



PEGASUS
GROUP



Isley Woodhouse

Design & Access Statement

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ABOUT PEGASUS GROUP

Pegasus Group's design experience embraces all types of projects within the development industry from large scale urban extensions and strategies for area regeneration to renewable energy and residential schemes.

Our work supports planning applications and we have an exceptional understanding of the development control process and planning policy requirements in relation to design. Our design team is well regarded and is increasingly involved in expert design review and witness work.

Click to view our latest brochures:



Prepared by Pegasus Group on behalf of **Harworth Group & Caesarea Development Holdings**
Date: **April 2025** | Contact: **WJB/ JF** | Document reference: **P18-1419_DE_G017_A**



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two
neighbourhood
centres



green
infrastructure
& new public
open spaces

employment
space



secondary
school



supporting
infrastructure



circa 4250
dwellings



two
new primary
schools





site access



local
centre

sports
pitches



Isley Woodhouse

“ A new settlement with a focus on sustainability, providing places to live close to local employment, with beautiful architecture and public spaces, fostering a healthy and connected community. ”

Introduction

- 1.1 INTRODUCTION
- 1.2 PROJECT TEAM
- 1.3 PURPOSE OF STATEMENT
- 1.4 DESIGN FRAMEWORK



DESCRIPTION OF DEVELOPMENT:

“Outline application with all matters except access reserved for a new settlement of up to 4,250 new houses, including employment space with ancillary offices, a local centre and two neighbourhood centres, a new secondary school and two new primary schools, residential institutions, hotels, demolition of existing structures, with associated infrastructure, including strategic highway improvements, drainage, ground modelling, landscaping, open space, sports facilities with changing and parking facilities, and access (including the realignment of the A453).”

1.1 Introduction

This statement has been prepared by Pegasus Group on behalf of the client team, Harworth Group and Caesarea Development Holdings, and the wider consultant team, to accompany the Outline Planning Application for the development of the site, known as Isley Woodhouse.

This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.

The DMPO also states the following requirements:

“(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:

- a) The design principles and concepts that have been applied to the development; and**
- b) How issues relating to access to the development have been dealt with.**

(3) A design and access statement must:

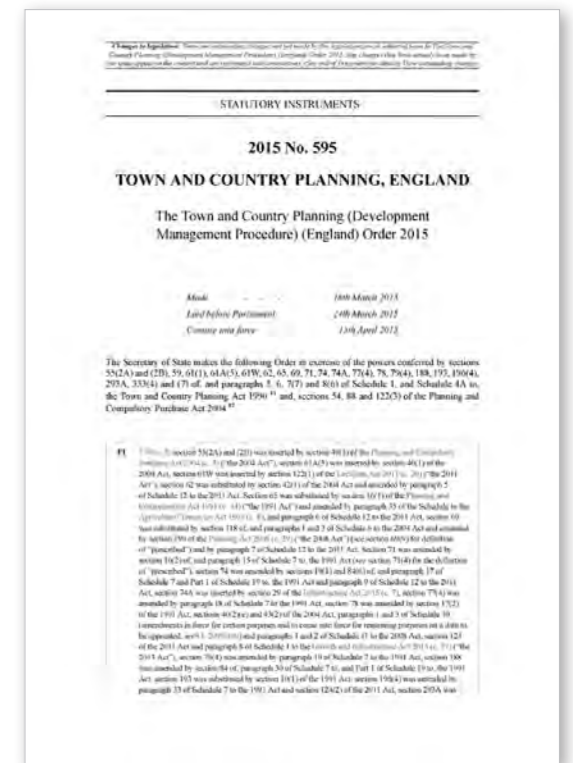
- a) Explain the design principles and concepts that have been applied to the development;**

b) Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

c) Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

d) State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

e) Explain how specific issues which might affect access to the development have been addressed.”



Town and Country Planning (Development Management Procedure) (England) Order, 2015)

1.2 Project Team

Harworth Group and Caesarea Development Holdings have forged a strategic partnership to jointly advance the Isley Woodhouse development.

Recognising the site's draft allocation under Policy IW1 within North West Leicestershire District Council's emerging Local Plan, they have proactively collaborated from the project's inception.

This close cooperation has been instrumental in crafting a comprehensive and forward-thinking vision for Isley Woodhouse, ensuring alignment with both local planning objectives and the broader needs of the surrounding area.

Harworth is one of the leading land and property regeneration companies in the UK, owning and managing c.20,500 acres across 120 sites in the North of England and the Midlands. Harworth brings development into the 21st century by using our unique position as master developer.

Our developments will make a huge difference to the economies and communities in the North of England and the Midlands, with the potential to deliver:

- **29,000+ potential new homes;**
- **24.4m sq.ft. potential employment space;**
- **Up to £3.6 billion in gross value added to UK plc; and**
- **250+ MW potential capacity to the National Grid.**

Harworth



SITE CUSTODIAN

Harworth fully commits to the long-term management of land and public open spaces; input into key local planning matters; and timely liaison with core stakeholders in the best interests of the site over its entire development period.

PLACE-MAKING

We drive quality and design standards on a development-wide basis across public realm and built form, continually assessing design quality to ensure it is appropriate to each individual scheme.

SUSTAINABLE ENERGY

We work, through our internal renewable energy team, with global energy providers and private energy companies to deliver clean and efficient energy systems in the drive towards zero carbon.



THE HARWORTH APPROACH

Schemes such as Waverley and Logistics North show the long term economic and social gain that our developments bring to local areas.

We design and deliver our schemes in close consultation with all stakeholders, local authorities, residents, business partners and local groups.

We pride ourselves in maintaining clear communication and professionalism through all stages of the development process.



Caesarea Development Holdings is a privately-owned property company specialising in promoting major strategic sites. With our experienced team of property, planning and technical specialists, we currently have a portfolio of sites totalling over 1,000 acres.

As strategic land specialists, we identify sites with genuine potential and devise innovative and sustainable development solutions.

Working on behalf of our landowner and development partners, we work collaboratively with planning authorities and stakeholders, with the overall aim of successfully achieving environmentally responsible development.

Our portfolio consists of large scale logistics and residential schemes across the UK. Caesarea has a strong focus on place-making and sustainability, ensuring that we help to deliver great places to work as well as building strong sustainable communities where people love to live.



Examples of schemes that our team have successfully promoted through the planning process are shown below:



GRANGE PARK, NORTHAMPTON
350 acre site to the south of Northampton. The site was granted planning permission for 1,200 houses along with a village centre, as well as 60 acres of land for warehouse and industrial development and 25 acres of land for a hotel.



BARDON, LEICESTERSHIRE
Approximately 240 acres at Bardon, near Coalville. When completed, the developments will comprise over 3.3m sq ft of manufacturing and logistics buildings, creating approximately 4,000 jobs. Employers within the scheme include Amazon, VF Corporation, ASDA and Countryside.



NEW STOKE VILLAGE, COVENTRY
83 acre site near Coventry City Centre. Planning permission was granted for a total of 159,000 sq ft of commercial development, alongside 1,700 new homes and a village centre.



1.2 Project Team ^{CTD}

To translate the vision into an Outline Planning Application, a highly skilled and adaptable multidisciplinary design team was assembled, bringing together expertise across various disciplines.

This team includes:



PLANNING
URBAN DESIGN &
MASTERPLANNING
ENVIRONMENT PLANNING
CULTURAL HERITAGE
SOCIO ECONOMICS &
HUMAN HEALTH



PLANNING



ARBORICULTURE
LANDSCAPE & VISUAL
ASSESSMENT
ECOLOGY AND
BIODIVERSITY



AGRICULTURAL LAND
CONDITIONS



SUSTAINABILITY

The logo for BWB, consisting of a red and grey square icon to the left of the letters "BWB" in a bold, black, sans-serif font.

A **CAF** GROUP COMPANY

FLOOD RISK & DRAINAGE
GROUND CONDITIONS

VANGUARDIA

A graphic element consisting of a series of vertical blue bars of varying heights, resembling a stylized sound wave or a city skyline.

NOISE & AIR QUALITY

The logo for ADC Infrastructure, featuring the letters "ADC" in a bold, black, sans-serif font, followed by an orange circular icon containing a white arrow pointing to the right. Below this is the word "INFRASTRUCTURE" in a smaller, orange, sans-serif font.

HIGHWAYS

The logo for DFL, featuring the letters "DFL" in a bold, white, sans-serif font inside a blue rectangular box. To the right of the letters is a stylized graphic of white curved lines representing light or sound waves.

LIGHTING

1.3 Purpose of Statement

The purpose of this Design and Access Statement is:

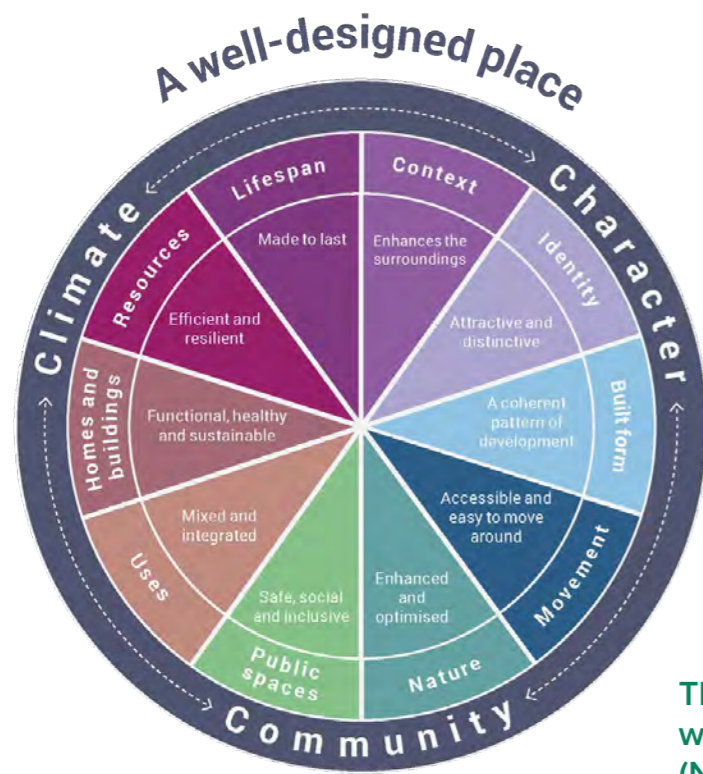
“...to explain how the proposed development is a suitable response to The site and its setting, and demonstrate that it can be adequately accessed by prospective users.” (para. 029, PPG, Reference ID: 14-029-20140306)

This document achieves this within the following chapters:

- 1 INTRODUCTION**
Outlines the purpose of this document;
- 2 PLANNING POLICY**
Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;
- 3 CONTEXT**
Considers the site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context;

- 4 UNDERSTANDING THE SITE**
Illustrates the technical information utilised to inform the proposed design.
- 5 DESIGN DEVELOPMENT**
Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;

- 6 DESIGN PROPOSALS**
Presentation of the key design proposals including the Uses, Built Form, Identity, Movement, Nature, Public Spaces, Homes and Buildings, Resources, and Lifespan; and
- 7 CONCLUSION**
This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places.



The ten characteristics of well-designed places (NDG, January 2021)

This statement should be read in conjunction with the Outline Planning Application and its accompanying supporting documents.

1.4 Design Framework

A tiered design framework demonstrates a sequence of design stages that dictate how the development will be delivered. For a scheme of such significant scale as Isley Woodhouse, which is to be implemented over several decades, it is not considered appropriate to specify significant detail at outline stage. Rather than provide an inappropriate level of prescription (which experience tells us does not stand the test of time as implementation of a scheme gets underway), it is proposed that the adjacent process is adopted.

This Design and Access Statement will establish the overarching development framework, with further detail added during the Design Coding tier. These two stages will provide a holistic understanding of the proposed development, and alongside the design principles, will guide the Tier 3 applications.

This will help ensure future development is of high quality and in accordance with the overarching design principles detailed within the Outline Planning Application and within this document.

It is anticipated that a condition will be imposed on any outline planning permission setting out that the Design and Access Statement principles are incorporated as part of the basis for future development briefs/design codes for each phase.

Tier 1

OUTLINE PLANNING APPLICATION

Defines the key principles and parameters for the maximum extent of development areas and the minimum amount of mitigation required. The Design and Access Statement will provide a vision for the overarching character of the development and establish a set of Design Guidelines to shape future stages of the development, covering uses, building heights, density, movement, and public open space across the site. This stage will also fix the timing of infrastructure delivery (and mitigation delivery) relative to dwelling build out.

Tier 2

DESIGN CODING

Following refinement of the Masterplan during the post-application process, a Regulating Plan will be produced to provide a structure for the Strategic Infrastructure and RMA applications for the individual development areas. Individual design codes will be written for distinct key phases, providing strict rules for their detailed design.

This stage will further consider the detailed feedback received during the pre-application engagement.

Post-Application Design Development

Tier 3

STRATEGIC INFRASTRUCTURE

Separate Reserved Matters applications will be provided for the strategic infrastructure and public open space, which could include strategic drainage, earthworks, access, utilities and landscaping. The Strategic Infrastructure will create the development platform for the individual development parcels.

RESERVED MATTERS

Defined by the previous tiers, the Reserved Matters applications will cover the individual development parcels, and include details on architecture, materials, on-plot landscaping, tenure, mix and proposed uses in accordance with the Outline Planning Application and Design Coding.

Design Principles

EXEMPLAR PLACEMAKING

Creating a vibrant, sustainable and mixed community based around the '15 minute neighbourhood' masterplanning principle.



AFFORDABLE & ACCESSIBLE

Delivering a masterplan for local people and workers with sustainable transport connections to employment sites.



LANDSCAPE LED SCHEME

Collaborative design approach that puts landscape at the fore.



BIODIVERSITY

Enhancing the existing landscape, creating a diverse environment for generations to come.



SUSTAINABILITY

Sustainability at the core of both the movement and utility strategies.



Uttoxeter

Derby

1.5 The Site

The site comprises approximately 313.39ha of farmland, located to the south of East Midlands Airport (EMA) and Donington Park Circuit, and generally between the settlements of Diseworth to the east and Tonge to the west. The site is within the Ward of Worthington & Breedon, in North West Leicestershire.

Aerial Site Plan



Site Location in Context

-  Isley Woodhouse
-  5km Isochrones

Etwall

Hilton

Tutbury

Swadlincote

Repton

Melbourne

Burton upon Trent

Swadlincote

Ashby de la Zouch

Nottingham



Long Eaton

Ruddington

Keyworth

Shardlow

Aston on Trent

Castle Donington

Kegworth

Sutton Bonington

East Leake

Diseworth

Breedon on the Hill

Hathern

Shepshed

Loughborough

Whitwick

Planning Policy

- 2.1 NATIONAL PLANNING POLICY FRAMEWORK
- 2.2 PLANNING PRACTICE GUIDANCE
- 2.3 NATIONAL DESIGN GUIDE
- 2.4 NATIONAL MODEL DESIGN CODE
- 2.5 LOCAL PLANNING & DESIGN GUIDANCE



The NPPF's three objectives for achieving sustainable development



SOCIAL

Support strong, vibrant and healthy communities.

ENVIRONMENTAL

Protecting and enhancing the natural, built and historic environment.



ECONOMIC

Build a strong, responsive and competitive economy.



The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (updated in December 2024), National Design Guide (first published in October 2019 and updated in January 2021) and the National Model Design Code (updated in October 2021).

2.1 National Planning Policy Framework

Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at paragraph 8 that the planning system has three overarching objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- A social objective;
- An economic objective; and
- An environmental objective.

There is a presumption in favour of sustainable development, as set out at paragraph 11. Section 9: Promoting Sustainable Transport (para. 109) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high-quality places.” (para. 109(b), NPPF 2024)

The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving Well-Designed Places.

The contribution that good design makes to sustainable development is set out in paragraph 131, as follows:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...” (para. 131, NPPF 2024)

Furthermore, a test was introduced in the 2021 edition of the NPPF to ensure that developments are well-designed, placing an emphasis on fostering of “beautiful” places among the overarching objectives of the planning system. In paragraph 139, the NPPF states that:

“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”. (para. 139, NPPF 2024)

The NPPF is also clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

2.1 National Planning Policy Framework ^{CTD}

Paragraph 135 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

“a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

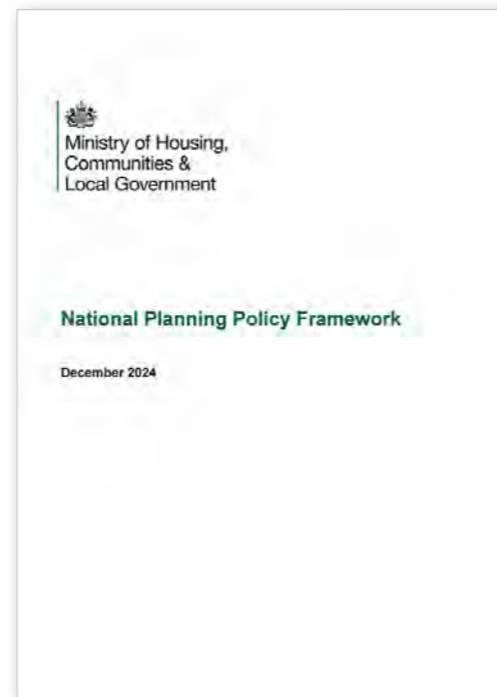
b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) Are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”



National Planning Policy Framework (December 2024)

2.2 Planning Practice Guidance

The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage.” (para. 001, PPG, ID: 26-001-20191001, October 2019)

2.3 National Model Design Code

The National Model Design Code (NMDC) was published in January 2021 and further updated in October 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

“... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.” (para. 1, National Design Code 2021)

The NMDC document draws upon the NPPF’s commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.

It is the intention that following the approval of the Outline Planning Application, a design code will be produced for Isley Woodhouse. The design team suggest this takes the form of a site-wide Regulating Plan to control the overarching structure of the development, alongside Key Phase Design Codes – to be agreed with North West Leicestershire District Council.

2.4 National Design Guide

The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.” (para. 13, NDG 2021)

The NDG outlines and illustrates the Government’s priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical character;
- To help to nurture and sustain a sense of community; and
- To positively addresses environmental issues affecting climate.

Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BfL12) written in partnership with NHS England, NHS Improvement and MHCLG.



**National Model Design Code
(October 2021)**



**National Design Guide
(January 2021)**

2.5 Local Planning & Design Guidance

2.5.1 Local Planning Policy

The emerging Draft Allocation Policy IW1 states that there are several underpinning principles for the delivery of Isley Woodhouse.

These include putting “the health and wellbeing of residents and workers at the forefront and creating an accessible, safe, sociable and inclusive environment, where healthy choices are easy to make” alongside achieving exceptional design quality based on a bespoke design code; making active and sustainable travel realistic options for residents and workers; ensuring that residents’ day to day needs are met as far as possible within the village; and enabling people to live close to where they work by delivering a variety of housing types, including affordable housing, with sustainable transport links the nearby employment areas.

The supporting text for the proposed draft allocation identifies the need to deliver a range of house types, sizes and tenure, to ensure that people working locally have the choice to live close by. It also states that in order to ensure that future development is genuinely sustainable, the new settlement needs to be of an “exceptional quality, reflecting its setting within the wider rural landscape.”

Several of the emerging objectives are relevant to this planning application, including, objective 1 which identifies the need to enable health and wellbeing; objective 2 to ensure the delivery of a range of new homes; objective 3 which aims to achieve high quality development; objective 4, which seeks to reduce the need to travel; objective 7 which seeks to ensure that new development mitigates and is adaptable to climate change; objective 8, conserving and enhancing heritage; objective 9, conserving and enhancing the natural environment; and objective 11 which seeks to ensure the delivery of sufficient infrastructure.

The Planning Statement submitted in support of the application covers the existing and emerging Local Plan policies in detail, but the following elements have regard to the emerging policy direction for design specifically.

Emerging Strategic Policy A1 will cover the design of new developments. It will be based on the updated NWLDC Good Design SPD, once completed, which will have significant weight in decision making. Whilst these design principles will be relevant to Isley Woodhouse, the key requirements and principles for the new settlement are set out through Policy IW1, which includes high level requirements in relation to design.

Draft Policy AP2 considers amenity and requires that development is designed to minimise its impact on both existing and future residents. It directs that development should not have significant impacts on the living conditions of existing residents.

Health and wellbeing are considered through emerging Policy AP5, which requires that development maintains and improves the wellbeing of residents through encouraging healthy lifestyles. Development which does this and tackles the causes of ill health and inequalities will be supported.

To achieve this the draft Policy states that NWLDC will, inter alia, seek to ensure that homes are high quality; that facilities help to ensure healthy and resilient communities; support the delivery of safe walking and cycling links, increasing access to active travel; increase the access to and the protection of green and blue spaces, sports facilities and other recreation opportunities; and maintain and improve access to services such as health and education.

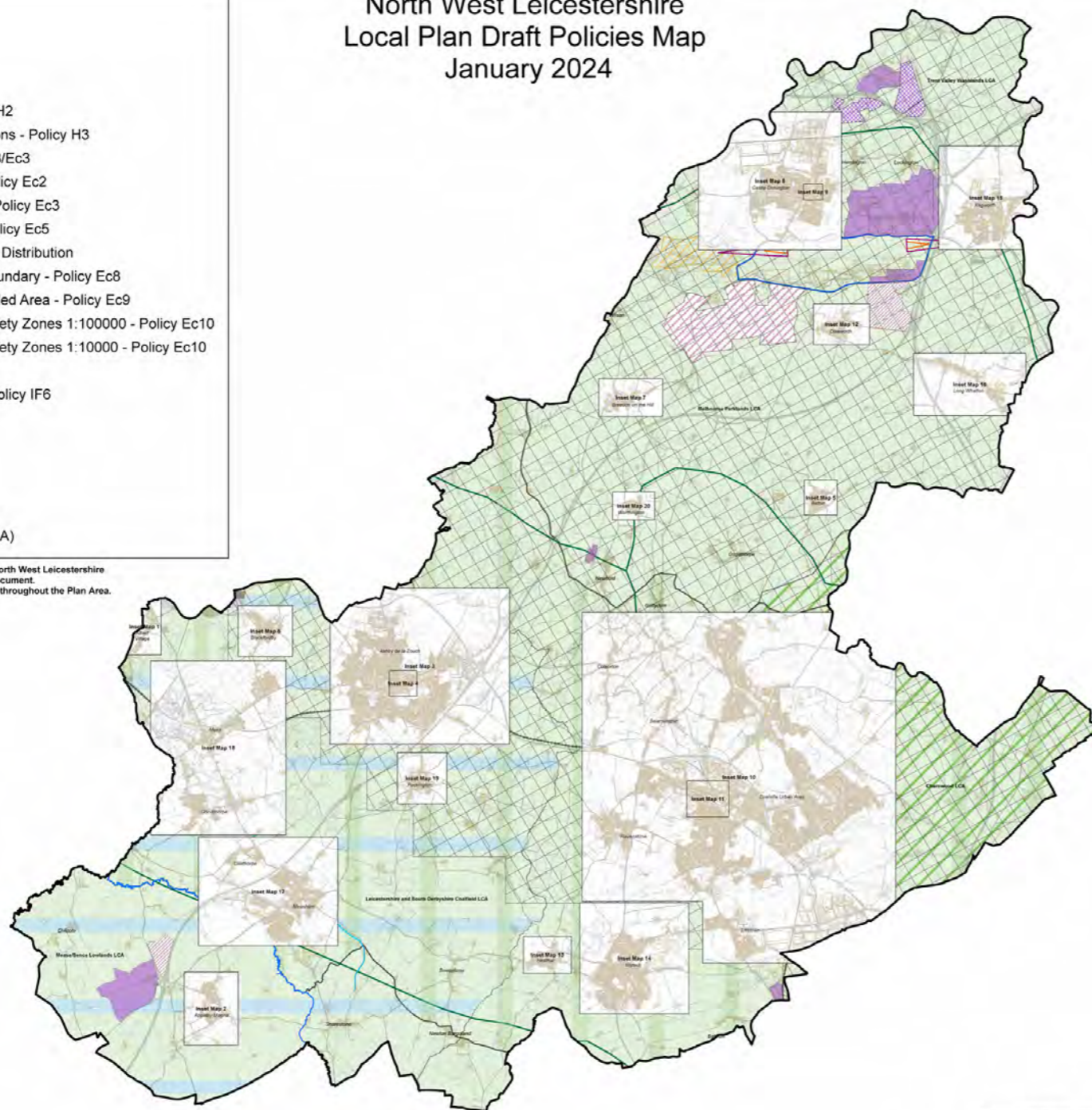
Draft Policy IF4 states that the provision of open space, sport and recreation facilities will be required in order to meet the needs of the community. The requirement for facilities will have regard to the scale of development proposed and likely population characteristics arising from the proposed development, as well as local evidence of need.

Development will be required to maximise accessibility to sustainable modes of transport by providing well-designed pedestrian and cycle links within the development; where necessary, provide a bus link within the development; and take opportunities to link to existing footpaths, cycleways and bus routes within the wider area.

Key to Map

- NWLDC Boundary
- Inset Maps
- Countryside - Policy S4
- Housing Commitments - Policy H2
- Housing Provision New Allocations - Policy H3
- Mixed Use Allocation - Policy H3/Ec3
- Employment Commitments - Policy Ec2
- New Employment Allocations - Policy Ec3
- Existing Employment Areas - Policy Ec5
- Potential Locations for Strategic Distribution
- East Midlands Airport (EMA) Boundary - Policy Ec8
- East Midlands Airport Safeguarded Area - Policy Ec9
- East Midlands Airport Public Safety Zones 1:100000 - Policy Ec10
- East Midlands Airport Public Safety Zones 1:10000 - Policy Ec10
- Donington Park - Policy Ec7
- Leicester to Burton Rail Line - Policy IF6
- Ashby Canal - Policy IF7
- River Mease - Policy En2
- River Mease Catchment
- National Forest - Policy En3
- Charnwood Forest - Policy En4
- Landscape Character Areas (LCA)

**North West Leicestershire
Local Plan Draft Policies Map
January 2024**



Code numbers refer to policies and proposals in the Draft North West Leicestershire Local Plan 2020-2040 Proposed Policies for Consultation Document.
All other policies in the Proposed Policies Document apply throughout the Plan Area.

Top right: Draft NWLDC Local Plan 2020-2040: Proposed Housing & Allocations for Consultation

Left: NWLDC Local Plan Draft District Wide Policies Plan

(Both January 2024)

2.5 Local Planning & Design Guidance ^{CTD}

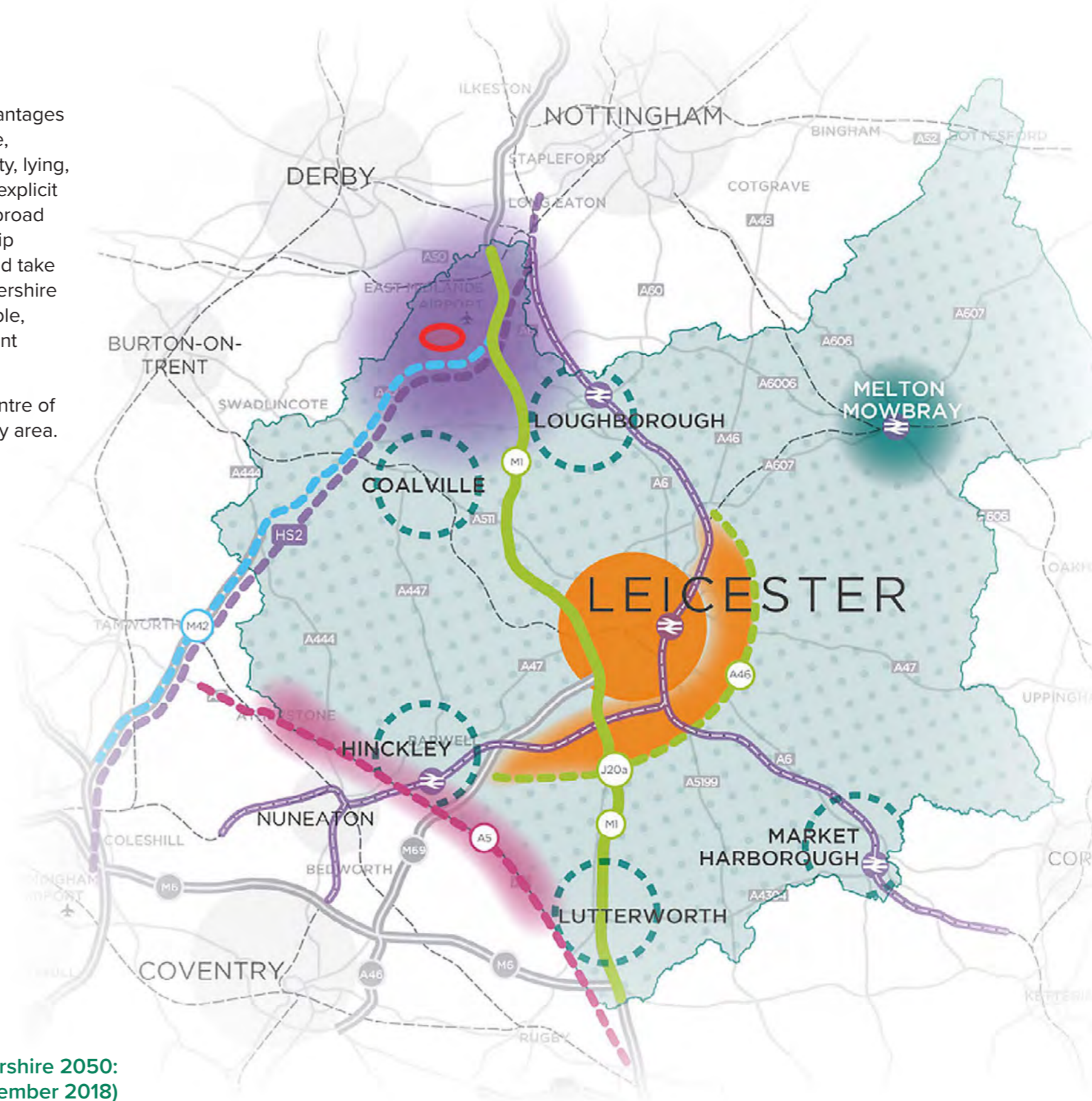
2.5.2 Leicester and Leicestershire Strategic Growth Plan

The Leicester and Leicestershire Strategic Growth Plan (SGP) is a non-statutory Plan, published in December 2018, which covers the period to 2050. It was prepared by ten partnership organisations, including the LLEP, Leicestershire County Council and North West Leicestershire District Council.

The SGP presents the long-term vision for growth for the region and provides an agreed framework for the preparation of future individual Local Plans and other strategies. It states that, in order to deliver the strategy, Local Plans will be prepared “in line with this spatial strategy to ensure that growth is delivered in a way which responds positively to our aspirations.”

The SGP recognises the locational advantages afforded to Leicester and Leicestershire, specifically with regard to its connectivity, lying, as it does, “at the heart of the UK”. It is explicit in its support for growth and identifies broad strategic locations where the partnership organisations believe that growth should take place. One such location is the ‘Leicestershire International Gateway’, highlighted purple, which is identified as a key and important location for growth.

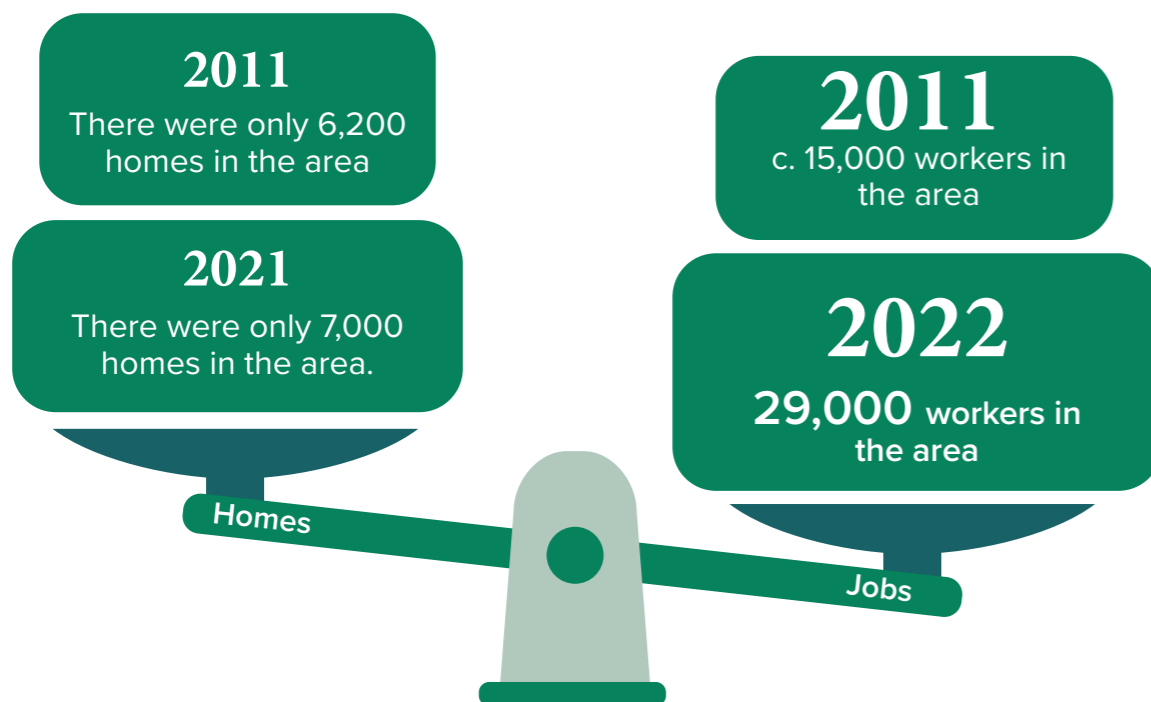
The Isley Woodhouse site lies at the centre of the Leicestershire International Gateway area.



Leicester & Leicestershire 2050: Strategic Growth Plan (December 2018)



LLP Strategic Growth Plan: Strategy Plan (December 2018)



2.5.3 Good Design SPD

The Good Design SPD supports the design policies in the Local Plan and was adopted in 2017.

It details NWLDC's policies for good design, which are based on a series of place making principles. The place making principles include streets and spaces shaped by buildings; a greener footprint; vibrant, mixed use communities; responsive to their context; connected places; easy to get around; well designed and well manager public spaces; and architectural quality.

The SPD identifies how the Council will measure good design locally and provides clarity and certainty on the principles governing the design decisions which the Council will make. It has regard to the Manual for Streets and Building for Life 12, which inform the SPD's content.

The policies apply to all development across the District.

The SPD encourages and expects applicants to ensure that development proposals are based on a comprehensive appreciation of the opportunities and constraints of the site.

NWLDC is in the early stages of updating the Good Design SPD and, once adopted, the new document will replace the existing SPD.



NWLDC Good Design Guide (December 2018)

Context

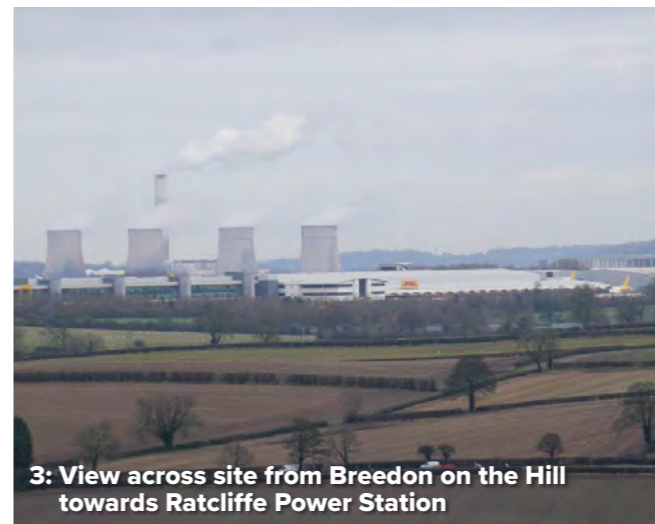
- 3.1 WIDER CONTEXT
- 3.2 SURROUNDING CONTEXT
- 3.3 SURROUNDING FACILITIES
- 3.4 EXISTING SETTLEMENTS
- 3.5 HIGHWAYS NETWORK
- 3.6 PUBLIC TRANSPORT
- 3.7 PEDESTRIAN & CYCLE CONNECTIVITY



1: Ratcliffe Power Station and Midland Mainline









2: East Midlands Distribution Centre

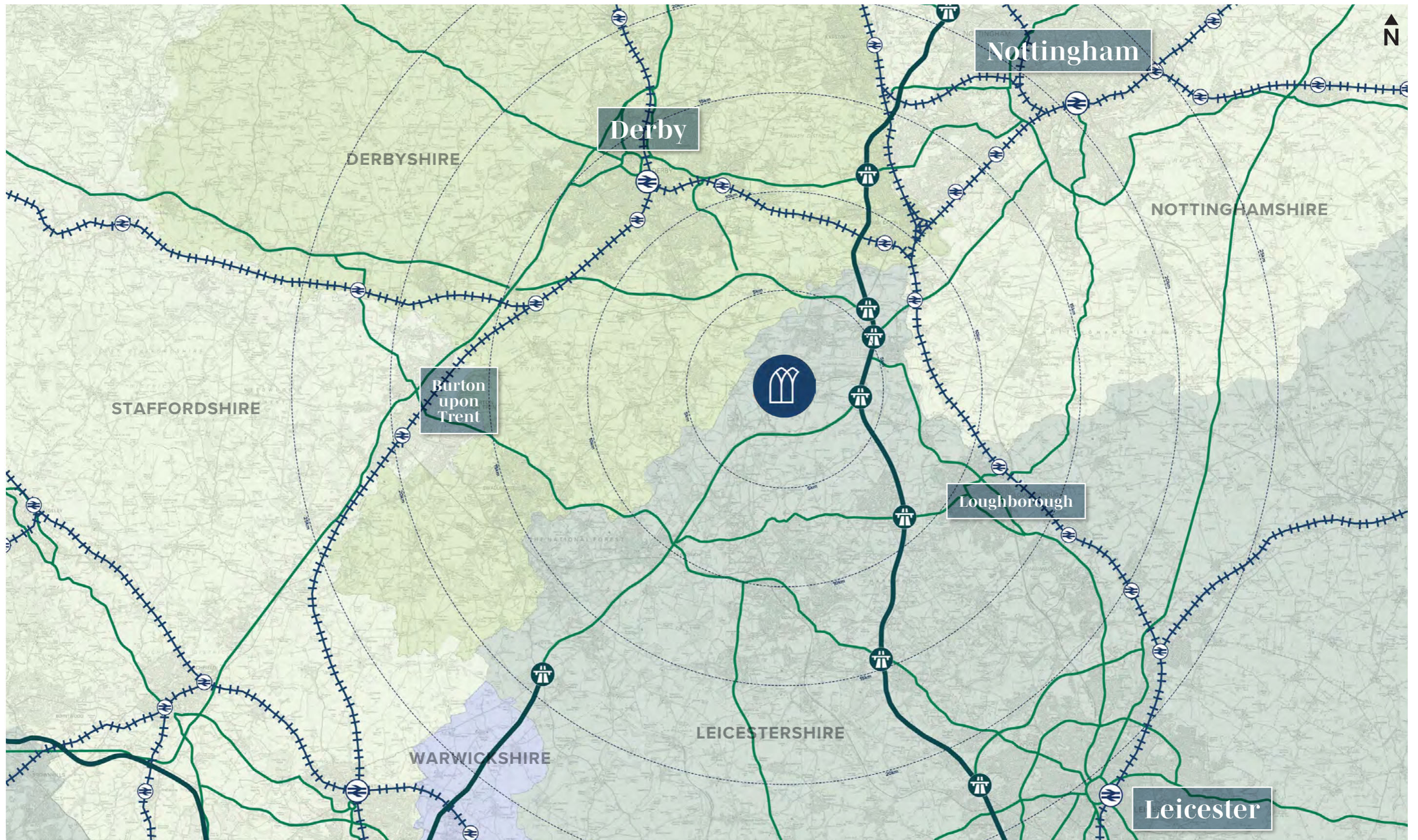


3: View across site from Breedon on the Hill towards Ratcliffe Power Station

3.1 Wider Context

The site is located at the heart of the East Midlands in the north of Leicestershire, on the border of two other counties: Derbyshire and Nottinghamshire. The closest cities being Nottingham - 21km to the north-east, Derby – 13km to the north west and Leicester – 26km to the south-east.

-  5km Isochrones
-  Motorway Junction
-  Motorway
-  Major Road
-  Railway Station
-  Railway Line



3.2 Surrounding Context

Isley Woodhouse, situated to the south of East Midlands Airport ① and the renowned Donington Park Circuit ②, represents a proposed distinct new settlement within the regional settlement hierarchy. Positioned approximately half a kilometre from Diseworth and carefully offset from the hamlet of Isley Walton, the site is strategically placed.

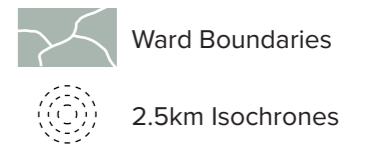
The nearest significant residential centre is the market town of Castle Donington, while the smaller villages of Diseworth and Breedon on the Hill are located to the east and west of the site, respectively.

Crucially, the site benefits from a highly sustainable location, offering immediate proximity to a wealth of existing employment opportunities. These include East Midlands Airport itself, the fully occupied East Midlands Gateway ③ logistics park, the East Midlands Distribution Centre ④, and a variety of other surrounding commercial developments. This strategic positioning ensures excellent access to jobs and minimises reliance on private car travel.

The convergence of a number of trunk roads and the presence of the airport are key factors in making the area very attractive for employment generating developments. The Leicester and Leicestershire Strategic Growth Plan identifies the area as the Leicestershire International Gateway – an area of high employment opportunities with the potential for further growth in jobs and new homes.

There are several large existing employment areas including East Midlands Airport (which includes the UK bases for DHL, UPS and significant operations by TNT and The Royal Mail), East Midlands Distribution Centre and East Midlands Gateway.

The existing East Midlands Parkway train station is located approximately 8 km to the north-east, providing direct connections to London St Pancras in the south and Sheffield in the north. Alongside this is the Ratcliffe on Soar power station site ⑤ that is being decommissioned and will be available for employment redevelopment in 2025.



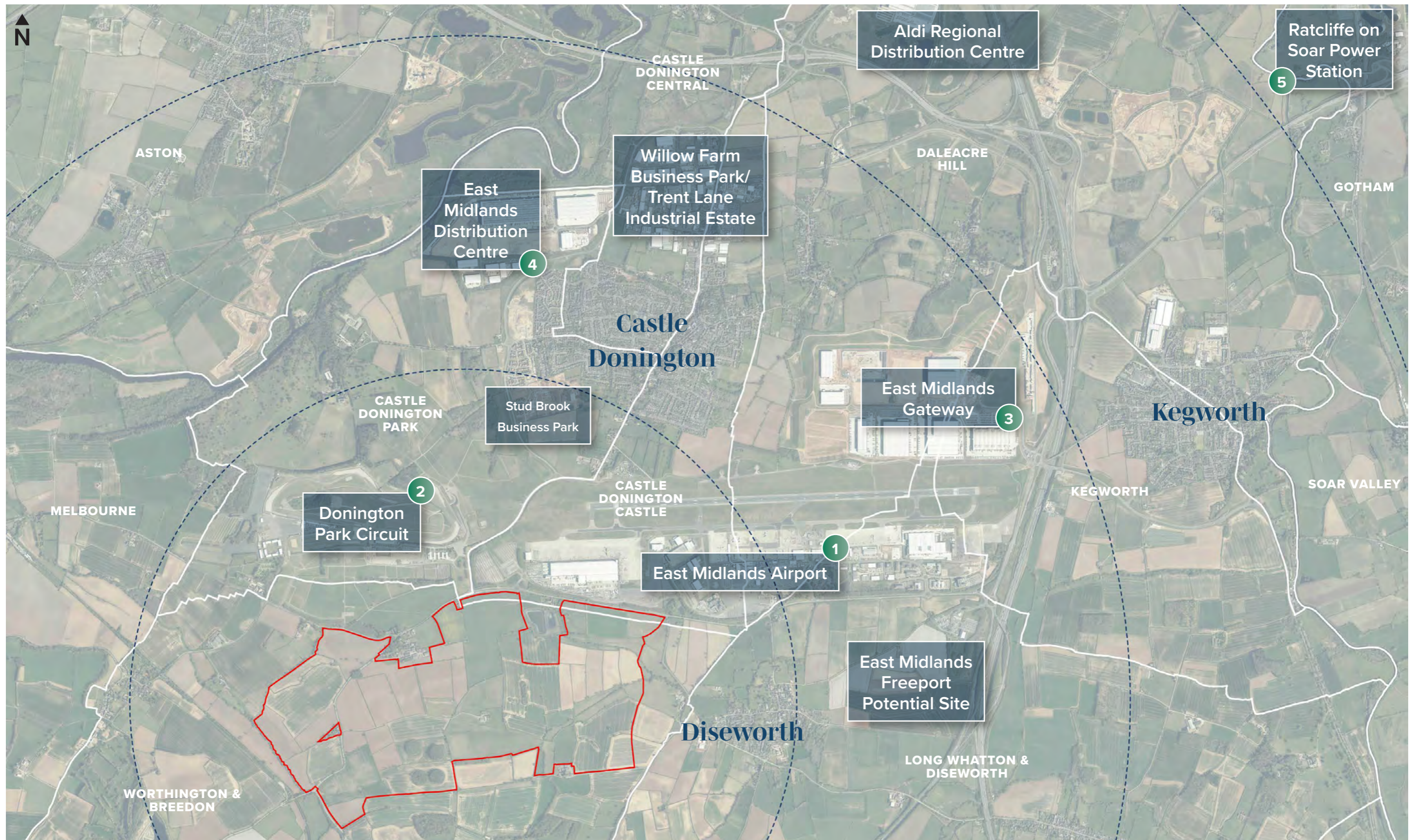
1: East Midlands Airport

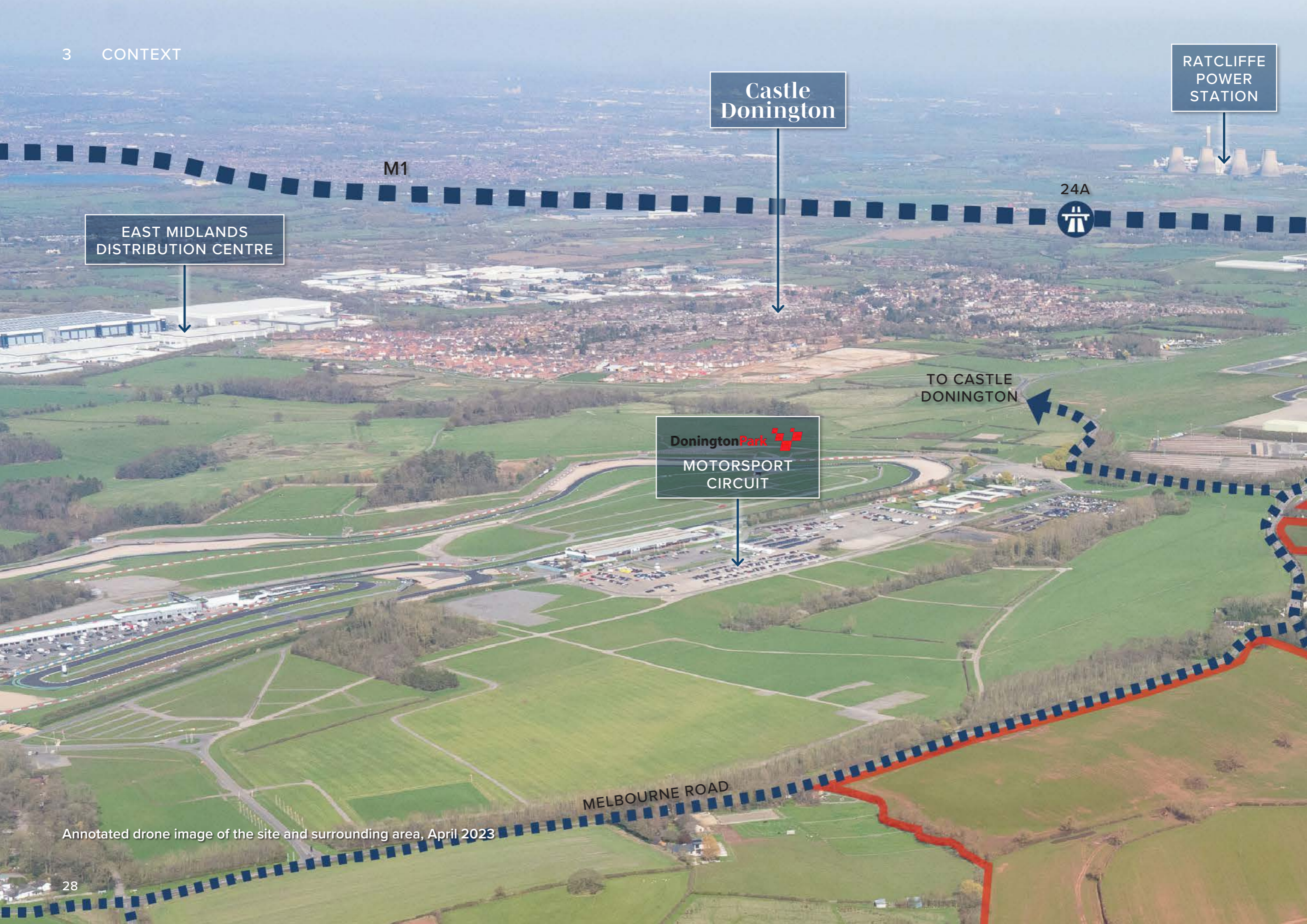


2: Stud Brook Business Park



3: East Midlands Gateway





Castle Donington

RATCLIFFE POWER STATION

EAST MIDLANDS DISTRIBUTION CENTRE

M1

24A

DoningtonPark
MOTORSPORT CIRCUIT

TO CASTLE DONINGTON

MELBOURNE ROAD

Annotated drone image of the site and surrounding area, April 2023

SEGRO
EAST MIDLANDS
GATEWAY

PEGASUS BUSINESS PARK

Kegworth

Diseworth

24



MAG
East Midlands
Airport

23A



M1

DHL
DISTRIBUTION
CENTRE

HIGH BARN FARM

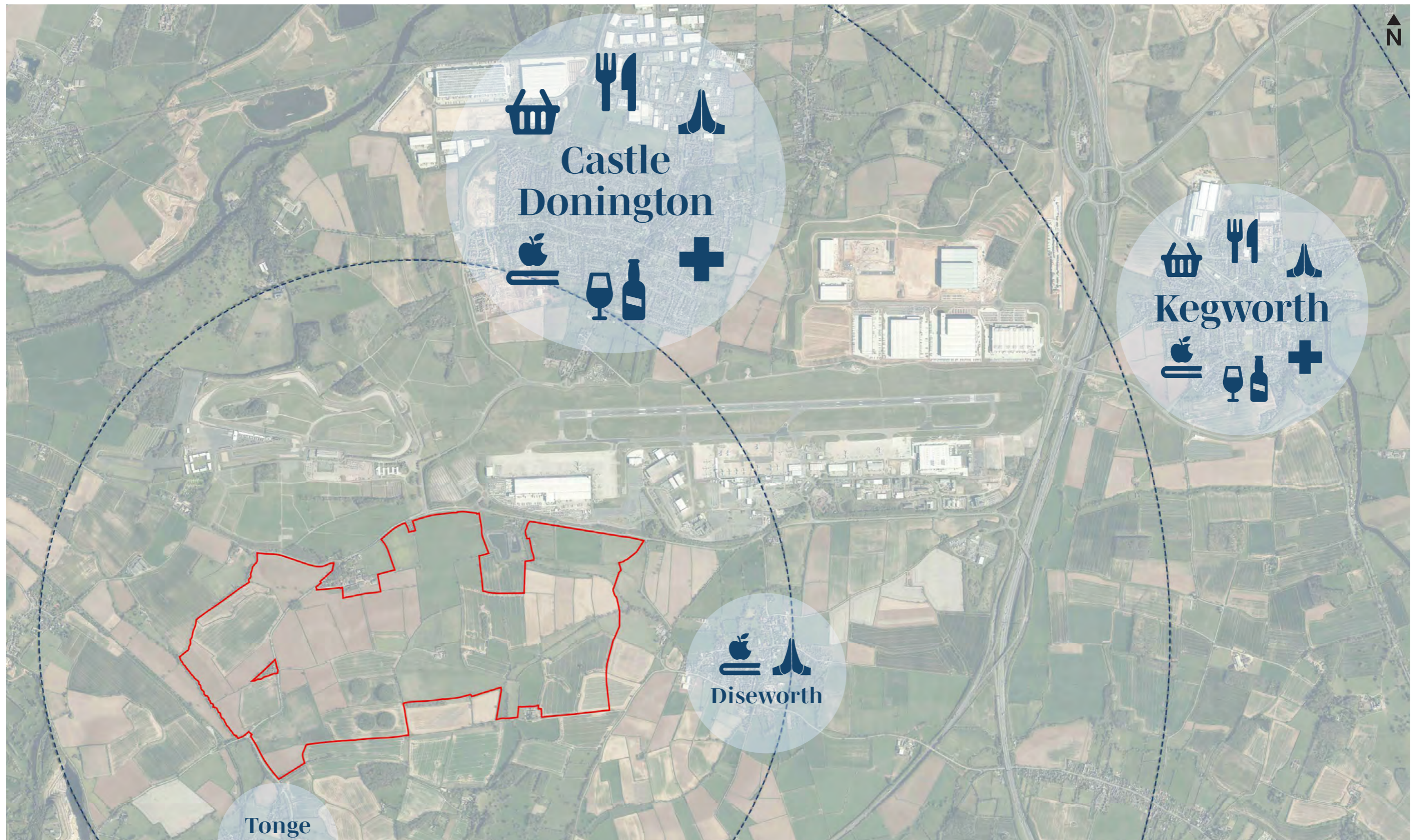
WOODHOUSE
FARM

Isley
Walton

DUMPS
PLANTATION

A453

Surrounding Facilities



3.3 Surrounding Facilities

There are a small number of residential settlements within 10km of the site. The scale of each settlement varies and the facilities they provide are linked to the size of the population they sustain.

TONGE

The hamlet of Tonge is located to the south west of site, it is a small residential community of less than 100 properties. It has no facilities for local residents such as shops, and relies on the facilities in surrounding settlements for retail and recreational purposes. Places that residents use include Breedon on the Hill (1.5km west), Melbourne (3.5km north-east) and Castle Donington (4km north-east).

DISEWORTH

Diseworth is small village to the east of the site with a population of around 670 residents. The village has limited facilities that only serve its immediate population. There is a primary school, village hall, heritage centre and church however, at the time of writing, the local pub is closed. Similarly to Tonge, residents rely on larger surrounding settlements for shopping and daily needs, predominately Castle Donington to the north and Loughborough/Shepshed to the south.

KEGWORTH

Kegworth has a population just under half the size of Castle Donington. It has a similar level of facilities, just on a smaller scale, and functions as a self-sustaining large village with employment, shops, sports recreation and schools.

CASTLE DONINGTON

The market town of Castle Donington is the largest settlement in the area and serves a strategic function in the wider settlement.

Residential

Castle Donington has a wide selection of housing typologies that have organically developed over many decades. This is seen in the varied patterns of development, starting as a linear settlement along High Street housing later grew exponentially with the addition of housing estates from the 1950s onwards.

Housing growth continues on the western edge with a modern housing development approaching completion and future plans for additional housing outside the current urban area. Despite the housing growth, it has been unable to keep pace with the expansive employment developments close by and housing remains unbalanced to job creation in the area.

Employment

There are a number of Business Parks, Distribution Centres and Industrial Estates on the northern edge of Castle Donington including East Midlands Distribution Centre, Willow Farm Business Park and Trent Lane Industrial Estate. In addition to these employment sites, other large business sites include Available Car and Stud Brook Business Park. These employment opportunities supplement a busy High Street and the employment associated with retail units. Castle Donington is the larger population centre to East Midlands Airport (the second busiest freight airport in the UK) and East Midlands Gateway and associated rail freight terminal.

Schools

To support the population of 7,346 (2021 census) there are three primary schools; St Edwards CofE Primary School, Orchard Community Primary School and Foxbridge Primary School. Castle Donington College provides further educational opportunities for 11-16 year olds.

Retail & Recreation

Castle Donington has a traditional core, centred around a 'high' street named Borough Street. There are a number of shops, pubs, restaurants and takeaways along this street that are supplemented by larger retailers outside the centre. Aldi and Co-op supermarkets are located north of the historic core, providing the broader shopping needs required by the local population but are also the largest stores in the area providing facilities for the surrounding villages. There are a number of pubs around the town including the Castle Inn, the Jolly Potters, The Cross Keys and the Lamb Inn including over a dozen additional restaurants and takeaways.

The main recreation field is Spital Park and this includes a number of adult and junior football pitches and a rugby club alongside more informal football and basketball areas. A second recreation field to the east of the market town is co-located with the Village Hall and includes a Cricket Club and football pitch.

There are also several hotels, including the Donington Manor Hotel, Bondgate Hotel and Priest House Hotel that assist in serving events at Donington Park Circuit.



1: St. Edwards Church, Castle Donington
2: Borough Street, Castle Donington

3.4 Existing Settlements

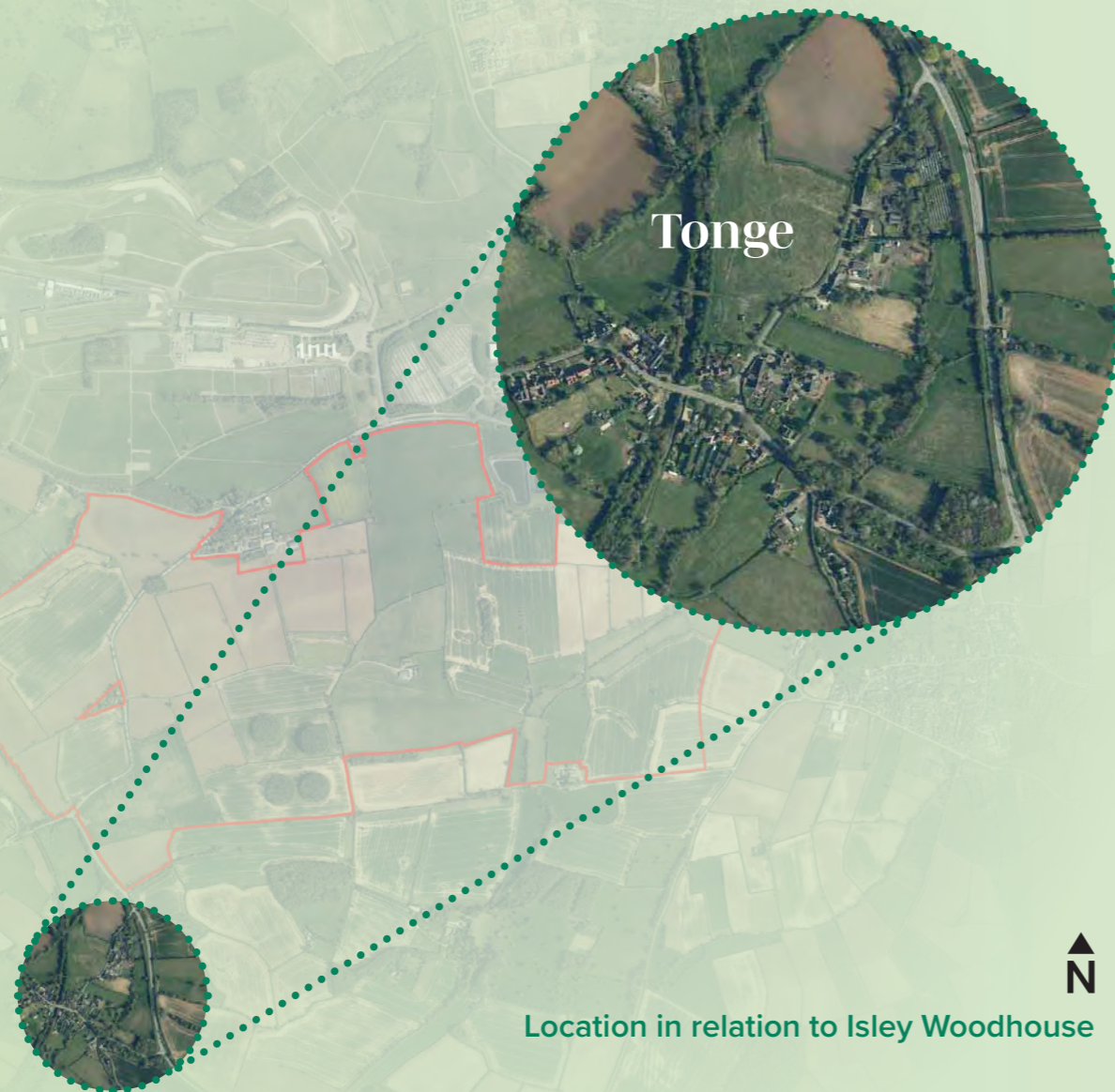
3.4.1 Tonge

Tonge is a historic hamlet located approximately 500m to the south-west of the site, in close proximity to Breedon on the Hill. It occupies a picturesque setting within a shallow valley carved by the Ramsley Brook, and falls within the parish of Breedon on the Hill.

The hamlet is characterised by its rural character, evident in its well-preserved historical farmhouses and associated buildings.

This distinctive character has been recognised through the designation of a conservation area, which highlights the area's architectural and historical importance.

Despite changes over time, Tonge has successfully retained much of its historic character. In essence, Tonge provides a valuable glimpse into the agricultural past of Leicestershire, offering a tranquil and historically rich environment.



Location in relation to Isley Woodhouse

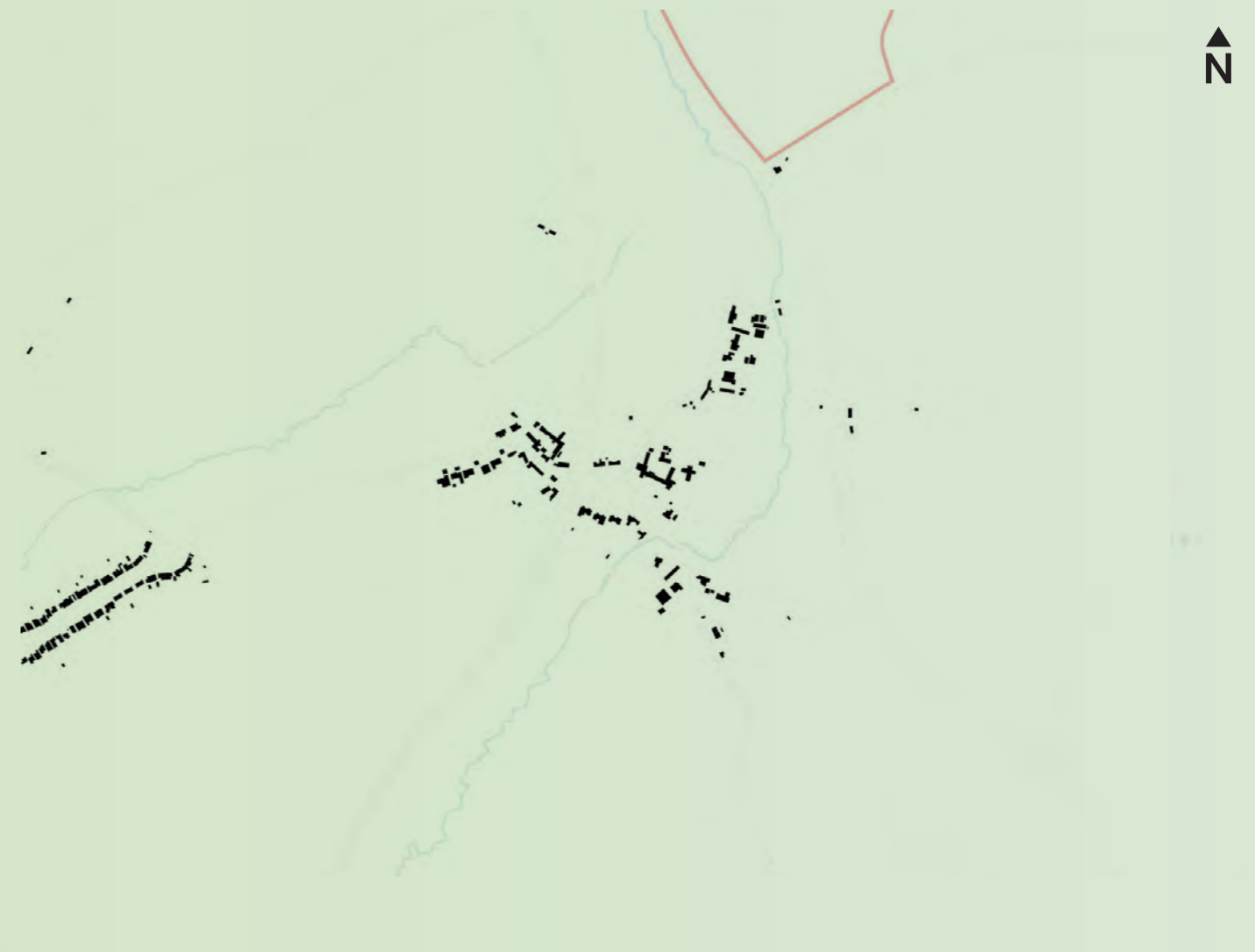


Figure Ground Plan: Tonge



Peters Close



Moor Lane



3.4.2 Diseworth

Diseworth is a village located approximately 850m to the east of the site. The village has a limited range of services and facilities, including Diseworth Church of England Primary School. The village has a rich history, appearing in the Domesday Book of 1086.

The settlement core occupies a shallow basin, and the Diseworth Brook flows eastward through the site towards the village, before splitting into two tributaries.

Diseworth retains a historic character, with a designated conservation area and several listed buildings dating back to the seventeenth century.

Diseworth connects to the site through several existing Public Rights of Way, with the Cycle Network route 15 running along Diseworth Lane.



Figure Ground Plan: Diseworth



Location in relation to Isley Woodhouse



3.5 Existing Settlements ^{CTD}

3.4.3 Castle Donington

Castle Donington is a market town, approximately 3km to the north of the site. The town retains much of its traditional character in its core, featuring a mix of older buildings, including Georgian and Regency houses, alongside more contemporary developments. It boasts a thriving community with a range of local shops, services, and facilities.

Notably, Castle Donington’s proximity to East Midlands Airport and Donington Park Circuit contributes significantly to its local economy and character. The town provides a balance of residential comfort and access to significant regional attractions and employment opportunities.

Castle Donington offers a variety of facilities to its residents and visitors including:

- Three Primary Schools;
- A college for 11-16 year olds;
- Two sport and recreation fields;
- Mixed-use ‘high’ street including pubs, restaurants and retail; and
- Business Parks, Industrial Estates and Distribution Centres.



Figure Ground Plan: Castle Donington



Borough Street



Clapgun Street



Location in relation to Isley Woodhouse

3.4.4 Isley Walton

Isley Walton lies directly to the north of the site, between the site boundary and Walton Hill (A453). It is a small hamlet, with a long history, dating back to at least the 13th century, and its Anglican parish church is dedicated to Saint Nicholas.

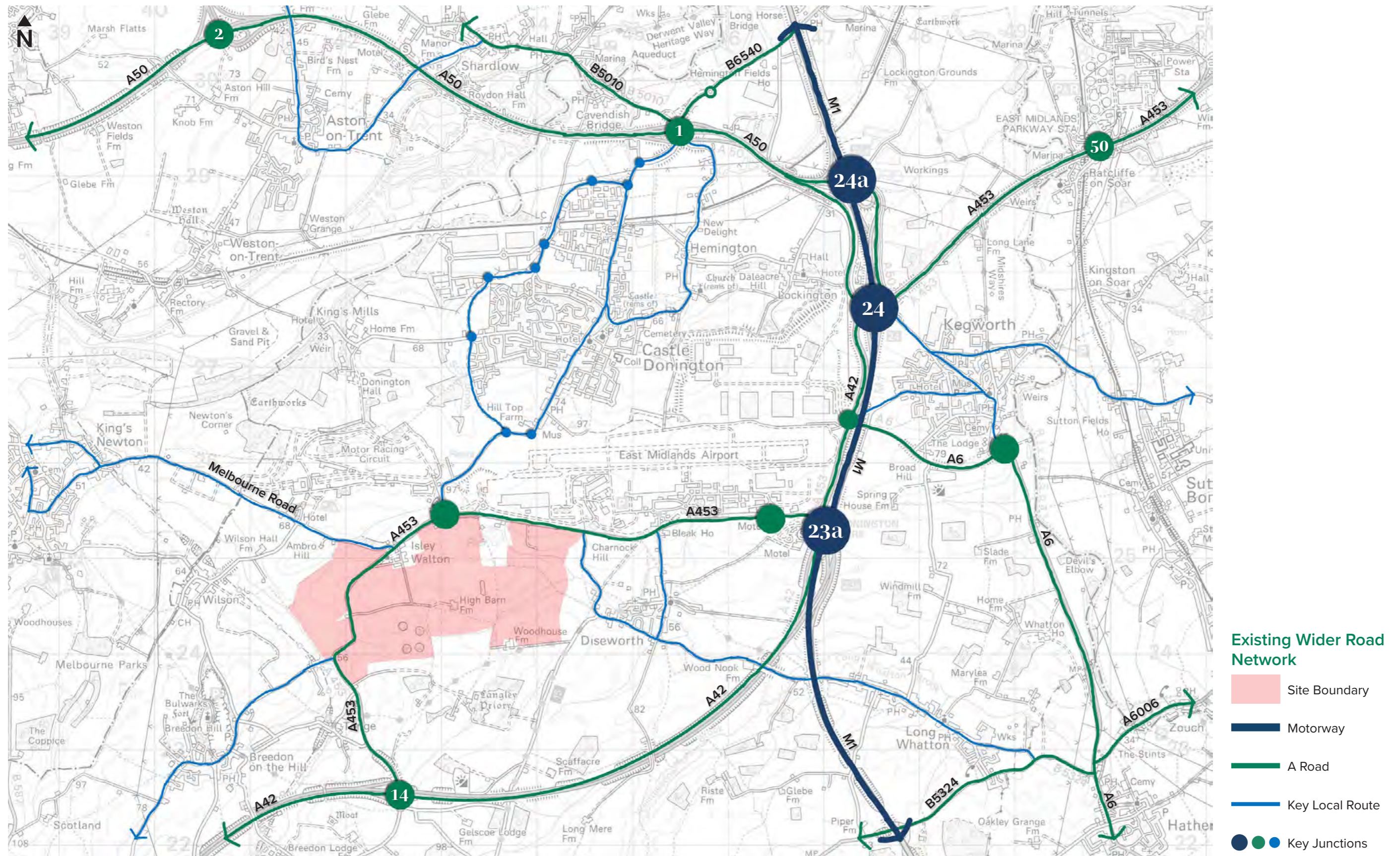


Figure Ground Plan: Isley Walton



Location in relation to Isley Woodhouse





3.5 Highways Network

The A453 runs along the northern edge of the site, providing access to East Midlands Airport including the main airport site, the DHL Distribution Centre, Pegasus Business Park and the various ancillary businesses and facilities connected with the airport.

To the east the A453 provides access to the M1 southbound and Donington service station at M1 Junction 23a.

The A453 continues to the north of M1 Junction 23a, providing access to the The East Midlands Gateway Strategic Rail Freight Interchange (EMG SRFI) and the Kegworth Bypass at a signalised roundabout before meeting the M1 Junction 24. From M1 Junction 24 access is provided to the M1 northbound, the A50, and the A453 towards Nottingham.

To the south of Isley Walton, the A453 connects with the A42 at Junction 14 providing connectivity to Birmingham and the West Midlands.

Junction 14 of the A42 provides a westbound on-slip and an eastbound off-slip only.

Castle Donington and the employment sites located on its northern edge are approximately 3.5km north of the site and are accessible from the site via the A453, the Airport Perimeter Road and Castle Donington Western Relief Road, which opened in February 2020 and routes around the western side of the town. It provides a link between the A453 and the employment sites north of Castle Donington including the East Midlands Distribution Centre, as well as providing access to the A50 via the Sawley Interchange (A50 Junction 1), removing the need for vehicles to travel through the centre of Castle Donington.

North-west of the site, Melbourne Road runs from east to west, meeting the A453 at Isley Walton via a simple priority-controlled T-junction.

The single carriageway road is subject to a 40mph speed limit in the vicinity of the junction, but the speed limit increases to the national speed limit approximately 230m west of the junction.

Melbourne Road provides access to the town of Melbourne and the village of Wilson.

To the south of this point, the A453 runs through the site, leading further south to the A42 junction and providing access to Tonge.

To the east of the site, Diseworth Lane runs south from its junction with the A453, becoming The Green as it enters the settlement of Diseworth approximately 500m beyond the eastern border of the site. East of the village, The Green continues under both the A42 and M1 through Long Whatton before meeting the A60 near Hathern, approximately 5km north of Loughborough. The A453/Diseworth Lane junction is a simple priority controlled T-junction and sits adjacent to the north-eastern corner of the site.



