centred around the Parish Church from where there are attractive views of the surrounding countryside, especially to the south and west.

6.1.2 Roads and Streets

The streets comprising Church Lane, Chapel Lane, Berry's Lane, Upper Station Road, Main Street and the beginnings of Burroughs Road form a 'figure of 8' pattern which dates back to at least the early mediaeval times. Walls built of Charnwood stone border most of these narrow streets.

6.1.3 Gateways

- a) The gateway into the Conservation Area from the north is clearly demarcated on Main Street by the narrowing of the streetline and use of stone and brick walls.
- b) The southern entrance on Station Road is marked by a similar narrowing of the streetline created by Geary's Bakery (1894) and the stone wall boundaries of the detached houses (1893) opposite (photo). Many residents would like to see these late Victorian buildings included in the Conservation Area should the opportunity arise.
- c) The entrance into old Ratby via Desford Lane from the west is characterised by the absence of housing to the south and long gardens to the north. This allows the countryside to penetrate right into the built area.
- d) Between Stamford Street and Desford Lane, the western boundary of the settlement area has remained unchanged since early mediaeval times. Burroughs Road is an ancient trackway, originally established during Anglo-Saxon times as the most direct route between Ratby and its neighbour, Thornton. The narrow trackway brings the countryside right into the heart of Ratby's Conservation Area.
- e) Narrow footpaths (e.g. Cottagers Walk) provide an important link from the Conservation Area to the Church Farm Estate to the east.

6.1.4 Farmhouses

A number of old farmhouses still exist on the boundary between Main Street /Church Lane and the former open fields e.g. Nook Farm (F) and Woodley Farm (G) on Church Lane; Box Tree Farm (A), Pear Tree Farm (B) and Hollybush Farm (E) on Main Street (see Map 3). Both the Plough Inn (D) and Bull's Head (C) were originally farms as well as alehouses. As late as the 1960s, Orchard Cottage (85, Main Street) was a small farmstead with shelter for the animals built as part of the main house in the style of a longhouse. Of these early farms, only Church Farm on Church Lane has been completely demolished. These surviving farmhouses are an important architectural link with the history of Ratby.

With the exception of the former Box Tree Farm, these farm buildings were originally single storey, perhaps with a loft in the roof space. The main axis was mainly parallel to the road. The houses were built on a stone base. The original timber framing has usually been replaced by small two inch bricks (e.g. Woodley Farm) and/or rendering on the outside (e.g. Nook Farm), although it may still be present in the roof areas and interior walls. Windows and doors are always flat to the walls rather than bayed out. In most cases the houses have been increased to their present size by adding an extension either alongside, e.g. Nook Farm (F) and Hollybush Farm (E) or at right angles e.g. Woodley Farm, where the addition of a large barn and other buildings has created a "courtyard" style of farm which has been carefully restored recently. Extra living space was also gained by raising the roof to create a genuine second floor. Usually the original thatch was replaced by local Charnwood slate and the roofs surmounted by strong brick chimneys. Small gardens with a stone or brick boundary wall separate these former farmhouses from the road, except in the case of Pear Tree Farm, which was built immediately adjacent to the footway.

Unlike some Leicestershire villages, Ratby does not possess elegant three or four-storey buildings, possibly because a high proportion of the occupants were tenants of the Earls of Stamford rather than owner-occupiers. However, many have an attic with traditional small, gable-end windows in the roof space, originally for storage or servant quarters.

A further distinctive feature is the mounting stone outside the gate of Woodley Farm.

The occasional use of concrete roofing tiles on these former farmhouses is usually detrimental to the appearance of the roof line.

6.1.5 17th Century Cottages

There are many attractive examples of 17-18th century cottages in the Conservation Area. They are sometimes detached e.g. on Main Street both opposite the school and near to the junction of Main Street with Stamford Street and Church Lane. Occasionally groups of cottages form terraces e.g. near the junction between Church Lane and Chapel Lane, in Berry's Lane and on Upper Station Road.

These houses are usually built upon a stone base and are characterised by slate roofs, brick chimneys and the rendering of the external walls in attractive pastel colours. Windows are flat to the wall with segmental arches and stone ledges on the ground floor. Good examples of Yorkshire Sash windows have survived in Church Lane. Many of these older cottages front directly on to the footway or have very narrow front gardens. There are a few examples of porches over front doors which, whilst adding variety to the street scene, can sometimes interrupt the uniformity of the building line. A particularly attractive assemblage of cottages occurs at the junction of Church Lane, Chapel Lane and Berry's Lane.

Another distinctive feature is the raised pavement above the road in Church Lane.

6.1.6 19th Century Yards

In the 19th century because of the shortage of land many small cottages and workshops were built in back gardens and yards. Where they have survived, they form an important part of the historic village landscape e.g. in Silks' Yard opposite the school. An interesting early 19th century example of the conversion of old farm buildings into a terrace of small dwellings can be seen at the junction of Chapel

Lane and Upper Station Road, in what was once Harrison's Yard.

6.1.7 Retailing

Ratby has retained a good range of shops on the east side of Main Street between Sills' Yard and Desford Lane Corner. The original building line was set back from the road behind small front gardens, two of which have survived. Building extensions have moved this line forward to the edge of the pavement. Whilst this adds some variety and interest to the street front, it leaves little space for pedestrians. The blank brick wall of the upper storey of the Hairdresser's Salon and some shop front decorative features do little to enhance this part of the Conservation Area.

6.1.8 Open Spaces

In old documents there are references to villagers' rights to keep livestock on the 'green'. In mediaeval times, the green would have been located on the high ground in the centre of the 'figure of 8' street pattern. A large part of this open ground belongs to the church and forms the extensive raised graveyard. By 1770, all of the remaining 'green' had been enclosed and allocated to individuals. However, despite some infilling, a significant part of this green space still survives. This helps to provide a sense of openness on the hill top area and preserves views of the church as a focal point.

Similarly, the sports fields at Desford Lane corner provides a significant break in the building line on Main Street, except that, contrary to advice contained in the 1978 Hinckley & Bosworth Framework Document, the Sports Club social building (circa.1984) obscures part of the view.

6.1.9 Nodal Points

There are three places in the conservation area where important routes meet. These are:

i) Junction of Church Lane, Chapel Lane and Berry's Lane (see 6.1.5), which was probably the main meeting place in the early mediaeval hill top village. It is enclosed by an attractive assemblage of 17/18th century cottages (see 6.1.5), which are consistent in scale and style, whilst still possessing subtle differences in the details of line, roof levels and boundary features.

ii) The open space where the road widens at the junction of Main Street, Burroughs Road and Berry's Lane used to be called "the Gravel" and the village fair took place there as recently as the late 1930s. This important location is enhanced by the presence of the War Memorial, the Bull's Head public house, the Primary School and the complex interlocking assemblage of old cottages on Main Street. Although they are important to the history of this location, the Service Garage (1920s) and the Village Hall, which was built following the accession of Elizabeth II to the throne in 1952, have a more temporary feel.

iii) The point where Main Street, Desford Lane and Upper Station Road meet has become today's busy nodal point for pedestrians and traffic. Here, the brick-built 19th century Box Tree Farm makes a strong visual contribution to the entrance into Main Street, which is not replicated in scale or style by the other buildings: The Co-operative Store (see 6.2.2) the Newsagent's Shop or the Sports Social Club.

6.1.10 Late 19th/Early 20th Century In-fills

Important buildings continued to be built in the Conservation Area during the 19th/early 20th century and add quality and interest to the landscape:

i) - Hosiery Factory (1861) - James Richardson built the first small hosiery factory in the village at the junction of Stamford Street and Main Street. This has since been converted into residences but still retains its basic original form.

ii) - Ratby School (1873) - was a major 19th century addition to Ratby's Main Street landscape. It was built in the Gothic style with arched windows, tracery, an attractive bell tower and mock-Tudor gables. A substantial house, also in the Tudor style, was built next door for the

headmaster.

iii) - The Church Rooms (1894) on Church Lane is a modest single-storey building with attractive brickwork patterns. It has metal window frames and a well-proportioned entrance porch with barge boards. The name and date of the building are attractively portrayed.

iv) - The Primitive Methodist Chapel (1911) and Rooms (1891) - are interesting examples of late Victorian/Edwardian religious architecture on a village scale. The original symmetrical building, comprising red brick walls and gothic windows mounted on blue brick damp course, was tastefully restored in the late 1990s. These buildings help to give definition to the entrance to Chapel Lane from Upper Station Road and form part of the gateway from Station Road into the Conservation Area.

6.1.11 20th Century In-fills

A number of 20th century detached houses, usually with large gardens have in-filled spaces in the Conservation Area, especially on Church Lane and Chapel Lane. They were built in a variety of different styles with examples from each of the decades since the 1920s. Where they have been constructed away from the older farmhouses and cottages on a scale consonant with neighbouring buildings and with suitable materials, they have added variety without loss of quality to the area. They help retain a sense of space and openness in pleasing contrast to the narrow streets and older cottages elsewhere in the Conservation Area.

