

SOUTH EAST COALVILLE LEICESTERSHIRE

DEVELOPMENT BRIEF

PREPARED BY PEGASUS GROUP | JULY 2013 | EMS.2265_16





COALVILLE

Hugglescote

ELLISTOWN AND
BATTLEFLAT CP

Bardon

Bardon House

Grange Road

148

playing field

152

Louella Stud

159

Sports Ground

Wks

Industrial Estate

Sports Ground

The Elms

134

Schs

Allot Gdns

133

Glebe Farm

167

Broomleys Farm

Hospl

Sch

Playing Fields

150

145

160

Snibston

Smith's

town

58

Resr

Upper Grange Farm

150

155

9

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Forest Road

Greenhill

Bardon Road

Railway Line

Bardon Hill Quarry

Hugglescote

Grange Road

Donington le Heath

Midland Road

Bardon Industrial Park

Ellistown

Beveridge Lane

1 Introduction

1.1 PURPOSE

1.1.1 This development brief has been prepared by Pegasus Group with input from other professional consultants, as well as stakeholders and members of the local community, to inform the process of planning and development of land at South East Coalville to help meet future housing and development requirements.

1.1.2 The document has been prepared on behalf of a Consortium of landowners and developers in conjunction with North West Leicestershire District Council (NWLDC) as Local Planning Authority. Detailed discussions have been held with officers at NWLDC and Leicestershire County Council, highway and education during the preparation of the document. The scope of the document was agreed with officers who have also been actively involved in shaping the content and focus of the development brief.

1.1.3 It has been agreed that whilst the development brief will not have the status of a Development Plan Document (DPD), it will be used to guide future applications and complement the Core Strategy.

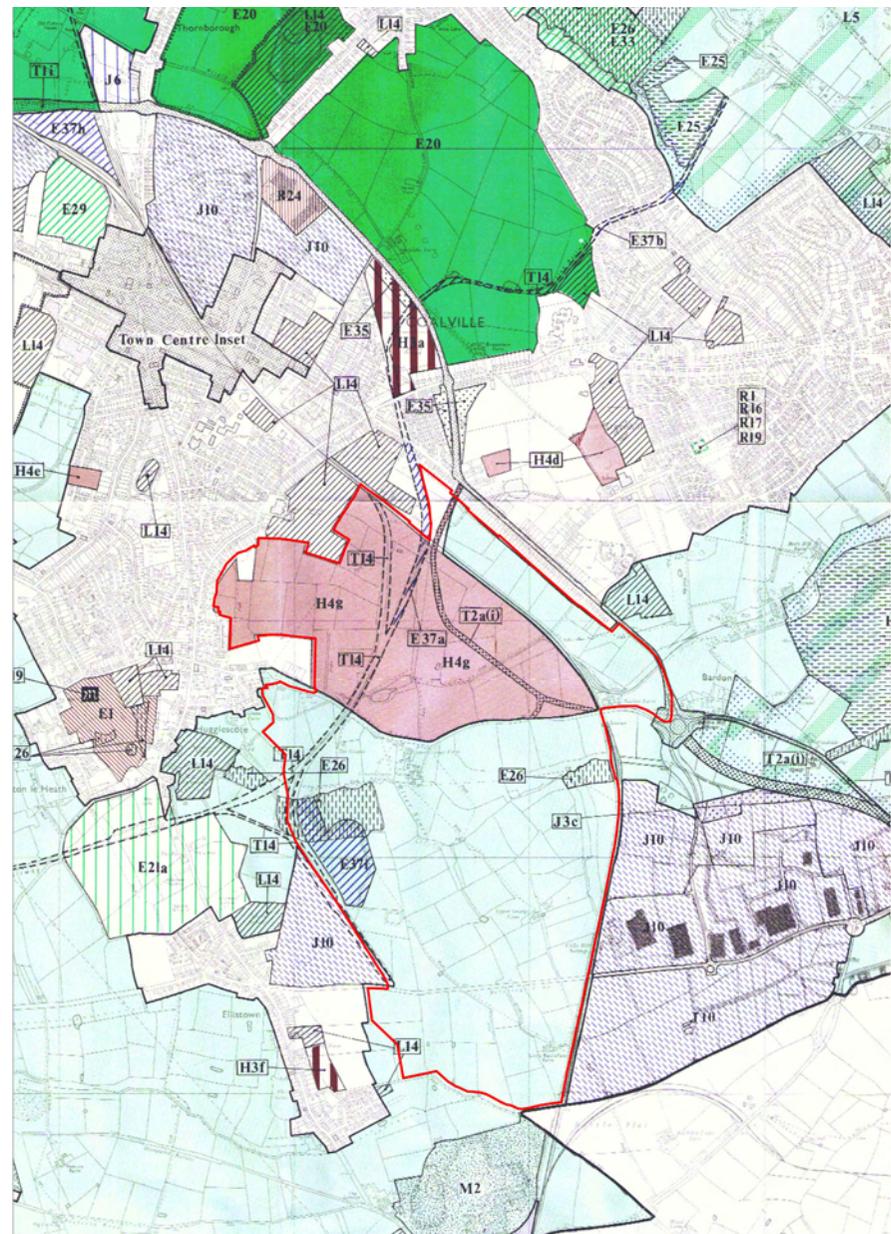
1.1.4 The brief is to be read alongside the emerging Core Strategy and will guide and inform future planning applications and Development Plan Documents. The South East Coalville Consortium comprises the following landowners and developers:

- Bloor Homes
- Harworth Estates
- SECP Limited
- Davidsons
- David Wilson Homes
- Taylor Wimpey
- Paragon

1.1.5 The brief comprises a written statement together with a masterplan and associated plans and illustrations to help guide the formulation of future development proposals. The document provides an illustration of how a deliverable scheme could be achieved which takes into account best urban design principles.

1.2 PLANNING CONTEXT

- 1.2.1 Coalville is the largest town in North West Leicestershire with a population of approximately 33,000. It functions as a sub-regional centre and is the most appropriate location to focus the majority of the District's future growth requirements.
- 1.2.2 The National Planning Policy Framework (NPPF) promotes the delivery of sustainable development and in ensuring future development needs will be met. It identifies that the supply of new homes can sometimes be best achieved through planning for large scale development, such as extensions to existing villages and towns that follow the principles of Garden Cities.
- 1.2.3 Land within South East Coalville (89ha north of Grange Road) is already allocated for housing in the NWLDC Local Plan (adopted August 2002). Part of this housing allocation has now received outline planning permission for up to 800 houses, a local centre, open space and a primary school.



ABOVE ADOPTED LOCAL PLAN PROPOSALS MAP EXTRACT

1.2.4 NWLDC has considered the qualities and deficiencies of both good and poor developments within the district to produce a series of “place making principles for North West Leicestershire”. These form the basis of draft policy CS21 and are reproduced below:

- A National Forest or locally inspired identity
- Streets and spaces shaped by buildings
- A greener footprint
- Vibrant and mixed use communities
- Responsive to context
- Connected places
- Easy to get around
- Well-designed and well-managed public spaces
- Architectural quality

1.2.5 The planning policy framework for the masterplanning process for South East Coalville also includes the Regeneration Strategy for Coalville produced in 2008 by the Prince’s Foundation for the Built Environment (PFBE). The report recommends that the sustainable growth of Coalville takes the form of a series of linked villages, establishing a network of greenways and green spaces.

1.2.6 The site area for the brief has been informed by the requirements of draft policy CS36, together with a study area plan produced by NWLDC.

1.2.7 The majority of the site the subject of this brief is under the control of the Consortium.



ABOVE APPROVED BARDON GRANGE MASTERPLAN

NATIONAL FOREST DESIGN CHARTER

1.2.8 The National Forest Design Charter sets out a series of design principles that development should seek to achieve.

- Distinctive character – development should help to create a new identity and ‘sense of place’, that reflects The National Forest as a changing place.
- Sustainable – materials and design should last well with least cost to the planet and promote sustainable communities.
- Inspiring places – urban design should uplift the spirits, provide imagination and a variety of experiences – to create truly memorable places.
- Integrated design – built design and green infrastructure must function together – reinforcing one another to create quality of place.
- People focused – urban and green spaces should be designed to look good, work well, feel safe and be welcoming.
- Legibility and connectivity – new developments should be easy to navigate and find your way around – connecting homes and workplaces to green space ‘from your doorstep’.

1.2.9 The National Forest also sets out a series of building design principles and green infrastructure principles, which are more specific to the construction of new buildings and landscape design.

BUILDING DESIGN PRINCIPLES

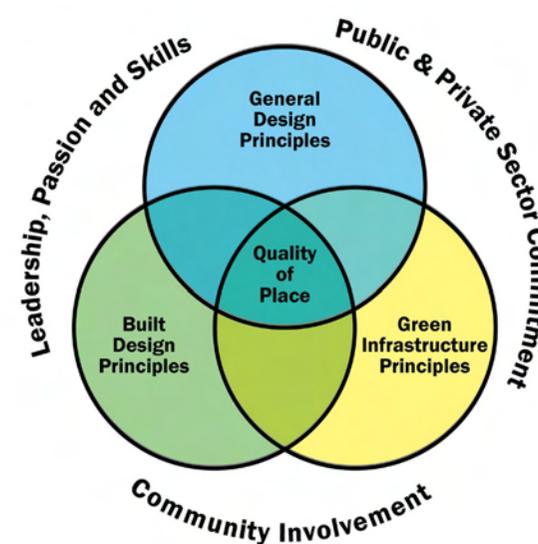
- Building ‘greener’
- Creating forest identity
- Building innovation
- Achieving national excellence

GREEN INFRASTRUCTURE PRINCIPLES

- Creating a National Forest setting
- Landscape design
- Ecological design
- Accessibility

CORE STRATEGY POLICY REQUIREMENTS

1.2.10 The emerging Core Strategy contains a policy specifically in relation to the South East Coalville Strategic Development Area – Policy CS36A. The requirements of that policy are also applicable to this development brief and whilst both documents are to be considered together, it is appropriate to repeat the actual policy requirements in full, which is to provide for:



RIGHT NEW FOREST DESIGN CHARTER

DESIGN

- i. A high quality, sustainable, mixed use development that is well connected and has a functional relationship with the wider Coalville Urban Area;
- ii. The creation of linked but distinct neighbourhoods having regard to the character of the existing built form of the Coalville Urban Area;

HOUSING

- iii. At least 3,500 new dwellings, of which 2,820 will be built by 2031;
- iv. A mix of housing sizes, types and tenures, including provision for affordable housing in accordance with Policy CS19;

EMPLOYMENT

- v. 20-25 hectares of employment land;
- vi. Starter and 'grow-on' units (including managed workspace);

TRANSPORT

- vii. Provision of a vehicular access road to the A511 at the junction of Bardon Road and Stephenson Way;
- viii. Reserve land for the purpose of accommodating a relief road/ bypass from Grange Road to Bardon Road so as to provide relief to Bardon Road and the surrounding area;

EDUCATION

- ix. Two primary schools, each capable of accommodating some 420 pupils;
- x. Secondary education provision in the Coalville Urban Area;

LOCAL CENTRES

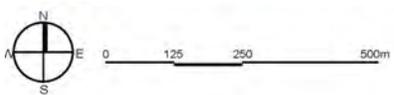
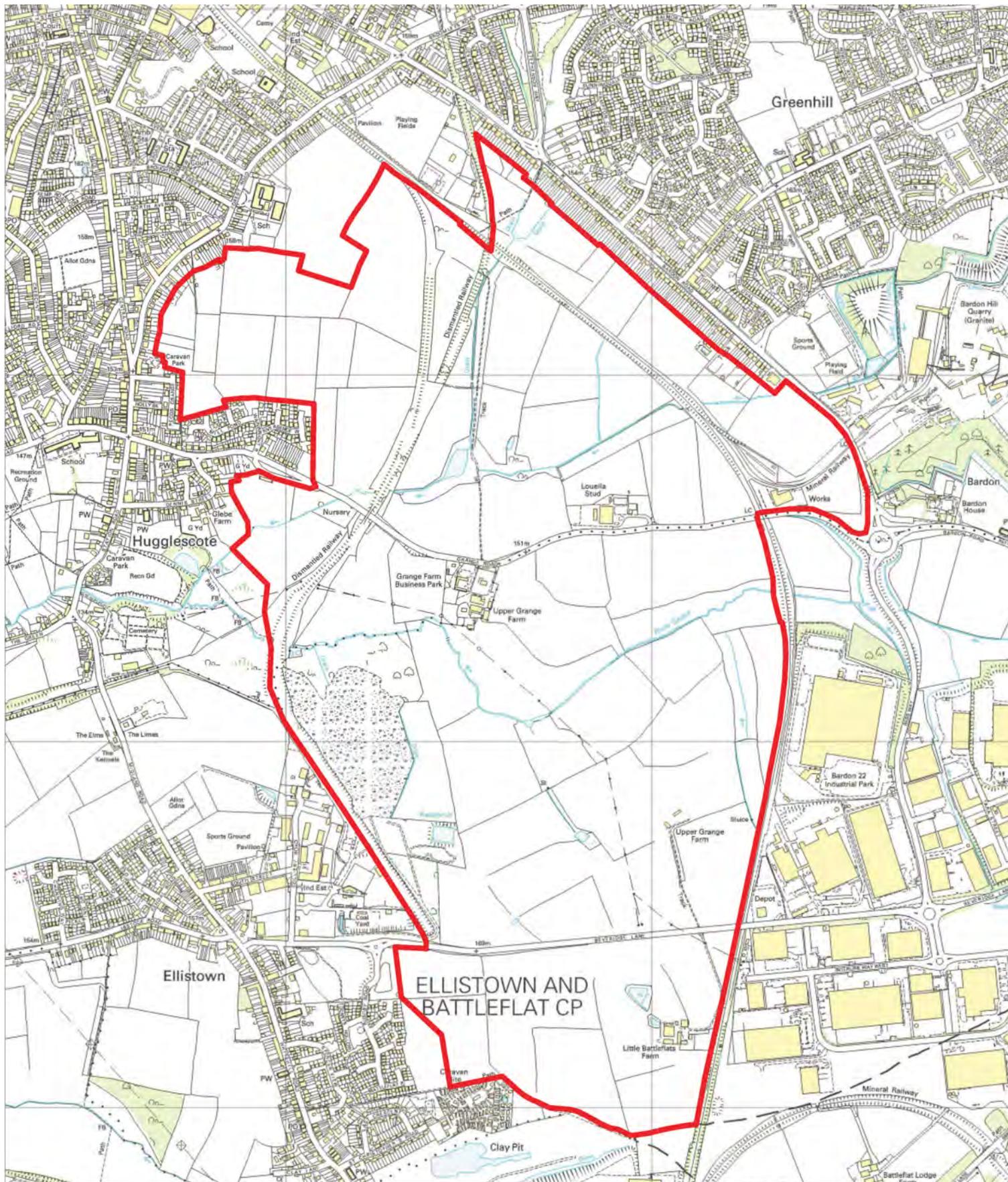
- xi. Two Local Centres each to include a range of small shops of a local nature, serving a small catchment;
- xii. Open space, sport and recreation facilities;
- xiii. Health care facilities;
- xiv. Community facilities and/or places of worship;

GREEN INFRASTRUCTURE

- xv. The enhancement of, and links to, the Strategic Green Infrastructure Network (the National Forest and Coalville Urban Fringe);
- xvi. Incorporation and enhancement of the River Sence corridor within the green infrastructure network;
- xvii. Substantial areas of local green infrastructure and National Forest planting, including large blocks of woodland planting;
- xviii. The reuse and enhancement of the disused Coalville-Hugglescote Railway as a recreation and nature conservation trail;

SAFETY AND PROTECTION

- xiv. Consideration of measures in connection with groundwater source protection.



Key
 Study Area (296.82ha)

ABOVE STUDY AREA



1.3 SCOPE OF THE BRIEF

1.3.1 A Scope of Work for the development brief was agreed with officers at North West Leicestershire District Council in advance of its formulation. The key elements of this scope of work are as follows:

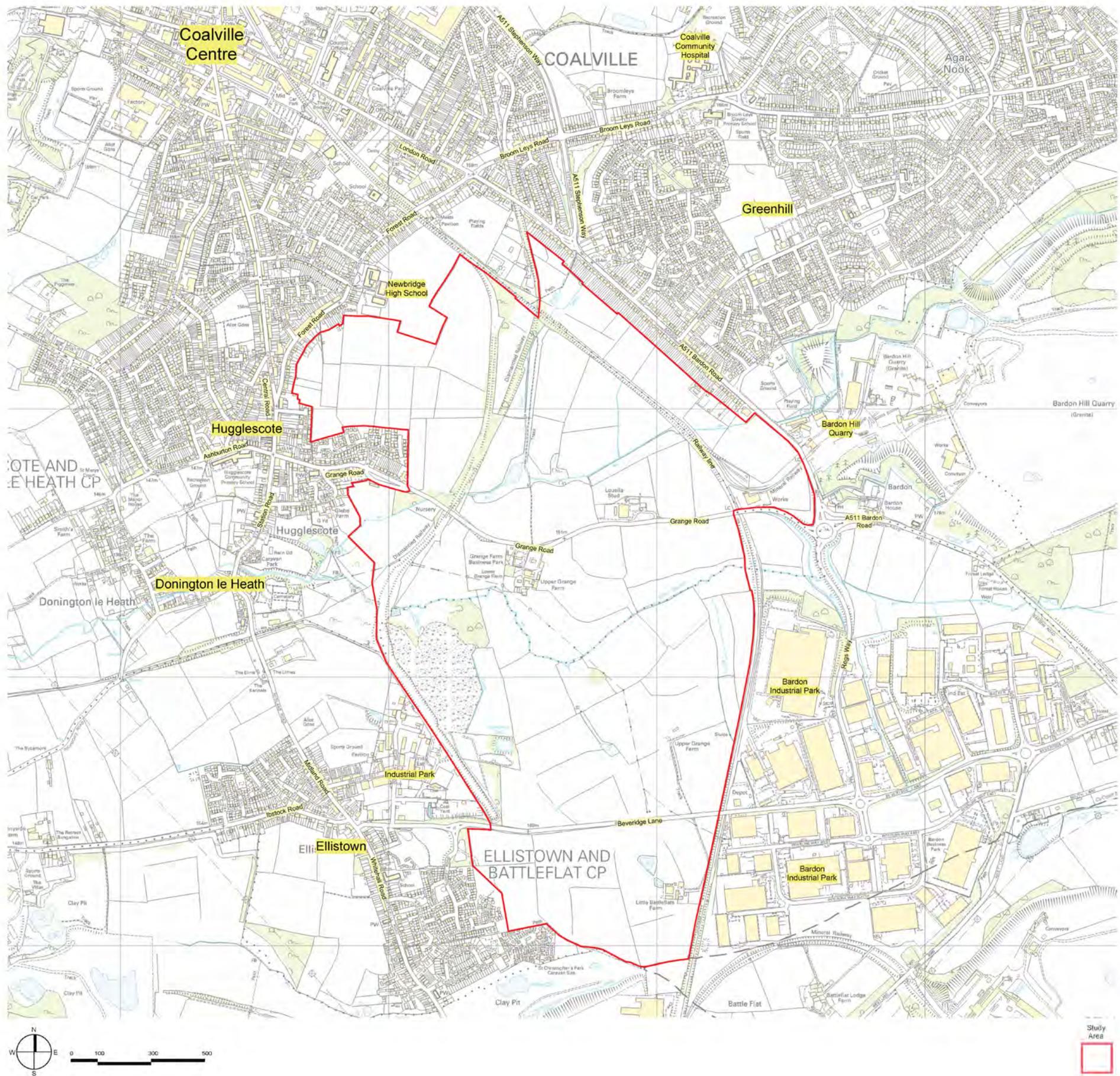
- To identify the main characteristics of the site and its surroundings
- To identify the main environmental factors that have been taken into account
- Sets out the key development and design objectives to be achieved
- To identify broad areas for development
- To establish principle access points and connections for vehicles, cyclists and pedestrians
- Protect and improve the River Sence corridor
- Protect and improve the disused railway lines for wildlife, pedestrian and cycle use
- To outline the broad phasing of development and infrastructure
- To identify matters that will be the subject of future planning obligations
- Set out the place making objectives on which the Concept Plan is based
- Indicate where new strategic landscaping will be required, having regard to National Forest objectives
- Explain how the site is to be served by the necessary infrastructure and services
- Set out the place making objectives on which the masterplan is based



2 Site Analysis and Context

2.1 THE COALVILLE CONTEXT

- 2.1.1 Coalville is the largest town in North West Leicestershire with a population of approximately 33,000. Ashby (13,000 people) and Castle Donington (6,000 people) are the next largest centres. It performs the role of an important administrative and service centre, being the base for North West Leicestershire District Council (NWLDC) offices. The site lies within the parishes of Hugglescote and Ellistown & Battleflat.
- 2.1.2 Coalville is also centrally located within The National Forest, which has offices in the district.
- 2.1.3 Coalville is located within the East Midlands, with strong road connections to the M1 and the A42. The principal accesses into the town are from the A511; this connects to the east with junction 22 of the M1 motorway and connects to the west with junction 13 of the A42. The town is located between Ashby-de-la-Zouch and Leicester.
- 2.1.4 The district is home to East Midlands airport, Donington Park, is located at the heart of the National Forest and includes attractions such as Snibston Discovery Park. The town also has out of town retail developments and business parks such as Bardon 22, Nottingham Road Retail Park and Flagstaff Park off the A42.
- 2.1.5 Coalville is a former coal-mining town, with its name deriving from the house of the owner of Whitwick Colliery, Coalville House. The town of Coalville grew up at the centre of four existing villages – Swannington, Hugglescote, Whitwick and Snibston – along a track called Long Lane.
- 2.1.6 The town expanded with the advent of coal mining and the sinking of shafts on the Snibston site by George Stephenson. Quarrying, textile and engineering industries, such as railway wagon production, grew in the town in the 19th century.
- 2.1.7 To the east Coalville, Bardon and Agar Nook have joined to create continuous development form. To the south Coalville extends along Belvoir Road, turning into Central Road and Station Road where the wider suburbs of the town have merged with Hugglescote. Further south is the outlying settlement of Ellistown centred on the junction between Beveridge Lane and Ibstock Road. To the west Coalville extends to the A447 Swannington Road, beyond which is the outlying settlement of Ravenstone.
- 2.1.8 In addition to the extensive settlement that characterises much of the area, Coalville and the wider settlements of Bardon and Ellistown have also experienced major industrial expansion in the form of commercial development and major minerals extraction works.
- 2.1.9 Bardon has also experienced major expansion as a commercial centre in recent years with the development of two large industrial sites, Bardon 22 to the north of Beveridge Lane and Interlink to the south and more recently Forest Business Park at the junction between Beveridge Lane and Bardon Road. There are also a number of smaller commercial sites associated with the northern fringes of Coalville, again contained by the A511 Stephensons Way.
- 2.1.10 The expansion of the main settlements and wider commercial and industrial developments have led to the creation of a mosaic landscape setting with pockets of farmland often contained, or framed by settlement and major development. Some of these pockets of farmland have been identified through planning policy as being important to the identity of the settlements and maintaining their separate character and identity. These areas are focussed to the north of Coalville providing separation between the wider settlements of New Swannington and Whitwick. This is not the case for the land to the south and east of Coalville.