1

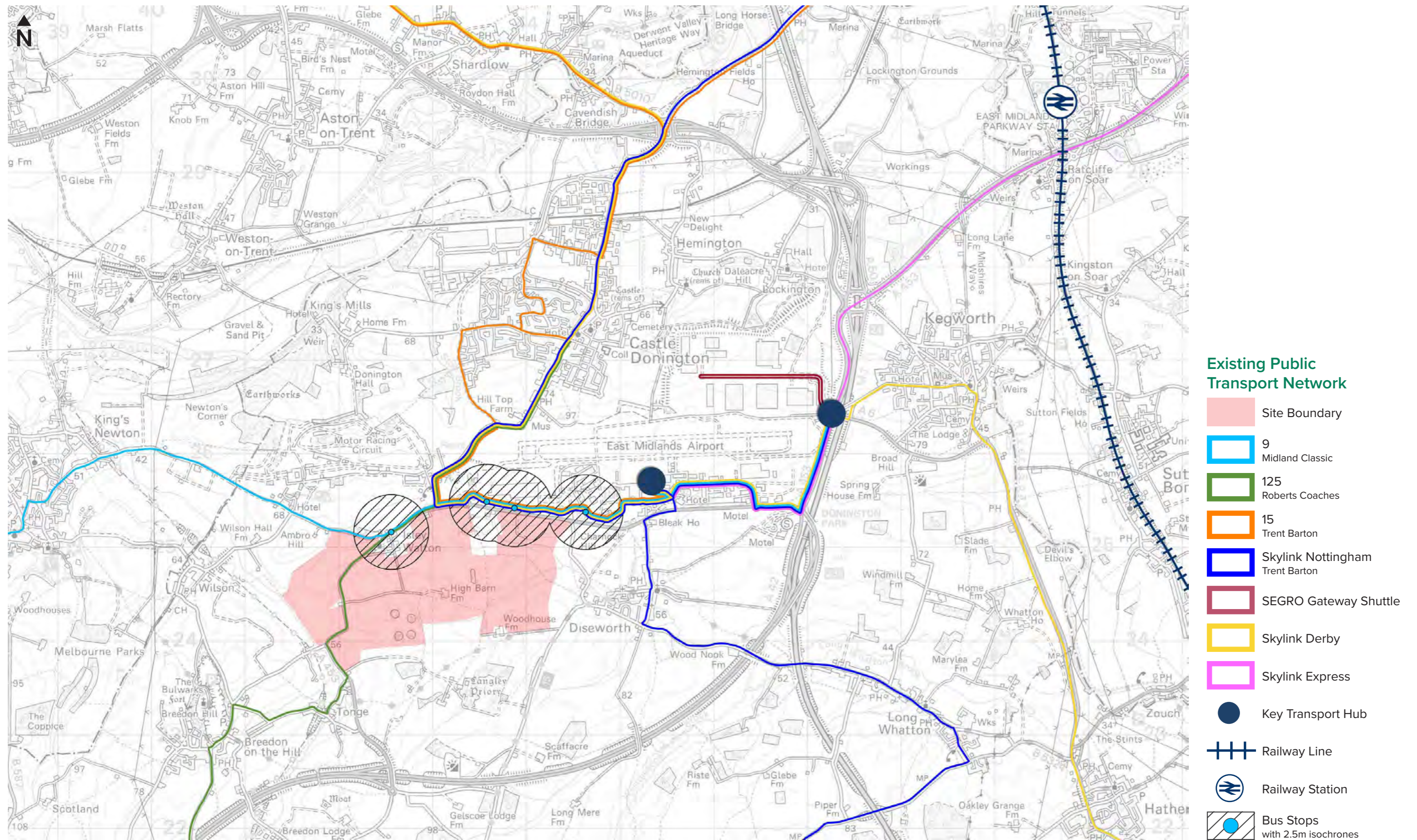


2



3

1: A453 through the site
2: Diseworth to Belton Lane
3: A453 to Castle Donington Junction



3.6 Public Transport

The nearest existing bus stops to the site are in Isley Walton, on the A453. They are approximately 200m north-east of the junction with Melbourne Road, where there is a layby on the north-east bound carriageway, however neither stop is formally marked. The 9 and the 125 services pass along the A453 through Isley Walton.

Other services run along the airport interior road network, calling at stops opposite DHL, and at the Main Terminal Building, before running along Hill Top into Castle Donington. The Trent Barton Skylink Services and the Midland Classic Number 9 all serve both the airport and the neighbouring EMG site. These routes are not currently accessible from the site by pedestrian or vehicle movements. Additionally, parking is restricted within the airport road network.

The airport and EMG are also served by an on-demand bus service, the ‘Nottsbus Connect’ which is operated by Nottinghamshire County Council. The airport and EMG fall within the West Rushcliffe zone which also includes East Midlands Parkway station and extends to the Clifton Park and Ride site. The Nottsbus Connect is an on-demand service, which means that it does not follow a fixed route like a conventional bus. Users must pre-book their journeys via the app, or phone.

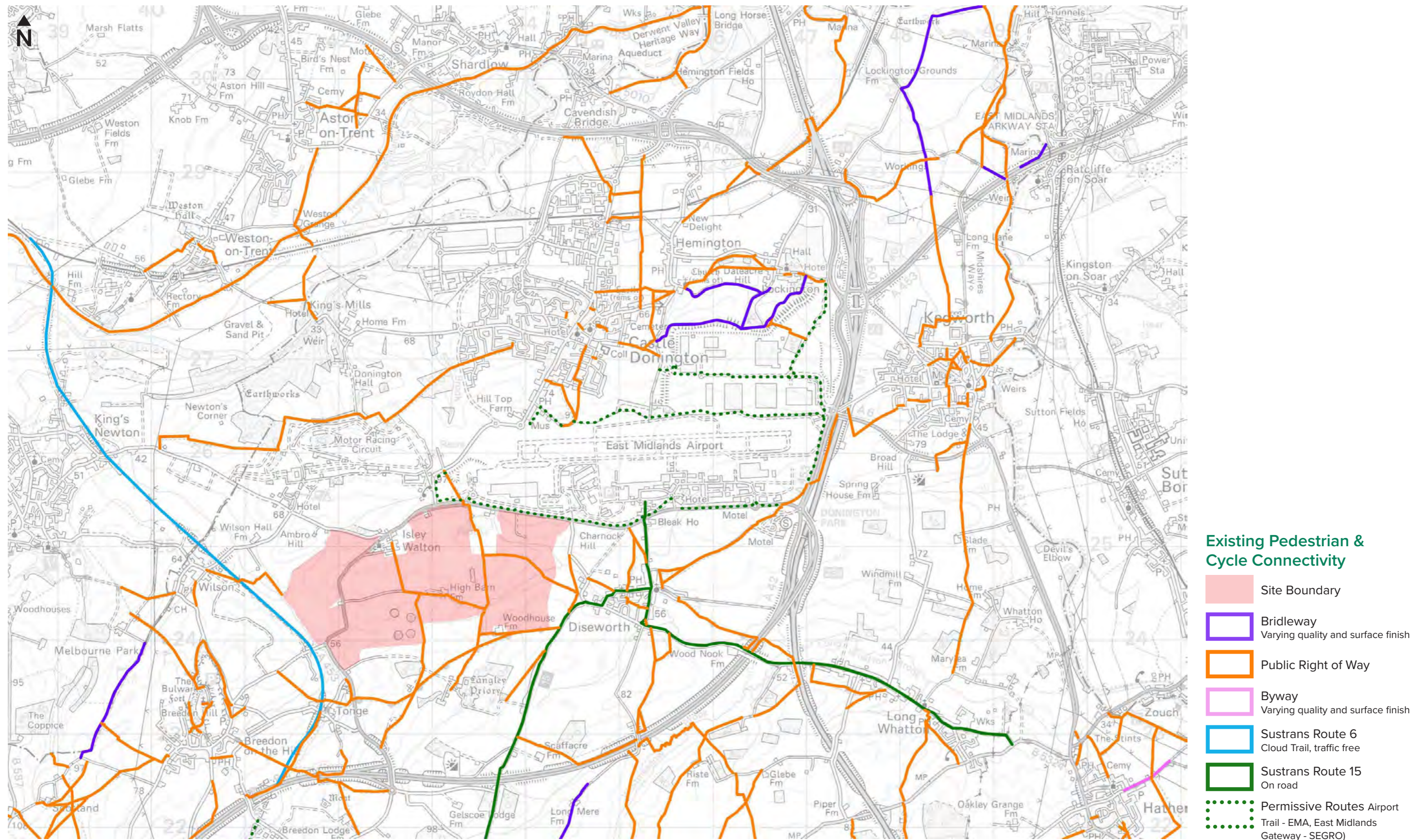
The nearest railway station to the site is East Midlands Parkway, which is approximately 8km north-east of the site adjacent to the former Ratcliffe-on-Soar Power Station. The station is located on the Midland Mainline, and provides services to destinations including Nottingham, Leicester, Loughborough, Derby, Lincoln and London St Pancras.

The station has a large car park, with 885 spaces. It is accessible 24 hours a day, and tariffs range from £8 for a day ticket, up to £800 for an annual pass.

SERVICE NUMBER (OPERATOR)	ROUTE	DAYS	DAYTIME FREQUENCY
Stop Locations: East Midlands Airport, DHL Cargo West			
9 (Midland Classic)	EMA - Burton Upon Trent	Mon-Sun	60 mins
15 (Trent Barton)	EMA - Ilkeston	Mon-Sat	30-60 mins
Skylink Derby (Trent Barton)	Leicester - Loughborough - EMA - Derby	Mon-Sat Sun	20-60 mins 30-60 mins
Skylink Nottingham (Trent Barton)	Nottingham - EMA - Coalville	Mon-Sat Sun	20-60 mins 30-60 mins
Skylink Express (Trent Barton)	Nottingham - Clifton - EMG - EMA	Mon-Sat Sun	20-80 mins 25-80 mins
SEGRO Gateway Shuttle	SEGRO Interchange - Wilders Way - SEGRO Interchange	Mon-Sun	10-20 mins
Stop Locations: East Midlands Airport, DHL Cargo West			
125 (Roberts Coaches)	Castle Donington - Isley Walton - Leicester	Mon-Fri	2 services a day
9 (Midland Classic)	Burton upon Trent - EMA - Isley Walton	Mon-Sat	60 mins



1: Castle Donington Bus Routes
2: East Midlands Parkway Train Station



3.7 Pedestrian & Cycle Connectivity

Diseworth, Donington Park Circuit and the DHL freight terminal at EMA are within convenient walking distance, however, due to the rural location of the site, the existing pedestrian infrastructure to walk or cycle makes the journey very challenging.

Footway infrastructure at the A453/Airport Perimeter Road signal controlled junction comprises of a short section of footway on the southern side of the A453, and an uncontrolled pedestrian crossing over the A453 on the western arms of the junction. A footway is provided on the northern side of the A453 which continues east to the A453/DHL roundabout and continues into the airport. There is no footway provision along the A453 to the east of this roundabout.

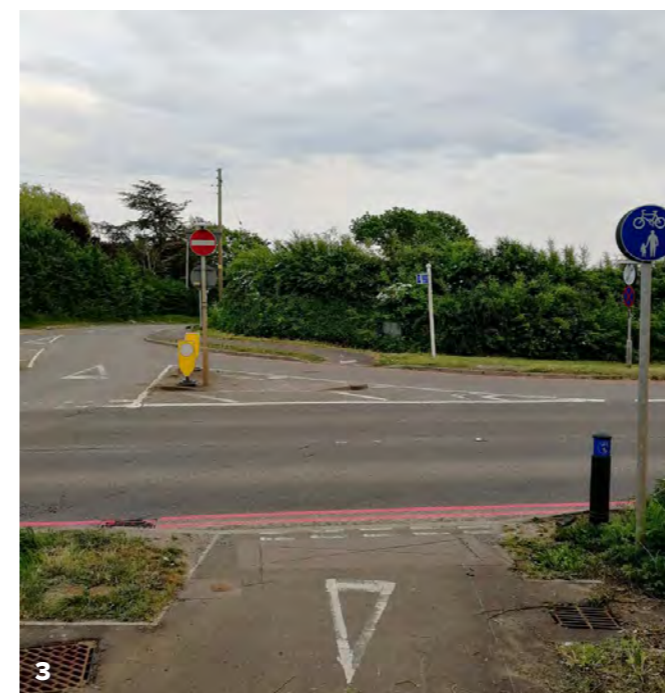
Footways including a shared footway/cycleway are provided adjacent to the Airport Perimeter Road which provide connectivity to; Donington Park Circuit, East Midlands Aeropark and Castle Donington.

There are several Public Rights of Way that run adjacent to and through the site. Footpath L89a/1 is in the east of the site and provides connectivity to Diseworth. The L89a/1 runs along the site's northern boundary, where it intersects with the L89/1 and L89/2 footpaths just south of the two reservoirs. From this intersection footpath L89/1 runs north out of the site and passes immediately west of two reservoirs, before emerging onto the A453/DHL roundabout and crossing the A453, into the airport site. From the same intersection the L89/2 runs south through the site, intersects with footpath L98a/1 where it converts from the L89/2 to the L89/3, and exits the site west of Woodhouse Farm.

At the point the L89/3 exits the site, the L96/7 runs eastwards along the site's southern boundary, south of Woodhouse farm, to Mill Lane. The L98a/1 runs east to west for 727m through the centre of the site, passing immediately south of High Barn Farm and intersecting with the L89/2 to the east and the L98/3 to the west. The L98/3 runs north from the point of intersection the L98a/1 and exits the site at Isley Walton. South from the point of intersection the L98/3 converts to the L98/2 and runs directly south before exiting the site.

In addition to the public rights of way described, there is a permissive path, known as the airport trail, which runs around the perimeter of East Midlands Airport. In the west, the airport trail uses the shared footway/cycleway alongside the Airport Perimeter Road, however, the majority of the trail is on unmetalled paths.

- 1: L89a/1 Public Right of Way, adjacent to Diseworth Brook tributary
- 2: L98/3 Public Right of Way - looking north towards Isley Walton
- 3: Sustrans Route 15, A453 crossing
- 4: Airport Trail



3.7 Pedestrian & Cycle Connectivity ^{CTD}

The existing cycle infrastructure in the vicinity of the site is limited and the site is currently not connected to the available infrastructure.

There are no dedicated cycle facilities along the A453 between the site and the employment centres on, and around, the airport site. The A453 is governed by a 50mph speed limit as it passes along the southern boundary of the airport and is not considered appropriate for on-carriageway cycling. Within the airport site, traffic volumes are reasonably low, making them appropriate for on-carriageway cycling.

There is a shared footway/cycleway along the Airport Perimeter Road from the junction with Donington Park Circuit access, to its junction with Hill Top on the outskirts of Castle Donington. This route connects with the shared footway/cycleway along the Castle Donington bypass which provides cycle links to the EMDC.

Although it has no dedicated cycle infrastructure, Diseworth Lane forms part of the National Cycle Network route 15, which links Loughborough and Shepshed with East Midlands Airport.

In addition, the site is in the vicinity of National Cycle Network (NCN) Route 6 which is designated as the Cloud Trail Greenway. The Cloud Trail Greenway passes to the west of the site and provides access to Derby to the north-west, Nottingham to the north-east and Loughborough and Leicester to the south-east. The Cloud Trail Greenway utilises a disused railway and is a high quality, paved, car-free route. Currently the nearest points of access to the Cloud Trail Greenway from the site are at Wilson and Tonge. The nearest point of access with car parking facilities is located off Breedon Lane, north of Worthington.



National Cycle Network 6 - Cloud Trail, Tonge

NWLDC LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN

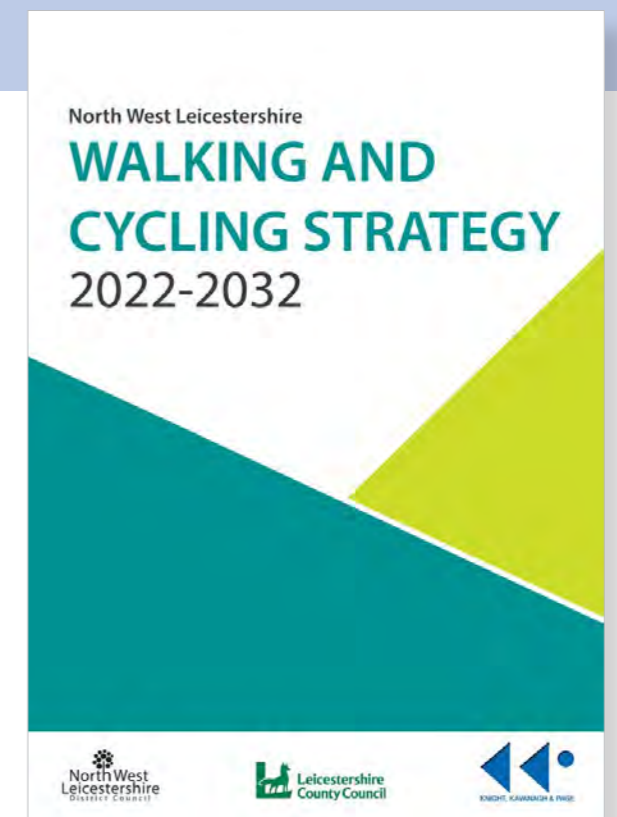
North West Leicestershire District Council have led on the development of the North West Leicestershire Local Cycling and Walking Infrastructure Plan (LCWIP) with the support of Leicestershire County Council.

The benefits of the plan includes:

- Supporting the district’s ambition to be carbon neutral by 2050 by tackling road congestion and air quality and increasing resilience to climate change;
- Support the local economy, businesses and tourism;
- Improve the health and wellbeing of residents; and
- Address inequalities and improve connectivity.










The strategy shows a connection into the NCN Route 15 through Diseworth, which connects to the airport trail, Castle Donington to the north and Kegworth to the east. The site has the potential to play a key role in providing homes for new residents in the area that can utilise this network and improve connections across the A453 to access the surrounding employment areas, villages and countryside.

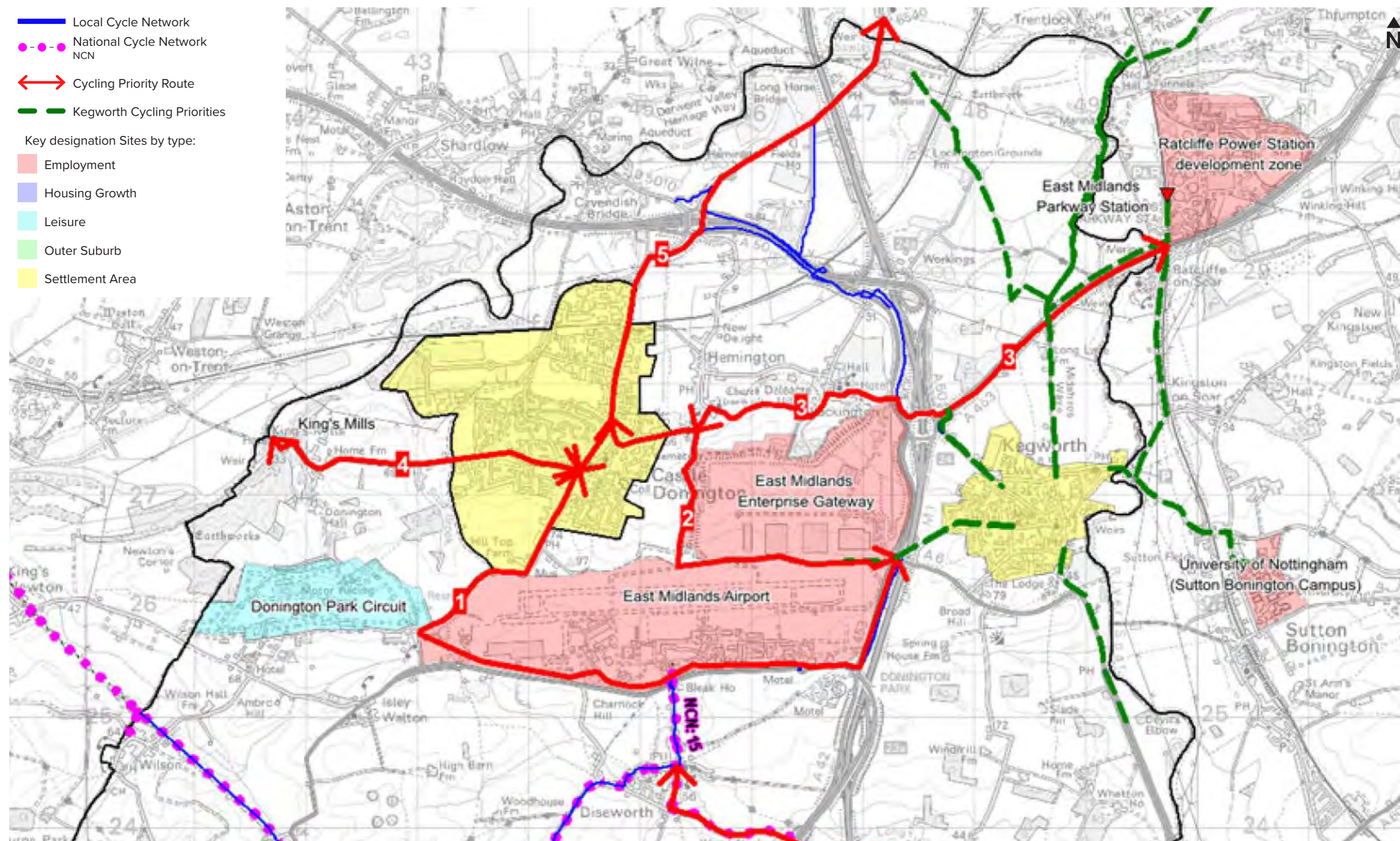
Additionally, there is the potential to connect the two adjacent NCN Routes through the site, strengthening the surrounding network, and connectivity to rail would be possible in 25 minutes.



NWL Walking and Cycling Strategy 2022-2032

LCWIP NWLDC Castle Donington

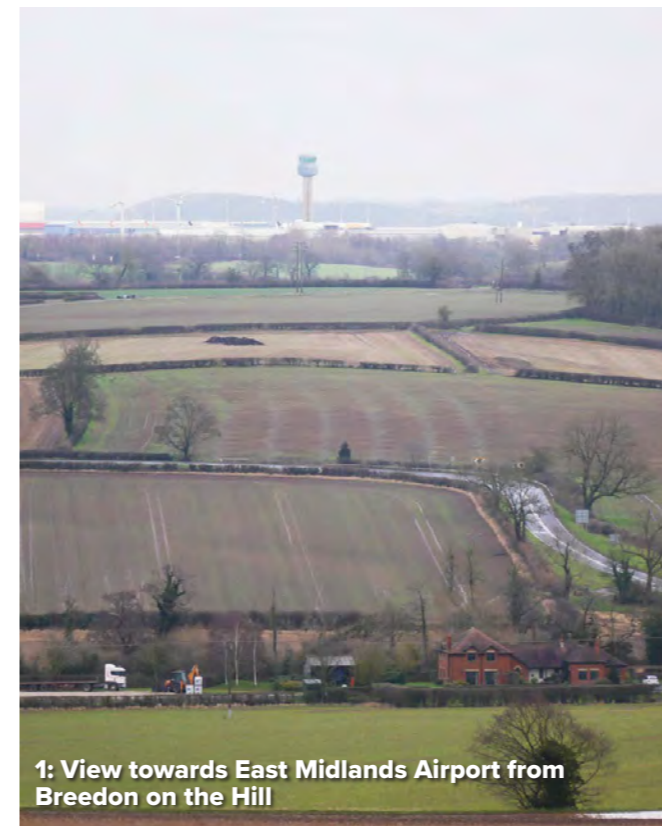
-  Local Cycle Network
 -  National Cycle Network (NCN)
 -  Cycling Priority Route
 -  Kegworth Cycling Priorities
- Key designation Sites by type:
-  Employment
 -  Housing Growth
 -  Leisure
 -  Outer Suburb
 -  Settlement Area



Understanding the Site

- 4.1 THE SITE
- 4.2 LANDSCAPE & VISUAL IMPACT
- 4.3 ARBORICULTURE
- 4.4 ECOLOGY
- 4.5 TOPOGRAPHY
- 4.6 FLOOD RISK
- 4.7 CULTURAL HERITAGE
- 4.8 UTILITIES
- 4.9 NOISE
- 4.10 TRANSPORT & ACCESS
- 4.11 PEDESTRIAN & CYCLE NETWORK
- 4.12 CONSTRAINTS & OPPORTUNITIES

4



1: View towards East Midlands Airport from Breedon on the Hill



2: View towards Dumps Plantation from adjacent to the A453

4.1 The Site

The site comprises approximately 313.39ha of farmland, located to the south of East Midlands Airport (EMA) and Donington Park Circuit, and generally between the settlements of Diseworth to the east and Tonge to the west. The site is within the Ward of Worthington & Breedon, in North West Leicestershire.

 Site Boundary

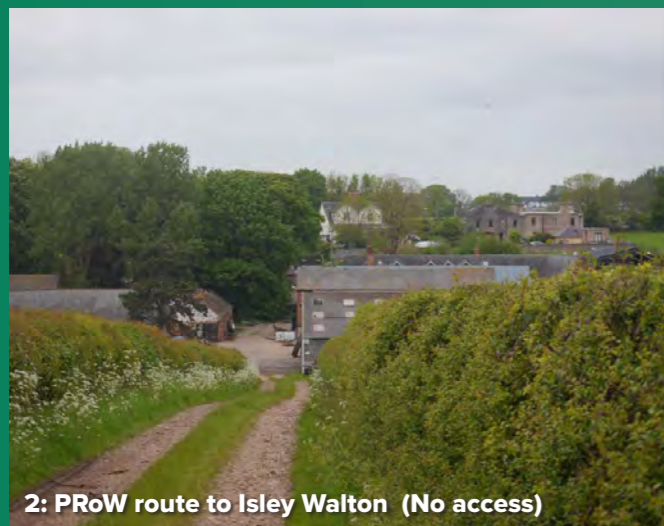




1: A453



4: Isley Walton southern edge



2: PRow route to Isley Walton (No access)



3: Isley Walton southern edge



5: View north, towards East Midlands Airport

4.1 The Site ^{CTD}

The A453 is a single carriageway road to the north of the site, connecting to the M1 Junction 23A to the east via Finger Farm Roundabout. This links via a dual carriageway section of the A453 to Junction 24 of the M1 and the A50 further to the north-east. To the south-west the A453 links to the A42 Junction 14.

The site is broadly defined by Walton Hill/ Melbourne Road (A453) to the north, which then moves south towards Tonge, with the site continuing beyond to the west. Existing field boundaries define the site edge to the south, Ramsley Brook to the west and field boundaries to the east.

The site comprises arable fields of a varied scale, with some pastoral farming fields along the tributaries of Diseworth Brook. There are four circular woodland areas known as The Dumps Plantations in the south-west and several hedgerows and hedgerow trees across the site area. Apart from the Dumps, the largest collection of trees include a cluster to the north east of High Barn Farm, and Long Wood, which sits just outside the site boundary south of High Barn Farm.

The wider area of the site is characterised by a convergence of a number of trunk roads, pockets of residential settlement, arable agricultural fields, woodland patches and the local road network.

The site includes three farms – Manor Farm, High Barn and Woodhouse Farm. Apart from High Barn Farm, there are no other existing buildings within the site boundary. There are however several directly adjacent to the site. Most notably, the curtilage of ‘The White House’, located along the A453 adjacent to the access to High Barn Farm, is not included within the site. Additionally, the site excludes the existing farm buildings at Woodhouse Farm to the south east, and Brooklet Farm and Glebe Cottages along the A453 to the north.

Langley Priory Estate is located approximately 700m to the south of the site, with its access from the gatehouse just outside of the site boundary in the south-west corner.

The site’s topography is characterised by a series of distinct elevation changes. The western portion of the site is the lowest point, forming a natural depression or basin. Moving eastward, the land rises to a central high point, which represents the site’s highest elevation.



6: Track to High Barn Farm



7: View towards St Mary & St Hardulph Church



8: Dumps Plantation



11: North-western site edge and ditch course



9: Melbourne Road



10: Land west of Isley Walton



12: Site boundary ditch course

4 UNDERSTANDING THE SITE



13: Low-lying western land



16: A453, Moor Lane Junction



19



14



17: A453, Moor Lane Junction



18: Dumps Plantation in the background



20: Dumps Plantation



15



21



25: View towards St Mary & St Hardulph Priory Church at Breedon on the Hill



26: Dumps Plantation



27: Public Right of Way adj. to Wartoft Grange



28: Diseworth Brook tributary corridor

4.1 The Site ^{CTD}

In the south-eastern corner, another high point is present, adding to the site's varied relief. To the east, the terrain drops again to a second low point, completing a pattern of alternating high and low areas. This creates a varied, undulating landscape with natural ridges and valleys.

The landscape character of the site and its context is varied, containing both major development associated with East Midlands Airport, DHL Distribution Centre, Pegasus Business Park and Donington Park Circuit but also more open farmland and areas of woodland.

The site is crossed by a number of Public Rights of Way and The Cross Britain Way runs along a short section of the south-eastern boundary. Sustrans Route 15, spanning from Belton in the south to EMA just to the north, also runs close to the south-eastern site boundary. Sustrans Route 6 runs a short distance to the west of the site along a former disused railway line, known as the Cloud Trail.

The site itself is maintained as private farmland and the fields do not provide any public access beyond the Public Rights of Way. Further detail on the Landscape and Visual baseline can be found the ES.



29



30



31:



32: PRoW along southern boundary



34: High Barn Farm



33: L98/2 Public Right of Way, view north to East Midlands Airport



35



36: EMA buildings visible on the skyline



37: Category A woodland



38



39: View towards Category A woodland

Weston on Trent



Aston on Trent



RIVER TRENT



DONINGTON PARK FARMHOUSE



DoningtonPark
MOTORSPORT
CIRCUIT



MELBOURNE ROAD

A453

Annotated drone image of the site and surrounding area, April 2023

M1

Castle Donington

MAG East Midlands Airport

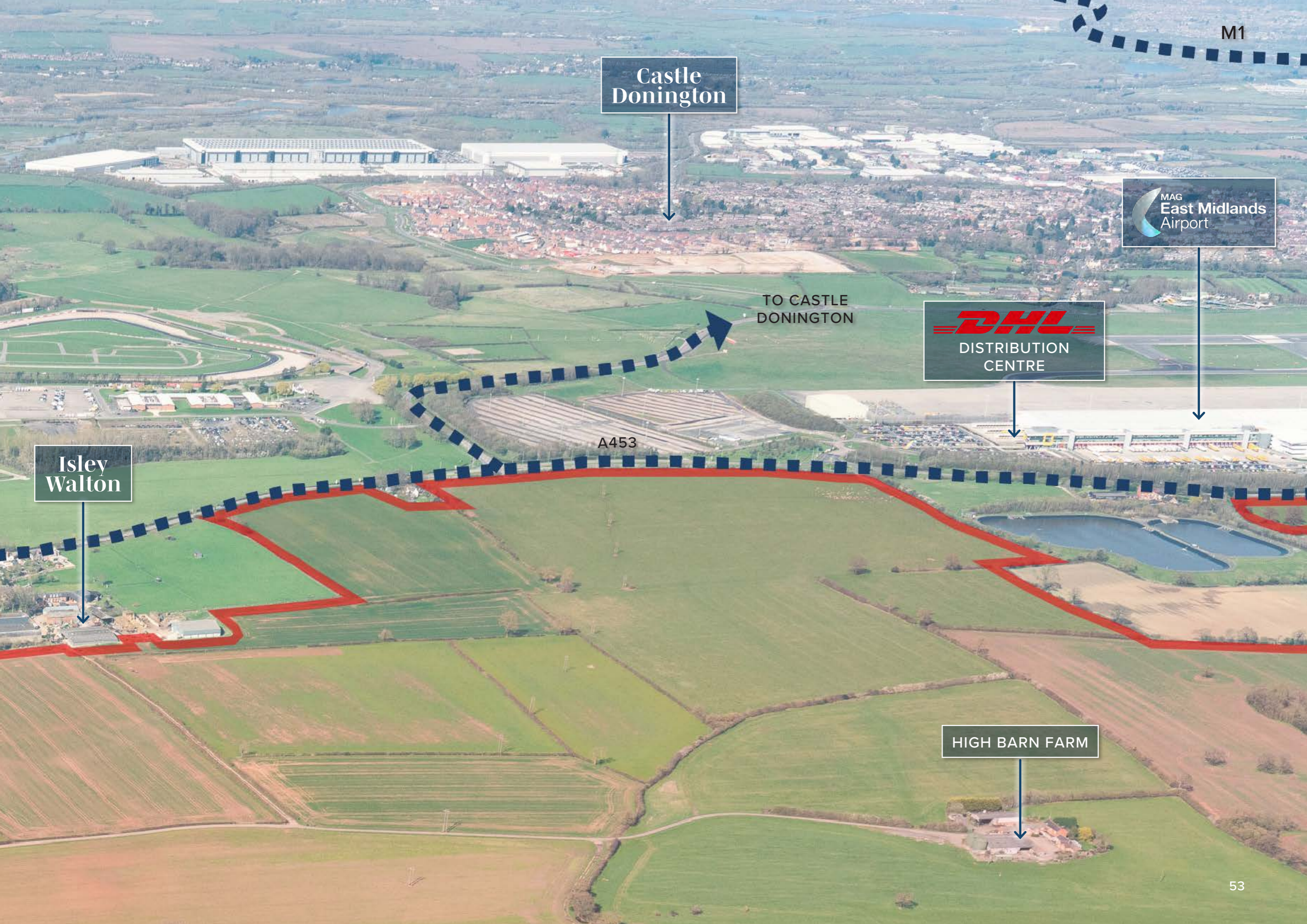
DHL
DISTRIBUTION CENTRE

TO CASTLE DONINGTON

A453

Isley Walton

HIGH BARN FARM



4.2 Landscape & Visual Impact

As part of the evidence base for North West Leicestershire’s new Local Plan, Gillespies undertook a Landscape Sensitivity Study of potential development sites, including Isley Woodhouse. At the time, the western and eastern sections of the site were being promoted independently, necessitating separate evaluations. The study employed a rigorous landscape and visual assessment, providing valuable guidance on areas with heightened sensitivity to development. The adjacent diagrams and the following summary text provide a visual and textual representation of the study’s key findings.

4.2.1 Site A

OVERALL LANDSCAPE SENSITIVITY: MEDIUM

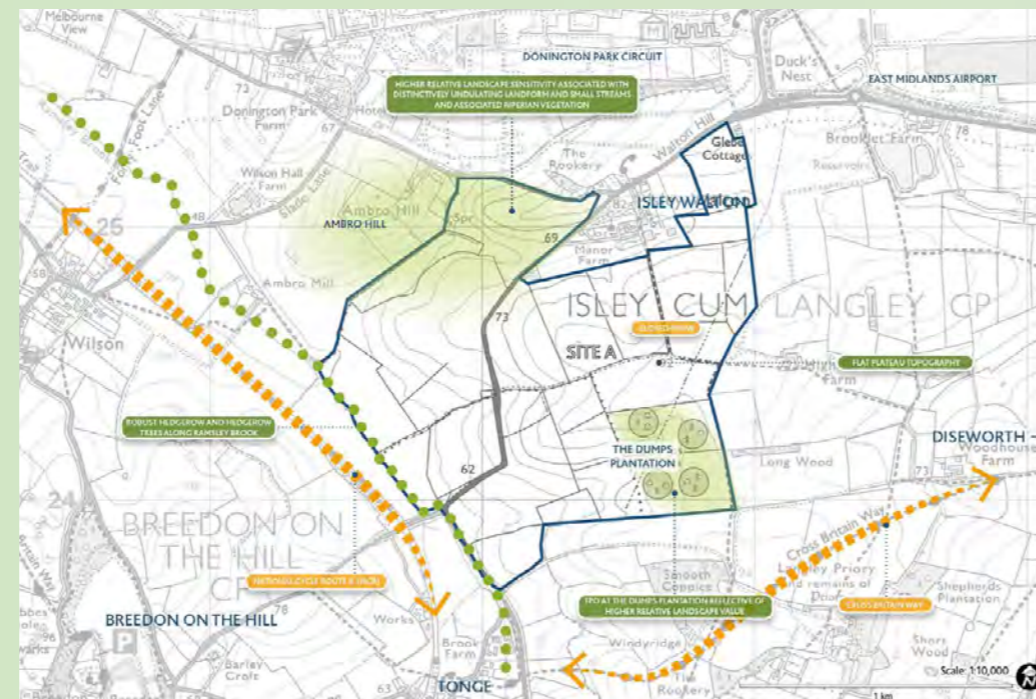
This is a landscape which is relatively consistent in landcover but with variations in topography. While there are limited designations and little evidence of the landscape being important in terms of outdoor recreation in relation to the enjoyment of the area, there are distinctive features which provide a sense of place.

These comprise The Dumps Plantations in the south east of the site and more strongly undulating topography in the north west of the site. The overall landscape sensitivity is considered to be medium to change arising from the assessed mixed development parameters.

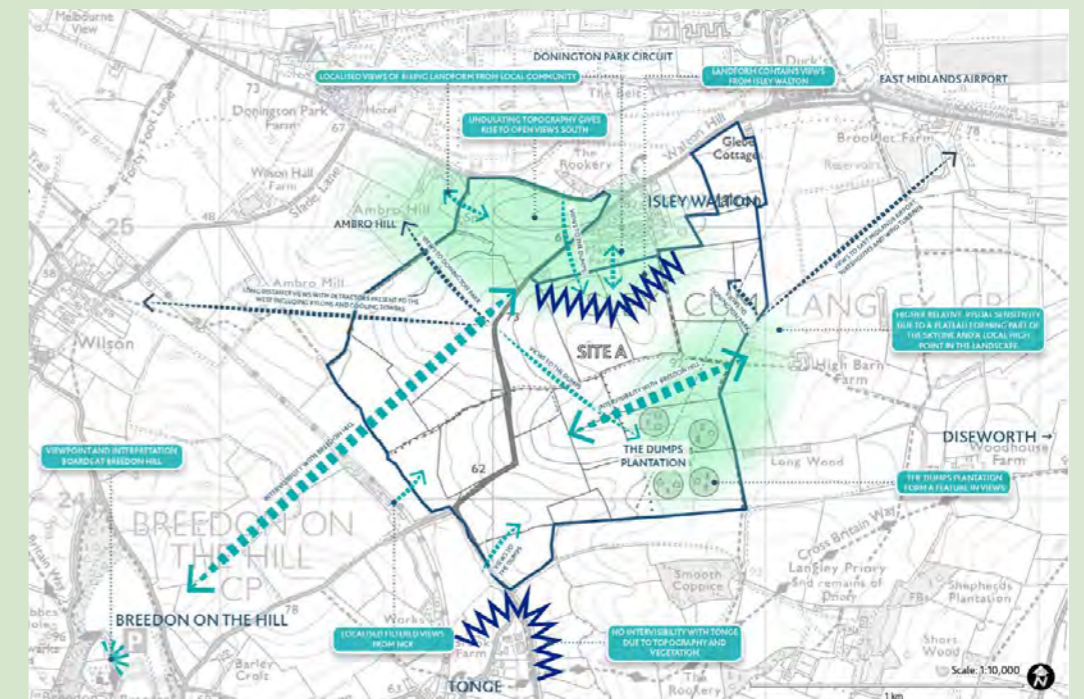
OVERALL VISUAL SENSITIVITY: MEDIUM-HIGH

The level of access within the site is considered to be low for higher susceptibility recreational receptors using a single PRoW to the east. There is a slightly higher level of access in terms of lower susceptibility receptors travelling on roads, including the A453 which passes through the site. There is a strong visual relationship between the site, particularly the elevated parts of the site, including The Dumps Plantations, and Breedon Hill which indicate a higher visual sensitivity. As such, the overall visual sensitivity is considered to be medium-high to change arising from the assessed mixed development parameters.

Landscape Analysis: Site A



Visual Analysis: Site A



Settlement Locations, Page 9 of Landscape Sensitivity Study

4.2.2 Site B

OVERALL LANDSCAPE SENSITIVITY: MEDIUM

This is a landscape which is relatively consistent in landcover but with variations in topography. While landcover is relatively simple, topography is more complex and is more highly sensitive at lower elevations along the tributaries of Diseworth Brook. The overall landscape sensitivity is considered to be medium to change arising from the assessed mixed development parameters.

OVERALL VISUAL SENSITIVITY: MEDIUM

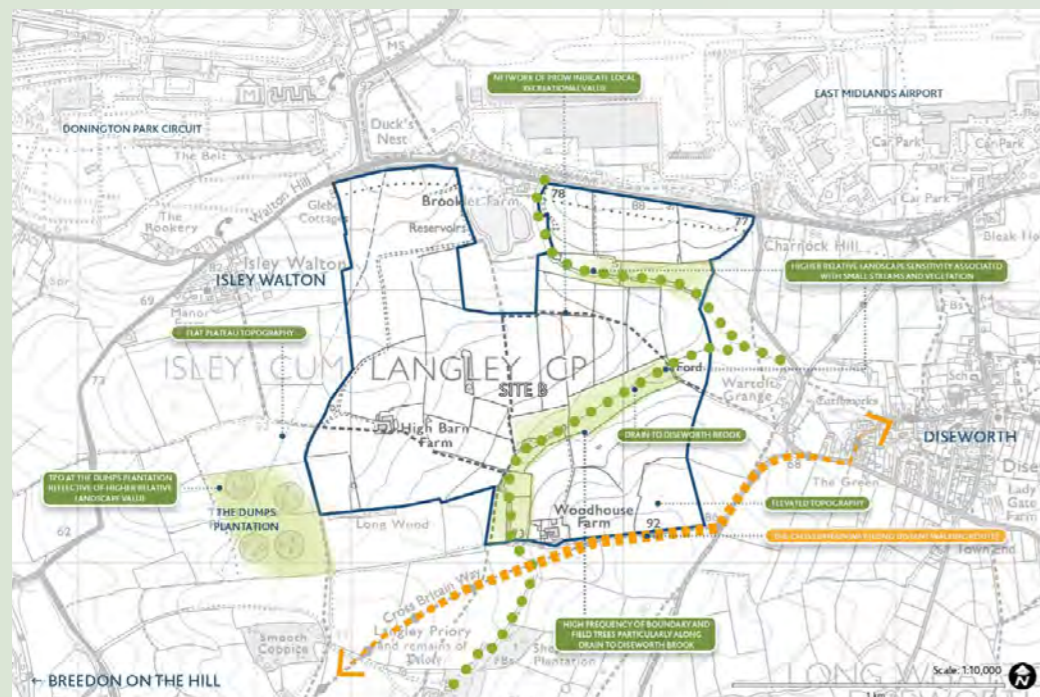
The level of access within the site is considered to be relatively low for higher susceptibility recreational receptors using the PRoWs and residents at farm properties. There is a higher level of access in terms of lower susceptibility receptors travelling on the A453 which follows the north boundary of the site.

Visual sensitivity is considered to be higher around plateau topography at the west edge of the site, and along the route of the Cross Britain Way at the south edge of the site. The overall visual sensitivity is considered to be medium to change arising from the assessed mixed development parameters.

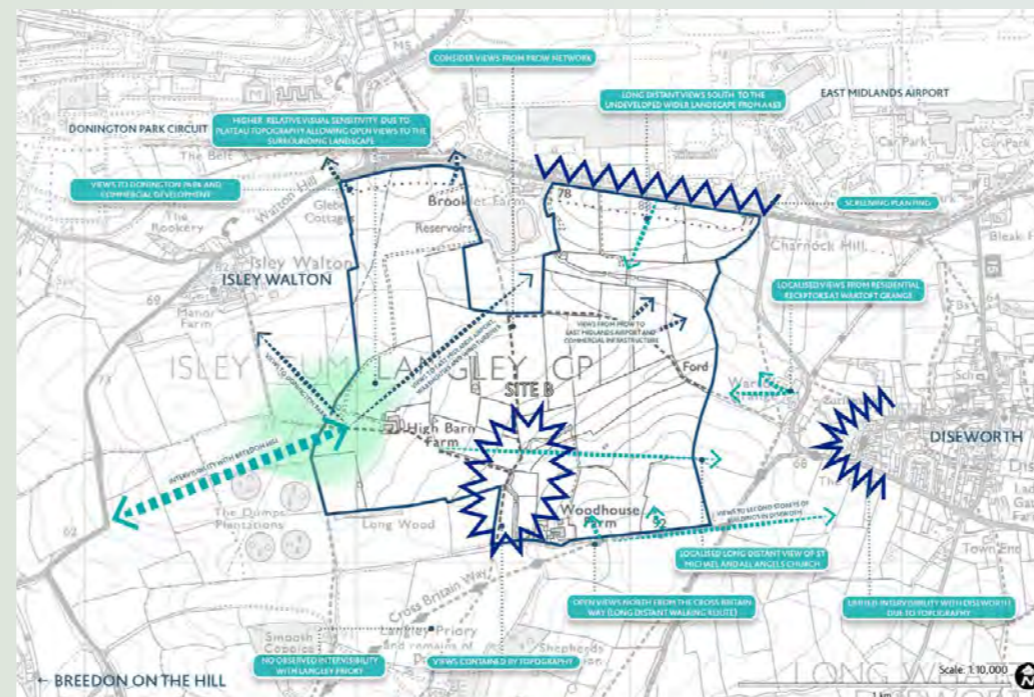


NWLDC Landscape Sensitivity Study prepared by Gillespies (February 2020)

Landscape Analysis: Site B



Visual Analysis: Site B



4.2 Landscape & Visual Impact ^{CTD}

FPCR have produced a Landscape and Visual Impact Assessment for the site, which is included within the ES. The landscape character of the site and its context is varied, containing both major development associated with East Midlands Airport, DHL Distribution Centre, Pegasus Business Park and Donington Park Circuit but also more open farmland and areas of woodland.

Woodland and tree cover is particularly noticeable in the wider landscape to the south-west around the Grade II listed Langley Priory as well as the structural planting around East Midlands Airport and parkland around Donington Park Circuit to the north. The Langley Priory Estate is set within an attractive and distinctive area of parkland to the south of the site.

The undulating nature of the landform with smaller and larger watercourses, the plateau at East Midlands Airport adds to this variation in character and features. The result is a variety of influences, both urbanising and more rural and differences in terms of visual enclosure and amenity.

The outcrop of Breedon Hill quarry and Church of St Mary and St Hardulph are a prominent local landmark which are also of interest for a range of ecological and archaeological features. The vertiginous eastern face of Breedon Hill contrasts with the wooded slopes and parkland to the west.

The site and its immediate context includes no designated landscapes or features and no landscapes recognised of being of any particular higher value or sensitivity. Within the Landscape Assessment of the North West Leicestershire District, the site lies within the Langley Lowlands Landscape Character Area (LCA).

The site itself predominantly comprises arable farmland bound by mature hedgerows and occasional trees. Fields are typically medium to large and simple in shape with variations in scale and form where boundaries follow contours in steeper areas and along watercourses.

Tree cover is limited to occasional blocks of woodland and belts of riparian vegetation along Ramsey Brook to the west and the tributaries of Diseworth Brook to the east. The Dumps is located on higher ground to the south-east. These form a distinctive landscape feature, which are noticeable in local views.

At a site wide scale, the features of most interest are the mature trees and hedgerows largely to the site's perimeter, the undulating landform, the plantation woodlands, existing watercourses and Public Rights of Way.

As detailed in the methodology for the Landscape and Visual Impact Assessment within the Environmental Statement a likely Significant Effect is an effect that has been assessed as Major or Moderate/ Major.

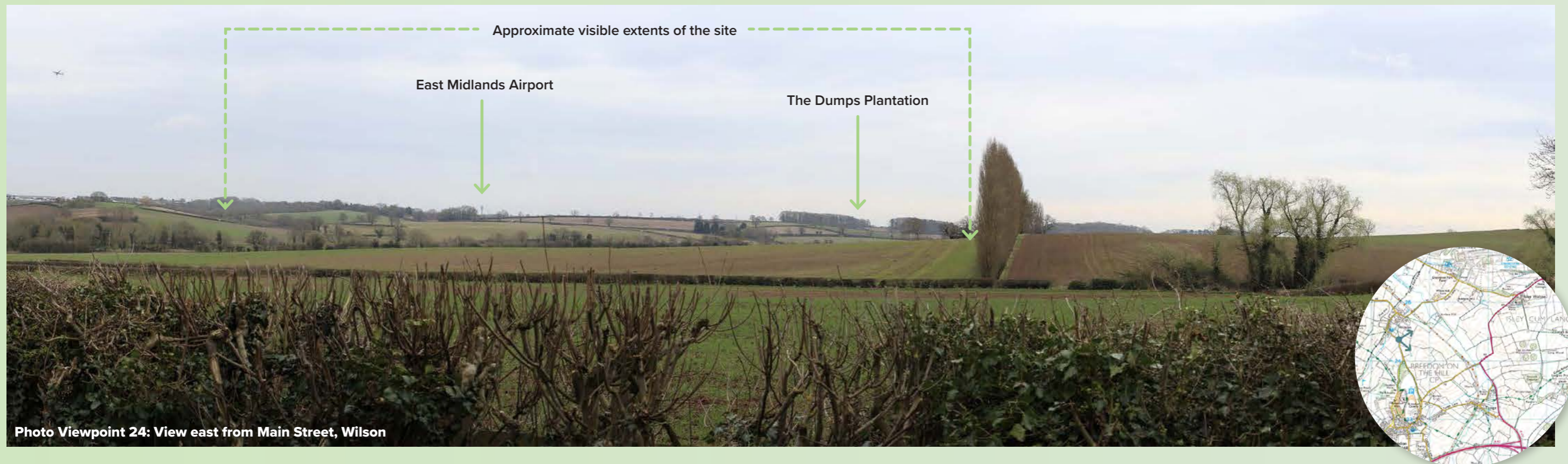
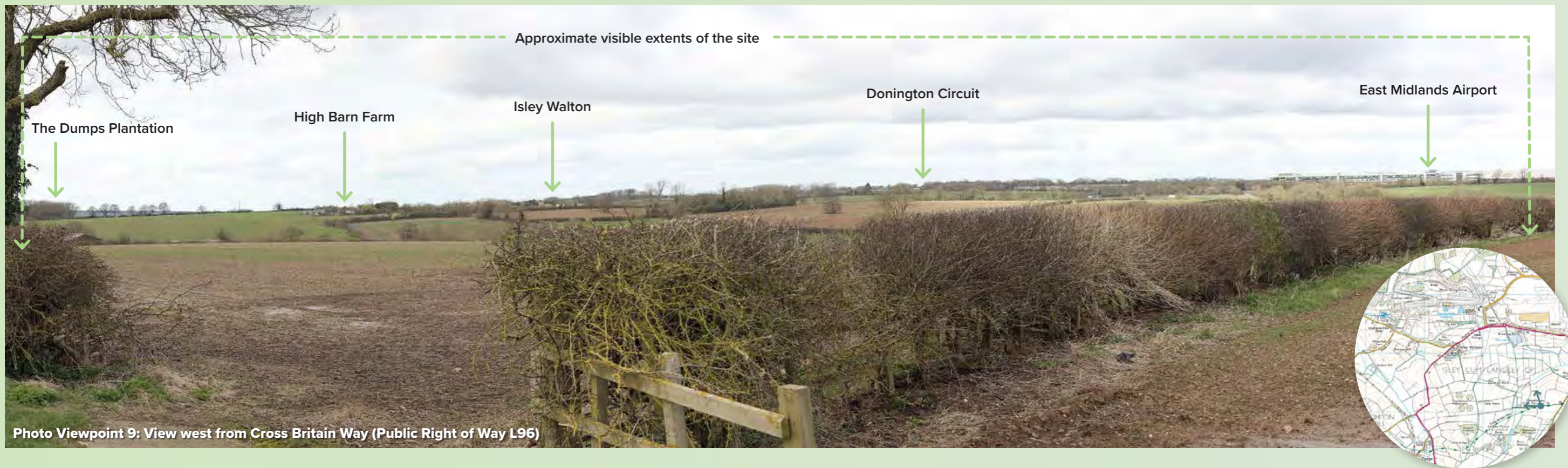


Photo Viewpoint 24: View east from Main Street, Wilson







4.3 Arboriculture

A tree survey and assessment of existing trees was carried out by FPCR Environment and Design, with the surveys conducted over a period of time with an initial survey in July 2020, an updated in August 2021 and more recently in February 2025.

A total of 296 individual trees, 57 groups of trees, 5 woodlands and 92 hedgerows were surveyed as part of the Arboricultural Assessment, which accompanies this planning application.

Tree cover across the site ranged from semi-mature to over mature specimens most of which were native mixed species with none being particularly dominant. Higher concentrations of tree cover could be found in areas associated within either established woodlands or established linear features along watercourses and arable field boundaries.

Species present across the whole site consisted mainly of English oak *Quercus robur*, ash *Fraxinus excelsior*, crack willow *Salix fragilis*, field maple *Acer campestre*, Sycamore *Acer pseudoplatanus*, hawthorn *Crataegus monogyna* and blackthorn *Prunus spinosa*.

Trees across the site were generally found to have grown reactively to their environmental conditions, although evidence of active tree management was evident throughout the landscape. Mature specimens within hedgerows displayed traits typically associated with specimens growing in areas of open countryside, along with ad hoc agricultural management.

Hedgerows had also been subjected to annual management through flail mowing to maintain heights and spreads.

Most of the trees were of fair and good overall physical condition containing some dead wood of varying proportions along with past storm damage and naturally occurring structural conditions such as branch socket cavities, branch stubs through limb loss and crossing and rubbing material.

CATEGORY A – HIGH ARBORICULTURAL QUALITY TREES

46 individual trees and four woodlands offered a high arboricultural value (Category A).

Individual specimens were English oak, ash, Sycamore, field maple and Alder *Alnus glutinosa*.

Trees were mature specimens growing within hedgerow boundaries or within field parcels and exhibited typical characteristics of open grown trees within a rural landscape.

WOODLANDS

Four woodland blocks were assessed as high arboricultural quality (retention category A). They all had identical species composition and structure being planted at the same time including both deciduous and coniferous species. Woodland management practices were not apparent within these woodland blocks. Combined these round woodlands are known as The Dumps Plantations.

W5 was recorded as moderate arboricultural quality (retention category B) and contained a broader range of species, only being deciduous in comparison to the adjacent round woods. W5 is linear in form and known as Long Wood.

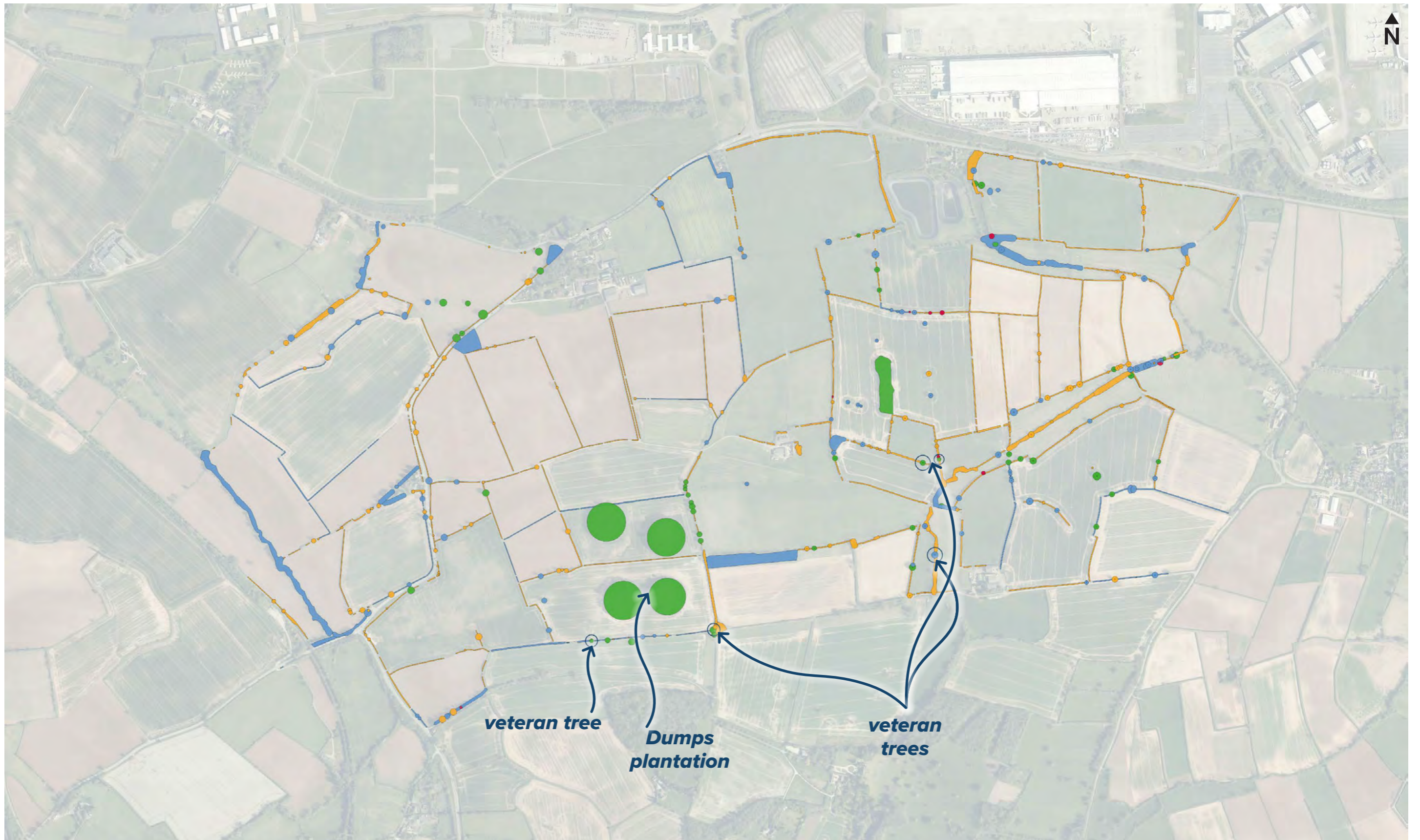
All five woodlands are classed as Priority Habitat Inventory - Deciduous Woodland (England) – ‘a Lowland mixed deciduous woodland includes woodland growing on the full range of soil conditions... *Quercus robur* is generally the commoner oak (although *Quercus petraea* may be abundant locally) and may occur with virtually all combinations of other locally native tree species.



1: Low-lying, flat land adjacent to Diseworth Brook tributary



2: Tree cover adjacent to Diseworth Brook Tributary



4.3 Arboriculture ^{CTD}

CATEGORY B – MODERATE ARBORICULTURAL QUALITY TREES

Moderate quality trees comprised of either early mature and mature trees situated within hedgerows, field parcels or along watercourses. A wide range of species were recorded with ash and English oak once again present in combination with crack willow *Salix fragilis*, sycamore, hawthorn and field maple.

Characteristics observed throughout these trees comprised of features associated with continuous growth such as basal suckers and epicormic growth within crowns. Features resulting from natural abscission of material creating branch stubs, broken branches, branch socket cavities and bark wounds. Dead branches were also regularly observed in various proportions.

The accumulation of established, moderate quality trees has created linear tree features across the site, the most prominent of these being along the watercourses throughout the site along with small, wooded areas to the west of Isley Walton.

CATEGORY C – LOW ARBORICULTURAL QUALITY TREES

Individual specimens were predominantly poor-quality boundary trees or outgrown hedgerow trees. The vast majority of these trees comprised of mature ash in both poor structural and physiological conditions which is typical for the region.

Tree groups were again either outgrown boundary features or unmaintained hedgerows along ditches. This tree cover was regarded as retention category C due to either the lack of management or low collective landscape value.

CATEGORY U – TREES CONSIDERED UNSUITABLE FOR RETENTION

4 trees were assessed as being unsuitable for retention (category U) in the current setting.

These trees comprised of a standing dead trees or trees in such condition that structural integrity is comprised. Species included English oak, ash, English elm and Scots pine *Pinus sylvestris*.

HEDGEROWS

Due to historic agricultural management of the land there was an extensive network of hedgerows. 92 hedgerows were recorded as part of the Arboricultural Assessment, with hedgerows demarking all of the site's peripheries and internal field boundaries. Hedgerows were typically dominated by hawthorn and blackthorn, supported by elder *Sambucus nigra*, field maple, hazel *Corylus avellana*, English elm *Ulmus procera* is some instances. Mature trees were prominent features of most hedgerows.

For the vast majority, management comprised of flail mowing on an annual basis however evidence of more traditional practices such as hedge laying was noted. Annual cutting has created dense, clipped and consolidated structures although gaps could be identified where hedgerow stock had either failed or had become overwhelmed by undergrowth such as bramble.

Despite the range of species present and management practices in place, purely from an arboricultural perspective the vast majority of hedgerows were only considered to be of low arboricultural quality and retention category C. A small proportion of hedgerows which are more consolidated were recorded as category B.

ANCIENT AND VETERAN TREES

Five trees are considered to be veteran tree in accordance with FPCR's veteran survey methodology.

T42, an English oak and T51, an ash was situated on the southern boundary amongst other mature trees. T178, a crack willow and T179, a field maple are situated in close proximity to each other with T267, an English oak situated along a watercourse to the east.

Where this assessment has identified veteran trees in accordance with FPCR's veteran tree survey methodology, further survey work of those trees and their communities will be required to inform future management.

To afford these trees greater protection, a buffer zone calculated in accordance with the guidelines detailed within Ancient and other Veteran Trees: Further Guidance on Management - has been provided. This buffer zone is defined as a distance equal to 15 times the trees stem diameter, or five metres beyond the canopy, whichever is the greater.



3: T124, Category A Tree - Ash



5: G54, Category B Woodland - Blackthorn, Crack Willow, Oak, Field Maple, Hawthorn



6: T195, Category A Tree - English oak



4: G36, Category A Woodland - Ash, Oak, Hawthorn, Horse Chestnut, Hybrid Black Poplar



4.4 Ecology

There are a number of legally protected areas (sites of Special Scientific Interest) that are important for wildlife in the landscape around the site. There are also other habitats in the surrounding landscape that are recognised as being important in North West Leicestershire, including hedgerows, woodland, trees, watercourses and grassland.

The habitats of the site are dominated by arable farmland and pasture that are largely of low importance for nature conservation. The more important habitats of the site are the hedgerows, watercourses, woodland and trees. There are veteran trees in the site, which are older trees with special features, such as deadwood. Some hedgerows have a high diversity of shrub species and good structure, which increases their importance.

The watercourses in and around the site provide habitat structure and a route for wildlife to move across the local landscape.

During the pre-application design development, a variety of wildlife surveys have targeted important and notable species. This has confirmed that several mammals make use of the habitats. Farmland birds and birds typical of the urban fringe also use the habitats in the winter and nesting season.

Surveys have concluded that there are no reptiles present and that the habitats are of low interest for invertebrates. Although surveys have not identified any great crested newts, making it unlikely they are present, because some ponds outside the site could not be accessed this species is assumed to be present as a precaution.

The ecology assessment reviewed the potential effects upon designated sites, habitats and fauna during both the construction and operation periods of the development. As a precaution, and to effectively plan mitigation, the initial review looks at impacts without mitigation. Habitat retention and good design, including the retention and enhancement of habitat corridors across the development, has served to reduce many of the potential effects of the proposed development.

During construction Lockington Marshes SSSI and some other areas of habitat outside the boundary could be indirectly impacted by changes in water quality. The clearance of habitat represents the largest potential impact.

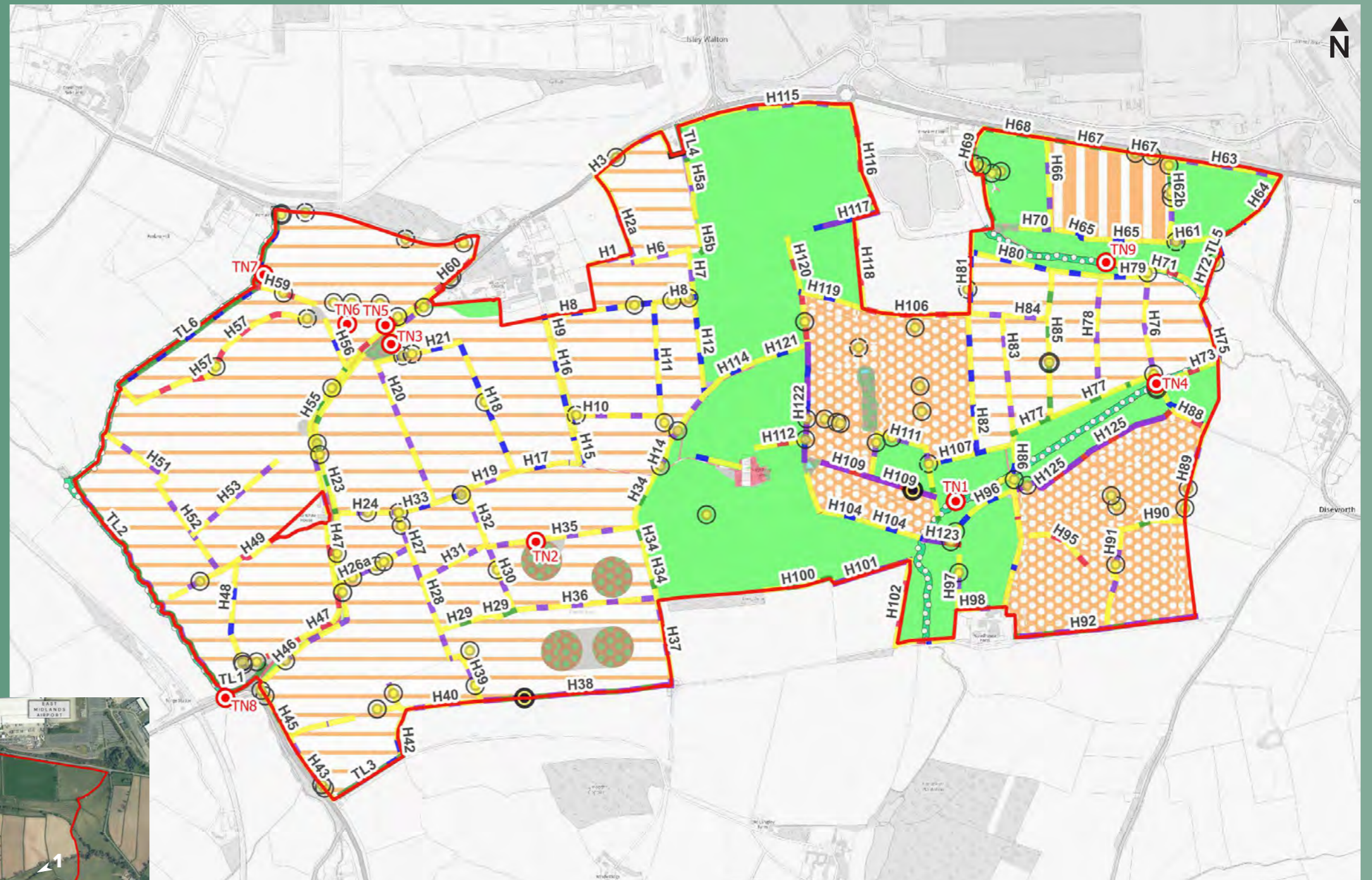
Most of the important habitats within the site will be retained, including the Veteran trees and woodland. Losses will affect the hedgerows and mature trees, and there will be some very small losses from Diseworth Brook (for road crossings and drainage headwalls) and the removal of two ponds. The activities of construction also may lead to some temporary effect to the habitats are retained, for example from changes in dust levels. Some habitat used by protected species will also be lost, including bat roosts and bird habitat. Introducing the necessary site infrastructure, in particular roads, may also fragment some habitat used by the mammals present.



1: Diseworth Brook Tributary
2: T213, Category B - English Oak
3: Ramsley Brook Tributary

During operation of the development the increase in the numbers of people may have a detrimental effect to the habitats and species in the local area. The SSSI's and many of the other notable habitats in the area are either too far away for there to be noticeable changes, but some nearby habitats may be affected, particularly those within the site. Species may also be affected by the introduction of roads and people, including badgers, hedgehogs and birds.

Within the specific ES chapter on Ecology, significant effects from the proposed development are identified and measures suggested to avoid or reduce these effects and also to provide enhancements.



- | | | | | |
|--------------------|--------------------------------|---------------------------|-----------------------------|---|
| Site Boundary | Developed Land/ Sealed Surface | Existing Trees Very Large | Line of Trees | Species-Rich Native Hedgerow* |
| Cereal Crops | Temporary Grass & Clover Leys | Existing Trees Large | Line of Trees* | Species-Rich Native Hedgerow with Trees |
| Non-Cereal Crops | Other Woodland | Existing Trees Medium | Native Hedgerow | Species-Rich Native Hedgerow with Trees* |
| Modified Grassland | Ponds Non-priority habitat | Existing Trees Small | Native Hedgerow with Trees | Species-Rich Native Hedgerow with Trees* |
| | | | Native Hedgerow with Trees* | <small>*associated with a bank or ditch</small> |

4.5 Topography

The site's topography is characterized by a series of distinct elevation changes, as illustrated on the adjacent plan.

To the north-west, the topography features strongly rolling terrain and natural depressions. Ambro Hill, an elevated land form, is located just outside the western edge of the site. The western portion of the site is the lowest point, at approximately 50m AOD, and generally rises eastwards towards a central plateau that reaches approximately 90m AOD – the site's highest elevation. From this high point, panoramic views are afforded of the surrounding area, including Breedon on the Hill church to the south-west and the countryside towards Melbourne to the north-west.

Limited inter-visibility exists with the nearby small settlements of Tonge, Wilson, and Isley Walton. This is due to their lower elevations compared to much of the site, and their frequent enclosure by topography and/or vegetation.

Moving further west, elevated areas at the north-west, south-west, and western boundaries provide views across the site. Due to the topography, these views are typically focused within the site itself. The south-eastern corner also represents a high point at approximately 90m AOD.

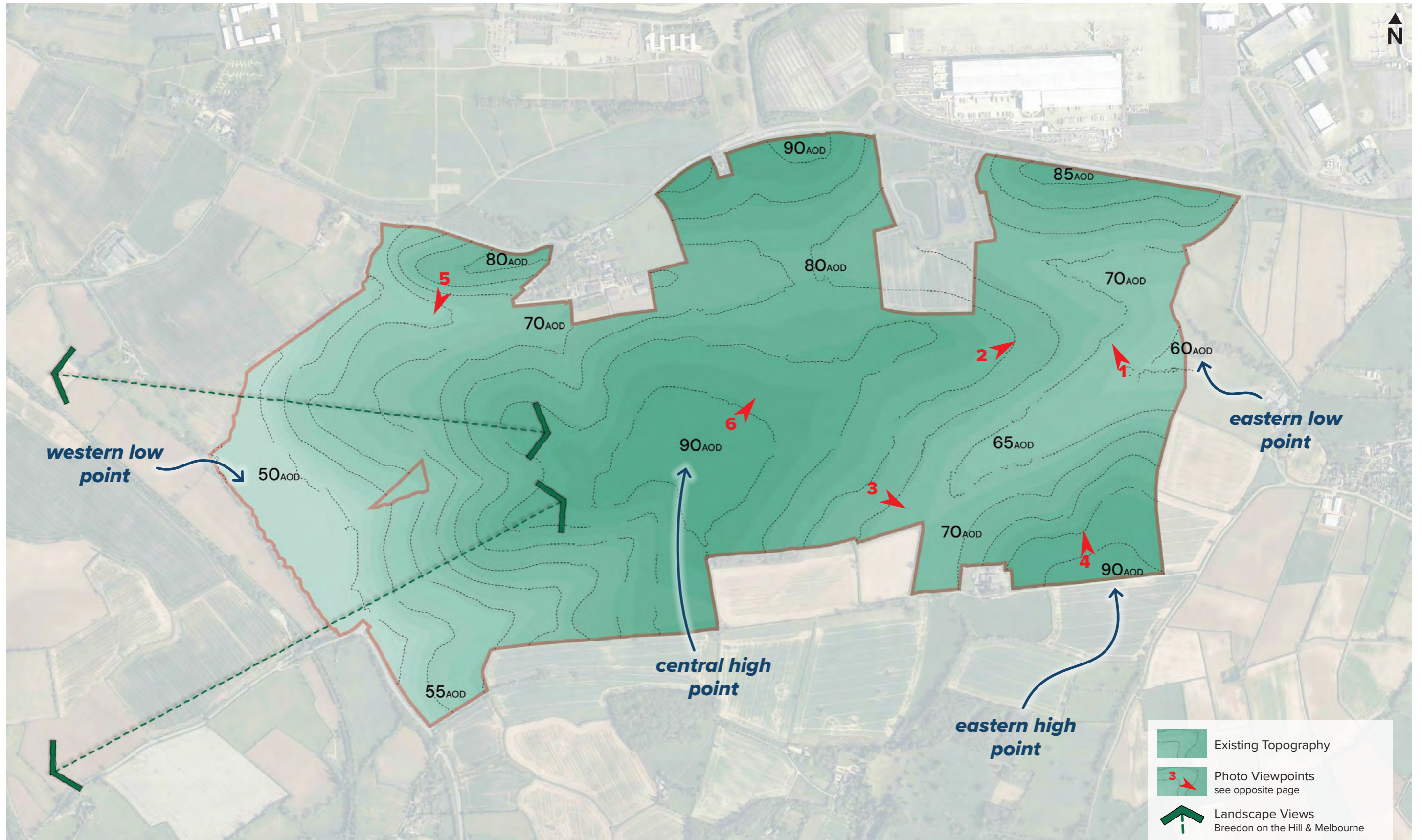
While parts of the site are relatively open due to land cover, the topography within the eastern part of the site are unique. Views are often contained and short-distance due to the two low points along the tributaries of Diseworth Brook, at approximately 65-70m AOD, providing a sense of enclosure within much of the area.

This undulating landscape, with its natural ridges and valleys, and the more enclosed topography around the tributaries of the Diseworth Brook, creates a unique sense of place in this area of the site.

There are some distant views towards the wider landscape, including long-distance views to the south from elevated topography at the northern edge of the site, approximately 85-90m AOD.



- 1: View north showing the elevated position of DHL distribution centre
- 2: East Midlands Airport infrastructure visible from the site - Air traffic control tower and wind turbines
- 3: Valley topography
- 4: Views across valley topography with East Midlands Airport buildings overlooking the site
- 5: Undulating topography north-west of Isley Walton
- 6: Access track to high Barn Farm, site high point, with long range view of East Midlands Airport buildings



4.6 Flood Risk

The site is located largely in Flood Zone 1 (low risk of fluvial flooding). The western boundary of the site boundary is located partly in Flood Zones 2 and 3 where the Ramsley Brook flows adjacent to the site boundary. Existing topographic levels rise steeply away from the Ramsley Brook to the east where the proposed development is to be located.