6.1.12 Viewpoints

A number of "vistas" and "views to be protected" have been identified on the map of the Conservation Area in the Hinckley and Bosworth Borough Council document "Ratby Conservation Area, February 2007". The view into the Conservation Area from Groby Road/Main Street could be added. (See Map 9)

Comments of Exhibition Visitors

"I like Church Lane because it is quiet."

"A variety of building styles is important both to retain in old parts of the village and to give character to new developments."

"The stone walls are great."

ZONE A - THE CONSERVATION AREA: GUIDELINES**BUILDINGS**

44	The oldest buildings and walls in the Conservation Area are constructed of Charnwood stone and/or small-size bricks. There are also many examples of rough white rendering which help to give the area its special character. These materials should be matched in any new developments and/or extensions built in the vicinity of these older properties. Consent should be sought from Hinckley & Bosworth Borough Council before the demolition of properties built of these materials can go ahead. External cladding with artificial stone, timber, plastic or tiles should be avoided.
45	Windows of the older properties are almost always flat to the wall and topped with segmental arches. These should be retained where they exist in older properties and matched in the case of new houses next to such buildings. Where sash or casement windows still exist, they should be retained and it is preferable that secondary double-glazing is used for insulation rather than PVC. There are few examples of dormer windows in the Conservation Area. In most cases, when roofs were raised to create a new upper floor, windows were added flat to the wall. This method of creating new upper floor levels should continue to be adopted in future.
46	It is rare for there to be porches over doors in the older properties. However, if used sparingly, porches can add variety to the street line. The Conservation Officer should always be consulted before house-owners add new porches to their doorways.
47	Traditional slate roofing materials or their modern equivalent should be retained or re-established on older houses in the Conservation Area. Chimneys are present on almost all houses in the Conservation Area and should be regarded as an essential feature of all new developments
48	The construction of three-storey buildings should be avoided in the Conservation Area.
49	There should be positive, sensitive and detailed development control over any proposals to alter former farm buildings, hosiery workshops, yards and jitties. New name plaques should be introduced to indicate the location of former yards.
50	Locally important Victorian buildings add interest and quality to the Conservation Area. Any plans to develop these properties should take full account of their traditional form and historic value.
Roads and Paths	
51	The mediaeval road layout of the village, comprising Church Lane, Main Street, Berry's Lane, Chapel Lane and Burroughs Road, is important to the structure and character of the old village and should be retained in its present form.
52	Footpaths connecting the Conservation Area to adjacent developments should be protected and enhanced by the addition of name plaques.
Open Spaces	
53	The open space created by the churchyard helps to preserve important views of the 13th century church of St. Philip and St. James from different parts of the parish and should be protected and enhanced. Similarly, views from the churchyard into the countryside should be preserved.
54	Gaps between buildings in the Conservation Area which provide much valued views of the church are indicated on Map 9 and should be protected. Similarly other "views to be protected", as identified on Map 6, should be retained.

55	Any future development which affects the quality of public spaces should be subject to detailed and sensitive control.
Boundaries	
56	Ratby's last remaining section of mediaeval settlement boundary has survived between Stamford Street and Desford Lane because the adjoining fields are used for recreational purposes. This small but unique piece of landscape history should be protected in any future design policies.
Gateways	
57	The presence of visual "gateways" into the Conservation Area is important to the character of old Ratby and these should be protected and enhanced. The frontage to Geary's bakery and the Victorian houses and chapel opposite should be added to the Conservation Area.
Streetscene	
58	The use of inappropriate materials, design and location of street lighting and signage can have a detrimental effect upon the character and appearance of the Conservation Area. There should be careful liaison with the Highways Authority to ensure that negative additions to the street scene are avoided.
59	Where roads, pavements and guttering are constructed of traditional materials e.g. granite kerbstones, cobbles and tile guttering, these should be either retained or replaced with the same materials.
60	There should be sensitive monitoring of future designs of shop fronts, advertisements and security grills, to ensure that they are appropriate to their location within the Conservation Area.

6.2 ZONE B: Station Road, Park Road, Desford Lane, Mill Drive, Taverner Drive, Brook Drive

6.2.1 Introduction

Zone B is centred around Station Road which was built piecemeal as ribbon development from the 1830's to 1915 between the old village and the Leicester & Swannington Railway. Further development began to take place as land became available behind the line of Station Road e.g. Park Road (initially 1898 – 1915), Mill Drive (1960 - 70's) and Brook Drive (2001). Development of housing on the north side of Desford Lane took place after the sale of Box Tree Farm in 1959

6.2.2 Desford Lane

This is one of the main entrances to the village. The fields and mature trees alongside the road, including the cricket field, the white rendered 18th century Box Tree Cottage to the south and the long gardens in front of the late 1960s chalet houses to the north, help to preserve an open, rural approach. The junction with Station Road is *the* focal point of the village. The Co-operative Store forms a visual “end stop” from Desford Lane. The Sports Club performs a similar function from Main Street. In neither case are they entirely successful. The blanked out windows of the Co-op, notwithstanding refurbishment in the 1990s, does not present an attractive appearance.

6.2.3 Upper Station Road: from Desford Lane to Chapel Lane

The 17/18th century terrace cottages in the centre of the eastern side of Upper Station Road are in the Conservation Area (see 6.1.5). The line of some of the walls fronting the street are slightly offset and their mainly slate roofs with brick chimneys are at different heights which gives variety and interest to the assemblage. Windows are flat to the wall. A few segmental arches have survived above the windows. Walls have been rendered and are attractive where they have been painted white. Some of the doorway developments are not so pleasing to the eye. At each end of the street the original cottages have been demolished and rebuilt in red brick. Particularly striking are the Shipman Houses (circa.1900), a red brick terrace comprising one double-fronted and two single-fronted, two-storey houses, separated by a broad gated entrance to the former builder's yard behind. They have strong brick chimneys, ridge tiles and a decorated brick fascia below the eaves. The double-fronted house has a particularly attractive extension, including barge boards over the front porch and attractively moulded brickwork. The original iron railings have been restored to form the front boundary.

6.2.4 Upper Station Road: Chapel Lane to Dane Hill

i) On the east side at the corner of Chapel Lane, the Methodist Church (1911) and Rooms (1891) are distinctive buildings (see 4.1.10). Alongside the church are four detached, two-storey houses (1893) behind a strong wall of Charnwood stone and small front gardens. They are built on a blue brick base and, like the Shipman Houses, have brick chimneys, dentil eaves brick courses and decorative ridge tiles on the roofs. Upper windows are flat to the wall, whilst ground floor windows are bayed. There are matching decorative lintels over doors and windows. Closer inspection shows that the group is not consistently uniform. Bourne House is double-fronted without bay windows, whilst only three of the houses have white rendering.

ii) Opposite is Geary's Bakery (1894), an important vernacular building and a rare example of a complete late-Victorian combined house, shop and bakery. A comparison of photographs dated 1906 and 2008 show that its basic structure has remained unchanged for over 100 years. It is a two storey brick building comprising a tall central section with two slightly lower extensions to the north and south. The roof has three good chimneys and terracotta ridge tiles. The south-facing gable has six windows arranged symmetrically, each with a keystone and segmental arch. There are attractive string courses in terracotta and blue brick on the front and south sides of the house.

The street front has retained its original line which is offset slightly in the case of the south wing. Four of the 1894 windows at the front have survived, each with segmental arch and keystone. The shop front is

in its original position, although in a slightly modified style. Some relatively minor changes have been made to this central section since 1894. The lower floor has lost a door and the original wooden sash windows have been replaced by either PVC or wooden frames.

The front of the northern extension, which housed the original bakery, has retained its two entrances from the street to the storage area on the upper floor. These are surmounted by projecting dormers which offer a pleasing contrast to the south wing of the house. To balance the top storey, there are original sash windows with wooden frames below each of these upper entrances. Where there was once a wide door for access to the rear of the house, there is now a single door and window which have unfortunately altered the original symmetry.

Together with the Methodist Church and the 1893 houses opposite, these buildings form a unified assemblage and act as a gateway from Station Road into the adjacent "Conservation Area" (Hinckley & Bosworth Document, "Ratby Conservation Area", 2007, p.3). These historic buildings are highly valued by the community of Ratby who would like to see this area absorbed into the Conservation Area in the future. To the rear of this building, Geary's Bakery, an important feature of the village is a cluttered and visually unattractive conglomeration of buildings but fortunately set well back from the road. Plans to move the bakery out of the village will release a large area for development. Such development should be sympathetic to the scale of the village - as has the housing development on the site of the former bus garage and petrol filling station (i.e. Brook Drive).

iii) In the rest of this sector, there are detached brick-built houses with large gardens on both sides of the road. No.61 Station Road. was built in the mid-19th century. It is almost square-shaped with a central door and four symmetrically arranged ground floor rooms. Upstairs there are five bedrooms beneath a hipped roof, which is rare in Station Road. The classical porch at the front is a very recent addition. The other detached houses and bungalows were built in the period between 1920 and 1960. Each one has been individually designed and together they contribute a sense of space and openness to this part of the village. This contrasts positively with the more densely concentrated Victorian houses immediately to the north and south.