ABOVE WIDER CONTEXT PLAN



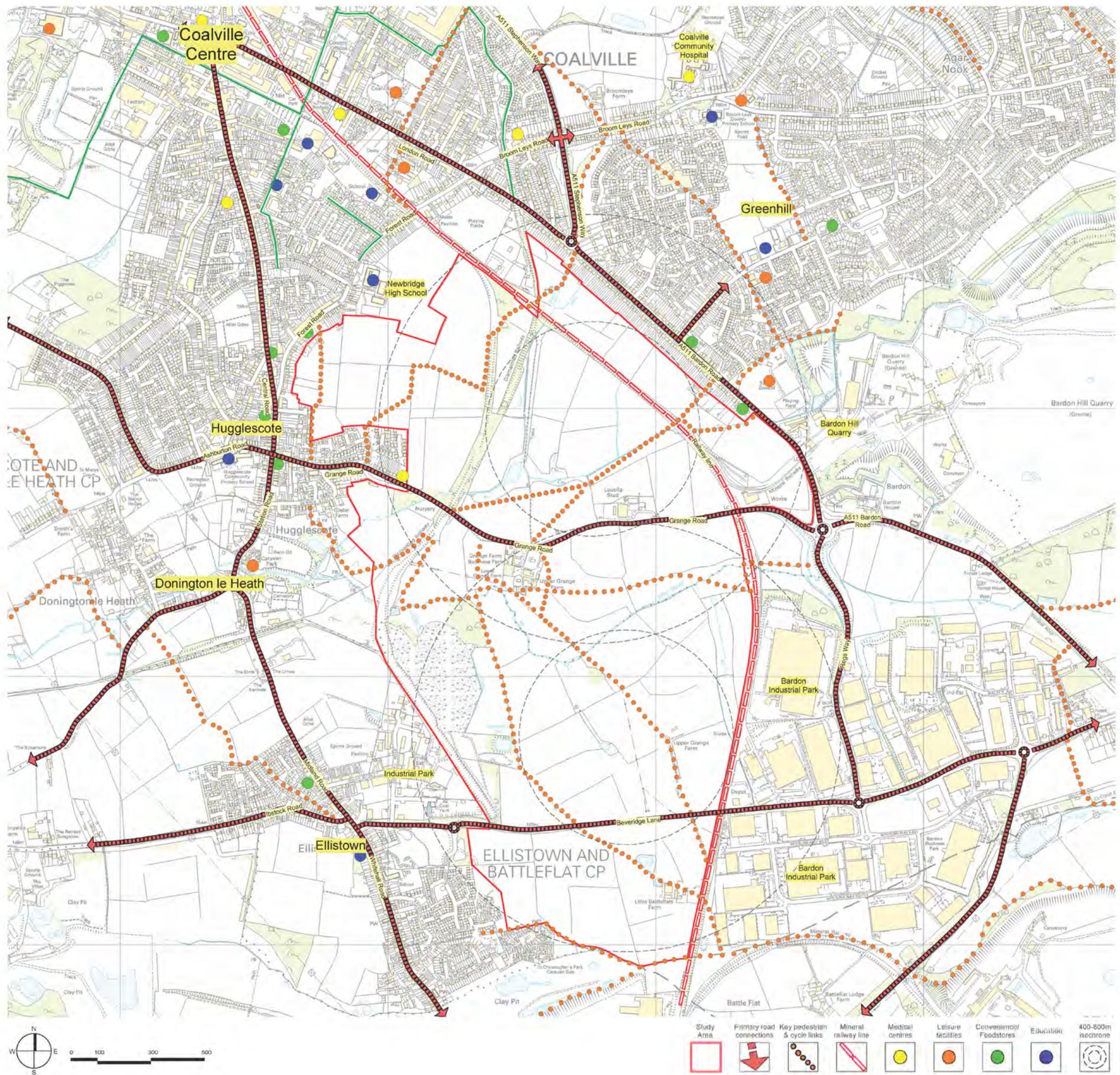
2.2 THE SITE AND ITS CONTEXT

2.2.1 The site is well positioned south east of the centre of Coalville and to the immediate west of the Bardon Hill employment area. The site lies below the north eastern residential areas of Greenhill and Agar Nook and to the east of the residential areas of Coalville and Hugglescote. An area of separation between Hugglescote and Ellistown lies to the west, with Ellistown itself lying to the south west. The District boundary lies to the south, beyond which is a large precast concrete plant.



2.2.2 In total, the site covers 296 hectares (732 acres) of land. It encompasses 89 hectares of land to the north of Grange Road that is allocated for residential development.



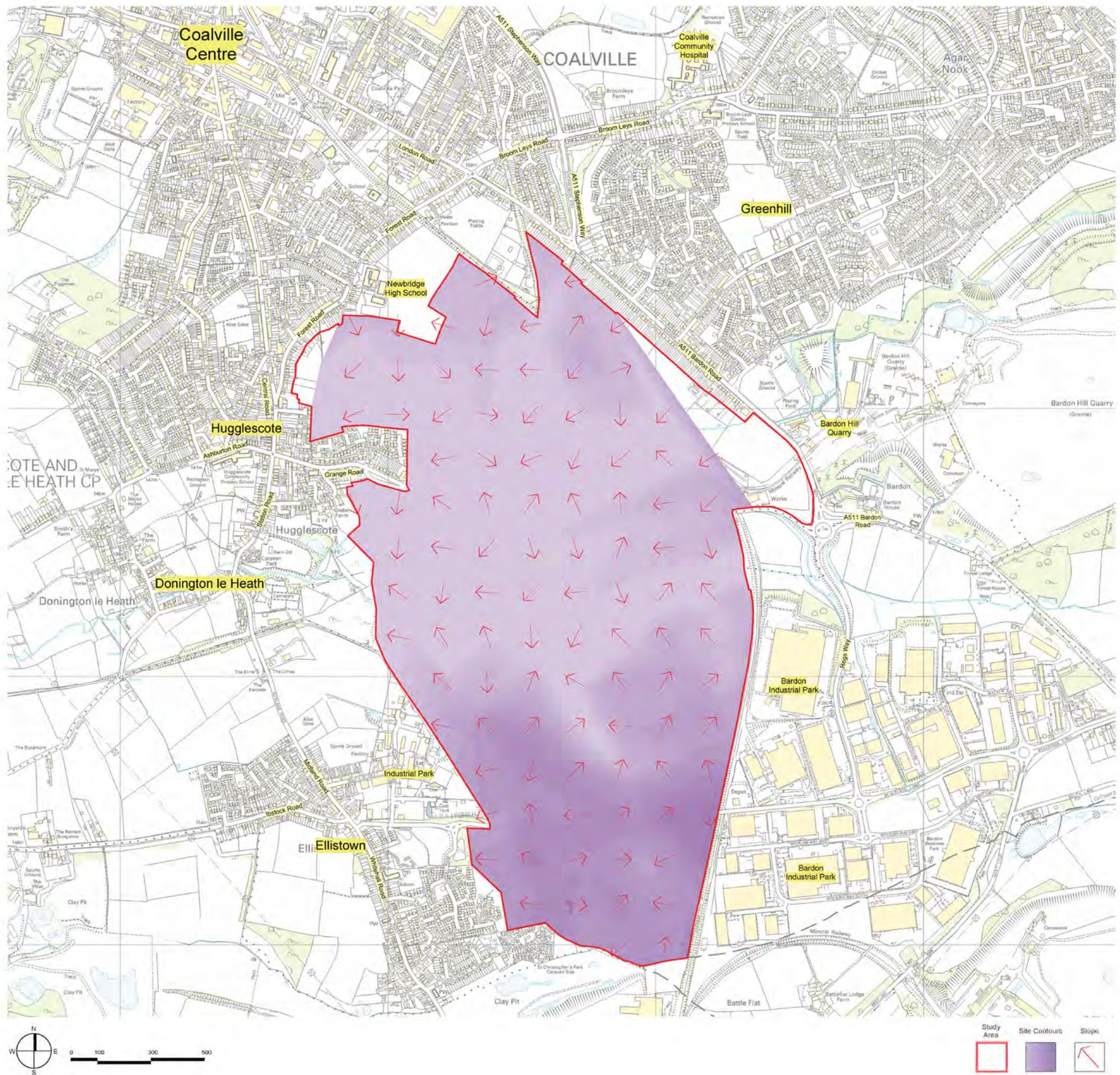


ABOVE MOVEMENT PLAN



MOVEMENT AND ACCESS

- 2.2.3 Coalville is sited between two strategic roads – the M1 to the east and the A42 to the west. The A511 connects these two routes and also forms a bypass around Coalville. The town centre is circa 1.5km from the northern part of the site.
- 2.2.4 In terms of highways, the site is crossed east to west by Grange Road linking the A511 with Hugglescote in the northern section and Beveridge Lane to the south, connecting Bardon employment area with Ellistown.
- 2.2.5 The site includes land safeguarded for a new link road between Bardon Road and Grange Road as part of the outline planning permission granted to Bloor Homes.
- 2.2.6 In respect of pedestrian links there are a number of public rights of way which cross the site. Footpaths link Beveridge Lane to the River Sence valley and onwards to Grange Road. North of Grange Road, footpaths are more ad hoc in nature. Pedestrian and cycle routes to neighbourhoods beyond the site are predominantly provided along the public highway network.
- 2.2.7 The dismantled railway is a strong feature that runs through the site along a north south axis and provides a presently unauthorised green route linking Coalville and Ellistown.



ABOVE TOPOGRAPHICAL PLAN



2.2.8 TOPOGRAPHY
The landform of the area is typical of the gently rolling farmland associated with the Leicestershire countryside. Local watercourses, including the River Sence which runs east to west to the south of Grange Road, create shallow farmland valleys within the site. Bardon Hill creates a prominent landform to the east of Coalville, further characterised by its evergreen plantations that provide a stark contrast with the wider areas of arable farmland defined by native field boundary hedgerows and associated mature trees.

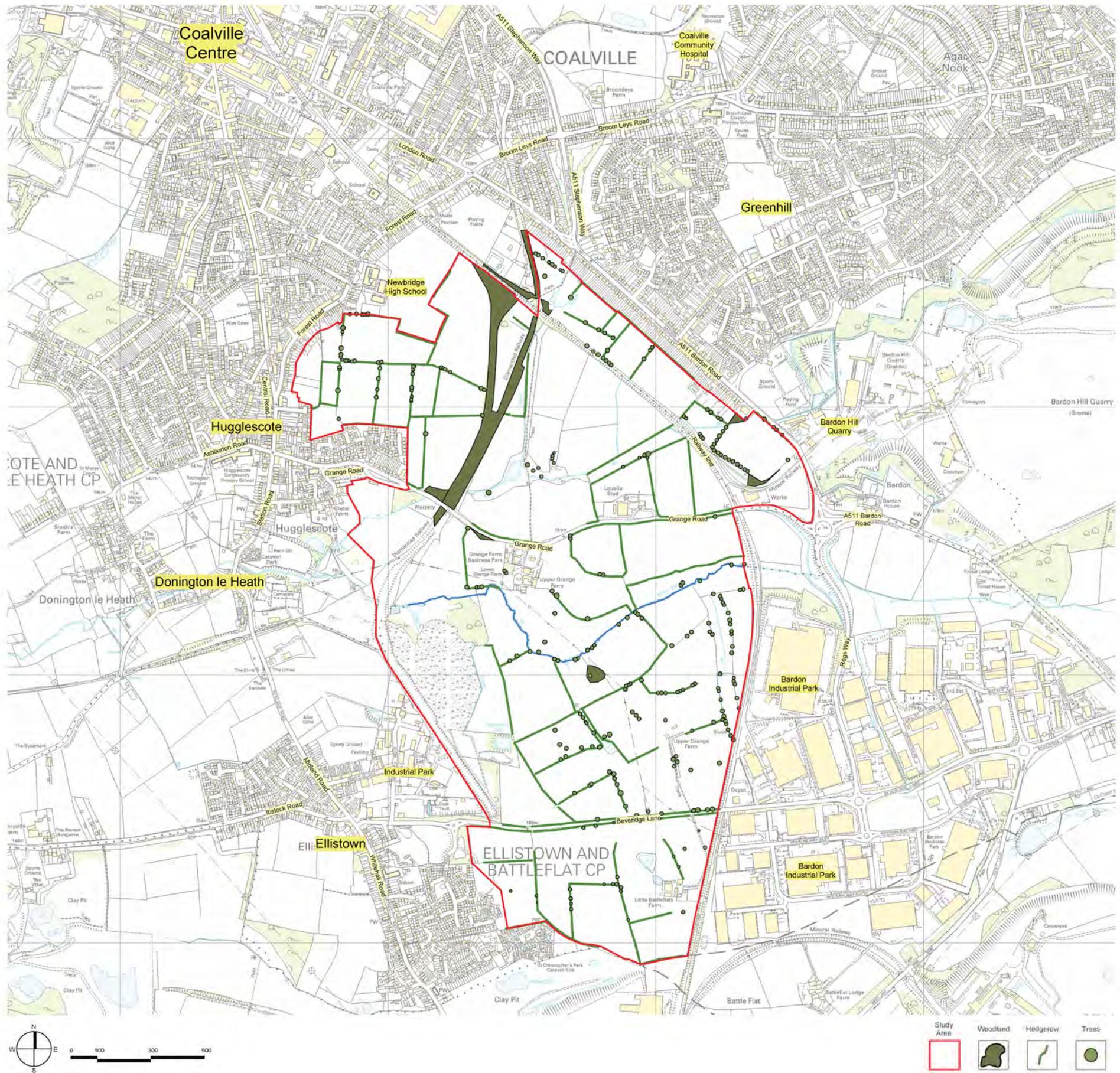
2.2.11 The spoil mound from Ellistown Colliery remains in the south western part of the site.



2.2.9 The land to the north of Grange Road is contained to the north, east and in part to the west by existing settlement. This land is dissected by a heavily landscaped dismantled railway line with the land to the west maintained as predominantly arable farmland, dissected by native boundary hedgerows, and to the east as pasture for horse grazing with fewer hedgerows.



2.2.10 To the south of Grange Road the land falls at a shallow gradient towards the River Sence. Land rises from the River Sence towards Beveridge Lane, which sits at the edge of a slightly elevated plateau that extends to the south of the road and which is known as Battleflat. Although this land is relatively flat and slightly elevated, long distance views to the wider countryside to the south are restricted by a combination of development and vegetation.



ABOVE LANDSCAPE FEATURES PLAN



2.2.12 LANDSCAPE
The site area is predominantly arable farmland defined by native field boundary hedgerows and associated mature trees. The River Sence and dismantled railway line and their associated vegetation provide strong landscape features within the site. A further prominent feature on the site is the spoil heap located on the former UK Coal disposal site alongside the western boundary.



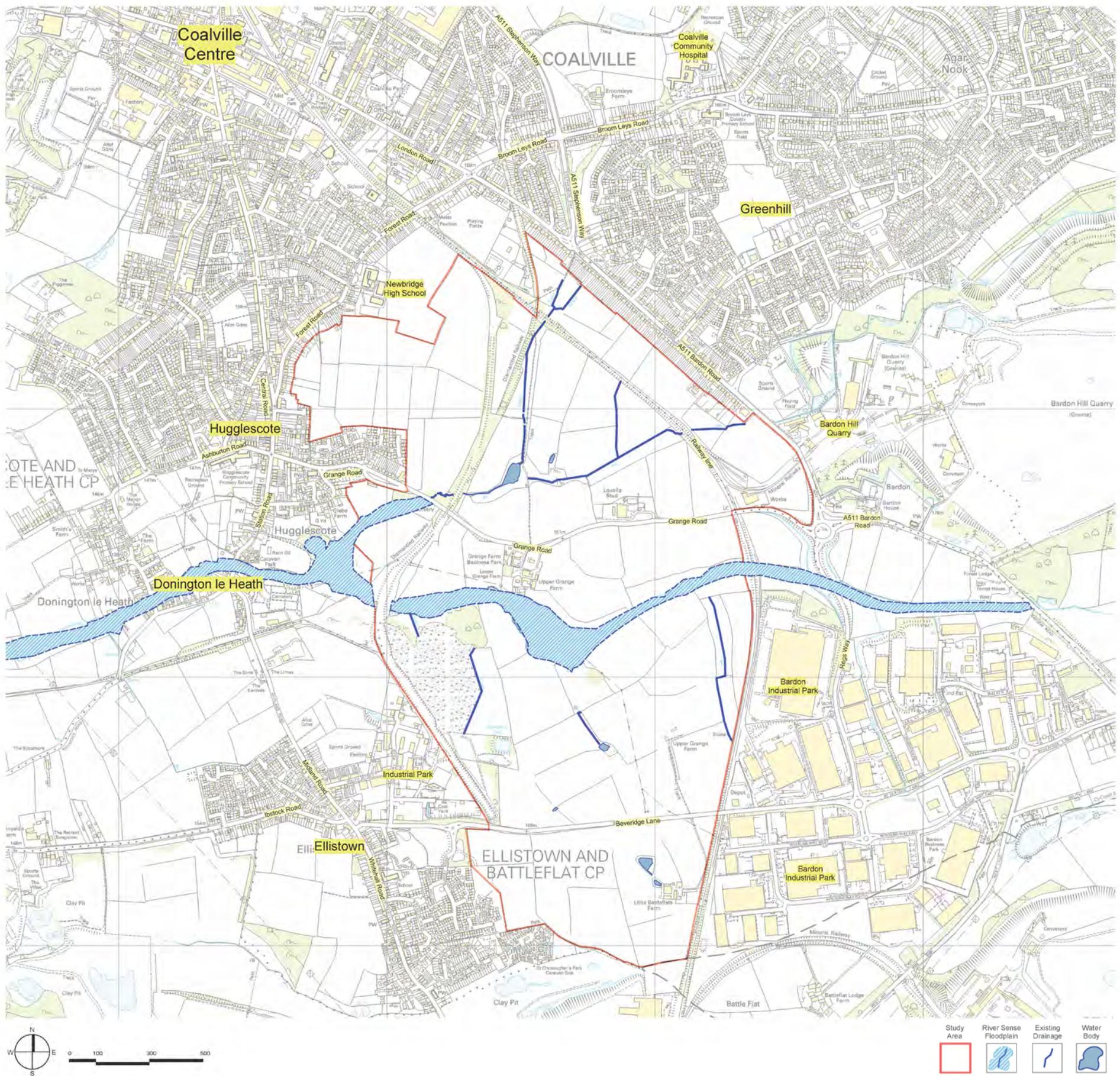
2.2.13 The immediate setting of the site is substantially defined by a combination of settlement and large scale commercial and industrial development. To the north of Grange Road the site is contained by the existing settlement. To the south of Grange Road the landscape is dominated by the large scale industrial and commercial development associated with Bardon and the smaller scale industrial estates adjoining Ellistown.



2.2.14 In relation to the landscape, positive features include the River Sence and associated vegetation, the dismantled railway line and the network of hedgerows and associated mature cover. In relation to the established and emerging framework of built development there are few positive features. The key element that is of considerable value and prominence due to its elevated location is St John the Baptist Church in Hugglescote.

2.2.15 There are a number of rights of way in the local landscape context, often providing countryside links between the villages. The Ivanhoe Way is part of a County trail passing to the north and east of Coalville.

2.2.16 The footpath network in the study area itself has an ad-hoc nature to it. However, there are strong links between Beveridge Lane and the River Sence valley and links back to Grange Road and Coalville. In addition the dismantled railway also provides a strong green route linking Coalville and Ellistown.