Upon review of the Environment Agency's Risk of Surface Water Flooding dataset, the site is deemed to be predominantly at very low risk of flooding from surface water sources, although there are overland flow routes present within the site. These have been assessed through a bespoke hydraulic modelling exercise by BWB Consulting. There are no records of historical flood events at the application site based on Environment Agency and Local Authority data.

The site is located across two surface waterbody catchments - the Long Whatton Brook Catchment (tributary of Soar) and the Ramsley Brook from Source to Carr-New Brook catchment. These two catchments were of 'Poor' ecological status under Cycle 3 of the Water Framework Directive classifications.

The site is underlain by Secondary A and Secondary B Aquifers. The North West Leicestershire SFRA reports that the risk of groundwater flooding is considered to be relatively low within North West Leicestershire.

Within the Environmental Statement, the likely significant effects of the proposed development prior to the outlined mitigation measures.

The construction phase was likely to have moderate adverse effects on Flood Risk and Drainage due to the potential for decreased water quality, pollution incidents and alterations to existing ecological conditions. There were considered to be major adverse effects due to the effects of pluvial flood risk on construction workers and of increased runoff on downstream residential dwellings.

The potential for increased flood risk as a result of the proposed development was considered to be a major adverse effect due to the proposed residential use at the site as well as existing residential properties located immediately downstream of the site.

The potential for lower quality of runoff to surface water receptors and groundwater receptors as a result of the proposed development were considered to be moderate adverse effects.

The effects of the development on the local foul water network and potable water supply were considered to be negligible due to the local scale of these resources.

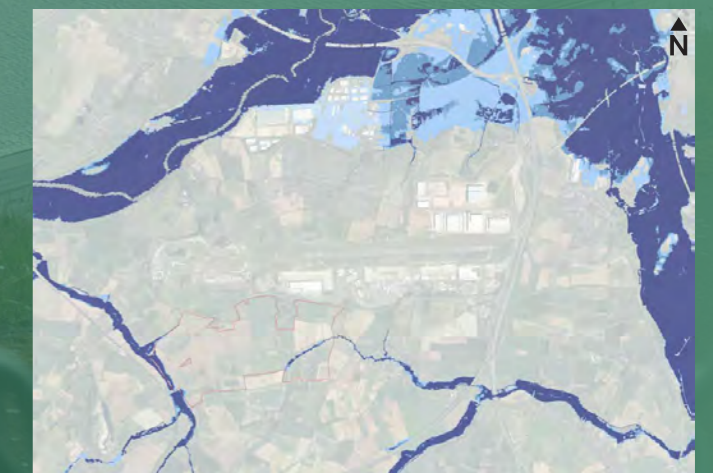
4.6.1 Mitigation and Enhancement

To mitigate the potential effects, it was recommended that a suitable Construction Environmental Management Plan (CEMP) is prepared at the appropriate time to outline the methods and monitoring requirements to prevent adverse effects on Flood Risk and Drainage during the construction phase. This will ensure that there are only negligible effects (not significant) on Flood Risk and Drainage as a result of the construction of the proposed development.

Appropriate management of surface water will ensure that the proposed development has a negligible effect on flood risk (not significant). The use of Sustainable Drainage Systems (SuDS) will provide treatment to surface water runoff and therefore, the effect of the proposed development on surface water quality and groundwater receptors was considered to be minor beneficial.

Consultation with Severn Trent Water is ongoing with regards to the current and proposed capacity of the local foul water network. Reinforcement works will be required to be undertaken by Severn Trent Water to provide a sufficient clean water supply to the proposed development.

In addition to mitigating the potential flood risk of the site due to the development, it has also been identified that the SuDS and site water management would improve the flood risk of a number of existing properties within Diseworth.



Flood Risk: Rivers & Sea in Wider Context



Flood Risk: Rivers & Sea



Flood Risk: Surface Water



1: Ramsley Brook tributary, north-west boundary



2: Diseworth Brook tributary



3: Diseworth Brook tributary



4: East Midlands Airport reservoirs



1: View towards Isley Walton from the within site



2: View towards St Mary & St Hardulph's Church/ Breedon on the Hill from the within site



3: Wartoft Grange

4.7 Cultural Heritage

Anomalies indicative of archaeological remains of likely Iron Age and/or Romano-British date, comprising enclosures and linear features, were recorded by the geophysical survey in localised areas of the site, which gain significance through their archaeological interest. These remains are anticipated to be of a significance commensurate to a non-designated heritage asset of low significance.

Ridge and furrow earthworks were recorded across much of the site during the 1980s albeit, on the basis of desk-based research and on-site analysis, earthworks now only survive in limited areas, likely as a result of modern agricultural activities. Extant earthworks gain their significance primarily through their historic and archaeological interest. The extant ridge and furrow earthworks within the site form part of a heritage asset comprising the surviving ridge and furrow across the parish of Isley Walton. Collectively, these are considered to be of a significance commensurate to a non-designated heritage asset of low significance.

High Barn Farm, lies to the centre of the site and, on the basis of an independent assessment, the surviving farmhouse and historic outbuildings are considered to hold a minor level of heritage significance at the local level, by virtue of their limited intrinsic architectural interest, and group value. Overall, the historic buildings' intrinsic interest falls far below the benchmark for statutory designation. Taken together, the farmstead represents one of many to survive both nationally and locally, and it does not represent the best, or even one of the better or rarer, examples of its type.

The wider site also holds potential for artefacts and deposits associated with agricultural activities from the Medieval period onwards.

The White House, an early 20th-century house, lies within the overall footprint of the site but beyond the application boundary. An independent assessment of significance has concluded that The White House holds a minor level of heritage significance at the local level, by virtue of its limited intrinsic architectural and historic interest.

Historic maps and aerial photographs identify a probable former military camp, likely associated with RAF Castle Donington, in the north-east of the site. An area of magnetic disturbance was recorded in this area by the geophysical survey, with an RAF pin having been recovered during the subsequent fieldwalking and metal detecting survey. The buildings associated with the former camp are anticipated to have been of standard, temporary construction, with limited below-ground foundations. It is therefore not anticipated that these will provide any new information in relation to construction or form of such buildings, nor the nature of the former military camp, that cannot be derived from archival research.

There are no designated heritage assets located within the site, while one Grade II* Listed Building, 24 Grade II Listed Buildings and three Conservation Areas are located within the 1km study area.

It has been established that the site makes a minor contribution, via setting, towards the significance of the following assets which have therefore been identified as potential sensitive receptors with respect to the Proposed Development:

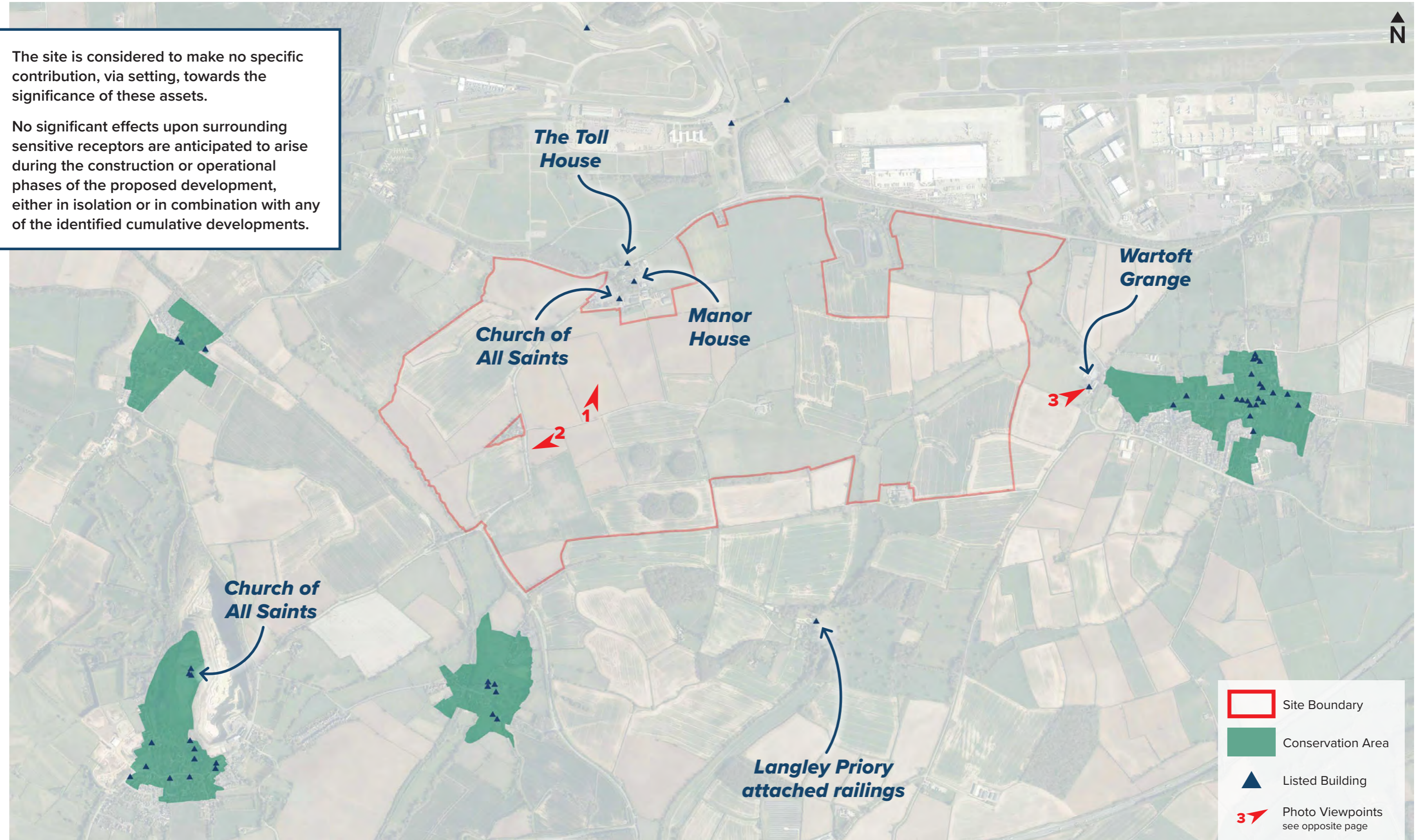
- Grade II Listed Church of All Saints;
- Grade II Listed Manor House;
- Grade II Listed Wartoft Grange;
- Tonge Conservation Area; and
- Non-designated The White House.

The site does not contribute to the setting or significance of any other heritage assets within the 1km study area. While this includes the Grade II* Listed Langley Priory and attached railings, Grade II Listed Toll House and the Diseworth Conservation Area, the ES scope agreed with North West Leicestershire District Council included consideration of the potential impacts upon these assets, via a change in setting. These assets have therefore been identified as potential sensitive receptors with respect to the Proposed Development.

On the basis of on-site analysis and the ZTV prepared in support of the ES, a number of assets beyond the 1km study area have also been identified as potentially sensitive to the Proposed Development.

These comprise:

- Scheduled The Bulwarks (Earthworks);
- Scheduled Enclosure Castle at Castle Donington; and
- Grade I Listed Church of St Mary and St Hardulph.



The site is considered to make no specific contribution, via setting, towards the significance of these assets.

No significant effects upon surrounding sensitive receptors are anticipated to arise during the construction or operational phases of the proposed development, either in isolation or in combination with any of the identified cumulative developments.

4.8 Utilities

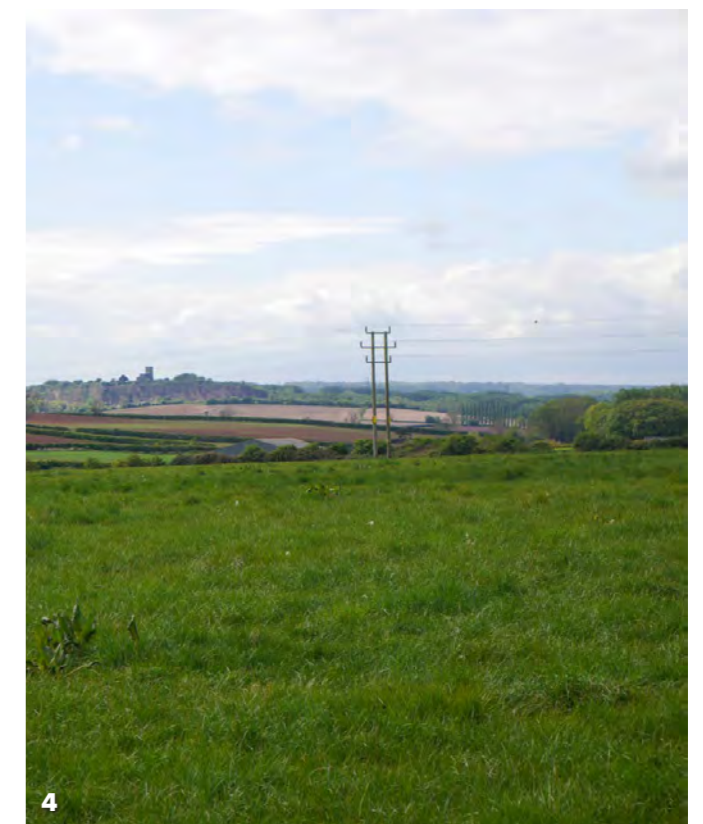
As part of the site analysis, BWB Consulting was instructed to prepare a Utilities Assessment of the site. This included providing an understanding of the existing utilities within the site (and any associated constraints), as well as outlining the necessary measures to provide access to utilities for the development.

Currently, overhead 11kV and 33kV electricity cables cross the site. To facilitate the development, diversionary works are anticipated. Potential options to be considered include re-routing the cables underground around the site perimeter, or, subject to an agreed supply strategy, situating a Primary Substation on site and utilising it as the connection point, provided sufficient network capacity exists.

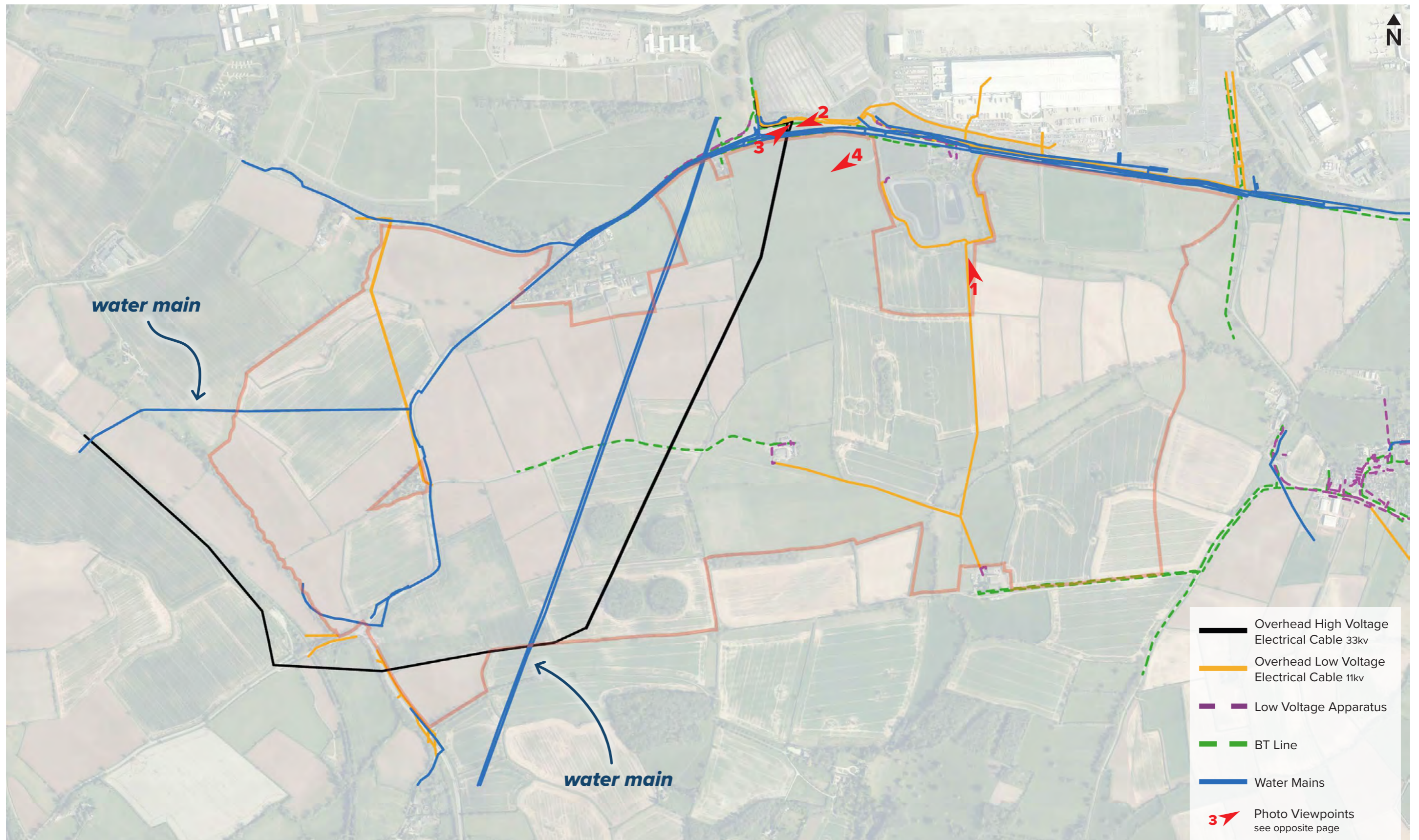
Similarly, an existing clean water main crosses the site from the south-west corner, running west of the Dumps, diagonally towards the edge of Isley Walton and the A453. Further engagement with STW regarding the affected clean water main is required to obtain a detailed quotation, which will inform further detailed work. Until feasibility is confirmed, the Illustrative Masterplan accommodates this feature and its associated easement.

Existing utilities run under the existing alignment of the A453, which is considered a constraint. These utilities will be retained (at least underground) within the Illustrative Masterplan.

It is not anticipated that any of the identified utilities will pose a barrier to the development of the site. Indications suggest that utility capacity can be provided either through existing infrastructure or via reinforcement work.



1: Overhead low voltage cables
2: Overhead high voltage cables over the A453
3: Overhead high voltage cables
4: Overhead high voltage cables



4.9 Noise

As part of the Environmental Statement, and to inform the development of the Illustrative Masterplan, Vanguardia Consulting have assessed the potential noise and vibration impacts of the proposed development on existing receptors e.g. changes in road traffic noise on existing roads; and current sources of noise on the proposals e.g. noise from East Midlands Airport (EMA), Donington Park Circuit (DPC) and A453, during both construction and operational phases. It identifies sensitive receptors and considers the suitability of the site for residential development.

The primary sources of existing noise include East Midlands Airport, Donington Park Circuit, and road traffic on the local road network, mainly the A453. Extensive noise surveys were conducted to characterise the existing noise environment, including long-term unattended and short-term attended measurements. The noise surveys were used to inform predictive modelling of noise propagation across the site.

EMA noise contours from 2016 have been used to assess the impact of airport noise on the scheme. These contours are considered a robust worst case as they are based on moderately more aircraft movements than occurred in 2023, and a greater proportion of the fleet mix in 2016 would have been noisier aircraft than use the airport currently and will use it in future as aircraft get progressively less noisy. Assessment criteria for aircraft noise impacts on sensitive parts of the development have been derived from Government policy and guidance.

The assessment concludes that no part of the proposed development is predicted to be subject to aircraft noise likely to have a significant adverse effect. However, in line with policy the non-significant adverse effects of aviation noise will need to be mitigated and minimised as far as reasonably practicable. This can be achieved by implementing a Good Acoustic Design process that considers other means of mitigating noise before relying on the noise insulation of the building envelope, with alternative means of ventilation and control of over heating other than opening windows, and which minimises noise in outdoor amenity spaces.

The propagation of noise from Donington Park Circuit track noise across the site has been predicted based on data at the proposed development site gathered on a day when the race track was operating in its loudest permitted category. The resulting assessment of racetrack noise impacts on the site are considered a reasonable, if not the very, worst case. Assessment criteria for motorsport noise impacts have been established which consider existing planning controls, the nature and character of the area and guidelines on community response to noise. The assessment concludes that no part of the site is predicted to be subject to racetrack noise likely to have a significant adverse effect.

However, in line with policy the non-significant adverse effects of race track noise will need to be mitigated and minimised as far as reasonably practicable. This can be achieved by implementing a Good Acoustic Design process that considers other means of mitigating noise before relying on the noise insulation of the building envelope, with alternative means of ventilation and control of over heating other than opening windows, and which minimises noise in outdoor amenity spaces.

In order to quantify how the layout and mitigation can improve the noise once the development is completed, an indicative layout of blocks of the development along the northern perimeter as assessed. This demonstrates that significant attenuation of DPC noise can be achieved to protect outdoor amenity spaces on the southern aspect of these blocks.

The report concludes that significant adverse noise effects can be avoided through good acoustic design principles, including:

- Site layout, building form and orientation;
- Barriers; and
- Building envelope utilising sound insulation (with alternative means of ventilation and control of overheating other than opening windows).

The relevant specific mitigation measures can be finalised at the detailed application stage for each phase of the scheme. This can be secured by planning condition requiring submission of detailed assessment and specification of mitigation measures to the local planning authority for approval, and the implementation of any approved mitigation scheme prior to occupation of the relevant phase of the development.



4.10 Transport & Access

Running along the northern edge of the site, the A453 provides access to East Midlands Airport including the main airport site, the DHL distribution centre, Pegasus Business Park and the various ancillary businesses and facilities connected with the airport.

North-west of the site, Melbourne Road runs from east to west, meeting the A453 at Isley Walton via a simple priority-controlled T-junction. The single carriageway road is subject to a 40mph speed limit in the vicinity of the junction, but the speed limit increases to the national speed limit approximately 230m west of the junction. Melbourne Road provides access to the town of Melbourne and the village of Wilson. As the A453 runs north-south, it runs through the site, providing access to Tonge to the west. Further south, the A453 connects with the A42 at Junction 14 providing connectivity to Birmingham and the West Midlands. Junction 14 of the A42 provides a westbound on-slip and an eastbound off-slip, only.

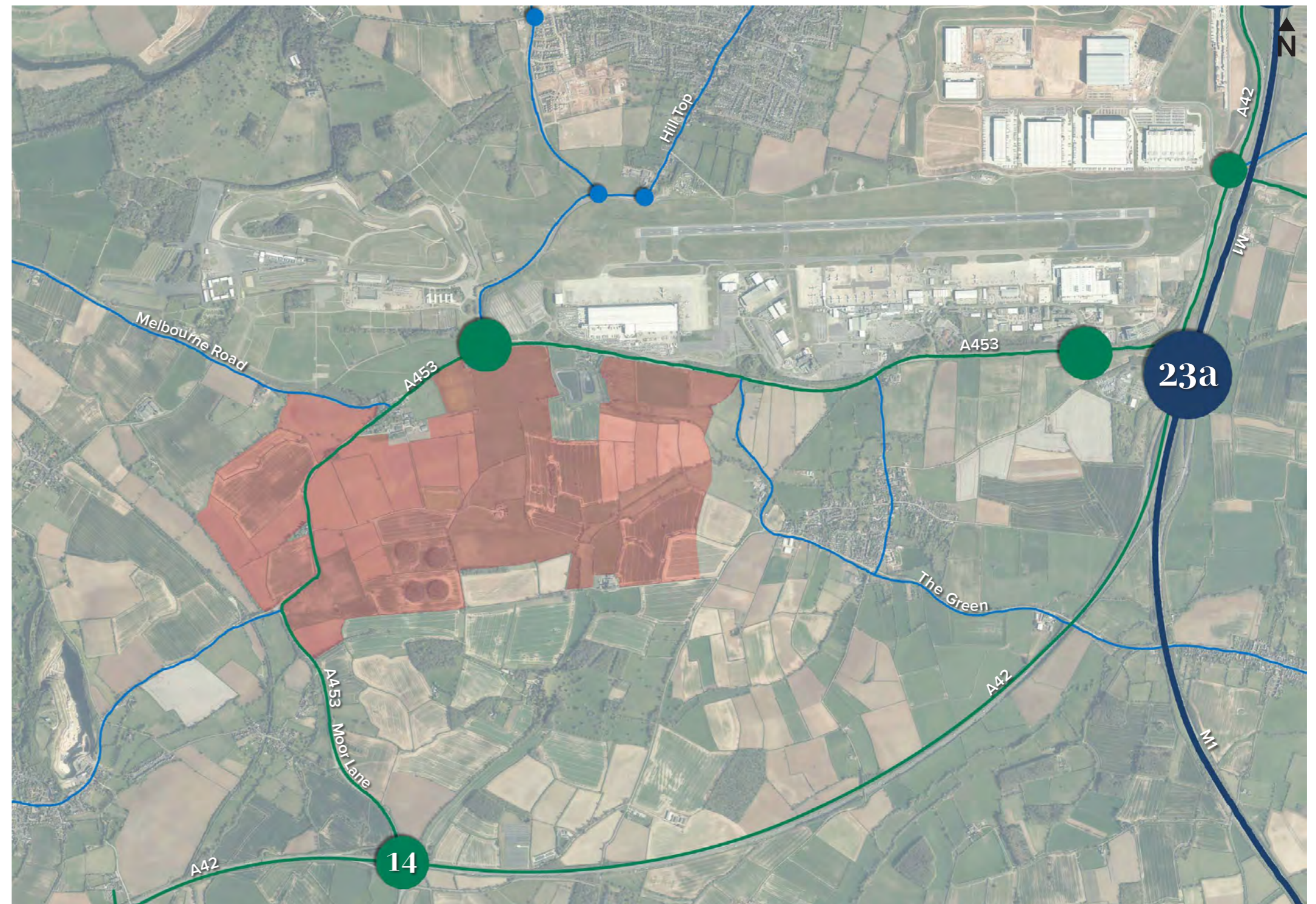
To the east the A453 provides access to the M1 southbound and Donington service station at M1 Junction 23a. The A453 continues to the north of M1 Junction 23a, providing access to EMG SRFI and the Kegworth Bypass at a signalised roundabout before meeting the M1 Junction 24. From M1 Junction 24 access is provided to the M1 northbound, the A50, and the A453 towards Nottingham.

To the east of the site, Diseworth Lane runs south from its junction with the A453, becoming The Green as it enters the settlement of Diseworth approximately 500m beyond the eastern border of the site. The A453/Diseworth Lane junction is a simple priority controlled T-junction and sits adjacent to the north-eastern corner of the site.

The Castle Donington bypass provides a link between the A453 and the employment sites north of Castle Donington including the East Midlands Distribution Centre, as well as providing access to the A50 via the Sawley Interchange (A50 Junction 1), removing the need for vehicles to travel through the centre of Castle Donington. Castle Donington and the employment sites located on its northern edge are approximately 3.5km north of the site and are accessible from the site via the A453 and the Airport Perimeter Road.



- 1: Donington Park Circuit access
- 2: A453, Walton Hill junction
- 3: A453, Moor Lane junction
- 4: A453, East Midlands Gateway junction
- 5: A453, Moor Lane
- 6: A453 through the site



4.11 Pedestrian & Cycle Network

The site is crossed by a number of Public Rights of Way (PRoW), including:

- Footpath L89 – from Castle Donington to Isley Walton Road, south to Footpath L96;
- Footpath L89A – from Footpath 89 to the Castle Donington to Diseworth Road;
- L98 – from Isley Walton to the A447 road east of Tonge;
- L98A – from Footpath L98 east past High Barns to Footpath L89, north of Langley Priory; and
- L90 – from L96 to L89 past Woodhouse Farm.

The Cross Britain Way runs along a short section of the south-eastern boundary. Sustrans Route 15, spanning from Belton in the south to EMA just to the north, also runs close to the south-eastern site boundary.

Sustrans Route 6 runs a short distance to the west of the site along a former disused railway line, known as the Cloud Trail.

The site itself is maintained as private farmland and does not provide any public access beyond the PRoW.

Although there is plethora of public rights of way and routes around the site, the existing cycle infrastructure in the vicinity of the site is limited and the site is currently not connected to the available infrastructure.

In addition to the public rights of way described above, there is a permissive path, known as the Airport Trail, which runs around the perimeter of East Midlands Airport.



1: Airport Trail, permissive route



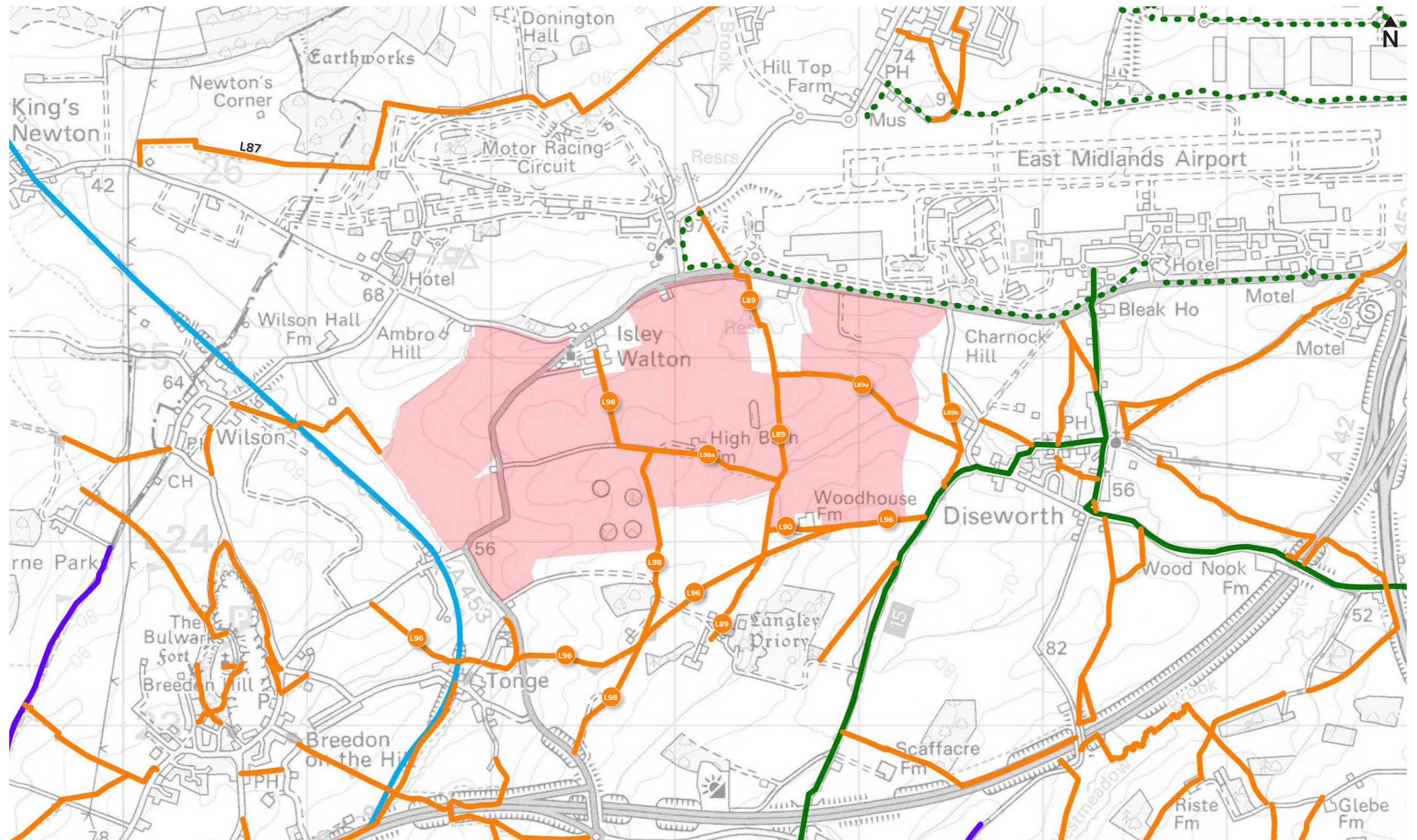
2: L98/3 to Isley Walton (no through route)



3: L89a/1 route from Diseworth to the site



4: L89a/1 ford over Diseworth brook tributary

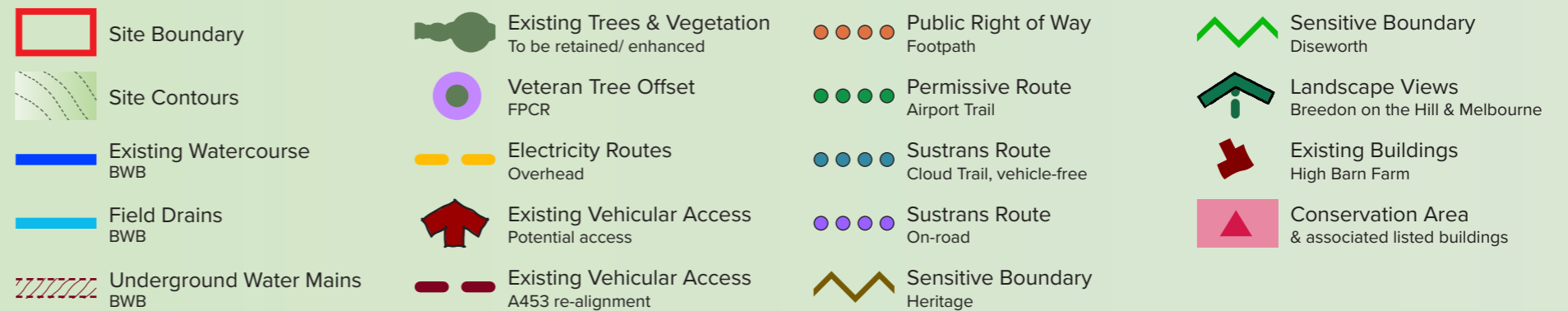


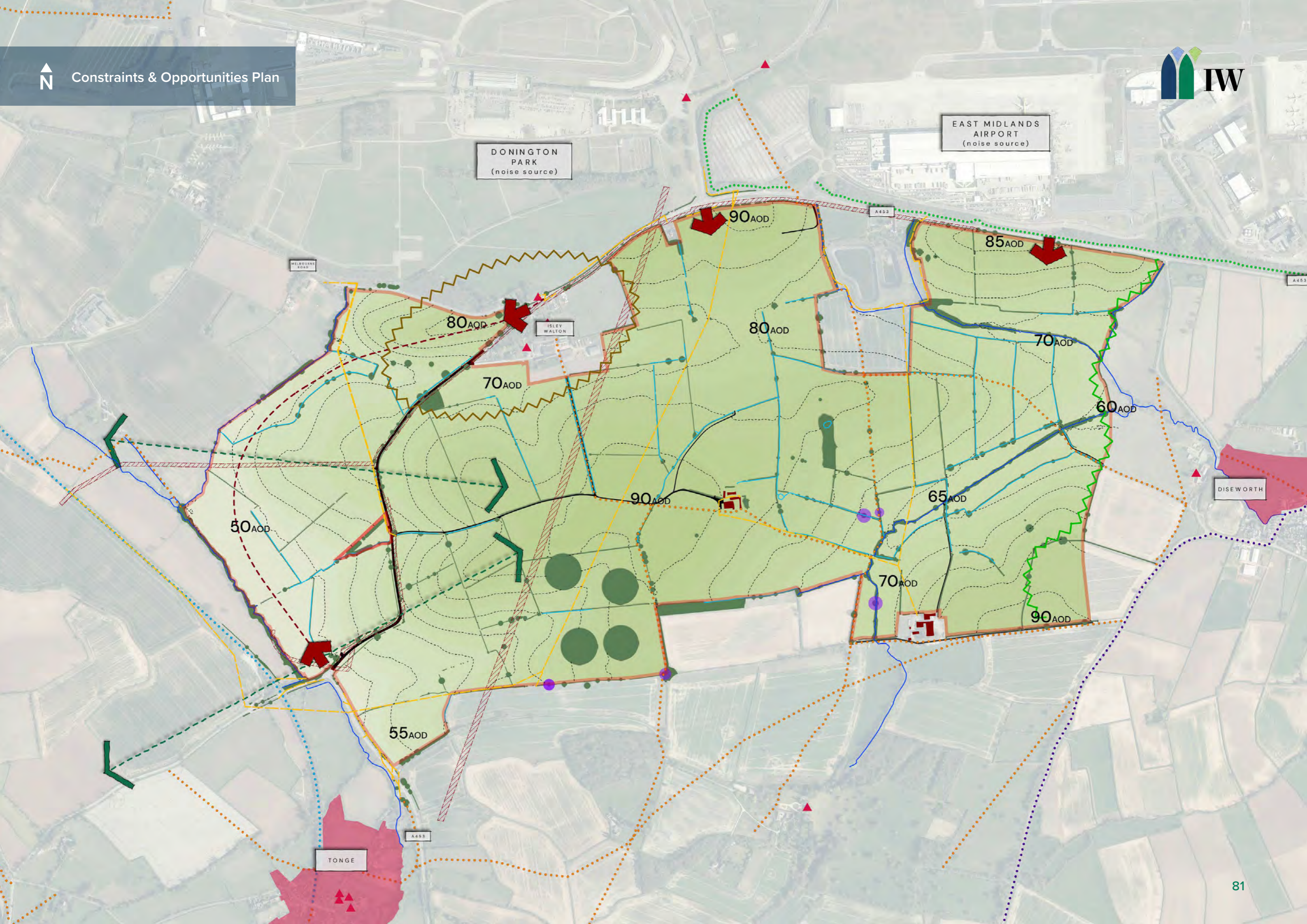
4.12 Constraints & Opportunities

In support of this Outline Planning Application, a range of surveys and reports were undertaken to inform the proposals. The adjacent Constraints and Opportunities Plan provides a consolidated overview of the site’s characteristics, which have been instrumental in guiding the development of the Illustrative Masterplan. The proposals are carefully crafted to respond positively to the site and its context, ensuring a deliverable and distinctive design outcome.

The following constraints and opportunities have been identified:

- The site boundary is 313.39ha of predominantly agricultural land and proposals should respond to existing features within the site, whilst responding positively to its surrounding context;
- A triangle of land is excluded from the site along the A453;
- The topography of the site starts at a natural low point along the western edge at approximately 50m AOD, and rises towards the north and the centre of the site, with a plateau at approximately 90m AOD. The eastern part of the site is more undulating, due to the Diseworth Brook tributaries, with two valleys at approximately 65-70m AOD, creating largely internalised views. A high point in the south-east corner rises to 90m AOD;
- There are a number of existing trees and hedgerows across the site, including several Veteran trees;
- The Dumps Plantation along the southern edge of the site presents a unique landscape feature;
- Two existing watercourses run through the eastern part of the site, as tributaries to the Diseworth Brook;
- Additionally, a number of field drains cross the site, alongside existing hedgerows;
- Within the site there are several existing buildings at High Barn Farm, which are proposed for demolition;
- There several overhead electricity cables, which are to be diverted;
- There are existing Conservation Areas within Diseworth to the east and Tonge to the south-west;
- There are several listed buildings along the edge of the site, including those within Tonge, Diseworth and Isley Walton to the north;
- There are sensitive boundaries to Isley Walton, which should be responded to appropriately within the Masterplan;
- Similarly, the eastern boundary is considered a sensitive edge due to its proximity to Diseworth;
- The A453 currently runs through the site and there is an existing track that leads east from it towards High Barn Farm;
- It is intended that the A453 will be realigned, and four points of access be provided into the site – two the north from the A453, one in the north-west from a new roundabout, and one to the west adjacent to Tonge;
- East Midlands Airport and Donington Park Circuit are located to the north of the site, and from the noise surveys conducted an indicative noise contour as a limit to residential development has been provided;
- There are underground water mains that run diagonally across the site, as well as along the alignment of the existing A453 and a spur to the western boundary;
- There are potential long distance views from the high point at the centre of the site, to the surrounding context of Breedon on the Hill to the south-west and the Melbourne countryside to the north-west;
- There are several existing pedestrian routes through and around the site, including the Airport Trail, Public Rights of Way and two Sustrans routes; and
- Additionally, the PRoW that runs along the south-eastern boundary is the Cross Britain Way regional trail.





DONINGTON PARK
(noise source)

EAST MIDLANDS AIRPORT
(noise source)

MELBOURNE ROAD

ISLEY WALTON

DISEWORTH

TONGE

Design Development

- 5.1 WHY THIS SITE?
- 5.2 HOW WE GOT HERE
- 5.3 VISION
- 5.4 CONNECTING HOMES TO JOBS
- 5.5 KEY PRINCIPLES
- 5.6 NPPF DESIGN PRINCIPLES
- 5.7 PRE-APPLICATION & STAKEHOLDER DISCUSSIONS
- 5.8 DESIGN REVIEW
- 5.9 COMMUNITY ENGAGEMENT
- 5.10 CONCEPT DEVELOPMENT
- 5.11 MASTERPLAN DEVELOPMENT

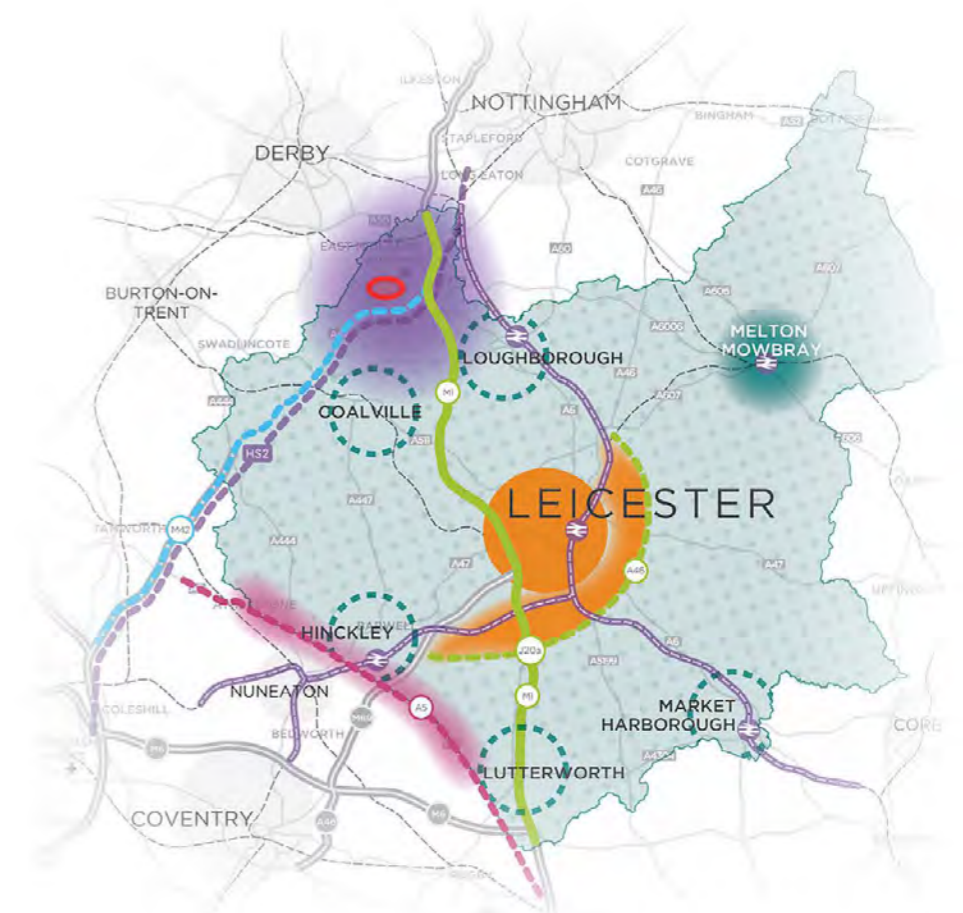


5.1 Why This Site?

A new sustainable settlement south of the airport aligns with the Leicester and Leicestershire Strategic Growth Plan (SGP) which focuses growth at the International Gateway. North West Leicestershire's Local Plan Review has to accord with the SGP.

Growth at East Midlands Gateway (EMG) has been much more rapid than was expected, with all 11 units now occupied. The majority of workers have little opportunity to live locally, with employment growth far out weighing the number of new homes delivered in the area. This results in significant commuting into the area with workers having to travel considerable distances.

Significant employment growth in and around the airport has occurred in the recent past with further growth forecast as part of the Freeport proposal. Partly due to the lack of new homes, population growth in the area has been considerably below that of employment growth; Isley Woodhouse has the potential to accommodate circa 10,000 new residents and workers, which would significantly help address this imbalance.



Leicester and Leicestershire Strategic Growth Plan (SGP), December 2018



2011
There were only 6,200 homes in the area

2021
There were only 7,000 homes in the area.

2011
c. 15,000 workers in the area

2022
29,000 workers in the area



SUMMARY OF ECONOMIC BENEFITS

	LOCATION	NO. OF JOBS	ANNUAL CONTRIBUTION TO ECONOMIC OUTPUT	NO. OF HOMES	ANNUAL HOUSEHOLD EXPENDITURE	ANNUAL COUNCIL TAX REVENUE
1	East Midlands Distribution Centre	2,600	£130 million	N/A	N/A	N/A
2	East Midlands Gateway	10,000	£500 million	N/A	N/A	N/A
3	Castle Donington Expansion	TBD	TBD	900	£26 million	£1.8 million
4	East Midlands Airport	7,000	£355 million	N/A	N/A	N/A
5	Ratcliffe Power Station	7,000 - 8,000	TBD	N/A	N/A	N/A
6	Isley Woodhouse	1,000	£51 million	4,500	£129 million	£8.2 million

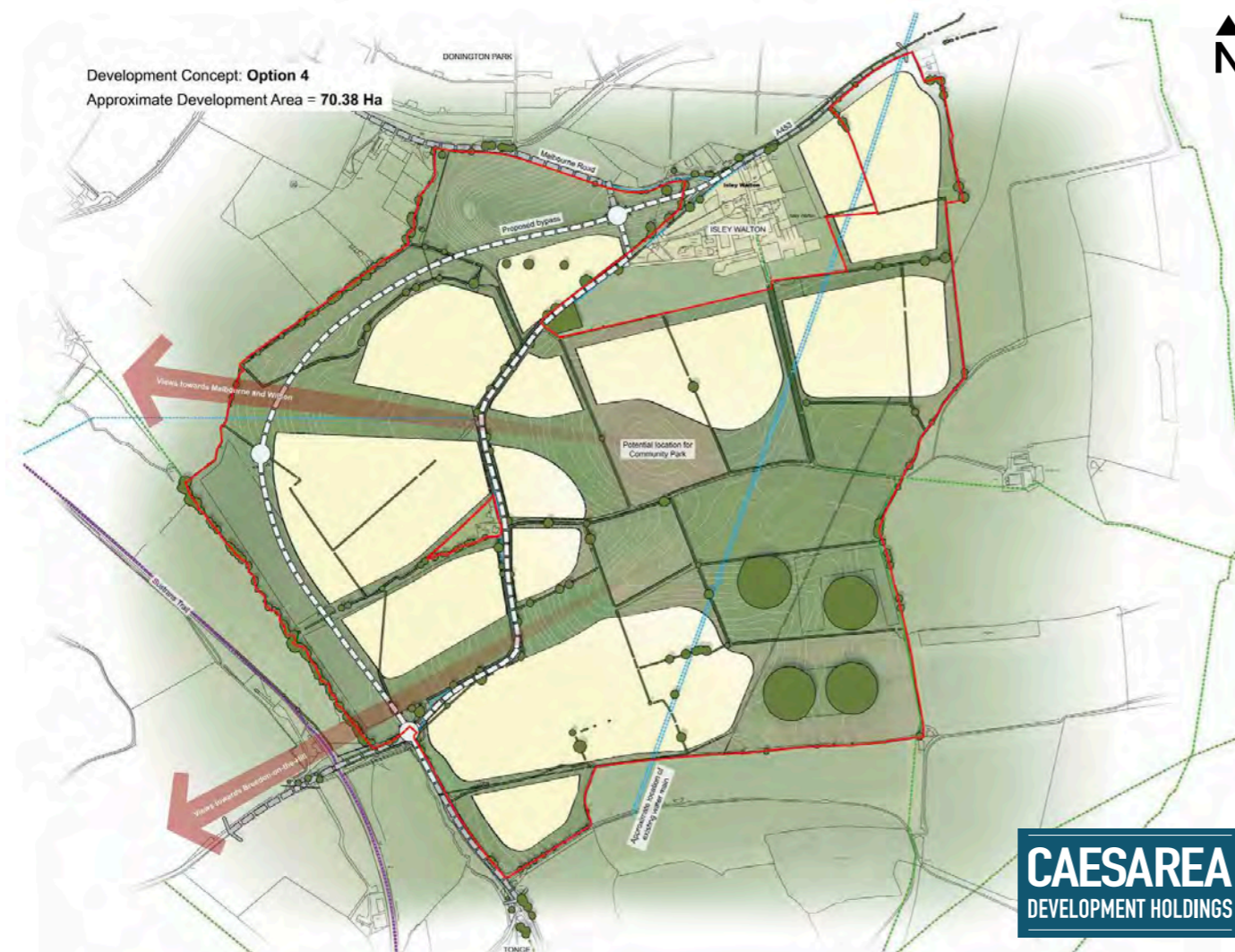
Key Employment Areas Supporting Economic Growth

5.2 How We Got Here

Initially, the western and eastern portions of the site were being promoted as separate residential-led developments. Caesarea Development Holdings represented the western portion, while Harworth Group represented the eastern portion.

Distinct Concept Masterplans were prepared for each area, informed by Gillespies' Landscape Sensitivity Study.

Individually, neither residential-led development possessed the critical mass necessary to deliver the required public facilities and amenities for a sustainable, mixed-use new settlement. Following consultation with NWLDC in 2020, the client teams merged their sites to facilitate a comprehensive proposal, capable of delivering an exemplary new settlement with all the facilities and uses to support the daily lives of future residents.



Caesarea Masterplan (June 2020)



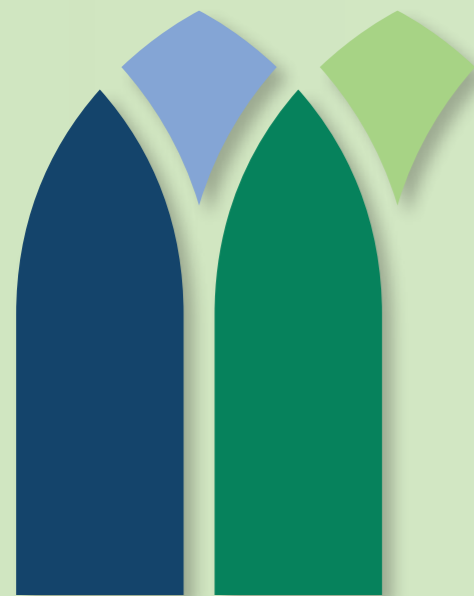
Harworth Masterplan (June 2020)



5.3 Vision

In developing these outline proposals for the site, the client and design team have formulated a long-term vision. This vision, which will guide proposals for years to come, is underpinned by the key principle that Isley Woodhouse must be Accessible, Affordable and Beautiful.

“A new settlement with a focus on sustainability, providing places to live close to local employment, with beautiful architecture and public spaces, fostering a healthy and connected community.”

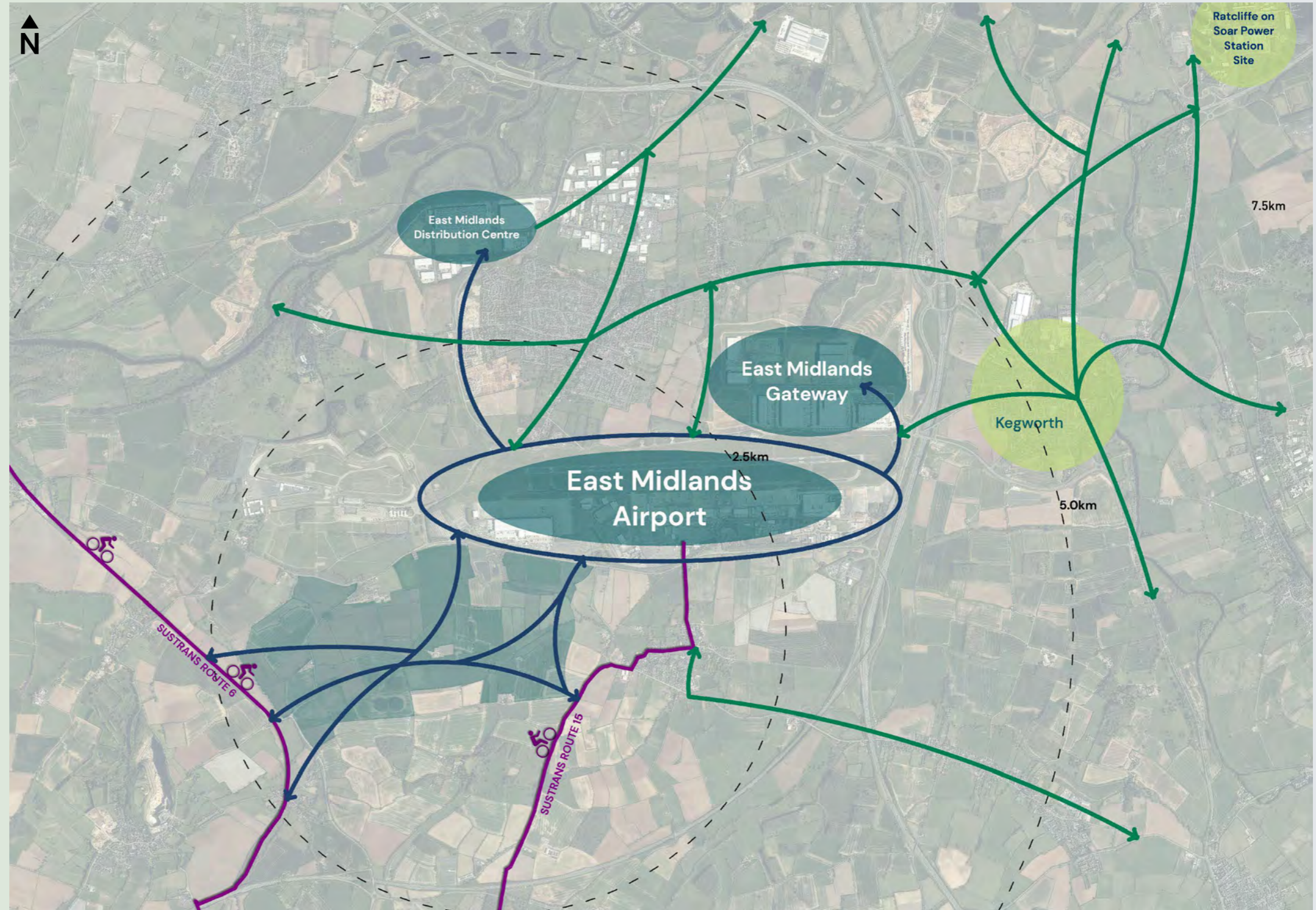


Isley Woodhouse

Accessible

Isley Woodhouse’s location enables it to play a crucial role in delivering new housing in proximity to existing and planned employment hubs. To ensure genuine accessibility, active travel should be a central consideration in all decisions, thereby minimising reliance on private vehicles. The table below illustrates the distances and estimated cycling times to three major employers situated adjacent to the site.

EAST MIDLANDS AIRPORT Distance: 1.7km Time: 7 mins
EAST MIDLANDS GATEWAY Distance: 4.1km Time: 14 mins
EAST MIDLANDS DISTRIBUTION CENTRE Distance: 4.0km Time: 18 mins



All Distances Taken From Proposed Roundabout Junction Access Point on the A453

5.3 Vision ^{CTD}

Affordable

Significant long-term economic growth is expected in the area that includes the East Midlands Airport Gateway Cluster.

Affordable means not only social or shared-ownership housing, but market housing that will be genuinely affordable to the workers who presently work nearby but travel in considerable distances to their work.

The huge numbers of existing and forecast jobs at the East Midlands Airport Gateway Cluster are focused around the logistics sector. There is a misconception that logistics jobs are low paid and unskilled, but this is simply not the case.

With high levels of sophisticated automation and a range of job types, the gross median annual salary for logistics jobs in the East Midlands is £28,500, higher than the regional figure for all full time jobs of £28,000.

Our analysis suggests that semi-detached, terraced and apartment homes will be in high demand from these workers and will be affordable for them.

Detached housing will also be provided for those on higher incomes and those with two income households. A range of ownership models will also be provided to meet a wide range of differing housing needs.



In essence, creating beautiful new settlements is about creating places where people want to live, work, and thrive. It's about building communities that are not only functional but also inspiring and uplifting.

Beautiful



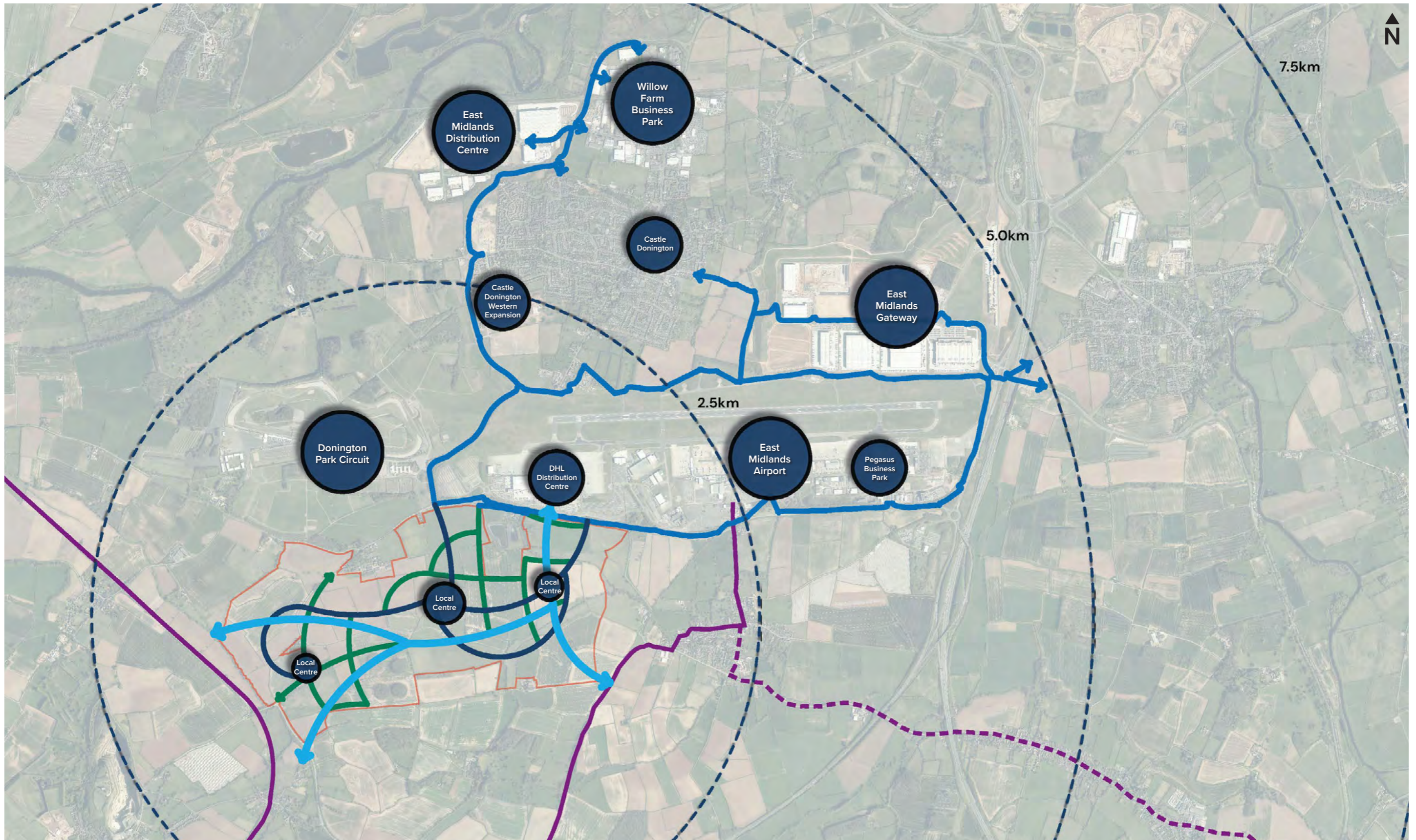
5.4 Connecting Homes to Jobs

The proposed development will play a key role in providing new homes in close proximity to existing employment. Alongside this, promoting active travel through a well-connected network of pedestrian and cycle routes will help promote modal shift, utilising existing routes and providing new ones through the site.



1: Castle Donington
 2: East Midlands Gateway
 3: Stud Brook Business Park
 4: East Midlands Distribution Centre





5.5 Key Principles

The vision for this new settlement has been meticulously shaped by five core design principles, each playing a crucial role in creating a sustainable, vibrant, and desirable community. These principles, acting as a guiding framework, have informed every aspect of the Illustrative Masterplan, from the streets and public spaces to the integration of green infrastructure and the character of the distinct neighbourhoods. By prioritising these key considerations, we aim to establish a settlement that not only meets the functional needs of its residents but also fosters a strong sense of place and enhances the overall quality of life.

Exemplar Placemaking

Creating a vibrant, sustainable and mixed community based around the '15 minute neighbourhood' masterplanning principles.



Affordable & Accessible

Delivering a masterplan for local people and workers with sustainable transport connections to employment sites.

Landscape Led Scheme

Collaborative design approach that puts landscape at the fore.



Sustainability

Sustainability at the core of both the movement and utility strategies.



Biodiversity

Enhancing the existing landscape, creating a diverse environment for generations to come.



5.6 NPPF Design Principles

The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high-quality standard of design. These principles have been derived from the site assessment, in conjunction with the delivery of a high-quality development which achieves the criteria set out within the NPPF, namely:

5.6.1 Function & Quality

“...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development” (para. 135(a), NPPF 2024)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site where possible;
- Provision of a mix of uses which cater for the everyday needs of the new residents including work, education, leisure, recreation and retail activities whilst complimenting the existing surrounding local area;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;

- Provision of Sustainable Drainage systems to ensure that the development does not increase the risk from flooding in the area;
- New development at Isley Woodhouse will be designed to deliver the proposed residential use [insert other uses as relevant] and will represent value for money in terms of lifetime costs;
- Make efficient use of the site through proposing a development with an appropriate density; and
- It will be intuitive, comfortable, safe and easy for all to use irrespective of the environmental conditions identified within Section 2 above.

5.6.2 Visually Attractive

“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (para. 135(b), NPPF 2024)

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users, which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features will help to soften the built form, particularly towards the eastern countryside edge of the development;
- Minimise the impact of the development on the open countryside and surrounding context;
- New development will be set within a considered and attractive landscape setting; and
- Enrich the qualities of the existing place, with distinctive responses that complement the setting, respect the grain of the local area and acknowledge the established local character.

5.6.3 Response to Context

“...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)” (para. 135(c), NPPF 2024)

- Response to the local context and settlements adjacent to the site, particularly in relation to development block form, scale, height and massing;
- Consider how distinctive elements of the local vernacular and the best examples of local buildings relate to the space they enclose, and how this might be reflected within the proposals and can be used to inform the architecture of the proposed development;
- Consider carefully the specification of materials that respect/enhance the local vernacular;
- Respond to the existing site topography including the consideration of key views in and out of the site, particularly from the surrounding villages towards the site;
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

5.6.4 Strong Sense of Place

“...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit (such as increased densities)” (para. 135(d), NPPF 2024)

- Allow the key characteristics identified within the Local Character Analysis (undertaken in Section 3) to influence the character of the development;

- Position key spaces and focal points where movement corridors converge to encourage activity and vitality;
- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all;
- Consider how open spaces will best meet the recreational needs of the local community, thereby encouraging social interaction;

- Consider how the type and positioning of enclosures and soft landscape will clearly define the ownership of the space between buildings;
- Incorporate existing and proposed landscape features into the proposals, so as to enhance the richness and attractiveness of the streetscape; and
- Consider carefully texture, colour, pattern and durability of materials and how they are used.

5.6.5 Accessibility

“...optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks” (para. 135(e), NPPF 2024)

- Integration of the proposed development into the existing movement network of footpaths, cycleways, bus routes and vehicular routes, with new public transport provision with bus stops located within easy walking distance of the new dwellings;

- Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a legible and permeable development, that is easy to navigate for all users, with a clear movement hierarchy providing easily recognisable routes, balancing the street as a space alongside its function as a movement corridor;

- Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating sustainable access to the Town Centre and existing employment areas;
- Ensure a mix of appropriate residential tenures to further promote the economic and social success of the scheme; and
- Consider the potential for a variety of uses to be included within the development to promote its economic and social success, and to reduce the need to travel.

5.6.6 Safe, Inclusive & Accessible Places

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience” (para. 135(f), NPPF 2024)

- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in the methods of enclosure of private spaces;
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities; and
- Control of access to private areas, particularly rear gardens and parking courts.

5.7 Pre-Application & Stakeholder Discussions

This section summarises the detailed pre-application discussions and engagement with stakeholders during the design development of our proposals for Isley Woodhouse, which shaped the Masterplan's evolution.

While we've been in ongoing contact with North West Leicestershire District Council since 2020 regarding the site's suitability for their local plan, the engagement process intensified throughout 2023-2024. This included an independent design review with Design:Midlands.

Developing the Isley Woodhouse proposals involved significant engagement with a range of statutory consultees as well as Parish Councils, local stakeholders, local interest groups and members of the local community. The consultation has enabled a greater understanding of local concerns

and issues, which has helped to frame the proposals with a number of considerations included in the scheme, following the consultation process.

The proposals were developed through a cyclical design process, incorporating feedback from a wide variety of consultees.

From the outset, the client team committed to an open and transparent approach, aiming to involve all stakeholders in the design and application process. This collaborative approach sought to develop proposals that would meet a broad range of aspirations.

Full details of the engagement process are provided in the Statement of Community Involvement submitted with this Outline Planning Application. The key elements are outlined on the following pages:



PRE-APPLICATION MEETING WITH NWLDC

May 2023

Inception meeting with NWLDC to introduce the site, alongside the project team and open a dialogue on the proposals. This included agreeing a schedule of focused pre-application meetings covering individual topics.



PRE-APPLICATION MEETING WITH NWLDC

May 2023

Following NWLDC's site visit, a further meeting was held covering:

- Feedback from the site visit, with comments on the variety of conditions and features across the site;
- Discussions of the overall design philosophy, including maintaining quality, future design coding, and the facilities required to create a social, thriving community;
- Discussions on stewardship and the client teams long term role in building a community.

PRE-APPLICATION MEETING WITH NWLDC

June 2023



MASTERPLANNING

HOUSING
NEEDS (NWLDC)

ACCESS STRATEGIES

SPORTS AND
COMMUNITY FACILITIES

June
2023

July
2023

August
2023

September
2023

Masterplan presentation covering the baseline survey information and initial proposals for the site. Discussions covered:

- Summary of the site constraints and opportunities;
- Concept Masterplan focussed around the creation of three distinct “hubs” as mixed-use centres across the scheme; and
- Initial phasing strategy ensuring early community development and prevent car dependency.

Discussions on affordable housing, mix, design and aspirational design examples, such as Alconbury, Cambridgeshire.

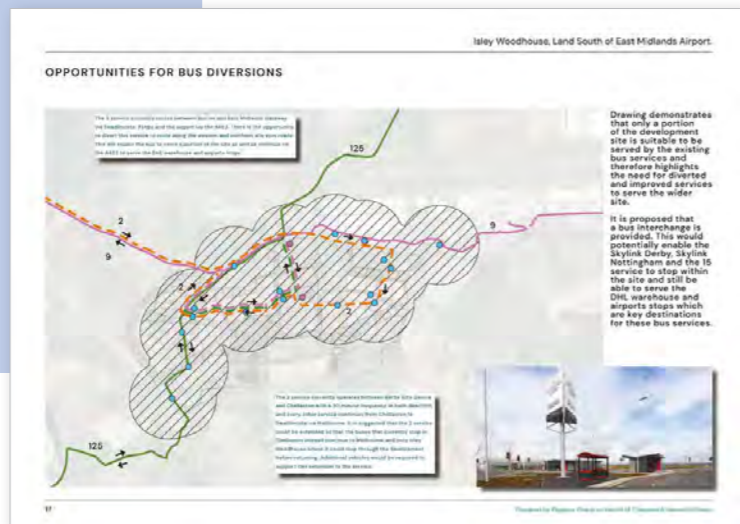
Critically, the meeting acknowledged the current jobs-housing imbalance in the area and the need for the proposed homes to address the needs of workers commuting into the area.

Initial presentation to Leicestershire County Council in their role of Highways Authority. The presentation covered:

- Vision for the development, including the key features and the three mixed-use hubs and providing new homes for local workers;
- The overarching Access Strategy;
- Pedestrian and cycle strategy;
- Transport modelling;
- Public transport; and
- Street Typologies, including initial thoughts on the design of the proposed streets, integrating street trees and LTN 1/20 guidance, alongside the upcoming update to LCC’s Highways Design Guide.

Meeting to present the design team’s initial thoughts on sports and community facilities to NWLDC. The discussions covered:

- Possible dual use of facilities (this was later agreed to be unfeasible);
- A phased approach ensuring community facilities are provided throughout each individual phase;
- Potential funding avenues to ensure the facilities can be properly financed, either through S106 obligations or grant funding;
- It was noted that there is a lack of local guidance on sports and community provision, and the Masterplan needs to consider wider sports and recreation requirements, alongside potential community and leisure facilities;
- Dual-use of school halls and pitches was discussed;
- 3G pitches were suggested as they have lower maintenance;
- Naming of key public spaces and sports facilities would help enhance the sense of place and create destinations within the development; and
- NWLDC discussed their Local Cycling and Walking Infrastructure Plans (LCWIP) which includes aspirational cycle routes connecting Diseworth, Long Whatton, and Loughborough

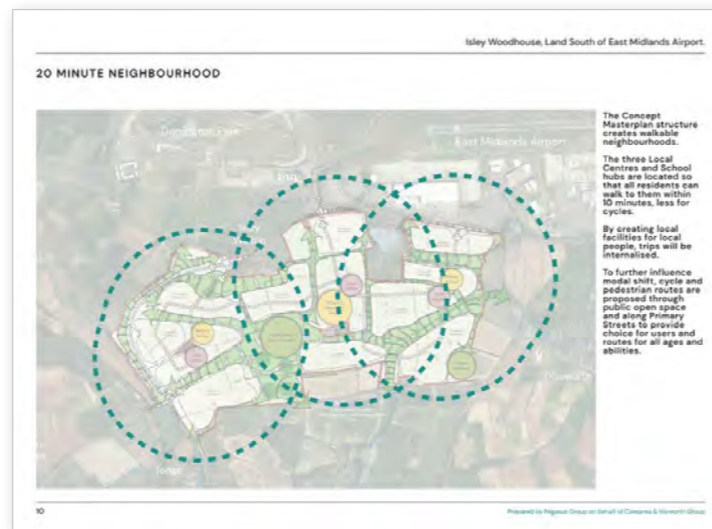


5.7 Pre-Application & Stakeholder Discussions ^{CTD}



Follow up meeting to discuss the evolving Masterplan. Discussions covered:

- Ensuring long-term commitments, balancing high quality design and flexibility in the face of market conditions;
- An update on the Local Plan;
- The aspirations of the development, including creating an exemplar development that integrates sustainability and active travel to ensure the proposals were of the highest quality, an independent design review was suggested;
- “Village Centre” and the amenities required to deliver a vibrant place;
- Exemplar examples of street typologies and active travel routes; and
- The form of the future Design Code, including a shorter, rule based format.



Meeting with NWLDC to review the initial feedback from a heritage perspective and address concerns. Discussions included:

- Presenting our initial thoughts on building heights and density;
- The visual impact of the adjacent heritage assets and the ZTV work required to assess the impact;
- Phasing and planting;
- The interaction with Isley Walton and appropriate design response; and
- The potential to provide additional car parking for Isley Walton Church and planting along the disused section of the A453.

Initial meeting to discuss the education provision across the site, including Primary and Secondary education, alongside nurseries and pre-schools. Confirmation that SEND provision will be addressed in the Section 106 Agreement.



ENGAGEMENT

DESIGN:MIDLANDS

NWLDC MEMBER BRIEFING SESSIONS

PARISH AND COUNTY COUNCILLOR BRIEFING

STAKEHOLDER WORKSHOP

February
2024

April
2024

May
2024

May
2024

June
2024

Initial discussions on the engagement and communication strategy for the project as we progress the design. This included:

- Engaging with “Protect Diseworth” and other local groups;
- NWDLC Member briefings;
- Parish Council briefings;
- Professional design review;
- Other Stakeholders (e.g. Manchester Airport Group); and
- General public engagement.



Refer to Pages 100-103 of this document.

Briefing presentation to NWDLC councillors. Initial points of discussion and concerns included:

- Landscape and visual impact on the surrounding area;
- Air quality and noise from East Midlands Airport and Donington Circuit;
- The quantity of development in the wider area, particularly near East Midlands Gateway;
- Proposed housing mix, including affordability, tenure, and creation of suitable neighbourhoods; and
- Provision of services such as schools, community uses, sports uses, and healthcare services.

A further meeting was held with Parish and County councillors to present the initial proposals for the site.



A stakeholder workshop was undertaken to engage with and understand technical and local perspectives on the emerging scheme proposals. 60 stakeholders and local organisations were invited. The Design Team presented various aspects of the scheme, with subsequent brainstorm sessions focussed on the following key questions:

- Creating a new place – what do you want to see included within the development?;
- Understanding the site – are there any constraints we need to consider that we haven’t identified? What are the opportunities of the site that we need to embrace?; and
- The Vision – what is needed for the scheme to be accessible? What do we need to do to make it affordable? What does the development need to be like, for you to consider it beautiful?

5.7 Pre-Application & Stakeholder Discussions ^{CTD}

ARCHAEOLOGY AND BUILT HERITAGE

July 2024

A further meeting was held to address the concerns of NWLDC Conservation.

- The evolving Masterplan was presented alongside 3D visuals of the key viewpoints;
- Low-density development at the edges was agreed to be sensible approach adjacent to existing settlements and align with proposed character areas; and
- Viewpoints for the visual impact assessment were discussed, with a suggestion for a focused viewpoint on the Breedon Hill scheduled monument.

Concerns raised included:

- Visual impact on heritage assets: Particularly from Breedon Hill and the need for a thorough assessment of landscape and visual impact;
- Density: Concerns that the initial proposed densities were too low across the site and should deliver a variety of low and higher density areas;
- BNG: Potential impact of BNG features on below-ground heritage; and
- Setting of Breedon Hill: Needs to be addressed in discussions with Historic England.