6.2.5 Lower Station Road from Dane Hill to Park Road

This section was developed piecemeal as land became available alongside the road from the railway station (1832) to the old core of the village.

i) On the western side of Station Road, there is a series of single-fronted detached and semi-detached houses built between 1879 and 1909 on plots with long, parallel back gardens. The small front gardens are separated from the footpath by low brick walls or hedges. The houses are of red brick with pitched slate roofs which terminate in gables which are staggered so as to face NE. This feature alongside subtle changes in brick colour, occasional white rendering and fluctuating roof levels helps to create an interesting street scene. Windows are mainly flat to the wall with stone or concrete lintels but with the occasional bay. Some houses e.g. Rosebery (1898) are embellished by highly decorated terracotta string courses, ridge tiles and toothed brick string courses beneath the facias. An important feature is the frequent addition of nameplates and dates. Consistency of form is sustained until the Benlowe Car Park where the narrow corner house of the former "Terrace" or "Sunny Row" has survived. The Benlowe car park interrupts the continuity of housing and has a negative effect upon the appearance of this approach into the village. Suitable screening would help ameliorate this effect.

ii) On the eastern side of the street, the pattern is more varied. The oldest building is No. 103 Station Road (circa.1838), a detached house in the same style as No 61 (see 6.2.4iii). On some of the wider plots, there are terrace houses in blocks of six, built between 1875 and circa.1900 (dates are rare on this side). In amongst these 19th century properties are post-1945 semi-detached houses in brick. Unlike the west side, the houses are aligned parallel to the road and their front gardens are separated from the footpath by a mixture of low brick walls, hedges and iron fences. All the properties have large back gardens. Walls fronting the street are usually red brick or white render, but in some cases distinctive late 19th century qualities have been lost behind inappropriate extensions and more modern forms of wall cladding.

6.2.6 Lower Station Road: Park Road to Taverner Drive

This section was part of Kirby Muxloe until 1904.

i) On the western side, there is a mixture of semi detached and terrace houses, built on former allotment gardens between 1900 and 1910. Some front walls are aligned parallel to the line of Station Road, whilst others are staggered so as to face east-northeast. The majority have been changed little since they were built. They have steeply pitched slate roofs and brick chimneys. Their walls are either red brick or white render. There are stone lintels over doors and windows. Sparkenhoe Villa has a decorated string course and has retained the original coloured window panes in the door. Numbers 138 and 140 form a unique, symmetrical, double-fronted semi-detached dwelling, with Tudor-style gables at the corners and long bay windows.

On the site of the former railway station is an unoccupied modern warehouse that makes a conspicuously unsightly entrance to the village. The unobtrusive and secluded religious buildings of the Knighton Trust complete the built environment on the western side of Station Road.

ii) On the eastern side there are a number of locally notable buildings:

a) Nos. 141 - 151 Station Road: although they would benefit from some restorative work, this uniform terrace of six, two storey, red brick cottages exhibit many of the best qualities of late Victorian village architecture e.g. slate pitched roofs, bold brick chimneys, dentil eaves brick course, patterned white surrounds to both windows and doors and a coloured brick string course separating the upper and lower floors. Unfortunately, the boundary between the small front gardens and the footpath has been removed.

b) Nos. 153 - 159 Station Road (“The slate cottages”): this fine terrace of four two-storey cottages is a rare example of houses built of Charnwood slate in the mid-19th century. There is excellent detail on the front of the building e.g. stone lintels above the doors and windows which also have attractive brick surrounds, segmental arches of red brick above the ground floor windows and a red brick string course beneath the upper windows. The pitched roofs are of slate, surmounted by two strong brick chimneys. Below the eaves there is a dentil brick string course. Unfortunately, only three of the original slate gate posts remain. The loss of a front boundary wall or fence is detrimental to the street scene.

c) Nos. 161 - 171 Station Road: a block of seven white painted terrace houses built circa 1900 with bay windows, unusually on both the ground and upper floors.

d) Nos. 179 - 189 (Laburnum Houses) Station Road: a terrace of seven two-storey houses with slate roofs and brick chimneys, built in 1908. An attractive feature is the contrast between the red brick lower storey with bay windows and the white stucco upper storey with windows flat to the wall.

e) The Glass House: a distinctive house on the corner of Mill Drive which has a two-storey round turret, surmounted by a bright red tiled conical roof above a large hexagonal window.

f) Railway Inn: built in two stages between 1832-4 for the Leicester & Swannington Railway, the first railway to be built in the Midlands. First was the ticket office, a single-storey building with a low angle hipped roof above a bow-front. The two-storey addition with Charnwood slate roof was built soon afterwards. Its two ground floor rooms are arranged symmetrically around a central front door. Shutters have been added to its three upper windows. The walls have been white rendered. The building is an important part of Ratby’s heritage and forms an attractive entrance to the village. It should be preserved.

g) Nos. 195 - 221 Station Road: this block of 14 terrace houses, separated by an entrance to a car park at the rear, was built in the 1990s. Whilst continuing the tradition of terrace housing in Station Road, it differs in having gable-ends which face the road at 90 degrees, in the uniform

dark red colour of its brickwork and in its concrete roof tiles. Each front door has its own porch leading to a small front garden which is separated from the footpath by a low brick wall. It appears that originally each house had a separate entry gate through this wall. Unfortunately, these have been bricked-up, thus depriving the terrace of its original individuality.

6.2.7 Park Road

Park Road consists of two parallel streets at right angles to Station Road, connected by a link road to form a U-shape. It began to be developed piecemeal from 1898 when former allotment plots were sold-off. It is mainly notable for its complex mix of buildings dating from the late 19th century through to 21st century apartments. The oldest properties include a number of standard late Victorian two-storey detached, semi-detached dwellings and a terrace of four houses, each with slate roofs, brick chimneys, simple ridge tiles, stone lintels and bay lower windows. They have small front gardens facing the street but large gardens at the rear. During the 1920-30s, a number of semi-detached houses with traditional bay windows were built on smaller sub-divided plots. In all these older properties, lack of garage or off-street parking facilities, as in so much of Ratby, is a problem. Post-1960, there has been more infilling of the larger gardens, usually with detached houses and bungalows in a variety of individual styles and materials. Traditionally, this area also included a bakery and factories, one of which, Benlowe Windows still exists. The former Coventry Gauge factory was demolished circa.2001 and replaced by apartments. Evidence of the former bakery still exists.

6.2.8 Mill Drive

Another development built upon former allotments, this area consists of individually designed detached houses and bungalows with large gardens, built between 1960 and 1990.

6.2.9 Brook Drive and The Pinfold

This is a small estate of modern town houses and flats built on the site of a former bus garage and petrol filling station in July 2001. The variety of small dwellings in a mainly rustic style, including dormer windows and a mixture of red brick and white render, lends a pleasing character to the development, as does the open space with trees, wetland meadow and Little Brook which was given by the developers to the Parish Council as a wildlife haven.

6.2.10 Commercial Buildings:

Since the late 19th century Ratby has been a village of small-scale businesses located within residential areas e.g. Wolsey in Stamford Street; Benlowe and Coventry Gauge in Park Road; Geary's Bakery, Astill and Jordan's Bus Company and, until recently Sleepmaster's in Station Road; and Cawrey Homes in Taverner Drive. Of these, only Geary's Bakery, Benlowe Windows and Cawrey Homes are still operational. These commercial buildings have usually occupied small, discrete locations within the village and been built in a functional style at the same scale as the houses alongside. Ratby has never had a separate, purpose-built industrial estate and this has helped the village to retain its rural character.

Comments of Exhibition Visitors

"Railway heritage items are hidden from view, need to be more prominent."

"Please keep Geary's house in front of new development."

"The Railway Inn is both an attractive entrance to the village and of historic interest. It should be listed."