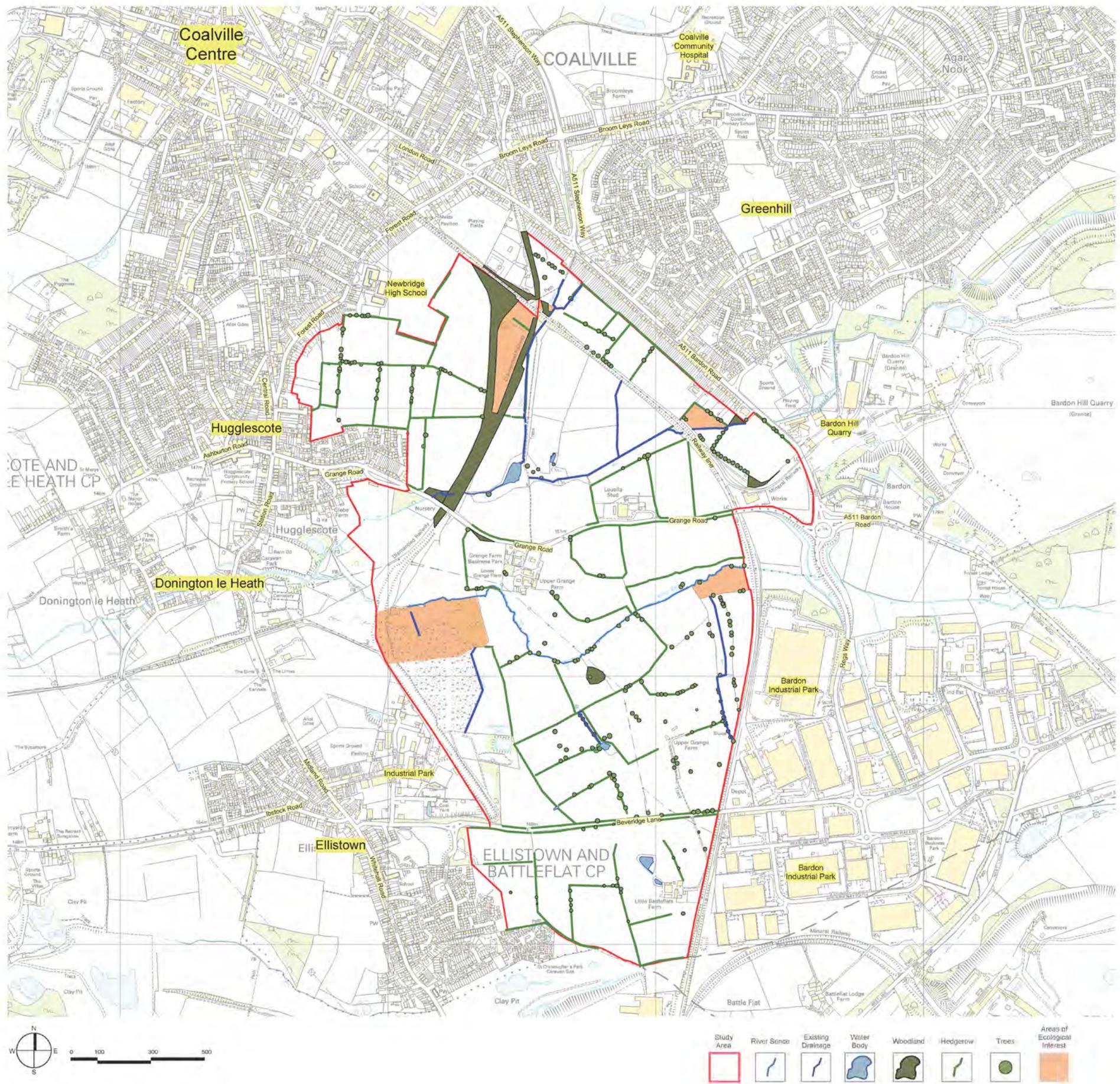


ABOVE FLOODING AND DRAINAGE



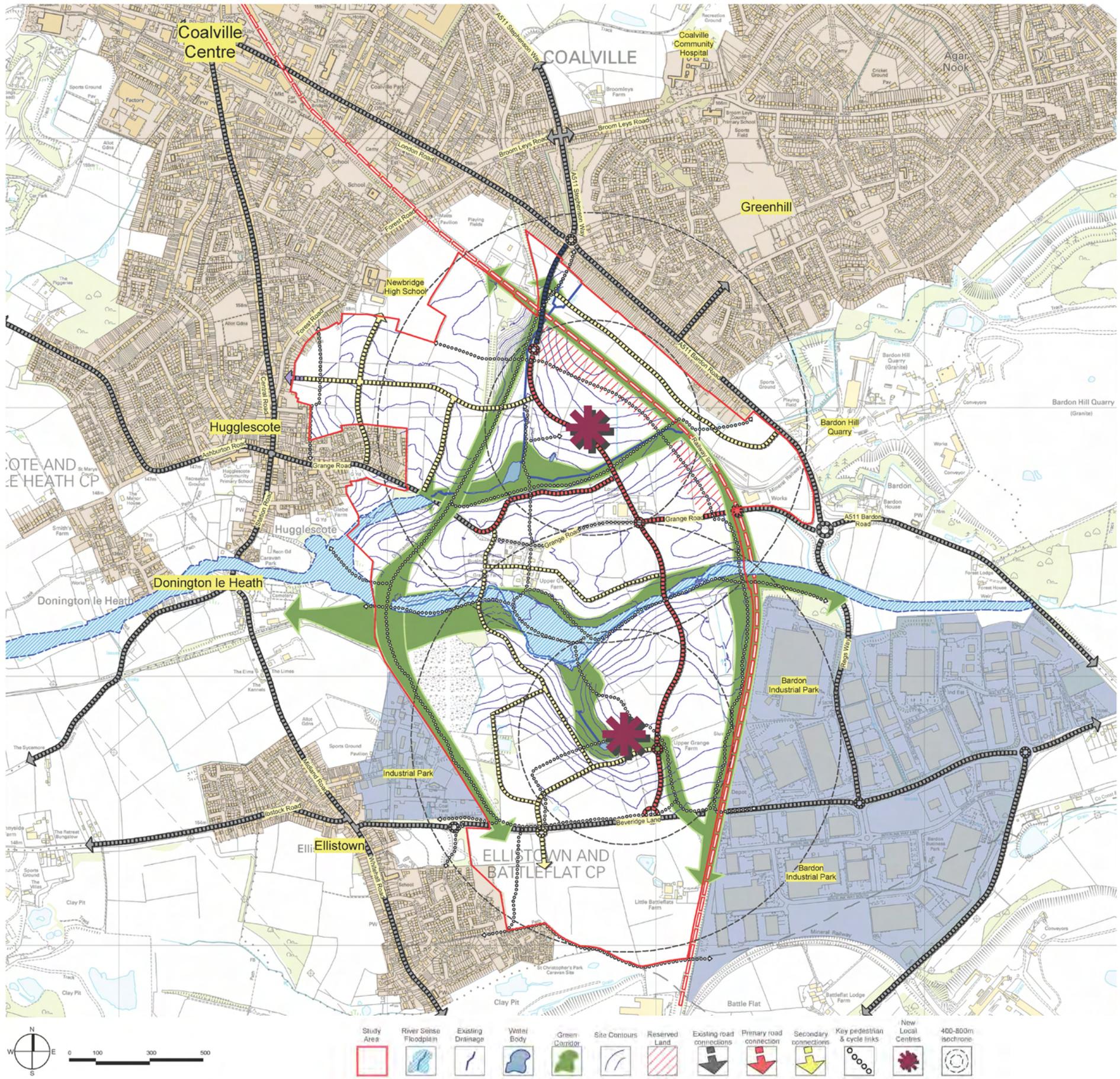
FLOODING AND DRAINAGE

- 2.2.17 The site contains a number of watercourses, including the River Sence and its associated flood plain which crosses the site to the south of Grange Road. To the north of Grange Road is a large water body which acts as a natural attenuation area at the confluence of two watercourses.
- 2.2.18 The Environment Agency's Flood Zone Mapping shows that the majority of the site is generally located within Flood Zone (Low Probability) with sections of Flood Zones 2 (Medium Probability) and 3a (High Probability) related to the River Sence and associated tributary to the north.
- 2.2.19 The potential flood risk from a range of sources has been considered, including fluvial, flooding from water bodies, groundwater, sewers and surface water flooding. It is considered that risk from all sources of flooding is not significant and is capable of being mitigated through the design of the development.
- 2.2.20 The primary source of fluvial flood risk posed to the site is considered to be the River Sence and associated tributary to the north. The mapping available from the Environment Agency shows that the potential fluvial risk presented is generally constrained to the valley lines of the watercourses by the existing topography.



ABOVE WILDLIFE HABITAT AREAS

- | | | | | | |
|--------|--|--------|---|--------|---|
| | NATURE CONSERVATION INTERESTS | | ARCHAEOLOGY | | |
| 2.2.21 | The site has been subject to Phase 1 Habitat Survey and Phase 2 Botanical Surveys. Hedgerow surveys have also been undertaken. Specific protected species surveys including surveys for reptiles, great crested newts and bats commenced in April 2013 and are ongoing. | 2.2.25 | An archaeological desk-based assessment of the site has been undertaken. | 2.2.27 | The archaeological potential for the Prehistoric and Roman period has been identified as moderate and for the Saxon period it has been identified as low. For the Medieval period the archaeological potential for the area surrounding the Grange Farm Business Park and Upper Grange Farm has been identified as low to moderate. For the Post-Medieval period the archaeological potential for the areas surrounding the farmsteads Upper Grange Farm, Hugglescote Grange, The Grange and Station Farm has been identified as moderate, whereas the remaining area of the site has been identified as low. |
| 2.2.22 | The site comprises a number of UK and Local Biodiversity Action Plan Habitats, and also includes non-statutory designated sites that are Proposed Local Wildlife Sites. | 2.2.26 | The aim of the desk based assessment is to determine the presence or absence of archaeological assets and the character, survival and state of preservation of such assets. The assessment concludes that there are no registered World Heritage Sites, Archaeological Areas, Scheduled Ancient Monuments, Conservation Areas, Registered Parks and Gardens or Registered Battlefields wholly or partly within the site. There are seven Leicestershire Historic Environment Record entries recorded within the site. These include the site of Hugglescote Grange and crop marks south of Grange Road. There are no listed buildings on the site but there are two listed buildings within the assessment area: The Church of St. Peter on Bardon Road (Grade II Listed) and the Church of St. John the Baptist in Hugglescote (Grade II* Listed). | 2.2.28 | Following the desk based assessment, a Written Scheme of Investigation was prepared and agreed with the County Archaeologist. This set out a programme of geophysical survey works across the site. Geophysical survey of the site was undertaken during April – May 2013. |
| 2.2.23 | There are two areas of ecological interest within the northern part of the site that lies to the rear of Bardon Road and to the north of the mineral railway line. The triangular area between the two arms of the dismantled railway comprises an area of unimproved grassland. | | | | |
| 2.2.24 | Areas along the River Sence at the eastern and western extremities of the site are also identified as being of ecological; these comprise areas of marshy and semi-improved grassland. | | | | |



ABOVE CONSTRAINTS AND OPPORTUNITIES PLAN

“...a crucial first step to achieving good design is to develop a thorough understanding of the context within which the new housing will sit and then the nature of the site itself and its immediate surroundings”

(page 16 of Better Places to Live: By Design)



2.3 CONSTRAINTS & OPPORTUNITIES

2.3.1 A number of constraints and opportunities associated with the site have been identified. These are outlined below and illustrated on the constraints and opportunities plan. The constraints and opportunities have also helped to inform the masterplan concept.

CONSTRAINTS

- Highway capacity and congestion.
- Wider visual impact of the area.
- Topography and surrounding landform.
- Existing vegetation and flood plain along the River Sence that traverses the site.
- Overhead power lines.
- Access from surrounding road network.
- Habitats and ecology on site.
- Key views of St. John the Baptist Church.
- Impact of railway line and Bardon 22 along the eastern boundary of the site.

OPPORTUNITIES

- Create new road linkages between Bardon Road and Beveridge Lane.
- Create two new neighbourhoods set within the existing landscape context.
- Deliver a key wildlife and leisure resource focused on the River Sence and linked to the wider settlements.
- Provide strategic views of St. John the Baptist Church.
- Provide new recreational activities for new and existing residents.
- Extend public access and permeability into and through the landscape, and link settlements through green corridors such as the dismantled railway line.
- Provide improved species diversity and reinforce and extend valuable wildlife habitats.



3 Community & Stakeholder Engagement

3.1 STAKEHOLDER WORKSHOPS



3.1.1 The production of a development brief and masterplan for South East Coalville is required by draft policy CS36. Pegasus Group, together with the Council, has been actively engaging with stakeholders and members of the public to help shape ideas for development in this growth area and to inform the preparation of the development brief and masterplan.

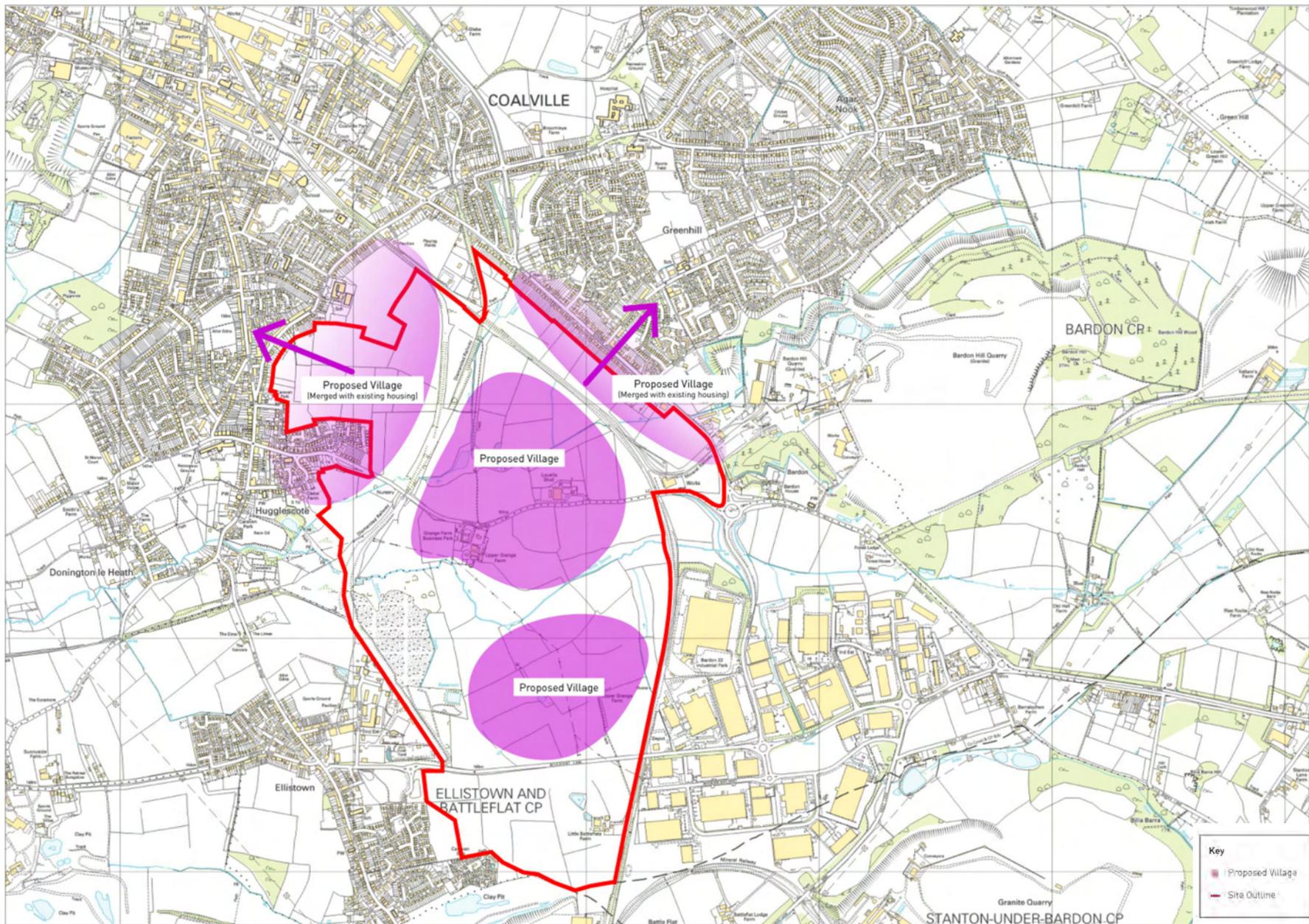
3.1.2 The first stage of consultation took the form of two workshops for invited stakeholders, members of the Consortium and officers from NWLDC. These workshops were attended by almost 60 people, including local stakeholders, Parish, District and County Councillors, community representatives, members of the Consortium and officers from North West Leicestershire District Council.



3.1.3 The first stakeholder workshop was held on Thursday 17th January 2013 at Hugglescote Community Centre, Hugglescote. The aim of this workshop was to develop a greater understanding of the key issues relevant to the development of the site. The workshop was split into four sessions focussing on the type of place the new development should be and its relationship to the existing settlement; transport and drainage priorities; social infrastructure; and the potential benefits that new development could bring.

3.1.4 The second stakeholder workshop took place on Thursday 7th February 2013 at Hugglescote Community Centre and was open to those who had been initially invited to the workshops and/or had attended the first session.

3.1.5 The purpose of this session was to provide feedback on the issues raised in the first workshop in the form of a concept masterplan. This provided opportunity for group discussion and for further development of ideas relating to the masterplan for the site.



ABOVE URBAN FORM PRINCIPLES PLAN

3.2 SUMMARY OF STAKEHOLDER WORKSHOPS

WORKSHOP 1

3.2.1 The stakeholder workshops have been an important aspect of developing the proposals for South East Coalville. Taking into account the physical constraints on the site and the requirements of the Council's emerging core strategy policy, the majority view was that the form of development should be focussed on two new villages; one north of the River Sence and one south, together with an extension to the eastern edge of Hugglescote. There was strong feeling that each village should have its own, distinctive identity with a sense of community. Similarly, existing areas should not lose their village identity through amalgamation with new development.

3.2.2 The importance of linkages within the development and connectivity with the existing settlement was highlighted. Facilities should be accessible to new and existing residents and access by bus should be improved.

3.2.3 The need to improve road infrastructure was a key issue with Hugglescote crossroads, access to the town centre and the new link road bypassing Bardon Road being prominent concerns. Flooding and sewer capacity were mentioned as drainage issues local to the site.

3.2.4 In addition to the above points, the workshop identified several key opportunities for improving community facilities and principles for guiding development at South East Coalville. These included:

- > Potential to expand Newbridge High School
- > Need for new primary schools
- > New accessible health facility on site
- > Promotion of healthy lifestyles
- > Youth facilities for teenagers
- > Need to create sense of community
- > Opportunity for different types of open space on site
- > Range of housing, including affordable housing
- > Employment for local people should be secured through development phase
- > Should be high quality design
- > National Forest character should influence masterplan
- > Development should support regeneration
- > Future management of facilities could be based on partnership working or development trust.

WORKSHOP 2

- 3.2.5 Following the first workshop a masterplan was developed that sought to recognise the requirements of the Council's draft Core Strategy policy for South East Coalville whilst also recognising the feedback gained from the first stakeholder session.



ABOVE EMERGING CONCEPT PLAN FROM WORKSHOPS

- 3.2.6 The majority view that development should take the form of two separate villages with an extension to the east of Hugglescote was a key influence in the evolution of the masterplan. Reflecting the outcomes of the first workshop, the masterplan illustrated how new road infrastructure, pedestrian and cycle links, green infrastructure, an employment area, open space and community facilities could be incorporated within the South East Coalville area.
- 3.2.7 Although the first workshop had not revealed a strong feeling about the use of the former spoil site adjoining the western boundary of the site, the Consortium and Pegasus Group considered how this land could be best utilised taking into account the proposed employment area to the south of Beveridge Lane.
- 3.2.8 Including the spoil site as a residential area will assist in delivering the housing numbers expected for South East Coalville and will allow greater permeability from the dismantled railway line through the site without compromising the ability to meet the requirements of the draft Core Strategy policy on employment land provision.
- 3.2.9 The masterplan presented at the second stakeholder workshop comprised:
- > Two separate villages, north and south of River Sence
 - > Extension to Hugglescote, separated from existing properties by green buffer
 - > Link road between Bardon Road and Beveridge Lane, crossing Grange Road
 - > Green infrastructure focussed on the dismantled railway line and flood corridors within the site, incorporating National Forest planting requirements
 - > Footpath and cycle links using green infrastructure which connect into the existing settlement
 - > Employment area to south of Beveridge Lane
 - > Potential location of two primary schools, two local centres, community focus point, sports pitches and doctors' surgery.
 - > Drainage attenuation areas
 - > Site for future railway station.
- 3.2.10 There was a general consensus at workshop 2 that the masterplan reflected the discussion and suggestions made at the first workshop. Feedback to the masterplan was centred on issues of timing and delivery of physical and social infrastructure, integration of new residents with existing communities and future management of facilities such as open space.

3.3 PUBLIC EXHIBITION

3.3.1 Pegasus Group and the Consortium arranged a public exhibition for local residents and businesses. This was arranged for Saturday 23rd March 2013 at the Hugglescote Community Centre from 10am to 3.30pm.

3.3.2 Approximately 4,500 leaflets were delivered to homes and businesses in the surrounding area. The leaflet included the concept plan developed at the second workshop and set out details of the public exhibition, venue, and website. In addition to providing information on the proposals and details of the exhibition date and the website, the leaflet contained a pre-paid postage response form for comments. Unfortunately due to adverse weather conditions, the exhibition was cancelled. It was rearranged for Thursday 9th May 12pm to 8pm at the Hugglescote Social Club.