BIODIVERSITY AND ECOLOGY

July 2024

Meeting with Natural England and NWLDC to discuss the proposals for biodiversity and ecology.

Following a summary of the Masterplan, discussions focussed on the green infrastructure, noting that circa 42% of the site would be open space.

Concerns raised included:

- Bird strike risk: East Midlands Airport’s proximity necessitates careful consideration of bird strike risk in relation to BNG measures;
- On-site BNG limitations: Achieving full BNG on-site may be challenging due to site constraints;
- Management of green infrastructure: Long-term management and funding of GI need to be addressed, including the role of Management Companies and community ownership.

EDUCATION AND SPORTS PROVISION

September 2024

A further meeting was held to discuss the education and sports provision. Topics of discussion and key concerns included:

Proposed School Sites:

- School site locations should prioritise walking and cycling access, integrated with local centres;
- Initial proposals included three primary schools and one secondary school, with potential for an all-through model. Confirmation was provided that only two primary schools and one secondary school was required; and
- Concerns exist regarding the impact of the new schools on the viability of Diseworth Primary School.

Sports Provision Challenges:

- Sport England’s preference for separate sports pitches outside school sites given concerns about curriculum time, safeguarding, and access;
- Balancing maintenance, community use, delivery speed, and quality is crucial for sports pitch location and ownership; and

- 3G pitches are favoured by schools, but community access must be secured.

Community & Stakeholder Engagement:

- Engagement with Sport England and the FA is needed to finalize sports provision plans and community access;
- Partnerships with local football teams are considered for pitch utilization; and
- The inclusion of a community and leisure facility alongside the sports pitches should be considered.

Management & Maintenance:

- Long-term management of sports facilities, including potential roles for a Management Company (ManCo) and the new parish council, is being considered; and
- Standards and maintenance agreements for pitches must be established between all stakeholders.

SPORT AND OPEN SPACE PROVISION

WEBSITE LAUNCH

BUILT HERITAGE SITE VISIT WITH HISTORIC ENGLAND

PARISH AND COUNTY

NWLDC MEMBERS

September 2024

November 2024

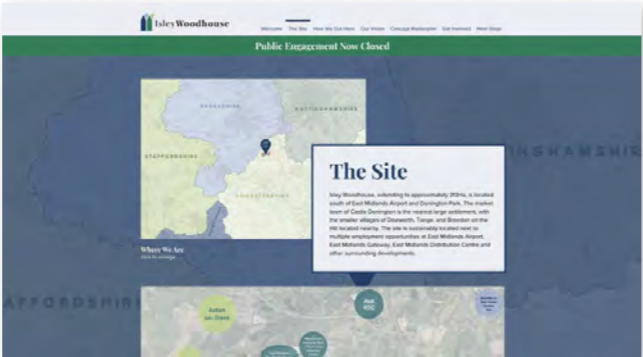
January 2025

January 2025

March 2025

A further meeting was held with Sport England to discuss the sport and open space provision. Concerns raised included:

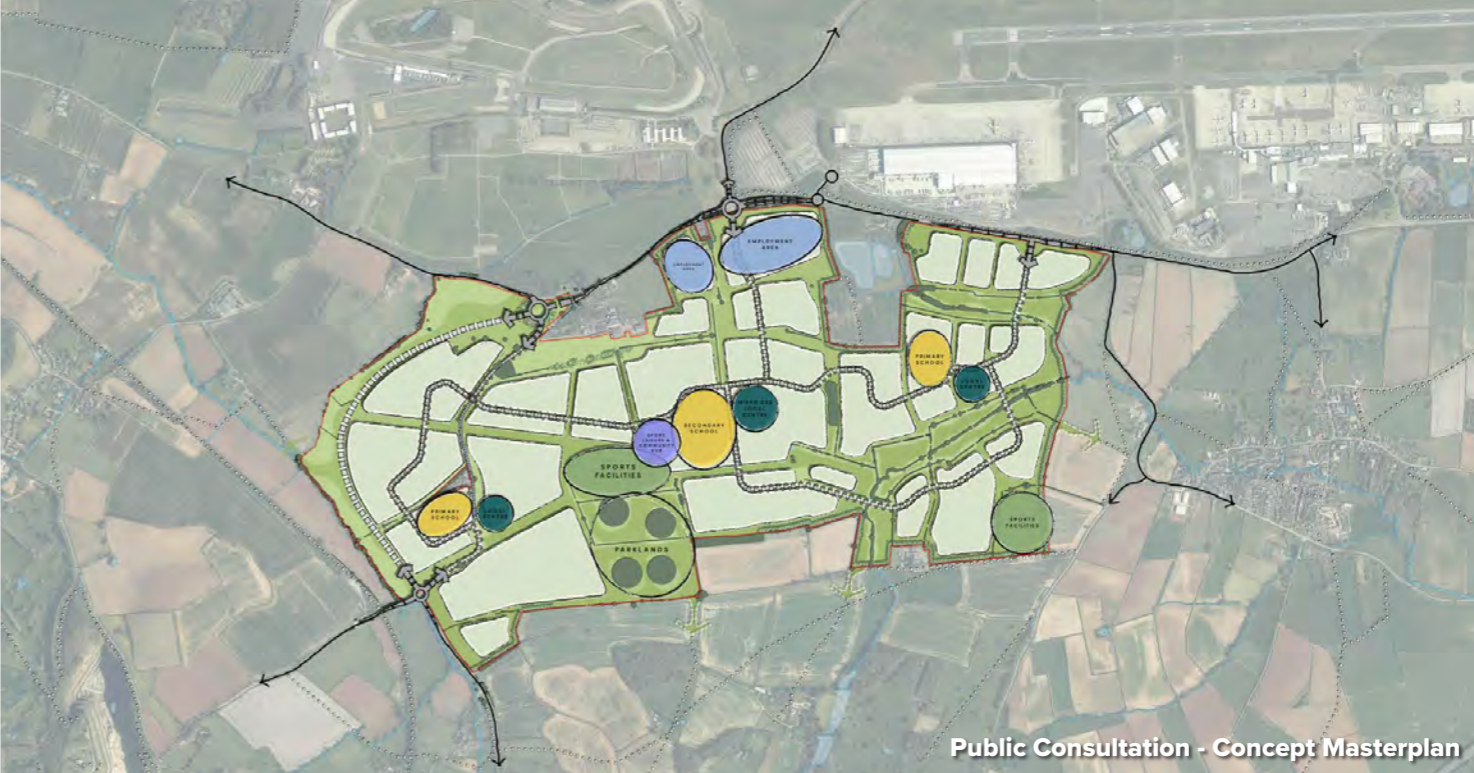
- Changing requirements: The long project lifespan may lead to evolving requirements for sports facilities;
- Community Use Agreements: Concerns about consistency, enforcement, and access to ancillary facilities, particularly if they are within schools;
- Overuse of school pitches: Potential for overuse and impact on pitch quality – will impact availability to the community, particularly access to changing facilities and toilets – potential to be provided within a separate community building(s); and
- 3G pitch: Cost, limited use, and justification for its inclusion – best located within schools.



A site visit was held with Historic England to discuss final concerns.

Ahead of submission, a final briefing was provided to Parish and County Council Members.

Ahead of submission, a final briefing was provided to North West Leicestershire Members.



Public Consultation - Concept Masterplan

5.8 Design Review

In April 2024, the project team engaged in a review of the proposals, by Design:Midlands - an independent, impartial resource providing design support for local authorities, communities, decision makers, housebuilders, businesses and design professionals, to ensure that the initial designs were delivering on the aspirations for the site, resulting in an exemplar, sustainable new community.

This included, walking the site with the design review panel, a presentation by the project team and discussions.

Generally the design review was positive, with the panel supporting the proposals for:



active travel as a design driver for the development;



the provision of three neighbourhoods, each with a dense and compact local centre with robust connections within and between the neighbourhoods;



the utilisation and integration of the new and existing walking and cycling routes;



the retention and enhancement of existing 'green' and 'blue' infrastructure is welcomed;



and the provision of a sensitive approach to the existing villages of Isley Walton, Diseworth, and Tonge, and the re-routing of the A453.

Additionally, the panel stated that:

“ The work undertaken to date is commendable...

The approach undertaken with the landowners working in collaboration and the ambition to create an exemplary development which is accessible, affordable and beautiful is recognised and appreciated.

The Panel acknowledged the Design Team’s work in developing a robust set of design principles, including the ambitions for active travel, connecting people to jobs, etc.

The site is considered to have considerable potential [...] its location close to existing employment centres [...] add to its appeal as a sustainable settlement. ”



Following the design review, a formal response was provided, where the panel encouraged the Design Team to develop and refine the proposals to address the following:

1. To crystallise the Vision to be place specific and reinforce the ‘sustainable transport hub and garden village’ narrative of the development;

Following the Design Review, the project team crafted a vision for the site which covered the key principles for the Isley Woodhouse and would continue to guide the design evolution and be referred back to as the project develops over the coming years.

“A new settlement with a focus on sustainability, providing places to live close to local employment, with beautiful architecture and public spaces, fostering a healthy and connected community.”

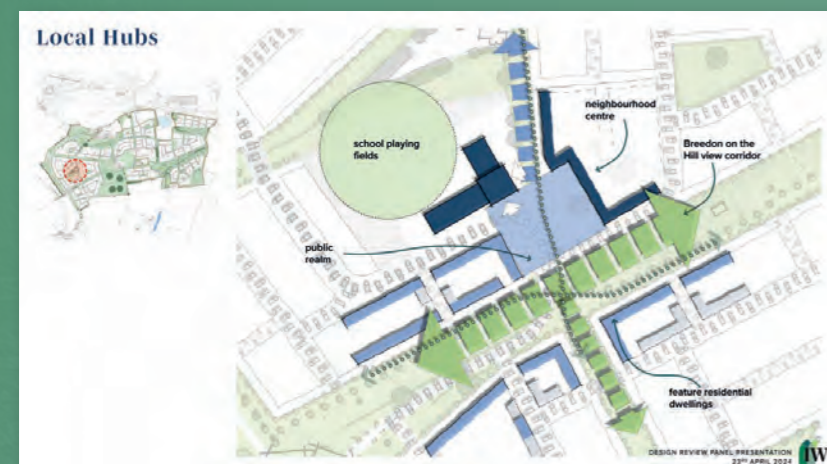
2. Clarify and illustrate the connections outside of the red line boundary – connecting the new community with existing jobs/ business park etc.

To clarify the proposals, further detail has been provided within the Transport Assessment including the travel times and connections to nearby employment hubs.

Furthermore, the Illustrative Masterplan now includes further detail of how connectivity is provided at the site edges, particularly at access points, ensuring smooth and safe pedestrian and cycling integration with the surrounding area.

This document also outlines the multi-layered movement strategy, which prioritises Active Travel. Alongside the application, a Framework Travel Plan has been submitted which includes several proposals to enhance travel beyond the site. This includes the appointment of a Travel Plan Co-ordinator to oversee and manage the Travel Plan.

Presentation Slides



5.8 Design Review ^{CTD}

3. Work in collaboration with NWLDC and stakeholders in lobbying to extend the NET to the site and include the proposed tram route and stop(s) in the masterplan in an effort to make it seem unstoppable

Further analysis on the potential for the NET extension has been provided within the Transport Assessment.

Whilst option studies and business cases have not yet been developed, if it were to occur, a tram extension to the EMA terminal buildings is most likely, through the Pegasus Business Park. It is unlikely the tram would extend further to Isley Woodhouse. Isley Woodhouse residents would reach the tram by walking, cycling, or taking the bus to EMA. Hence, accessibility to the tram will be safeguarded by delivering good connections to EMA.

However, a potential route for the tram to extend into the site has been illustrated on page 131.

4. Explore the potential for a larger central settlement/ neighbourhood with a dense, active, vibrant local centre including rethinking the location of the secondary school sports facilities

The Masterplan has been divided into three distinct neighbourhoods that respond to the existing site context, responds to the immediate context outside of the site and incorporate a mix of uses and public spaces.

The central neighbourhood, Isley Rise, will be a vibrant core to the development, with Isley Rise Secondary School and the Local Centre now co-located around a public space (Isley Square) and a higher density residential core.

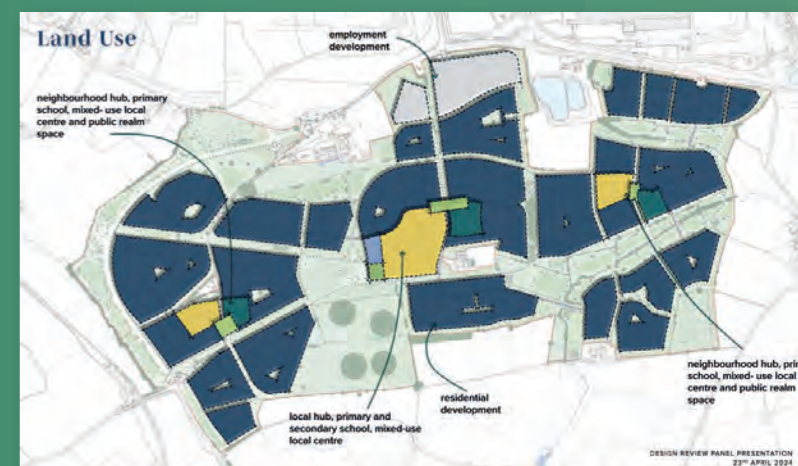
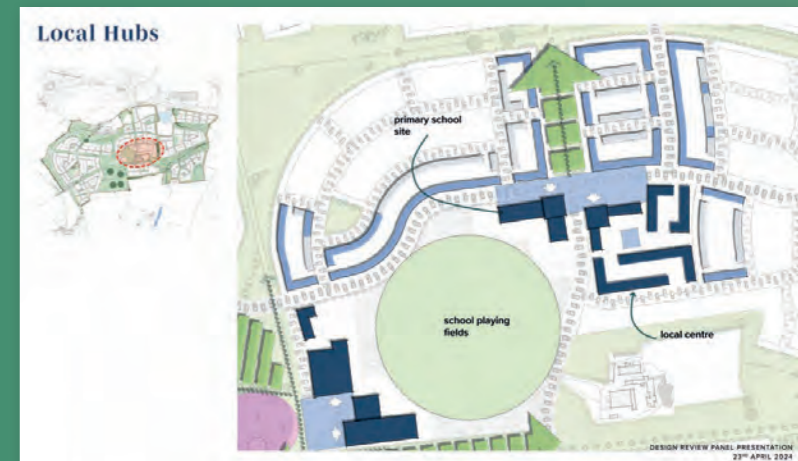
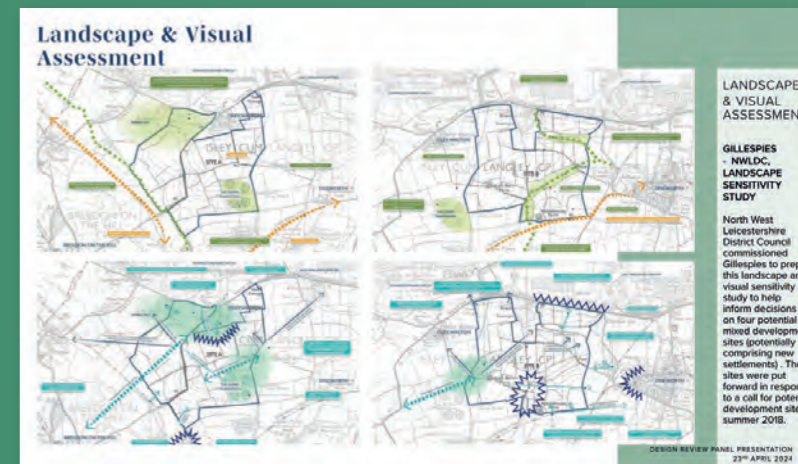
The majority of the sports facilities are located on the high point of the site in Isley Fields, which connects the Moor Park and Isley Rise neighbourhoods. This will be overlooked by a public community and leisure building, with the potential for this to be a landmark visible along the two view corridors to the west.

5. Further develop the Landscape Strategy including the provision of cross sections to demonstrate understanding of the relationship of the development to the topography; along with a range of SuDS which reference and reinforce context and the character of the landscape etc.

Our strategy for the overarching green infrastructure, public open spaces and landscape strategy is covered in detail within the Design Proposals chapter within this document.

A multi-layered strategy is suggested, including a network of green corridors and spaces that respond to the existing context and topography (Woodhouse Vale Brook corridors), the landscape buffers, particularly around Isley Walton and Diseworth, and the functional public open spaces such as Isley Fields, which provides sport facilities at the high point, at the centre of Isley Woodhouse.

Further detail is also provided within that chapter on the planting strategy and how this will reinforce and enhance the existing character of the site.



Design Review Panel - Presentation Slides

6. Develop a clear and distinctive approach to the site gateways which reflects their context/ location

Detail on the site gateways is provided under the Layout Principles section within the Design Proposals chapter.

There are 4 gateways into the site, each with distinct character, which responds to the existing setting and retained features, alongside the mix of uses and public spaces within this part of the development. This includes:

- A heavily landscaped boulevard entering the site to the north of Isley Rise through the proposed business park;
- A formal crescent framed by landscaping and built form when entering the site to the north of Woodhouse Vale;
- A long distance vista framed by dwellings when entering Moor Park from the south; and
- A natural, rural setting when entering the site to the north of Moor Park along the existing A453.

7. Outline a phasing approach with the community facilities i.e. schools delivered in the early phase/s to maximise public benefit

An Indicative Phasing Plan is provided with this application.

This specifically focuses on the residential development areas only as further discussions is required with the relevant stakeholders to agree triggers for the schools, sports and leisure facilities and community spaces. Additionally, the employment and mixed-use areas will be commercially driven.

The project team do however understand the importance in creating a sense of community from the early phases of the development and this will be a driver as the project moves forward. In particular, the potential to introduce temporary facilities or spaces to bring life to the development will be considered, such as temporary community spaces, offices/ marketing suites for the development and meanwhile uses.

7. Create clearer separation between the three neighbourhoods, using the existing woodland block and green corridor (extended PRow to Isley Walton) to heighten the sense of green parkland

Details of the three neighbourhoods are provided within the design proposals chapter, and have been further developed since the design review. These are:

- Moor Park (to the west);
- Isley Rise (central); and
- Woodhouse Vale (to the east).

The names of these neighbourhoods respond to existing streets or places and refer to the setting of the development (Isley Rise being the highest point of the site).

The existing topography alongside the landscape setting and density strategy will create three distinct neighbourhoods (Moor Park being more formal, with linear public open space, Woodhouse Vale being more natural and Isley Rise being more urban with a dense core).

These neighbourhoods are then broken down into distinct character areas and further design detail will be added to this in the future Design Coding stages.

Ensure the retained (excluded) parcels of land within the overall site area are considered/brought forward (especially in the central zone) to avoid these compromising scope for enlivening the ‘heart spaces’/ local centres.

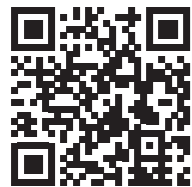
Following the Design Review, High Barn Farm’s area has been integrated into the Masterplan. This ensures a comprehensive long-term vision for the entire site, even though redevelopment of this specific area is not anticipated for several years.

This proactive approach guarantees the Masterplan’s enduring relevance and its ability to guide Isley Woodhouse’s development over the coming decades.

5.9 Community Engagement

The purpose of the community engagement was to encourage views and perspectives from the local community and other key stakeholders and interest groups.

Launched on the 11th of November 2024, the public engagement website included detailed information about the site, the process of developing the proposals, the vision for Isley Woodhouse, and a comment function for members of the public to provide responses. The website provided further information setting out the next steps for the proposals, with a timeline from submission of an outline planning application through to delivery of the new settlement.



The website remains online and can be viewed at www.isleywoodhouse.co.uk or using the QR code opposite.

The website remained active until the 13th of December

2024 when the public engagement closed. Further details on this can be found within the Statement of Community Involvement.

A number of methods were undertaken to share information about the public engagement exercise. These included:

POSTERS

A poster was placed in key locations such as post offices, pubs, and community centres in the surrounding settlements including: Castle Donington, Isley Walton, Kegworth, Diseworth, Long Whatton, Tonge, Wilson, and Melbourne. Posters were also placed along Public Rights of Way adjacent and within the site. This poster provided detail of the consultation website, the consultation dates, and a QR code to access the website via a mobile phone.

ADVERTS

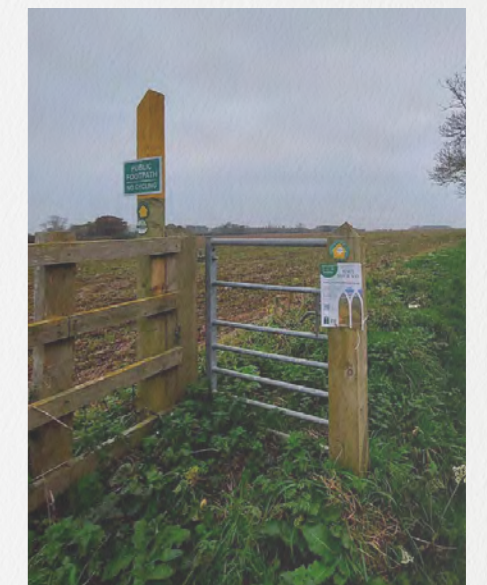
An advertisement was placed in 3 local newspapers for one week. These were the Derby Telegraph, the Leicester Mercury, and the Nottinghamshire Post. This advertisement included details of the proposals, the consultation, and information on how interested parties could provide comments.

Alongside this, an online advert was included on a number of local news outlets - this advert contained the concept masterplan as well as details on how to provide comments on the proposals, with a link to the website.

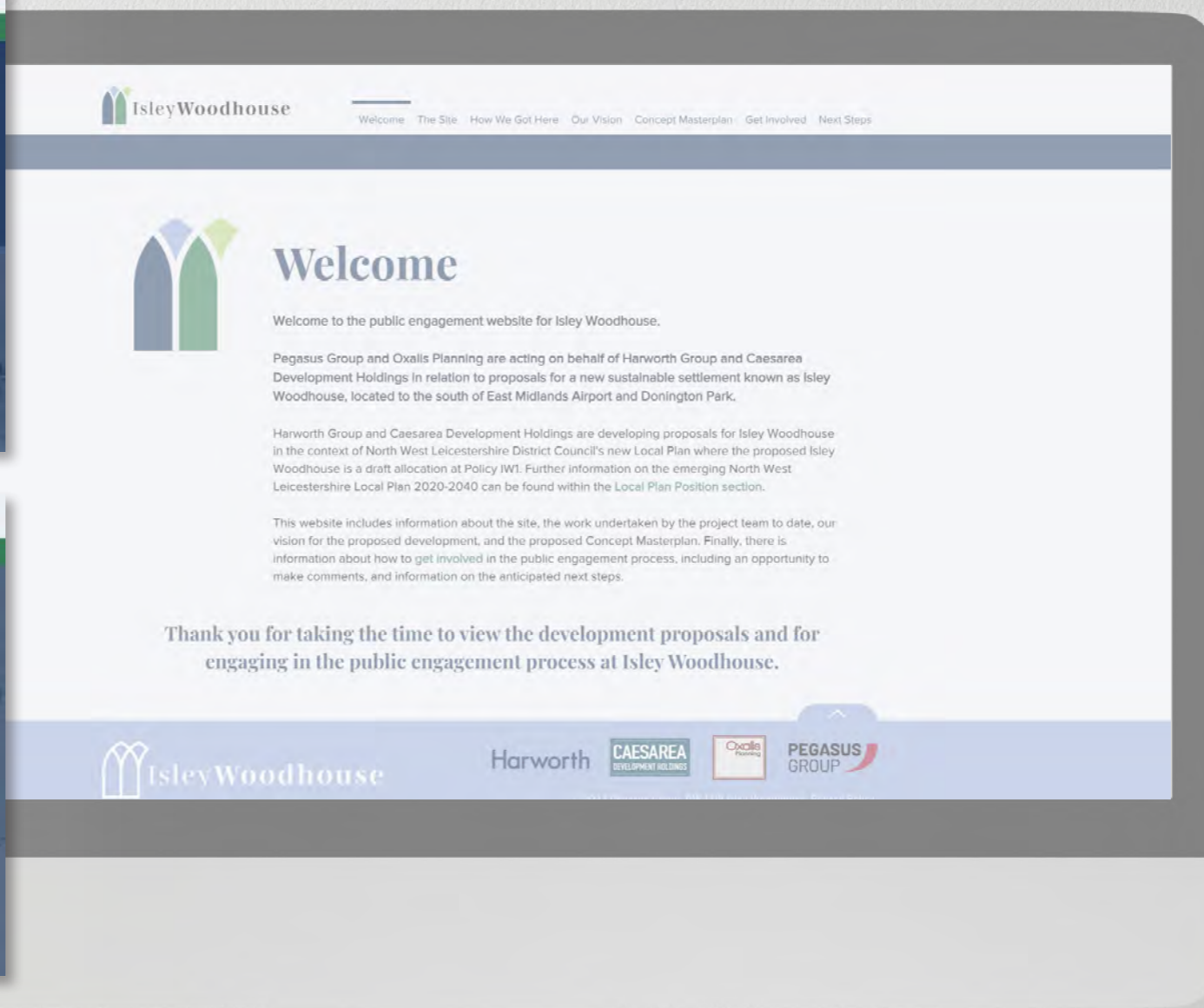
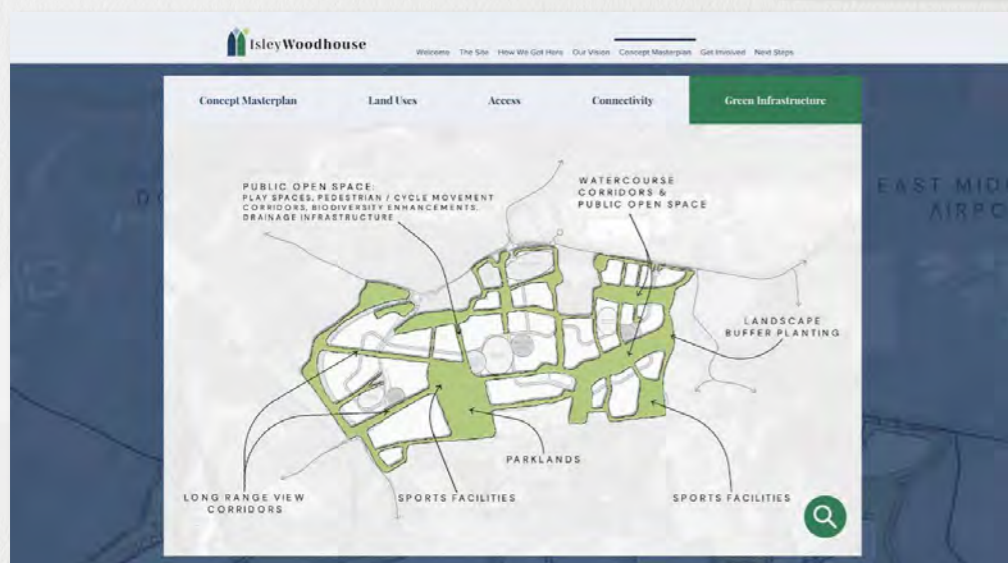
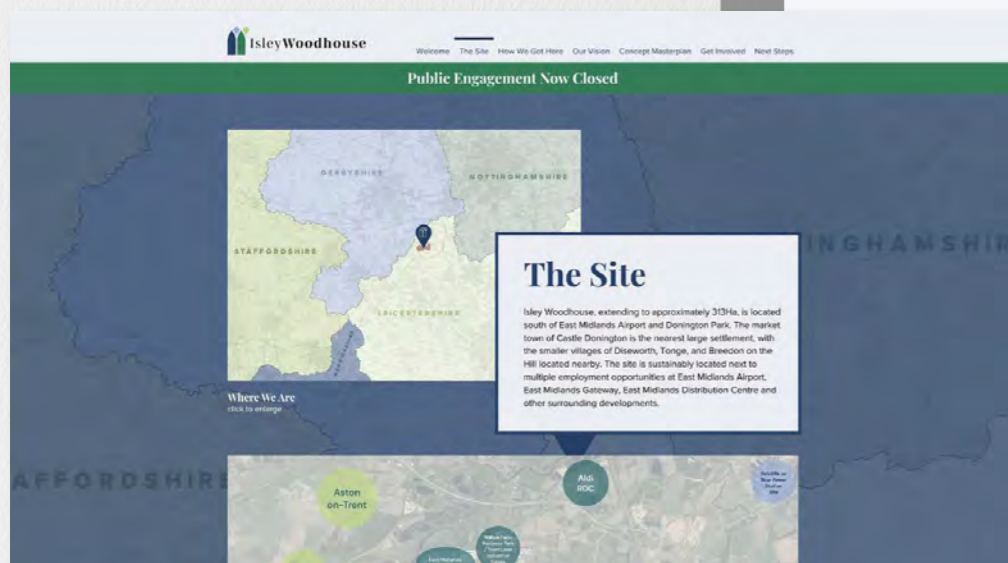
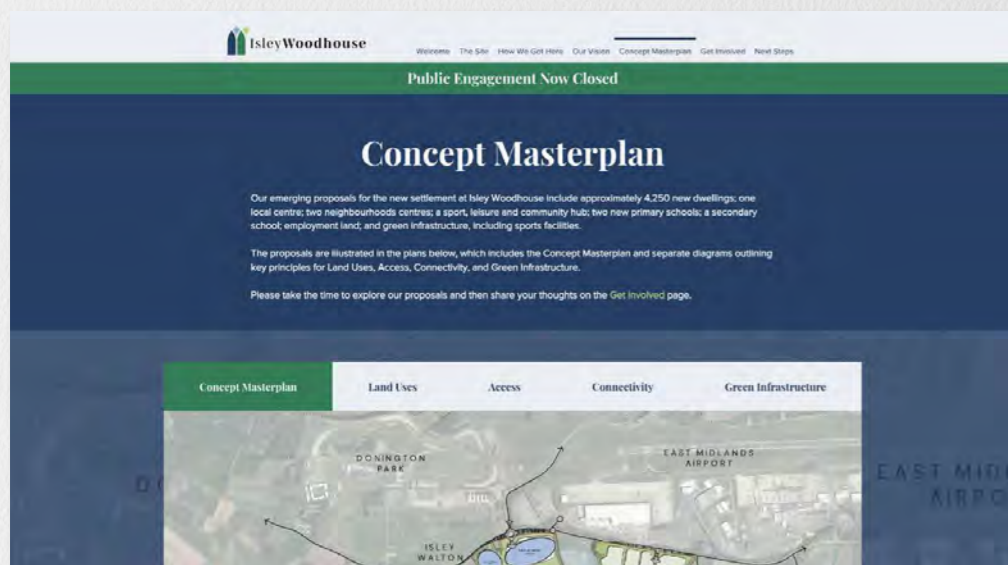
STAKEHOLDER WORKSHOP

Stakeholders that attended the Workshop on the 3rd of June 2024 were also contacted regarding the public engagement exercise, with the intention to both inform them of the upcoming consultation and confirming that they could share details of the consultation on social media channels or via their websites.

The comments received through the website have been formally analysed on the basis of each issue raised and informed the wider project team as they developed the proposals and technical work in support of the planning application.



Right: Poster advertising the consultation website
Below: Posters on display in local area



Images from public consultation website

5.10 Concept Development

The development of the initial concept masterplan was informed by a series of principles illustrated below:



The Site

- The site covers approximately 313.39ha of largely agricultural land.
- The site includes a variety of existing constraints and opportunities, including High Barn Farm, the A453, the existing topography and watercourse and an array of existing trees and hedgerows, which should be directly responded to by the design.
- Additionally, the proposals must respond to the edge conditions, adjacent buildings, and settlements.



A Holistic Design Approach

- Develop an overarching Masterplan that is not restricted by individual ownerships;
- Ensure the integration of distinct areas outside the site boundary;
- Actively engage with surrounding stakeholders; and
- Participate and contribute to nearby initiatives.



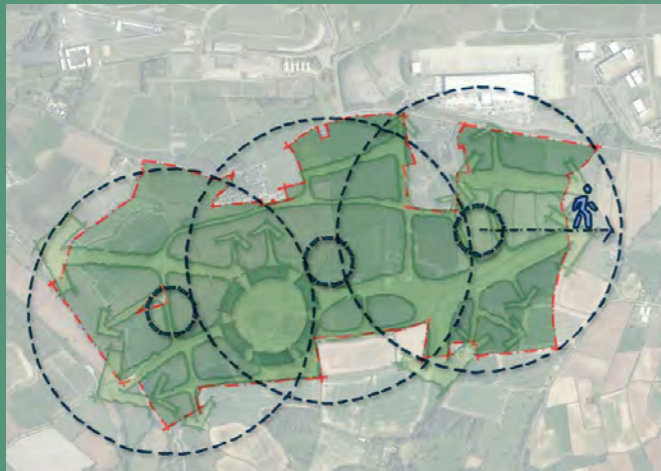
Strategic Green Infrastructure

- Strategic green corridors with significant scale;
- Framing key views and creating distinct long range views; and
- Landscape-led character areas



Green Links

- A variety of smaller green corridors;
- A network of connected green infrastructure enhancing biodiversity and connectivity; and
- Ensure all future residents and visitors are close to nature.



A Walkable Neighbourhood

- Create walkable neighbourhoods to encourage a shift towards pedestrian and cycle movement and internalise trips;
- Implement the 15-minute settlement concept, where all daily needs are accessible within a 15-minute walk or short cycle journey from home; and
- Promote physical and mental health, social interaction, and community cohesion.



Community Hubs

- Three community hubs create a concentration of diverse uses;
- Providing more reasons to visit a place increases the likelihood of people visiting and supporting various activities;
- Clustering uses such as shops, workplaces, schools, and homes; and
- These new community hubs will become vibrant community anchors cherished by residents.



New Places to Live & Work

- Create three neighbourhoods around the community hubs, including residential areas and employment opportunities;
- Aim for higher density village centres, placing more people closer to facilities and workplaces;
- Enable community centres to thrive due to the proximity of residents; and
- Promote active travel.

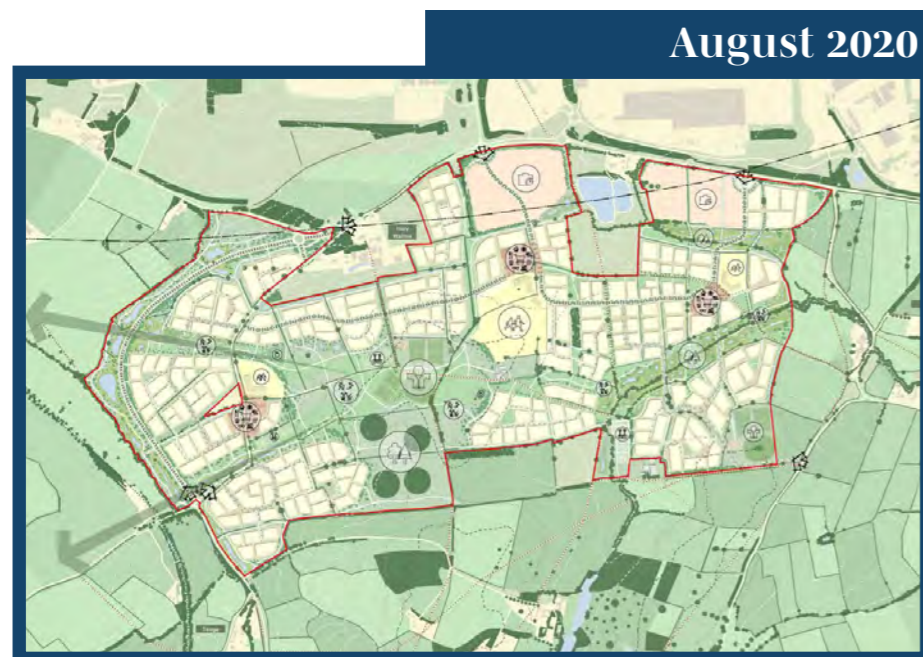


A Well-Connected Place

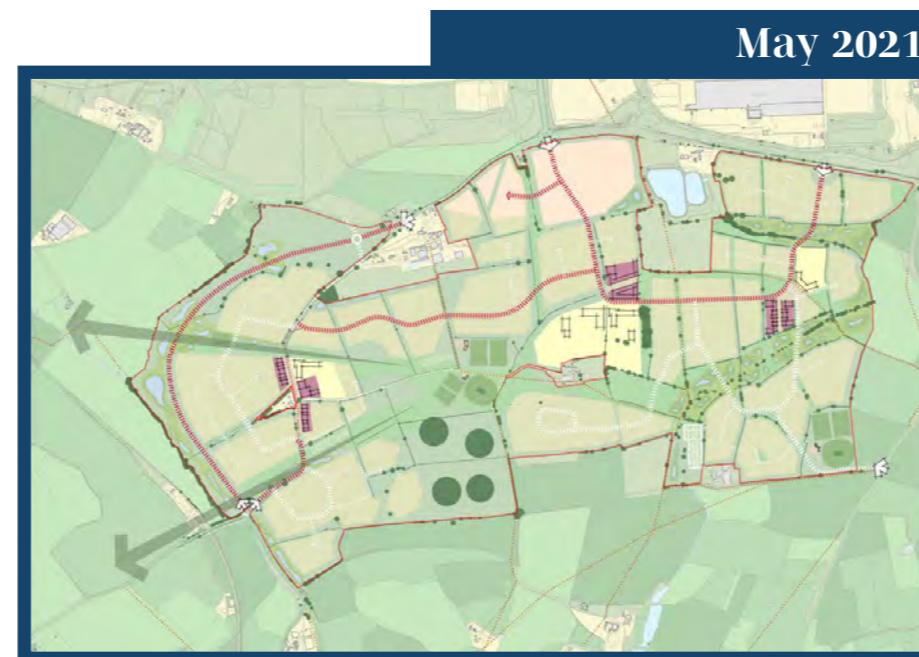
- Prioritise making active travel the most convenient and efficient way to get around;
- Design the movement network with primary and secondary active travel routes for pedestrians and cyclists;
- Integrate these routes into primary streets and green corridors; and
- Connect the network to existing routes around the site.

5.11 Masterplan Development

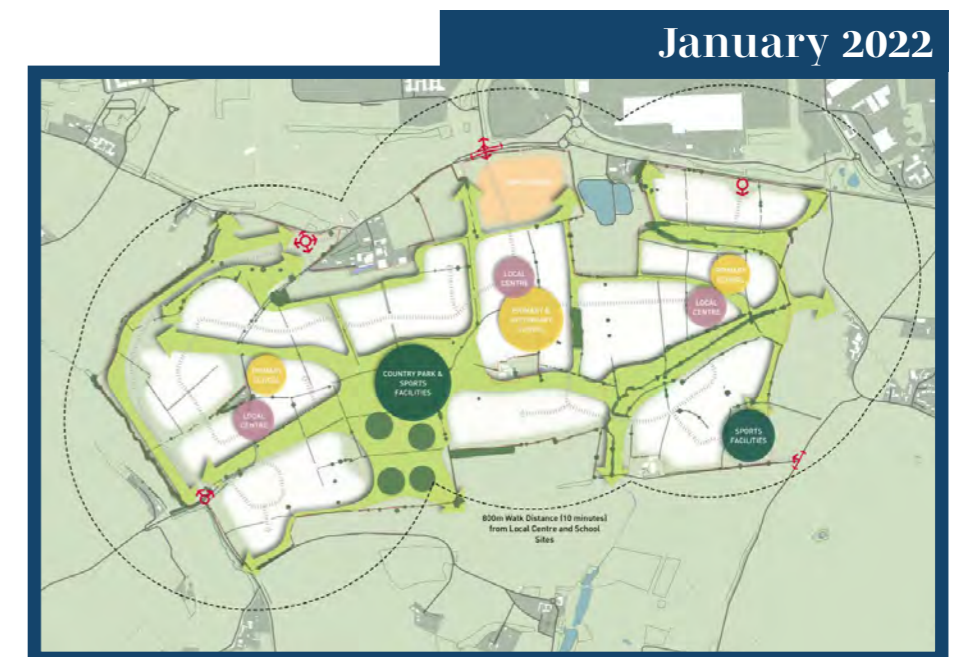
The following pages demonstrate how the Masterplan has evolved over a number of years in response to a better understanding of the site constraints and opportunities, the ongoing engagement with NWLDC, other stakeholders and the public engagement, and part of an iterative design process to ensure the proposals deliver on the vision for Isley Woodhouse.



- The masterplan started as an amalgamation of two separate sites. The sites were identified by the LPA and landscape impacts independently reviewed by Gillespies; and
- The combination of the two sites allowed a single, holistically designed scheme to include key assets such as a secondary school.



- Three mixed-use centres are identified, one to the east, one to the west and a larger central area co-located with a primary and secondary school; and
- The design vision is to create walkable neighbourhoods based around three core areas, ensuring that facilities for the new community are within a 15-minute walking distance.



- Creating a landscape structure across the site, reducing any historic 'east and west' split, was a priority for the masterplan; and
- Green corridors that protect existing site features are combined with new public open spaces to create a landscape-led structure to the development proposals.

May 2023



- Further information feeds into the proposals adding robustness to the illustrative masterplan. This included a review of levels and of existing tree and hedgerows; and
- The updated masterplan continues to retain the east/west and north/south connectivity along generous landscape corridors.

April 2024



- The mixed-use hubs are retained in their locations ensuring all residential development is less than a 15-minute walk from these main activity hubs; and
- The location of the school sites are amended to ensure that they are creating a focal point within each third of the masterplan, with a clear design vision that these community assets are set within a wider public realm space and adjacent to green corridors.

December 2024



- The school sites are amended following input on size and capacity from the LPA. Two primary schools, one east and one west are supplemented by a central secondary school rather than a primary and secondary school; and
- A clear movement hierarchy is established with pedestrians and cyclists getting high quality, direct routes along green corridors. The primary street ensures that bus stops are within 400m of residential areas.

Design Proposals

- 6.1 THE ILLUSTRATIVE MASTERPLAN
- 6.2 PARAMETER PLAN
- 6.3 USES
- 6.4 MOVEMENT
- 6.5 BUILT FORM
- 6.6 HOMES & BUILDINGS
- 6.7 IDENTITY
- 6.8 PUBLIC SPACES
- 6.9 NATURE
- 6.10 RESOURCES
- 6.11 LIFESPAN

6

“ **A place is more complex and multi-faceted than a building:**

it is a setting for a diverse range of uses and activities, and is experienced by many people in many different ways;

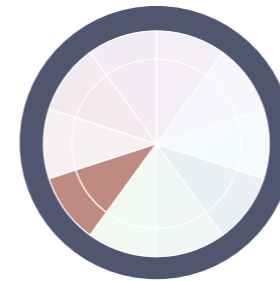
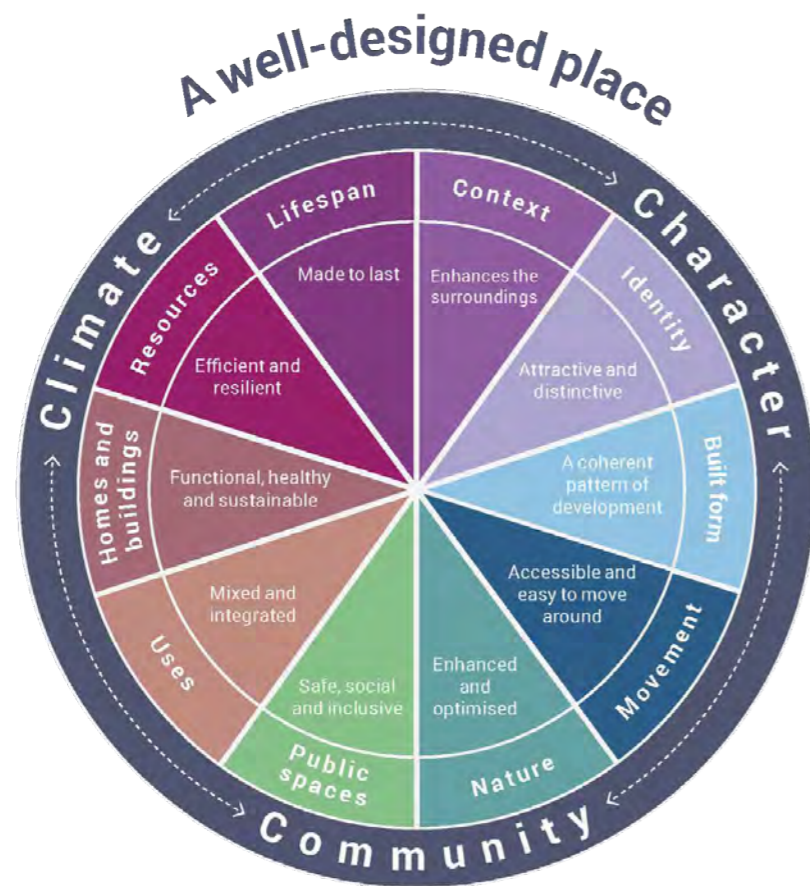
it is made up of buildings, and also landscape and infrastructure, which are likely to endure longer than the buildings themselves;

most places evolve over a long period of time once they have been established, with many incremental changes that can affect their quality;

the quality of ‘delight’ includes a richness of experience gained from all of our senses, not only the visual; and

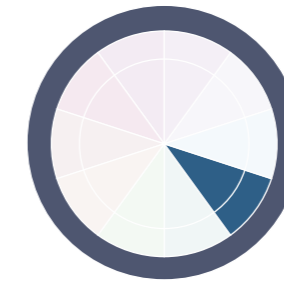
beauty in a place may range from a long view down to the detail of a building or landscape. ”

This chapter explains the principles that have been applied to aspects of the design, in accordance with the National Design Guide. This includes:



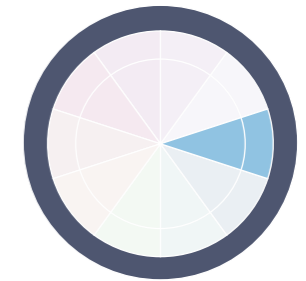
USES

Mixed and integrated



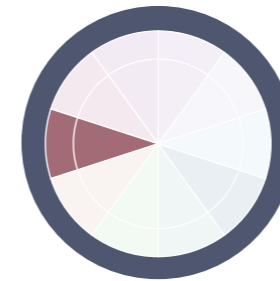
MOVEMENT

Accessible and easy to move around



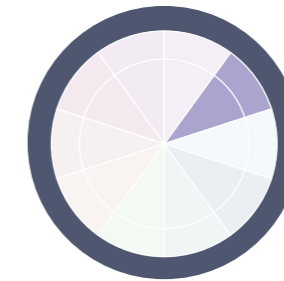
BUILT FORM

A coherent pattern of development



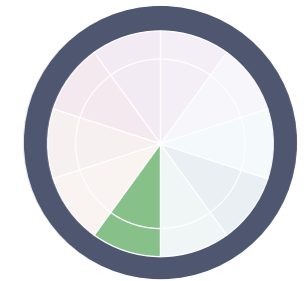
HOMES & BUILDINGS

Functional, healthy and sustainable



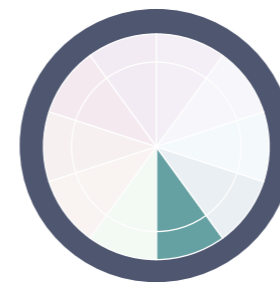
IDENTITY

Attractive and distinctive



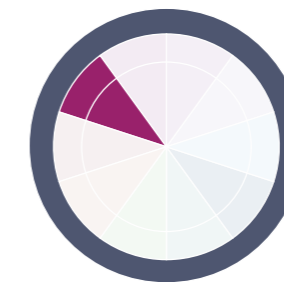
PUBLIC SPACES

Safe, social and inclusive



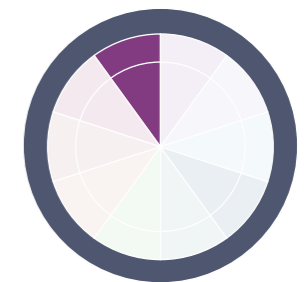
NATURE

Enhanced and optimised



RESOURCES

Efficient and resilient



LIFESPAN

Made to last



Illustrative Masterplan

Donington Park Circuit

East Midlands Airport

MELBOURNE ROAD

A453

A453

A453

Cloud Trail

Langley Priory

Isley Walton

Mixed-Use, Employment-Led

Mixed-Use, Employment-Led

Woodhouse Brook North

Woodhouse Vale Primary School

Woodhouse Vale Neighbourhood Centre

Woodhouse Brook South

Isley Rise Local Centre

Isley Rise Secondary School

Isley Rise Community, Leisure & Sports Site

Isley Rise Community Allotments

Woodhouse Vale Community Allotments

Woodhouse Vale Sports Facilities

Isley Fields

Dumps Parkland

Church View

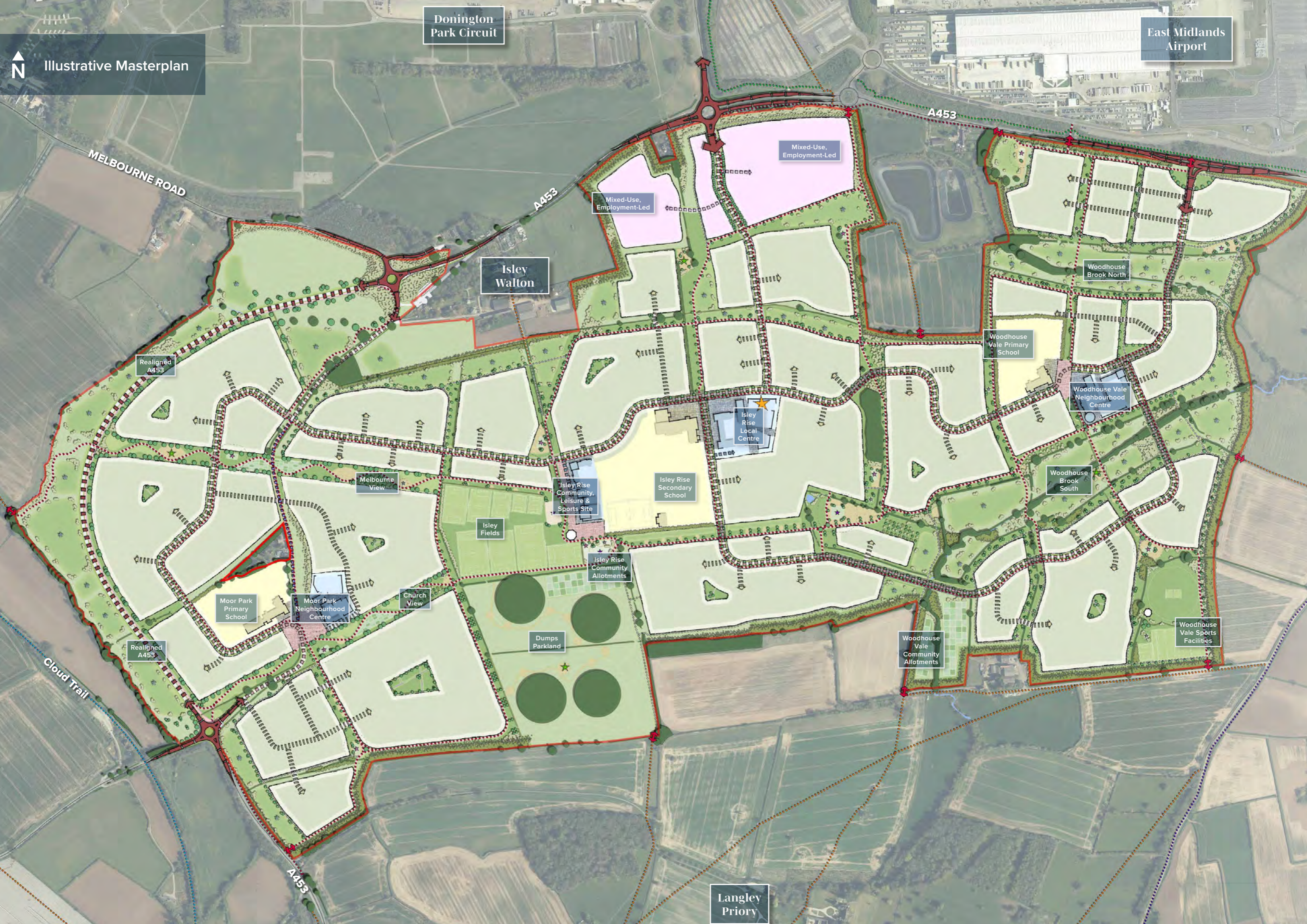
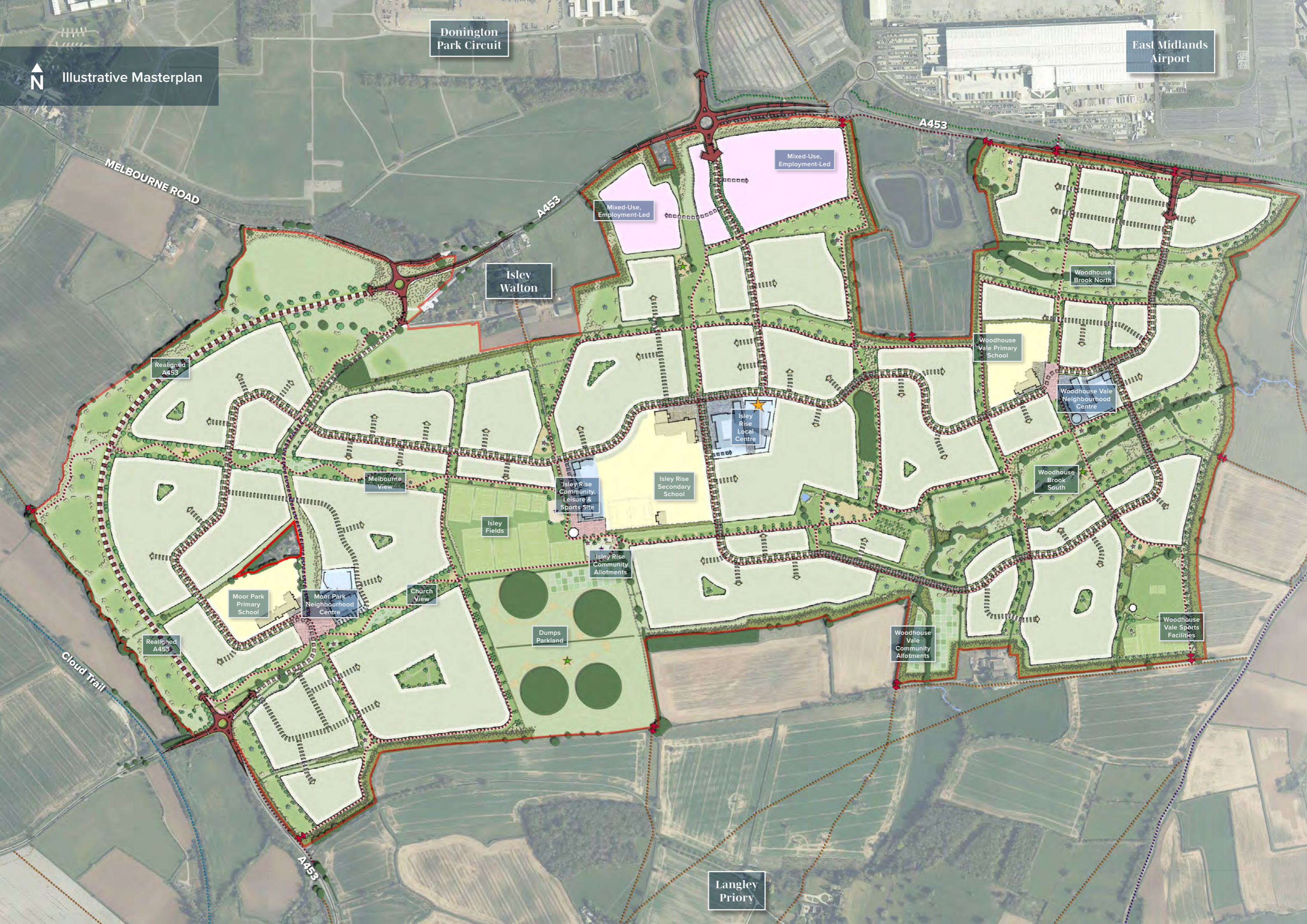
Moor Park Neighbourhood Centre

Moor Park Primary School

Melbourne View

Realigned A453

Realigned A453



6.1 The Illustrative Masterplan

The Illustrative Masterplan is the culmination of many years of analysis, design development and engagement with NWLDC and other stakeholders. This results in a comprehensive proposal that responds to local requirements, delivers on the vision for the site and is flexible to adapt to future needs.

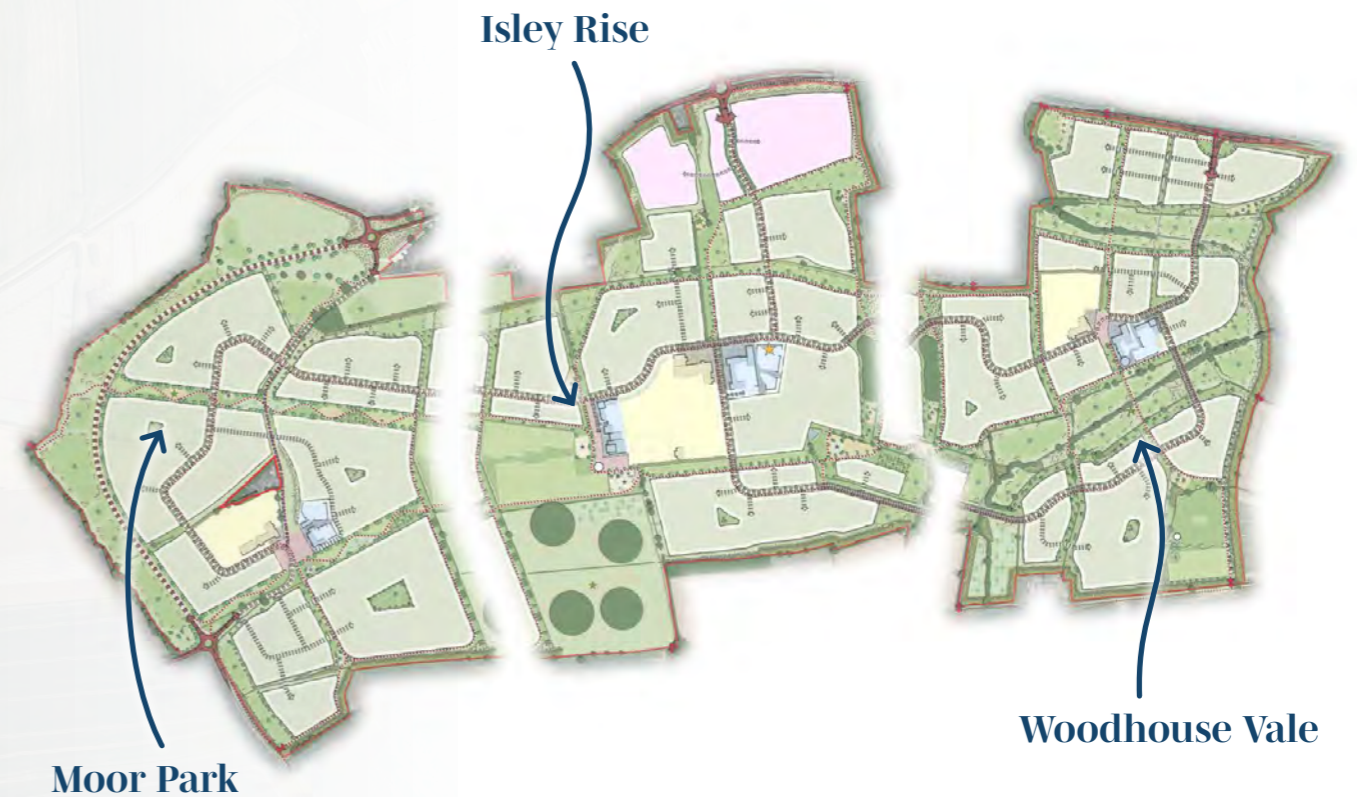
As this is an outline application, the Illustrative Masterplan is just one example of how the development could take shape, and it will continue to evolve with additional levels of detail following this submission.

The Illustrative Masterplan includes:

- A new settlement of Isley Woodhouse, with three distinct neighbourhoods – Moor Park, Isley Rise, and Woodhouse Vale;
- Land for circa 4,250 new homes, delivered through a variety of housing typologies, heights and densities, that respond to the existing context;
- An area for employment use;
- Two Primary Schools and a Secondary School;

- Three Community Hubs, which incorporate a Local Centre and two Neighbourhood Centres;
- Central Sports Facilities at Isley Fields with a local sports and leisure facility;
- A focus on Active Travel with primary and secondary active movement corridors that respond to existing and future desire lines across the site, and to the wider area encouraging a shift to more sustainable modes of travel;
- A variety of streets and spaces;
- Four vehicular access points into the site alongside the realigned A453; and
- A variety of public open space, covering circa 44% of the site including view corridors, watercourse corridors, landscape buffers, additional sports and play facilities and the Dumps Parkland.

This chapter follows the characteristics included within the National Design Guide, and demonstrates how the design proposals deliver on the vision of the site, whilst informing further detailed design in the future.



Isley Woodhouse



6.2 Parameter Plan

For an outline planning application requiring an Environmental Statement (ES), the description of the proposed development must be detailed enough to meet the EIA Regulations and identify potential significant effects. A detailed application for the entire site is not feasible at this stage.

Therefore, 'development parameters' have been established and assessed within the Environmental Statement to ensure the development can evolve with further approvals (i.e. reserved matters).

These parameters define and fix aspects of the development that could have significant environmental effects, enabling planning conditions to be drawn up and agreed upon to control the implementation of the proposed development.

The Parameter Plan includes the following:

6.2.1 Built Form Parameters

- The maximum extent of built form, with building heights ranging from 9.5m to 17.0m;
- The approximate locations for:
 - Employment;
 - Primary Schools;
 - A Secondary School;
 - A Local Centre; and
 - Neighbourhood Centres;
- An area of flexibility within which the extent of built form can flex in order to accommodate the minimum width of the proposed landscape corridors.

6.2.2 Access and Movement Parameters











- Includes the vehicular site access points and an illustrative alignment for the Primary Street Corridor, including the realigned A453;
- The retained Public Rights of Way and those to be diverted in-line with the site-wide walking and cycling strategy;
- Proposed pedestrian and cycle routes;
- Pedestrian and cycle connections at the site boundary; and
- The existing section of the A453 to be re-purposed within the site.

6.2.3 Landscape Parameters

- The existing trees and hedgerows to be retained within the site (except to allow for the access and movement parameter);
- Landscape buffer planting, to include woodland, scrub and grassland;
- Public Open Space and Green corridors, including:
 - Proposed landscaping;
 - Open Space Typologies (allotments etc.);
 - Drainage Areas;
 - Pedestrian/Cycle Links;
 - Play Spaces;
 - Services & Utilities;
 - Sport Facilities & Pavilion Buildings; and
 - Biodiversity Enhancements;
- The location of strategic landscape corridors of varying widths responding to their context within the site and proposed character; and
- The approximate location of the proposed outdoor sports pitches.








Built Form Parameters

Includes incidental open spaces, drainage areas, internal roads, pedestrian/ cycle links







	Built Form Maximum Height - 9.5m*		Built Form Maximum Height - 13.5m*		Employment Approximate Location		Secondary Schools Approximate Location		Neighbourhood Centre Approximate Location
	Built Form Maximum Height - 11.5m*		Built Form Maximum Height - 17.0m*		Primary Schools Approximate Location		Local Centre Approximate Location		Buildings to be Demolished

*Proposed building heights are in relation to the proposed ground levels $\pm 0.75m$ (refer to proposed levels plan)

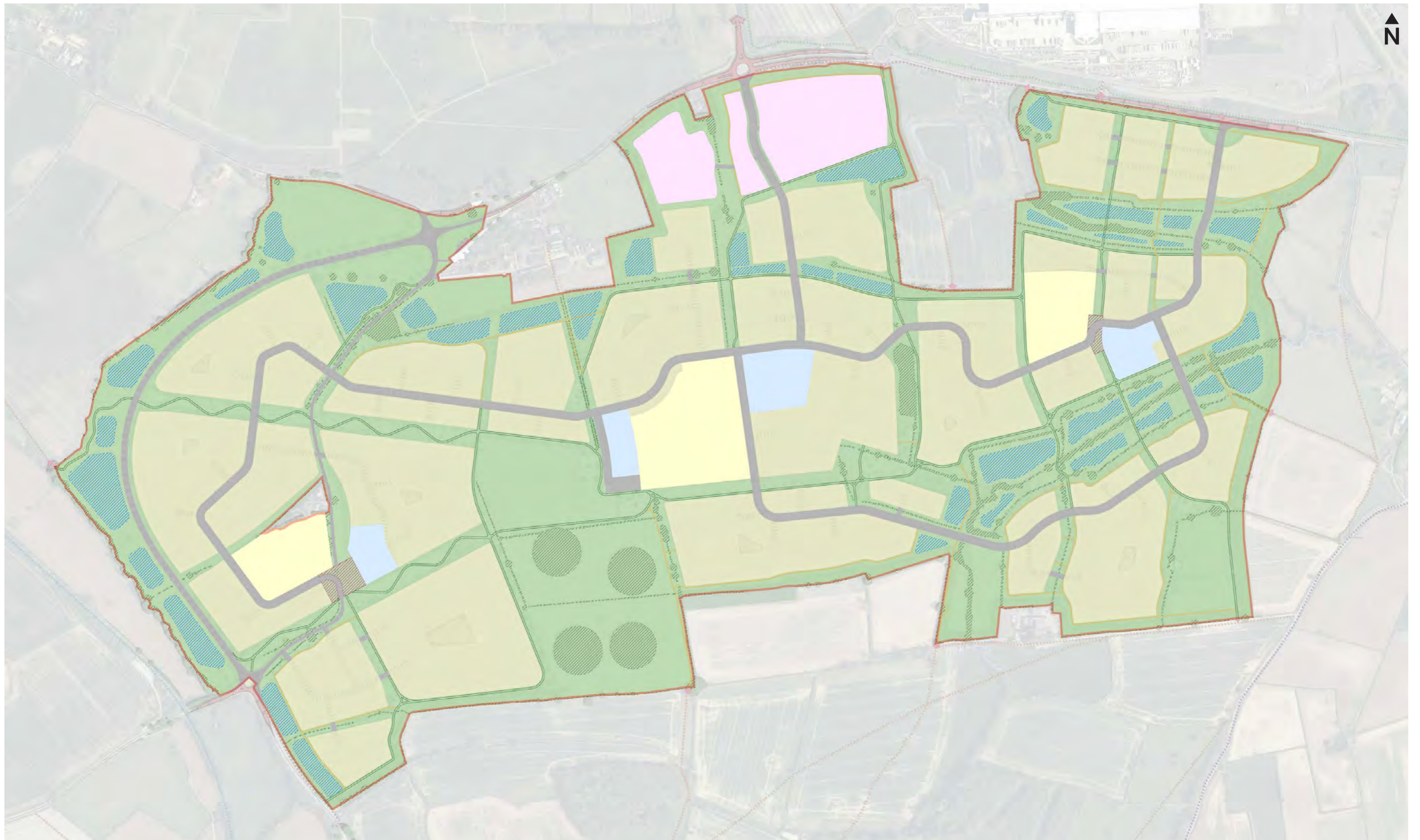
Access & Movement Strategy

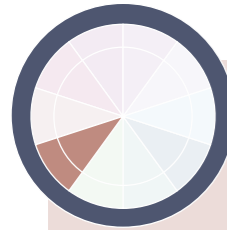
	Vehicular Access Refer to detailed plans		Pedestrian & Cycle Connections
	Primary Street Corridor Illustrative alignment, includes realigned A453		Public Rights of Way (PRoW) Retained PRoW alignments within site. Routes to be upgraded in-line with site-wide walking and cycling strategy
	Pedestrian & Cycle Routes Proposed illustrative alignments		Public Rights of Way (PRoW) PRoW route to be closed/ diverted in-line with site-wide walking and cycling strategy
	Existing A453 Retained within site		

Landscape Parameters

	Retained Tree & Hedgerow Planting Except to allow for Access & Movement Parameter		Landscape Corridors Must be provided between letters. A-B: Minimum 45m wide public open space corridor. Linear alignment. C-D: Minimum 25m wide public open space corridor. Linear alignment. E-F: Minimum 35m wide public open space corridor. Linear alignment. G-H: Minimum 50m wide public open space corridor. Protecting existing woodland. I-J: Minimum 15m wide public open space corridor.		Open Space/ Green Corridors Except to allow for Access & Movement Parameter, includes: 1. Proposed Landscaping 2. Open Space Typologies (Allotments, etc) 3. Drainage Areas 4. Pedestrian/ Cycle Links 5. Play Spaces 6. Services & Utilities 7. Sport Facilities & Pavilion Buildings 8. Biodiversity Enhancements
	Landscape Buffer Planting Woodland, scrub and grassland corridor, including pedestrian and cycle routes where shown				
	Built Form Flexibility Area of flexibility to accommodate specified landscape corridor width and built form				
	Outdoor Sports Pitches Approximate Location				

Land Use Provision





Mixed and integrated

Future detailed application(s) are expected to demonstrate how they align with the National Design Guide advice. The three over-arching topics of the Uses section are;

U1) A mix of uses

- a mix of uses including local services and facilities to support daily life.

U2) A mix of home tenures, types and sizes

- an integrated mix of housing tenures and types to suit people at all stages of life.

U3) Socially inclusive

- well-integrated housing and other facilities that are designed to be tenure neutral and socially inclusive.

6.3 Uses

Mixed-use residential developments are essential in creating sustainable and vibrant communities. By incorporating various uses, these developments foster a strong sense of community and significantly enhance residents' quality of life. The close proximity of homes to amenities such as shops, offices, educational institutions, and recreational facilities minimises the need for long commutes, promoting a healthier and more environmentally friendly lifestyle. Moreover, mixed-use developments stimulate social interaction and economic activity, resulting in lively neighbourhoods that remain active throughout the day. The thoughtful design of these communities ensures that essential services are easily accessible, contributing to a cohesive and inclusive environment where residents can live, work, and play.

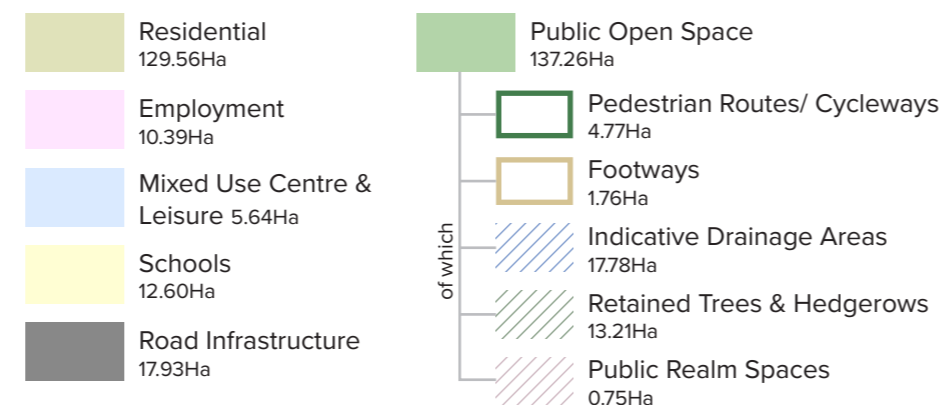
6.3.1 Residential - up to 4,250 dwellings (Class C3)

The development proposals provide approximately 129.56 Ha of residential development, achieving up to 4,250 dwellings. More information on the density and form of the proposed dwellings can be found within the Built Form section of this document, however it is the intention that the Masterplan will deliver a wide range of dwelling types, sizes and tenures across the site, suitable for people of different ages, lifestyles and affordability to support the local needs and to ensure Isley Woodhouse develops into a diverse new community.

It is proposed that circa 30% of the dwellings provided are to be affordable housing, in accordance with NWLDC's policy. The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with the LPA and will be set out in the Section 106 Agreement. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters Stage.

6.3.2 Employment (Class B1, B2 and B8)

10.39 hectare of land has been designated for the development of a new employment or business park, creating job opportunities for future residents and those in surrounding areas. The employment space may comprise a mix of B1, B2, and B8 units, with a total gross internal area (GIA) of approximately 23,000 square metres. The proposed units will be smaller in scale than the neighbouring employment developments to avoid direct competition.



6.3 Uses ^{CTD}

6.3.3 Education (Class F1)

Following consultation with the LPA and Education Authority, the Masterplan includes:

- A 3.0ha, two-form entry Primary School within the Woodhouse Vale neighbourhood (with space to be expanded to three-form)
- A 3.0ha, two-form entry Primary School within the Moor Park neighbourhood (with space to be expanded to three-form)
- At the centre of the site within Isley Rise, a 6.5ha Secondary School has been provided.

The sites for both Primary Schools have been oversized in order to allow flexibility in the future should they need to be expanded.

The three facilities have been strategically placed at the heart of each neighbourhood to serve local residents.

Positioned along the Primary Street, they are all easily accessible by bus and active travel routes along the Primary Street and adjacent green corridors. By situating the schools within each neighbourhood, their delivery can align with the phased development of the site.

The inclusion of new schools within the community is of paramount importance. These schools not only provide essential educational services but also act as central hubs that foster a sense of community. Coupled with the mixed-use centres, the schools will become key focal points, with clear and direct routes leading to them from around the site. This thoughtful placement ensures that the schools are integral to the community's fabric, promoting social cohesion and accessibility for all residents.

6.3.4 Community Hubs

Alongside each of the proposed schools, an area of mixed-use is provided resulting in an active and vibrant hub, which will provide a good basis for building the new community that, in turn, will provide support to the proposed facilities.

The outline application proposes two neighbourhood centres, adjacent to the proposed Primary Schools in the East and West neighbourhoods. Additionally, a larger Local Centre is provided within the centre of the site adjacent to the proposed Secondary School.

It is anticipated that the mixed-use areas will not compete with the surrounding facilities off-site and instead provide community facilities within convenient walking distances of new dwellings.