ZONE B – STATION ROAD ETC: GUIDELINES	
Buildings	
61	Any application to change the frontage of the small group of 17/18th century buildings opposite the cricket field should ensure that the proposed alterations blend with the traditional materials, style and appearance of these properties.
62	The 19th century houses on Station Road exhibit many of the different types of village architecture from the period 1830 - 1908 in terrace, detached and semi-detached forms. Also present are good examples of Victorian decorative features: roof tiles, dentil eaves, string courses, stone lintels, brick window and door surrounds etc. All these features are visually appealing and should be retained, carefully maintained and, if damaged, replaced with their equivalents. External cladding with artificial stone, timber, plastic or tiles should be avoided. Extensions should blend carefully with the main building by using similar materials and style.
63	The character and frontage of Geary's shop and former bakery should be retained and enhanced, if and when development takes place on the general bakery site. Together with the detached Victorian houses and Chapel opposite the site should be included in the Conservation Area.
Roads and Paths	
64	Station Road is a very busy main road in which the flow of traffic is regularly impeded by parked vehicles. Traffic speed has been reduced by mini-roundabouts, speed cushions and tables. However, these have been criticised by many villagers, who would prefer to see them replaced by illuminated speed restriction signs. Any future development in the area should include off-street parking facilities.
65	Centurion Walk, which connects Station Road with Church Farm Estate, is an important historical feature following the line of the pre-1904 parish boundary with Kirby Muxloe. A name plaque should be designed to communicate this fact to the general public.
66	In any possible future development the former rail track between Park Road and Alexandra Stone should be restored to public footpath status. It would be a valuable extension of the footpath network and provide a new, safe and environmentally friendly walking route from Station Road to the Baron's Park area of Kirby Muxloe.
Open Spaces	
67	Jubilee Green on the north side of Taverner Drive was created in the 1990s and, with the Orchard, is a valuable recreational open space. The pond and allotments on the south side help create a valuable green entrance to the village at this location and should be protected from future building development.
68	Benlowe's car park on Station Road disrupts the continuity of the street line and is visually unattractive. The site may be allocated for residential development at some future stage, in which case the frontage of the new houses should be in line with adjacent properties and their design should complement rather than contrast with other houses in the area.
69	The warehouse site, until recently occupied by Sleepmasters, is in a prominent location at the entrance to the village. It creates a negative first impression for visitors. Consideration should be given to plant screening in the style of neighbouring properties e.g. The Conifers Mobile Home Park. If it is eventually

	sold for residential development, the same building guidelines as suggested for Benlowe's (see 68 above) should apply.
Boundaries	
70	Station Road stretches from the centre of the village to the rural settlement boundary. Ideally, the nature of boundaries between the houses and the main road should change accordingly, i.e. from stone or brick walls - sometimes with iron railings near to the centre - to hedges, trees and wooden fences near to the edge of the settlement.
71	The main design problem has been the loss of a clear boundary in front of many of the houses, usually to accommodate cars. Replacement of at least part of such a boundary should be encouraged.
Gateways	
72	The lack of residential development along Desford Lane has helped to bring the countryside right into the busy heart of the village. Any future development on this road should be designed to preserve this effect by the provision of front gardens with hedged and tree-lined boundaries.
73	The entrance to Ratby from Kirby Muxloe has been somewhat urbanised on the east side by hard brick boundary fronting Nos. 195 - 221 Station Road. Small trees and bushes could be selectively planted at the front to soften the appearance. A similar provision of screening would greatly improve the appearance of the Severn-Trent Sewerage installation on the same approach to the village
Streetscene	
74	There should be liaison with Highways Authority to review the design of road signage on the approach from Kirby Muxloe.
75	In light of public criticism of the unappealing nature of the front of the largest shop in the village, the Co-operative Store, applications to change the design of a shop front should be sensitively monitored.
Industry	
76	Following the previous pattern of industrial location in Ratby, any industrial/employment developments should blend with their surroundings and be in keeping with existing premises where possible.

6.3 ZONE C Stamford Street, Markfield Road, Groby Road, Charnwood Estate

6.3.1 Introduction

Zone C comprises 4 phases of residential expansion onto former farmland to the NW of the old village. These are:

- i) Stamford Street in the late 19th century on the enclosure awarded to Josiah Grudgeon by the 1770 Enclosure Act.
- ii) Ribbon development on the north side of Markfield Road between 1930 and 1950s and along Groby Road after 1945.
- iii) Post-war council houses (1945-60) on land previously belonging to Hollybush Farm.

- iv) Private housing developments (1970-90) on land belonging to the former Nook Farm to the south of Markfield Road. Together iii and iv comprise the Charnwood Estate.

6.3.2 Stamford Street

Two contrasting zones can be identified: Lower and Upper Stamford Street.

A) Lower Stamford Street: from the Main Street junction to the bend in the street at Nos. 29/31 The area began to be developed in 1861 when the first two small hosiery factories in the village were built near to the junction with Main Street. These were long, narrow buildings with white rendered walls, pitched roofs parallel to the street and traditional elongated upper floor windows. The buildings still exist, but have been converted into residences, "Weaver's Court". Unfortunately the traditional upper floor windows were removed in the process

The rest of Lower Stamford Street has witnessed slow, incremental development over the last 120 years from 1884 to 2006, such that today, a variety of houses and bungalows of different *ages* occupy the area. Between 1884 and 1930, four houses with large gardens were built for the Richardson family, who owned the land. Stamford Cottages (1884), initially a large semi-detached, red brick building with a slate roof, was converted into a detached house in the 1970s and is now separated from the footpath by the recent addition of a brick wall and gate posts In contrast, the two 1920s detached houses on the south side have rendered walls, tiled roofs and small decorative gables over the main upstairs window.

After 1960, the large gardens and enclosures were gradually sold and a mixture of detached, semi-detached houses and bungalows were built, most with substantial gardens. The small gable over the main upper floor window has become a recurring feature in this section of the street. It mirrors the circa.1884 house (No. 31), which provides an attractive end-stop to Lower Stamford Street.

B) Upper Stamford Street: was developed in 1879 when the land was divided into equal plots on each side of the central road and sold off to developers. Houses and a factory were built between 1883 and 1909. Each plot was developed separately, so that the street is a mixture of terrace, semi-detached and, more rarely, detached two-storey houses, characteristic of the late Victorian and Edwardian ages. Some houses are immediately adjacent to the footpath. Others have small front gardens behind a low wall or fence. Gladstone Cottages (1889) are the exception in having very long front gardens with enough space for cars between the garden fence and the road. Unfortunately, the boundary between the garden and the footpath has been removed in a minority of cases.

Most of the houses have attractive red brick walls, which give an overall unity to the street. A few are white rendered, which adds variety. Less authentic are the one or two examples of stone cladding. Roofs were originally of local slate, but many have been replaced with concrete tiles. Chimneys are always solid looking in red brick.

The most attractive feature of the late-Victorian houses is their decorative detail. This is well illustrated by the 1884 Hillside Cottages (Nos. 38 - 52 Stamford Street), a terrace of eight two-storey houses. Their walls are red brick with flat windows. All windows and doors have stone lintels with decorative carving . The slate roofs have brick chimneys with ceramic pots. Along the full length of the terrace there is a finely detailed terracotta string course below the eaves (photo). A low brick wall separates the small front garden from the footpath. The terrace is a uniform assemblage apart from No. 52 which belonged to the Richardson family and has a bay window at the front, its own separate entry to the back and its original tiled porch.

Hawarden Cottages (1896) have a finely decorated and scripted terracotta name and date plaque, as well as red ridge tiles and a terracotta string course with flower decoration across the full width of the terrace, below the upper windows. The low blue brick wall separating the small front garden from the footpath is capped by iron railings.

A variation on the above themes can be seen at Warrington Cottages (87-95 Stamford Street), where the second storey is part white-rendered with patterned red brickwork around the windows. They also have brick arches over doors and windows and attractive sloping brick windowsills. Wooden fencing separates

the front garden from the footpath.

Stamford Street is therefore mainly a late Victorian/Edwardian development. However, there have been a small number of late 20th century infills. Stamford Close comprises a mixture of terrace and semi-detached houses on the site of the former Wolsey Hosiery factory which closed in 1981. Despite being brick-built, the design of the houses does not replicate any of the features of the neighbouring Victorian houses and instead attempts more rustic design with small gables over one of the bedrooms. The Working Men's Club closed in circa.1990 and has been replaced by four blocks of semi-detached houses. The very generous parking area at the front is separated from the footpath by a low brick wall which has a plaque marking the site of the former Working Men's Club (1898).

At the western end of Stamford Street, a 1920s house and a group of new dwellings enjoy good views over the countryside towards The Burroughs and Martinshaw Wood. (See 3.5.1)

C) Roads and Streets: Stamford Street is a densely populated area which generates considerable local traffic, despite its narrow thoroughfare. Most houses have no facilities for off-street parking which leads to congestion.

Wolsey Drive gives access to the Charnwood Estate (see 6.3.5) and Markfield Road (6.3.3). The area has good footpath links with Burroughs Road via field paths; and with the Plough Inn, the Recreation Ground and Main Street via "The Stattie". (See 5.4 above)

D) Open Spaces: Stamford Street and the Charnwood Estate are a long way from Ratby's main play area at Ferndale Park. The "Reccy", the recreation ground between Stamford Street and Burroughs Road is therefore an important amenity for the children of the area. Recently, there has been an upgrading of the play facilities. The lowering of the section of hedge bordering the infant play area would help to provide much needed surveillance from the neighbouring footpath. The temporary provision of a BMX cycle amenity became associated with anti-social behaviour and has been abandoned. An enclosed, asphalted area at "The Reccy", suitable for ball games, would be a very welcome addition to the facilities.

6.3.3: Markfield Road

Development along this former country lane began in 1929.

A) To the north and east: the building of a mixture of semi-detached council houses and private detached and semi-detached dwellings took place mainly between 1930 and the 1950s when the re-housing of families from sub-standard properties in the village was a priority. The semi-detached, single-fronted houses are of good size and well spaced, with sizeable front and back gardens. They are uniformly brick-built with a mixture of hipped and pitched roofs and centrally-placed tall chimneys with ceramic pots.