3.3.3 Following the stakeholder workshops, Pegasus Group and members of the consultant team and Consortium met with officers at North West Leicestershire District Council and Leicestershire County Highways to discuss the proposals in more detail.

3.3.4 The concept plan was amended to reflect these discussions and in particular the up-to-date position in respect of the Bardon Relief Road.



ABOVE REVISED CONCEPT PLAN FOR EXHIBITION



3.3.5 The amended concept plan shows a more strategic route (but not a bypass) passing more centrally through the site. The 'bypass' route shown previously from Bardon Road in the north to Grange Road in the south adjacent to the mineral railway line is now shown as 'Reserve land for future Bardon Relief Road' to make it clear that the proposals do not include for the Bardon Relief Road, but that it's route is protected to allow it to be delivered in the future – subject of course to need and funding considerations.

3.3.8 Representatives from the project team were on hand to discuss the proposals and answer specific questions. Two presentations were given by representatives from Pegasus, one during the afternoon session and one during the evening. The presentation comprised of a number of powerpoint slides which provided information on the policy context for the site's development, the technical work that has been undertaken so far and a summary of the issues that will need to be addressed as part of the site's development. The presentation was left running on loop outside of the scheduled presentation slots.



3.3.6 Leaflets including information on the details of the rescheduled exhibition were sent out to circa 4,500 residents. The website was also updated with the details of the exhibition and emails advising all stakeholders of the consultation event were sent out.

3.3.9 Comments forms were available for completion at the exhibition. Visitors were invited to make general comments and the form also included a prompt asking specifically for views on open space on the site.

3.3.7 Exhibition boards explaining the proposals and showing a concept plan were on display at the exhibitions.

3.3.10 Two 'thoughts boards' were also displayed and consisted of a plan of the site where people were encouraged to write comments or suggestions on post-it notes and then stick them onto the plan.



3.3.11 An analysis of the feedback from the public exhibition is provided in the Consultation Addendum Report that accompanies the Development brief.



4

Quality of Life & Sustainable Development Principles

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4.1 OBJECTIVES

4.1.1 In accordance with the NPPF, the over-riding objective for development at South East Coalville is to achieve sustainable development – providing a carefully formulated mix of housing, employment, local centres, schools and recreational areas that retain existing site features worthy of preservation, minimising the need to travel and providing meaningful alternatives to the car for journeys beyond the site.

- > Deliver transport infrastructure, two new primary schools, two new local centres, open space and other necessary community requirements in accessible locations and commensurate with the phasing of development.

- > Avoid negatively impacting upon the safety, privacy or attractiveness of existing neighbouring residential areas.



4.1.2 The following are particular objectives that should be achieved by development at South East Coalville:

- > Create sustainable communities with clear identities and sense of place.

- > Deliver a development of around 3,500 houses, 2,820 of which together with 20-25 ha of employment development should be completed by 2031.

- > Provide a range of house types including affordable housing where viable.

- > Seek to achieve high levels of sustainable construction, having regard to emerging Core Strategy Policy CS21.

- > Follow the principles of 'Secured by Design'.

- > Provision of high quality open spaces in accessible locations to cater for all sections of the community.

- > Protection and where possible enhancement of the natural environment including trees, hedges, watercourses and wildlife habitats.

- > Endeavour to source construction jobs locally.

- > Assist in the regeneration of Coalville Town Centre.





KB57 OLE

5 Development & Design Principles

5.1 INTRODUCTION

5.1.1 This section of the development brief presents the core principles which will inform and shape the development of the South East Coalville development area. Considerable importance is also placed on achieving a good standard of design in the development proposals.

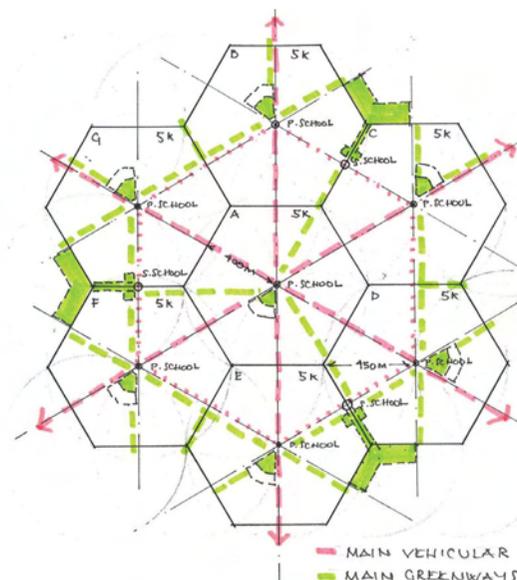
5.1.2 Policy CS21: Well-Designed Building and Places sets out the Council's place-making principles for achieving good design. The principles are closely related to, and reinforced by, The National Forest Design Charter that this development supports. These principles have influenced and guided this development brief and will be used to determine the design quality of all proposed development at South East Coalville. When applying for planning permission these principles will form the basis of pre-application discussions and will be reflected in Design and Access Statements.

5.1.3 Excellence and creativity in design will be encouraged to ensure that proposals are compatible with the best characteristics of the Coalville local environment. The overall objective is to establish a sense of place and community at South East Coalville through the whole of the development whilst respecting the amenity of existing neighbourhoods, particularly the surrounding villages and the urban edge of Coalville. Urban design principles and concepts will ensure a good quality development. Innovative contemporary building forms may be encouraged as well as more traditional design solutions.

5.1.4 Twentieth-century cities suffer from various forms of growth composed of single uses (i.e. large housing areas, office parks, etc). These zones are often over-expanded to become monotonous zones devoid of activities which support life and well-being. These over-expansions cause imbalances between town centres and outlying residential areas, forcing people to rely heavily upon the car as the major mode of transport. This is highly unsustainable.

5.1.5 The diagram opposite presents an idealised town structure, which shows how towns can grow as self-sustaining neighbourhoods or villages. This includes:

- Walkable neighbourhoods with people's daily needs within a five minute walking distance.
- Clearly identifiable centres that create a sense of place and a focus for the community.
- Easy access to green infrastructure which includes naturally landscaped corridors used by pedestrians and cyclists.



LEFT PRINCE'S FOUNDATION TOWN STRUCTURE DIAGRAM

5.2 PLACE-MAKING

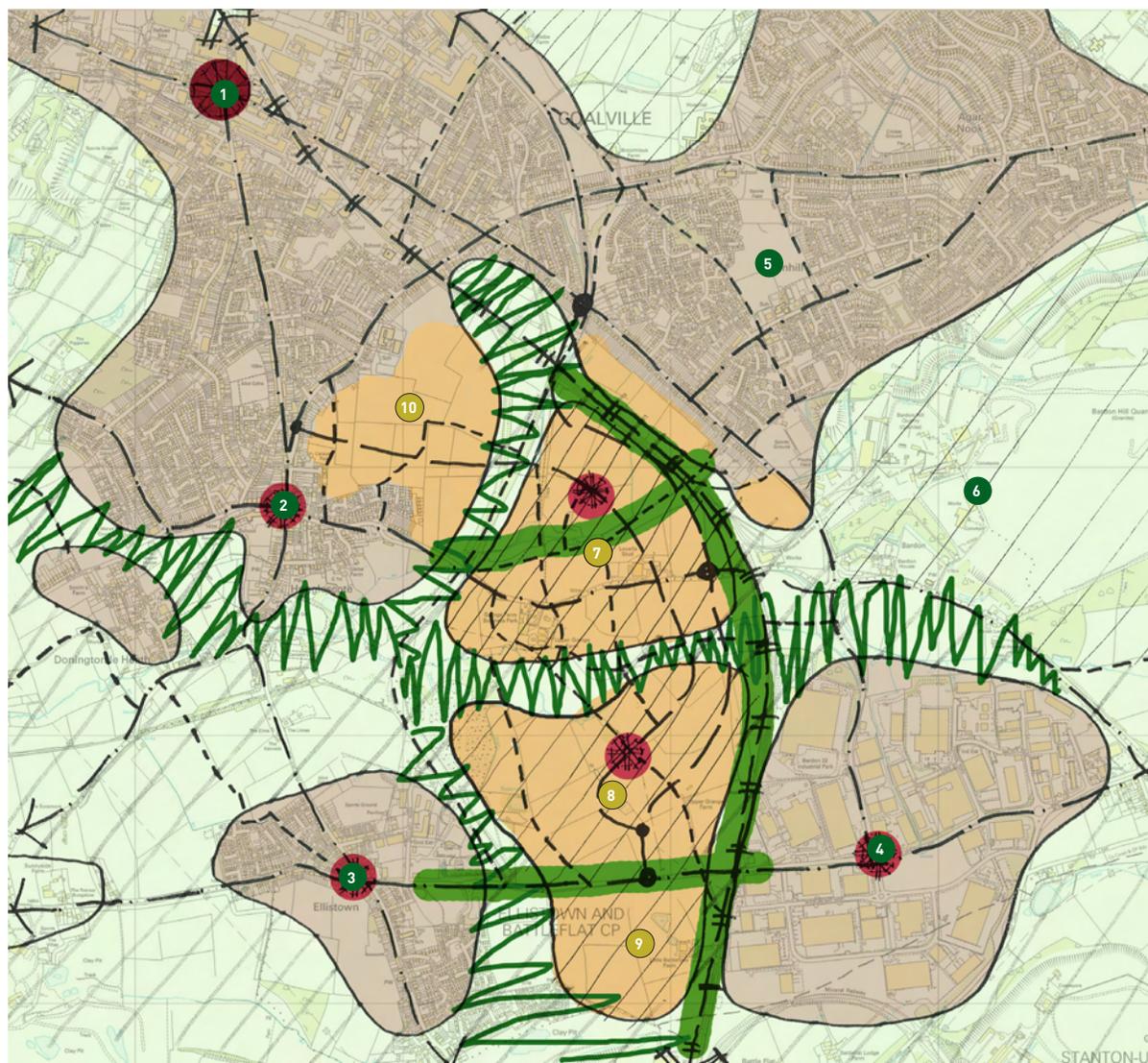
'A SERIES OF LINKED VILLAGES'

- 5.2.1 The overriding concept for the South East Coalville development area is to create a series of linked villages that connect to Coalville Town Centre, the surrounding villages, Bardon Hill employment area and the countryside.
- 5.2.2 The concept is derived from current best practice guidance, The Urban Design Compendium (2000), local planning guidance, The Prince's Foundation Report for the Regeneration of Coalville's Town Centre (2009) and North West Leicestershire's Our Place Guide (2010).
- 5.2.3 The concept is based on a growth diagram at the scale of the neighbourhood unit, with the core as the central unit of growth and minor neighbourhoods or villages separated by green corridors. The town centre of Coalville and the individual villages provide a mix of uses with daily goods and services being located within walking distance for all residents. This distance is typically measured at 400-800 metres from the urban edge of the centre.

- 5.2.4 The series of linked villages concept creates and maintains an identity unique to their own setting and does not merge existing distinct villages into one urban conglomeration. This will be achieved by green corridors that respond to the site's constraints of existing hedgerows, the floodplain and the network of Public Rights of Way. These will physically separate each of the proposed neighbourhoods from Coalville's surrounding villages, from each other and from the Town Centre.
- 5.2.5 The 'series of linked villages' approach reinforces the centres of Thringstone, Whitwick, Swannington, Ravenstone, Hugglescote and Ellistown, with new centres also proposed within the development brief area. A network of green corridors is woven throughout, connecting places to each other and the countryside beyond. In some instances, where greater distinction is created (such as the flood plain), green corridors are designed as separators and in other instances where adjacent communities can benefit from shared facilities (such as parks, playing fields and pedestrian connections) and green corridors can be designed as integrators.

ENGAGEMENT

- 5.2.6 Feedback from both the stakeholder workshop and the public consultation has emphasised the importance that stakeholders and residents alike place on maintaining the separate identity of existing villages such as Hugglescote and Ellistown and ensuring that development does not result in an urban sprawl that would compromise the existing villages' individual character. Comments received noted the need to ensure that there is sufficient green buffer space between new and existing development to protect this character.
- 5.2.7 There was a majority view at the stakeholder workshops that the development should take the form of two separate villages, one to the north and one to the south of the River Sence and a smaller extension to Hugglescote. It was felt that these new villages should reflect the existing 'linked villages' character of the surroundings by developing their own character and identity and being physically separate. However, they should be integrated with the surrounding settlements through shared facilities and sustainable green links, especially along the dismantled railway line and the River Sence corridor.

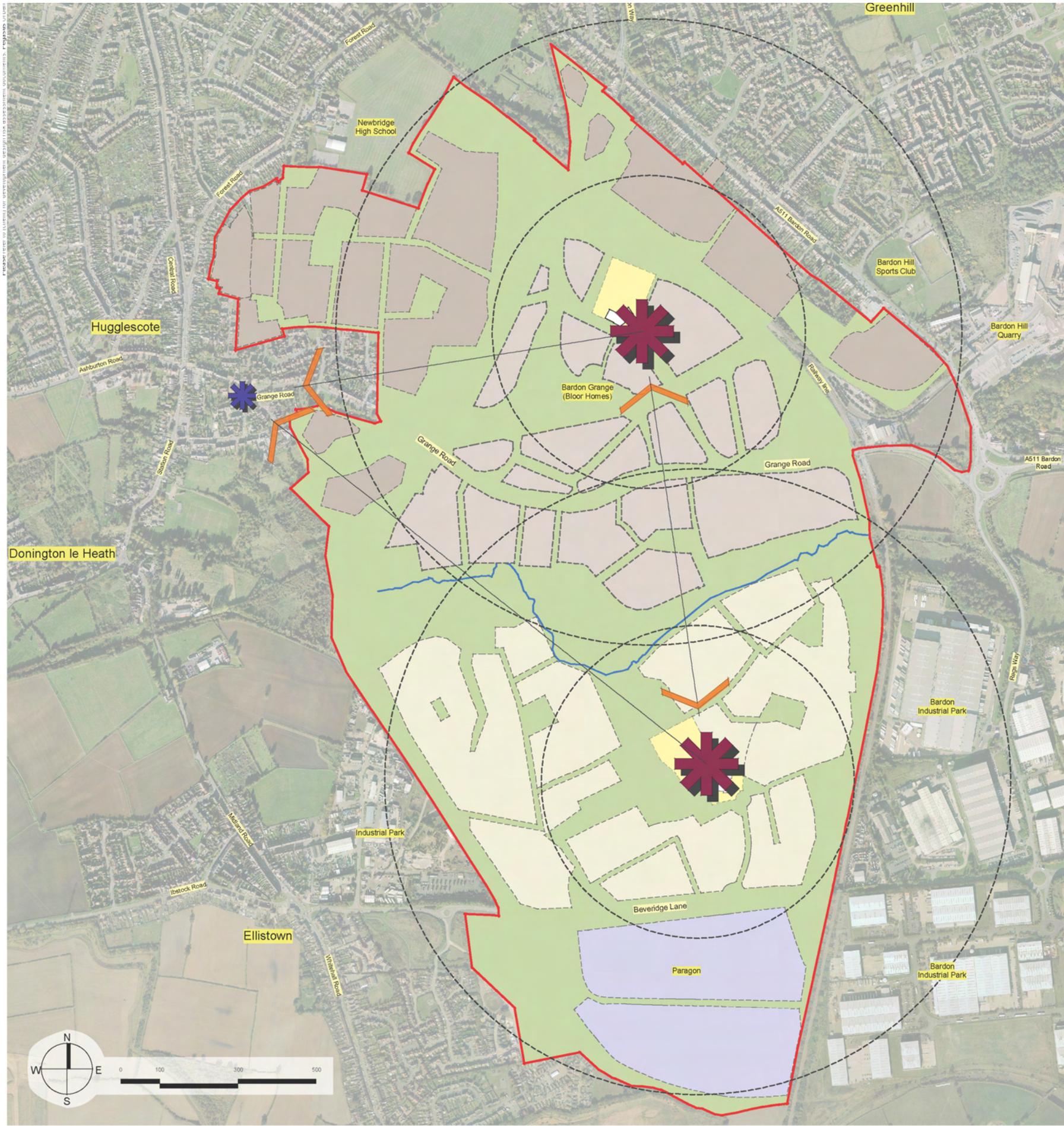


- | | |
|-------------------------|----------------------------|
| 1 Coalville Town Centre | 7 Land at Grange Road |
| 2 Hugglescote | 8 Land at Beveridge Lane |
| 3 Ellistown | 9 Interlink West [Paragon] |
| 4 Bardon 22 | 10 Land at Hugglescote |
| 5 Greenhill | |
| 6 Bardon Hill Quarry | |

ABOVE DESIGN CONCEPT

KEY STRATEGIC DESIGN PRINCIPLES

- Identify a clear neighbourhood structure for proposed neighbourhoods.
- Identify plans for a network of green corridors.
- Consider the physical distance between new neighbourhoods, existing and new village centres and Coalville Town Centre.
- Create a series of direct, attractive connections between each neighbourhood for pedestrians, cyclists and vehicles.



KEY

Study Area	Beveridge Lane	Bardon Grange	Hugglescote East	New Local Centre	Employment	400-800m isochrone	New Local Centre	St. John the Baptist Church	Key Views	

ABOVE URBAN FORM AND LAYOUT

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

(para 56 of NPPF)

5.3 URBAN FORM AND TOWNSCAPE

5.3.1 This section of the development brief outlines the broad urban form expected at South East Coalville. More detailed design guidance and character assessments will be required to accompany detailed planning applications.

5.3.2 In order to help establish a sense of place at South East Coalville, the urban design principles require an urban form and layout containing a complete range of typologies for buildings and streets for high and low densities, from the core of neighbourhoods, passing through medium to low on the new rural edge adjoining green corridors. The development within South East Coalville will be divided up into two residential ‘villages’ and an extension to Hugglescote, each with their own character, reflecting the outcomes of the stakeholder workshops. This includes;

- Land to the north of the River Sence and east of the disused railway line (northern village)
- Land to the north of Beveridge Lane and south of the River Sence (southern village)
- East Hugglescote

5.3.3 The concept will be to provide two new village cores, including primary schools and local shopping areas. The proposed character areas of each village will be partly achieved by the composition of development. This includes:

- The Village Core (VC)
- General Neighbourhood (GN)
- Rural Edge (RE)

5.3.4 Designs within each of the villages will need to demonstrate how proposals have been informed by the wider context and how the designs take forward and develop the typical design characteristics identified in this development brief.

5.3.5 Each of the villages should contain a clear hierarchy of spaces such as squares, greens and courtyards linked by lanes and streets. The village spaces should also be designed so as to form an overall structured whole. The design of streets, the concentration of uses in centres and the use of distinctive landscaping and building forms will all help create a place that is easy to read and navigate. This is crucial if users are to orientate themselves within a place and between places. Clearly defined blocks create a distinction between the public and private realm. This is achieved when buildings conform to a building line which fronts onto a public space.

ENGAGEMENT

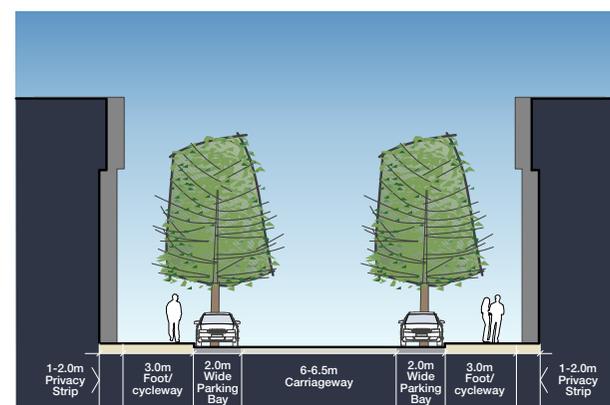
5.3.6 The workshops and public consultation did not provide any detailed feedback on urban townscape and design principles. Comments were more broadly based, focussing on the need to create villages with an individual and distinct character but which reflect the broader character of the area. The need for a range in the size and type of houses was also emphasised.

KEY URBAN FORM AND TOWNSCAPE PRINCIPLES

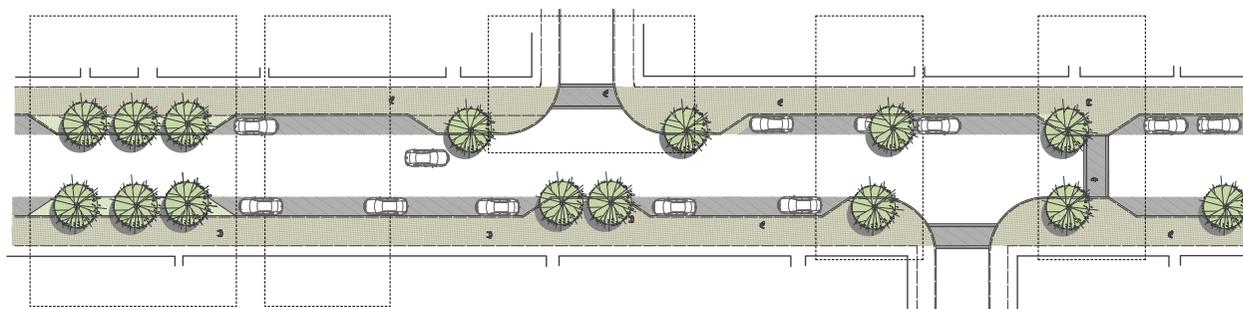
- Create a range of typologies for buildings and streets for high, medium and low densities
- Each village will be composed of a village core, general neighbourhood and rural edge with each area having a distinct form and character
- Clear hierarchy of spaces to aid orientation
- Clearly defined public/private realm
- Design to be informed by the wider context and typical design characteristics
- Create clear views of St. John the Baptist Church from the two new local centres to aid legibility between each village.