Totalling 5.64 Ha the Community Hubs will provide a diverse mix of uses, with the opportunity for local shops and services, each with a public realm space, contributing towards making this area an active and vibrant place throughout the day.

In addition to these uses, the Masterplan allows for the potential to include hotels (Use Class C1), should the requirement arise in the future, and sports and leisure facilities (Use Class F2) which is suggested adjacent to the Secondary School fronting the proposed sports pitches.



Community Hubs & Schools

- School Land
- Community Hub
- Sports & Leisure Facility

6.3.5 Public Open Space & Green Infrastructure

The public open space strategy creates a variety of green corridors that respond to the existing features of the site, such as the watercourse corridors to the east, and long distance view corridors to the west. Additionally, landscape buffers are provided to sensitive areas around the edges of the development.

The Masterplan currently shows circa 137.26 Ha of open space, which incorporates a hierarchy of new public spaces, ranging from larger more natural green corridors, formal outdoor spaces (such as the central sports pitches), and informal spaces along the development's periphery, as well as creating a network of pedestrian and cycle routes that traverse all areas of the site.

The development incorporates Sustainable Urban Drainage (SUDs) features within the public open space to offer added benefits such as visual appeal and increased biodiversity, while ensuring water managed is treated in a thoughtful and sustainable way.

The surface water drainage strategy has been integral to the development's overall strategy, providing for the future development and improving existing flooding issues within Diseworth. This strategy emphasises SUDs principles as outlined by the NPPF, which work harmoniously with the site's existing characteristics, such as its topography and existing watercourses. Storm water will be managed using a SuDS management train, ensuring the quality of water discharged from the development is maintained through the proposed detention basins.

While a high-level SuDS strategy is presented within this outline application, it is intended that a network of smaller SuDS devices, including basins, swales, and rain gardens, will be integrated into the residential parcels. This will ensure a comprehensive and fully integrated water management system for the development.



Public Open Space & Green Infrastructure

 Open Space

137.26Ha open space



Accessible and easy to move around

Future detailed application(s) are expected to demonstrate how they align with the National Design Guide advice. The three over-arching topics of the Movement section are;

M1) A connected network of routes for all modes of transport

M2) Active travel

M2) Well-considered parking, services and utility infrastructure for all users

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

6.4 Movement

One of the primary goals of the development is to create a truly accessible environment that caters to all users and encourages active travel. Our strategy aims to positively impact climate change and promote healthy living while fostering an integrated, connected, and socially inclusive society. Attitudes towards mobility are evolving more rapidly now than ever before. This shift is driven by equally swift advancements in technology, which are creating new options and expectations that intertwine liveability, mobility, health, and climate impact, with each element closely connected to the others.

Isley Woodhouse is an opportunity for radical step change in the way people move around, both within the development and across the surrounding area. At the core of this strategy is an aspiration to provide homes for local workers, with the opportunity to commute via active travel. This will reduce in-commuting into the area from further afield. The design of the scheme itself, and connections between the three neighbourhoods, is at a pedestrian scale, and so this local living represents an opportunity to reinforce community spirit and inclusive society.

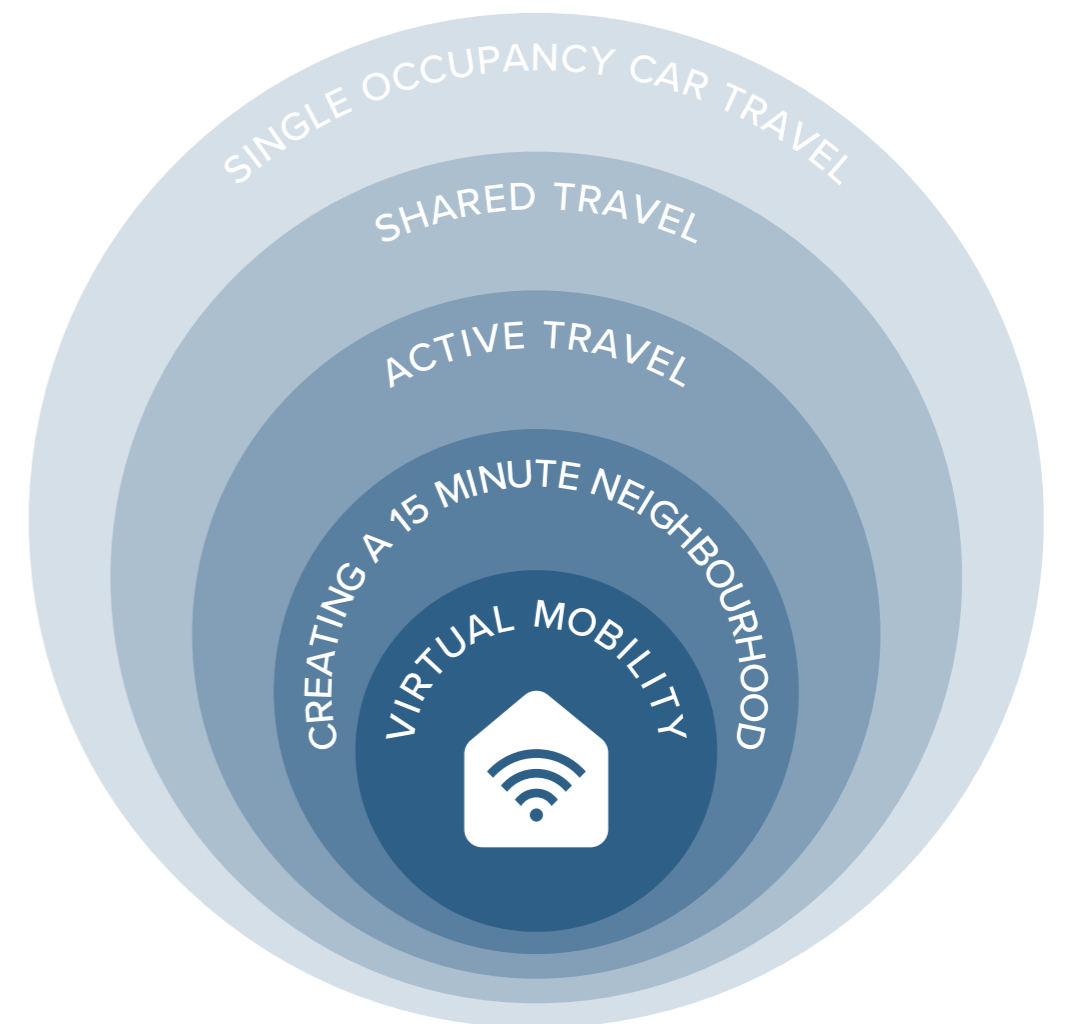
The Framework Travel Plan, submitted alongside this application, suggests a set of proposals to manage travel demand on an ongoing basis. Amongst the measures and commitments are the following:

- The appointment of a Travel Plan Co-ordinator to oversee and manage the Travel Plan;
- Payment of a Travel Plan monitoring fee to allow LCC to assist in the ongoing delivery of the Travel Plan;

- A set of measures to manage travel demand, including travel packs for occupiers and taster bus tickets or other travel vouchers; and
- A set of initial targets and demand forecasts, alongside a monitoring regime to allow feedback and allow the Travel Plan to be a live document that plans and reacts to changing circumstances.

For travel within and beyond the vicinity of the local area, the design, availability, and convenience of choice and behavioural influences are aligned in an order of priority including:

- Virtual Mobility;
- Creating a 15-minute neighbourhood;
- Active Travel;
- Shared Travel; and
- Single Occupancy Car Travel.



6.4.1 Virtual Mobility

The internet is changing mobility patterns and this trend has increased significantly since 2020. Social media is increasingly used for communication and the internet for shopping, research and home or hub working, extending ones reach beyond their home. It is mobility without travel.

To achieve virtual mobility high-quality fibre broadband connectivity should be provided serving all homes, employment/commercial areas, and community buildings. In addition, the consequences of virtual mobility, such as deliveries, can be improved through incorporating delivery consolidation centres within each of the Community Hubs, enabling either personal pick up by foot or cycle, which is good for community integration, or in the future, efficient last mile of travel techniques such as automated vehicles (e.g. ground drones), or bike courier.



6.4.2 Creating a 15-Minute Neighbourhood

Our design proposals focus on creating walkable 15-minute neighbourhoods. The vision for Isley Woodhouse wholeheartedly adopts this idea, providing everyday amenities within each neighbourhood and the settlement as a whole. These will be conveniently located, well-connected, and accessible to everyone.



6.4 Movement ^{CTD}

6.4.3 Active Travel

The masterplan has been designed to promote active travel with direct access to the mixed-use hubs and key facilities by foot, bike, or scooter within Isley Woodhouse.

This approach will make walking and cycling the default choice of travel for most residents and visitors, and make choosing to use a private car both unnecessary and less attractive.

Where streets area designed to be more than 20mph the cycleway/ footway will be segregated to create a safe environment for pedestrians and cyclists.

Active Travel extends beyond the site with the proposals linking into an improved airport trail and potential to connect into the adjacent Sustrans routes.



6.4.4 Shared Travel

Contemporary shared travel includes ride-share apps, and establishing networks for private shared transport, which could be managed by a community team and adapt as the development expands.

There's also potential for the development to incorporate a demand-responsive transport (DRT) service – this could be a new service or extend existing ones to include the site (such as Nottsbus Connect). At a minimum, during the initial phases of the development, a DRT service providing connectivity to schools would be beneficial before a long-term service is established.

The size of the site is adequate enough to attract and enhance provision of fixed-route bus services, providing further advantages for the surrounding villages, as well as increasing the appeal of shared travel for residents and visitors of Isley Woodhouse.

Furthermore, following the Design Review, the Design Team have investigated how the Nottingham Express Transit (NET) could be extended towards the development. The most likely location for this would be to terminate at East Midlands Airport – this is in close proximity to the site (circa 5-minute cycling time) which would provide easy access to the NET network.





6.4.5 Shaping Travel Habits

A crucial factor in creating a truly accessible development and encouraging a shift to sustainable travel is to make those options the most convenient and direct. This involves integrating primary and secondary mobility hubs throughout the development. A mobility hub is a place which clusters modes of transport and other facilities in a central location for ease of use by residents, employees and visitors.

The location, size and facilities is subject to further discussion, but they should be located at the intersection of key movement corridors to generate activity in the public realm throughout the day while supporting sustainable and healthy travel choices, along key desire lines. The hubs should be signposted and actively managed to ensure residents have easy access to a variety of active and sustainable travel options.

The Mobility Hubs should incorporate the following key principles:

- **Early Implementation:** Establish a hub (initially perhaps a temporary facility) for the first residents moving in, serving as a gateway for visitors;
- **Cycle Hire:** Access to a pay to cycle scheme either for the site;
- **Cycle Parking:** Provide accessible cycle parking in front of the hub during operational hours, enabling people to switch to other shared transport options for onward journeys;

- **Secure Storage:** Offer internal storage for hire bicycles, electric bikes, standard cycles, electric scooters, and cargo bikes, ensuring high security for overnight storage;
- **Parcel Logistics:** Include storage for parcel deliveries, along with convenient drop-off/loading facilities for delivery vehicles;
- **Comprehensive Information:** Provide information on the site-wide Travel Plan, Demand Responsive Transport (DRT), local walking and cycling routes, car club operations, and car-sharing schemes;
- **Central Primary Hub:** Position the primary hub at the heart of the site, adjacent to the local centre, as part of a broader transport interchange (e.g., a bus interchange and mobility hub); and
- **Neighbourhood Secondary Hubs:** Locate unstaffed secondary hubs alongside neighbourhood centres, which could include cycle hire.

In addition to this, a Travel Plan Co-ordinator will be funded by Harworth Group to assist in shaping future travel habits across the scheme, including promoting walking, cycling and public transport use - see the Framework Travel Plan for further details.

6.4 Movement ^{CTD}

6.4.6 Access Strategy

Vehicular access to the proposed development will be provided via four new access points and a realignment of the A453 to ensure the site integrates with the existing road network.

They provide access from the north and west into the site and are indicated on the accompanying plan.

REALIGNED A453:

The A453 will be realigned along the edge of the development, connecting access points 03 and 04. This removes sharp corners, such as the left hand turn on to Moor Lane to access the M42, from the existing route, providing a direct and safe realignment of the A453, which is designed to modern standards. Part of the existing A453 will be re-purposed as a bus only route/cycle connection.

6.4.7 Off-site Highway Mitigation

Any off-site highway mitigation required to facilitate the development is covered within the Transport Assessment.



ACCESS 01:

A new signal controlled T-junction onto the A453 in the north-eastern corner of the site.



ACCESS 02:

Access via a fourth arm on the existing A453 'Walton Hill' signal controlled junction.



ACCESS 03:

Proposed four-arm site access roundabout onto the realigned A453.



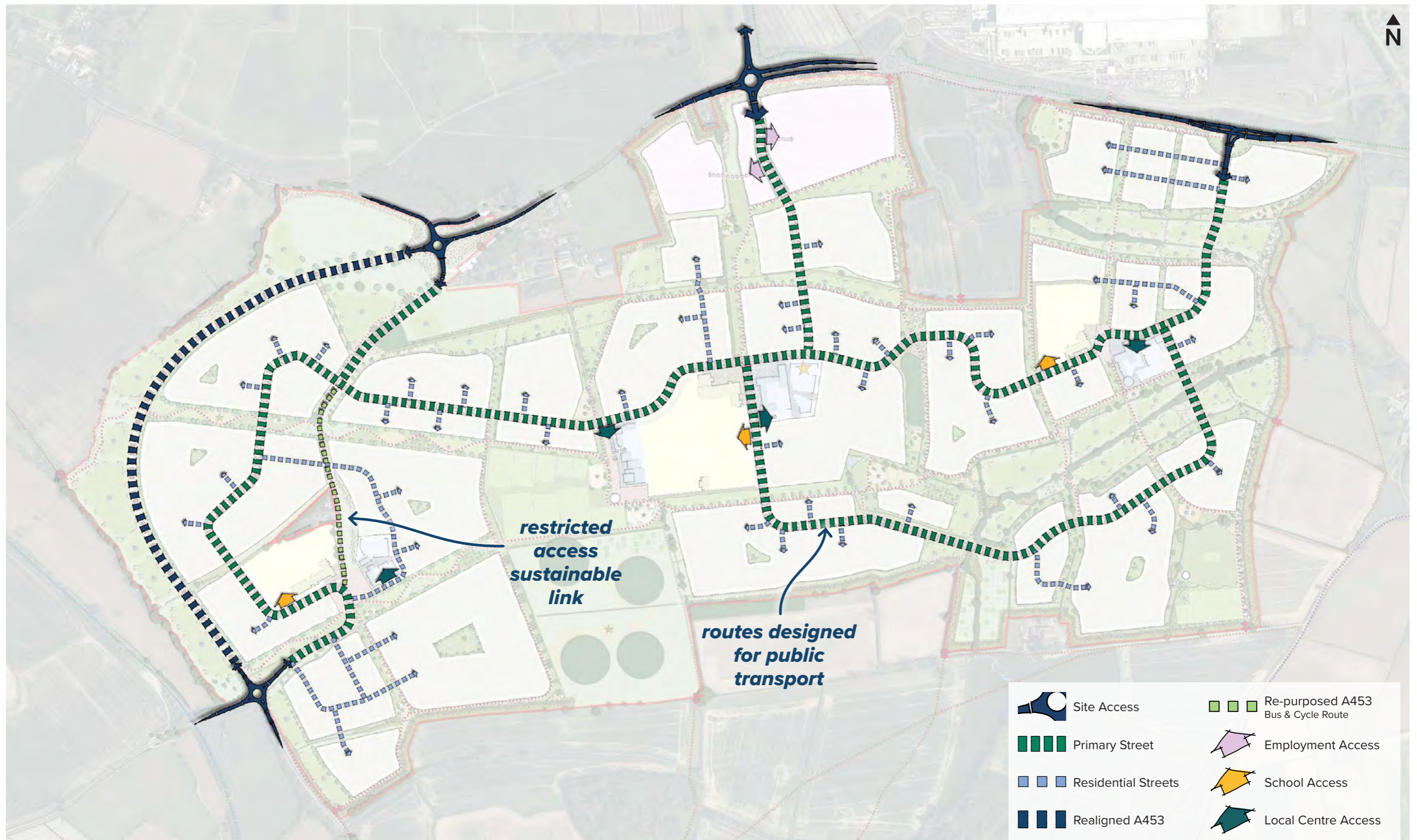
ACCESS 04:

Proposed four-arm site access roundabout onto the realigned A453.

Access Strategy



Street Hierarchy



6.4 Movement ^{CTD}

A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.

Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The Masterplan encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach, in order to create high-quality places for all users, ages and abilities.

Incorporating nature, particularly tree planting, within the streets is a key principle in the design of new developments. Tree-lined streets has been given a priority in the latest edition of the NPPF, stating that:

“ Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users. ”

(Para 136, NPPF 2024)

The development and internal road network will be designed to encourage low vehicular speeds (circa 20mph) and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.

The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside

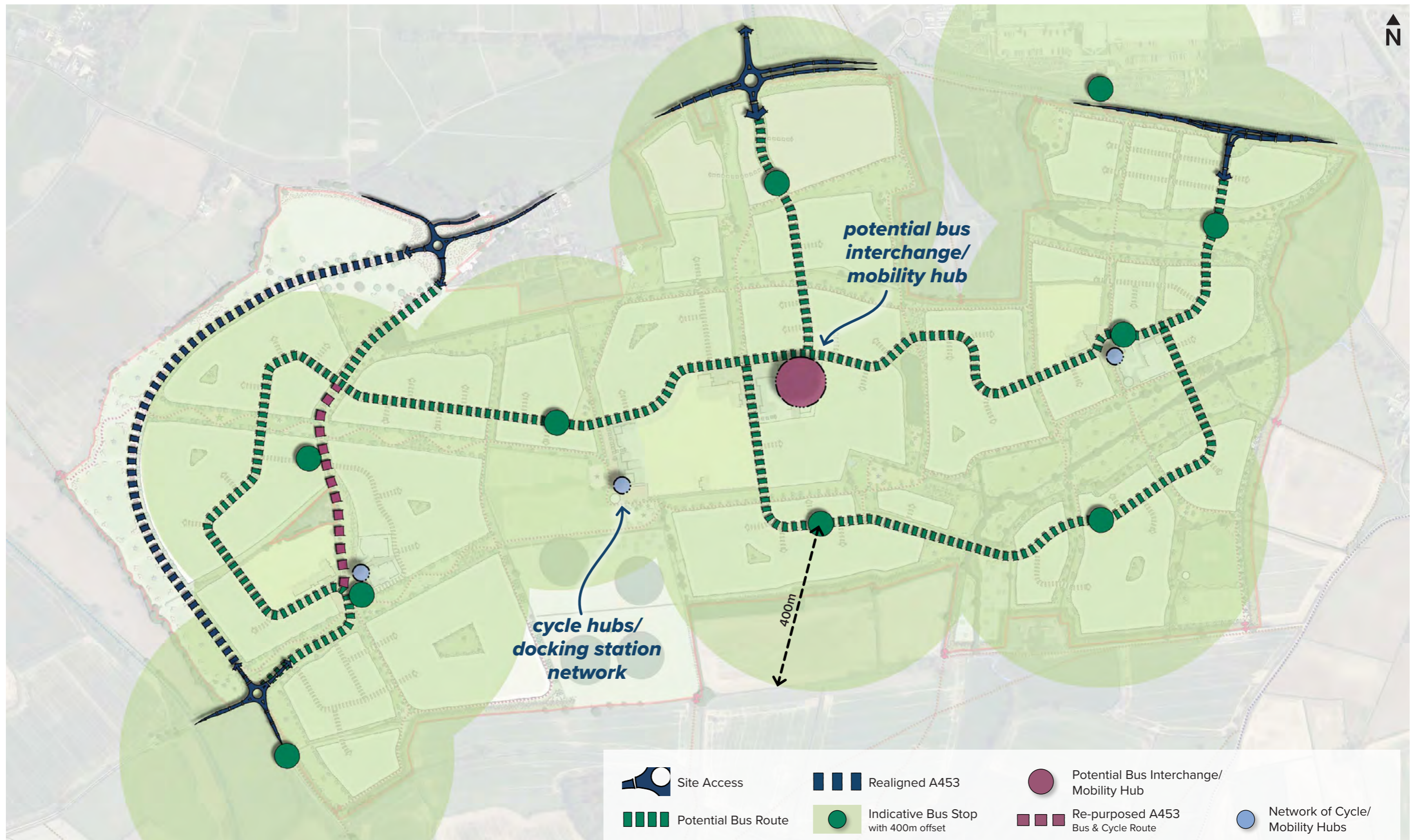
its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.

Inside the site, the Primary Street will be the highest category street, providing the principal vehicular access route through the residential development areas, linking all four access points. A southern loop will branch south from the centre of the site, turning east-west and then connecting back north where it meets the Diseworth Valley.

This street alignment ensures connections to each of the Community Hubs, including the Secondary and Primary Schools, whilst ensuring all homes are within a 400-metre walking distance of the proposed route, to facilitate a future bus service.

Residential and Local Streets will provide access within the residential areas, with street design incorporating passive traffic calming measures. The detailed layout of these streets will be submitted as part of future Reserved Matters Applications.

Public Transport Plan



6.4 Movement ^{CTD}

6.4.8 Public Transport

The Illustrative Masterplan, and in particular the alignment of the proposed Primary Street, has been designed to accommodate a future bus service – this could take the form of a new service, extensions of existing services, or a DRT service, but will crucially be able to provide sustainable transport between the dwellings and the surrounding network, such as the surrounding employment sites.

The objective of the bus strategy is to provide a competitive advantage for the bus routes within the development over the use of a private car. This includes utilising a section of the existing A453 as a bus only route, where the Primary Street takes a more circuitous route.

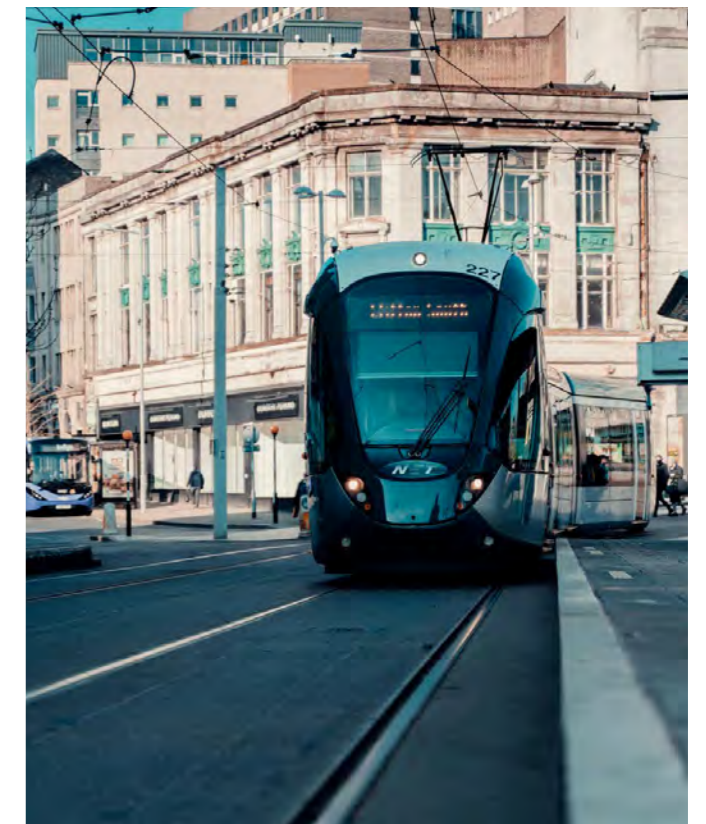
Bus stops will be provided within 400m of all homes. The locations of the bus stops will come forward as part of future planning phases, however they have indicatively been shown on the adjacent plan, centred around the Community Hubs, at the heart of the residential parcels or adjacent to key movement corridors.

During the Design Review the potential for the site to accommodate a future tram route was discussed. It is expected that if the tram was extended towards the site, it will likely terminate south of East Midlands Airport. This is well connected to the site and circa 5-minutes cycle time from the centre of the development. There would be the potential to accommodate a bus connection to this terminus from the site providing easy access to the NET network. If it is deemed viable and practical to expend the NET route into the site, the development can accommodate such proposals. The route has been illustratively shown on the adjacent diagram.






As part of the strategies set out in the Framework Travel Plan to promote sustainable movement, the Travel Plan co-ordinator will oversee and manage the Travel Plan for the development and providing travel packs to future residents, which will include taster bus tickets and other travel vouchers.

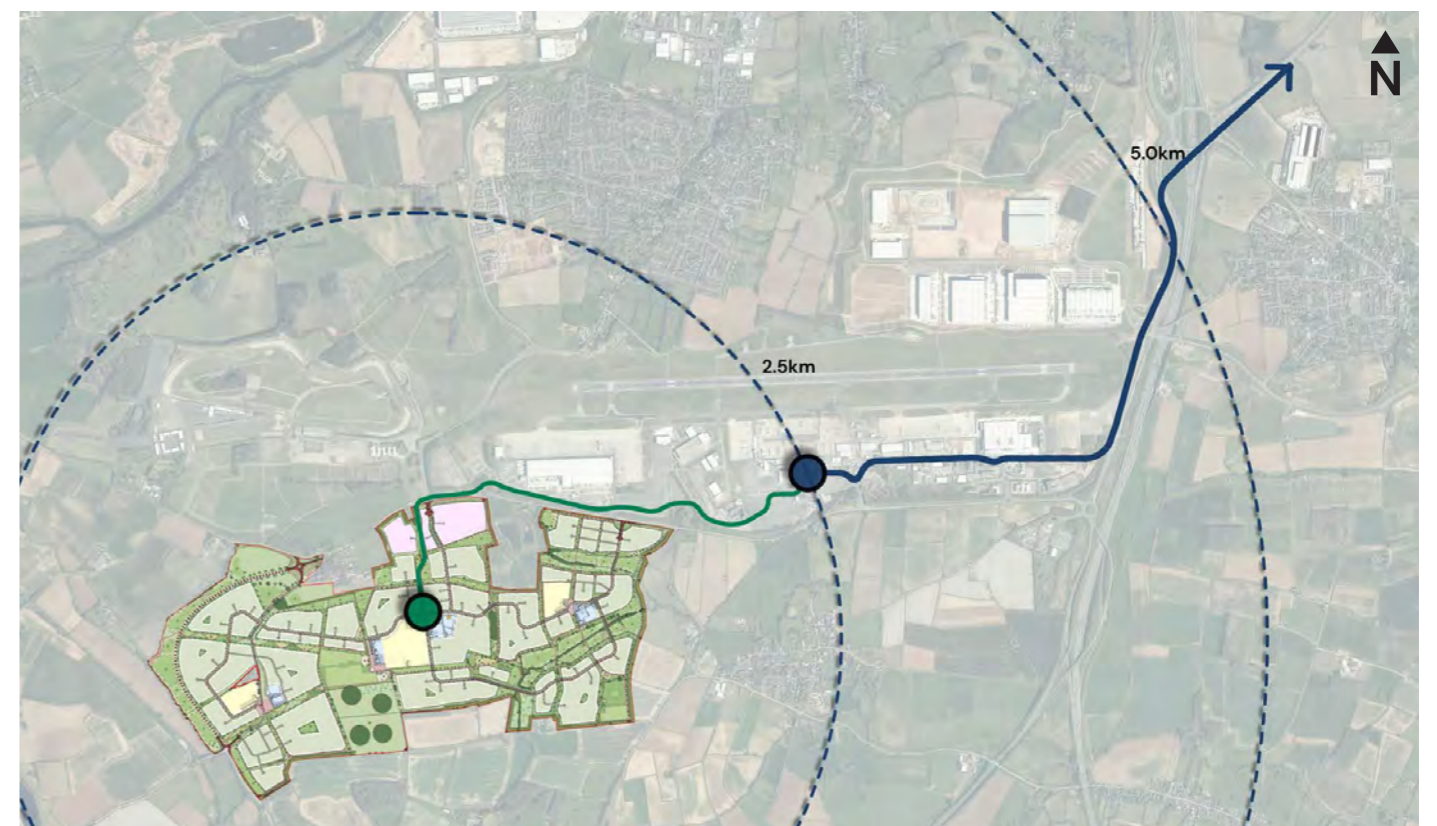


Well-located, covered bus stops with live signage



NET extension options considered to accompany the HS2 station at Toton

-  Potential Tram Stop Location (delivered by others)
-  NET Extension Option
-  Tram Stop/ Movement Interchange
-  Site Connectivity (future tram route or bus corridor)
-  2.5km Isochrones



6.4 Movement ^{CTD}

6.4.9 Street Typologies

Variation in the street types aids in the creation of a legible and permeable development, while also providing for and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections. Throughout the evolution of the proposals for Isley Woodhouse, the design team has liaised directly with Leicestershire County Council highways.

In August 2023, an initial presentation on the overall highway strategy was presented, which included our initial ideas for the street typologies, incorporating the latest design guidance, such as street trees and LTN 1/20. Since then, the Leicestershire Highway Design Guide has been released, which is broadly in line with our initial thoughts.

The street designs have continued to be refined to take this latest guidance into account, while ensuring the proposed streets effectively meet the site's objectives, including promoting active travel. We hope they will serve as an exemplary model for the region and nationally, once completed.

With the exception of private driveways, it is intended that the roads will be adopted by the local authority. Therefore, they have been designed to adoptable standards, while also aiming to enhance the development's character and encourage a shift towards more sustainable modes of transport.

It is expected that during the Design Code stage, further thought is given to the street typologies and how they can vary (through form, materials and landscaping) to emphasise the different neighbourhoods and character areas.

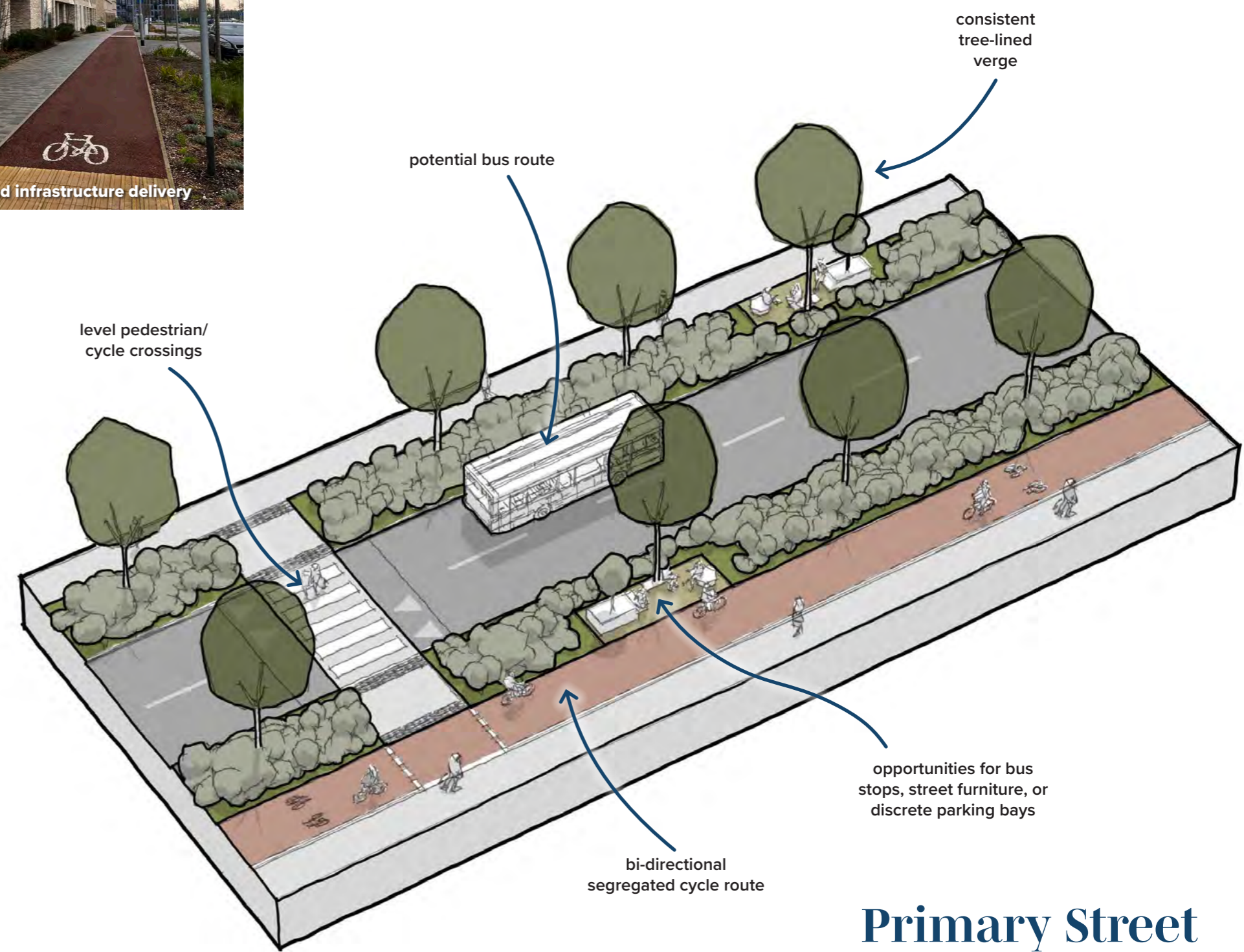


PRIMARY STREET

The Primary Street will be the highest category street through the development, connecting the four access points and creating a loop that connects the south-eastern development parcels. It is envisaged that this street will be delivered by the Master Developer. The Primary Street will include:

- A carriageway of up to 6.75m allowing it to serve all the different uses throughout the development and accommodate a future bus service;
- A 3m landscape verge on both sides of the street – this will accommodate more significant scale trees, signifying the higher order street, and accommodate on-street parking, street furniture, bus stops, and SUDs, as required;
- 2.0m footpaths on both sides of the street;
- A 3m, bi-directional segregated cycle route. Although subject to detailed design, the sustainable movement plan indicates the orientation of the cycle route, proposing that it is on the same side of the street as the Community Hubs and directly responds to existing connections and/or desire lines at the site access points. Where the cycle route is required to change sides of the street, this is suggested to take place within key areas of public realm, which promote pedestrian and cycle priority. A 0.25m separation should be provided between the cycleway and footpath;

- Pedestrian and cycles crossings should have priority at all junctions, subject to highways adoption;
- Where pedestrian/ cycle movement corridors through public open space intersect with the Primary Street, or it runs adjacent to key spaces, additional highways features, changes in geometry and surface materials are encouraged;
- It is envisaged that there will be no direct private driveway access to the Primary Street, ensuring that the tree planting can be evenly spaced and the cycle route is continuous (without being interrupted by individual driveways);
- No other street typologies can run parallel immediately adjacent to the Primary Street – all individual private dwellings must be served from the rear along this key movement corridor;
- Dwelling typologies and parking need to be considered – this could include the use of well-designed parking courtyards; and
- The more urban and formal character of the street will contrast with other areas of the development, such as softer edges adjacent to Tonge and Diseworth.



Primary Street

Illustrative Sketch Vignette

6.4 Movement ^{CTD}

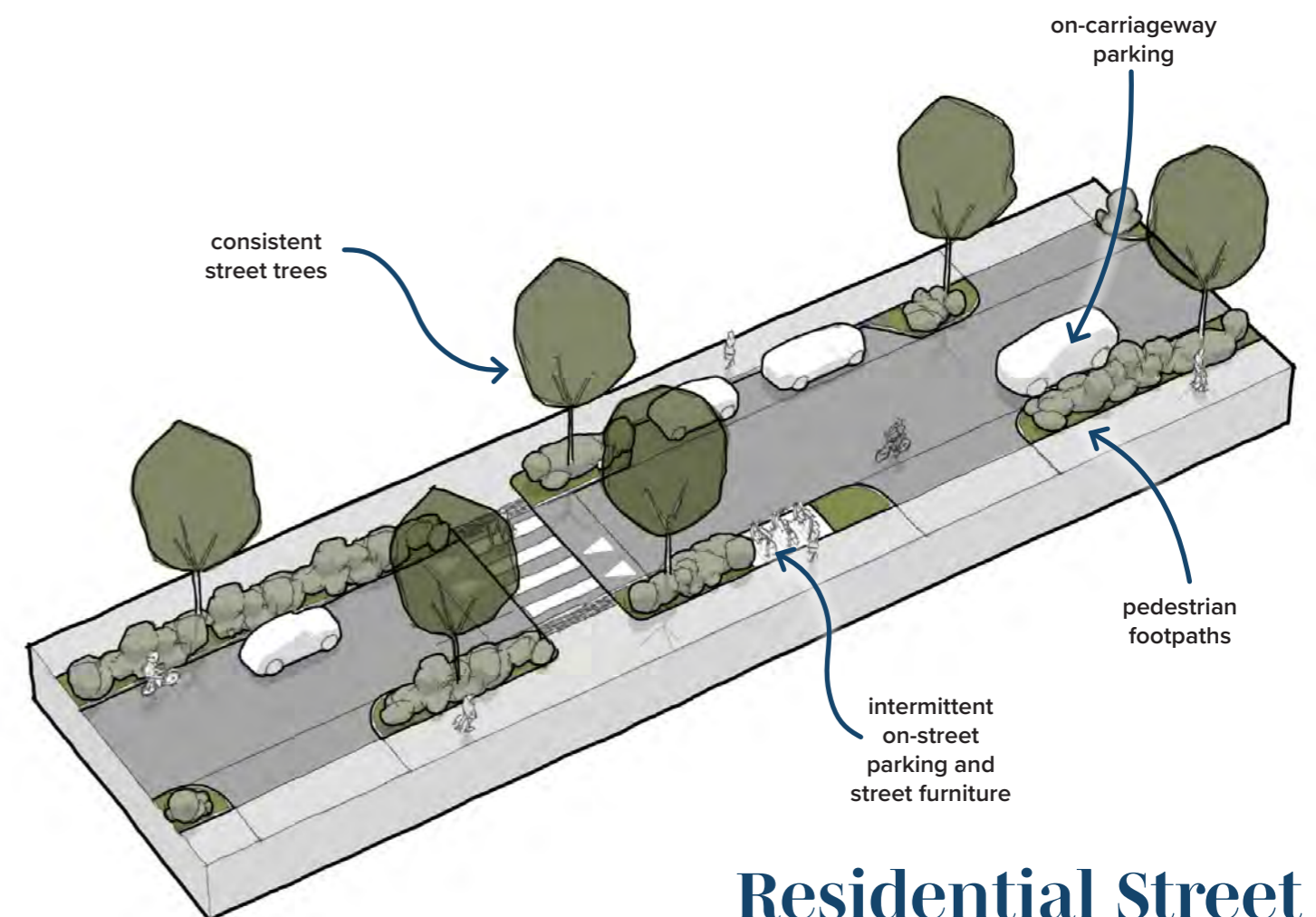
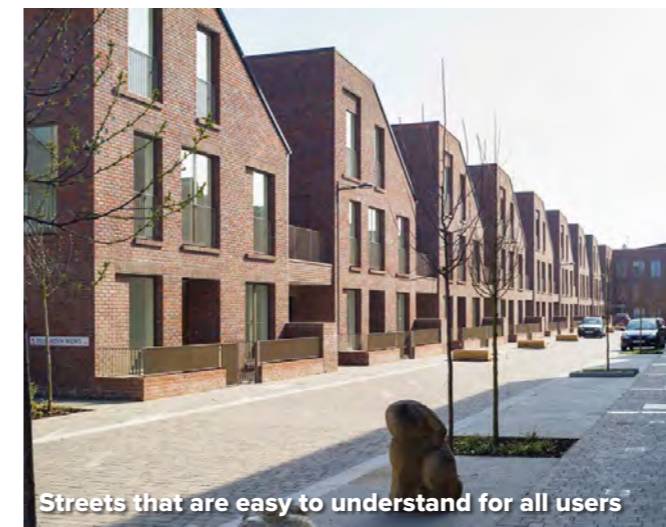
6.4.9 Street Typologies ^{CTD}

RESIDENTIAL STREETS

Residential Streets provide access to the individual development parcels and are likely to be delivered by the individual developers as the site is built out. The streets will include:

- Both a movement and a place function, providing access to the proposed dwellings whilst building community through providing a space for people to interact and socialise;
- Designed to a maximum 20mph speed;
- A maximum carriageway width of 5.5m;

- Accommodate a variety of travel modes including pedestrians and cycles. Footpaths will be provided on both sides of the street and it is envisaged that cycling will be on carriageway due to the design speed of the streets; and
- It is expected that a 2.0m landscaped verge be included on both sides of the street to provide space for street trees, parking, and biodiversity enhancement. On one side of the street, this should be continuous (apart from private driveways) to provide consistent street trees, on the opposite side the street trees can be more intermittent to allow space for visitor parking and street furniture.



Residential Street

Illustrative Sketch Vignette

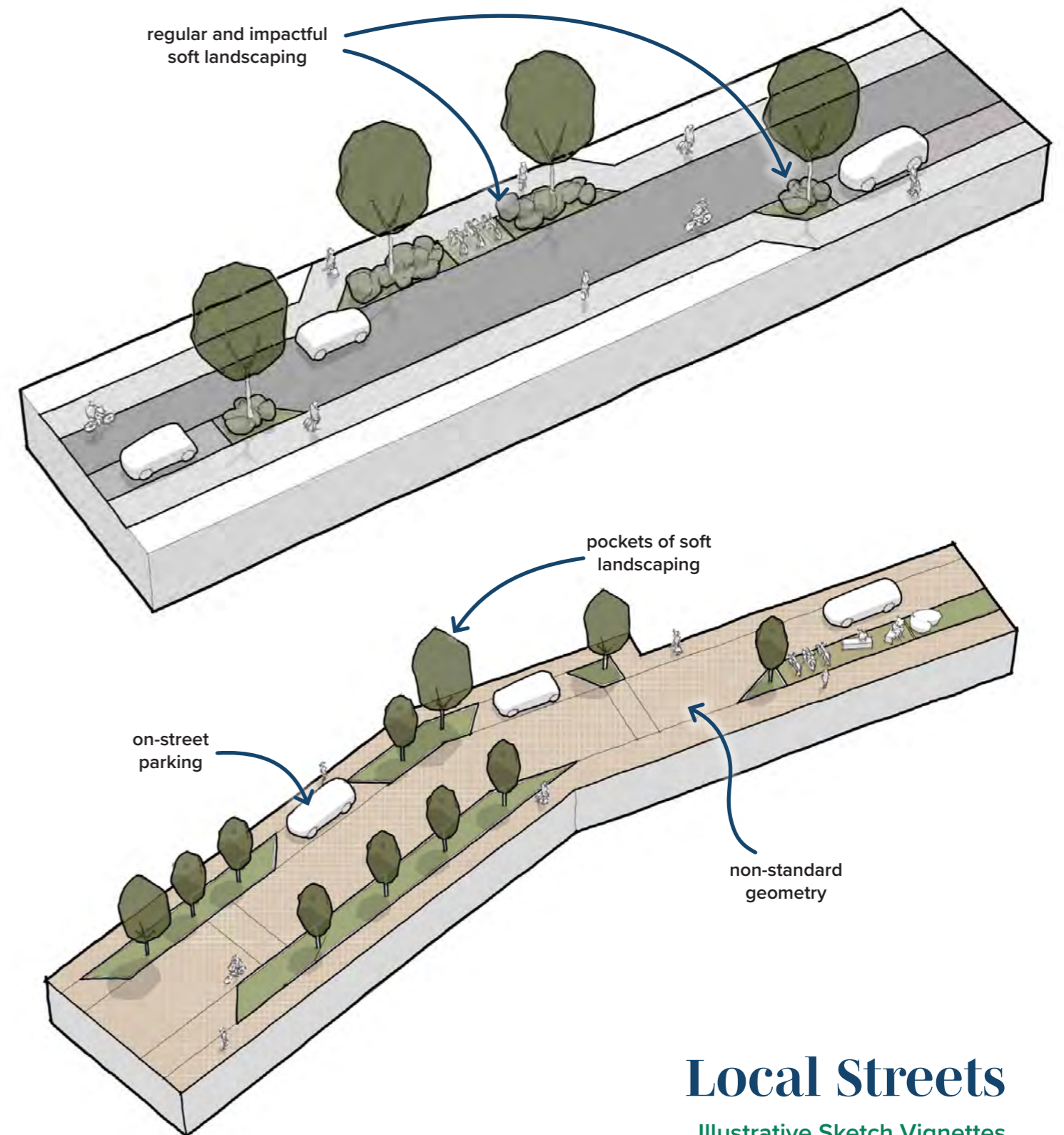
LOCAL STREETS

Local streets will typically serve up to 50 dwellings and therefore should have a much smaller scale than the two higher order street typologies. These will include:

- A 4.8m carriageway with 2m footpaths either side; and
- It's crucial to ensure that soft landscaping is still incorporated into these streets, therefore pockets of trees should be included with the street scene every 40m as a minimum (does not include planting within front gardens).

In addition to the standard approach on the adjacent diagram, there is the potential for the Local Streets to take the form of a shared surface. This will include:

- An overall corridor of 7.5m consisting of a 4.8m carriageway and 1.35m service strips either side;
- To ensure these streets do not become dominated by cars, its crucial that visitor parking is included and alongside private parking, they are clearly demarcated within the street scene through a contrasting material and/or edge material;
- Additionally, the use of different materials and soft landscaping should also be incorporated into these streets – this can be used to break up parking or creating localised narrowing; and
- The geometry of these streets should follow the built form and not be led by standard highway design geometry (see examples, subject to tracking).



Expressive, attractive landscaping



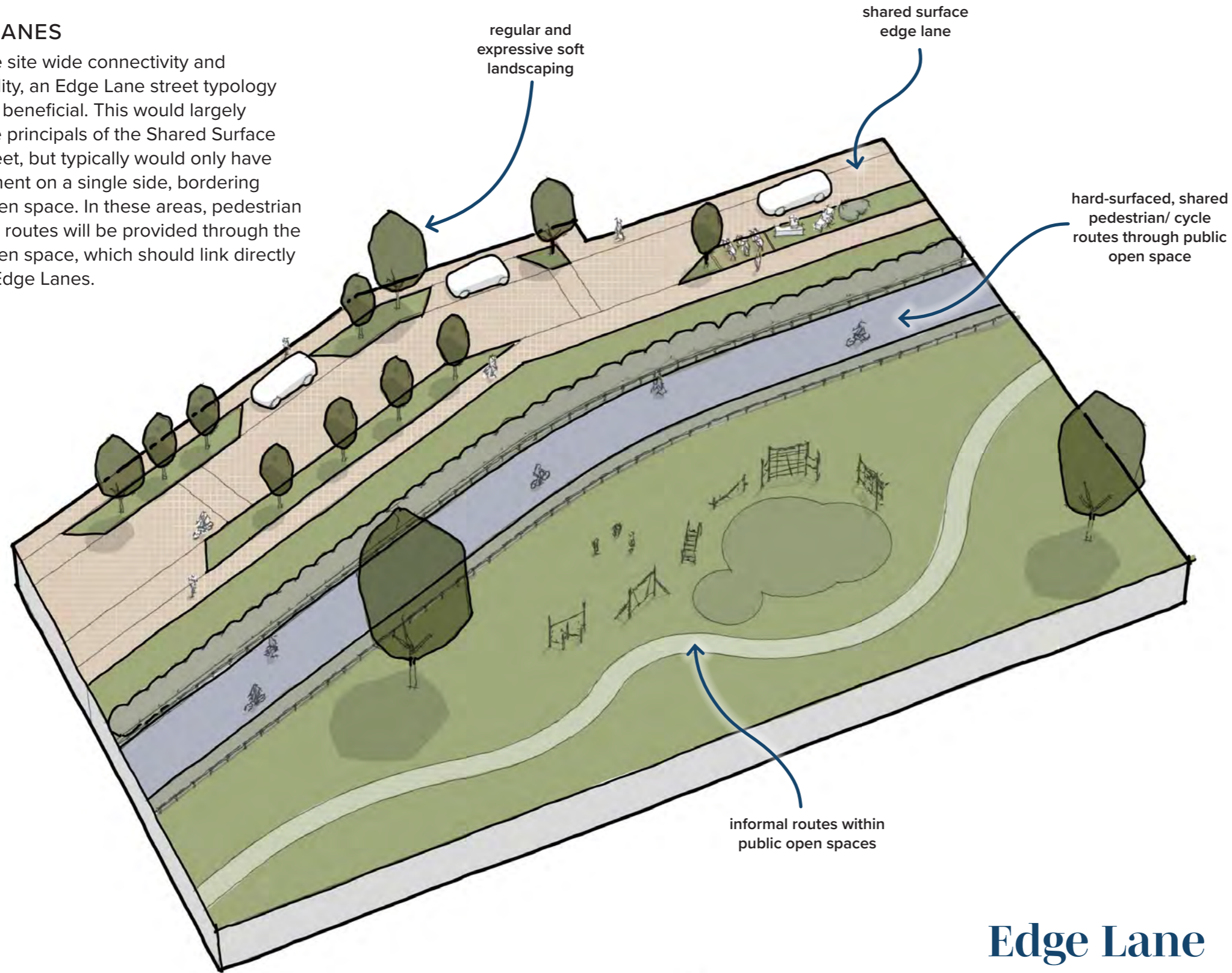
Streets as key spaces within development areas

Local Streets
Illustrative Sketch Vignettes

6.4 Movement ^{CTD}

EDGE LANES

To ensure site wide connectivity and accessibility, an Edge Lane street typology would be beneficial. This would largely follow the principals of the Shared Surface Local Street, but typically would only have development on a single side, bordering public open space. In these areas, pedestrian and cycle routes will be provided through the public open space, which should link directly with the Edge Lanes.



Safe routes for year-round use



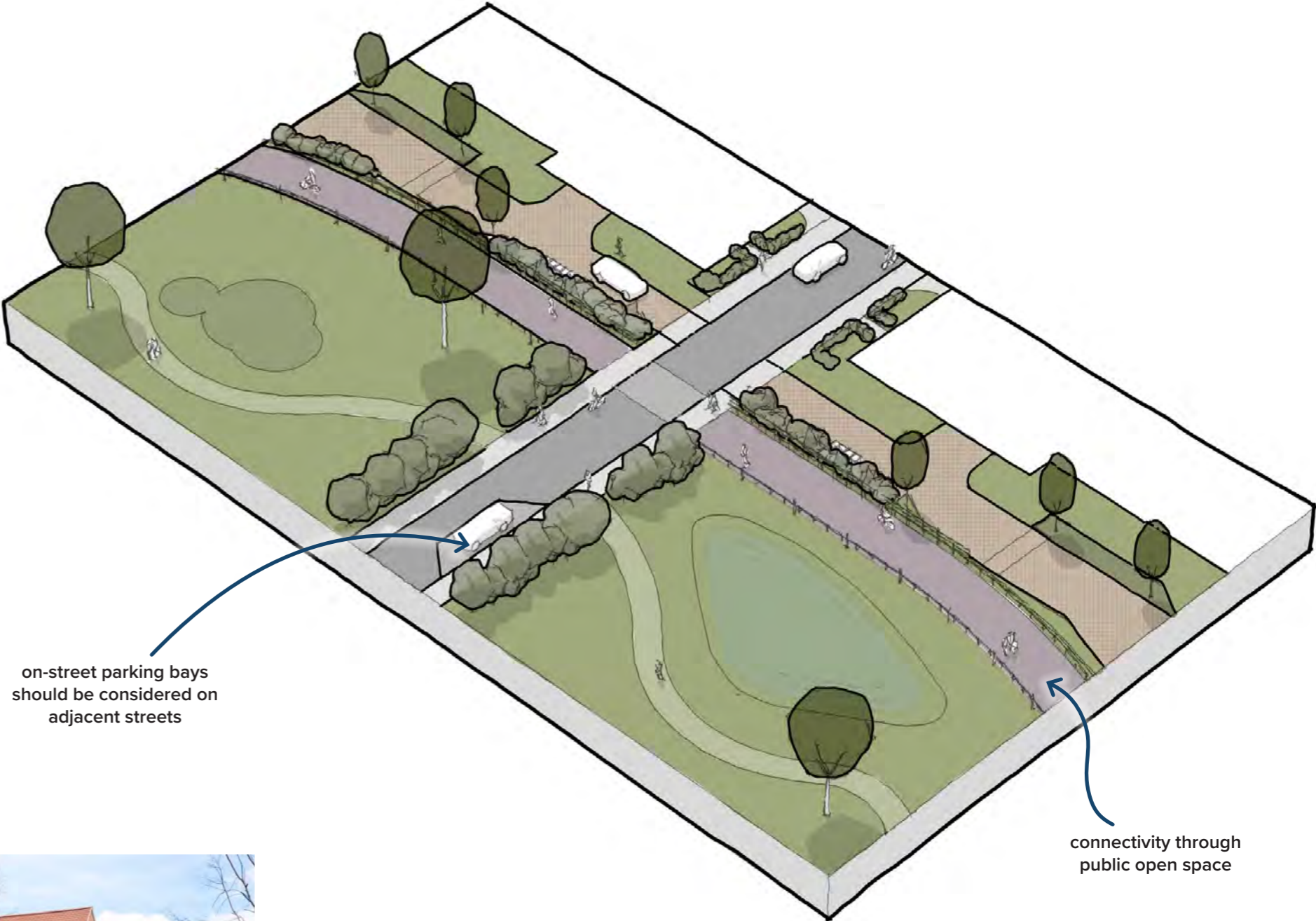
Local streets designed for low vehicle numbers

Edge Lane
Illustrative Sketch Vignette

SHARED PRIVATE DRIVES

Shared private drives will represent the lowest category of street within the development, typically exhibiting the most informal character. While their precise locations are not shown on the Illustrative Masterplan, as this is subject to detailed design, it is anticipated they will predominantly be situated around the development's periphery. Where possible, the shared private drives should be connected to allow refuse vehicles to remain in forward gear, if access is required.

To ensure connectivity is maintained and modal shift is encouraged, pedestrian and cycle routes should be provided adjacent to these shared private drives. In these instances, the routes will be located within the public open space and likely maintained by a management company.



on-street parking bays should be considered on adjacent streets

connectivity through public open space



Creating well-lit and surveyed spaces

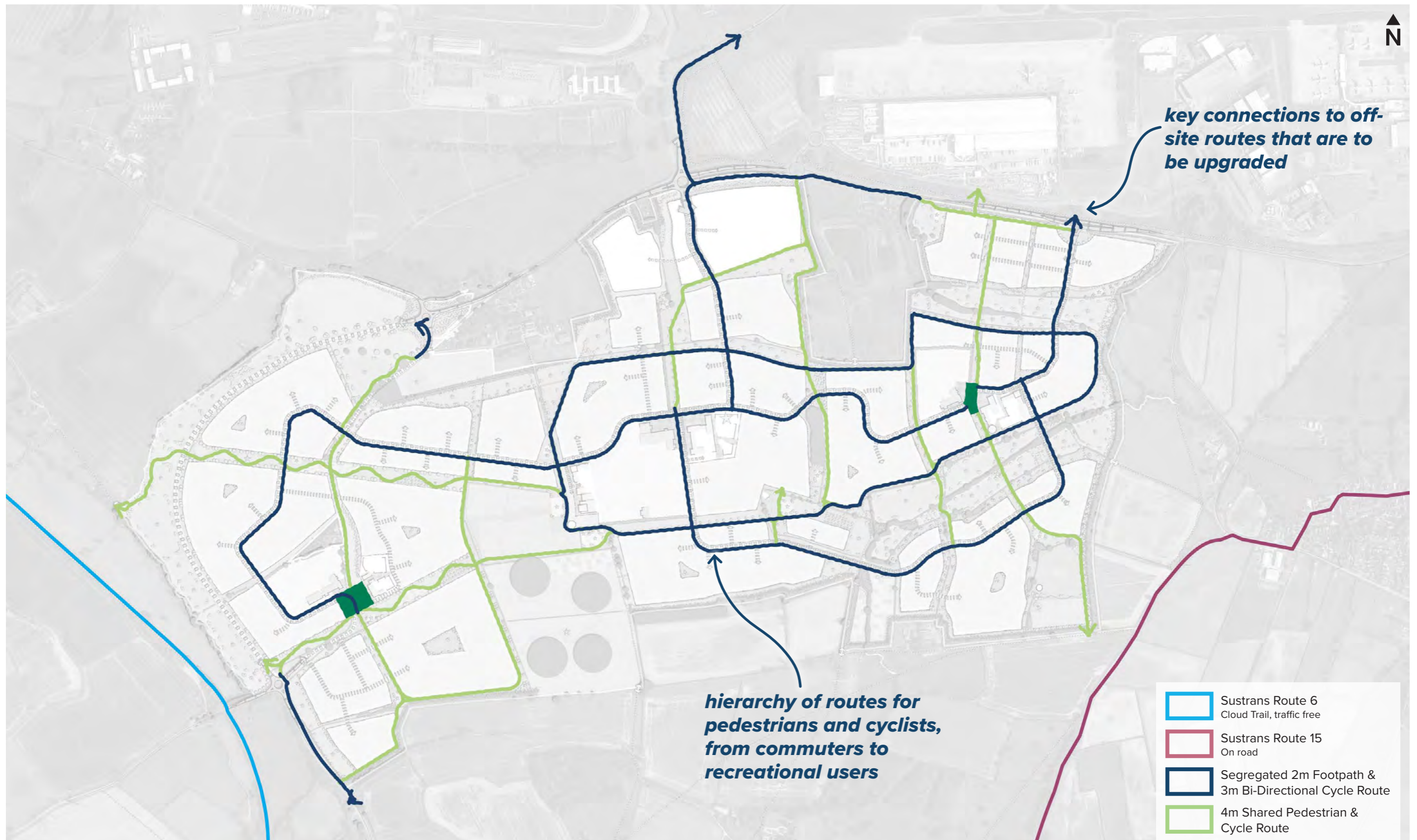


Streets integrated with wider ped/cycle connections

Shared Private Drives

Illustrative Sketch Vignette

Sustainable Connectivity



6.4 Movement ^{CTD}

6.4.10 Active Travel

Active travel typically means walking, wheeling or cycling. A permeable network of walking and cycling routes will promote active travel, encouraging a healthier and more environmentally friendly lifestyle with the additional benefits of greater social interaction and connectivity with nature, alongside assisting the reduction of carbon emissions.

A network of dedicated active travel routes permeates the development and creates direct links between the Community Hubs, offering the quickest and most direct way to get around the development and access all key destinations. Trips within the development will be quicker and more pleasant than taking a private car, making walking, cycling or taking the bus by far the most appealing choice.

PRIMARY ACTIVE ROUTES

A hierarchy of active travel routes is proposed, with primary active travel routes being those which link key destinations most directly. These routes provide a robust network of on and off street cycle and footways. Highlighted in blue on the adjacent plan, segregated 2.0m footpaths and a bi-directional 3.0m cycle route will be provided along the Primary Street. In addition to this 4.0m shared pedestrian/ cycle routes shown in green are provided through public open space around the edges of the development and through key green corridors, responding to existing and future desire lines.

SECONDARY ACTIVE ROUTES

Secondary active travel routes will be 2.0m wide and provide additional pedestrian connections and leisure routes through less trafficked parts of the development.

Together, the Primary and Secondary Active Routes provide a complete network of pedestrian and cycle connectivity across the development. It is envisaged that other routes may be required in response to the detailed design of the parcels, but this will likely be in the form of additional Secondary Active Routes, responding to specific design issues, or lower category leisure routes through public open space.

Key principles for walking and cycling include:

- Routes to be direct, allowing people to reach their destination in the most direct way;
- Routes to be safe, by being adequately lit and overlooked, being designed to cater for different abilities and to manage any potential conflict with other users;
- Routes to be legible, through a careful selection of materials, provision of adequate wayfinding, and a well-defined landscape; and
- Routes to be attractive, encountering places of interest along the journey, capturing local and long distance views where possible.

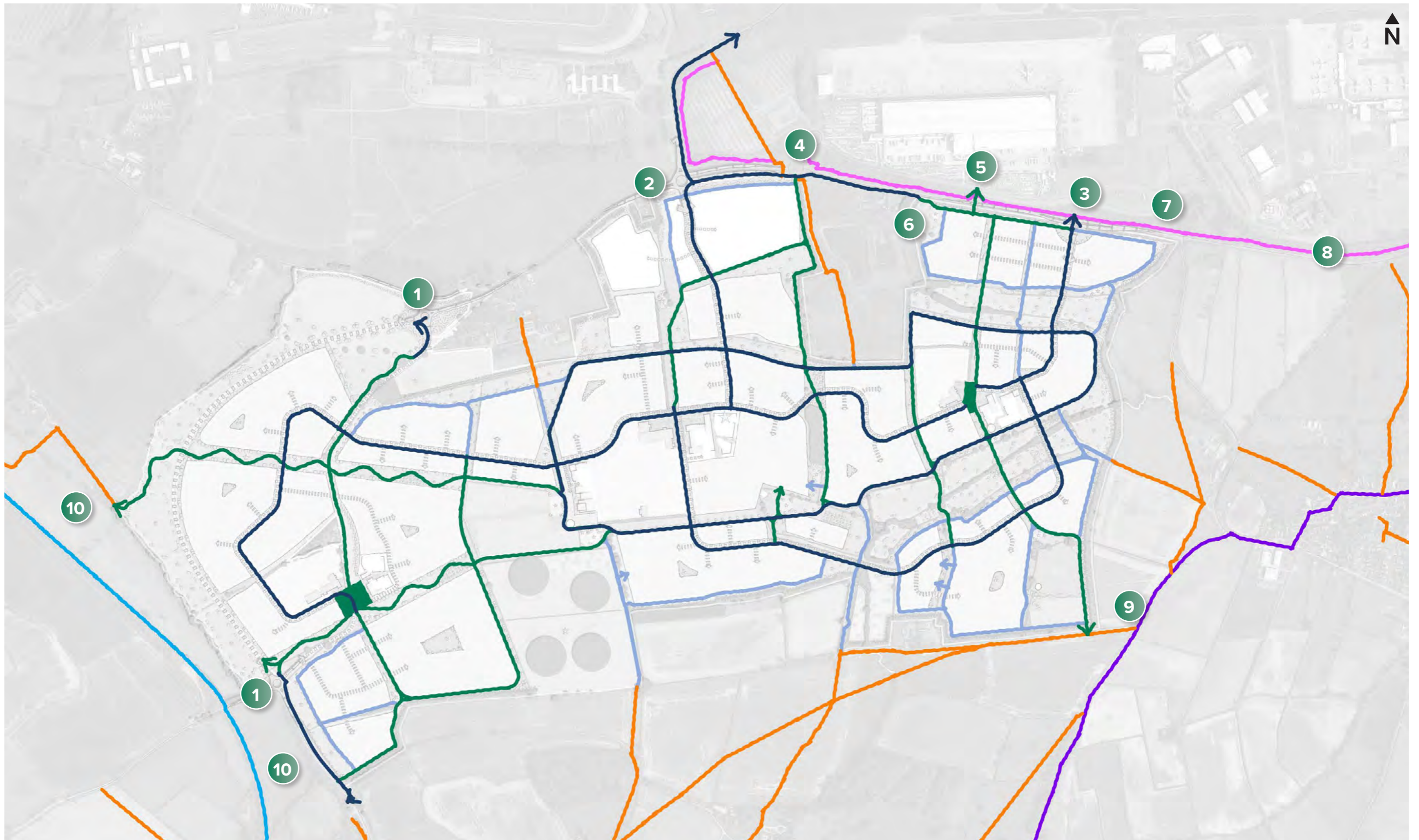


Pedestrian/ cycle routes to be attractive infrastructure



Clearly marked routes that give sustainable transport modes priority

Pedestrian & Cycle Connectivity



6.4 Movement ^{CTD}

Alongside this overarching strategy, there are more detailed proposals included within the masterplan, responding to the specific needs to the site.

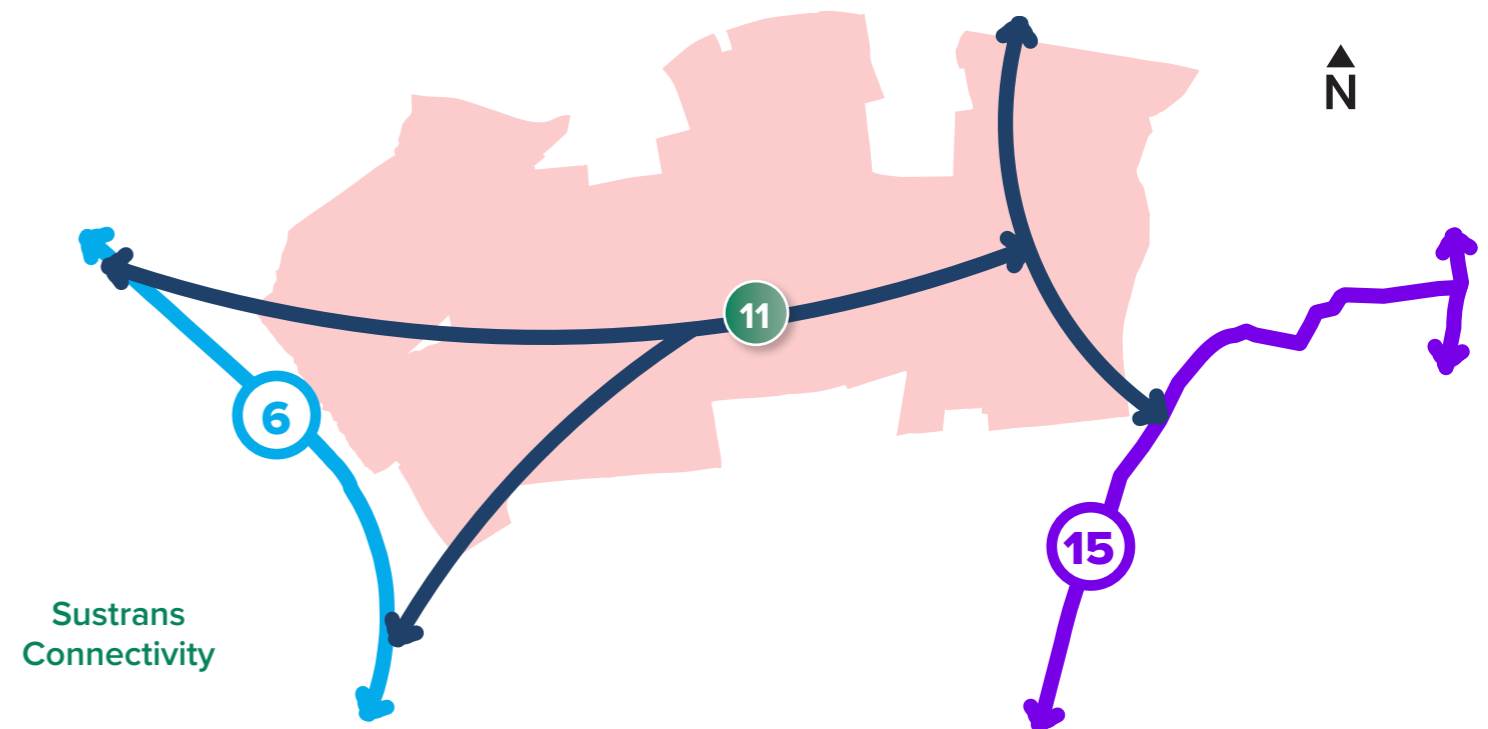
This includes:

- Segregated footways and cycleways on the site access roads on the approaches to the A453/ access junctions;
- Crossing points at the north-western and south-western A453/access roundabouts comprising of dropped kerbs and tactile paving ①;
- Signal controlled pedestrian and cycle crossings across the A453 at the A453/ central access roundabout ②;
- To the north of the central access roundabout a bi-directional cycle track and segregated footway on the eastern side of the Airport Perimeter Road;

- Signal controlled pedestrian and cycle crossings of the A453 at the A453/eastern access junction ③;
- A Toucan crossing to the west of the A453/ DHL roundabout ④;
- A Toucan crossing to the west of the proposed eastern site access junction to provide a connection to the airport highway network and bus stops ⑤;
- Footway/cycleway provisions along the A453 between the central and eastern application site access junctions ⑥;
- To the east of the eastern application site access junction a bi-directional cycle track with segregated footway on the northern side of the A453 to provide a connection to the airport, Pegasus Business Park and the EMG and EMG2 employment developments ⑦;
- The access points to the north provide direct access to the airport trail, which runs around the perimeter of East Midlands Airport. In the west, the airport trails uses the shared footway/ cycleway alongside the Airport Perimeter Road, however most of the trail is on unmetalled paths. It is proposed that the existing Airport Trail is upgraded to provide a bi-directional cycle route with a segregated footway which is separated from the A453 by planting ⑧;

- The site should also connect the two adjacent National Cycle routes (Route 15 that runs through Diseworth and Route 6 – the Cloud Trail Greenway). Along the eastern boundary, two connection points are provided utilising the existing Public Rights of Way ⑨. To the west the nearest points of access to the Cloud Trail Greenway from the site are at Wilson and Tonge. Alongside Sustrans, the Design Team continues to investigate how the connections to this route can be improved ⑩; and
- Within the site east-west cycle routes provide a direct link between the two National Cycle Routes – these links should be clearly delineated from the other cycle infrastructure through wayfinding, naming and surface material (e.g. named and sign-posted as the blue route and surfaced with blue tinted tarmac) ⑪.

- Public Right of Way
Varying quality and surface finish
- Sustrans Route 6
Cloud Trail, traffic free
- Sustrans Route 15
On road
- Segregated 2m Footpath &
3m Bi-Directional Cycle Route
- 4m Shared Pedestrian &
Cycle Route
- Pedestrian Routes
- Permissive Routes Airport Trail -
EMA, East Midlands Gateway - SEGRO)



Public Rights of Way Strategy



6.4 Movement ^{CTD}

6.4.11 Public Rights of Way Strategy

There are several existing public rights of way that are in close proximity or cross the site. This includes:

- Footpath L89a/1 is in the east of the site and provides connectivity to Diseworth;
- The L89a/1 runs along the site's northern boundary, where it intersects with the L89/1 and L89/2 footpaths just south of the two reservoirs;
- From this intersection footpath L89/1 runs north out of the site and passes immediately west of two reservoirs, before emerging onto the A453/DHL roundabout and crossing the A453, into the airport site;

- From the same intersection the L89/2 runs south through the site, intersects with footpath L98a/1 where it converts from the L89/2 to the L89/3, and exits the site west of Woodhouse Farm;
- At the point the L89/3 exits the site, the L96/7 runs eastwards along the site's southern border south of Woodhouse farm, to Mill Lane;
- The L98a/1 runs east to west for 727m through the centre of the site, passing immediately south of High Barn Farm and intersecting with the L89/2 to the east and the L98/3 to the west;
- The L98/3 runs north from the point of intersection the L98a/1 and exits the site at Isley Walton; and
- South from the point of intersection the L98/3 converts to the L98/2 and runs directly south before exiting the site.

It is envisaged that the majority of the existing Public Rights of Way within the site will be realigned/ diverted. In some instances, this will be relatively minor and respond to the proposed earthworks and or the introduction of other movement corridors to ensure the routes are accessible (e.g. where L89/3 intersects with the proposed Primary Street as it crosses the existing Diseworth Brook).

More significant realignment of the Public Rights of Way will be required and are indicatively shown on the adjacent plan. This will ensure that the connections through the site will all be high quality routes responding to the needs of the future community whilst continuing to provide connectivity for the broader area.



L89: route to be upgraded



Existing L90 off-site route, potential for upgrade



L89a: Route to be rationalised along direct, attractive new alignment



Parking integrated into street typologies



Parking partially obscured by landscaping



Balance between parking and landscaping



Changes in material to avoid excessive tarmac

6.4 Movement ^{CTD}

6.4.12 Parking Strategy

As the application is in outline, the details of parking arrangements for Isley Woodhouse will be fixed through a future design code for each phase taking into account prevailing national and local guidance on parking standards. The following principles however should be considered:

- Adopting a flexible approach to parking design and provision, focusing on the optimum design and layout of parking solutions to meet the needs of residents, businesses, pedestrians and cyclists;
- Using a wide variety of parking solutions in each area (for example, designing a mix of on-street, on-plot, parking courtyards and individual garages to meet requirements);
- Reducing the dominance of the car in the streetscene by careful design of individual plots and street design, robust boundary treatments and unobtrusive garages;
- Incorporating visitor parking bays within each category of street to ensure that the location of ad-hoc parking is considered and well designed, therefore will not dominate the street scene;
- Exploring ways to manage parking to allow shared use of spaces at different times;
- Incorporating solar shading elements in communal parking areas to reduce the need for in-car air conditioning; and
- As part of the commitment to sustainability, the application proposes the inclusion of electric vehicle charging points.

Although the Leicestershire Highways Design Guide provides local parking guidance and standards, it should be considered whether minimum parking requirements are excessive in certain areas of the site. For example, in higher-density areas at the centre of the site, where public transport is readily available and considering the housing typologies, a reduced parking allocation would be appropriate to encourage sustainable transport modes.

Parking will be carefully distributed, located, and managed across the site to support diverse needs and align with the aim of reducing private car use. Most allocated parking should be on-plot, either to the side of dwellings in driveways or garages. Driveways should be designed with parking spaces set back from the building line to avoid dominating the street scene.

Future detailed designs should incorporate a range of parking solutions. However, to reinforce the proposed character along the Primary Street, rear parking courts or mews streets should be provided, with no direct car parking access from the Primary Street itself. This will create a continuous building frontage, reduce the overall street width (as parking and access will be at the rear), and minimise crossing points that interrupt the proposed footpath and cycle route, which are essential for encouraging active travel.

When utilising parking courtyards, the following design rules should be followed to ensure they are well-designed, high-quality places and do not result in an over saturation of vehicles parked on the Primary Street.

These include:

- Threshold treatment to enclose the entrance to the parking courtyard;
- A maximum of 20 spaces;
- Tight spaces with trees every 5 parking spaces;
- Parking directly adjacent to its associated dwelling;
- Passive surveillance either through dwellings overlooking the space, or public footpath (or both);
- Clear sight lines;
- High-quality materials to boundary walls;
- High-quality paving material;
- Spaces must be demarcated in a different material;
- Well lit; and
- Visitor parking must be provided on street.