White stucco has been added to some walls. Front boundaries are hedged or fenced which is appropriate for their semi-rural location. Facilities were improved in the 1970/80s by the addition of bridge bathrooms which straddle the gap between each pair of semi-detached council houses. Some have been painted to blend with the pastel coloured rendering of adjacent walls. Those that have not been so treated are visually unappealing. The building line follows the gentle curvature of the road, so that front and side views of the houses can be seen simultaneously, alongside an attractive green area of mown grass and trees (see "Open Spaces" 6.3.3E below).

B) The Sunshine Houses: the last houses to be seen on leaving the village are known locally as the "Sunshine Houses". They are a group of 30 very generously spaced, uniform, single-fronted semi-detached houses built in the 1930s. They are accessed by a service road which is separated from the main road by a hedge and grass verge. These, together with the background of Martinshaw Wood, help to create a gentle transition into the countryside beyond. The lower floors are red brick whilst the upper floors are white stucco. They have hipped roofs of bright red tile with brick chimneys in the centre. As the name suggests, the "Sunshine Houses" enjoy good views across open fields to the south which local residents would like to retain.

C) The South and West: development of council and private housing took place between 1945 and circa.1970. They are a mixture of semi-detached bungalows and terrace houses, again with generous gardens, bordered by fencing or hedges. The earliest buildings have brick chimneys on pitched roofs, hipped at the end of each terrace, whilst the last to be built have low angled pitched roofs, without chimneys. On leaving the village, the private detached houses and bungalows on this side have individual designs with large gardens.

D) Roads and Streets: Markfield Road is the main route from Ratby to the NW, including the M1 North. Its junction with Main Street and Groby Road is very busy at peak times. The main road curves gently downhill into the village which can encourage speeding. The properties alongside the road have very little off-road parking space. This results in some on-street parking which, on the positive side, can act as a traffic calming measure. To provide alternative parking spaces, some fences have been removed and front gardens either paved or covered with gravel, which is often detrimental to the appearance of the area. On the south side, the service road is used for parking and there is a car park set aside from the houses. Unfortunately, responsibility for maintaining these sites is unclear and they can become unsightly.

E) Open Spaces: there is an unusually generous space between the buildings on opposite sides of Markfield Road provided by the main road, a service road, wide verges and a broad central section of grass, hedge and trees. These help to conserve a open, rural landscape on this route out of the village.

6.3.4: Groby Road: begins at the junction between Markfield Road and Danehill. It was a hedge-lined country lane without footpaths before 1945 when only one house existed, the Vicarage (1904).

A) The Vicarage: this is a substantial detached, two-storey house in a large garden with many mature trees. The latter form the background to two neighbouring bungalows and together they create a picturesque rural scene for pedestrians and motorists leaving the village in the direction of Groby. The walls are built of irregular-shaped, grey and green Charnwood stones held together by a light-coloured mortar. The overall dark effect is lightened at the corners by red brick quoins. The slightly offset NE wing with its separate gable adds interest to the southeast front of the house, which has six windows opening onto a large sunken lawn. The lower three windows have segmental arches and all six are enhanced by patterned surrounds of red brick. The hipped roof is made of red tile, capped at the apex by larger red ridge tiles. There are three tall brick chimneys with red ceramic pots. This fine house is a valuable amenity to the community as the venue for garden fetes and musical events.

B) The North Side of Groby Road: development began in 1945 when a mixture of detached and semi-detached, single-fronted houses began to be built. The first group (Nos. 25-33 Groby Road) consists of two sets of semi-detached, single-fronted houses with hipped slate roofs and brick chimneys. Both lower and upper rooms have rounded bay windows, separated by attractively patterned brickwork. Between these two houses is one detached, double-fronted house with a pitched slate roof. It has two rounded bay windows on the lower floor. Each of these five houses is enhanced by a semi-circular pattern of brickwork over the front door. Together they form an interesting symmetrical group.

The second group (Nos. 35-41 Groby Road) comprises a line of two detached buildings, separated by one semi-detached two-storey house. Together they form a straight line, parallel to the road, though very slightly set back from the first group. Each house has its own individual style with different types of brick, roof materials and window type.

Both groups are separated from the road by small front gardens, usually bordered by low hedges, except for the front boundary of the final house which has a low Charnwood stone wall. Together these help to conserve the rural appearance of the village edge.

C) The South Side of Groby Road: detached bungalows and houses are set well back from the main road behind large front gardens. Each building has its own individual architecture which makes for a very varied landscape. One, often repeated, feature is the presence of extensions with their gable-ends projecting towards the main road. This produces an uneven building-line. However, this does not usually have a detrimental effect because of the large size of the front gardens. The gardens are

separated from the road by a mixture of low hedges, stone walls, wooden fences and a wide grass verge enhanced by a line of mature trees. This helps to create a gradual transition from the countryside into the built-up area of the village.

D) 113 Main Street: in 2007-8 a new development of 11 terraced and one detached dwelling was built in this location, adjacent to the Conservation Area. In an attempt to make the buildings transitional with the old 17th century farmhouse next door, the new houses have been given artificial slate roofs, dummy chimneys and segmental arches over the windows. However, there are no other examples of brick-built, terraced housing on this route out of the village. Unfortunately the detached house does not match the adjacent 17th century farmhouse.

E) Roads and Streets: Groby Road is the main road from Ratby to the A46 trunk road and the A50 into Leicester. As such it attracts considerable traffic at peak times. Recent traffic calming measures have helped to reduce speeding along this narrow road. Some houses on the north side lack garage and car parking space. This has led to garden fencing being removed, which has detracted from the general appearance of the road.

F) Open Spaces: At the junction of Groby Road, Danehill and Markfield Road, there is a large open space of grass and mature trees which help to soften the surrounding built landscape. This openness also helps with traffic visibility and facilitates good views of the church tower.

6.3.5: Charnwood Estate Development: began after 1945 when land belonging to Hollybush Farm and later Nook Farm was sold.

A) Whittington Drive: was built along similar lines to Markfield Road. It follows a long curved line with spacious, single-fronted semi-detached houses to the south and semi-detached bungalows to the north. Both types have brick walls with flat windows and uniform concrete-tiled roofs. However, the roofs of the houses are hipped with brick chimneys, whereas they are pitched in the case of the bungalows. Both sides have moderately sized front gardens which are mostly bordered by the original wooden fences. In some cases these have been replaced by stone walls or hedges. Initially Whittington Drive included the industrial extensions at the rear of the Wolsey Hosiery factory on Stamford Street. Of these, only one unit has survived, i.e. Trafalgar Workwear, which is single-storey with a low-angled pitched roof orientated at 90 degrees to the road. In 2004-5, the other industrial unit was demolished and replaced by residences centred around Whittington Court, a three-storey block of apartments with rear car park. This is wholly out of scale with the rest of Whittington Drive.

B) Bradgate Drive/Charnwood Drive: have a similar pattern of semi-detached houses and bungalows to Whittington Drive. They were developed approximately during the same period 1950-60s. One innovation was the inclusion of houses served only by narrow walkways e.g. South Walk and East Walk.

Beyond the junction with Wolsey Drive and Bradgate Drive, the style of the post-1970 buildings changes. Terrace houses and bungalows become more common (e.g. Ash Close and Bevington Close), along with roofs without chimneys and porches over the front doors. The properties are even more spaciouly laid out, sometimes opening onto a central grassed area (e.g. Ash Close). Mostly the front gardens have wooden fenced boundaries and a wide grass verge separating them from the road. Despite the spaciousness of the layout, there has been very little attempt to create car parking space adjacent to the homes. Instead special parking areas, sometimes with garages, have been developed for groups of houses. There is little evidence of these being utilised. Usually cars are parked on the street and the car parks look abandoned and poorly maintained.

C) Poplar Close: is an exception. Here, the latest expansion of the Charnwood Estate consists of detached bungalows with garages and carefully maintained, open-plan frontages accessed by a block-paved entrance drive.

D) Roads and Streets: Charnwood Estate is served by relatively wide roads which provide good accessibility to most homes. The exceptions are the narrow "walks" which were probably introduced to improve intimacy and neighbourliness but, in retrospect, have proved to be inconvenient in the

context of today's preferred form of transport, the motor car. The area has good footpath access to both Markfield Road and Stamford Street.

E) Open Spaces: a feature of the estate is the generous provision of open spaces especially at road junctions (e.g. between Whittington Drive, Wolsey Drive and Bradgate Drive). However, none of these make any provision for the needs of children, as symbolised by the ubiquitous notice: "No Ball Games".

Comments of Exhibition Visitors
"We don't really need any more 3 storey do we?"
"We need 1&2 bed houses."