THE VILLAGE CORE

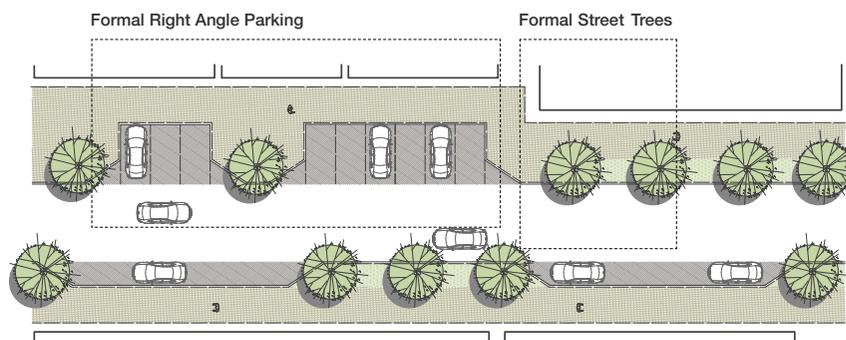
5.3.7 The core of the village will contain the primary school with community facilities and some local shops and will be the focus of activity. The core of the village will contain higher densities with continuous street frontage directly onto pavements and contain the highest proportion of 2.5 and 3 storey buildings. Such buildings will assist the enclosures of space, and help provide a varied townscape. Pedestrian and cycle routes should permeate the core area and radiate to and from the primary school and local shopping area.



ABOVE VILLAGE MAIN STREET CROSS-SECTION



ABOVE VILLAGE MAIN STREET



ABOVE VILLAGE MAIN STREET ALTERNATIVE

Village Core



ABOVE LOCAL PRECEDENTS



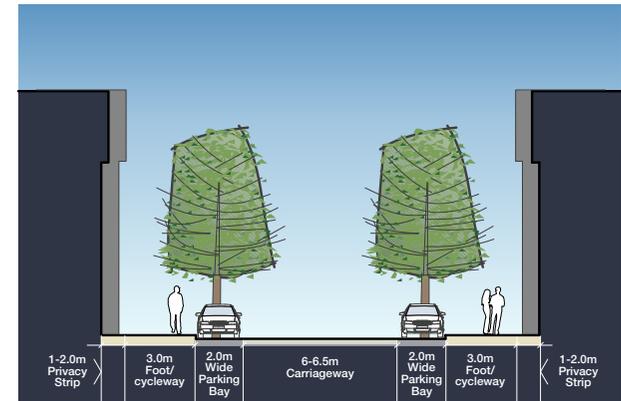
ABOVE EXAMPLE OF VILLAGE SQUARE



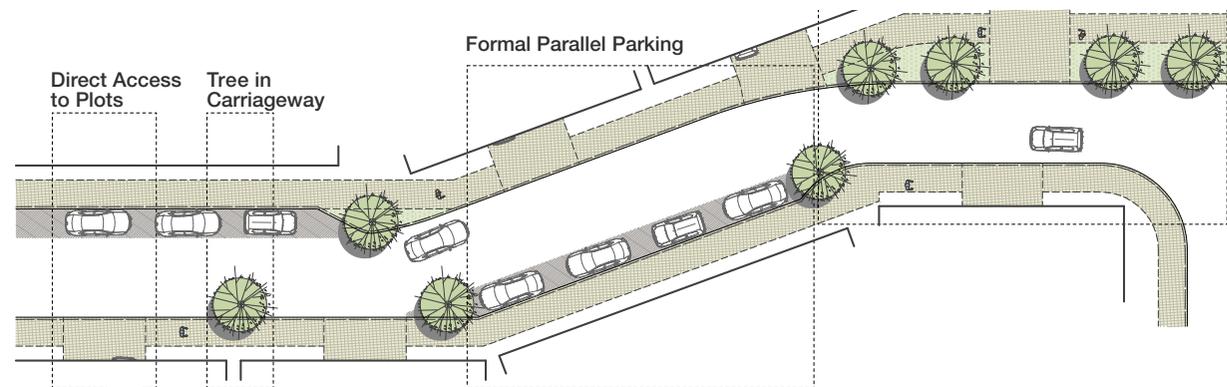
ABOVE EXAMPLE OF MAIN STREET THROUGH VILLAGE CORE

GENERAL NEIGHBOURHOOD

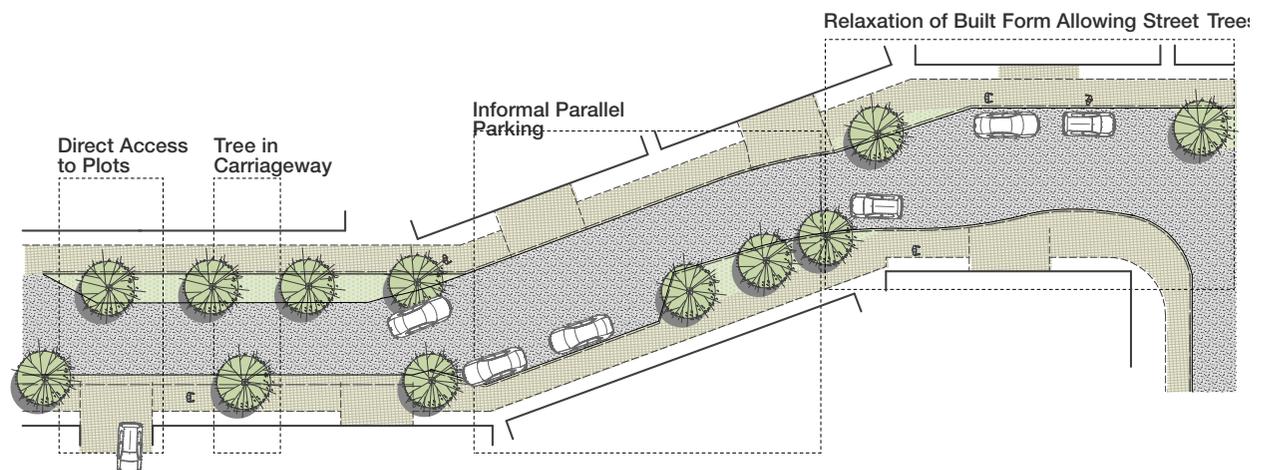
5.3.8 The General Neighbourhood areas will be of different form and character to the Village Core. Although a strong building line will be followed, open spaces and front gardens will ensure that soft landscaping is a key feature, preferably behind mild steel railings to help define plot boundaries. There will generally be a mixture of 2, 2.5 and 3 storey buildings. The GN areas will provide a natural progression across the site between VC and RE.



ABOVE VILLAGE MAIN STREET CROSS-SECTION



ABOVE RESIDENTIAL STREET THROUGH THE GENERAL NEIGHBOURHOOD



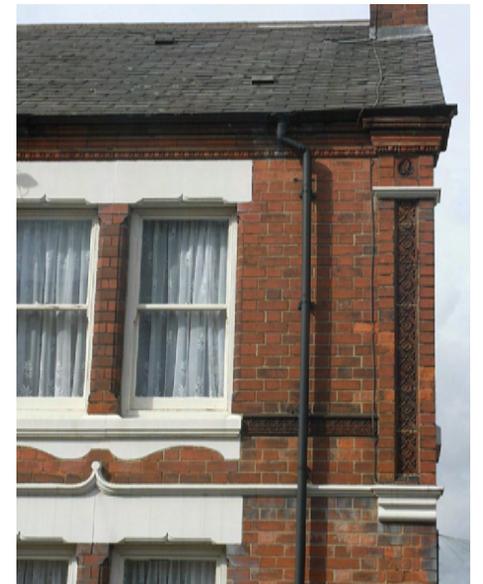
RIGHT RESIDENTIAL STREET ALTERNATIVE

General Neighbourhood

RIGHT EXAMPLE OF A GENERAL NEIGHBOURHOOD CHARACTER AREA



BELOW LOCAL PRECEDENTS



Rural Edge



ABOVE LOCAL PRECEDENTS

EAST HUGGLESCOTE

- 5.3.10 Part of the proposals also include land immediately to the east of Hugglescote, adjoining the existing urban settlement. The character and form of development in this location should follow the principles above where they relate to its existing context. For example, much of the development will fall within the General Neighbourhood Character Area but should be of a similar style and character to Hugglescote. The rural edge which overlooks the green corridor should reflect the Rural Edge character principles as stated above.
- 5.3.11 Designs within each of the villages will need to demonstrate how proposals have been informed by the wider context and how the design will take forward and develop the typical design characteristics identified in this development brief.



KEY

						
Study Area	Dismantled railway line	Extent of river Sence floodplain	Proposed sports pitches	Proposed attenuation zones	New informal open space & national forest planting	Retained hedges (5m offsets)
						Location of proposed Landscaped buffer

ABOVE GREEN INFRASTRUCTURE AND OPEN SPACE

“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.”

(Paragraph 73, NPPF 2012)

5.4 GREEN INFRASTRUCTURE AND OPEN SPACE

5.4.1 The basic tenet of the Green Infrastructure and Open Space Concept is to work with and value what is already there. Opportunities occur to use the intrinsic landscape positively in the design of new places. Existing trees can provide instant maturity in a new square or provide instantly recognisable features at the end of a key street. A copse of good trees can provide the basis for a local park. Hedgerow trees and lanes can be used to line a new parallel road. Visual links between a hill, a fine building or historic feature beyond the site can be used to create ‘visual corridors’, in which open spaces, pedestrian linkages or a new avenue can run.

5.4.2 In order to provide maximum accessibility for pedestrians and cyclists between proposed neighbourhoods and complementary uses, a series of ‘green corridors’ will be created. As well as enhancing connectivity, these would provide an attractive landscape setting, allowing for space for trees and informal open space for recreation and amenity.

5.4.3 The emphasis on movement within these corridors is based around existing site features such as the flood plain that runs through the centre of the site and the network of integrated hedgerows, ponds and other ecological features of importance.

5.4.4 The site is characterised by an array of hedgerows. Wherever possible it is proposed that they be retained and incorporated into the landscape strips and green corridors.

ENGAGEMENT

5.4.5 At the stakeholder workshops there was a desire from a number of attendees for the disused railway line along the site’s western boundary to become a key green corridor, providing opportunities for leisure and recreation and providing an attractive link between Hugglescote in the north and Ellistown in the south. The masterplan shows the disused railway could provide for a strong green link with cycle and pedestrian routes, creating a recreational area and a buffer to the development.

5.4.6 The River Sence was also considered by stakeholders to be an important landscape feature that would benefit from enhancement and protection, providing a focal point within the site and also a natural break between parcels of development. The masterplan shows the river providing a natural break between development parcels, with areas for surface water attenuation providing opportunities for nature conservation and habitat enhancement. The need for the proposals to include for Sustainable Urban Drainage was also a point raised by stakeholders.



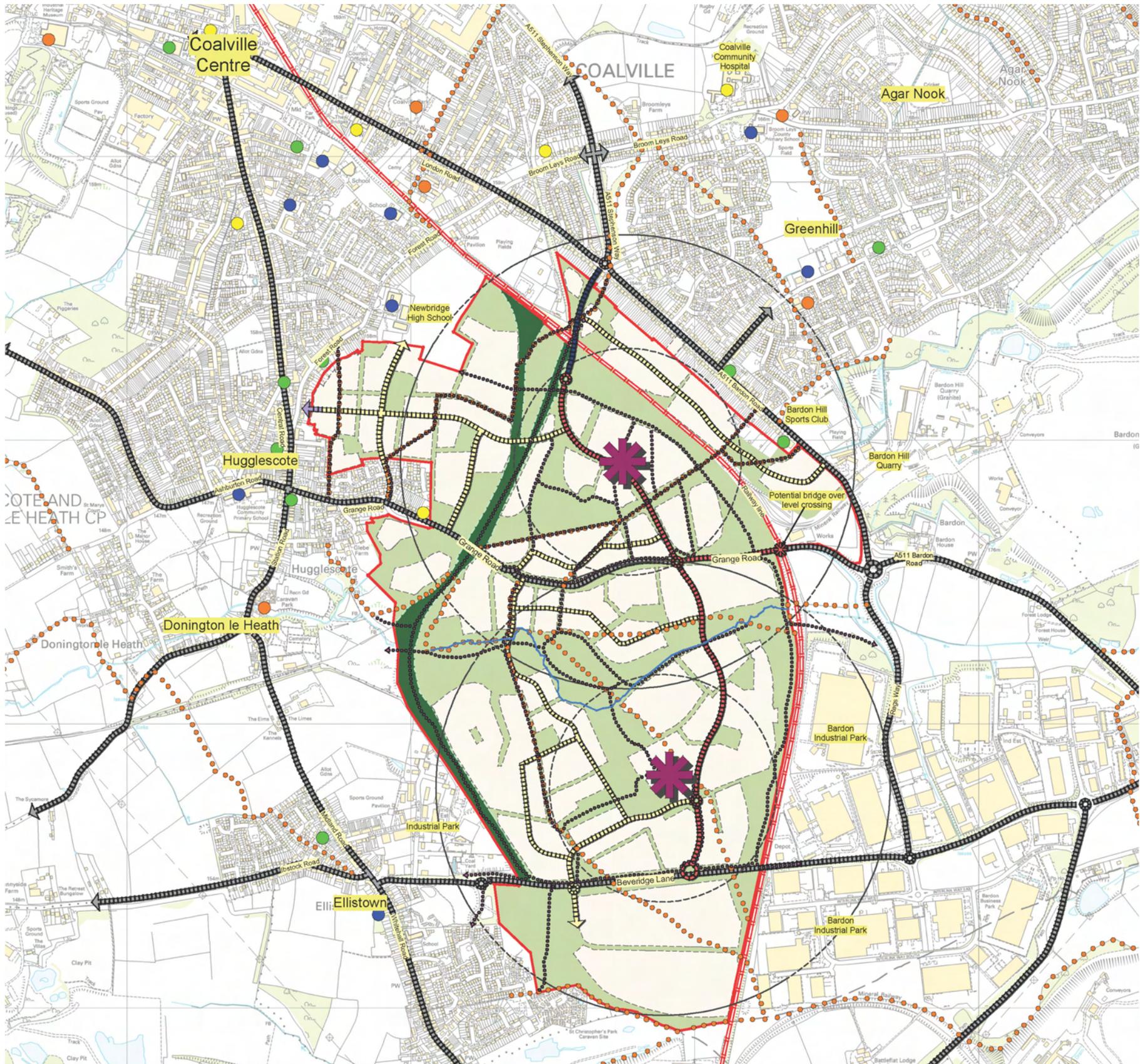
	NATIONAL FOREST		OPEN SPACE		ENGAGEMENT
5.4.7	The requirement for National Forest planting on sites over 10 hectares is 30% of the overall site area. To create a National Forest setting for developments, the National Forest Company advises that the main emphasis will be woodland planting. However, open space and other landscaping with trees may also be included.	5.4.9	Residential development at South East Coalville will be required to make provision for recreational open space, comprising facilities for outdoor sport and children's play.	5.4.12	A number of stakeholders felt that there was a deficiency in recreation facilities for young people, and suggested that the development proposals could address this deficiency. Several people suggested that the proposals could include facilities such as a skate park. Several people commented that recreational facilities associated with schools should be available for the community to use too.
	LANDSCAPE FRAMEWORK	5.4.10	Emerging Core Strategy policy CS29 advises that the quality standard set out below (taken from the District Council's Open Space, Sport and Recreation Study of 2008) will be used as the starting point to assess the need for new provision until such time as the District Council undertake a new assessment:	5.4.13	Attendees at the public exhibition were asked specifically to comment on open space, and the type of open space that they would like to see delivered through the development proposals. Suggestions included cycle paths and dog walking areas. A number of people were also concerned over the loss of the site as an area they valued for recreation and that they would like to see new areas of open space incorporated into the proposals.
5.4.8	The landscape framework includes the following landscape elements:		<ul style="list-style-type: none"> > Children's play provision – 15 square metres per child > Recreation grounds – 15 square metres per person > Other open space – 4 square metres per person 	5.4.14	The masterplan provides for a range of public open spaces, offering enhanced opportunities for recreation and leisure.
	<ul style="list-style-type: none"> > Retain the existing field pattern and boundary hedgerows; > Retain the linear woodland along the disused railway line; > Retain the rural character of the River Sence through the site; > Reduce the prominence of Bardon 22 Industrial Park through planting; > Retain existing ponds and wetland features within public open space areas. 	5.4.11	A range of different types of open space will be provided, including informal areas and formal provision such as playing pitches. It is expected that a flexible approach will be taken to the provision of open space on the site. Sports pitches are proposed adjacent to the site of Newbridge High School. It is envisaged that such facilities would be for dual use, being available to both the school and community, providing an important recreational resource. The potential for financial contributions to be made to enhance existing facilities off-site in lieu of on-site provision will also be explored.		

KEY GREEN INFRASTRUCTURE AND OPEN SPACE PRINCIPLES

5.4.15 The site is not a sensitive landscape setting that requires conservation or preservation; it is a landscape that will benefit from improvement and enhancement, in combination with new development.

5.4.16 The green infrastructure strategy for the site is consistent with the approach identified in the Prince's Foundation for the Built Environment for the regeneration strategy for Coalville and can be summarised as follows:

- Retention and enhancement of the River Sence and associated flood land and vegetation as part of a primary green corridor;
- Retention and enhancement of existing framework of vegetation and protection of associated wildlife habitat and potential migratory routes;
- Retention and improvement of dismantled railway line as primary green corridor linking Ellistown and the development back into Hugglescote and Coalville;
- Secure significant areas of planting to assimilate proposed development and create appropriate relationships between new residential areas and existing industrial development;
- Retain appropriate separation between development and the surrounding villages;
- Secure views and vistas through and across development towards landmark features such as St John the Baptist Church
- Provide improved recreational facilities through on-site provision and off-site financial contributions to enhance existing facilities;
- Extend recreation opportunities for the wider benefit of the community where possible;
- New areas of planting to reflect the site's National Forest setting;
- Secure the protection of wildlife habitat through enhancement and management.



KEY													
Study Area	Existing road connections	Primary road connection	Secondary connections	Strategic connection	Bus only connection	Key pedestrian & cycle links	Public Right of Way	New Local Centre	Convenience/ Foodstores	Education	Leisure Facilities	Medical Centres	
												400-800m isochrone	Mineral railway line

ABOVE MOVEMENT AND CONNECTIONS

“Developments optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public spaces as part of developments) and support local facilities and transport networks.”

(Paragraph 58, Point 3, NPPF 2012)

5.5 TRANSPORT AND CONNECTIONS

5.5.1 In accordance with national and local transport policies, emphasis will be placed on encouraging sustainable methods of travel rather than just relying on private car use. In planning for a development of this scale a fundamental objective is to reduce the need to travel outside the site in the first instance. ‘Internalising’ trips can be achieved by providing schools, jobs, shops, services and facilities within the site.

5.5.2 A network of routes for pedestrians and cyclists will link key features and areas within the site and offer direct linkages between facilities. In order for walking and cycling to be encouraged, footpaths and cycleways need to be attractive, secure, well signed and well lit at night with surveillance provided from adjacent housing.

5.5.3 A logical network of streets makes it easy for people to find their way through places by foot. A permeable network of streets also makes it easier for cars to move around by dispersing traffic rather than congesting it at major intersections. Additionally, all places should have a variety of street types to cope with the different movement patterns in a town. A high street/main street has traditionally been the highest receptor of movement, which is why one would find the most activity here to capture local spending. By controlling vehicle speeds, effective use can be made of shared surfaces for pedestrians and cyclists within each of the villages.

5.5.4 The development will seek to provide best practice in connectivity, accessibility, and the encouragement of sustainable transport. Internally, new local centres and primary schools will be provided that reduce the need to travel to destinations outside of the study area. Connections will be provided to local secondary schools, such as Newbridge High School, that allow residents and their children to walk and cycle to school, or if they drive to ensure journeys are as short as possible.

5.5.5 Permeability to off-site locations is also key to ensuring that local amenities are easily reached and therefore sustainable travel is encouraged. In particular, the provision of a connection to Bardon Road is required, to allow local connectivity along this key desire line to the town.

5.5.6 The layout of the road network will allow buses to route through the study area and ensure that all residents are within a short walk of the bus stops. Travel Plan measures such as the provision of bus passes and information on the services will encourage a culture of bus use to be established from the start of development.



- 5.5.7 The masterplan identifies the key walking and cycling routes throughout the study area, to connect internally and to off-site locations. A walking and cycling route along the disused railway line extending the length of the study area provides an excellent opportunity to encourage these journeys.
- 5.5.8 For drivers the masterplan identifies a network of roads that allow movement between areas. A north-south link road is to be formed that connects Bardon Road in the north to Beveridge Lane in the south. The majority of this route would be designed as a residential street, with a 30mph speed limit and frontage residential development. It will be designed such that slow speeds are ensured without the need for intrusive traffic calming and would cater for buses but discourage HGV use. The slow speeds will ensure cyclists are able to safely cycle on the link and there will be footways on both sides to connect with the rest of the internal network.
- 5.5.9 Where the link road joins other roads such as Grange Road and Beveridge Lane, crossing facilities will be provided and the needs of pedestrians and cyclists will be paramount.
- 5.5.10 Access to the development parcel to the rear of Bardon Road and the north of the railway line would be via the new link road, and not from Bardon Road direct.
- 5.5.11 The development will generate additional traffic on the surrounding roads. Any planning applications should be supported by Transport Assessments that assess in detail the impact of this extra traffic, and how that impact can be mitigated. As the development comes forward, with its attendant traffic, it will contribute to the package of interventions that are required throughout the District. In particular, schemes will be provided at:
- Hugglescote crossroads;
 - Ellistown crossroads;
 - Birch Tree roundabout;
 - The new connection with Bardon Road.
- 5.5.12 Further afield, the District Council is working with the County Council to plan for phased infrastructure improvements to deal with traffic increases along the whole of the A511 including its connections to the A42 and M1. The development will contribute to the implementation of these improvements.

