RK 212(1)

# VILLAGE PLAN FOR NEWBOLD VERDON

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The village of Newbold Verdon is about 12 miles west of Leicester, 7 miles south-east of Coalville, and is situated close to the southern edge of the Leicestershire Coalfield. It has at the present time some 2,000 inhabitants, many of whom have arrived during the past fifteen years or so.

The whole of the village lies on the south side of the B.582 Class II road which is a convenient cross-country link between the southern part of the Coalfield and the A.47 Leicester - Birmingham Trunk Road. Although there is no large industrial or commercial concern in the village, public transport facilities to the main centres of employment at Leicester, Coalville, and Hinckley are quite good. There are also opportunities for employment in coalmining and in other industries within a reasonable distance, notably at Desford and Newtown Unthank. The administrative centre of the Rural District is three miles away at Market Bosworth.

The condition of most of the buildings is generally good, the only properties at present the subject of a closing order being a small group of cottages opposite the Working Men's Club in Main Street. It is understood that the Rural District Council may consider similar action in respect of certain other properties in the Main Street area. There are several buildings of architectural or historic interest, the most notable being The Hall and St. James' Church which together from part of a group of buildings of considerable character at the western end of the village. The recent rebuilding of the Church tower has been particularly successful and its unusual design has enhanced the general appearance of the building.

In addition to the Parish Church there are two Non-Conformist Chapels on Main Street. There is a primary school and a good parish playing field of some $5\frac{3}{4}$ acres on Dragon Lane, and a working men's club in Main Street. Shopping facilities are reasonably diverse and apart from an isolated group at the junction of Earls Street and Statham Road are mainly concentrated on Main Street.

This village was a quite compact settlement until the late nineteen twenties with the population mainly employed in agriculture and coalmining. During the years prior to 1939 there was limited growth in the form of a ribbon of housing development about half a mile long on Desford Road and in the early post-war years the Rural District Council provided a large number of new houses on two estates between Barlestone Road and Main Street. The reason for this quantity of accommodation being provided at what was previously a relatively small village was because of its convenient location in relation to the Coalfield and the absence elsewhere of suitable stable building land. As a result of these extensions the physical structure of the village has become unbalanced and the traditional centre on Main Street is now on the edge of the community. A first step towards the improvement of this condition has been the construction of a private estate of some ninety dwellings now nearing completion on the south side of Main Street. There is evidence of a continuing demand for housing accommodation in Newbold Verdon from people employed both on the Coalfield and in industries locally and elsewhere, and as a reasonable amount of additional development can be accommodated here without overwhelming the existing community it is desirable to allocate specific areas by the preparation of a Village Plan as a guide to future expansion.

Having regard to the above considerations the Plan allocates a total of 39.4 acres of land for residential use, one area of 5.3 acres almost surrounded by existing housing between Main Street and Barlestone Road, and the remainder on the south side of Main Street. The limit of development shown on the Plan on the west side of Brascote Road includes an area which has been the subject of planning permission for residential use for some time and no additional expansion is contemplated in that particular area nor nearer to the sewage works.

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These allocated areas, when developed, will accommodate some 1,200 persons bringing the total village population up to about 3,200.

The new development areas will enable the expansion of the village to take place without adversely affecting the very pleasant character of that part of the village immediately adjoining and forming the approach to the Church and Hall.

A scheme is at present being prepared for the enlargement of the sewage disposal works to cater for this increase, and the whole allocated area can be drained by gravity to the works. In order to ensure that the future development can be dealt with as it occurs, it is considered desirable for only part of the allocated area to be released at the present time. On the basis of these proposals, approval has been given in principle for 21 acres of residential development to the present limit of capacity of the works. No difficulty is anticipated in the disposal of surface water from the new development areas.

The expansion of the village will probably give rise to a need for more shopping facilities. It is considered that any new shops erected should be sited somewhere close to the central part of Main Street in order that they may be conveniently located in relation to the remainder of the village. An approximate area for shopping use is indicated on the Village Plan, but it is hoped that the layout of the new residential area to the south will afford an opportunity to allocate a site for a small number of shops on an estate road immediately adjoining Main Street. This will enable provision to be made for a suitable amount of car parking and off-loading facilities clear of the main traffic route through this part of the village.

In order to provide for the proper movement of traffic in the new development areas, it will be necessary for a new road access to be taken from Brascote Road. The proposed widening of Brascote Road shown on the Village Plan will also facilitate traffic circulation in this part of the village. It is anticipated that the layout of the new development areas will take into account the existing footpath system, preferably in relation to some provision for children's play spaces.

It is possible that the Local Education Authority may wish to provide a Youth Centre at some time in the near future. About half an acre would be required for this purpose and preliminary investigations are at present being carried out on a number of possible sites within the village.

January, 1964