ZONE C - STAMFORD STREET, MARKFIELD ROAD, GROBY ROAD, CHARNWOOD ESTATE: GUIDELINES	
STAMFORD STREET	
Buildings: (see 6.0 for General Guidelines for the Design of Buildings)	
77	Lower Stamford Street: most houses have front gardens and a straight building line, especially on the north side. Major extensions from the building line towards the road should be avoided.
78	Upper Stamford Street: there are many good examples of Victorian decorative features: roof tiles, dentil eaves, string courses, stone lintels, brick window and door surrounds, name and date plaques etc. which are visually appealing and should be retained, carefully maintained and, if damaged, replaced with their equivalents.
79	External cladding with artificial stone and plastic has disturbed the main theme of red brick and occasional white render. Similarly concrete roof tiles have sometimes replaced slate or its equivalent. Such changes in appearance should be avoided in future. Extensions should blend carefully with the main building by using similar materials and style.
Roads and Paths:	
80	Stamford Street is well provided with footpath links to the Charnwood Estate (via Wolsey Road), to Markfield Road (via the ancient footpath to Motty's Stile which pre-dates the 1770 Enclosure Act), to Main Street (via The Stattie) and Burroughs Road (via a field path established in 1770). All these paths should be protected in any future developments.
Open Spaces:	
81	There is important recreational space in the field alongside The Stattie, between Stamford Street and Burroughs Road. This should be protected from future building development. The current play equipment should be further enhanced by the provision of dry play facilities for ball games (see Charnwood Estate, 6.3.5 below).
Boundaries:	
82	Front garden walls are important to the appearance of the street and should be retained. Owners should be encouraged to rebuild them where they are missing.
MARKFIELD ROAD	
Buildings: (see 6.0 for General Guidelines for the Design of Buildings)	
83	Houses on Markfield Road have a regular curved building line and roof level. The arrangement of windows, chimneys etc. also bring a broad uniformity to the assemblage. This should not be disturbed by future building extensions either upwards

	or towards the main road.
84	Facilities were improved by the construction of bridge bathrooms between neighbouring houses in the 1970s. Painting which blends well with neighbouring walls is to be encouraged.
Roads and Paths:	
85	Illuminated repeater speed restriction signs should be introduced on Markfield Road.
86	The footpath linking the Upper Markfield Road/Charnwood Estate area with the Groby College and Brookvale School via the edge of Martinshaw Wood should be enhanced to provide a safe, dry walking/cycling route.
Open Spaces:	
87	The unusually generous distance between the building lines on each side of Markfield Road preserves the rural nature of this entrance to the village and should be retained.
Boundaries:	
88	The landscape at the junction of Markfield Road and Main Street has been improved by the low Charnwood stone wall, built to stabilise the grassy embankment. To be consistent, the same type of wall should be used to stabilise the other embankments at this junction.
89	Lack of off-street parking facilities is a real problem on Markfield Road. Property owners should be encouraged to retain at least part of the front garden boundary when opening-up a new drive for their vehicles.
Gateways:	
90	It is important to retain the roadside hedges, native trees and front gardens to preserve the rural appearance of the entrance to Ratby via Markfield Road.
GROBY ROAD	
Buildings: (see 6.0 for General Guidelines for the Design of Buildings)	
91	The Vicarage with its large garden is a great asset to the village both visually and as an amenity to the community. Any attempt to replace the house and garden with multiple residences should be resisted.
92	Front gardens on each side of Groby Road help to preserve the rural nature of the entrance to Ratby via Groby Road. Further encroachment of the building line towards the road should be avoided.
Open Spaces:	
93	The generous grassy open space and trees at the junction of Groby Road, Markfield Road and Dane Hill help to soften the built landscape and should be protected.
Boundaries:	
94	On the south side, most boundaries between the garden and pavement help to preserve the rural nature of this entrance to the village. Where limited space for off-street parking has meant that fences have been removed (e.g. on the north-side), owners should be encouraged to retain at least part of their front boundary.
CHARNWOOD ESTATE	
Buildings: (see 6.0 for General Guidelines for the Design of Buildings)	
95	The uniform design of much of the Charnwood Estate should not be spoilt by

	inappropriate extensions either upwards or towards the road.
96	The modest scale of the two-storey houses and bungalows on the Charnwood Estate should not be overshadowed by large three-storey blocks as has, unfortunately, happened in the recent past.
Roads and Paths:	
97	Special areas designated for off-street parking and garaging are not well used or maintained and most have become unsightly. Refurbishment and improved security devices are urgently needed.
Open Spaces:	
98	“No Ball Games” signs mean that children on the Charnwood Estate are poorly served for recreational space. Further enhancement of the facilities on the Recreation Ground between Stamford Street and Burroughs Road is urgently required.

6.4 Zone D: CHURCH FARM DEVELOPMENT

The building of the Church Farm Estate by Cawrey Homes begun in 1968 on land formerly belonging to the three farms on Church Lane is still work in progress. Accordingly perceived strengths and weaknesses of this Zone are summarised in table form.

6.4.1 The beginnings of Development (1968-70)

Work began simultaneously on Groby Road/Main Street and Lower Dane Hill, quickly followed by the replacement of Church Farm by bungalows on Church Lane.

Each development was characterised by a repetition of the same uniform architectural style. For example, at *Nos. 4 - 14 Groby Road and 120 - 128 Main Street*, an identical group of 11 detached, two-storey, four bedroom houses were built of red facing brick with concrete roof tiles and chimneys. The assemblage has a tidy, even roofline at 90 degrees to the road. Their gable ends face the road and each house is slightly offset to give variation to the frontage. Otherwise the houses were given little individuality. Each has the same pattern of doors and windows, a small open-plan garden at the front and a flat-roofed garage at the side of the house. There are no decorative features apart from wooden barge boards below the eaves and the use of pebbledash to break up the appearance of the front. The houses lie behind a hedge and mature trees which give this entrance to the village a rural atmosphere.

At Lower Dane Hill, the development began with the building of three uniform semi-detached brick-built bungalows with concrete roof tiles and brick chimneys. They are characterised by a generous allocation of space in the form of separate garages, front gardens and a wide, semi-circular grassy area, which separates them from the main road. Regrettably one bungalow is in very poor condition, having remained unoccupied for approximately 25 years.

On Church Lane, in 1969-70 the former timber framed building of Church Farm was replaced by six bungalows of the same design as Dane Hill. They have generously-sized front gardens, appropriately bordered by walls built of re-used Charnwood stones from the demolished farm buildings. An external decorative chimney stack, built of the same Charnwood material, breaks up the uniformity of the gable-end. It is pleasing that these low bungalows do not impede the view towards Kirby Muxloe and Leicester Forest East from the churchyard opposite.

6.4.2. The Period of Functional Uniformity (1970-81)

During the 1970s Dane Hill was gradually lengthened to connect the Lower Dane Hill with the Groby Road developments. New housing expanded on each side of this central artery. The layout is mainly rectilinear with subsidiary roads branching off Dane Hill at right angles, *e.g. Gillbank Drive, Wesley Close, Ingle Drive and Woodley Road* to the west; *Calverton Close, Cardinal Close, Bell Close* to the east.

The lines of *Nicholas Drive and Ferndale Drive* are not rectilinear but follow the line of former field boundaries. Houses were designed to cater for different sizes and incomes of families e.g. three-bedroom dwellings in both detached and semi-detached forms, two-bedroom and single bedroom bungalows and blocks of four or five town houses. The four-bedroom detached house was rarely built during this phase.

A limited number of designs were then created e.g. one for detached, one for semi-detached, two for bungalows and one for town houses. The same type of house was then built in linear blocks of 8 - 12 dwellings. For example, in 1971-2, eight identical semi-detached buildings were built in *Wesley Close*. They are uniform in scale, built of the same red facing brick, with concrete roof tiles and chimneys and the same symmetrical window and door arrangement. The original timber window frames have usually been replaced with double-glazed PVC. This has now become general practice throughout the estate. All front gardens are open-plan.

In 1972-4, eight identical detached bungalows were built on the south side of *Bell Close* with their gable-end facing the road. Each has an external brick chimney breast. Every wall is rough rendered and painted in pastel colours. In 1975-6, 15 bungalows of the same design were built in *Gillbank Drive* and seven in neighbouring *Ingle Drive*, this time all in red brick.

To give variety a contrasting linear block was built on the opposite side of the road. For example, 10 identical three-bedroom detached houses were built on the opposite side of *Ingle Drive* to the bungalows. Similarly, in *Upper Ferndale Drive*, eight identical detached houses to the north face a linear block of eight detached bungalows to the south.

In 1977-8, 28 red brick bungalows were built to the same design on *Woodley Road* with another 10 adjacent to them on *Dane Hill*. These are smaller, single bedroom detached dwellings. The pitched roof is at right angles to the road and there are no chimneys. One side of the front of the house is slightly offset to accommodate the front door. The street scene is uniform in each of the above cases, with no extensions towards the road. Originally a carport was provided alongside each bungalow. Some have been converted into garages which provide the only variation in the street scene. The adjacent *Nook Close* (1977-8) comprises a row of uniform detached houses on one side, faced by a line of similar semi-detached dwellings opposite.

In 1979-81, similar design was used in the area comprising *Grange Close, Lee Rise, Meadow Close and Lower Ferndale Drive*. *Grange Close* has a linear block of eight identical detached bungalows on one side and a mixture of both semi-detached houses and detached bungalows opposite. Similarly, *Lower Ferndale Drive* has a line of detached red brick houses, angled to the road on its south side. Light brown bricks are sometimes introduced to provide variation, as is the part white-rendered finish of some of the properties. Similarly, white plastic or wooden cladding was also introduced, especially when alternatives were in short supply. Wooden barge boards below the eaves and occasional pebbledash are the only other decorative features.