ENGAGEMENT

- 5.5.13 Participants at the stakeholder workshops advised that new bus connections would need to be a key part of any future development proposals. In particular, they were keen to see public transport links to the centre of Coalville to ensure new residents could access the services and facilities available, helping to support the centre's viability and vitality. The layout of the road network shown indicatively on the masterplan would allow buses to route through the site and ensure that all residents are within a short walk of the bus stops. Travel Plan measures such as the provision of bus passes and information on the services would encourage a culture of bus use to be established from the start of development.
- 5.5.14 The disused railway line was seen by a number of stakeholders as being a key link with the potential to provide walking and cycling connections from Hugglescote and Coalville in the north to Ellistown in the south. The masterplan addresses this desire for a strong connection and shows the disused railway line as a key sustainable link through the site with provision for cyclists and pedestrians.
- 5.5.15 Connectivity to Newbridge School was also raised as an issue at the stakeholder workshops. The development should include for new points of access to school from the site, helping to internalise trips and avoid putting extra vehicles onto Forest Road.

KEY TRANSPORT AND CONNECTIONS PRINCIPLES

- Encouraging sustainable transport;
- Internalisation of trips;
- New walking and cycling routes (including the disused railway line and along River Sence);
- New bus services and bus infrastructure;
- New road links on site;
- Contributions to off site junction improvements;
 - A42, M1 and A511 junctions;
 - Hugglescote crossroads;
 - Ellistown crossroads;
 - New connection with Bardon Road.

“Opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity.”

[Paragraph 69, Point 1, NPPF 2012]



5.6 COMMUNITY AND NEIGHBOURHOODS

5.6.1 Neighbourhoods can be best promoted by using the distance most people will walk to daily facilities and services such as the convenience store, corner shop or the bus stop. This provides a starting point for creating the centre and focus for local people.

5.6.2 The 'neighbourhood unit' provides a useful organising device to shape the form of the village. When overlaid on an integrated movement framework it can then be conceived as a piece of the wider town. The widely used benchmark is for neighbourhoods or villages to cover a 400m radius, equating to about five minutes walk.

RELATIONSHIPS WITH EXISTING DEVELOPMENT

5.6.3 The concept for the development brief area is one of a series of linked villages which each maintain a unique identity and which do not merge existing villages into one urban conglomeration. Part of the development area includes land immediately to the east of Hugglescote and it was felt strongly at the stakeholder workshops that Hugglescote should remain distinct from the new development and that this should include a physical buffer. Concerns were also raised by those responding to the public consultation about Hugglescote losing its identity.

5.6.4 The development should therefore include a green buffer to the urban edge between Hugglescote and the site to help maintain the identity of this community. To the south the dismantled railway should perform a buffer role separating Ellistown from the new development.

5.6.5 Whilst there were strong feelings that the existing communities should maintain their individual identity, it was also made clear at the stakeholder workshops that this should not be at the expense of good connections linking the new and existing communities. The development should therefore include new or reinforced foot and cycle paths, roads and bus routes that connect the development to its surroundings.

LOCAL CENTRES

- 5.6.6 Two local centres will be provided on the site to ensure that residents are able to meet their day to day needs within proximity of their home. Located alongside the primary schools and open space they will help to create a distinctive and legible neighbourhood centre.
- 5.6.7 It is expected that the local centres will comprise convenience shops and services of a local nature, appropriate to their proposed function and the size of community that they will serve. The form of the local centres will be consistent with meeting day-to-day shopping and convenience needs and is not intended to compete with Coalville town centre for higher order services. There may be scope for some residential use (i.e. shops above flats) to optimise opportunities for secure local shopping and to enhance the local centre as a community focal point.

COMMUNITY FACILITIES

- 5.6.8 The local centres and schools will become the focal point for new community facilities. The local centres could potentially provide space for community use if a need is identified.

EDUCATION

- 5.6.9 Two new two form entry primary schools will be provided to meet the needs of the new neighbourhoods at South East Coalville. These will be provided alongside the local centres to provide a clear community focus. A secondary school site is not required, however the development will make contributions towards the expansion of existing secondary provision to ensure that there are sufficient school places to accommodate the needs generated by the development.
- 5.6.10 The preference is for secondary education contributions to be invested locally to the site. For the high school tier (ages 11-14) this will mean focussing contributions towards the expansion and improvement of facilities at Newbridge High School which adjoins the site.

- 5.6.11 There is scope for dual use of Newbridge High School's facilities and this is expected to play an important role in linking the school with the new communities. Provision for dual use would also contribute towards meeting the development's requirements for recreation facilities. This expectation reflects suggestions made at the stakeholder workshops about allowing the community access to the school resources and should therefore be encouraged.
- 5.6.12 Connectivity to Newbridge School was also raised as an issue at the stakeholder workshops and the development should include for new points of access to school from the site, helping to internalise trips and avoid putting extra vehicles onto Forest Road.
- 5.6.13 Further discussions will be required in respect of education provision with Leicestershire County Council Education and Newbridge High School.

HEALTH CARE

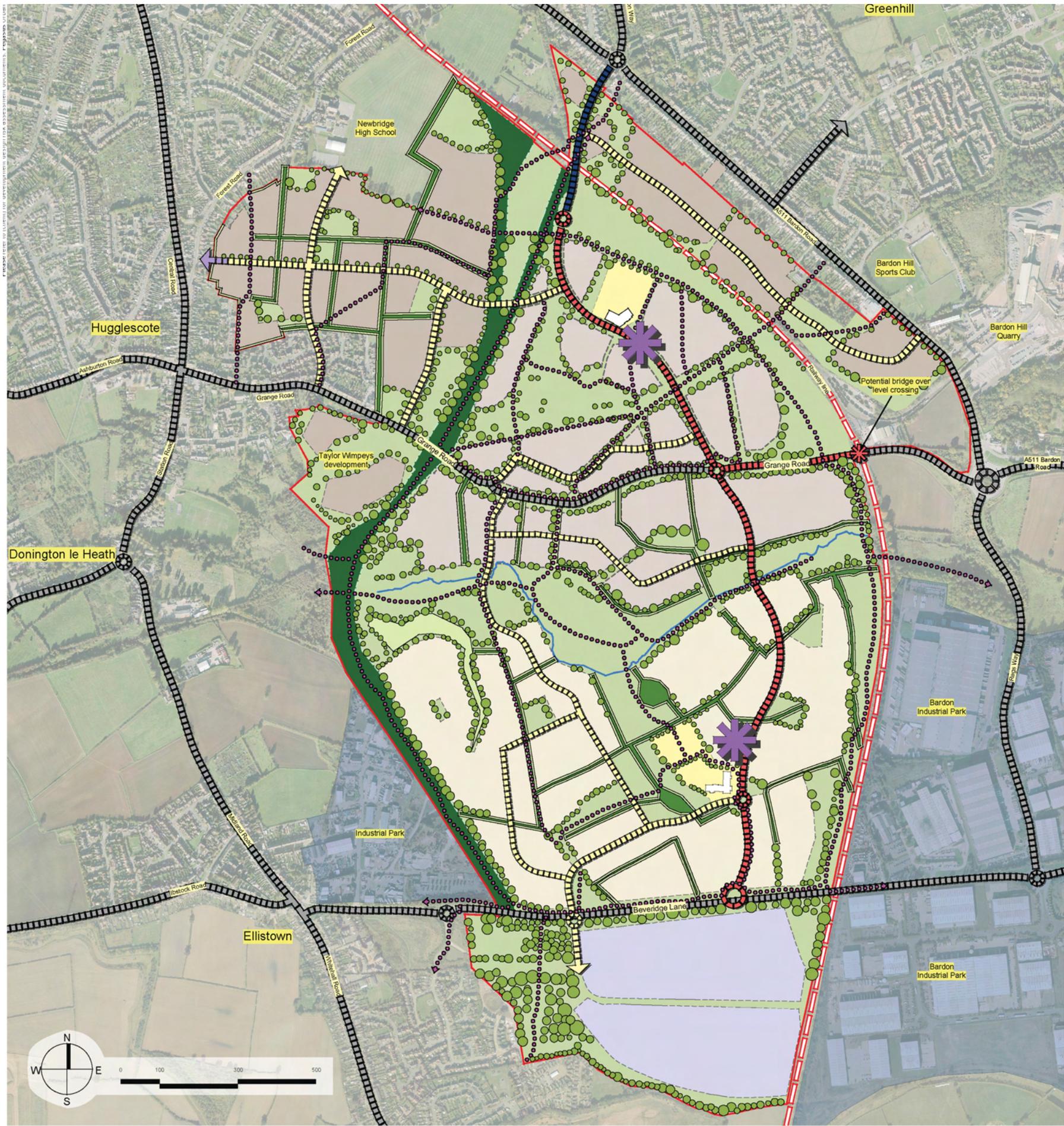
- 5.6.14 The West Leicestershire Clinical Commissioning Group attended the stakeholder workshops and advised of the potential for future expansion of the Hugglescote Surgery on Grange Road. Provision of health care to serve the needs of the development's residents should initially be made by the improvement and expansion of facilities at Hugglescote Surgery. As development progresses, provision should be made in the southern village for a new doctors' surgery site within its local centre. Bus routes should be provided to access to these new facilities and the existing Hugglescote Surgery. This would help address the local concerns highlighted in the feedback from stakeholder workshops and public consultation, particularly by Ellistown residents, about accessibility and availability of healthcare facilities.

COMMUNITY GOVERNANCE

- 5.6.15 The integration of new residents with existing communities, whilst also supporting them to become stand-alone communities in the long term, is a challenge for the development. It is proposed that a liaison group will be established with representatives from the developers, District and County Council officers together with existing and new communities. This group will be able to deal with issues that arise with construction and open space management and will help to create a strong sense of community identity.

KEY COMMUNITY PRINCIPLES

- Maintain separate identity of Hugglescote and Ellistown.
- Provision of two new local centres of a local scale and nature to provide a community focal points.
- Two new primary schools and local expansion of existing secondary education provision to meet the needs of the new development with shared use facilities.
- Expansion of Hugglescote Surgery and a new doctors' surgery in the southern village local centre.
- Setting up of a liaison group to help provide future local governance and build community identity.



KEY

- Study Area
- Primary School
- Employment
- Local Centre

5.7 EMPLOYMENT

5.7.1 Draft Core Strategy Policy CS36 sets out a requirement for 20-25 hectares of employment land at South East Coalville. The masterplan shows employment land to the south of Beveridge Lane covering an area of approximately 25ha for employment development, with 11ha area of open space/woodland providing a buffer between Ellistown and the employment development.

5.7.2 An outline planning application was submitted in April 2013 for a mix of general industrial and storage and distribution uses in the southern part of the site. The proposed employment site lies to the south of Beveridge Lane, between Ellistown to the west and the existing Interlink and Bardon 22 Industrial and Business Parks to the east.



5.7.3 The proposals comprise up to 120,773 square metres B2/B8 space with associated ancillary uses and associated infrastructure, including a new access from Beveridge Lane and off-site highway improvements, earthworks and ground modelling, together with new landscaping, including habitat creation and provision of a new community woodland park.

5.7.4 Implementation of the scheme could potentially quickly follow the grant of outline planning permission and the applicants (Paragon) anticipate that the construction of the units would be phased over a number of years, but this is subject to market demands. Commencement of the proposed infrastructure and landscaping could potentially start straight away.

5.7.5 It is envisaged that the mix of employment uses are likely to be similar in character to those existing at Interlink, immediately to the east of the site.

5.7.6 In terms of other smaller scale employment opportunities that would be delivered by the South East Coalville development, there is a requirement for two local centres to be provided, including a small range of shops of a local nature, serving a small catchment. It is envisaged that they would provide essential services for new and existing residents. The local centres will generate employment opportunities for local people, during and post construction.

LOCAL OPPORTUNITIES FOR EMPLOYMENT

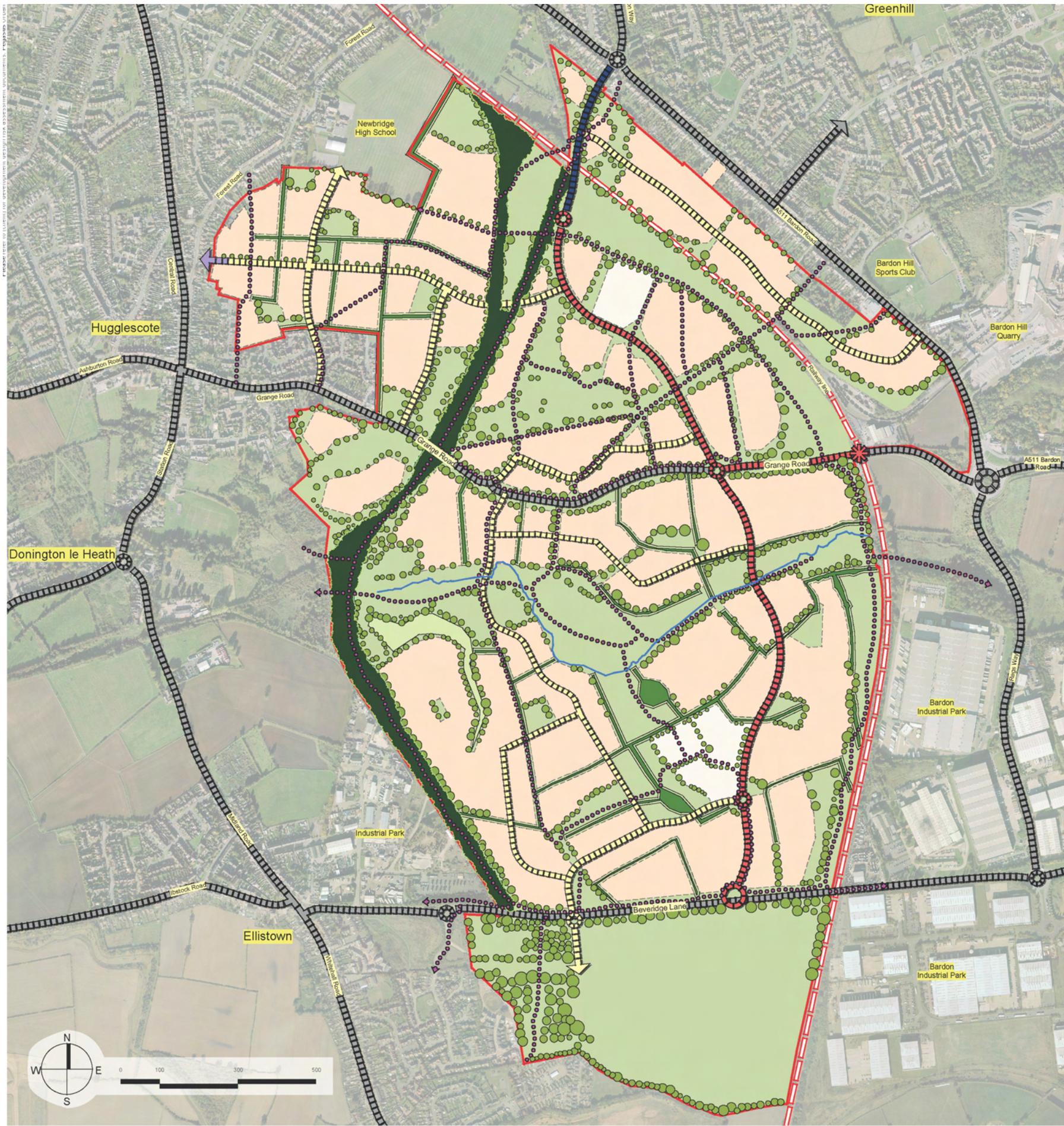
5.7.7 Development of the site would create job opportunities both during and after the construction phase. The recruitment of local people is encouraged during the construction phase to ensure that benefits of the development will be felt locally. The setting up of links between developers and Stephenson's College is encouraged to ensure that local people have the necessary skill set for the jobs arising from the proposed development construction through tailored training courses and apprenticeships.

ENGAGEMENT

5.7.8 Comments from stakeholders included the desire to see sustainable pedestrian/cycle links from the proposed development area to the existing employment areas to the east of the site. A number of stakeholders stated that it was important that any new employment areas provided jobs for local people.

KEY EMPLOYMENT PRINCIPLES

- Mix of employment uses, to complement existing employment offer at Interlink and Bardon 22.
- Locally sourced employment.
- Mix of employment uses.



ABOVE RESIDENTIAL

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

(Paragraph 56, NPPF 2012)

5.8 RESIDENTIAL

5.8.1 The emerging Core Strategy is seeking a sustainable urban extension of some 3,500 dwellings in total. Given the form and character of the existing development in the vicinity of the site, the proposed development will be predominantly family housing of around two storeys in height with on plot car parking and private gardens.

5.8.2 The density is expected to be an average of around 30 dwellings per net hectare across the site; with the masterplan identifying a net residential development area of around 125 hectares, it is expected that the Core Strategy policy requirement can be achieved. Density will vary across the site, but will be expected to be higher around the local centres and along key roads, with lower densities on the edges of development areas.



5.8.3 There is no up to date Strategic Housing Market Assessment to identify the actual need and demand for particular house types in North West Leicestershire. Nonetheless, the development will be expected to deliver a range of house types, from 1 bed units to 5 bed detached family houses. It is expected that a family housing led development will be expected to deliver a large number of 2 – 4 bed houses, with 1 – 2 bed apartments limited to small 2 – 3 storey blocks and assimilated within the overall housing layout. Some 2½ – 3 storey dwellings will be provided at key visual nodes and focal points to aide legibility and create interest in the street scene.

5.8.4 Tenure will be predominantly owner-occupied. The emerging Core Strategy is seeking up to 20% of all dwellings in and around Coalville to be affordable, and with most of these being social rented. However, NWLDC has adopted an interim policy for developer financial contributions in and around Coalville (2013); this policy is in recognition of the initial high transport infrastructure costs required to mitigate the transport impact of the planned growth of Coalville, and that where there are consequential viability concerns, NWLDC will consider relaxing its normal affordable housing requirements, particularly for the early phases of development. Accordingly, the precise amount of affordable housing that will be delivered on this site will be 20% unless viability testing demonstrates this is not achievable.

5.8.5 House builder low cost market products, affordable private rent and government backed shared equity schemes will be encouraged to seek to ensure housing needs are being met.

KEY RESIDENTIAL PRINCIPLES

- To deliver around 3,500 dwellings
- To achieve an average density of around 30 dwellings per hectare across the site
- To be predominantly 2 storey, with 2½ - 3 storeys at key nodes
- To provide a range of house types from 1 – 5 bed across the site, but being predominantly family (2 – 4 bed) housing
- To seek to provide 20% affordable housing, subject to viability testing
- To encourage other forms of housing tenure should only low levels of affordable housing prove viable

5.9 COMMUNITY SAFETY

5.9.1 The development should follow the key principles of 'Safer Places: The Planning System and Crime Prevention (ODPM, 2004) and the Council's Design Out Crime SPD, by:

ENSURING NATURAL SURVEILLANCE OF PUBLIC AND SEMI-PUBLIC SPACES

- > Orientate buildings so that their front elevations face the streets, open spaces and footpath links.
- > Provide 'active' frontages to streets through principal doors and habitable room windows opening onto streets, open spaces and footpaths.
- > Provide habitable room windows, and, where possible, doors in gables of residential properties to address the corner of two streets.
- > Clearly defining public and private space to create defensible space.
- > Ensure public areas have definable boundaries and clear functions.
- > Utilise surfacing and/or boundary treatments to signal the transition between public and private space and semi private space.

DESIGNING CAR PARKING PROVISION THAT IS SECURE AND OVERLOOKED

- > Provide car parking provision either in-curtilage or within designated spaces that are visible from a habitable room window of that property.
- > Provide, where necessary for the layout, carefully-designed, rear parking areas that are perceived as semi-private space and are secured by manual gates.

ENSURING GOOD LIGHTING

5.9.2 To reduce fear of crime, opportunity for arson and create a safe place for pedestrians and vehicles;

- > Providing lighting that is fit for purpose, does not impact on residential amenity and is an appropriate scale for the street.
- > Design lighting to avoid deep shadows and give good colour rendering.
- > Ensure adequate maintenance.
- > Consider the long term management of the development to encourage a sense of ownership and to minimise neglect and anti-social behaviour.

5.9.3 These principles should inform the layout, notably in relation to building set back, continuity and spacing and orientation of development, the approach to parking, the treatment of the public realm and landscaping.

5.9.4 Consideration should also be given to the desirability of minimising opportunities for arson though provision of clear boundaries, good lighting, avoiding deep alcoves, provision of secure storage of combustible materials such as refuse and locating external litter bins so that the spread of fire can be limited.

5.10 SUSTAINABLE CONSTRUCTION

5.10.1 Emerging Core Strategy policy CS25 states that in order to ensure that new dwellings address wider sustainability issues, new residential developments will be expected to achieve the highest level technically and financially viable under the Code for Sustainable Homes. A similar requirement applies to non-residential buildings which should achieve the highest rating technically and financially viable under the BREEAM. Policy CS35 relating to the Coalville urban area sets out specific sub-category requirements of the Code for Sustainable Homes which will be applied to development in this location.