Disabled parking and cycling parking numbers will be provided in accordance with the appropriate standards, cycling provision needs to be provided extensively to ensure that the routes that have been created are served in a holistic way – this will include street furniture and discrete parking storage buildings included with the higher density residential parcels.



A coherent pattern of development

Future detailed application(s) are expected to demonstrate how they align with the National Design Guide advice. The three over-arching topics of the Built Form section are;

B1) Compact form of development

- compact forms of development that are walkable, contributing positively to well-being and placemaking.
- accessible local public transport, services and facilities, to ensure sustainable development.

B2) Appropriate building types and forms

- recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility.

B3) Destinations

- memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion.

6.5 Built Form

6.5.1 Layout Principles

Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place.

The proposed built form is embedded within a strong landscape framework. Together, this will ensure Isley Woodhouse develops into a place with a mix of vibrant and active neighbourhoods, each possessing its own distinctive character and sense of place. The Isley Woodhouse proposals encompass more than just housing; the aim is to establish a flourishing and sustainable community that can meet residents' daily needs within easy walking distance of their homes. Combining a variety of uses in close proximity is essential for creating lively places and viable businesses by generating a critical mass and a high level of activity, making them attractive destinations for people to visit and spend time in.

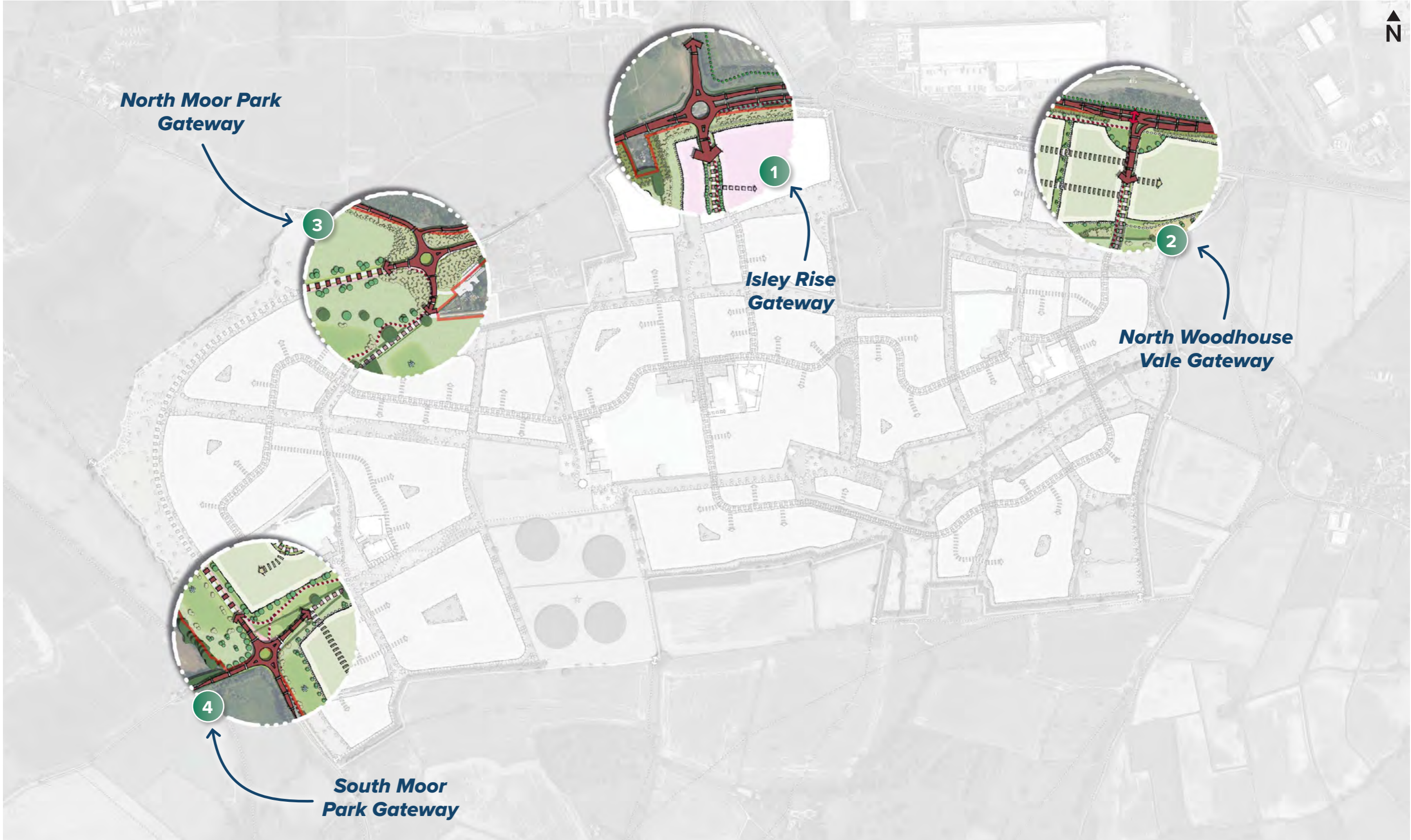
The arrangement of the built form will create a network of attractive streets and spaces, which vary across the development. The masterplan includes opportunities for a series of feature events, including public spaces, key frontages and building groups that create legible points of reference within the development, that respond to the existing site characteristics and the overall aspirations of the development.

Key principles of the layout include:

ENTRANCE GATEWAYS

- 1 The central access point, positioned between the proposed employment areas, will create an entrance that initially reflects the surrounding commercial context. This character will then transition to a more residential feel as the route progresses. Accessed from a new roundabout, development will be set back significantly from the A453, and serve as the gateway to Isley Woodhouse. It is crucial that both sides of the primary street are generously landscaped to effectively screen any parking associated with the employment spaces and to establish a strong, cohesive landscape character from the development's outset;
- 2 The north-eastern access from A453 will be defined by a formal crescent of building frontages, set back approximately 20m from the existing road. Landscaping will emphasise this gateway feature;
- 3 The north-western access point will be largely natural in setting, utilising a retained section of the A453. The intention is to retain the rural character of this area of the site, with retained trees and hedgerows supplemented by additional planting, biodiversity enhancement areas and SUDs. The lower density development will then sit as a backdrop to this entrance gateway; and
- 4 The south-western access will enter the site through a new roundabout, again utilising a retained section of the A453, along the route of the Church View major green corridor. This will be a balance of the existing rural setting, with narrow views due to the retained existing hedgerows, before opening up to a wider long-distance view adjacent to the Neighbourhood Centre. The green corridor will be fronted by built form in a linear arrangement emphasising the view corridor towards Isley Fields at the heart of the site.

Entrance Gateways



6.5 Built Form ^{CTD}

6.5.1 Layout Principles ^{CTD}

STREETS

Working hand-in-hand with the overall movement strategy, the masterplan incorporates a network of linear streets designed to establish medium and long-range views throughout the development. This deliberate design creates opportunities for striking vistas, where the eye is drawn towards prominent buildings or significant landscape features. These carefully framed views will contribute to a clear and easily understood environment, making the development highly legible and straightforward to navigate. In essence, these visual cues will act as natural wayfinding tools, enhancing the experience of moving through the space and reinforcing a strong sense of place.



Taller in scale, lower density dwellings

GREEN CORRIDORS

Within the Masterplan, there are a series of green corridors of varying scale and character. The most significant are the two view corridors to the west - Church View and Melbourne View, and the two watercourse corridors to the east.

1 View Corridors:

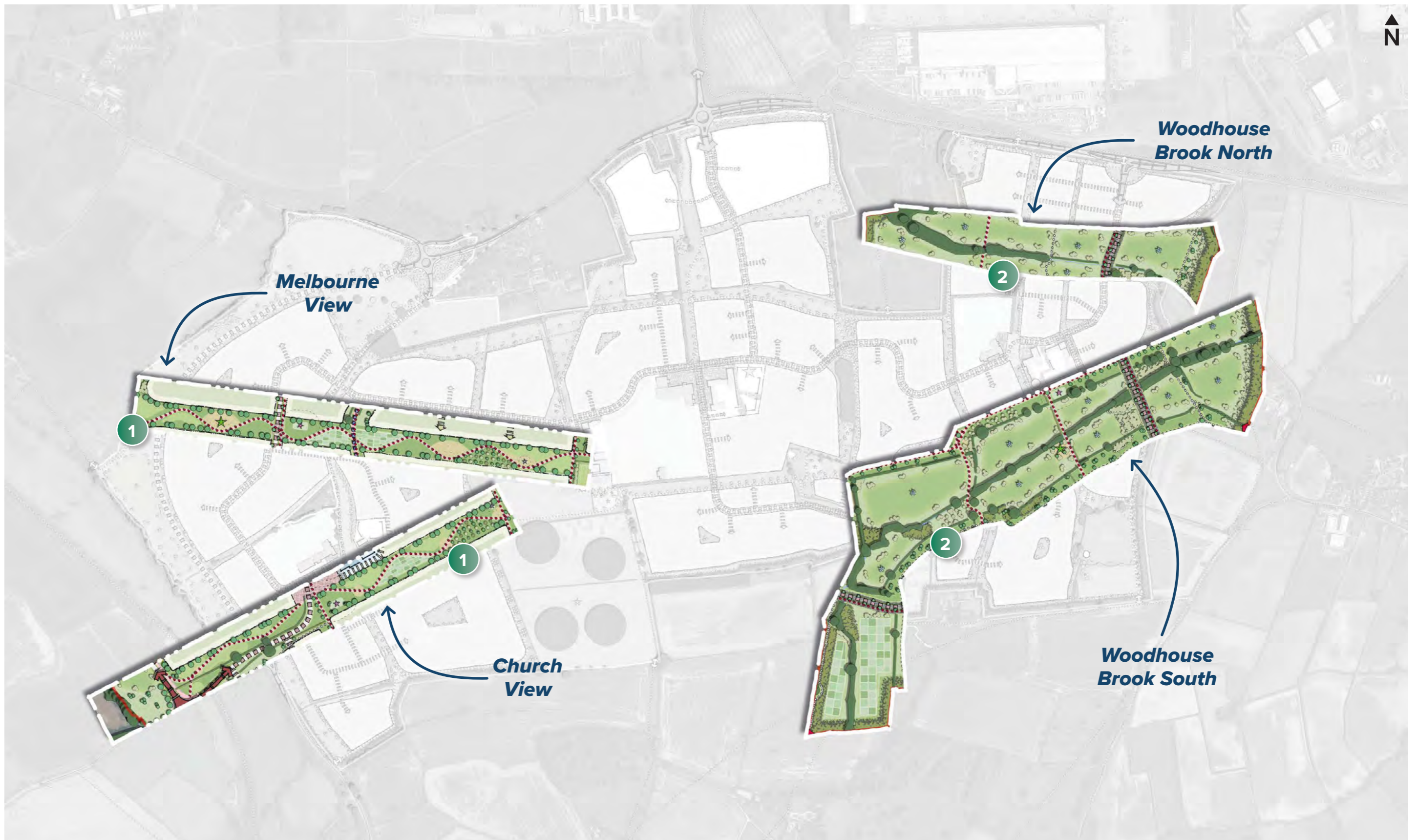
The two view corridors to the west are both circa 50m wide and have a linear alignment from the high point at the centre of the site towards St Mary & St Hardulph's Church to the south-west and the countryside towards Melbourne to the north-west. Both routes will be formal in nature, rising towards the centre of the development, consistently flanked by 3-storey dwellings. There is the potential for feature buildings to break the formal building line along these corridors to act as wayfinding devices and highlight key points of connectivity into the local street network.

2 Watercourse Corridors:

The two green corridors to the east are located around the two tributaries of the Diseworth Brook, which forks just outside of the site to the east and then leads north towards the airport reservoirs and south to the site boundary. These corridors vary in width between 130m and 195m and their alignment broadly responds to the existing topography and the form of the existing valley. Both valleys are fronted by the proposed residential areas, but with a much less formal arrangement than the western view corridors – the more organic nature of the development edge will result in a more informal, natural character. Given the scale of the space, the building heights will be predominantly 3 storeys and will reduce in height along the eastern edge towards Diseworth.

Where possible, existing trees and hedgerows have been retained creating a tapestry of established vegetation that will provide character to the development and create a network of green infrastructure running through the development. This ensures that all dwellings are in close proximity to green space and/or planting.

Green Corridors





Local Centre as attractive part of the street scene

6.5 Built Form ^{CTD}

6.5.1 Layout Principles ^{CTD}

COMMUNITY HUBS

Across the development, three distinct community hubs are strategically located, each serving as the focal point for its respective neighbourhood (see Section 6.7 Identity). The buildings within these hubs are deliberately arranged to define and enclose a hard landscaped, public space, effectively creating public squares for each community. These squares will be surrounded by the buildings themselves, and brought to life by the various public amenities and services that will line their edges.

To maximise the use of space and create vibrant, mixed-use areas, these hub locations offer the potential for buildings to reach up to four storeys in height. This might, for example, involve a ground-floor retail area or community facility forming a 'podium', with three floors of residential accommodation above, creating a dynamic and engaging streetscape.

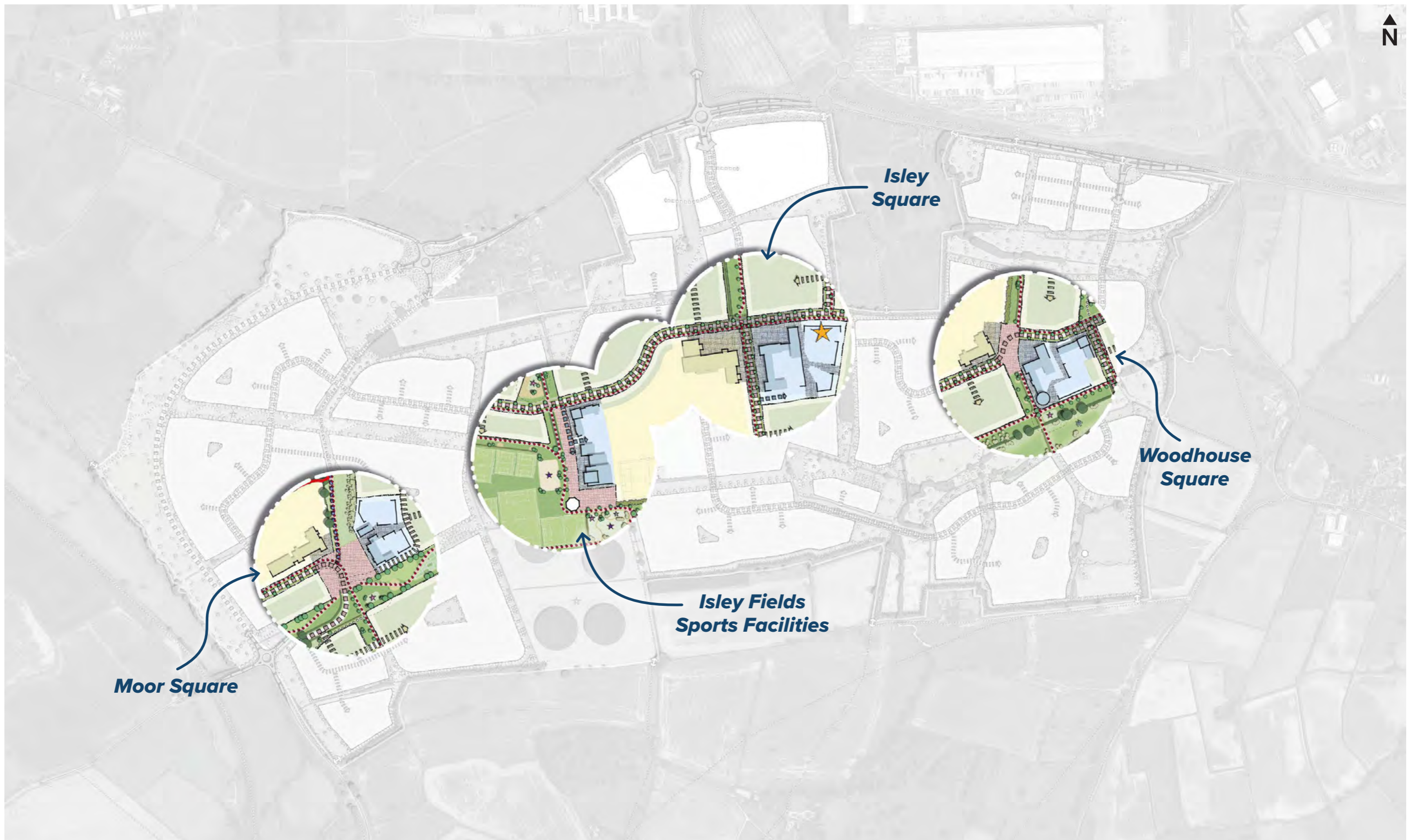
In addition to the central Community Hub, the majority of the proposed sports facilities are located at the centre of the site at the highest point. This will be a large, civic scale space, with a variety of sports and leisure facilities. This space will be fronted by the proposed residential areas on the western and northern edge, which will be up to 3-storeys high, creating an active and engaging perimeter.

Along the western boundary of this space, the masterplan includes a dedicated sports and leisure building. This presents a unique opportunity to create a landmark structure at the heart of the site, with a maximum height of 17 metres. This building will not only capitalise on the existing topography, enhancing the natural landscape, but will also serve as a striking focal point, effectively terminating the two key view corridors that traverse the site, creating a visual anchor for the development - a direct request from Design: Midlands.

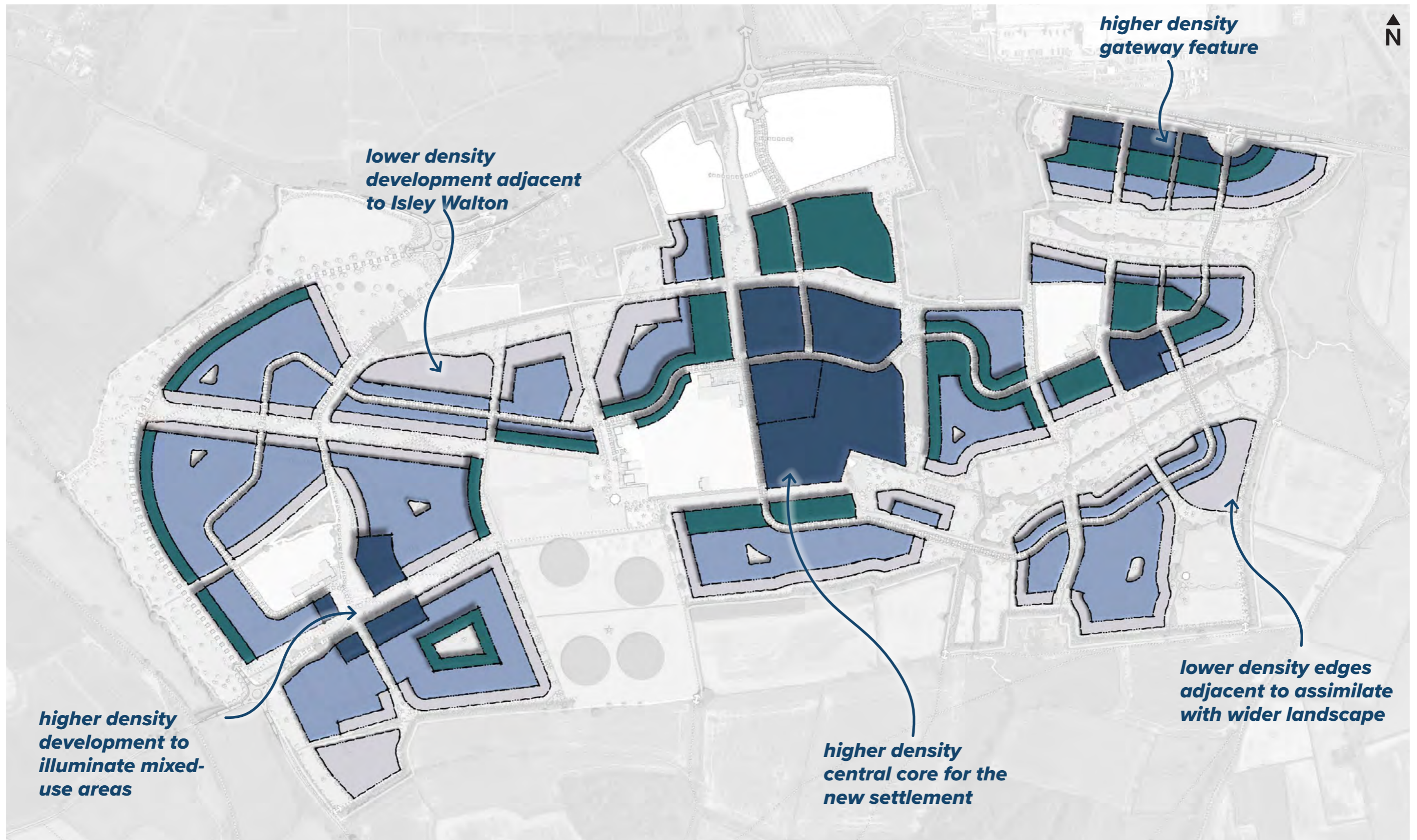
RESIDENTIAL DEVELOPMENT

The design of the development proposals is based on the principle of perimeter blocks that enclose back gardens, providing a strong frontage to the public realm and ensuring active frontages overlook streets and spaces wherever possible. Access to development blocks will be provided via a legible network of streets with a clear hierarchy.

Community Hubs



Density



6.5 Built Form ^{CTD}

6.5.2 Density

The NPPF sets the objective to protect the character of local areas in terms of level of density, while balancing it with the importance of making an efficient use of land.

Paragraph 130(c) of the NPPF requires that proposed developments need to make an efficient use of the land:

“local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”

(Para 130(c), NPPF 2024)

At the same time, the NPPF acknowledges the importance of protecting the character of the local area, as set out in paragraph 130:

“[...] plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate [...].”

(Para 130(a), NPPF 2024)

Density levels proposed as part of the development Isley Woodhouse will therefore represent a balance between efficient use of land and the protection of the local area’s character.

The development will achieve an average density of 33 dwellings per hectare (dph) across the site, which ensures the efficient use of land, and balances the opportunities across the site, such as responding to the more sensitive edges of the development adjacent to Tonge, Diseworth and Isley Walton, as well as key places and destinations within the development including points of arrival and the Community Hubs.

The masterplan allows for differing densities across the development, which is shown on the illustrative Density Plan. The drawing shows one way in which density could be distributed across the site, however during detailed design this may evolve in-line with the housing typologies that are selected, the housing mix and the tenure type of the housing.



6.5 Built Form ^{CTD}

6.5.2 Density ^{CTD}

circa
24dph

Lower Density

A lower density edge is proposed in the following locations:

- Along the eastern boundary and in the south-east corner to create a more natural transition between the development the adjacent countryside between the edge of the site and Diseworth;
- A low density edge to the south of Isley Walton – there is the potential for the development here to take a heritage led approach, with more informal development blocks and enclosed communal courtyards, further lowering the density;
- In the south-west corner – this responds to the adjacent village of Tonge and the proximity to The Gatehouse at the entrance to the Langley Priory Estate; and
- There is also an area of lower density along the view corridors and the centre of the southern boundary, responding to Langley Priory to the south.



Key Plan



circa
33dph
Medium Density

Medium density development will utilise a mix of housing typologies that creates a density close to the average across the site. This density will be most applicable to a national housebuilder product and will likely utilise a range of house types from smaller detached houses, semi-detached, terraced and potentially a small number of apartments.

These areas will act as the transition between the lower density rural edges and the higher density core to the development.



Key Plan



6.5 Built Form ^{CTD}

6.5.2 Density ^{CTD}

Higher Density

Achieving a higher density of development will be instrumental in fostering areas of a more distinctly urban character at strategic points throughout the site. This approach will complement the increased building heights proposed for key locations, such as the north-eastern entrance, the areas bordering the central public open space surrounding the sports pitches, and the residential areas adjacent to the three Community Hubs. To realise a density of 42 dwellings per hectare (dph) across large areas of the site, it will be essential to utilise a diverse mix of housing types and these areas should utilise the maximum permitted building height parameter to deliver the higher density and an urban character (typically three storeys in these areas). This density should also be achieved through utilising innovative versions of housebuilder product, instead of a standard approach plotted at a higher density

circa
42dph

with conventional car parking provisions and amenity space. For example, this could include apartments and/or terraced blocks with shared amenity spaces or roof terraces and a lower amount of allocated car parking.

A more nuanced approach to layout design is required, one that prioritises variety and sustainable design. In these higher-density areas, particular consideration must be given to car parking arrangements to ensure they do not visually dominate the streetscape. Integrating alternative parking solutions, such as shared parking courts, or reduced parking allocation will be essential. Furthermore, the design should actively promote alternative modes of transport, such as walking, cycling, and public transport, to minimise reliance on private vehicles and create truly vibrant and sustainable spaces.



Key Plan



circa 50dph

Local/ Neighbourhood Centres

The highest density development will be strategically positioned at the very centre of the site, immediately adjacent to the Community Hubs. To achieve a density of approximately 50 dph, it will be essential to incorporate three to four-storey buildings and a diverse mix of housing types and tenures, catering to a broad spectrum of residents.

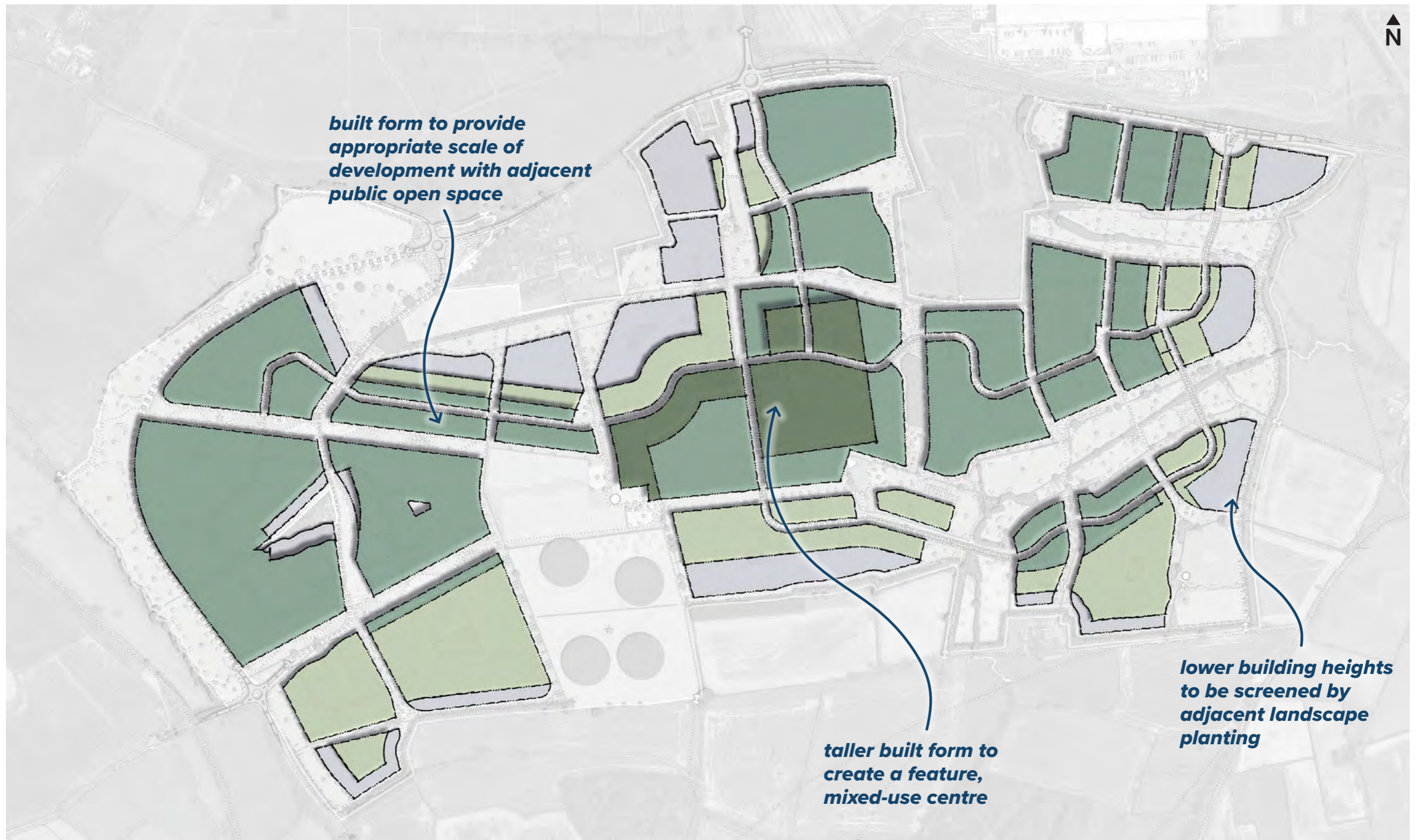
This high density area is exclusively designated for these mixed use areas, and it will cultivate a distinct, urban character that sets it apart from the rest of the development. This will create a genuinely vibrant and active heart for the scheme, driven by the area's significantly higher population density and the diverse housing options available. By offering a range of housing types, including affordable options, these central areas will play a pivotal role in delivering the project's vision of creating a truly inclusive and affordable community. Moreover, the proximity to key amenities like the Local Centre and Secondary School will further enhance the area's appeal, making it a desirable and convenient place to live.



Key Plan



Building Heights



6.5 Built Form ^{CTD}

6.5.3 Building Heights

The strategy for building heights is connected to the density strategy and will result in unique massing and frontages that are informed by and respond to the intended character, use, landscape setting and proximity to the existing villages and site edges.

The Parameter Plan sets out the maximum building height in each area of the site, which includes the following:

Maximum Height - 9.5m

For the residential uses, this is envisaged as a maximum of 2-storey dwellings. This typically responds to the lower density areas within the Masterplan, such as south of Isley Walton, along the eastern edge adjacent to Diseworth and in the south-west corner, adjacent to Tonge.

Additional discrete areas of lower building heights are proposed in multiple locations along the northern edge of the site responding to existing dwellings outside of the site.

Maximum Height - 11.5m

For the residential uses, this is envisaged as a maximum of 2.5-storey dwellings – in these areas the majority of the dwellings will be 2-storey, with 2.5 storey dwellings being utilised where it would appropriate to aid legibility and provide articulation within the street scene, or to define key public spaces.

Additionally, the use of 2.5 storey dwellings will assist when transitioning between the countryside edges of the development, to the more urban core.

Maximum Height - 13.5m

For the residential areas, this will typically translate to 3-storey dwellings and predominantly corresponds to the higher density areas (circa 42dph), allowing for different housing typologies.

Some areas of lower density are also indicated as 3-storey – this is where the residential development fronts the major green corridors (the view corridors to the west and the watercourse corridors to the east). In these areas, a larger product over 3-storeys would deliver the height required to respond to the public open space whilst delivering the lower density.

Maximum Height – 17.0m





The maximum building height of 17.0m is reserved for the area around the Local Centre at the centre of the development. This height allows for 4-storey buildings, within a mixed-use block – the ground floor is envisaged as retail and other public facing uses, with access to 3-storeys of residential above. This height then wraps around the southern edge of the Primary Street to the leisure facility that fronts the sports pitches – this allows for a landmark tall building in this prominent location.

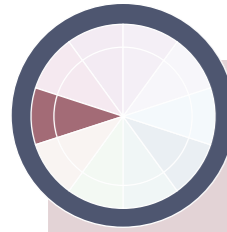
6.5.4 Employment Heights

The height of the employment area around the central northern access point varies with the tallest heights allowed to the east adjacent to the airport reservoirs, reducing to the west adjacent to the existing dwelling and Isley Walton. This allows for a variety of employment uses.

The sense of space created by the scale of the green corridors, public open spaces and around the periphery of the site, provides an opportunity to emphasise the different characters of the development through the use of building heights, such as the taller buildings adjacent the major green corridors and lower dwellings around the development edges.

The proposed distribution of building heights is generally moderated across the development to enable gradual transitions in scale. However, in certain locations a stark contrast in height can be accentuated with the juxtaposition between building heights contributing to a memorable experience while moving through the development.

-  Max Height 9.5m/
2 Storeys
-  Max Height 11.5m/
2.5 Storeys
-  Max Height 13.5m/
3 Storeys
-  Max Height 17.0m/
4 Storeys



Functional, healthy and sustainable

Future detailed application(s) are expected to justify the use of specific house types on this site, ensuring that they are in-line with the National Design Guide advice. The three over-arching topics of the Homes and Buildings section are;

H1) Healthy, comfortable and safe internal and external environment

- provide good quality internal and external environments for their users, promoting health and well-being.

H2) Well-related to external amenity and public spaces

- relate positively to the private, shared and public spaces around them, contributing to social interaction and inclusion.

H3) Attention to detail: storage, waste, servicing and utilities

- resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.

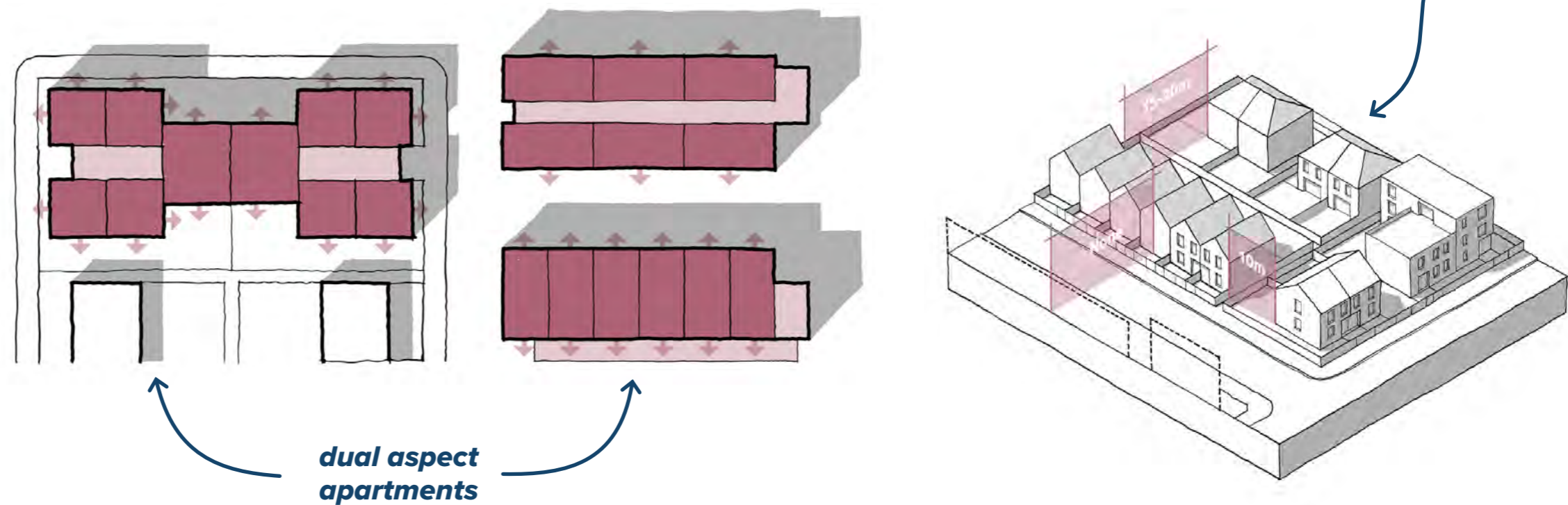
6.6 Homes & Buildings

The development proposals for Isley Woodhouse outline a comprehensive strategy to establish a brand-new community, characterised by a unique identity and a strong sense of place. This vision is deeply rooted in the site’s existing natural assets and establishing a network of green corridors, ensuring the development sits well within the natural landscape. Crucially, the aim is to create an environment that prioritises the health, comfort, and safety of its residents, both within their homes and in the public realm.

The masterplan is designed to foster health and well-being through the creation of a network of interconnected public open spaces and green corridors. These spaces will be thoughtfully integrated with the proposed residential areas, promoting a positive interaction between the built environment and the communal outdoor spaces. This approach aims to encourage social interaction, active lifestyles, and a sense of community ownership.

As this is an outline planning application for a substantial development, certain detailed aspects, such as specific layout guidance at the individual plot level, are not addressed in this initial document. These finer details will be comprehensively covered in a subsequent design code, which will adhere to the overarching design principles set out within this document and the detailed guidance within North-West Leicestershire’s Good Design Supplementary Planning Document (SPD). This ensures consistency and a high standard of design across the entire development.

Illustrations taken from National Model Design Code (October 2021)



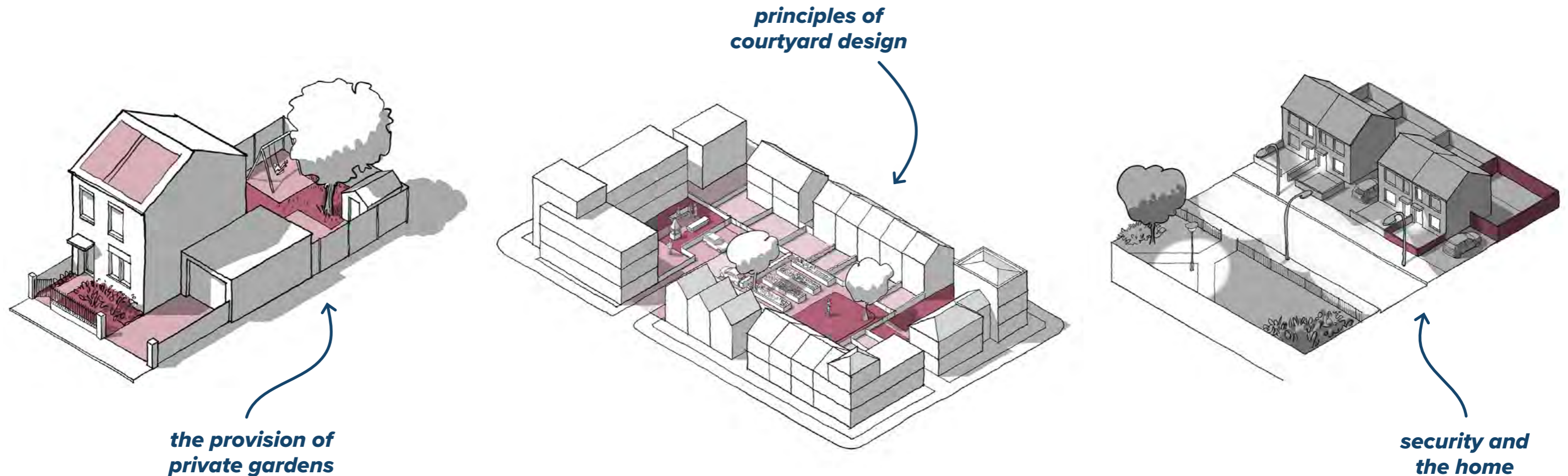
In general terms, the design of house frontages should be carefully considered, featuring generously sized windows from living spaces and clearly defined, aesthetically pleasing front doors. Measures to create a clear delineation between private and public space at the front of properties are essential. This can be achieved through the use of carefully selected planting to provide a buffer between the pavement and windows, appropriate boundary treatments, or the use of contrasting materials. These elements will contribute to a sense of privacy and kerb appeal.

Internally, living spaces should be designed to maximise natural daylight and establish seamless connections to gardens and patios. This will enhance residents' well-being and create a sense of spaciousness.

Affordable housing should be seamlessly integrated within the development, adopting a tenure-blind approach. This means that there should be no discernible difference in the design or quality of private and affordable dwellings, fostering social inclusion and cohesion.

The provision of convenient refuse storage is crucial. This includes easy access to rear gardens for individual bins and well-designed communal bin storage areas for apartment blocks and terraced housing. Refuse collection arrangements must comply with relevant regulations, ensuring that resident carry distances and operative carry distances are within acceptable limits.

The detailed design should allow good access for emergency services, and facilities for the safe access to and from buildings in the event of an emergency.





Attractive and distinctive

Future detailed application(s) are expected to demonstrate how identity is being created on this site, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Identity section are;

1) Respond to existing local character and identity

- have a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion.

2) Well-designed, high quality and attractive places and buildings

- have a character that suits the context, its history, how we live today and how we are likely to live in the future.

3) Create character and identity

- resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhoods.

6.7 Identity

Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place.

The Masterplan's design and layout aim to foster an attractive and cohesive development while allowing spaces with distinct characters and identities to emerge. This strategy reflects the site's diverse features and creates a vibrant environment with varied experiences for residents and visitors. Character can be established through:

- The overall layout and functions of the different areas within the proposed Masterplan;
- The mix of uses, dwelling types, and densities;
- Different building heights, massing, set backs and roofscapes;
- Varied street typologies;
- Diverse landscape designs and planting, including the use of colour themed neighbourhoods;
- Integration with the existing setting, such as the watercourse corridors to the east, existing landscape features and the response to the surrounding villages and adjacent built form;
- The proposed public spaces, their scale and function; and
- The use of distinct architectural styles and materials in buildings, boundary treatments, and hard surfaces.

The principles on layout, density, building scale and landscape give a clear steer towards how, at this outline stage, the development will establish the broad principles for developing the character of Isley Woodhouse and will be further defined and established in future design codes.

The aspiration for Isley Woodhouse is to deliver the highest quality in design terms for both the commercial and residential elements of the development. For a scheme of such significant scale as Isley Woodhouse, which is to be implemented over at least a twenty-five year period, it is not considered appropriate to specify architectural details at outline stage. In line with the Design Framework, it is proposed that a process for moving from outline to detailed consent using Design Coding for each key phase of development is agreed with the local planning authority. As with the landscape rationale, cues for the building design could be taken from the surrounding vernacular, but at the same time innovation and contemporary approaches will be encouraged.

Notwithstanding the above, it is intended that the appearance of the scheme in terms of architecture and materials will reflect the aspiration for a high-quality development befitting the site's strategic location and aspirational vision. As such, the overarching character area principles within the following pages will be adopted as the starting point for the design codes.

Although this document does not specify architectural style, if subsequent detailed applications choose to follow a traditional aesthetic, the details and materials should reference the high-quality examples in the local area and be authentic. A range of architectural precedent have been included within this document which would be appropriate sources of inspiration.

The site has been divided into three overarching neighbourhoods – Moor Park (western part of the site), Isley Rise (central part of the site) and Woodhouse Vale (western part of the site), surrounding the three Community Hubs. Within these neighbourhoods, 7 distinct character areas are proposed, each with a clearly defined character relating to the site's context and the design proposals. The following pages describe how the character areas should be designed in such a way to help create a varied and diverse townscape, with further detail to be covered within a future Design Code.



Isley Rise

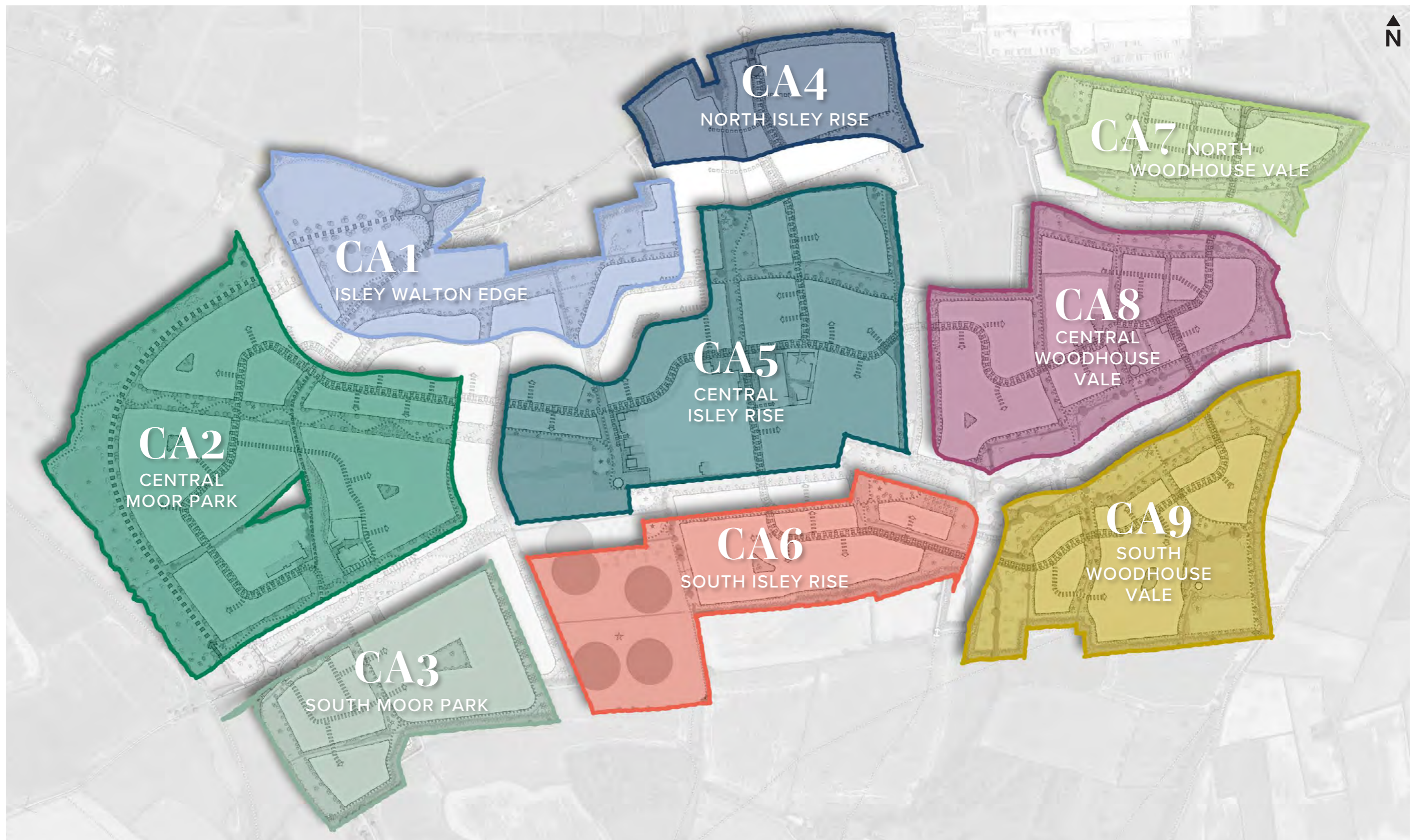


Moor Park

Woodhouse Vale

Three Distinct Neighbourhoods

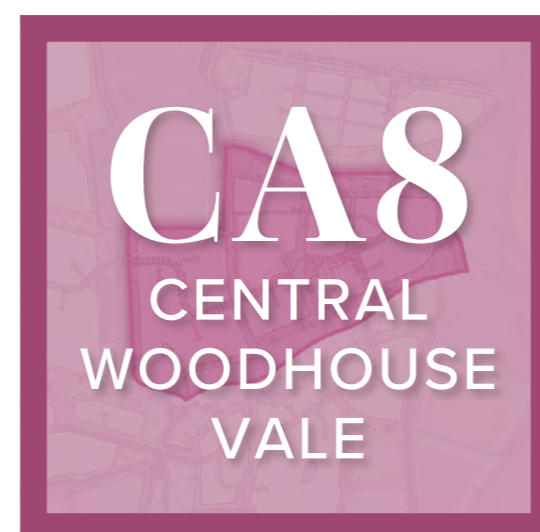
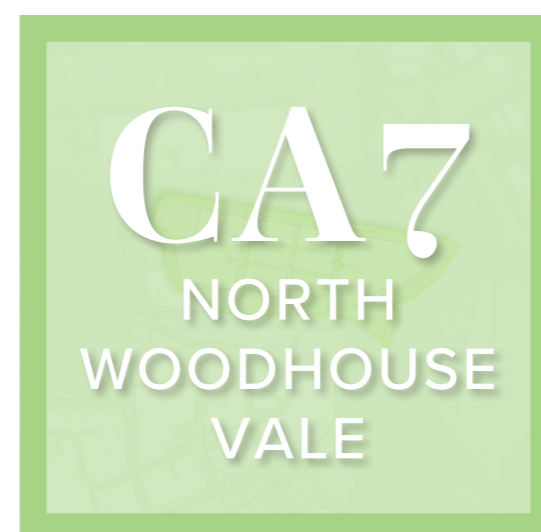
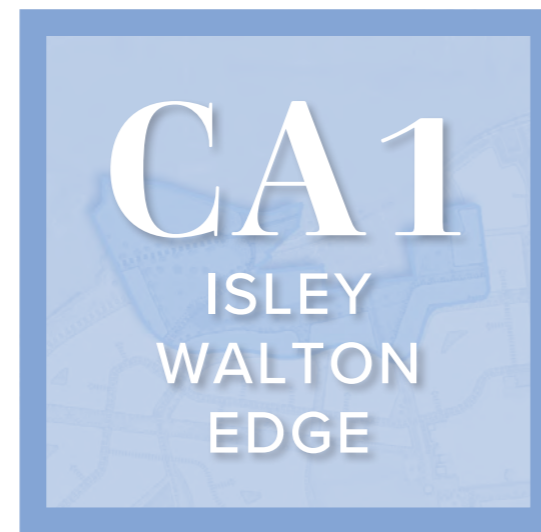
Character Areas



6.7 Identity ^{CTD}

The adjacent Character Area Plan illustrates where these areas are located within the development, whilst not setting specific boundaries thus allowing for a flexible design approach and smooth transition within different areas.

The character areas have been identified as follows:



6.7 Identity ^{CTD}

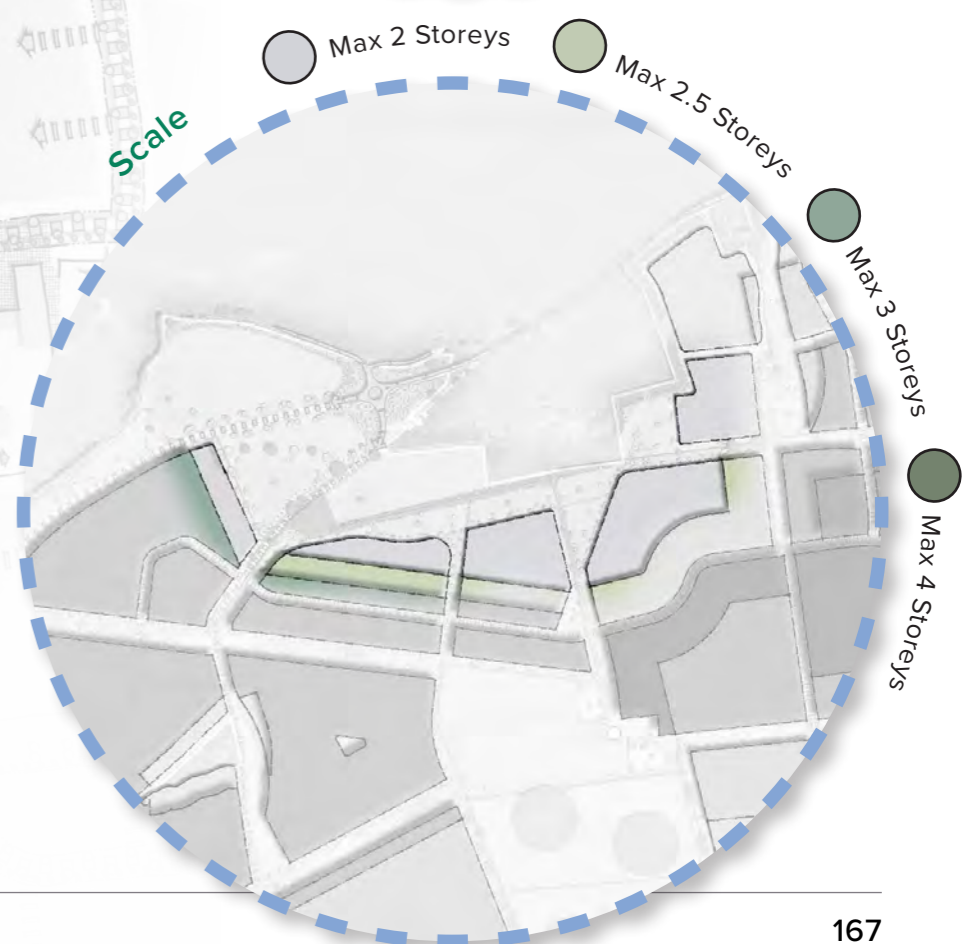
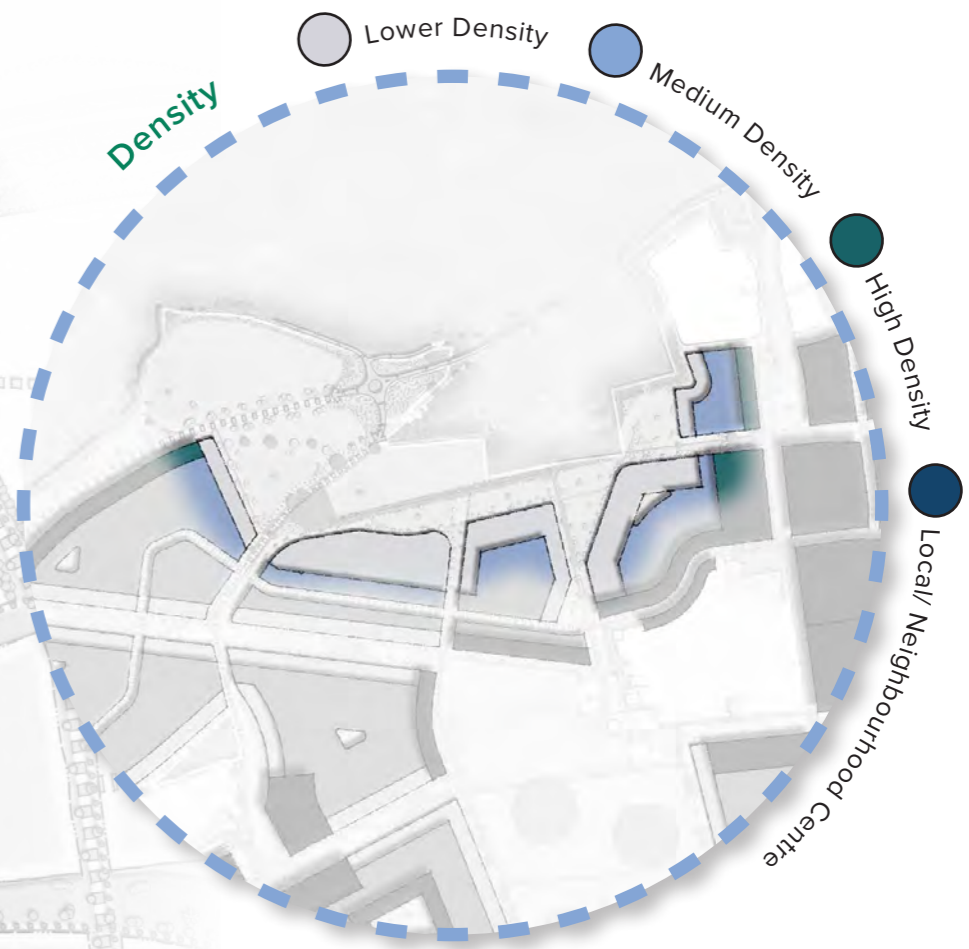
6.7.1 Character Area 1: Isley Walton Edge

- The area is located to the south of Isley Walton;
- Lower density development, featuring reduced building heights, is proposed along the northern edge adjacent to Isley Walton;
- This area incorporates a section of the existing A453 where tree and hedgerow retention is key to maintaining the rural character;
- The design aims to soften the transition between the more urban core of the development and its rural edges;
- Much of the existing landscape character will be retained upon entering the site from the Melbourne roundabout, including the preservation and integration of pedestrian and cycle links;
- Smaller development parcels, frequently interspersed with green links, are planned to ensure landscaping permeates throughout the development; and
- The use of traditional materials and architectural details, referencing those found in Isley Woodhouse and the surrounding area, would be particularly suitable in this section of the site, although it is not a mandatory requirement.



CA1
ISLEY
WALTON
EDGE

*development setback
from the existing
settlement with landscape
and drainage areas*

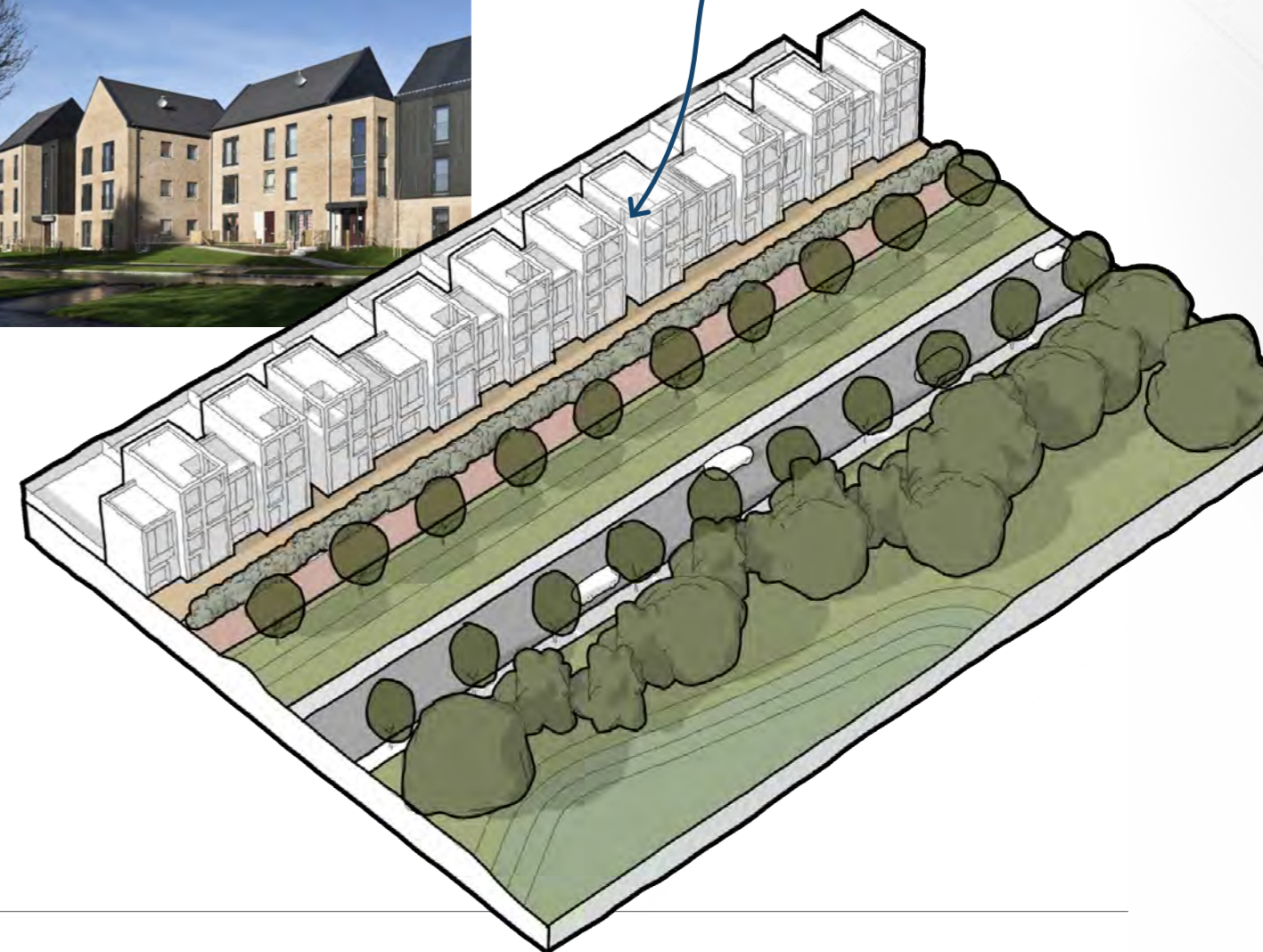


Character Area 1: Isley Walton Edge

6.7 Identity ^{CTD}

6.7.2 Character Area 2: Central Moor Park

- Central Moor Park is at the heart of the western neighbourhood - Moor Park;
- It serves as the gateway into the development from the south-west, accessible along the Church View green corridor;
- The area is intersected by two view corridors, establishing very formal linear routes through the development;
- The Moor Park Community Hub, located within this area, will introduce a mix of uses, including a Primary School and a mixed-use Neighbourhood Centre;
- The western edge of the development is defined by a formal arc, following the realignment of the A453;
- The eastern parcel, overlooking the playing fields, exhibits the most significant level changes across the site, which will emphasize its unique character;
- There is potential for higher building heights along the view corridors and where this area faces the central sports facilities, at the highest point within the site;
- The area will generally feature medium-density development, with the exception of lower-density zones along the viewing corridors (achieved through larger housing typologies, rather than more spacious plots) and higher-density zones adjacent to the Community Hub;
- The design includes the retention of the White House, an existing dwelling along the A453, with residential development set back from the property's curtilage and the Primary School fields backing onto this property, shielding it from the surrounding development; and
- The retained section of the A453, along with a walking, cycling, and bus route, are incorporated into the area.



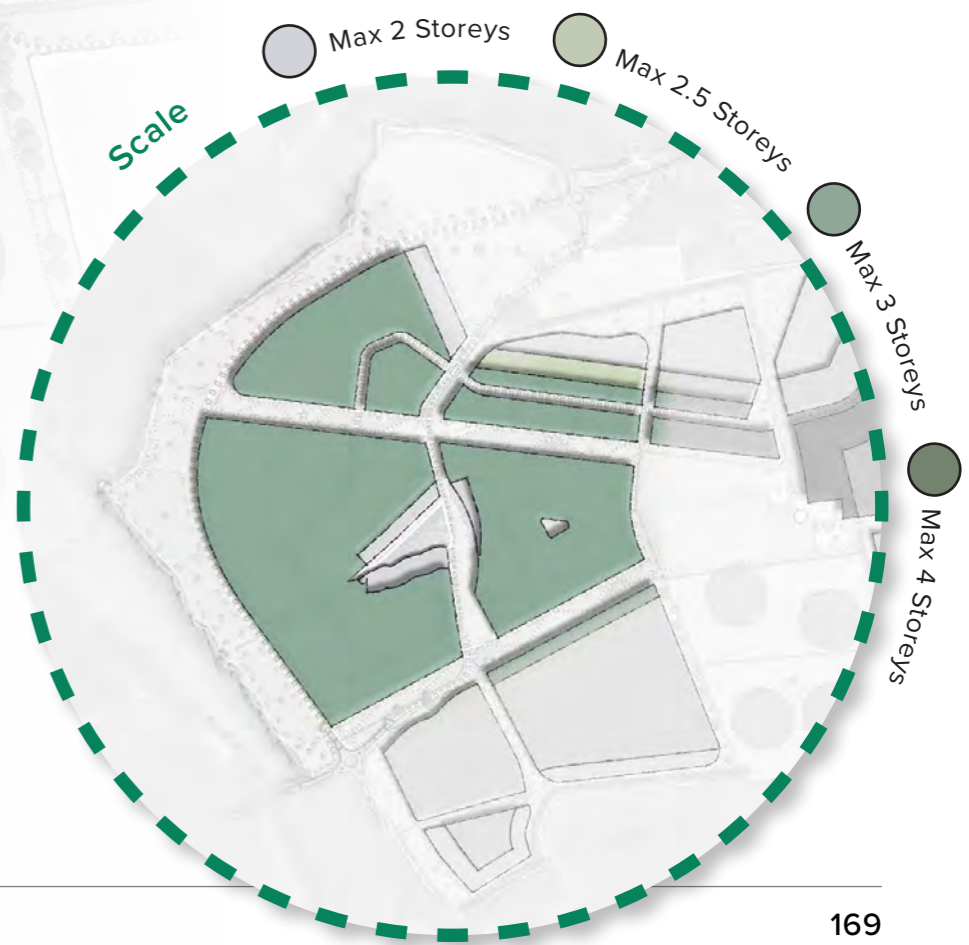
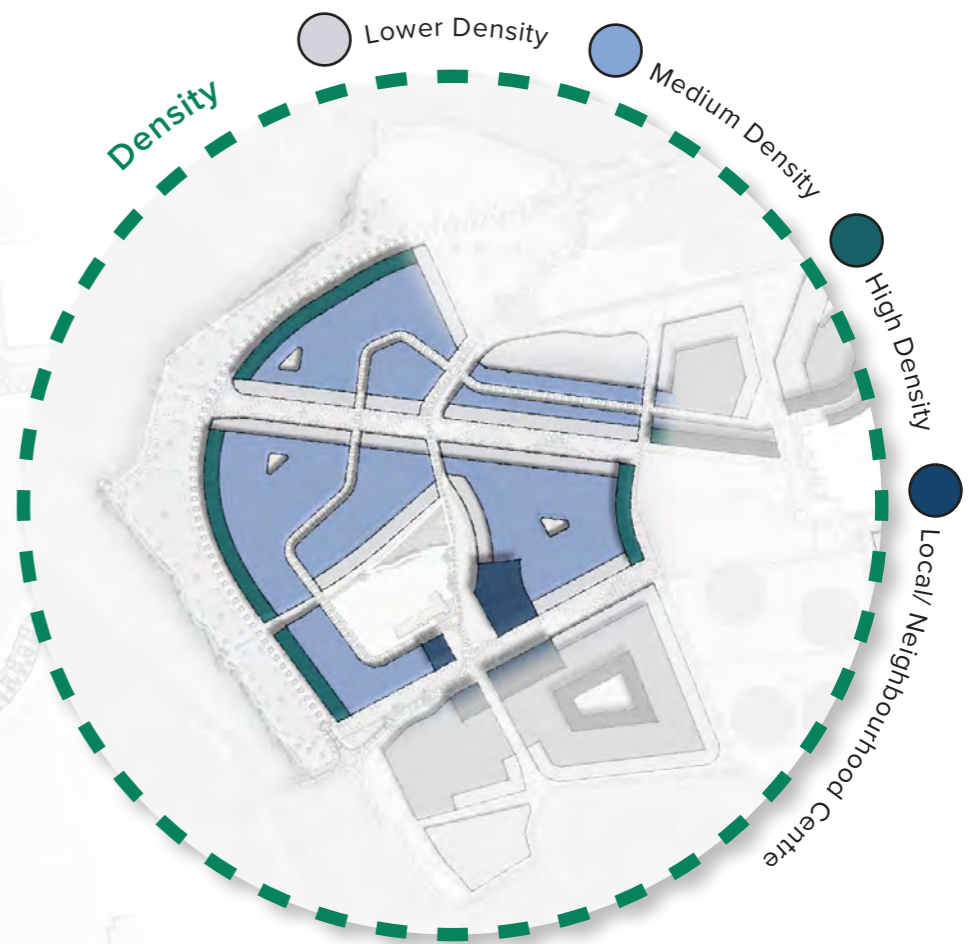
CA2

CENTRAL MOOR PARK



drainage and landscape edge to the realigned A453

focal space with adjacent mixed-use land uses



6.7 Identity ^{CTD}

6.7.3 Character Area 3: South Moor Park

- South Moor Park is located in the south-west corner of the development;
- It is set back from the site boundary's edge, with landscaping along the western boundary designed to screen views into the site from the access into Tonge, where Moor Lane meets the A453;
- Lower building heights and lower density are planned for the south-west corner, transitioning to more typical residential densities further into the site;
- The western edge of this area fronts onto the Dumps Parkland, creating a unique landscape character along its western boundary;
- References to the traditional materials and architectural details found in Tonge and the surrounding area would be most applicable in this part of the site, although they are not mandatory; and
- A pocket park should be provided at the centre of the residential parcel.



Details to be considered across all scales - landscape-led development area uses hedges as boundary treatment



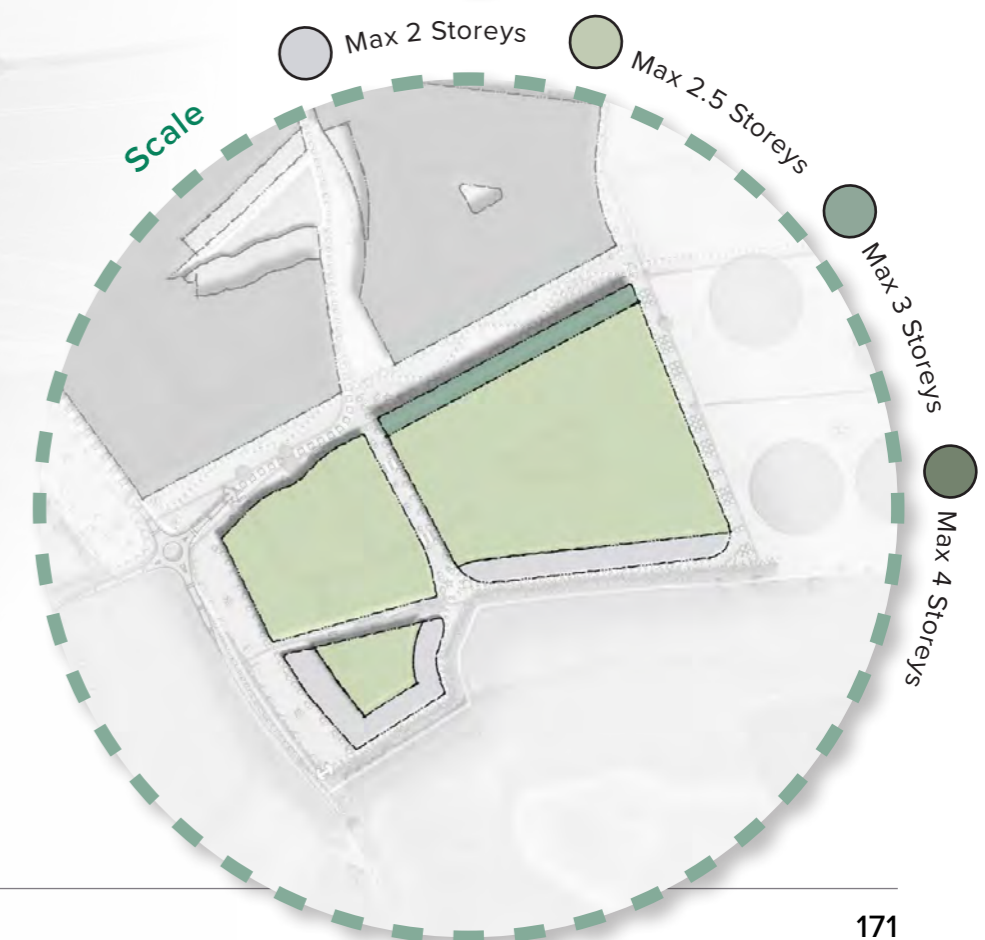
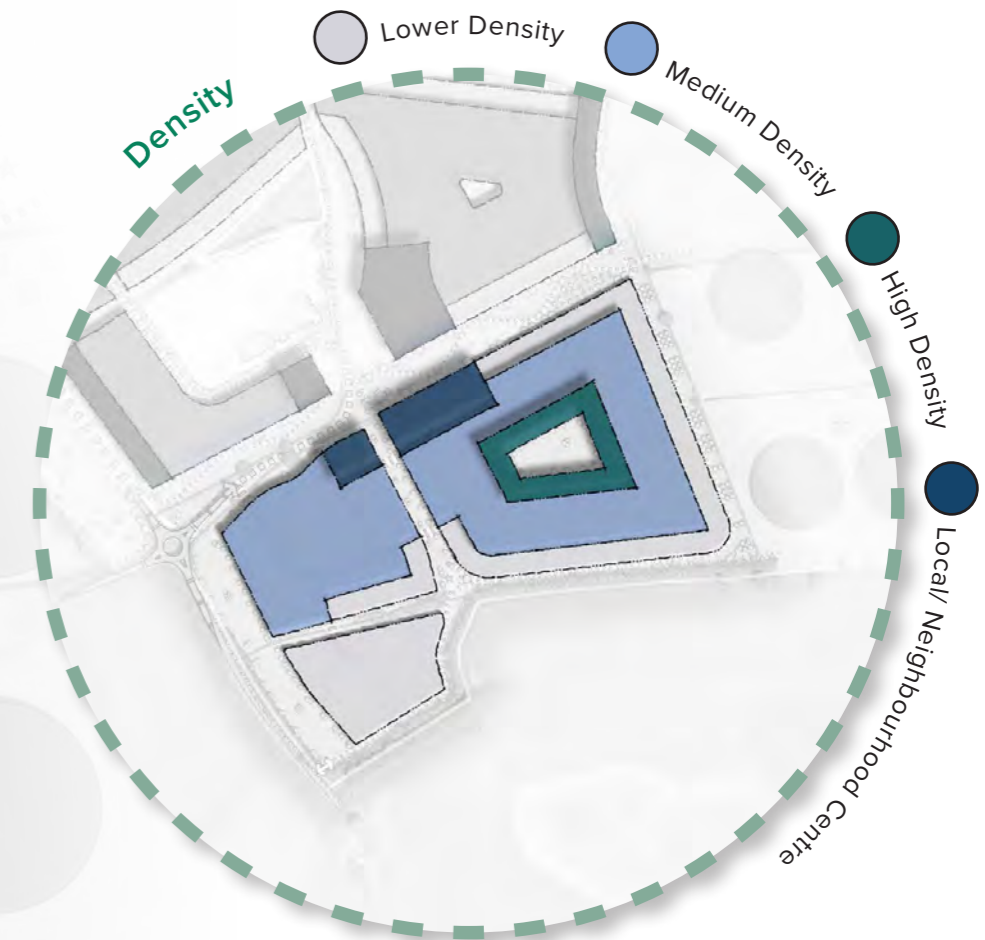
Proposed housing screened by proposed/ retained landscaping

CA3
SOUTH MOOR PARK

linear blocks structure and consistent house types to emphasise long range views

lower density development edge

formal spaces within development parcels act as key nodes for local residents

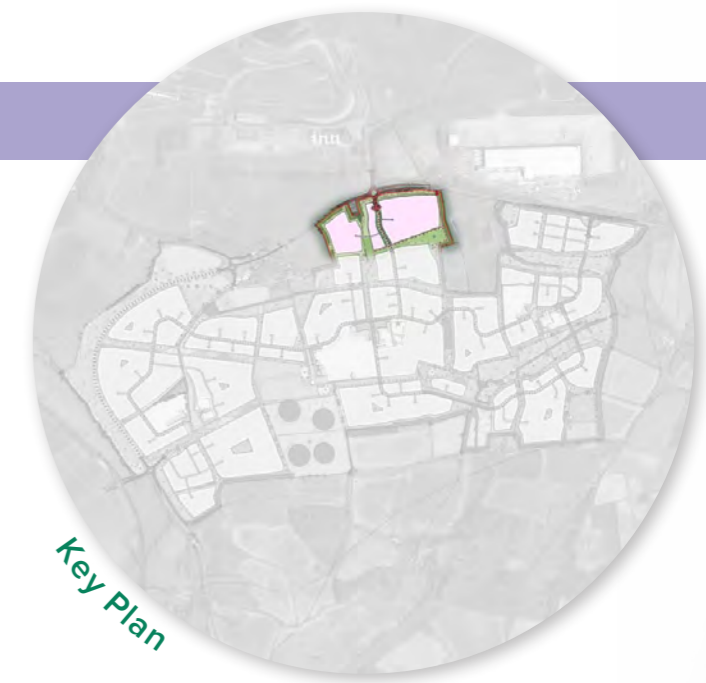


6.7 Identity ^{CTD}

6.7.4 Character Area 4: North Isley Rise

- A new gateway into Isley Woodhouse will be created from the north, into North Isley Rise, accessed via a newly constructed junction along the A453;
- The area will accommodate a mix of uses, with a focus on employment opportunities. Feature buildings that serve a wider community purpose such as a hotel with bar and restaurant could help create a transition into the residential areas and Isley Rise core;

- Robust landscape buffers will be established along the A453, around the airport reservoir, surrounding the existing dwelling, and adjacent to Isley Walton;
- Building heights will progressively tier down, from the highest point in the east to the lowest point in the west; and
- The Primary Street will feature a strong landscape character, integrating greenery into the employment areas and guiding access into the wider development.