Town houses are the only properties without adjacent garages. Instead they are served by separate concrete garage blocks, fronted by tarmaced open spaces. These areas do not blend well with the mainly red brick houses nearby. They are often not used, are poorly maintained and too often deteriorate into eyesores.

A recurring characteristic of this phase is the generous use of space. All houses have gardens at front and back. Garages, often with front drives within the curtilage, are alongside rather than part of the structure of the house. Roads (e.g. *Dane Hill, Nicholas Drive and Ferndale Drive*) are wide with grass verges and ornamental trees next to an open plan front boundary. Individual streets are often separated from each other by open green spaces. However, these grassy spaces are difficult to maintain and can become a nuisance to adjoining owners. The main area of open space is *Ferndale Park*, which has play equipment and informal recreation areas. Unfortunately, during this phase of development, the old field hedgerows were often removed and no longer provide wildlife routes between the buildings. The green spaces are connected by footpaths which offer the walker safe routes through the estate. Footpaths also link the area to Church Lane and Station Road and provide access to shops and the school.

Phases 6.4.1 and 6.4.2	
Strengths	Weaknesses
1. Simple design and consistent scale 2. Clean, uncomplicated building lines. 3. Wide roads with grass verges and trees. 4. Generous space between and around houses. 5. Open areas of grass and decorative trees. 6. Chimneys as decorative features 7. Use of different brick colours and painted rendering to give variety. 8. Good footpath links within the estate and to other parts of the village. 9. Major recreational area. .	1. Buildings too plain - lack of decorative detail. 2. Too much uniformity. No individuality in lineal blocks of houses. 3. Concrete garages serving townhouses have become eyesores. 4. Loss of hedgerows as wildlife corridors.

6.4.3. A Period of Transition: (1981 - 1986)

During the early 1980s, Church Farm Estate continued to expand to the north (*Cottage Close and Overfield Close*, 1981-83) and to the south (*Spring Close, Heathbrook Drive, Lower Ferndale and Tyler Road* (1984-86)). A number of changes can be identified. The layout of roads has changed from rectilinear to a more sinuous line. This has introduced a sense of deliberate uncertainty and anticipation, which makes the streetscene more interesting. Gradually, new designs were added to the old, including new four-bedroom houses (e.g. *Heathbrook Drive*). Apart from one line of detached houses in *Cottage Close*, buildings of the same type were now constructed in either pairs or threes, thus introducing more variety into the landscape (e.g. *Overfield Close and Heathfield Drive*).

On a more negative note, there was less space available during the 1980s. Land was becoming more expensive and the authorised density of development was gradually increased from 8 to 12 houses per acre. Houses had to be built on smaller, narrower plots, so that gardens became smaller and the garage, rather than being alongside or even separate from the house, had to be incorporated into the building. For example, in *Cottage Close* the garages project from the front of the house. Some owners have extended the upper floor above this garage to create an extra bedroom. Others have extended the whole of the ground floor forward to further expand their living space, necessitating the construction of a projecting roof above the ground floor across the full width of the house. This has produced a very uneven frontage line to the street. The streetscene can appear crowded where there have been other extensions to the properties.

On the positive side, the sinuosity of the roads and the increased variety of house types, including many of the later extensions have added interest to the streetscene. However, there is a general absence of green spaces within the street layout. Although all properties have off-street parking facilities including garages and open plan frontages, the same sense of openness which characterised the first two phases is missing.

Phase 6.4.3	
Strengths	Weaknesses
1. Sinuous layout of roads and houses creates interest. 2. Slightly greater variety of house types. 3. No longer linear blocks of 8 - 12 houses leads to a more varied streetscene. 4. Use of different brick colours and painted rendering to give variety.	1. Space more limited around and between houses leads to more crowded street line. 2. Extensions above garages which project can lead to an uneven street line. 3. Lack of decorative detail. 4. Loss of chimneys as decorative features. 5. Extensions of different types sometimes create a too complex streetscene.

6.4.4. The Arrival of Individuality and Innovation: (1986 - 2002)

Building during this period was concentrated in the areas to the east of *Tyler Road* (1987-89), the south of *Ferndale Drive* (1990-1992) and alongside *Taverner Drive* (1993-2002). Houses were built alongside the two main arteries, *Tyler Road and Taverner Drive*, and also in small cul-de-sacs (e.g. *Spring Close, Heathbrook Drive, Freeman's Court, Robin's Field, Jordan Close, Martin Square, Windmill Close and Barton Close, Lockley Close and Astill Close*).

An early development on Taverner Drive was the Ratby Co-operative Band Room, appropriately located away from residential areas with a wildlife area on one side, allotments on the other and the Community Orchard opposite. The Band Room is a substantial, red brick, functional building with a pitched roof which incorporates roof-lights. A garage-type door at the side, allows for easy movement of large musical instruments. The suite of rooms inside caters for practice facilities required by over one hundred members that play in the various bands. A car park is accessed through gates in an eight-foot high metal security fence. Any proposed plans to enlarge the band room should complement the existing building.

During this period, the simpler and more functional designs of the earlier stages were replaced by more varied and innovative styles. It becomes rare for adjacent houses to be of the same size or appearance. In *Freeman's Court*, there is a mixture of bungalows, a four-bedroom detached house and a symmetrical semi-detached building with projecting wings. In *Jordan Court*, a more rustic design features detached houses with the upper floor in the roof space, including dormer windows. In *Martin Square*, to add interest, the frontage line is deliberately uneven. In *Barton Close*, some houses have roofs over the garage with dormer windows. Some bungalows are L-shaped. In *Taverner Drive* there is a cat-slide roof. In *Geary Close*, two houses have hipped roofs and in *Preston Close* there is a three-storey tower house with a brick stair turret that adds considerably to the interest of the street. To further add variety, most of the semi-detached properties during this period were designed to be asymmetrical. Throughout the development there are subtle variations in the colour of bricks, the types of roof materials and the arrangement and design of porches and windows.

Many houses still have open front gardens, although there has been a gradual move towards landscaped frontages and trees in garden areas. The exceptions are some corner plots where high brick walls protect the gardens behind and give clear definition to the street line. On *Preston Close*, these walls follow a curved plan to match the round tower feature mentioned above.

As time progressed through the 1990s, the average size of the new houses gradually increased after the relative austerities of the 1980s. More four-bedroom detached houses and large bungalows were built to increasingly innovative designs. As the demands of the population increased thanks to rising prosperity and the heady influence of certain television programmes, designs became more adventurous and ambitious and the streetscene more interesting and varied. At the same time, the space available remained much the same following government guidelines. Consequently gardens have remained small and sometimes out of scale relative to the size of the buildings.

The importance of retaining hedgerows as wildlife corridors has been increasingly recognised. Those originally retained in private gardens (e.g. *Overfield Walk*) have usually been removed by the owners. Recent designs have protected the hedges as part of the streetscene (e.g. *Ferndale Drive and Lockley Close*). This allows the old field pattern to be recognised in the new built landscape. It is important that these features are in public ownership to ensure their survival and long-term maintenance.

6.4.5. The "Baroque" Period: (2002 - 2008)

Building during this period returned to the *Ferndale Drive* area where it is still progressing at the present time (2009). Until 2008, the same positive climate for house building continued, so that the trends described in the previous section continued to apply. The layout of the roads off *Ferndale Drive* mainly follow a curved line and are generously spaced. In the cul-de-sacs they are made with block-paved finishes rather than black tarmac. Houses are separated from these roads mainly by open front gardens or wooden fencing.

There is great variety in the types of house available. In *Fielding Lane* seven out of eight houses have been built to a different individual design. Roof pitches have increased to add variety to the street scene, but ever since the late 1980s, chimneys have become redundant because of energy losses. Different design features (e.g. a catslide roof on the corner house) and materials (e.g. shining grey slates, duller concrete tiles and red clay tiles) are involved in the construction of these roofs. The main gables are embellished with decorative brick features. Small gables with dormer windows add variety to the house fronts.

Butler Close has five different designs in six houses, including another tower house. Bands of different brick colour relieve the monotony of the standard brick wall. For example, the tower house has red bricks for the top two-thirds and pale brown bricks for the lower third. Decorative bricks form lintels over the windows. There are different door and porch designs for each house.

In *Church Ponds Close* there is another adventurous design in the form of four three-storey apartment blocks, which are unique to the village. The three-storey frontages overlook a circular green space, enclosed on the far side by differently designed two-storey detached houses. The front wall is highly decorated by brick lintels and window sills and different coloured brick string courses. The rear of these tenement-type blocks appears to be two-storey with the third floor served by lights set into a sloping slate roof. One possible disadvantage of these three storey buildings is the shadow they cast over the other buildings at sunset.

Finally, local authority guidelines demand that each development should include some “affordable homes” and therefore basic semi-detached houses of the standard design are still being built (e.g. *Geary Close and Fielding Drive*).

As part of the storm overflow system a new pond and reed bed has been created. This can be accessed by a footpath that also connects with *Ferndale Drive recreation area*. Noise bunds protect the Church Farm Estate from sound pollution caused by the nearby M1 and provide an additional wildlife corridor.