5.10.2 The development will meet the legal requirements of Part L of the Building Regulations which remain in place at the present time. As required by policy CS35, the development should aim to meet the specified Code levels where this is viable. Where possible, sustainable construction techniques will be used and there are also opportunities on the site for ecological protection and enhancement and surface water management which form part of the Code assessment criteria.

5.10.3 It is expected that the development will also be subject to a Building for Life Assessment.

KEY SUSTAINABLE CONSTRUCTION PRINCIPLES

- Meeting Core Strategy Policy CS25 requirements where this is viable.

5.11 BUILDING FOR LIFE

5.11.1 Proposals at South East Coalville should be assessed in accordance with BfL 12 which provides specific reference in relation to the 12 Building for Life questions.

5.11.2 BfL12 replaces the original BfL criteria and now comprises of 12 questions, with four questions in each of the following chapters:

- Integrating into the neighbourhood
- Creating a place
- Street and home
- Based on a simple 'traffic light' system (red, amber and green) new developments should aim to:
 - > Secure as many 'greens' as possible,
 - > Minimise the number of 'ambers' and;
 - > Avoid 'reds'.

5.12 NOISE AND AIR QUALITY

5.12.1 Noise from the mineral railway line will need to be taken into account to ensure an acceptable noise environment will be provided for the future residents. Noise from roads and employment operations will also be considered.

5.12.2 There is an Air Quality Management System (AQMS) at the Broom Leys Road/Stephenson Way A511 junction. Impact on air quality will need to be considered and mitigation carried out where necessary.



6 Service Provision



6.1 SURFACE WATER DRAINAGE

- 6.1.1 Given the generally agricultural and greenfield areas within the site, it is not anticipated that a significant risk would exist from surface water flooding at present.
- 6.1.2 As the site is currently generally given over to generally permeable surfaces, a strategic residential development would introduce a significant impermeable hardstanding area related to roofs, highways and external areas. The proposed development would therefore result in an increased surface water run-off rate when compared to the existing situation. The principle of restricting run-off and providing attenuation storage to cater up to the 100-year plus climate change return period event is considered to be feasible and would ensure no increase in flood risk elsewhere as a result of flood flows from development drainage.

- 6.1.3 The implementation of suitable Sustainable Drainage (SuDS) control measures should be considered across the development to manage run-off at source, provide stages of treatment prior to discharge and promote a more sustainable use of surface water in accordance with best practice and in accordance with relevant policy guidelines.



6.2 FOUL DRAINAGE

- 6.2.1 The Severn Trent Water (STW) sewer record plans show that there are no public sewers within the site itself. However the existing residential and industrial areas surrounding the site are well served by STW public sewers.
- 6.2.2 Discussions have been held with STW in relation to the proposed development. STW advise they are taking a holistic view of the foul drainage requirements for the Coalville area, taking account of existing sewer network issues and proposed development sites.
- 6.2.3 STW's intention is for foul drainage from the proposed development site to drain to the existing Kelham Bridge foul water pumping station (FWPS) on the A447. STW intend to take the opportunity to upgrade the existing sewers between the development site and Kelham Bridge to not only accept flows from the development but also to cater for flows to be diverted from their Bardon Road FWPS which is over-capacity. STW will fund the upgrading works, including any upgrading required at Kelham Bridge FWPS and any sewer enhancements works on site which will be required to cater for these diverted flows crossing the site.

6.3 WATER SUPPLY

- 6.3.1 The Severn Trent Water (STW) mains record plans show that there are no water mains within the site itself. However, the existing residential and industrial areas adjacent to the site are well served by STW water mains infrastructure.
- 6.3.2 Severn Trent Water has been contacted in relation to the development proposals and has advised that to assess the impact of the proposed development they would need to produce a Preliminary Design Report. Notwithstanding this, STW have a statutory duty to ensure a connection is available. Whilst further consultation with STW will be required, access to water supply will not present a constraint to the site's development.

6.4 OTHER UTILITIES

GAS

6.4.1 The National Grid Gas (NGG) record plans obtained show that there are no NGG gas mains within the site itself other than a 180mm diameter medium pressure gas main which runs north-south through the western-most part of the site parallel to Forest Road. The existing residential and industrial areas surrounding the site are well served by NGG gas infrastructure.

6.4.2 British Gas have been contacted in relation to the development proposals. They advised that in order to fully assess the impact of the proposed development on the gas supply network they would need to carry out a design study. Notwithstanding this, access to gas supply will not present a constraint to the site's development.

TELECOMMUNICATIONS

6.4.3 Plans of existing telecommunications apparatus shows underground and overhead BT apparatus along Grange Road serving both Upper Grange Farm and Louella Stud. An overhead BT cable is also present in the northern-most corner of the site. There are no other BT cables shown within the site itself, although the existing residential and industrial areas surrounding the site are well served by BT infrastructure.

6.4.4 Given that the site and its surroundings are well served by British Telecom infrastructure, procuring new supplies to the site will not be a constraint to development. Improved broadband connections will be encouraged where possible.

ELECTRICITY

6.4.5 The existing residential and industrial areas surrounding the site are well served by Western Power Distribution (WPD) electricity infrastructure.

6.4.6 WPD apparatus in the vicinity of the site includes several overhead and underground cables. A primary sub-station is situated on the adjacent Bardon Interlink Business Park and there is a sub-station off Bardon Road towards the north-east corner of the site.

6.4.7 WPD have been consulted in relation to the development and have confirmed that they would be able to provide a suitable electricity supply for the whole development.



7 Implementation

7.1 INTRODUCTION

7.1.1 This section sets out the anticipated implementation of the development. Ultimately phasing will be subject to the granting of planning permissions, sales rates and delivery of infrastructure – to be agreed with District and County Councils and other key stakeholders, such as Parish Councils.

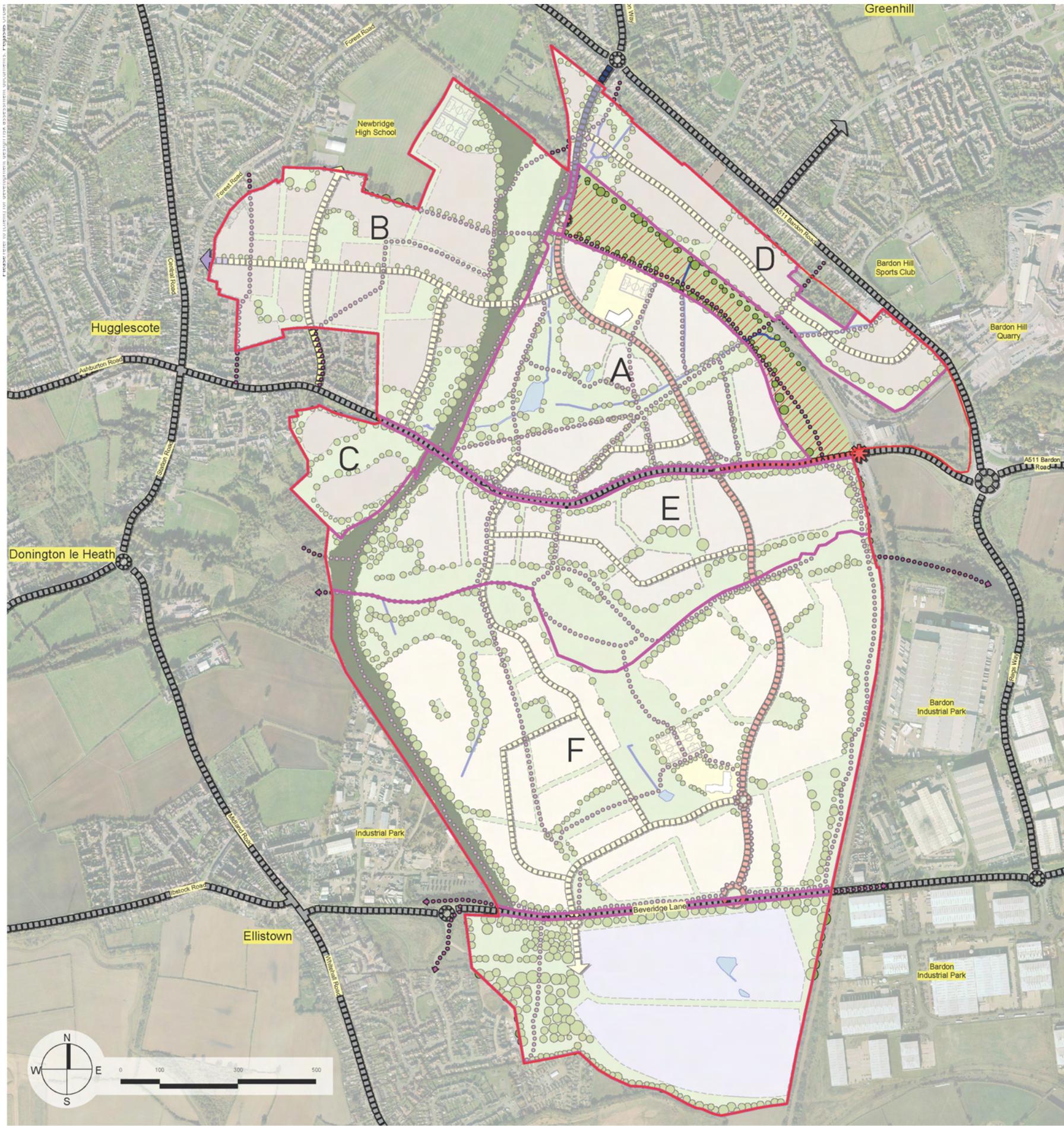
7.2 PHASING

7.2.1 The implementation of the proposed development has already begun with the granting of outline planning permission for up to 800 dwellings on part of the Local Plan housing allocation north of Grange Road. An application for reserved matters approval of the first phase is expected shortly from Bloor Homes, with dwelling completions expected to start next year.

7.2.2 It is anticipated that each house builder on site could expect to build at an average of about 50 dwellings per annum over the life of the development; the rate of sales will ultimately determine the build rate and this will of course fluctuate over the next 20 years. It is also anticipated that there will be around 4 – 5 builders on site following the initial couple of years, collectively building at an average rate of circa 200 dwellings per annum. The likely housing trajectory for the site is provided on the following page. It should be noted that this could change as a result of highway infrastructure requirements and phasing that have yet to be agreed with the District and County Councils.

	2013-16	2017-21	2022-26	2027-31	POST 2031	TOTAL
Site A	200	400	150	-	-	750
Site B	75	250	100	175	-	600
Site C	100	-	-	-	-	100
Site D	-	100	150	100	-	350
Site E	50	100	225	200	-	575
Site F	50	150	250	450	500	1,400
Total	475	1000	875	925	475	3,775
Cumulative	475	1,475	2,350	3,275	3,775	

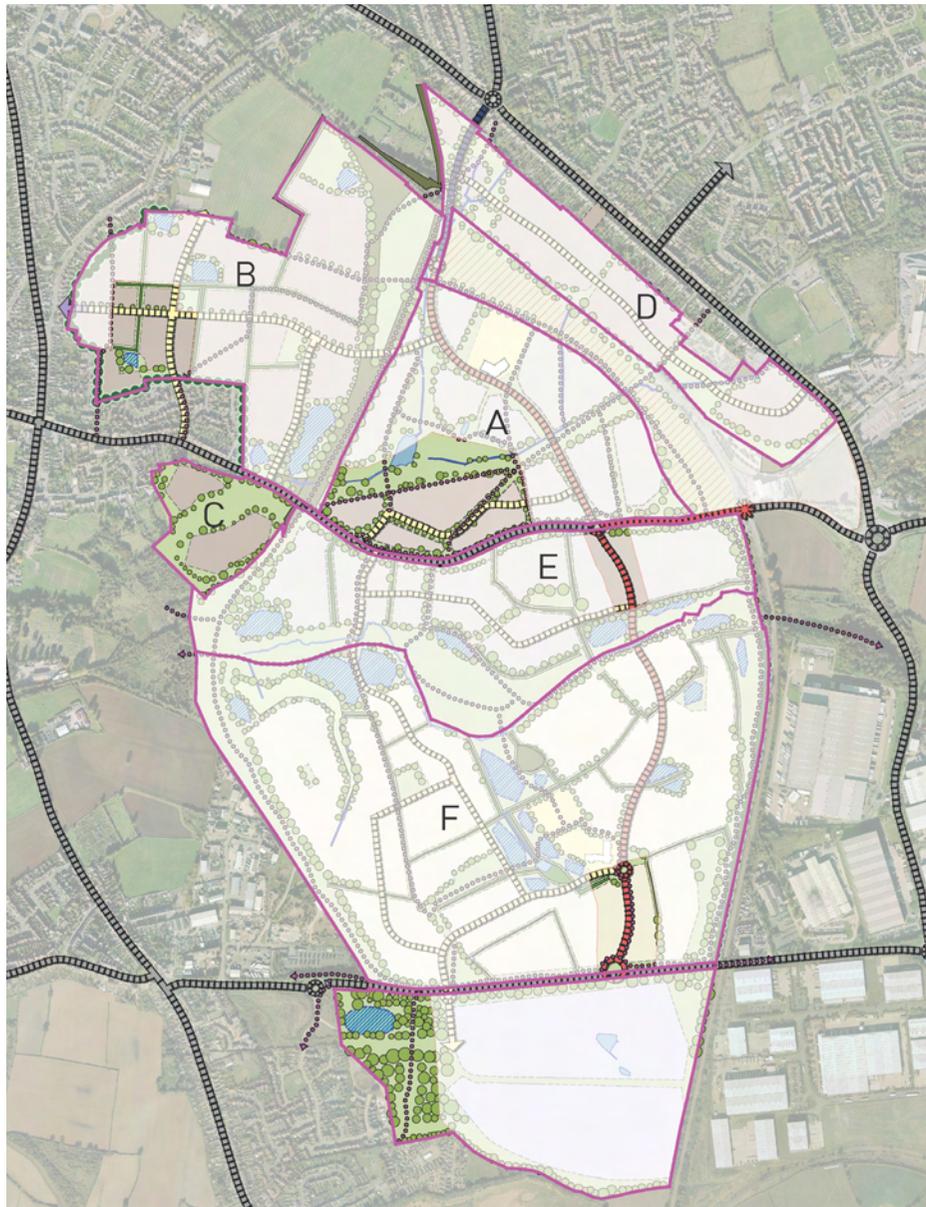
ABOVE HOUSING TRAJECTORY



KEY

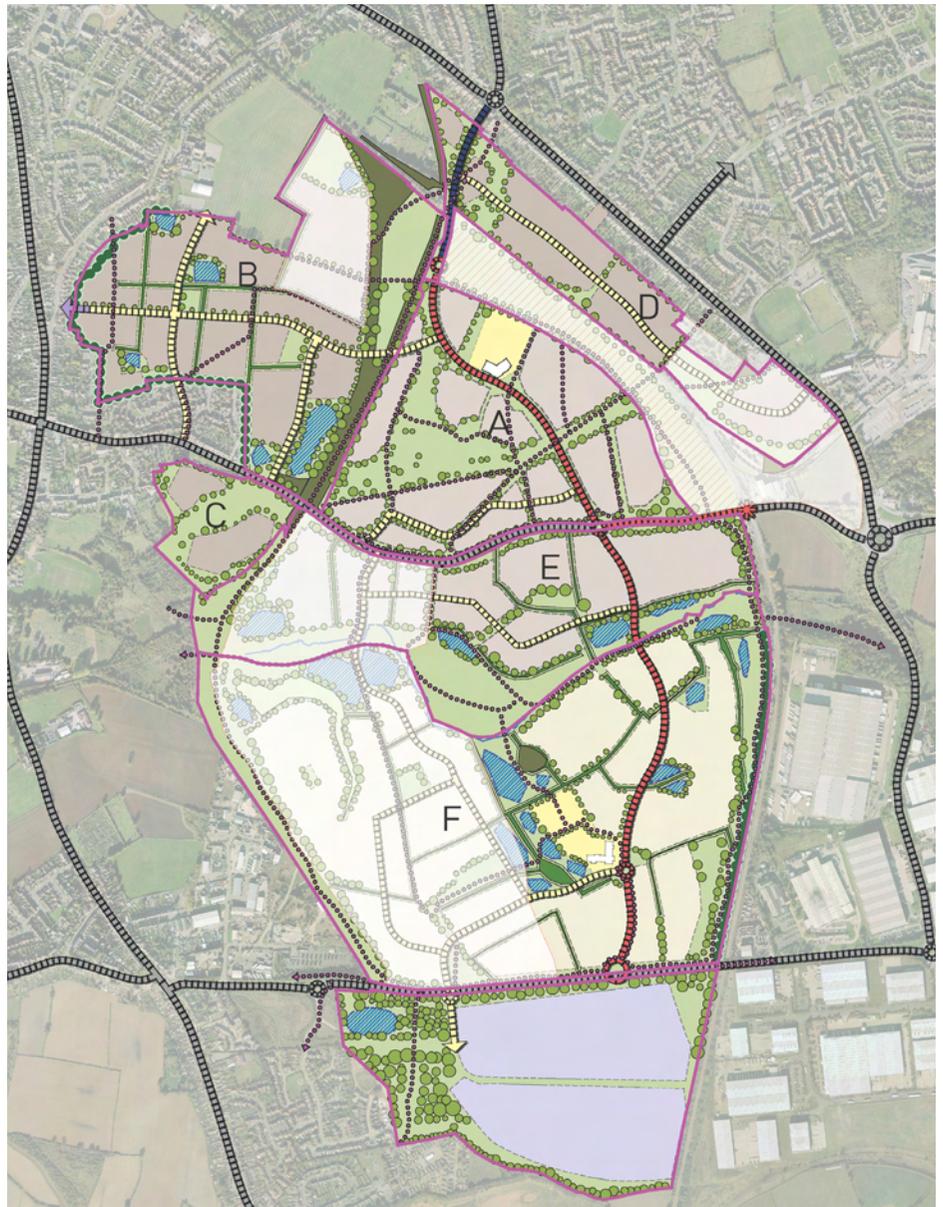
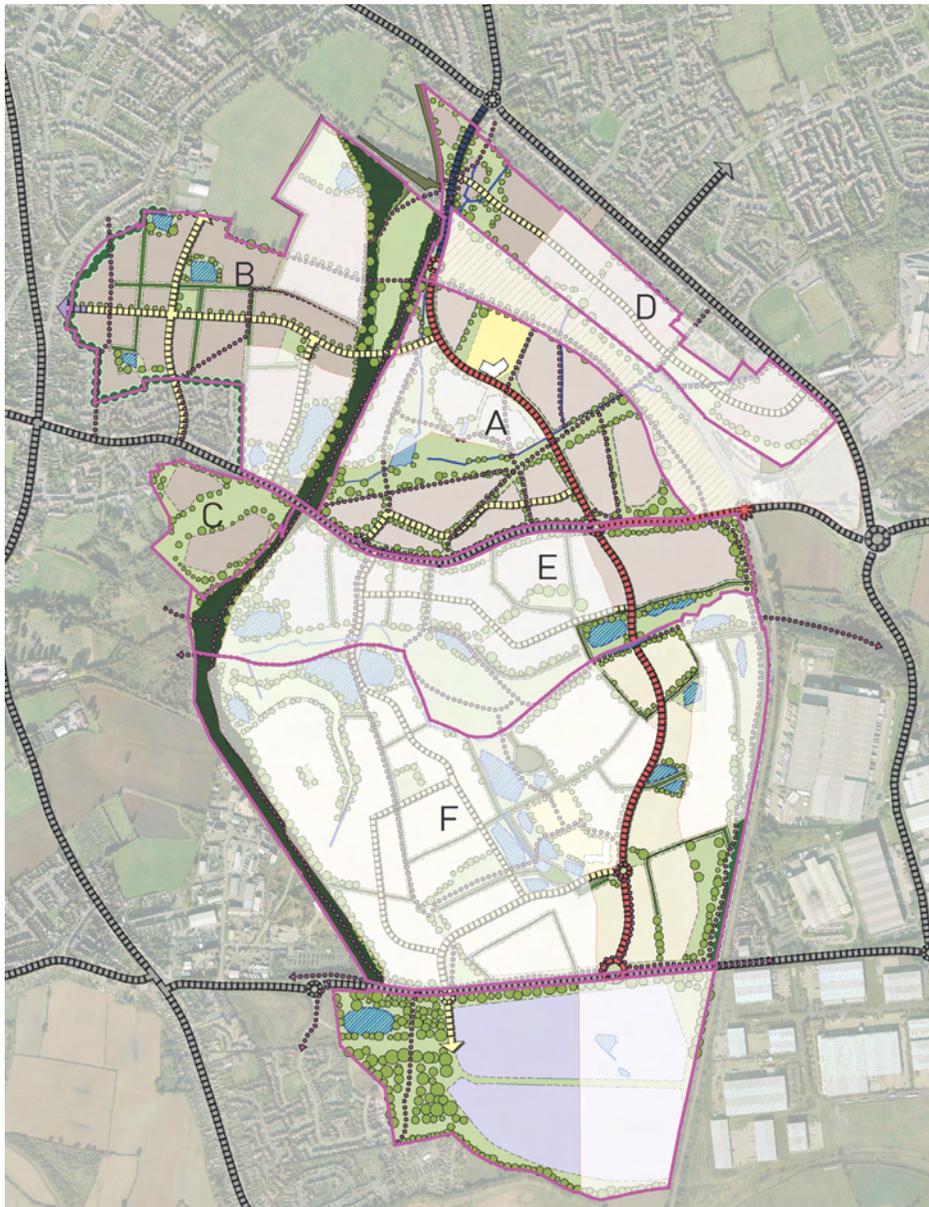
Study Area	Development Sites	Existing road connections	Primary road connection	Secondary connections	Strategic connection	Bus only connection	Key pedestrian & cycle links	Reserved Land