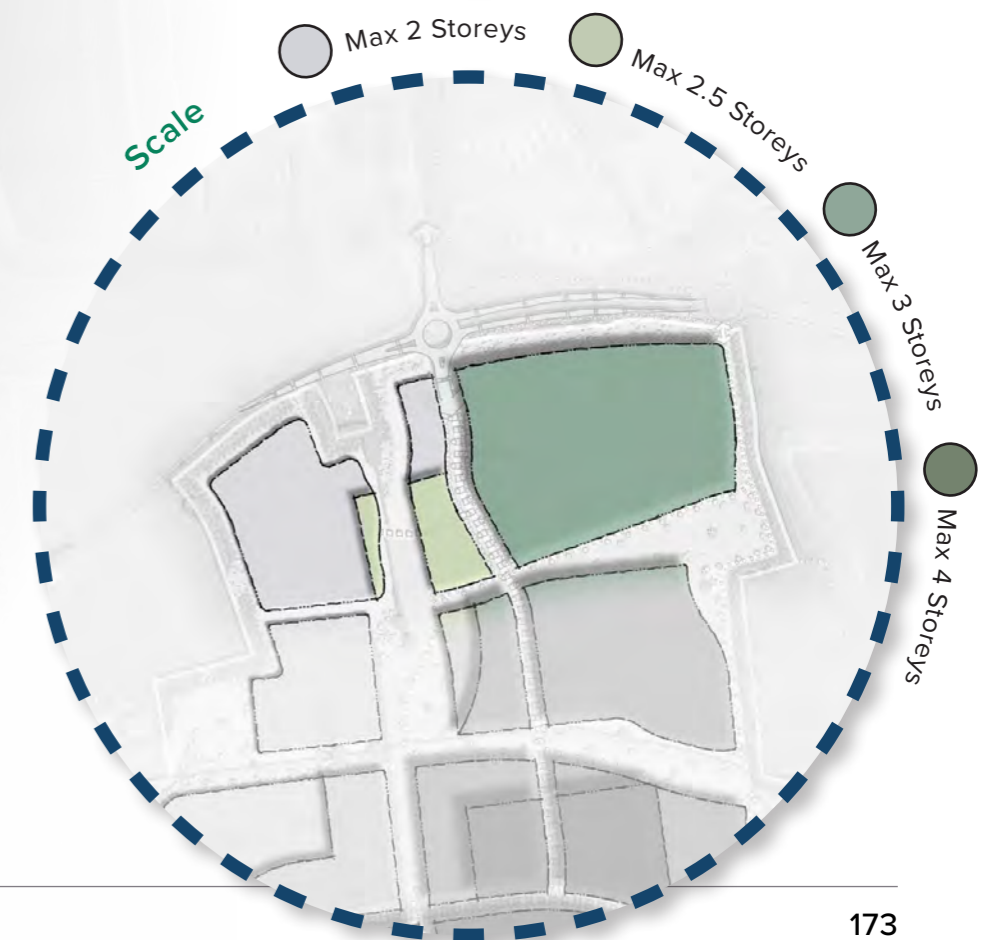
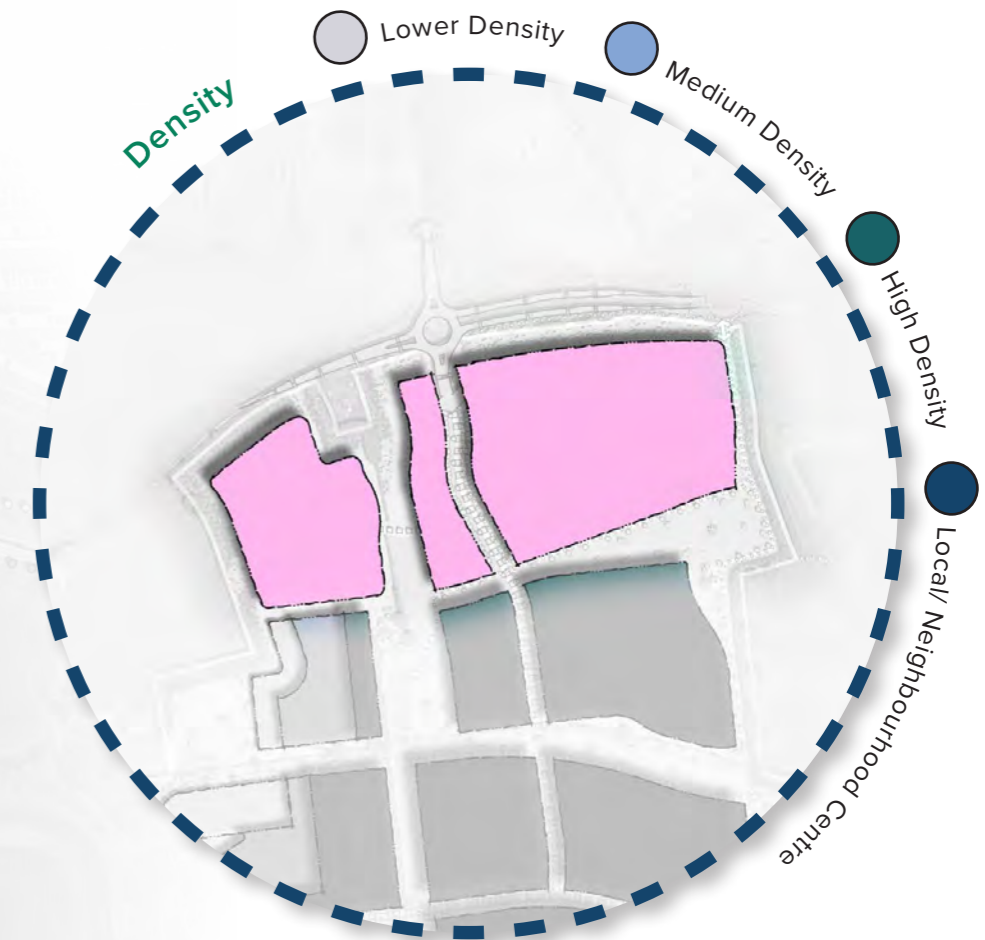
CA4
NORTH ISLEY
RISE



Character Area 4: North Isley Rise



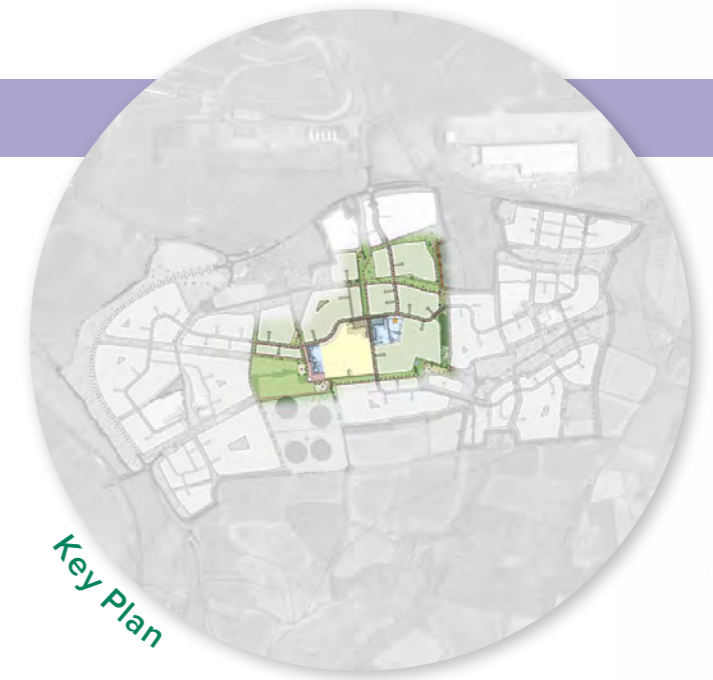
**strong landscape treatment
along the primary street
to balance against larger
building mass**



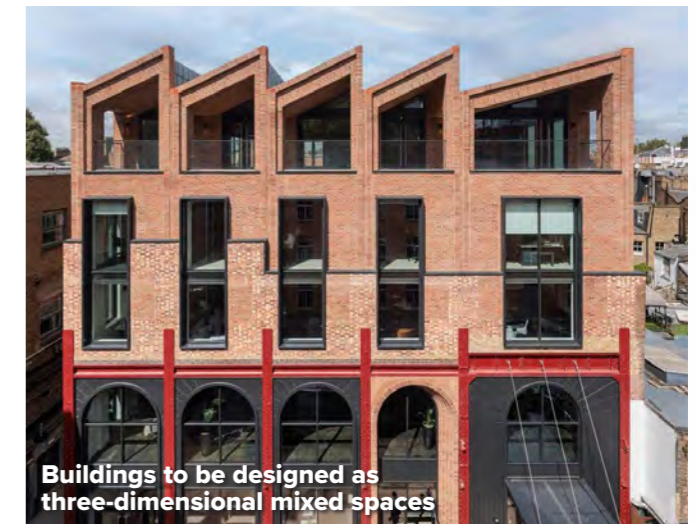
6.7 Identity ^{CTD}

6.7.5 Character Area 5: Central Isley Rise

- Central Isley Rise forms the central urban core of the development, surrounding the central Isley Rise Community Hub;
- It will be a vibrant, mixed-use area, encompassing a Secondary School, a Local Centre, Isley Fields Sports Facilities, and Leisure amenities;
- This area will feature the highest density and building heights within the development, necessitating building typologies that reflect this, with a greater proportion of apartments;
- The public realm associated with the Local Centre and the Leisure facilities will create hard-landscaped outdoor areas, providing a contrast to the abundance of soft-landscaped public open spaces; and
- Key buildings within this area should function as landmarks, serving as prominent features in the identity of Isley Woodhouse. They should exhibit exemplary design, utilize high-quality materials, feature distinct architecture, and create a visual contrast with the surrounding development.



Mixed-use development combining retail and residential



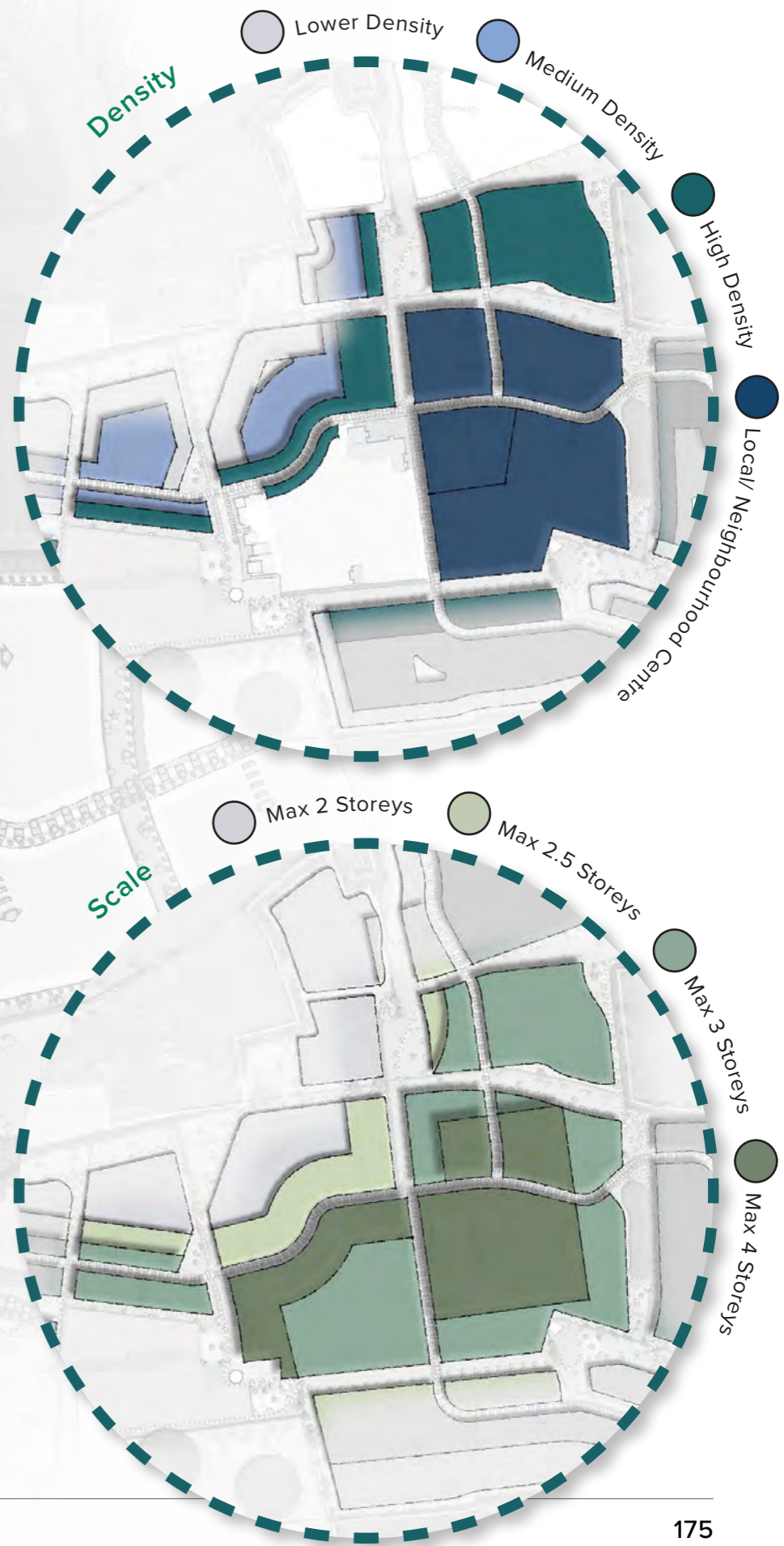
CA5 CENTRAL ISLEY RISE

built form to respond to surrounding land uses

school boundaries to be carefully considered



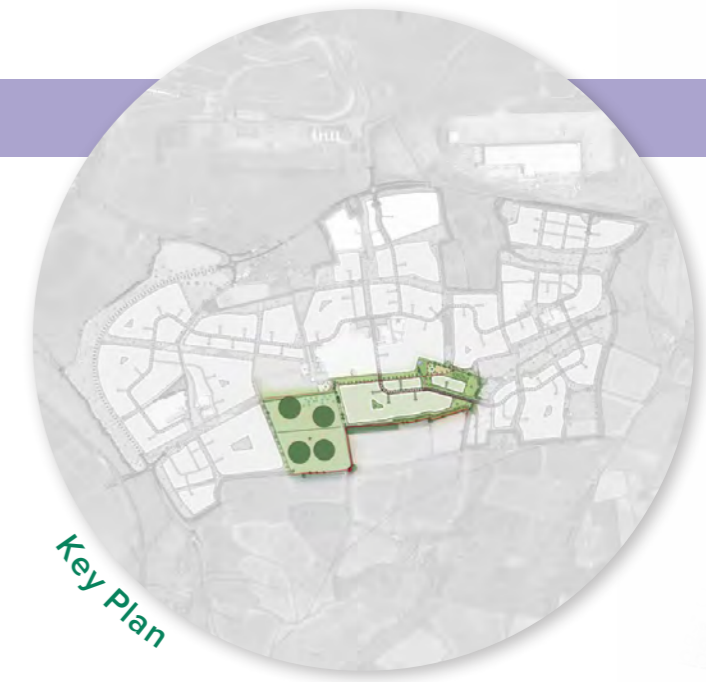
Character Area 5: Central Isley Rise



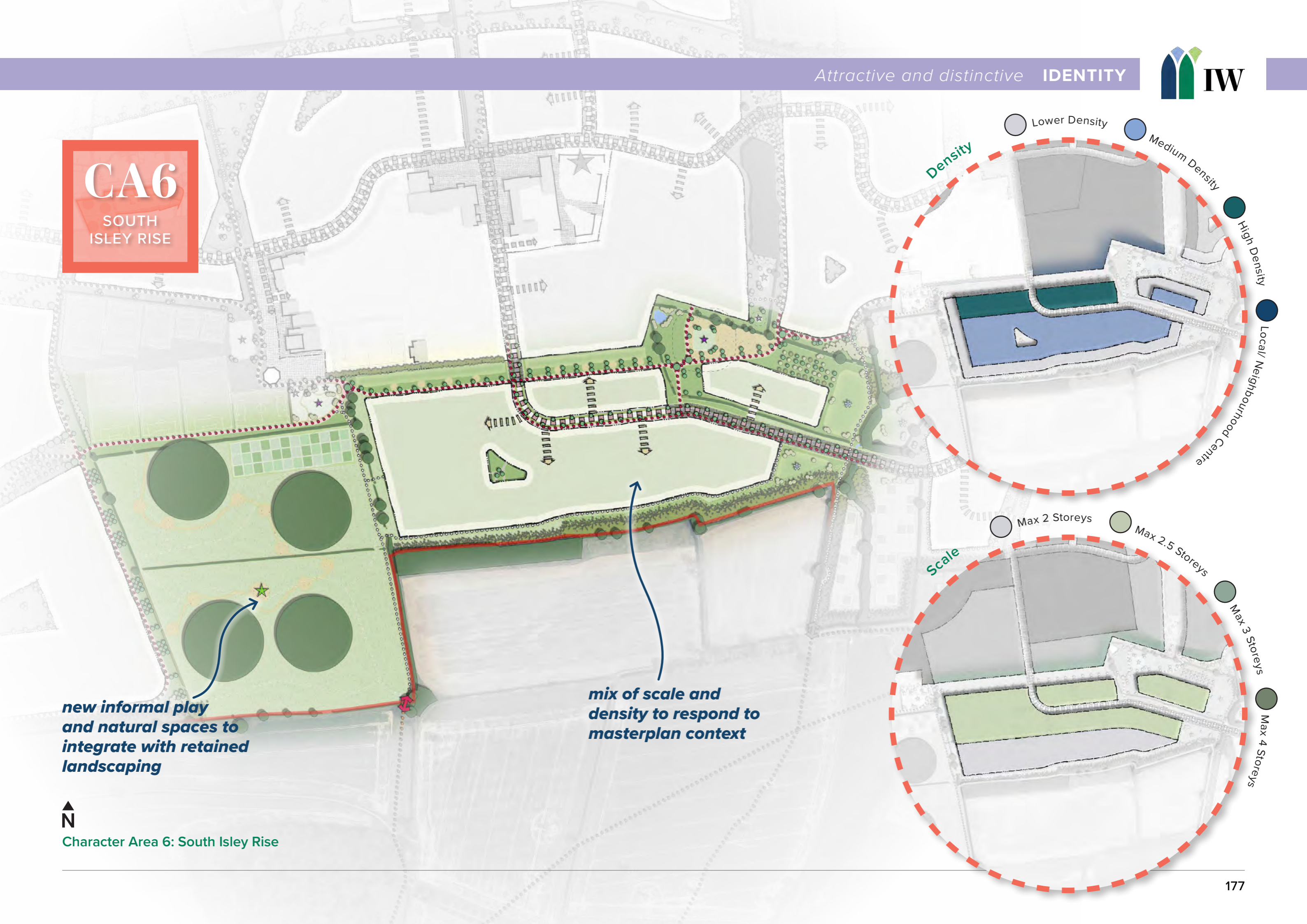
6.7 Identity ^{CTD}

6.7.6 Character Area 6: South Isley Rise

- This area is located on the southern boundary at the centre of the site;
- Lower density along the southern edge, due to proximity to Langley Priory, and along green corridors;
- New planting extends the existing woodland which screens views into the site from the south;
- Primarily two storeys; and
- Significant landscape character with the residential parcels fronting onto public open space and linear views through the parcel to significant landscaped spaces.



CA6
SOUTH ISLEY RISE



new informal play and natural spaces to integrate with retained landscaping

mix of scale and density to respond to masterplan context



Character Area 6: South Isley Rise

6.7 Identity ^{CTD}

6.7.7 Character Area 7: North Woodhouse Vale

- The entrance to the development from the north east will be through North Woodhouse Vale, with a new access point created on the A453;
- A formal crescent will act as a prominent gateway feature;
- Linear north-south green corridors will break up the development and allow for long-distance views as well as direct connectivity between North Woodhouse Vale and South Woodhouse Vale, ensuring each area can easily share facilities with each other;
- Green buffers will be established around the northern, eastern, and western edges, responding to the surrounding context;
- The southern aspect of this area looks out over the Woodhouse Brook North watercourse corridor, positioned above the valley;
- This is designated as a high-density parcel due to its proximity to the A453, the scale and mass of the DHL Logistics building, and the wider East Midlands Airport Site and East Midlands Airport (EMA), presenting an ideal opportunity to provide homes for workers in the surrounding employment areas; and
- There is potential for higher building heights along the watercourse corridor to create a sense of enclosure and surveillance over a large public open space.



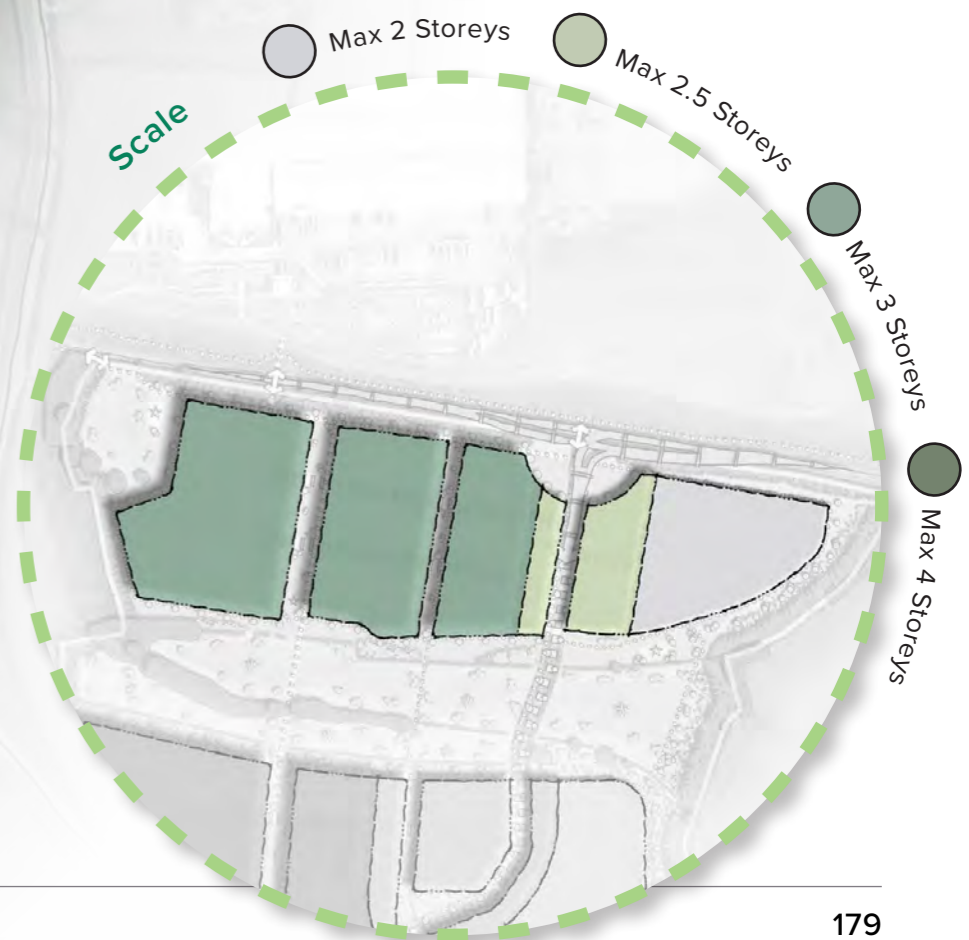
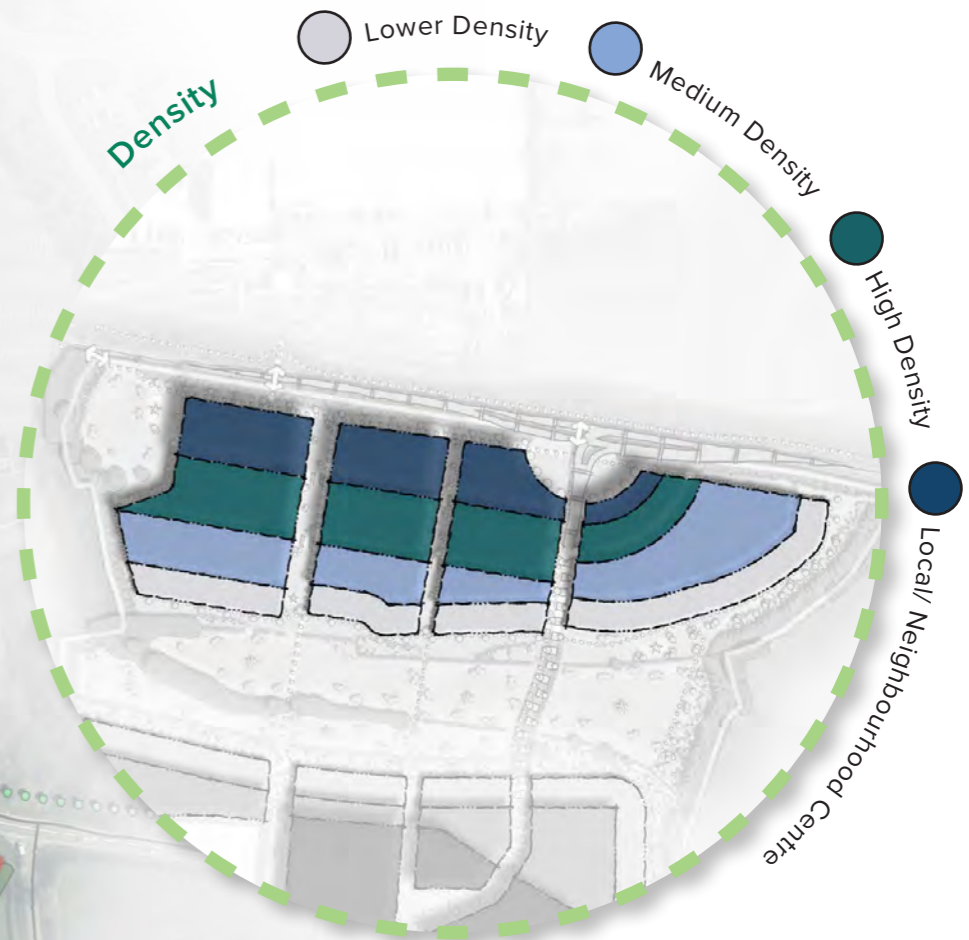
CA7
NORTH
WOODHOUSE
VALE

*key gateway
entrance feature
into the site*

*formal, linear street
pattern to create a more
urban character*



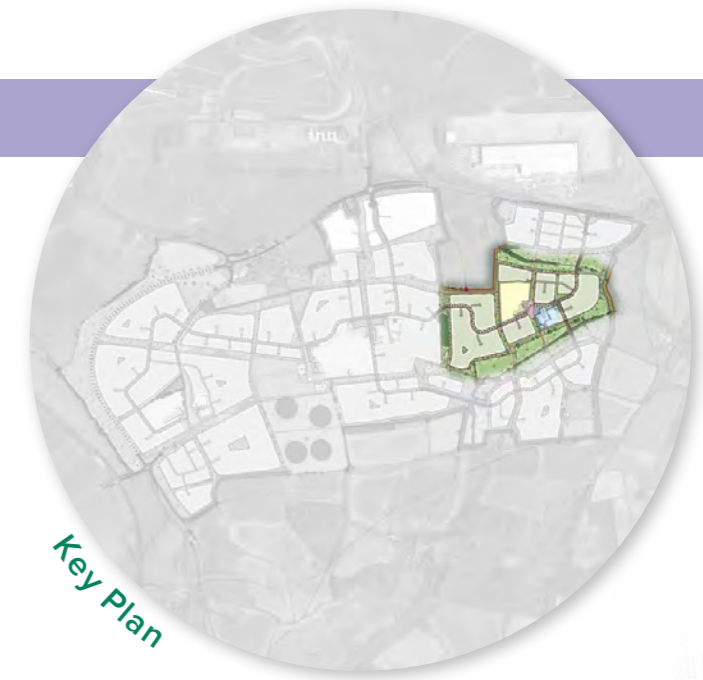
Character Area 7: North Woodhouse Vale



6.7 Identity ^{CTD}

6.7.8 Character Area 8: Central Woodhouse Vale

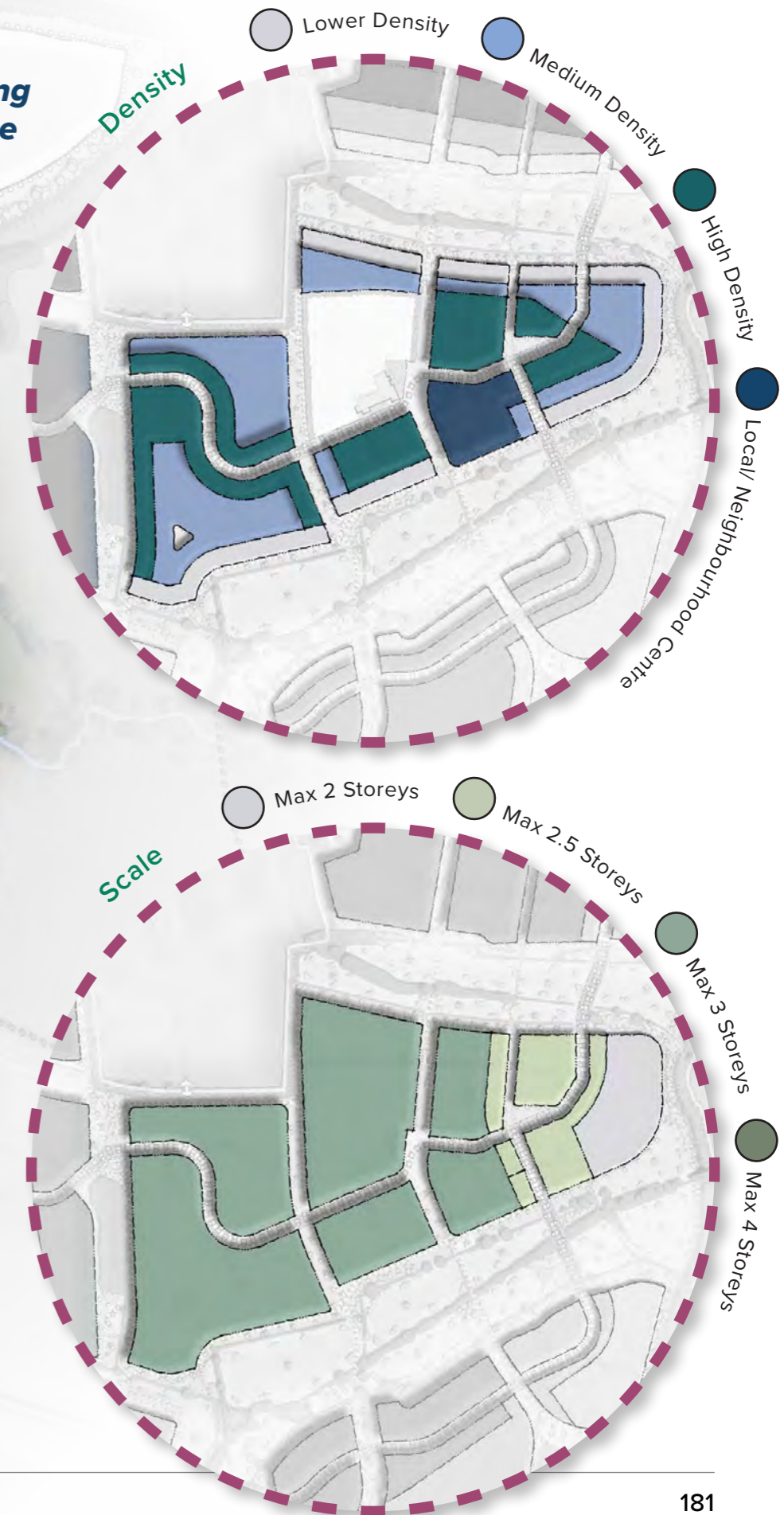
- The bulk of the development within Central Woodhouse Vale will be concentrated in this area;
- It is centred around the Community Hub, which includes Woodhouse Vale Primary School and a Neighbourhood Centre;
- The layout should be more organic in nature, responding to the existing topography and watercourse corridors;
- More linear north-south green links will reference existing field patterns and allow internal views through the development and towards key features such as the Community Hub from the watercourse corridors;
- Generally, building heights will be higher where the development fronts the watercourse corridor and will reduce towards the east;
- Lower building heights are planned along the eastern edge, in response to the proximity of Diseworth and the adjacent listed building;
- Higher density development is proposed for the centre of the parcel; and
- A strong landscape character will be established through the integration of a variety of green corridors and landscape buffers.



CA8
CENTRAL
WOODHOUSE
VALE

*significant landscape planting
along the development edge*

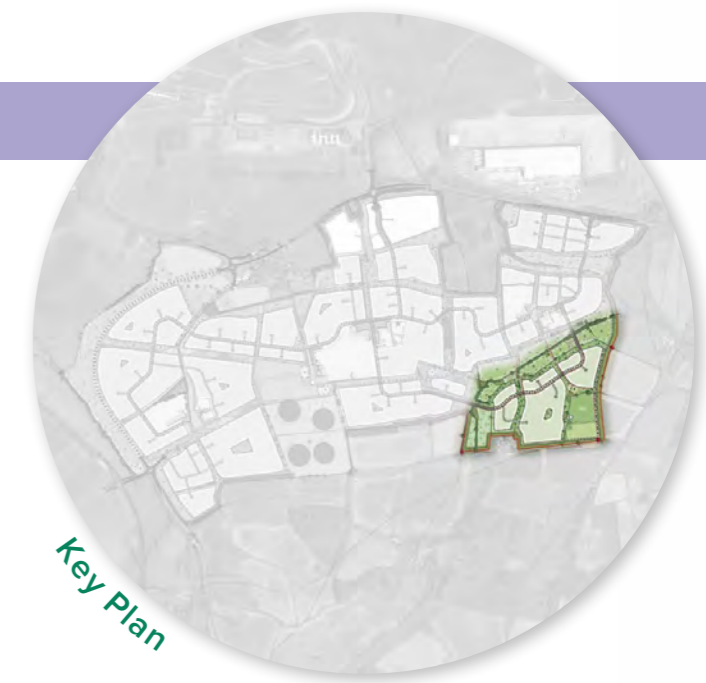
*mixed-use area
integrated along green
corridor creating safe
routes to school*



6.7 Identity ^{CTD}

6.7.9 Character Area 9: South Woodhouse Vale

- South Woodhouse Vale is located in the south-east corner, specifically below Woodhouse Brook South watercourse corridor;
- It includes a variety of play facilities, designed to be accessible for future residents and the surrounding community;
- The edges of this area will feature lower density development, in response to its proximity to Diseworth;
- Lower building heights are planned along the southern and eastern edges, while taller buildings are considered acceptable when fronting onto the watercourse corridor;
- References to the traditional materials and architectural details found in Diseworth and the surrounding area would be most suitable for this part of the site, although they are not mandatory; and
- The layout of this area should be more organic in nature, designed to respond to the existing topography and watercourse corridors.



Key Plan



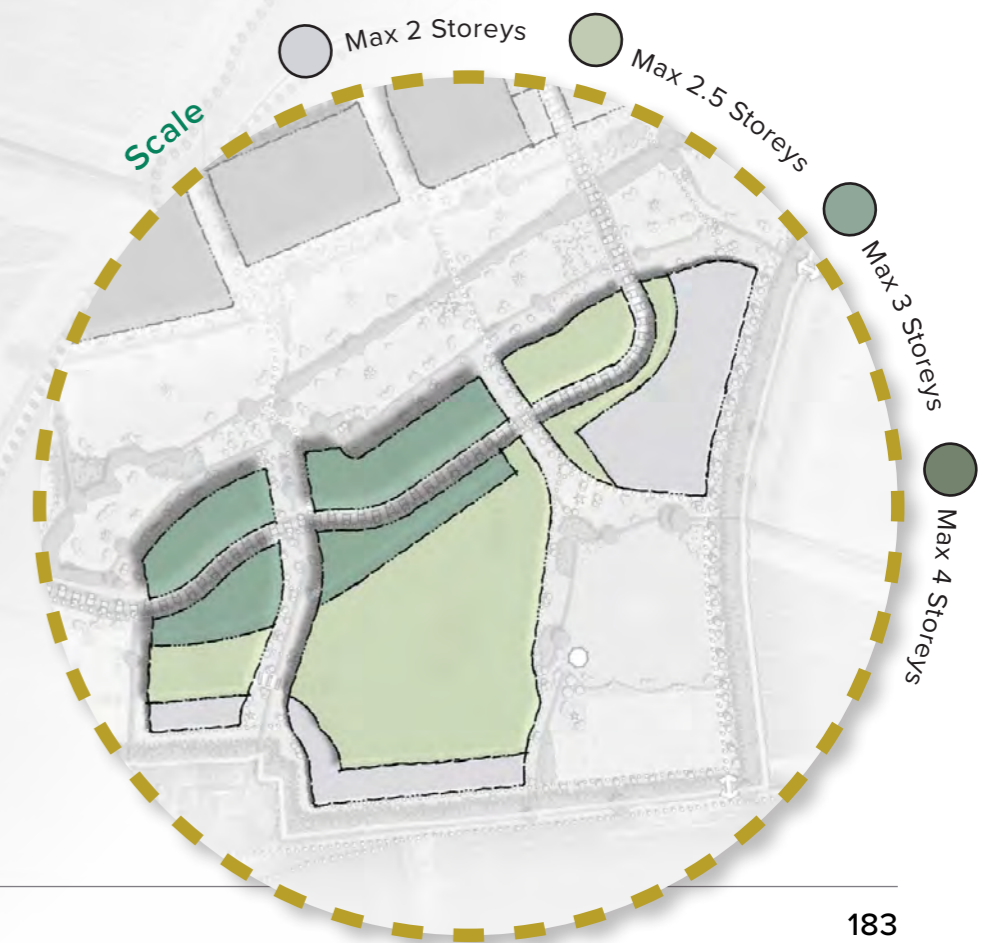
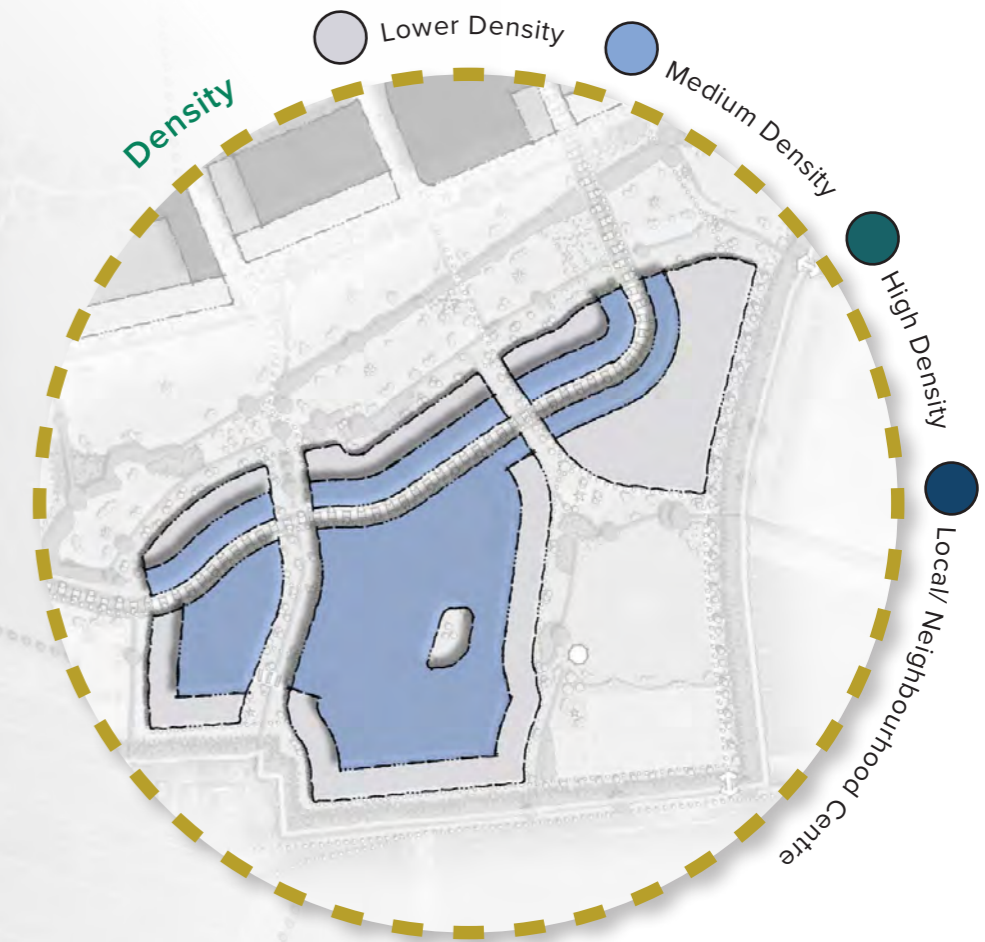
Informal play and activities incorporated into level changes



Illustrative Sketch Vignette

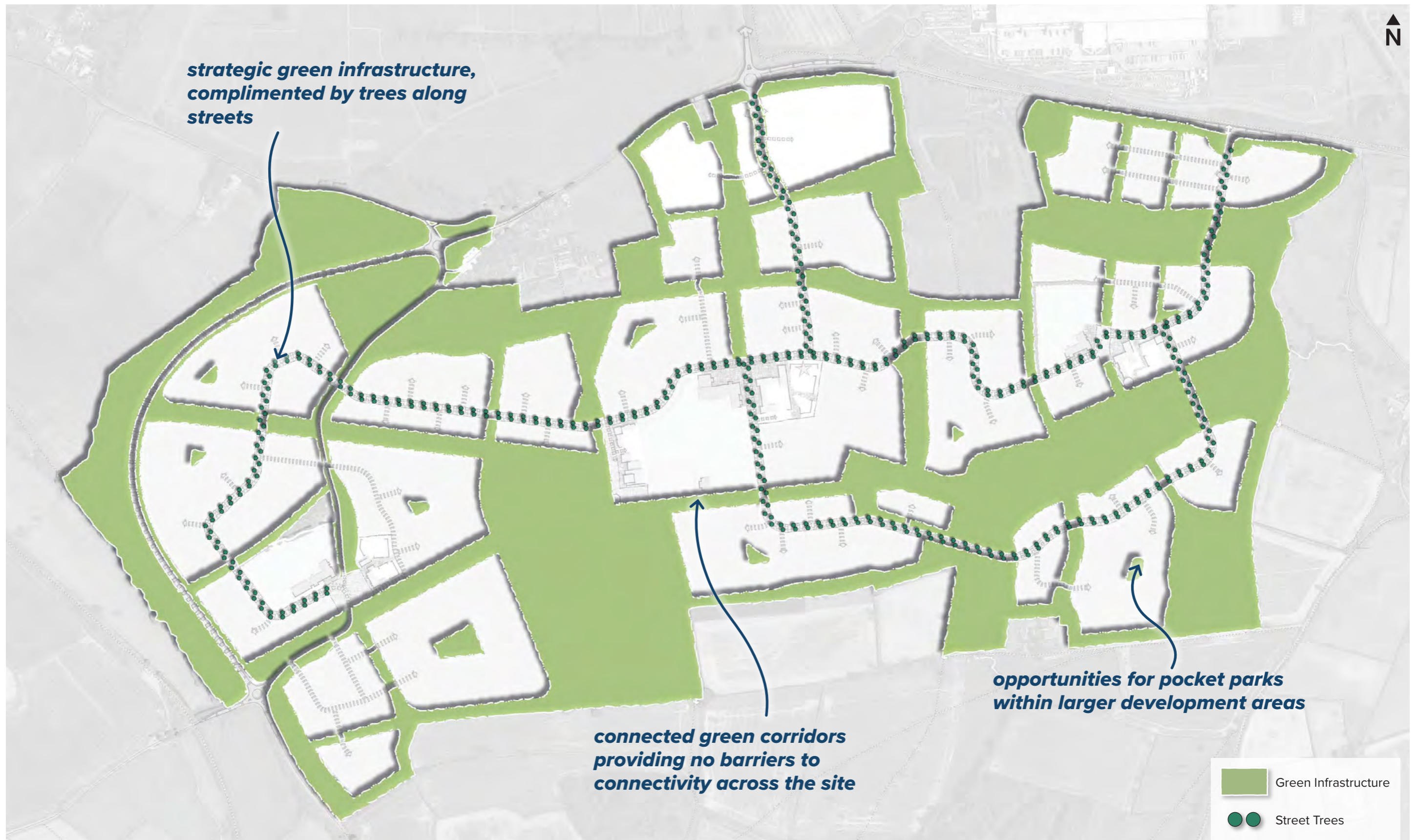
CA9
SOUTH
WOODHOUSE
VALE

*green corridors break-up
development
frontage overlooking
watercourse corridor*



Character Area 9: South Woodhouse Vale

Green Infrastructure





Safe, social and inclusive

Future detailed application(s) are expected to demonstrate how public spaces are created on this site, ensuring that it is in-line with the National Design Guide advice. The three overarching topics of the Public Spaces section are;

P1) Create well-located, high quality and attractive public spaces

- include well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion.

P2) Provide well-designed spaces that are safe

- have a hierarchy of spaces that range from large and strategic to small and local spaces, including parks, squares, greens and pocket parks.

P3) Make sure public spaces support social interaction

- have public spaces that feel safe, secure and attractive for all to use; and
- have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation.

6.8 Public Spaces

6.8.1 Green Infrastructure

The overarching green infrastructure (GI) strategy underpins the Masterplan for Isley Woodhouse. This ensures that the completed development will:



Promote active and healthy lifestyles for future residents and visitors



Ensure that residents and visitors are close to the natural environment



Incorporate a network of green and blue infrastructure that are accessible to all.

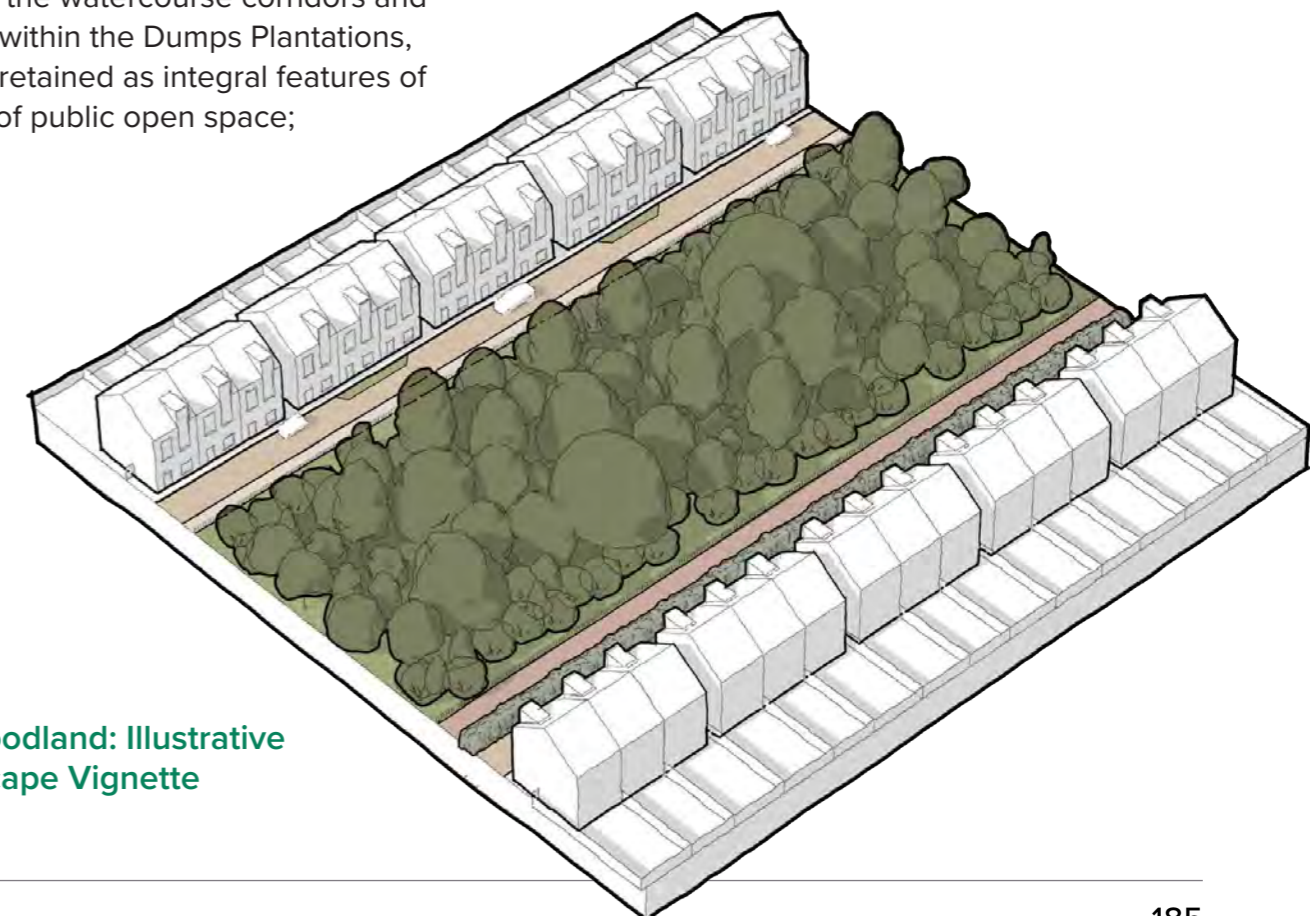


Enhance the natural environment and biodiversity of the site, so that wildlife can thrive.

Spending time amongst a green and natural environment improves our mental and physical health and feelings of well-being. The landscape strategy is focused on making contact with nature an everyday occurrence for residents. The site's existing landscaping setting and surrounding countryside context provides a unique setting within which to create the new settlement of Isley Woodhouse, and **overall 44%** of the site area will be open space.

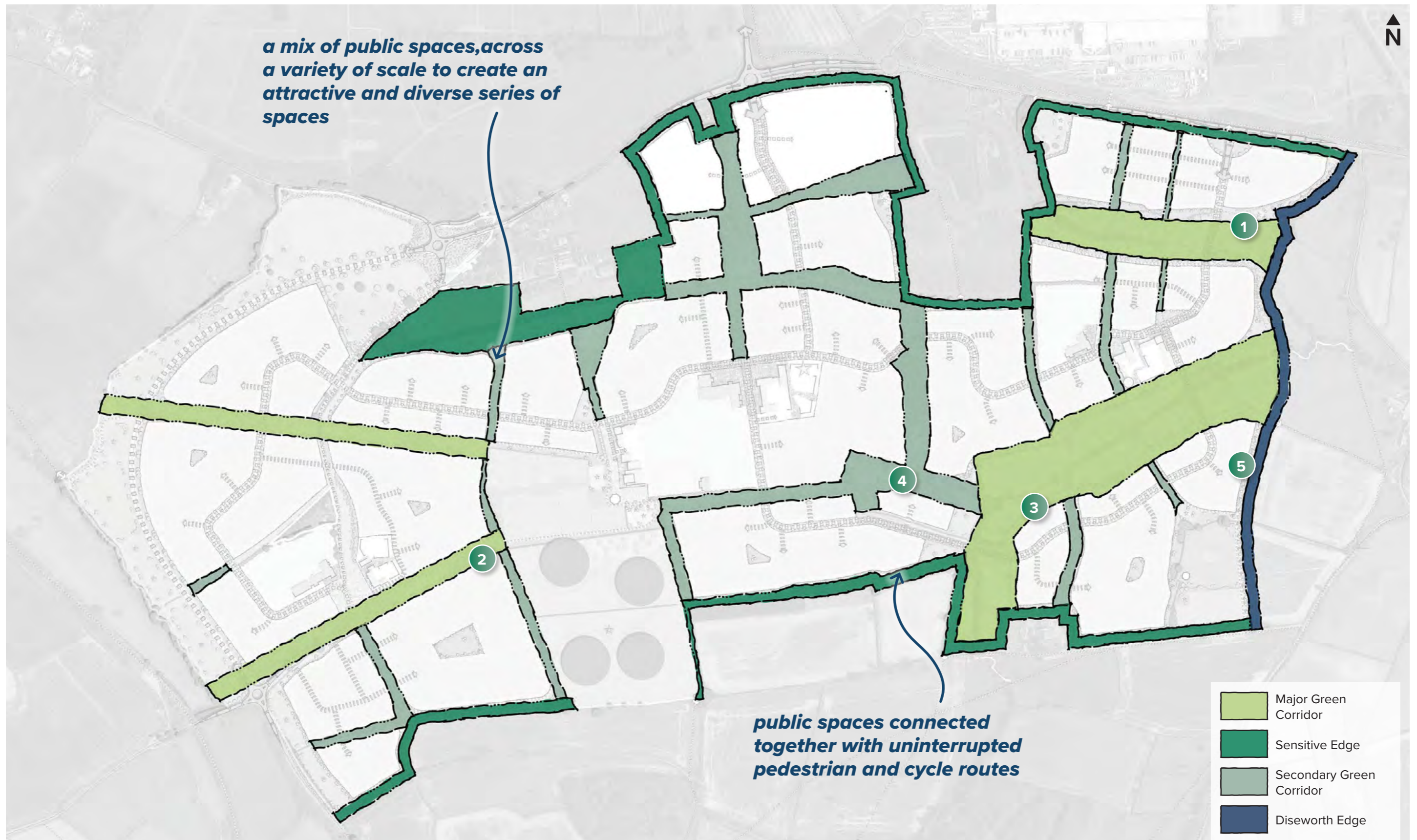
The key features of the green infrastructure strategy include:

- A network of green open space to allow complete connectivity throughout the site within landscape corridors, promote biodiversity and ensure all residential parcels look onto public open space;
- Directly responding to the published landscape character assessments and landscape sensitivity assessment, which identified several guidelines and mitigation requirements for new development on the site. The design response includes the retention of areas of higher ground to the north-west and at the centre of the site as part of a multi-functional green infrastructure network;
- Existing belts of mature trees, such as those adjacent to the watercourse corridors and vegetation within the Dumps Plantations, have been retained as integral features of new areas of public open space;
- The existing watercourses, hedgerows and trees are key assets that will be retained wherever feasible and incorporated within the green infrastructure. This will utilise the existing green infrastructure to create a strong character from the early days of the development;
- Green corridors within the western part of the site are located to allow for framed views west towards Breedon on the Hill and towards the Melbourne countryside;
- Existing rights of way will either be retained or diverted within green corridors, and a network of foot/cycle routes will provide new connections through the green spaces; and
- Incorporate proposed drainage ponds into the overall GI strategy.



Retained Woodland: Illustrative Landscape Vignette

Green Corridors



6.8 Public Spaces ^{CTD}

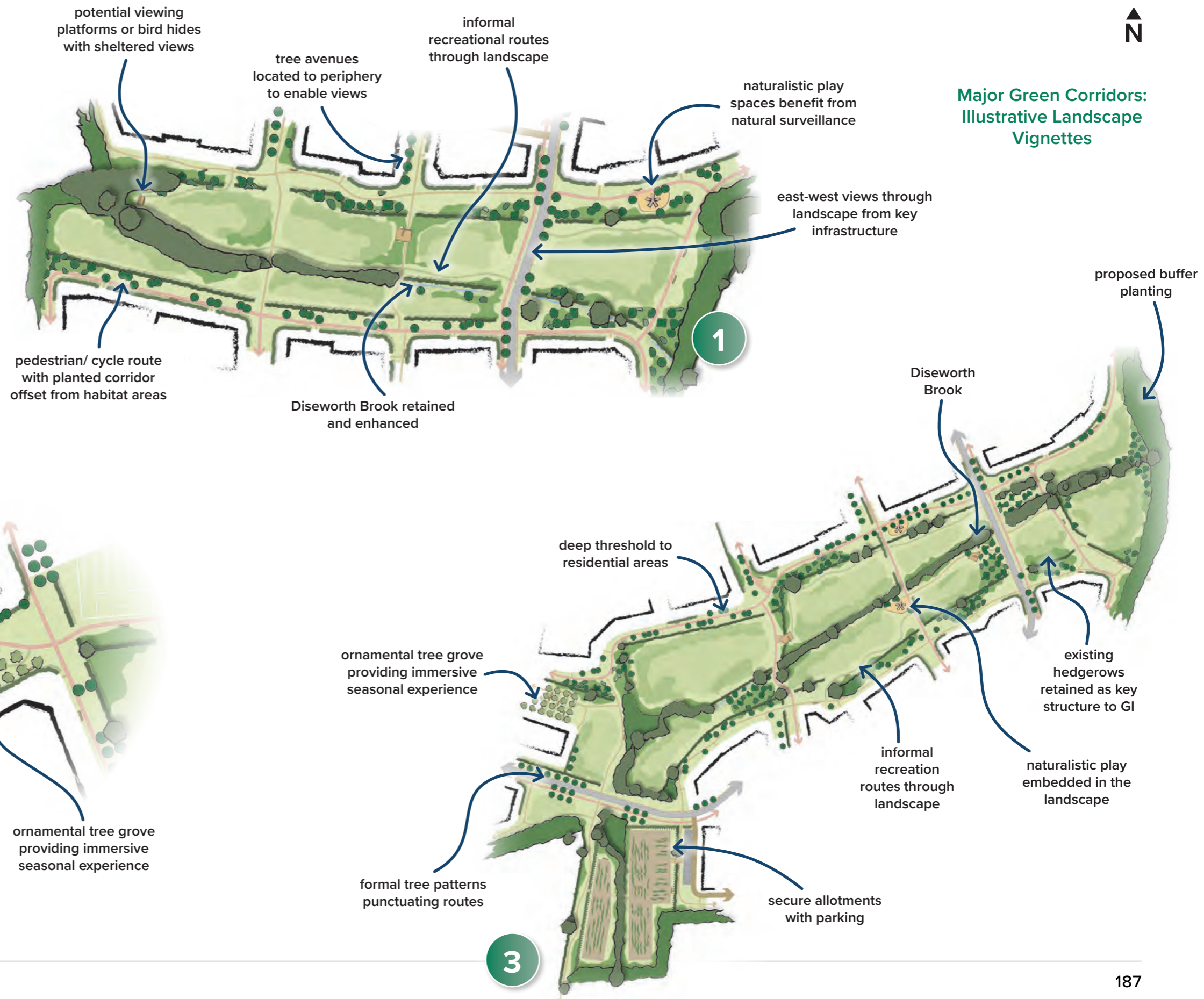
6.8.2 Green Corridors

The strategy for the proposed green corridors delivers a hierarchy of spaces – this includes:

MAJOR GREEN CORRIDORS

Moor Park viewing corridors to the west which are typically 50m wide linear green corridors from the centre of the site towards the church at Breedon on the Hill and over the countryside towards Melbourne.

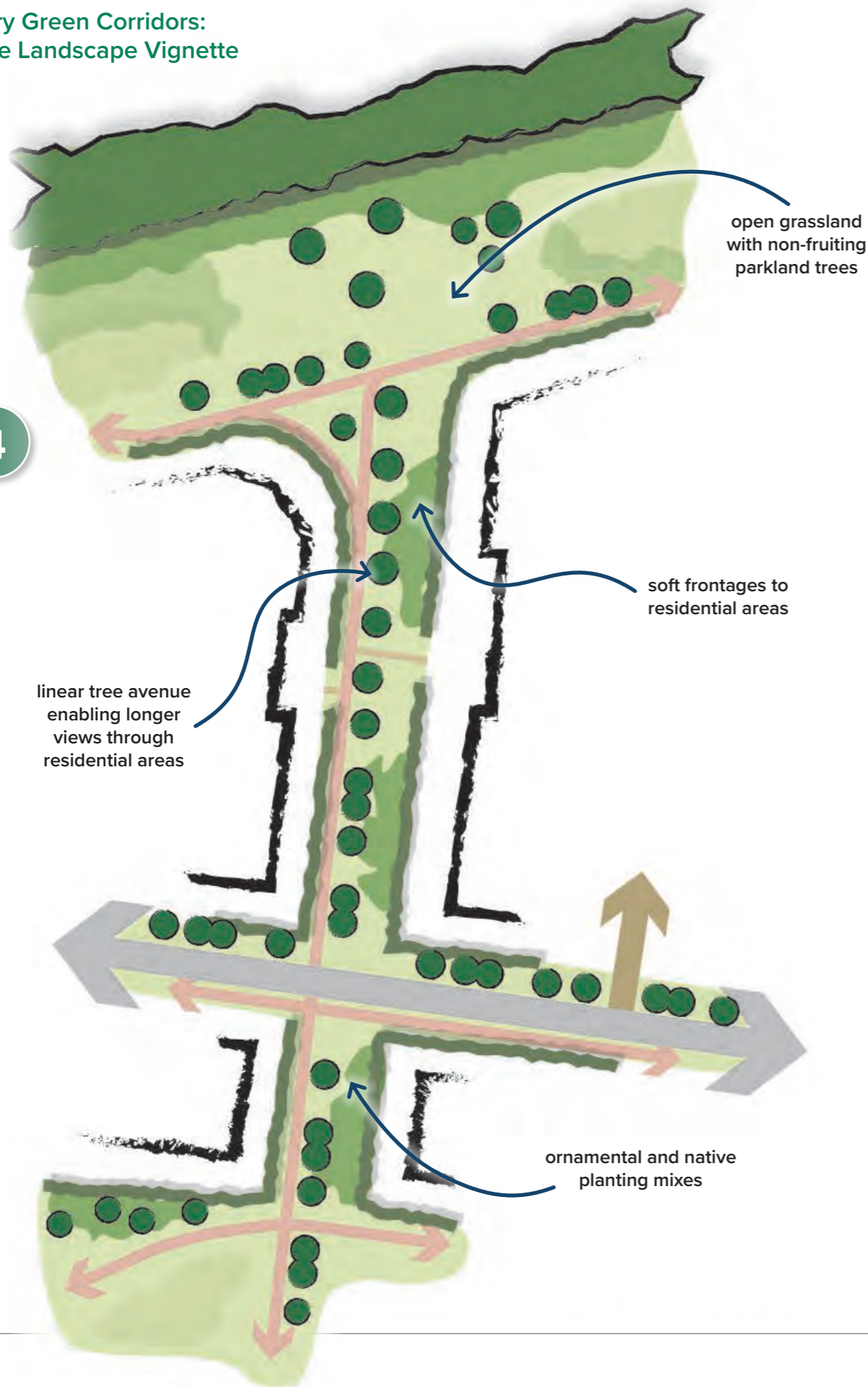
Woodhouse Vale watercourse corridors have a varying width, with a more organic nature in response to the existing watercourses and topography.



Secondary Green Corridors:
Illustrative Landscape Vignette



4



6.8 Public Spaces ^{CTD}

6.8.2 Green Corridors ^{CTD}

SECONDARY GREEN CORRIDORS

15-35m green corridors protecting existing trees and hedgerows, creating new green corridors and habitats where existing features have been removed to facilitate development and linking together green spaces and the new communities being created. This includes provision for SUDS, natural play spaces, tree planting, hedgerow planting and biodiversity enhancement, trim trails and informal paths alongside the formal pedestrian and cycle connectivity.

SENSITIVE EDGES

25-30m landscape corridors, along the southern edge of the site, respond to broader landscape views towards the site from the surrounding context. These will typically include a minimum of 20m woodland planting, alongside pedestrian and cycle routes.

Adjacent to the existing dwelling along the A453 and along the western edge of Isley Walton, a 25m landscape corridor has been proposed, which includes 20m of woodland planting. A similar approach has been taken around the airport reservoirs, to screen it from the proposed dwellings.

Additionally, a narrower landscape buffer is provided along the northern edge of the site along the A453 to buffer the development from the road and reinforce the retained planting.

“ Everyone should have easy access to quality open, and preferably green, space. It helps shape us when we are young and keeps us healthy and active as we get older.

The power of play on the doorstep cannot be underestimated. It is our connection to joy and to our better selves. Green spaces are where we realise that we are part of nature, not separate from it. Strengthening this relationship can help keep us well, mentally and physically, throughout our lives. ”



Lower density development edges

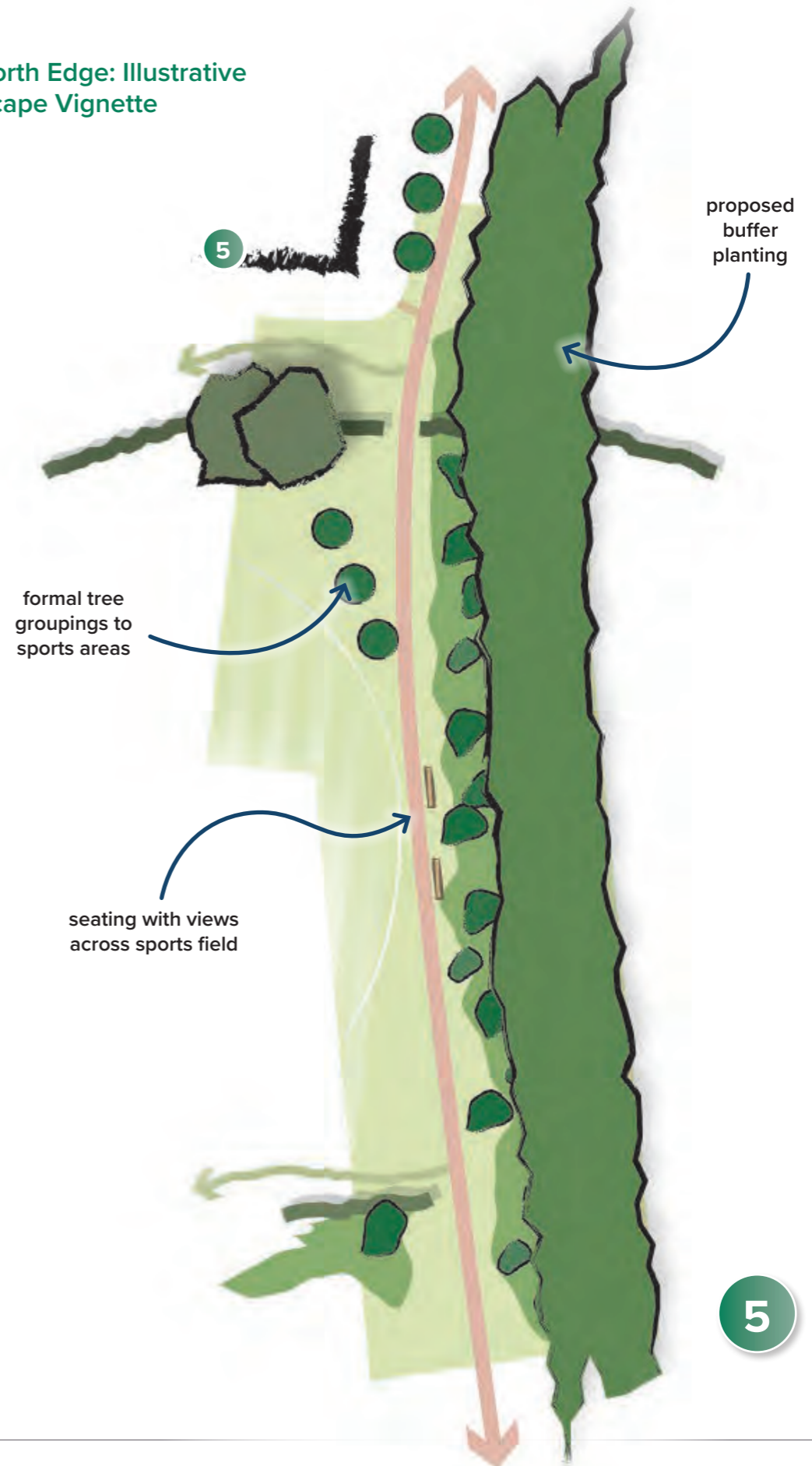


Landscape corridors serve an important movement function

DISEWORTH EDGE

Along the entirety of the eastern boundary a 40m landscape buffer has been proposed – this distance was tested as part of the design development to ensure that the proposed dwellings are sufficiently screened from views from the east. This includes 25m of woodland planting, and 15m of scrub/ grassland, including pedestrian and cycle connectivity within the site.

Diseworth Edge: Illustrative Landscape Vignette



Key Public Spaces



6.8 Public Spaces ^{CTD}

6.8.3 Key Public Spaces

The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices. A number of different public spaces are suggested throughout the development in order to cater for a range of uses and recreation provision. Each of these spaces will have its own identified to add vibrancy and legibility to the overall place. These spaces include:

- 1 Isley Fields Sports Facilities
- 2 Dumps Parkland
- 3 Woodhouse Green Sports Facilities
- 4 Melbourne View
- 5 Church View
- 6 Woodhouse Brook South
- 7 Woodhouse Brook North
- 8 Isley Square
- 9 Woodhouse Square
- 10 Moor Square

The spaces covered are those of significant scale for this outline stage of the Masterplan. It is envisaged that smaller scale village greens, pocket parks and incidental open space be incorporated into the development parcels in order to provide smaller public spaces for the directly adjacent residents that are of a neighbourhood scale, particularly in the larger development parcels included within the Masterplan.

Details of each key space can be found on the following spread.





6.8 Public Spaces ^{CTD}

6.8.4 Key Public Spaces ^{CTD}



1 ISLEY FIELDS SPORTS FACILITIES

- Located at the centre of the site at the highest point between the Isley Vale and Moor Park neighbourhoods. At the crest of the hill this is one of only two locations where flat land facilitates the provision of playing pitches;
- It is bordered by up to 3-storey residential development to the north and west, The Dumps Parkland to the south, and the leisure facility and secondary school to the east;
- The space serves as the termination point for the two view corridors directed towards Melbourne and Breedon on the Hill;
- The sports facilities include a variety of football pitches to cater for a range of age groups;
- In addition, the play areas feature NEAPs (Neighbourhood Equipped Areas for Play), LEAPs (Local Equipped Areas for Play), and LAPs (Locally Equipped Areas for Play);
- It is fronted by the proposed public leisure building, which could become a community focal point, offering indoor sports facilities, changing rooms, and other amenities;
- A pavilion building with an area of public realm is indicated on the eastern edge of the space. This could also include a small amount of car parking and vehicle drop-off area; and
- The area is well-connected at the centre of the site, with pedestrian and cycle routes leading to this space from all parts of the development.