Phase 6.4.4 and 6.4.5	
Strengths	Weaknesses
<ol style="list-style-type: none"> 1. Innovative designs create interesting and varied streetscene. 2. Greater variety of decorative detail. 3. Variety of materials used adds interest to the appearance of buildings. 4. Clear boundaries give greater definition to street line. 5. Preservation of hedgerows as wildlife corridors helps to mark position of former field boundaries. 6. Block paving road surface material gives more intimate feel to cul-de-sacs. 7. Presence of affordable homes helps to create a balanced social mix. 8. Good mix of small intimate cul-de-sacs and wide gently curving through-routes with grass verges. 	<ol style="list-style-type: none"> 1. Less space available for housing means small gardens, houses closely spaced and a more crowded streetscene. 2. Loss of chimneys as decorative features. 3. Lack of open green spaces and trees within and between built areas. 4. Three storey buildings dominate the scene when built adjacent to or across from two storey buildings.

Taken overall, the Church Farm Estate illustrates clearly many of the positive changes in house design of the last 40 years from the clean, uncomplicated and relatively spacious lines of the 1970s to the more varied, innovative and individualistic styles of the 2000's.

Comments of Exhibition Visitors

"Good clean village. I like Danehill the best"

ZONE D - CHURCH FARM DEVELOPMENT: GUIDELINES

The design of new houses is dependent upon variables such as the financial climate, the space available, the nature of the terrain, changing technologies and architectural innovation. It is therefore difficult to be prescriptive. However some principles can be identified in the specific context of the Church Farm Estate and are to be encouraged, e.g.:

99	A curved layout of roads and houses usually produces a more interesting streetscene. However, occasional short uniform linear developments can provide a pleasing contrast.
100	Small quiet cul-de-sacs offer intimacy in pleasing contrast with the busier through routes.
101	Minor deviations in roof height and frontage line are better than rigid straight lines. However, too dramatic a change can have a negative effect on the appearance of the street.
102	The size of houses needs to match the size of plot to avoid the crowding together of buildings.
103	A variety of styles is better than too much uniformity. Small linear blocks of two or three similar buildings can offer a good compromise.
104	Minor decorative features including the use of different brick and roof colours create a more interesting built landscape
105	Innovative designs can add significant points of interest to the street scene.
106	Extensions are better located at the rear of properties rather than the front. Additions to the front of the house should not extend too far towards the road, especially when the front garden is small. They should use materials which blend well with the main building. Extensions leading to multiple minor gables and roof levels should be avoided. Extensions at the side should leave sufficient space for easy access between houses. It is important to avoid producing an overcrowded streetscene.
107	The retention of footpaths which provide safe access across the development and to shops, school and services is very important
108	Hedgerows in residential areas provide corridors for wildlife movement and survival and should be protected
109	Noise bunds which protect properties adjacent to the M1 are an important feature and should be maintained.

PLANNING COMMITTEE – 7 APRIL 2009

REPORT OF THE DIRECTOR OF COMMUNITY AND PLANNING SERVICES
RE: APPEALS LODGED AND DETERMINED

1. **PURPOSE OF REPORT**

To inform Members of appeals lodged and determined since the last report.

2. **RECOMMENDATION**

That the report be noted.

3. **BACKGROUND TO THE REPORT**

3.1 **Appeals Lodged**

3.1.2 Appeal by Mr Roy Borthwick against the refusal of planning permission for change of use of part of garages to provide two holiday chalets and managers accommodation (08/00635/COU) at Pinewood Lodge Holiday Village, Overton Road, Ibstock. (Public inquiry).

3.1.3 Appeal by Mr Bally Chauhan against the refusal of planning permission for the erection of one new dwelling (08/00463/OUT) on land adjacent to Broomcroft, Bradgate Hill, Groby. (Written representations)

3.2 **Appeals Determined**

3.2.1 Appeal by Mr Matthew Scott against the refusal of planning permission by Hinckley and Bosworth Borough Council for the erection of a new dwelling house at 21 Adrian Drive, Barwell.

3.2.2 The Inspector identified the main issue being the effect of the proposed development on the character and appearance of the area with particular regard to the street scene. The proposal was on an estate, consisting of semi-detached dwellings, informal in layout and of open plan design. The Inspector considered that whilst the detailed design would accord with the existing houses, the proximity of the proposal to 21 Adrian Drive would create a mass of building at odds to the prevailing theme of paired dwellings. The Inspector also considered that developing this site, which appears to have been left free to accord with the intended sense of spaciousness and open plan design of the estate would undermine the principle upon which the street scene was founded. The proposal was therefore considered to be contrary to the objectives of Policy BE1 which requires development to complement or enhance the character of the area with regard to layout and mass.

3.2.3 **INSPECTOR`S DECISION**

Appeal dismissed (OFFICER DECISION)

4. **FINANCIAL IMPLICATIONS (AB)**

4.1.1 It is anticipated that all the costs incurred and costs recovered will be met from existing revenue budgets.

5. **LEGAL IMPLICATIONS (MR)**

5.1.1 None

6. **CORPORATE PLAN IMPLICATIONS**

This document contributes to Strategic Aim 3 of the Corporate Plan.

- Safer and Healthier Borough.

7. **CONSULTATION**

None

8. **RISK IMPLICATIONS**

None

9. **RURAL IMPLICATIONS**

None

10. **CORPORATE IMPLICATIONS**

By submitting this report, the report author has taken the following into account:

- | | |
|---------------------------------|------------------------------|
| - Community Safety implications | None relating to this report |
| - Environmental implications | None relating to this report |
| - ICT implications | None relating to this report |
| - Asset Management implications | None relating to this report |
| - Human Resources implications | None relating to this report |
| - Voluntary Sector | None relating to this report |

Background papers: Appeal Decisions

Contact Officer: Sarah Humphries ext 5680

PLANNING COMMITTEE - 7 APRIL 2009

REPORT OF THE DIRECTOR OF COMMUNITY AND PLANNING SERVICES

RE: APPEALS PROGRESS

1. PURPOSE OF REPORT

- 1.1 To inform Members of the progress on appeals - details of which are attached.

2. RECOMMENDATION

- 2.1 The report be noted.

3. FINANCIAL IMPLICATIONS

- 3.1 None

Background Papers:

Contact Officer: Tracy Darke, extension 5692

PLANNING APPEAL PROGRESS REPORT

SITUATION AS AT: 27.03.09

WR - WRITTEN REPRESENTATIONS

IH - INFORMAL HEARING

PI - PUBLIC INQUIRY

FILE REF	CASE OFFICER	APPLICATION NO	TYPE	APPELLANT	DEVELOPMENT	SITUATION	DATES
09/00007/PP	JH	08/01073/FUL	WR	Duncan Smith Property Ltd	60 Main Street Higham on the Hill Nuneaton	<i>Start Date</i> Questionnaire 3rd Party Notification Statement Comments	25.03.09 08.04.09 08.04.09 06.05.09 27.05.09
09/00006/PP	LF	08/00978/FUL	WR	Mr G Wragg	Common Farm Barton Road Carlton	<i>Start Date</i> Questionnaire 3rd Party Notification Statement Comments	25.03.09 08.04.09 08.04.09 06.05.09 27.05.09
09/00005/PP	RW	08/00463/OUT	WR	Mr Bally Chauhan	Broomcroft Bradgate Hill Groby	<i>Start Date</i> Statement Comments	27.02.09 10.04.09 01.05.09
09/00002/PP 09/00003/PP 09/00004/PP	LF	08/00627/FUL 08/00635/COU 08/00636/COU	PI	Mr Roy Borthwick	Pinewood Lodge Holiday Village Overton Road Ibstock	<i>Start Date</i> Rule 6 Statement Comments	19.02.09 02.04.09 23.04.09
09/00001/ADV	DK	08/01055/ADV	WR	Tesco Stores Ltd	Tesco Stores Ltd 1 Hawley Road Hinckley	<i>Start Date</i> Awaiting Decision	02.02.09
08/00015/PP	JH	07/00157/COU	IH	Ms Lynn Bailey	Amblyn Stud Farm Hinckley Road Cadeby	<i>Start Date</i> Awaiting Decision	18.07.08

PLEASE NOTE: ALL LOCAL INQUIRIES MUST BE ARRANGED WITH DOE THROUGH THIS OFFICE

DECISIONS RECEIVED FOR THE FOLLOWING APPEALS

08/00020/PP	SH	08/00963/FUL	WR	Mr Matthew Scott	21 Adrian Drive Barwell	DISMISSED	09.03.09
08/00018/TREE	DB	08/00613/TPO	WR	Mr D A Simpson	19 Farm Road Barwell	DISMISSED	25.03.09

Rolling April - March 2008/09

Planning

No of Appeal Decisions	Allowed	Dismissed	Split	Withdrawn	Officer Decision			Councillor Decision		
					Allow	Spt	Dis	Allow	Spt	Dis
20	3	14	1	2	1	1	13	2		1

Enforcement

No of Appeal Decisions	Allowed	Dismissed	Split	Withdrawn
4		3	1	1