ABOVE PHASING PLAN



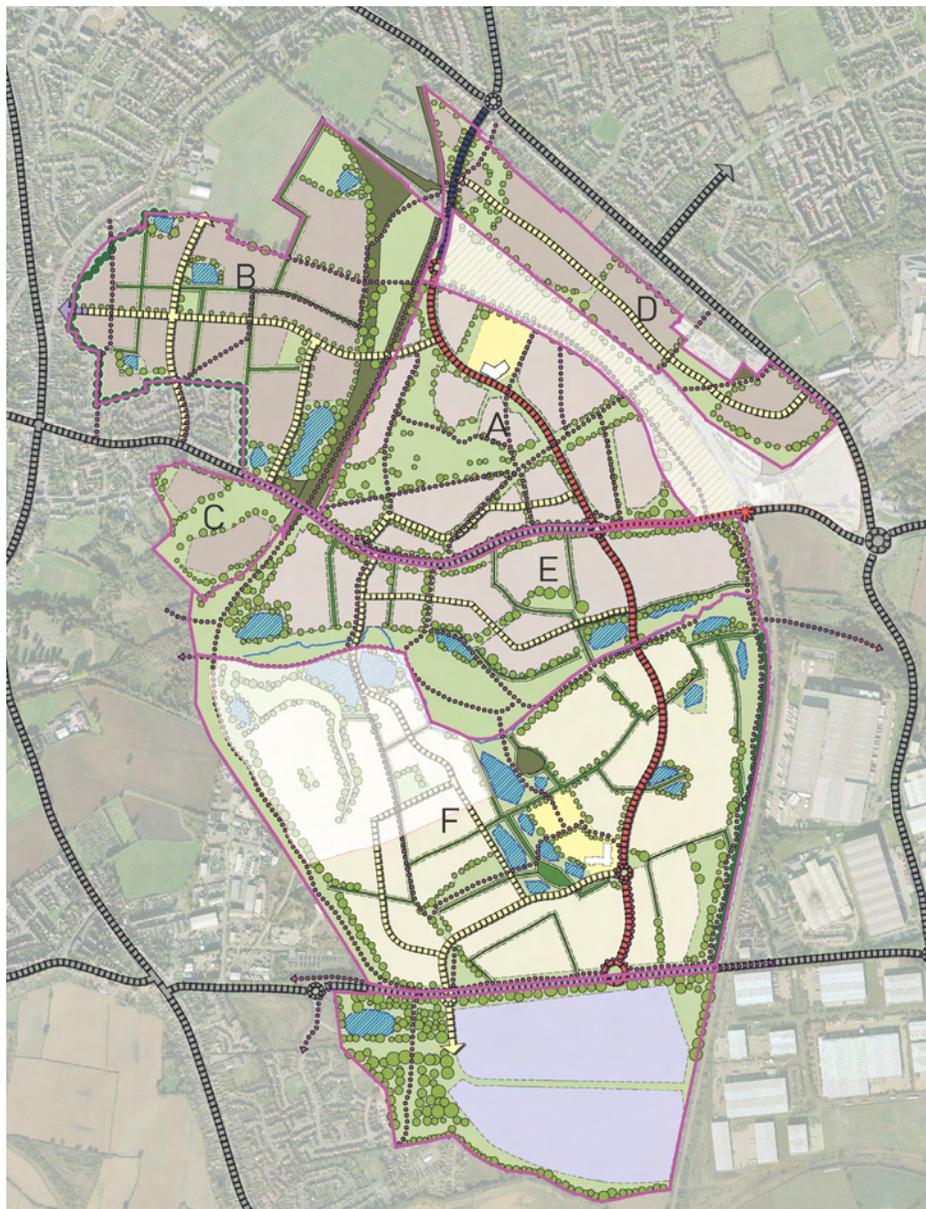
PHASE 1 2013-16

- 7.2.3 With regard to employment, it is noted that the development will be occupier led and so is dependent on market demand. Whilst it is possible that the development could be completed by 2018, it is also possible that development could extend significantly beyond this date. It is therefore not possible to accurately predict phasing of this for the purposes of this brief.
- 7.2.4 The expected phasing in relation to the site area is shown on the following plans, identifying the amount of development expected by 2016, 2021, 2026 & 2031. Only Site F would remain to be completed post Core Strategy plan period (beyond 2031).

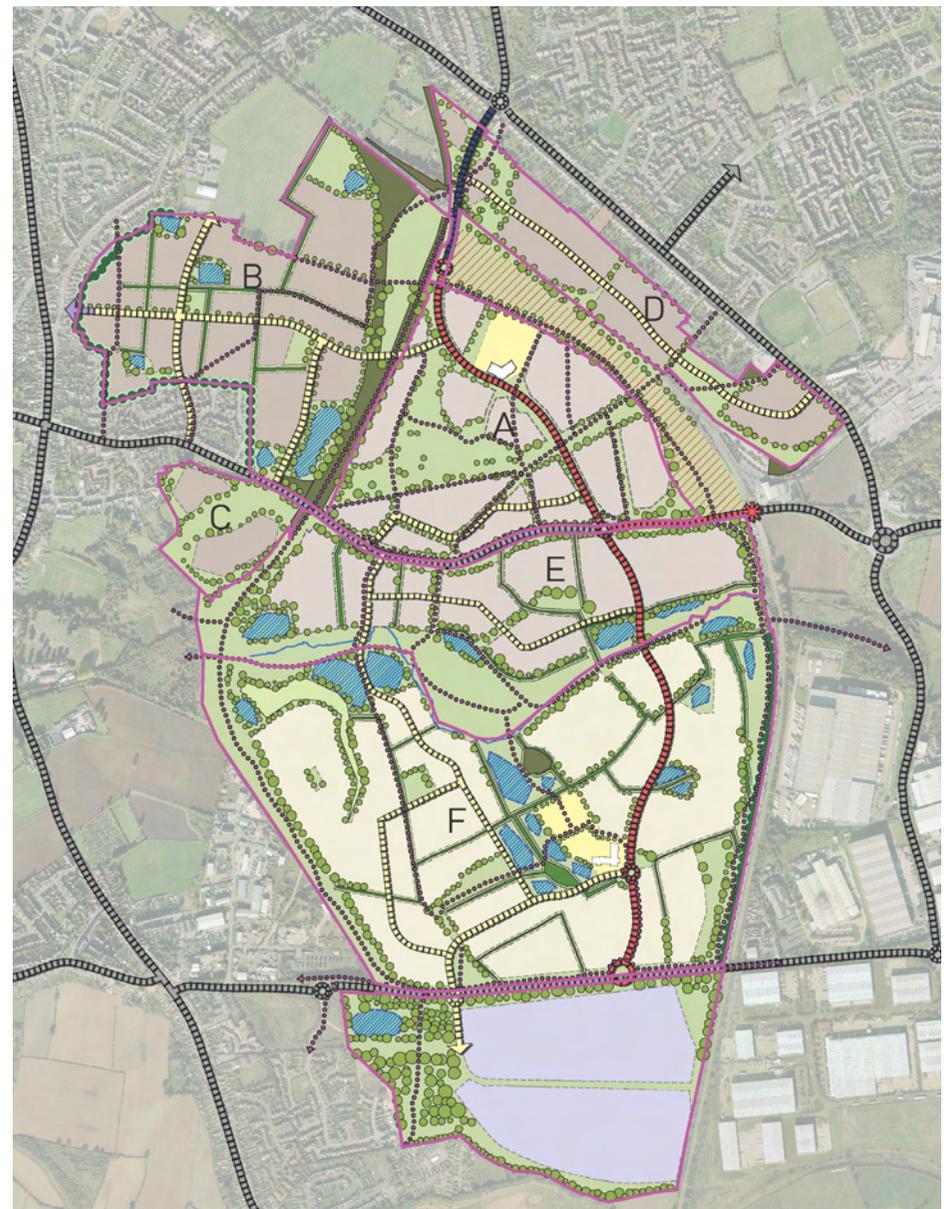


PHASE 2 2017-21

PHASE 3 2022-26



PHASE 4 2027-31



PHASE 5 POST 2031

7.3 DELIVERY OF INFRASTRUCTURE

7.3.1 The delivery of infrastructure is to be phased with the delivery of the development. The phasing diagrams on the preceeding page identify the anticipated phasing of the schools, local centres and open space as well as housing.

7.3.2 With regard to the local centres, these are likely to be developed commensurate with the adjacent primary schools and delivery of road infrastructure. The northern village school is required to be opened by the occupation of the 400th dwelling on the Bloor Homes permitted scheme. The local centre together with the school can thus be expected to be open for business in 2019 at the latest. It is presently estimated that the southern village local centre and school will be built between 2024 and 2026. Financial contributions will be made to the NHS for them to expand the Grange Road surgery when required. A site and contributions for a new surgery as part of the southern local centre will be provided. Timing of delivery is again up to the NHS.

7.3.3 With regard to the delivery of transport improvements, these too will be phased with the development – some being the direct responsibility of the developers to implement (eg new bus services), and others requiring a co-ordinated approach with both District and County Councils (eg new roads and junction improvements).

7.3.4 The Consortium are working with the District and County Councils to ensure that measures are in place to deliver appropriate transport improvements to mitigate the impact of the overall growth planned for Coalville over the Core Strategy plan period. Significant improvements are required as set out in the transport sections of this brief and these include:

- A new link road south of Bardon Road to the approved Bloor scheme for 800 dwellings and the delivery of this prior to the occupation of the 600th dwelling. This is a key peice of infrastructure that all parties are working to deliver as soon as possible; 2019 is the target for the link from Bardon Road to Grange Road to be open by.
- Improvements to the Hugglescote Crossroads junction
- Improvements to the Ellistown double mini roundabout junction
- A new link road from Grange Road to Beveridge Lane. This will be built with housing development and is anticipated for completion in 2021.
- Improvements to various junctions on the A511 between the A42 and M1 (including the A42 and M1 junctions)
- New buses services to the town centre and Leicester City Centre

- Various new and improved foot and cycle paths on and off site

7.3.5 The District Council acknowledges that the cost of funding these works may affect the ability of development to deliver the 20% affordable housing target in Coalville in the short term. The Interim Developer Financial Contributions Policy affirms the policy position of the Council in this respect.

7.3.6 The Consortium are working with the District and County Councils to ensure that development at South East Coalville contributes appropriately, together with other planned development in and around Coalville, to the necessary measures identified above. It is expected that some measures will be subject to the payment of financial contributions and some will be enforced via Grampian planning conditions for the developers to implement at agreed stages of development.

7.4 CONSTRUCTION

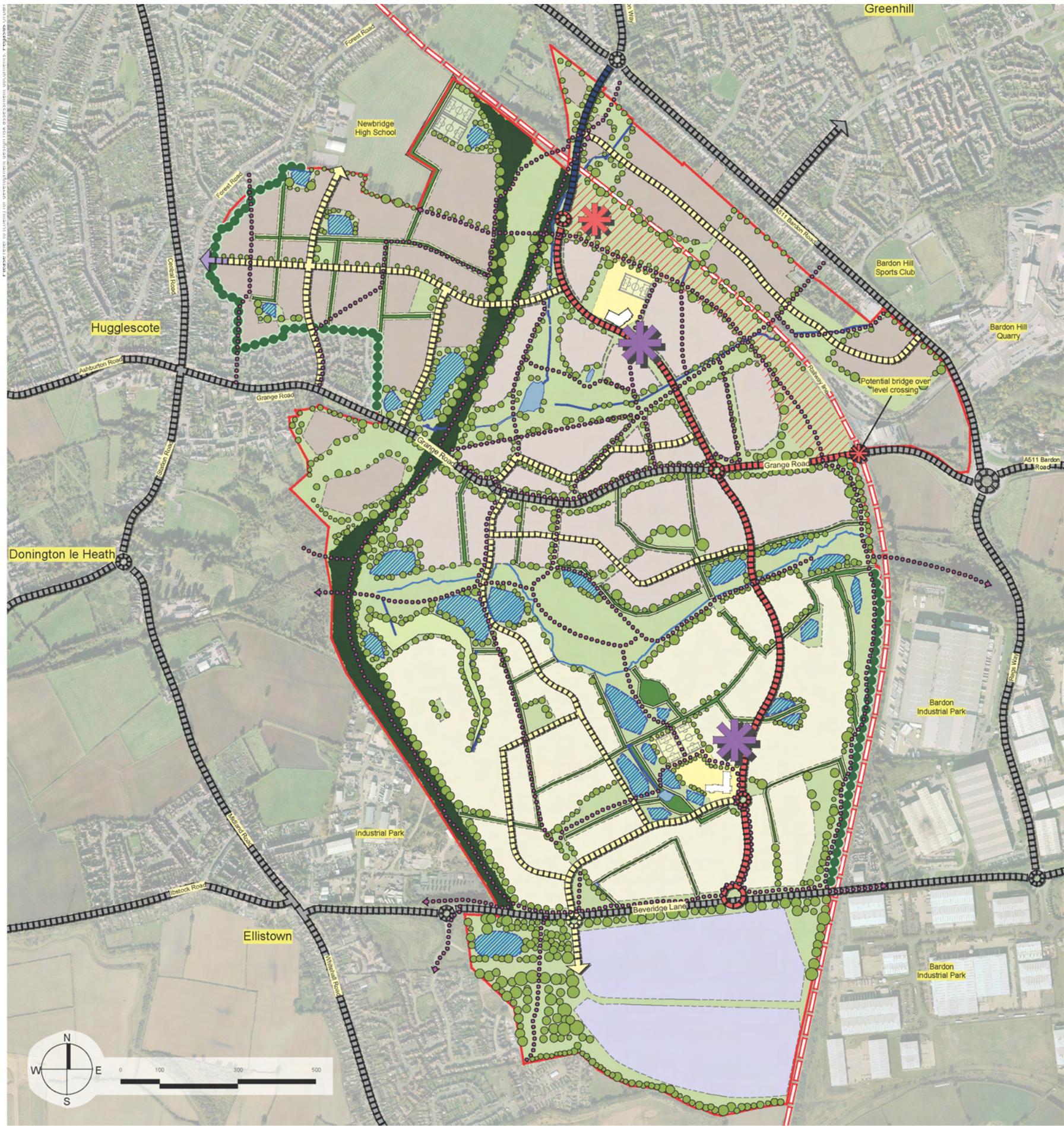
7.4.1 Construction will be managed to minimise noise and disturbance to occupiers of existing dwellings in the vicinity. Planning conditions requiring construction method statements are to be expected to control:

- Hours of working and delivery of materials
- Routing of delivery trucks to avoid Hugglescote Crossroads
- Dust suppression measures
- Construction compound locations
- Wheel washing and road cleaning

7.5 LEGAL AGREEMENTS

7.5.1 Legal planning agreements will be required under Section 106 of the Town & Country Planning Act and/or Section 278 of the Highways Act, to ensure the following are delivered to an appropriate standard. Such agreements will be entered into with the District, County and Parish Councils (as appropriate) and financial contributions made by developers will be ring fenced to be spent locally on the development site or in the immediate vicinity. The following list is not exhaustive:

- Primary school provision, specification and timing
- Secondary school contributions, timing and which schools to be enlarged; the preferred location being Newbridge High School
- Affordable housing provision, subject to viability
- Off site highway improvements as noted above, and timing of payments
- Public transport improvements, including new buses and bus stops to provide new services between the development and Coalville town centre and Leicester city centre
- New open space, including amount, type and location on site together with financial contributions for off site improvements, as appropriate
- National Forest planting
- New and improved foot and cycle paths, including along the disused railway corridor – to be phased early in the development
- Green travel plan
- Financial contributions to expand the existing doctors' surgery on Grange Road and to make a site available in the southern village centre, together with financial contributions, for a new health centre



KEY

Study Area	Beveridge Lane	Bardon Grange	Hugglescote East	Primary School	Employment	Dismantled railway line	Extent of river Sence floodplain	Proposed sports pitches	Proposed attenuation zones	Existing road connections	Primary road connection	Secondary connections	Strategic connection	Bus only connection	Key pedestrian & cycle links	Local Centre	New Informal open space & national forest planting	Retained hedges (5m offsets)	Mineral railway line	Location of proposed landscaped buffer	Reserved Land	Reserved Land for potential Railway Station

ABOVE INDICATIVE MASTERPLAN

8

The Masterplan

8.1 INTRODUCTION

8.1.1 The masterplan has been prepared as an interpretation of the development brief and should be read in conjunction with it. The masterplan is indicative and will evolve as future proposals for the site progress. It is thus to be used as a guide to the future development of the South East Coalville area rather than as a fixed template.

8.1.2 The principal spatial points of the development brief are represented on the masterplan and incorporate a series of key principles outlined in the table below.

- Two villages, north and south of River Sence
- Further development to the east of Hugglescote and south of Bardon Road
- A new link road between Bardon Road and Beveridge Lane
- New highway connections between the development and existing communities
- Green infrastructure focussed on the dismantled railway line and River Sence corridors
- New footpath and cycle links
- A new employment area to the south of Beveridge Lane
- Two new local centres, including new primary schools and community facilities
- A site for a new health centre in the southern local centre
- Drainage attenuation areas
- A reserve site for a potential future railway station

8.1.3 Alongside these principles is the need to deliver growth that is sustainable. The masterplan within this development brief has been assessed against the following sustainability criteria overleaf:

- Provide an adequate supply of good quality employment land;
- Make the most efficient use of land
- Reduce the need to travel
- Enhance the vitality and viability of the town centre
- Improve health and well being
- Promote social inclusion and reduce the fear of crime
- Increase education attainment and job skills
- Character, diversity and local distinctiveness
- Landscape character
- Biodiversity
- Flooding
- Pollution
- Open space
- Energy

8.2 SUSTAINABLE DEVELOPMENT SUMMARY

8.2.1 A key aspect underpinning South East Coalville as a location for growth is to deliver sustainable development. Whilst the district council has sought to undertake a Sustainability Appraisal of this location, the table opposite is an updated assessment based on the present work in progress and reflects the key development and design principles of the masterplan as set out in this development brief.

8.2.2 The site's features and strategic location present a key opportunity to deliver a high quality and sustainable development. It is concluded that South East Coalville represents a sustainable development opportunity, delivering economic, social and environmental benefits in line with NPPF advice.

SUSTAINABILITY CRITERIA	SOUTH EAST COALVILLE
Provide an adequate supply of good quality employment land	South East Coalville is a large scale, mixed use proposal with approximately 25 hectares of employment land ready to be delivered early in the plan process.
Make the most efficient use of land	Yes – having regard to the design principles in creating linked villages with green infrastructure and National Forest Planting requirements.
Reduce the need to travel	The location is very well related, lying between Coalville and the Bardon employment area. The proposal will provide new bus services linking the site to Coalville Town Centre and Stephenson College to the west and to Leicester City Centre via Bardon and Glenfield Hospital to the east. The proposals include two new local centres with new primary schools and the site is adjacent to Newbridge High School. New and improved footpath and cycleways will link the development to Coalville Town Centre and Bardon employment area.
Enhance the vitality and viability of the town centre	Local shops and services as part of the development will not seek to compete with the town centre. New bus services and pedestrian and cycle links are to be provided as noted above.
Improve health and well being	New health facilities will be provided as part of the development proposals including a new health centre. Significant Green Infrastructure and a new network of footpaths and cycleways, including trim trails, will increase the opportunities for residents and workers of the development to lead healthier lifestyles.
Promote social inclusion and reduce the fear of crime	The proposal seeks to create two new neighbourhoods with distinct identities. These will be high quality, well designed places with focal centres to create a sense of place and foster community cohesion. Designing out crime will be a key design consideration throughout the design process.
Increase education attainment and job skills	The development will deliver two new primary schools and investment in existing secondary schools – there is thus the platform to help increase education attainment. Developers will seek to recruit locally for construction jobs – two of the house builders involved already have offices in the district.

Character, diversity and local distinctiveness

No significant impact on conservation areas, listed buildings or underground archaeology. As set out in this document, the development will avoid existing villages merging into one urban conglomeration and will create locally distinct new villages.

Landscape character

The landscape assessment identifies that the wider South East Coalville area, when assessed in totality, has a moderate potential for landscape impact to be mitigated. Development that follows the principles set out in this brief will not have significant adverse impacts on the landscape and will in fact offer opportunities for the landscape resource to be improved.

Biodiversity

No nationally protected sites affected. Local sites of interest can be protected and there is significant opportunity to enhance wildlife to achieve net biodiversity gains.

Flooding

Areas at risk of flooding can be protected from development and be included as part of the green infrastructure. Run off rates will be restricted to green field rates.

Pollution

Potential impact on the Broom Leys Road Air Quality Management Area – but all development in Coalville is likely to impact on this. Road and rail noise is also likely to need mitigation, but the site is large enough to achieve this.

Open space

Significant areas of open space with the opportunity to provide different typologies of open space, including allotments and community orchards.

Energy

Opportunity to investigate the provision of renewable energy sources. However, energy conservation is the primary design objective.

Planning | Environmental | Urban Design | Landscape Design | Renewable Energy | Retail | Graphic Design | Consultation | Sustainability

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