Isley Fields Sports Facilities





6.8 Public Spaces ^{CTD}

6.8.4 Key Public Spaces ^{CTD}

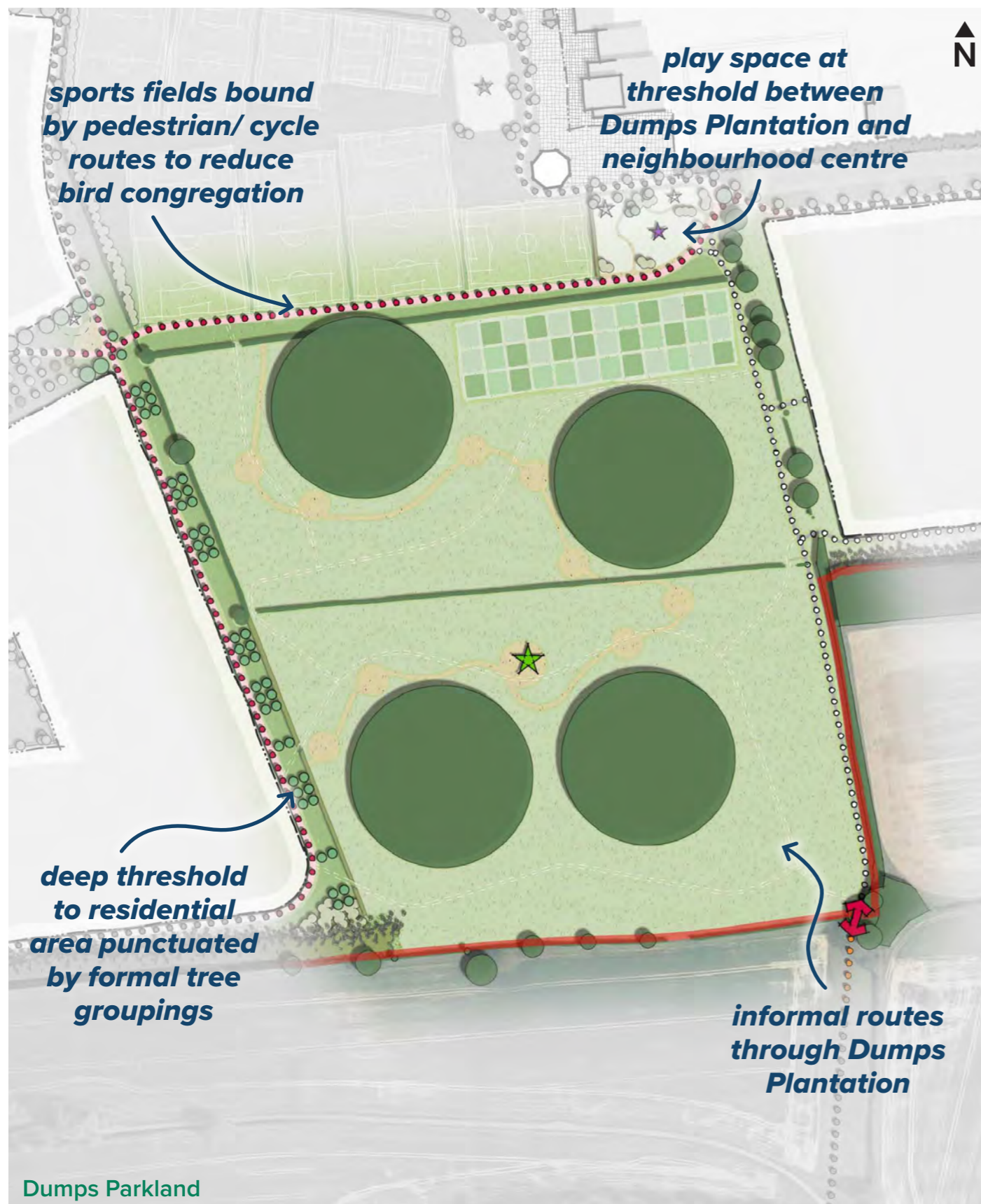


Key Plan

2 DUMPS PARKLAND

- This area is located at the southern edge of the site within the Moor Park neighbourhood;
- It is a large, natural open space characterised by the existing distinctive circular copses of trees;
- It will largely be preserved as a natural environment with interventions focused around natural play and exploration for children and recreational walking routes for adults;
- There is potential to include some community allotments in the northern portion of the area;
- Informal walking routes for leisure use can be accommodated within the space;
- More strategic cycling and walking routes will run to the north and west, but outside the boundary of the parkland; and
- A walking route will run along the eastern boundary, providing connectivity from the residential areas to the existing Public Right of Way (PRoW).







Opportunities for pavilion buildings adjacent to play spaces and playing fields

6.8 Public Spaces ^{CTD}

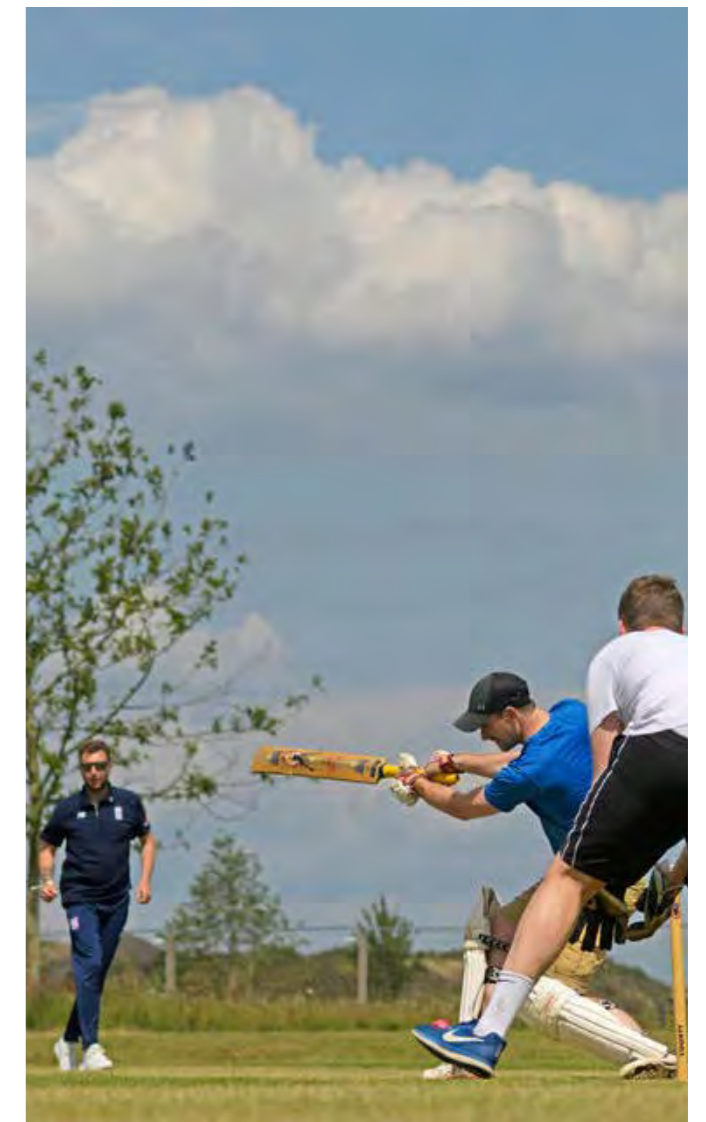
6.8.4 Key Public Spaces ^{CTD}

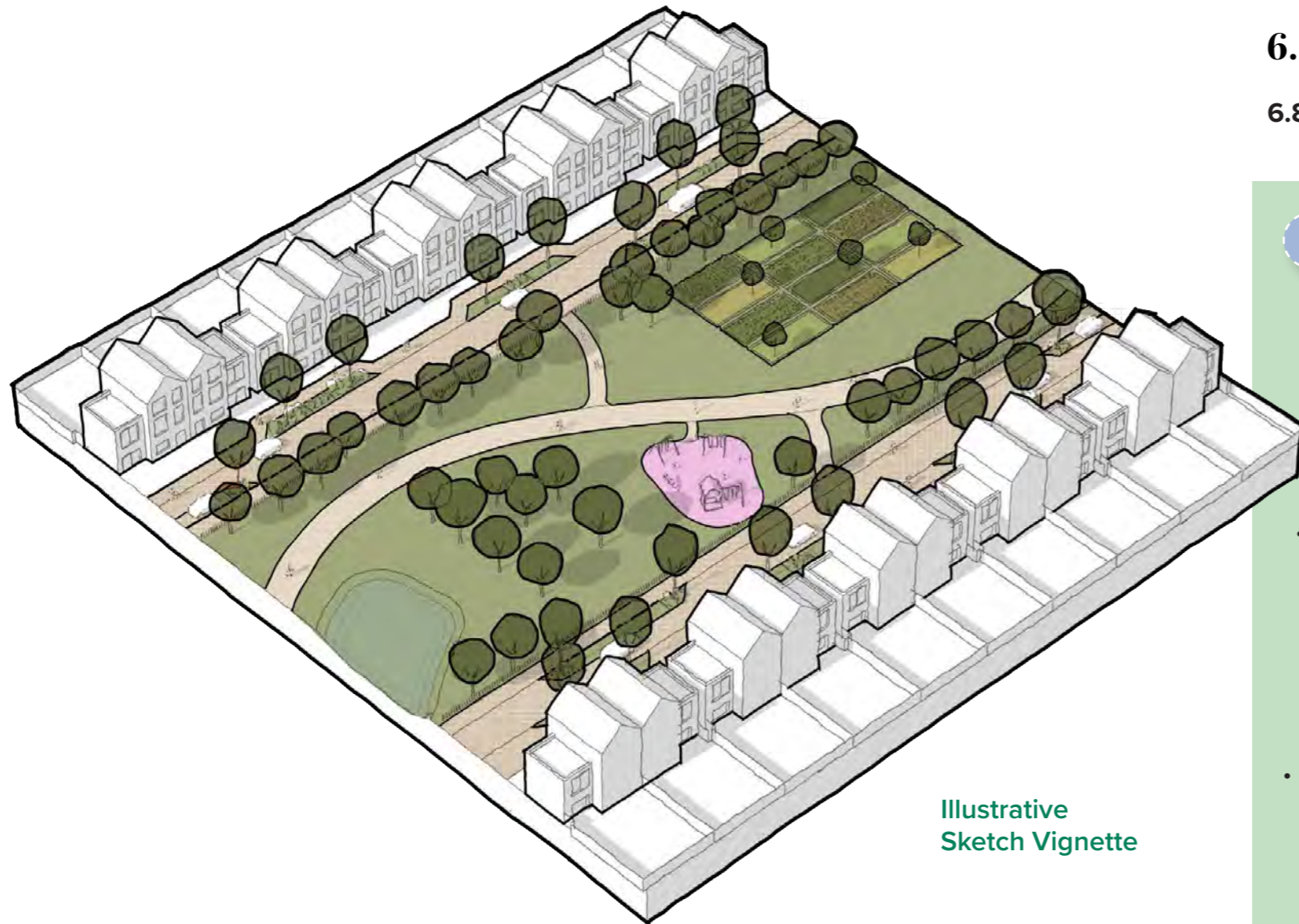


Key Plan

3 WOODHOUSE GREEN SPORTS FACILITIES

- This area is located in the south-east corner of the site within the Woodhouse Vale neighbourhood;
- It occupies a high point within the site, and is therefore free of residential development and surrounded by significant buffer planting along the eastern and southern boundaries;
- It is fronted by residential development to the north and west to ensure the space is well overlooked;
- Existing hedgerows and tree planting will be retained;
- A cricket pitch and rugby pitch are currently shown in this area, in-line with Sport England requirements. Cricket is only played during the summer and therefore light pollution will be limited. Opportunities for other inclusive sports such as bowls should be considered if demand is favourable;
- Formal equipped play areas are included within the space;
- It is well connected to the surrounding footpaths and cycle routes within the site, while also being easily accessed by the residents of Diseworth using the existing Public Right of Way (PRoW);
- There is potential for a small-scale pavilion building to provide facilities such as changing rooms, storage, and a café to support the sports facilities; and
- New proposed east-west Sustrans link enters the site and goes through this area.

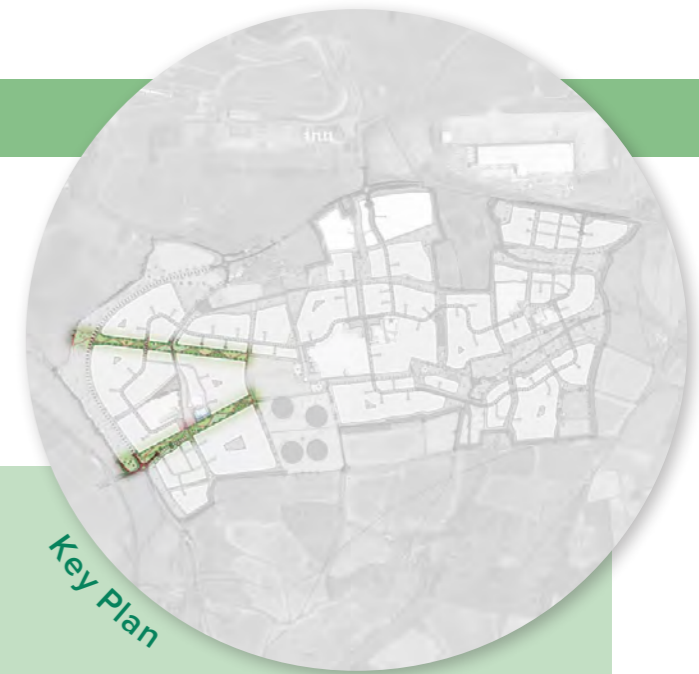




Illustrative Sketch Vignette

6.8 Public Spaces ^{CTD}

6.8.4 Key Public Spaces ^{CTD}

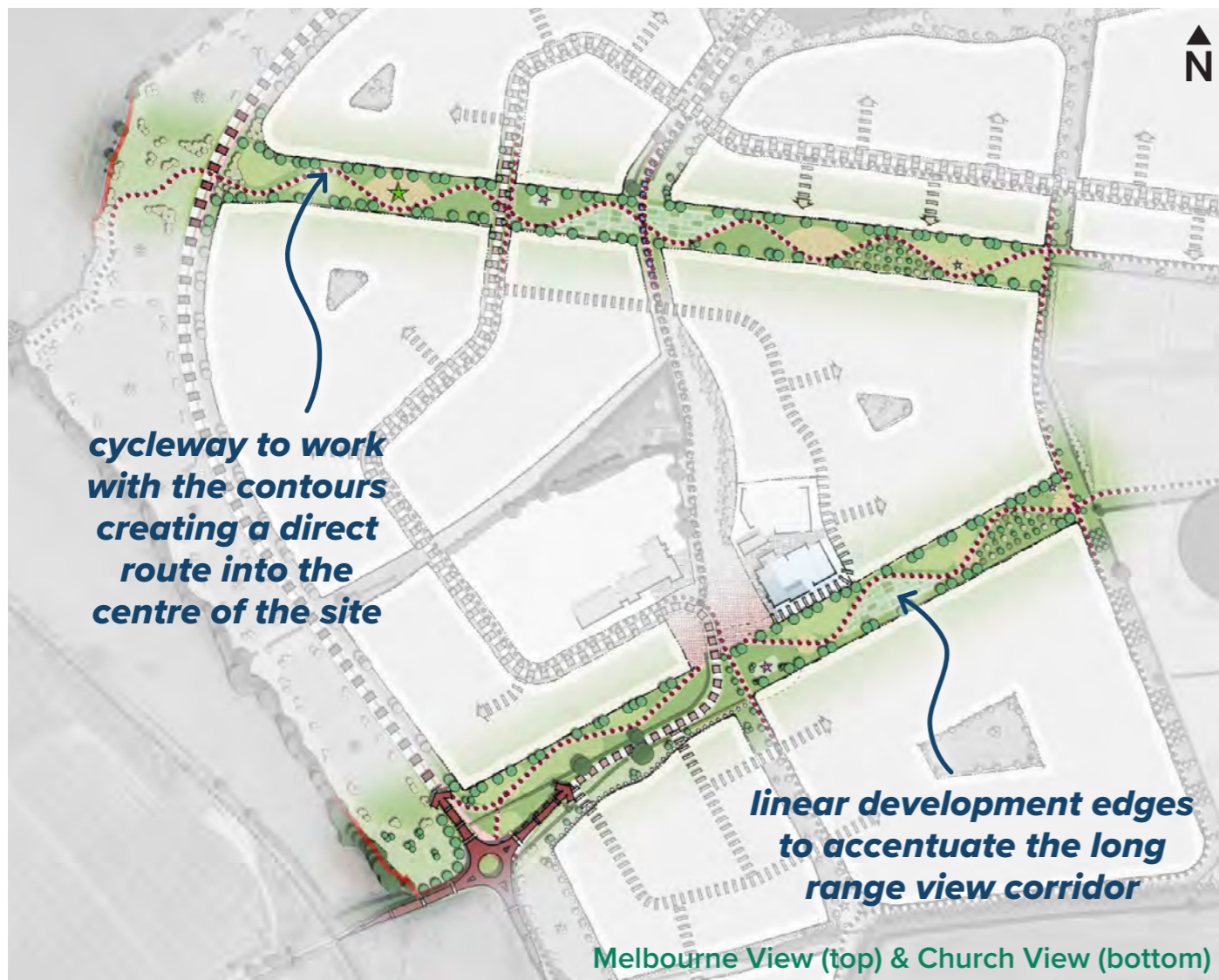


Key Plan

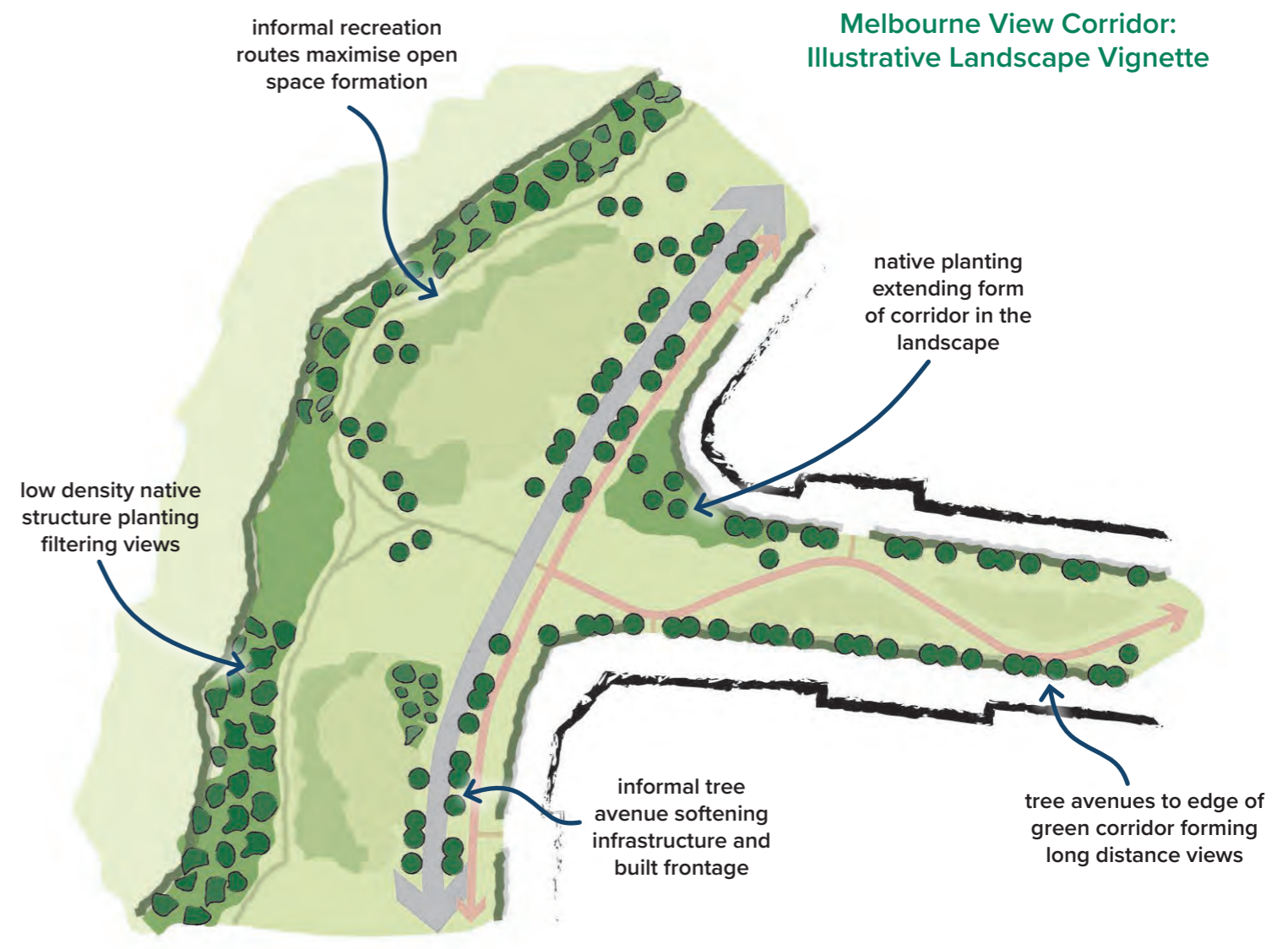
4 5 MELBOURNE VIEW & CHURCH VIEW

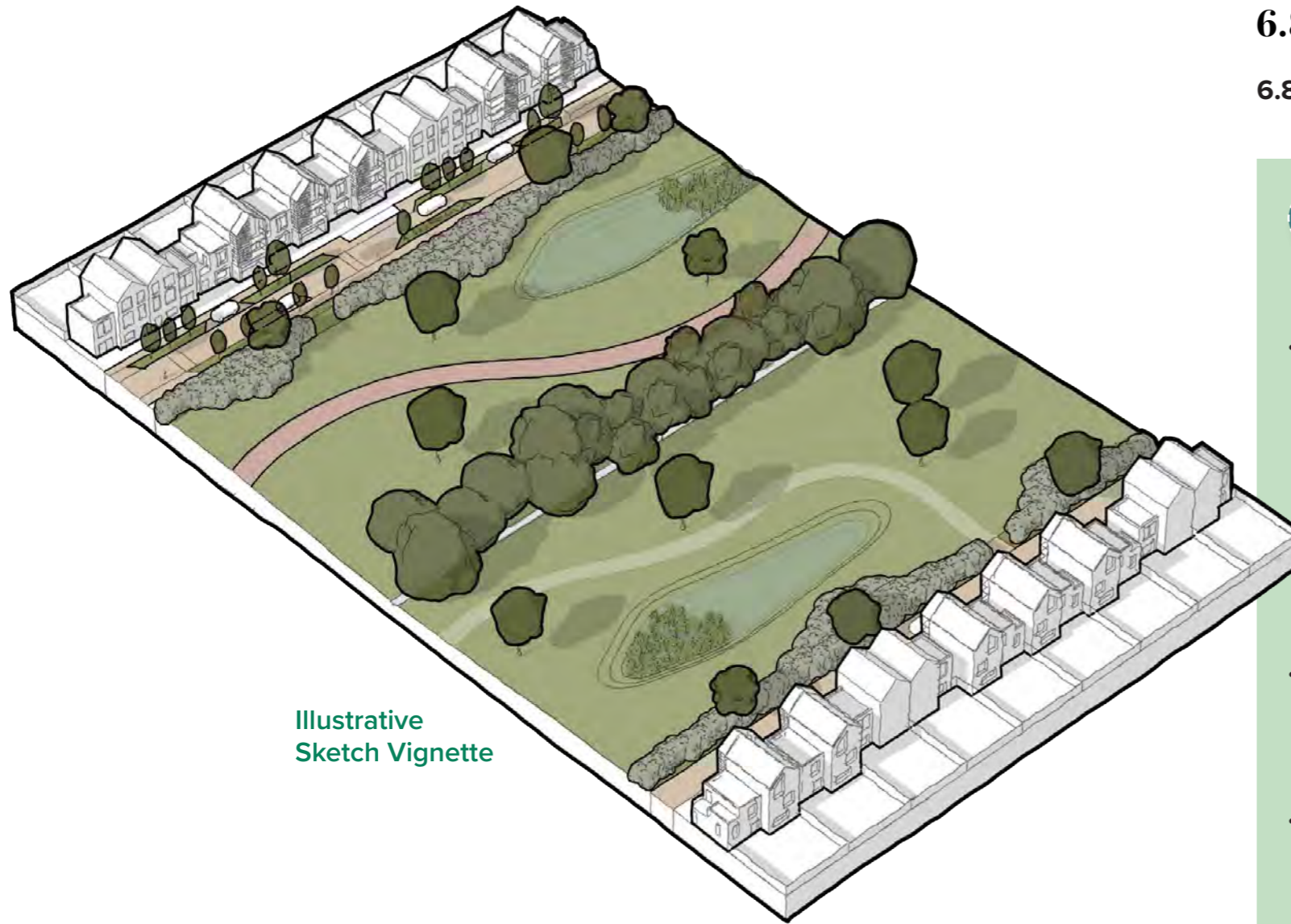
- These are strategic view corridors located within the Moor Park neighbourhood, leading towards Isley Fields at the centre of the site;
- They rise from their lowest points at the edge of the site eastward towards the centre, allowing for dramatic, long-distance views. This will be enhanced with a landscape planting strategy that does not block, but strengthens the sightline of the corridor;
- While functioning as long-distance view corridors that respond to the surrounding context, both spaces have the potential to be dynamic and vibrant multi-functional public spaces. They can incorporate new and existing planting, allotments, Sustainable Drainage Systems (SuDS), formal equipped play provision, small-scale play-on-the-way features, trim trails, and public art;
- Both corridors will play a significant role in the overall movement strategy across the site and will include 4.0-meter-wide shared pedestrian and cycle routes. These routes will likely weave through the spaces due to the existing topography, promoting accessibility; and
- Both corridors will be taller in scale but of a lower density. This will be created using larger house types.





Melbourne View Corridor: Illustrative Landscape Vignette





Illustrative Sketch Vignette



6.8 Public Spaces ^{CTD}

6.8.4 Key Public Spaces ^{CTD}

6 7 WOODHOUSE BROOK NORTH & SOUTH

- The two watercourse corridors are located within the Woodhouse Vale neighbourhood and are the largest natural features within the Masterplan;
- Both corridors feature natural valleys that are at their highest points along the edges of the residential parcels and fall towards the Diseworth Brook tributaries;
- Both corridors enter the site along the eastern boundary and weave through the site, connecting the green infrastructure to the wider landscape;
- Compared to the other green corridors within the site, both corridors are more organic and natural, with varied widths, resulting in a unique character for the Woodhouse Vale neighbourhood;
- The corridors include retained trees and hedgerows, the existing watercourses, proposed Sustainable Drainage Systems (SuDS), informal footpaths for leisure, formal strategic footpaths and cycleways, allotments, and natural play areas;
- Additionally, both corridors are crossed by the Primary Street. While this will be subject to detailed design, the street will naturally sit above the valley floor to achieve acceptable street gradients. It is crucial that the massing and appearance of the crossing points are carefully considered to avoid negatively impacting the natural character of these spaces, and to ensure east-west ecological connectivity; and
- Both corridors will be predominantly fronted by 3-storey dwellings, responding to the scale of the space.



Key Plan





Public realm allows for long term community engagement with the urban environment



Public realm space to create outdoor space for businesses

6.8 Public Spaces ^{CTD}

6.8.4 Key Public Spaces ^{CTD}



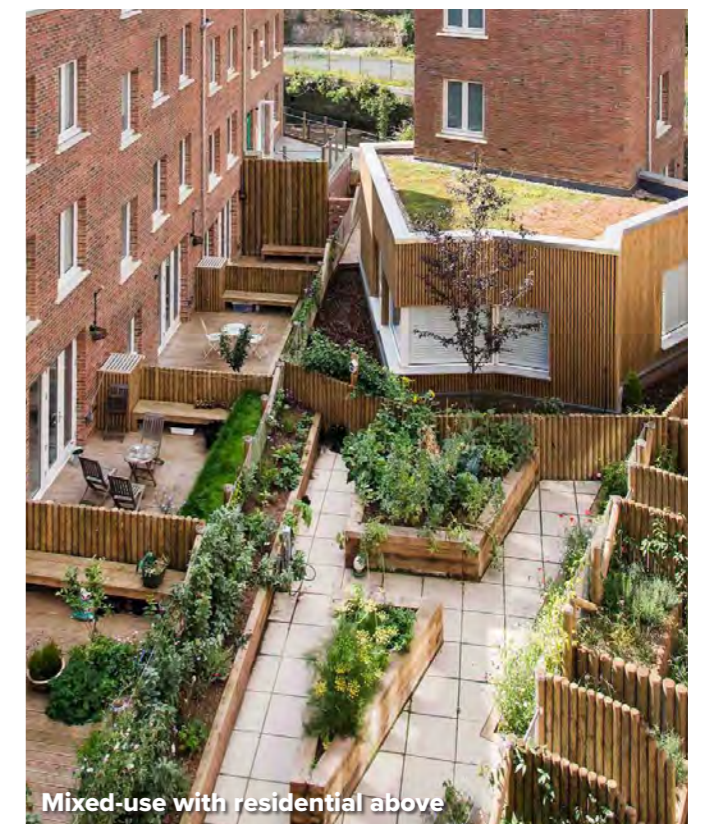
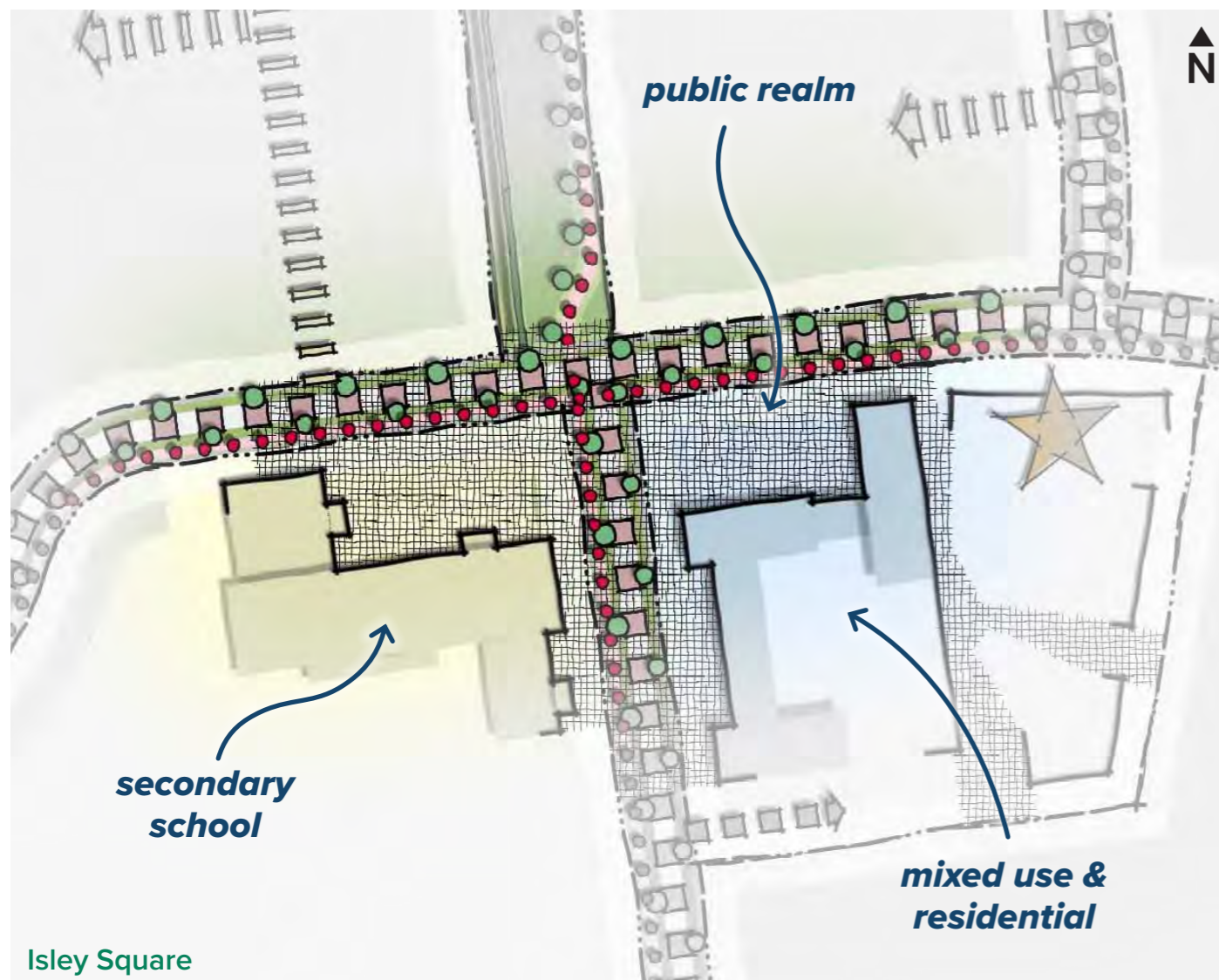
Key Plan

8 ISLEY SQUARE

- This area is located adjacent to the Community Hub within the Isley Rise neighbourhood;
- To foster a vibrant Community Hub, the area connecting the Local Centre, Isley Rise Secondary School, and the northern green corridor terminus should be designed to create an integrated public space;
- This space will serve as a welcoming gateway to the Isley Rise Secondary School and allow activities from the Local Centre to spill out into the streetscene. Design solutions may include widened pedestrian areas or a shared surface space, prioritizing pedestrian movement;
- The space should integrate street furniture, cycle parking, street trees, and seating;
- The space may coincide with a central bus interchange and/or mobility hub within the Local Centre; and
- This space must be a high-density area to ensure that the space is illuminated by the activity and movements of residents. This will in turn ensure the commercial viability of the space, with co-located trip generators and a population density befitting a new settlement central space.



Local centres to be part of the street, not isolated/ setback within a car park





Public realm space outside the school for community interaction between children and adults



Safe and direct cycle routes to school to discourage car use

6.8 Public Spaces ^{CTD}

6.8.4 Key Public Spaces ^{CTD}

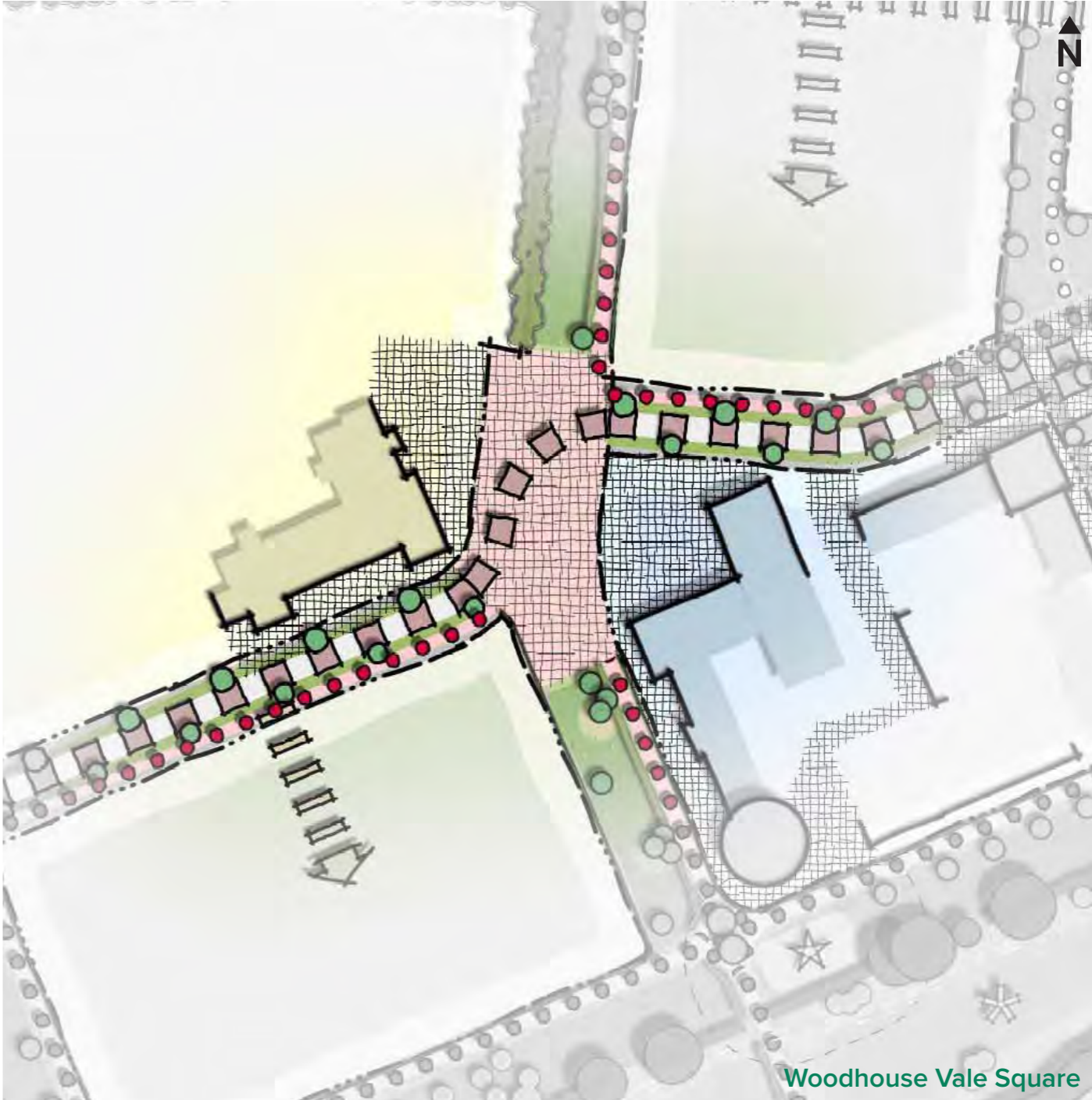
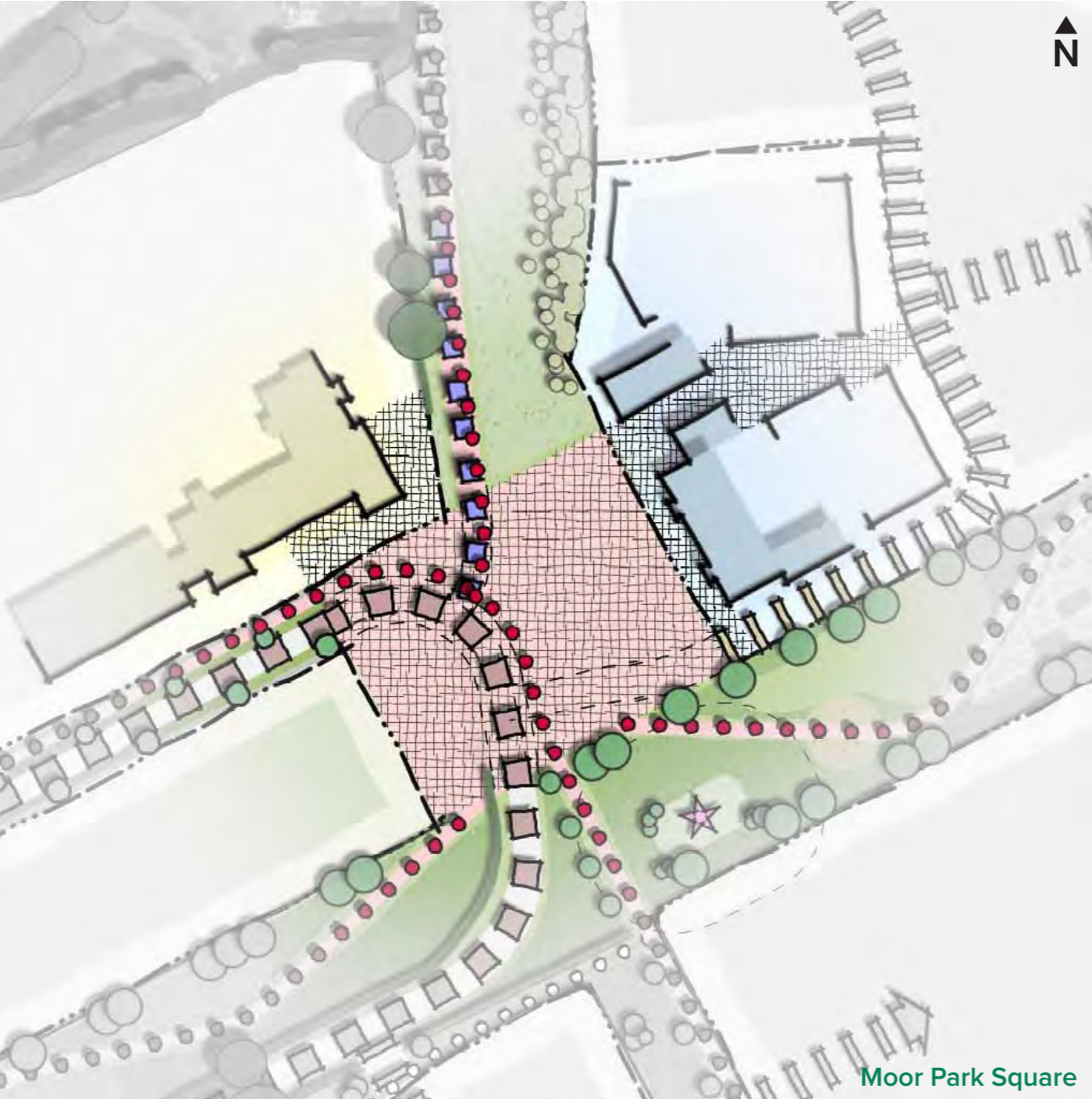


Key Plan

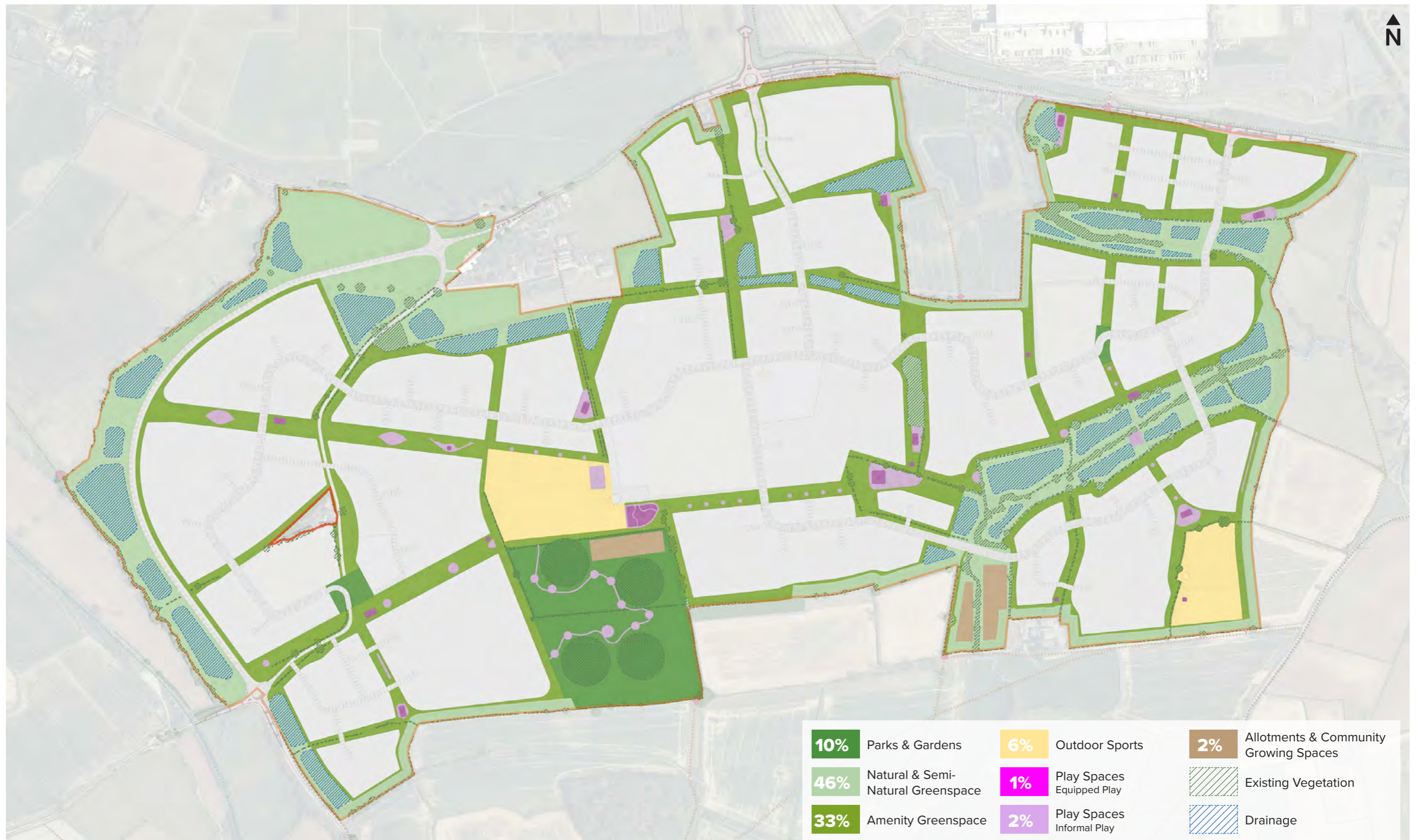
9 10 WOODHOUSE SQUARE & MOOR SQUARE

- These spaces are associated with the Community Hubs within the Woodhouse Vale and Moor Park neighbourhoods;
- When compared to the Isley Rise Square, these public spaces are smaller scale in scale and coincide with the position of the Primary Schools and Neighbourhood Centres;
- The Primary Street passes through these hard landscaped spaces and the treatment of the street should respond to accordingly to highlight the public space; and
- Higher density development must be delivered in these areas to ensure the commercial viability of the mixed-use centres and that the public realm spaces are illuminated with life and activity.





Open Space Typologies



6.8 Public Spaces ^{CTD}

6.8.4 Open Space Typologies

The open space across the site has been benchmarked against Fields in Trust (2024). This nationally recognised standard provides an exemplar level of provision that the development proposals seek to achieve.

Outdoor sports provision is measured against Sport England playing pitch calculator and allotment provision is assessed against the National Society of Allotment & Leisure Gardeners standards.

The open space is broken down into a series of different typologies dependant on its function, accessibility, and adjacent uses. This is demonstrated on the adjacent plan.

There are many different types of public open space that sit within a wider network of green infrastructure. Defining and grouping open space typologies can be challenging as there can often be cross over with types, uses and some being semi-private. We have grouped the open space benchmarks into three main types as defined opposite.

All homes should be within 200m-300m walking distance of open space with everyone having access to the full range of open space types within 1000m.

NATURAL AND SEMI-NATURAL URBAN GREEN SPACES:

To include woodland, scrub, grassland, heath or moor, wetlands, open and running water and open access land.

PARKS AND GARDENS:

To include urban parks and squares, country parks, regional parks, forest parks, and formal gardens.

AMENITY GREEN SPACE:

To include informal recreation spaces, communal green spaces in and around housing, village greens, urban commons, allotments and growing spaces and other incidental spaces which may include areas of hard spaces as well as green spaces.

OUTDOOR SPORTS:

Outdoor sports are often thought of as pitches for team sports, however there is a much wider range of sport types that can be facilitated within open spaces including courts, trails and water-based sports. An assessment of existing local facilities as well as community engagement should be undertaken to help understand any shortfalls or demand for new facilities.



OPEN SPACE TYPOLOGIES (see P18-1419_DE_072_C_01 - Open Space Typologies)

Site Boundary		313.39 Ha			
TYPE	QUANTITY PER 1000 POPULATION	QUANTITY FOR EST. POPULATION CIRCA 10,200	PROVIDED AREA (HECTARES) ROUNDED	GROWTH +/-	PERCENTAGE OF OVERALL
Parks & Gardens	0.80	8.16	14.01**	5.85	10%
Natural & Semi-Natural Greenspace	1.80	18.36	63.53	45.17	46%
Amenity Greenspace	0.60	6.12	44.97	38.85	33%
Outdoor Sports	N/A	Playing Pitch Calculator	8.65	***	6%
Play Space (Equipped Play)	0.25	2.55	0.87	-1.68	1%
Play Space (Informal Play)	0.30	3.06	3.07	0.01	2%
Allotments & Community Growing Space	0.50*	2.13	2.16	0.03	2%
PUBLIC OPEN SPACE TOTAL		40.38	137.26	88.24	100%

* Standard is 0.5Ha per 1,000 households.

** 0.83Ha is hard surfaced public realm space outside Primary School/ Local Centre.

*** Pitches provided in-line with Sport England Playing Pitch Calculator.

6.8 Public Spaces ^{CTD}

6.8.5 Play & Sport Facilities

Designing for play can address fundamental human needs for interaction, movement and exercise. The play strategy will benefit all residents of Isley Woodhouse from the youngest to the oldest.

“ Successful play is rooted in its place, integrated into the landscape and the communities it serves creating play friendly spaces that are accessible and inclusive for all.

Only providing standalone equipped play spaces in developments is limiting, the Benchmarks therefore incorporate equipped and informal play quantities.

To deliver quality, a site-wide open space and play strategy should demonstrate how different types of play spaces are integrated into a development, connected to each other, close to home and designed to enhance their setting providing a range of inter-connected play experiences in the heart of a development. Where they are and how they connect through a network of playable, safe and accessible streets and open spaces is as important as any equipment provided at the destination.

Adventure playgrounds, podium and terrace play, internal communal play space in high-density schemes and facilitated play sessions may complement other play spaces.

Fields in Trust (2024)



NEIGHBOURHOOD EQUIPPED AREAS FOR PLAY (NEAPS)

This is an area of open space specifically designed, laid out and equipped mainly for older more independent children who go further from home but potentially with play opportunities for younger children or siblings as well.

Spaces should be reached safely by children and young people and be within 1000 metres walking distance from home. It should have a minimum area of 1000 square metres. Spaces should provide a wider range of play experiences than a LEAP with age-appropriate play and informal recreational experiences for children and young people. There are likely to be more challenging items of equipment and features that meet the needs of older children and young people and sufficient space to play larger group games and seating and shelter to enable young people to socialise with their friends.

Fields in Trust (2024)

LOCALLY EQUIPPED AREAS FOR PLAY (LEAPS)

An area of open space specifically designed and laid out with features including equipment for children who are beginning to play independently with friends, without accompanying adults, and for adults with young children. Spaces should be reached safely by children and be within 400 metres walking distance from every home. They should be located at the heart of the site and not on the outskirts of the development, with no significant barriers such as main roads.

Spaces should provide for informal recreation and varied, stimulating and challenging play experiences. For example, equipment or natural landscape features which cater for different play types that test children's physical capabilities as well as provide imaginative, social and sensory play with natural materials such as sand and water, or other activities.

It should provide a minimum area of 400 square metres.

Fields in Trust (2024)

LOCAL AREAS FOR PLAY (LAPS)

A small area of open space specifically designed and primarily laid out for very young children to play close to where they live interwoven within the development. Every home should have access to play space within 100 metres. LAPs are designed to allow for ease of informal observation and supervision and primarily function to encourage informal play and social interaction for toddlers. A LAP requires no play equipment as such, relying more on demonstrative features indicating that play is positively encouraged.

Fields in Trust (2024)

INFORMAL PLAY FOR ALL

This includes facilities specifically designed for informal recreation such as pump tracks, parkour elements, bouldering walls, social areas for teenagers, ball courts, multi-use games area or skateboard areas which can provide the opportunity for a variety of experiences to young people with differing skill levels.

Playful features integrated and distributed within a development along active travel routes, within playable streets or open spaces may include play trails, sensory routes, playable public art or changes in levels and textures that encourage interaction with nature. These can create joyful and playful routes connecting destination play spaces, schools and local facilities that encourage active lifestyles.

Informal play spaces should be reached safely by children and young people. Larger games areas for older children should be within 700m walking distance from home and have a minimum area of 1000 square metres (for example a typical MUGA court dimension is 40 x 20 metres).

Fields in Trust (2024)



Fields in Trust Standards (2024)



6.8 Public Spaces ^{CTD}

6.8.5 Play & Sport Facilities ^{CTD}

The masterplan provides opportunities for formal and incidental play alongside places to socialise and interact with nature. This strategy extends beyond formal playgrounds to create a network of attractive, safe and engaging streets and open spaces that encourage exploration, being outdoors and physical activity.

The play spaces identified on the Masterplan include:

- 1 Isley Fields Sports Pitches
- 2 Woodhouse Green Sports Pitches
- 3 Isley Rise Secondary School Sports Facilities
- 4 Local Areas for Play (LAPs)
- 5 Locally Equipped Areas for Play (LEAPs)
- 6 Neighbourhood Equipped Areas for Play (NEAPs)
- 7 Informal Play for All
- 8 Indoor Sports
- 9 Walking Routes/ Wellness Trails and Cycle Routes



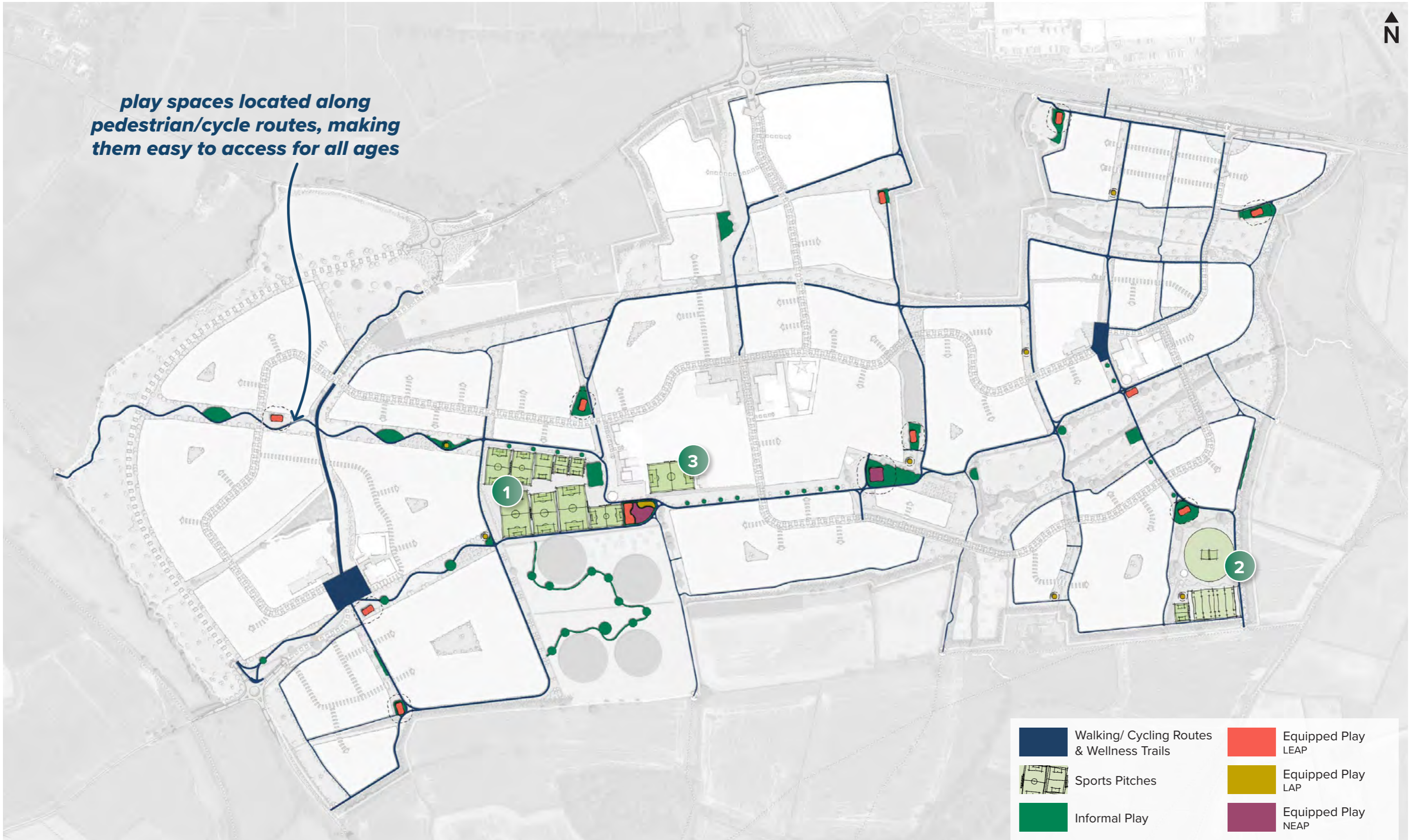
The overarching principles behind these facilities include:

- Facilities that are well located and accessible to all;
- Designed to offer a range of activities and play experiences to meet the community's diverse needs;
- Creates natural play spaces with sustainable and easily maintained materials;
- Provides residents with excitement and opportunities for challenges and risks; and
- Follow bespoke design that enhances the environment.

Sport, Play & Leisure Provision: Site Coverage



Sport, Play & Leisure Provision





Enhanced and optimised

Future detailed application(s) are expected to demonstrate how nature is respected and enhanced on this site, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Nature section are;

N1) Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play

- provide attractive open spaces in locations that are easy to access, with activities for all to enjoy, such as play food production, recreation and sport, so as to encourage physical activity and promote health, well-being and social inclusion.

N2) Improve and enhance water management

- prioritise nature so that diverse ecosystems can flourish to ensure a healthy natural environment that supports and enhances biodiversity.

N3) Support rich and varied biodiversity

- integrate existing, and incorporate new natural features into a multifunctional network that supports quality of place, biodiversity and water management, and addresses climate change mitigation and resilience.

6.9 Nature

6.9.1 Vegetation Retention/ Removal

To inform the design of the development proposals, a comprehensive tree survey and assessment of trees was carried out by FPCR Environment and Design during July 2020 and February 2025 in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'. This baseline tree survey has provided the constraint information to feed into the overall design process with the intention being to retain as many of the existing trees and hedgerows as possible and integrating these features with the new development.

The Tree Survey recorded a total of 296 individual trees, 57 groups of trees, 95 hedgerows and 5 woodlands. Tree cover on site was typical for the agricultural setting with many maintained hedgerows and mature specimens that lacked targeted managed, most of which were located around field boundaries.

A diverse range of species are present which includes a mixture of both native and non-native broadleaf and coniferous species.

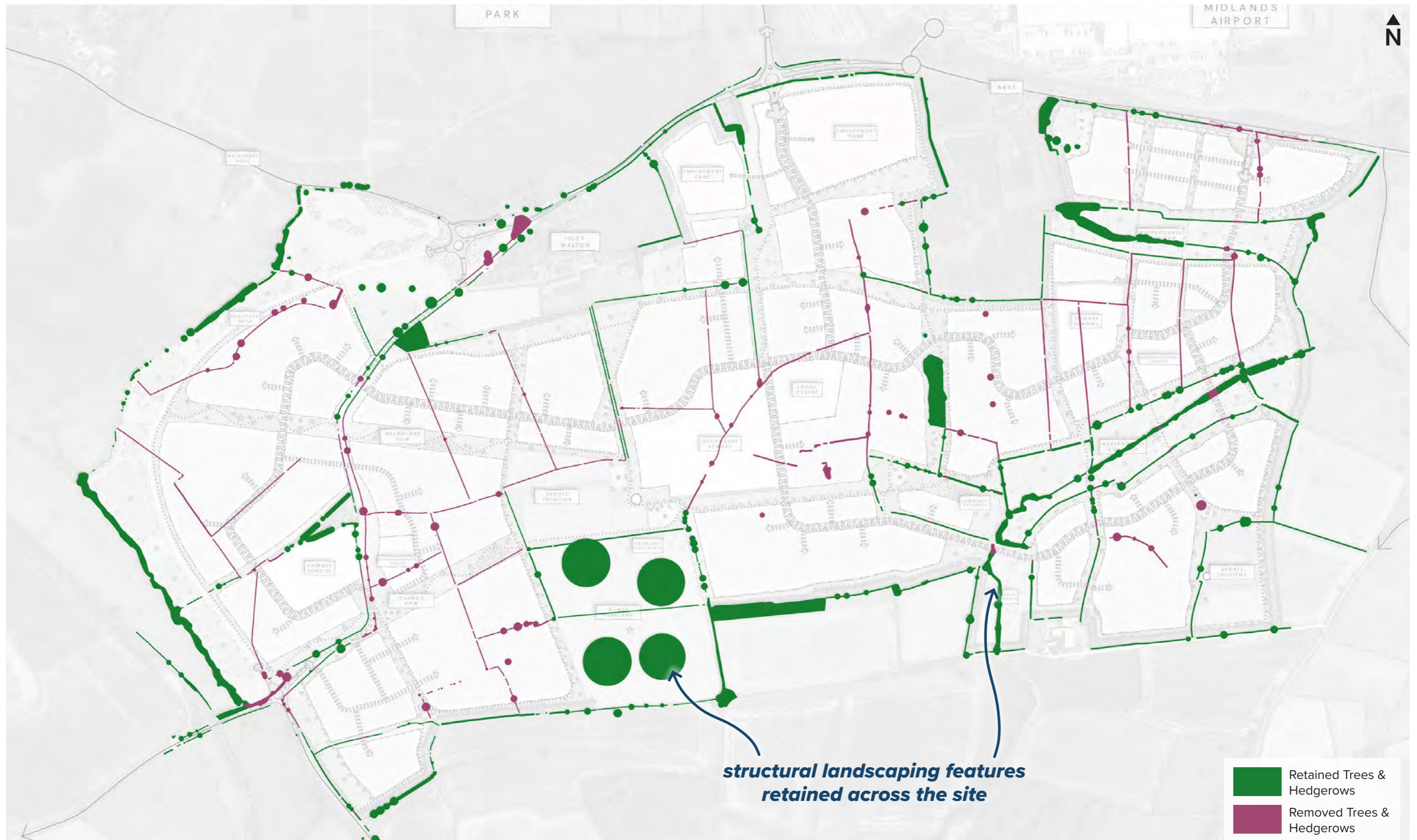
VETERAN TREES

The Arboricultural Assessment has used the criterion for defining a veteran tree based upon the definition within BS:5837.

“Tree that, by recognized criteria, shows features of biological, cultural or aesthetic value that are characteristic of, but not exclusive to, individuals surviving beyond the typical age range for the species concerned”.

The Assessment identified 5 trees which are considered to be of Veteran status. To afford these trees greater protection a buffer zone calculated in accordance with the guidelines detailed within Ancient and other Veteran Trees: Further Guidance on Management (Lonsdale, D (ed.) (2013). The Tree Council & Ancient Tree Forum has been provided. This buffer zone is defined as a distance equal to 15 times the trees stem diameter, or five metres beyond the canopy, whichever is the greater (Read, 2000).

Retained Trees & Hedgerows



6.9 Nature ^{CTD}

6.9.1 Vegetation Retention/ Removal ^{CTD}

DESIGN RESPONSE

Arboricultural constraints have formed part of the site wide design in conjunction with numerous other considerations. The Parameters Plan has been carefully designed to retain existing trees and hedgerows where feasible, enabling them to be integrated into the new development to provide visual amenity and green infrastructure.

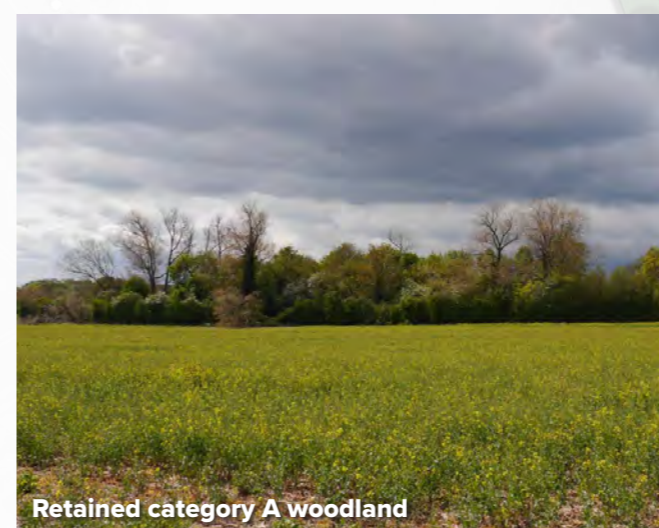
The largest proportion of losses will occur due to earthwork requirements across the site to deliver a feasible development platform, due to the existing topography. Drainage and road infrastructure will also impact existing trees and hedgerows.

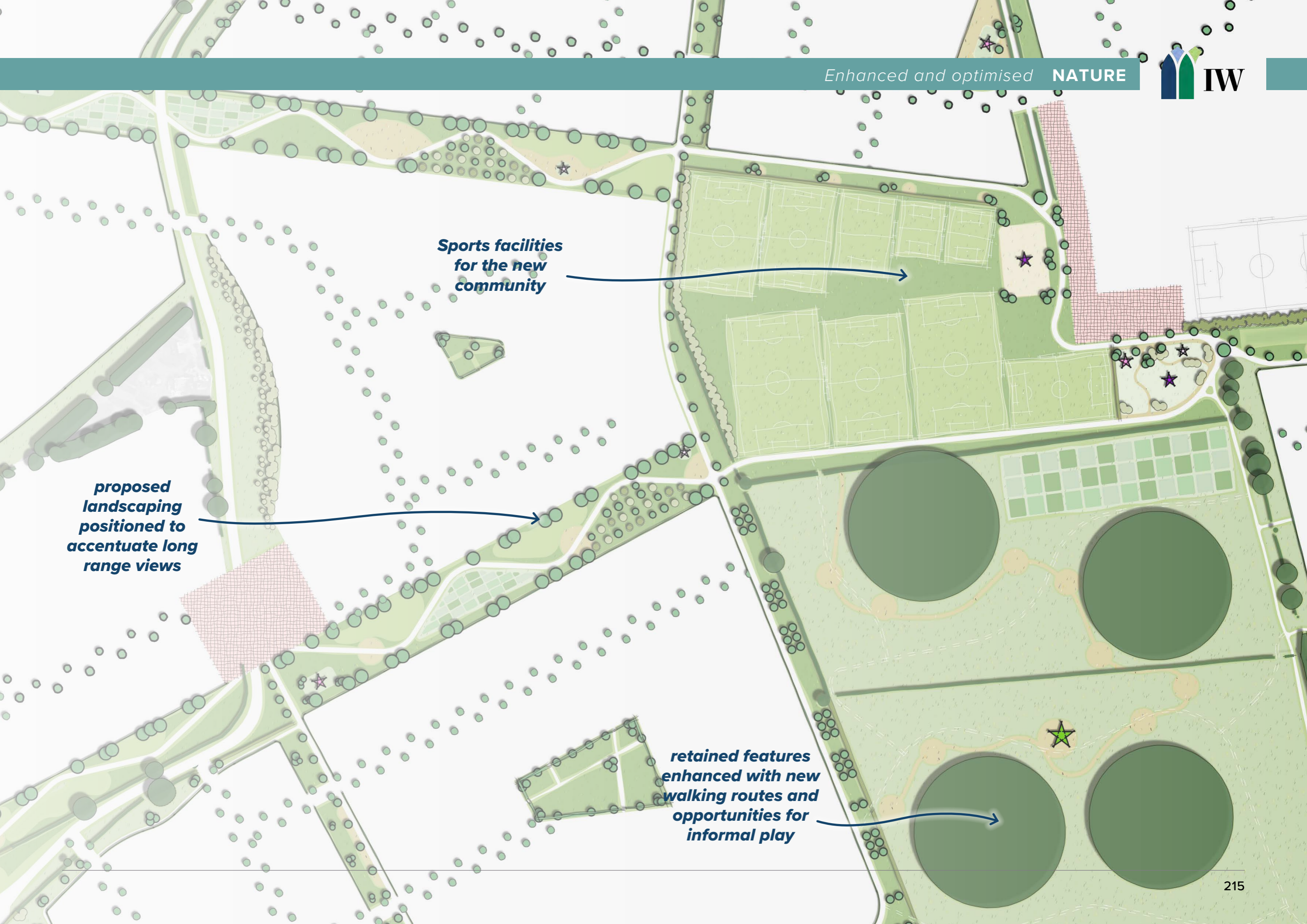
Alongside the retention of existing features, the development would provide opportunity to secure new tree and hedgerow planting in addition to other ecological enhancements, especially important with the presence of a maturing population of trees securing a future generation of trees within the landscape. The generous green space being provided by the design will provide ample space to enable a good quantity of new trees to be accommodated.

The development provides a considerable opportunity to deliver positive enhancements and long-term management for the existing young woodlands and other existing trees and hedgerows.

The Veteran trees would be safeguarded long-term. A Veteran Tree Management Plan will be prepared and submitted with the relevant Phase reserved matters application to secure the future retention of these important habitats. Within the 'Buffer Zones' sensitive design will bring forward appropriate recreational activities and habitat creation.

Overall, the integration of good quality landscaping alongside the retention of existing trees, would enhance and improve the sites existing and future tree cover for arboriculture.





**Sports facilities
for the new
community**

**proposed
landscaping
positioned to
accentuate long
range views**

**retained features
enhanced with new
walking routes and
opportunities for
informal play**

6.9 Nature ^{CTD}

6.9.2 Planting Strategy

The planting strategy for Isley Woodhouse has been designed to create a resilient and biodiverse landscape setting to this new strategic development that is sensitive to its neighbouring land uses, and fully integrates the new development within its context. The strategy brings natural and built environment together, ensuring that streets, parks, play spaces, habitat zones, community growing spaces, allotments, viewing corridors, employment areas and landscape buffers all function cohesively within a thoughtfully planned green infrastructure.

The site currently comprises of rolling open farmland benefiting from networks of native field hedgerows, ditches and Diseworth Brook watercourse, punctuated by mature hedgerow trees. The Dumps plantation also forms a key component of the existing landscape structure, comprising of four large circular woodland copses to the south of the site. The topography of the site rises to a central high point, enabling long range views west across to Breedon on the Hill and the Melbourne countryside as the landscape falls away.

The site aligns with the findings of published landscape character assessments, for example the Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire (LUC, 2017), which places the site within the Langley Lowlands character area, described as:

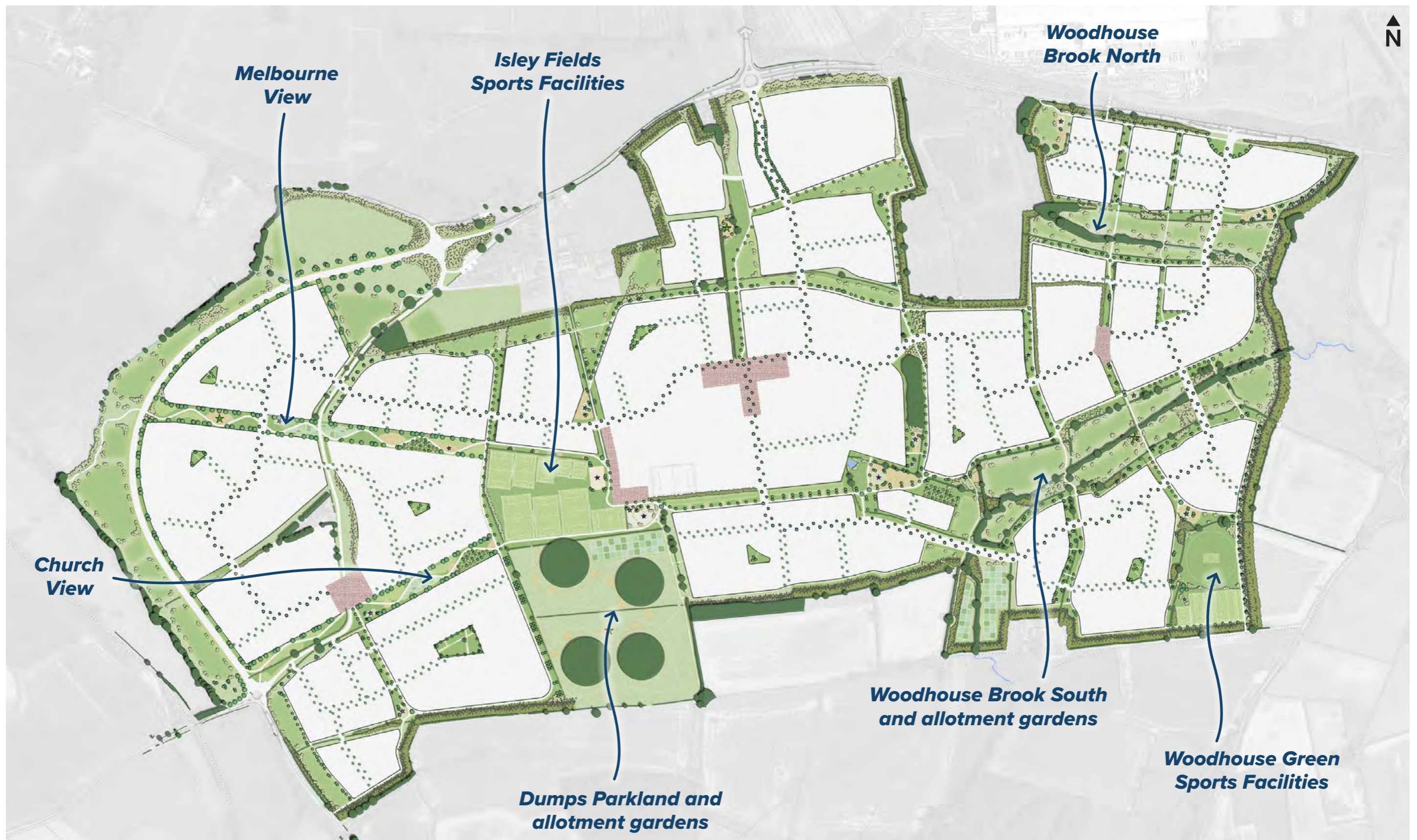
“gently rolling landform incised by small streams flowing towards the Trent and Soar valleys. Varied field pattern, with a contrast of large post-war arable fields and smaller piecemeal enclosure associated with villages. Well treed with ancient woodlands and frequent hedgerow trees (page 125).”

The masterplan for the site has been designed to retain key existing structural planting features to act as an important foundation in establishing a new green infrastructure network around a deliverable and buildable development framework, that responds to site constraints and the wider visual resource. The existing woodland blocks will be carefully retained, with targeted screening planting, low-density structure/scrub planting and hedgerows enhancing their connectivity to the wider scheme and context, ensuring that they remain integral ecological assets.

44%

open
space

Landscape Masterplan





6.9 Nature ^{CTD}

6.9.2 Planting Strategy ^{CTD}

This green framework has been designed to screen sensitive views, frame visual links to the wider landscape, integrate with nature recovery networks, and deliver for the new community in terms of amenity, recreation, shading, transport and drainage. Screening the development from sensitive views will be achieved through a hierarchy of means, starting with the implementation of targeted sections of denser woodland planting to views of greater sensitivity, with a low-density woodland planting strategy employed more holistically to ensure an effective visual buffer while maintaining an open and varied structure that discourages the formation of large roosting bird populations. Areas of dense vegetation are minimized, particularly in locations closer to the airport boundary, with planting spaces at c. 4m or more. Open rides and thinning of existing woodland stands further help to prevent the establishment of large bird roosts.

Specimen trees will be planted throughout both urban areas and green spaces, forming street avenues and viewing corridors, and softening built frontages and framing public open spaces. Tree planting is distributed to limit areas of large, contiguous open grassland areas to avoid attraction of large flocks of birds. Specific landscapes have however been designed to increase openness in aid of accommodating local Skylark populations as part of wider bird strike mitigation measures. Most areas will benefit from scattered trees to create a diverse, layered structure that enhances habitat quality while reducing risks associated with bird activity. Species selection will be carefully curated to avoid attracting bird species that could pose a hazard.

Fruiting species are excluded, with hedgerows and scrub areas maintained to a height and width of 1.5 meters, ensuring features are not overly attractive for bird habitat. This will also act to deliver high levels of intervisibility and natural surveillance through open space areas.

Within this framework a mosaic of different groundcover typologies are proposed to contribute to both biodiversity and amenity/sustainability functions. The masterplan has been designed to manage surface water sustainably by utilising sustainable drainage systems (SuDS) throughout, with shallow basins in public open space forming a key component of the wider system. These open areas will be predominantly dry, species-rich, wet-tolerant wildflower grassland areas, incorporating a 'ridge and furrow' base to minimize standing water. This will provide ecological and drainage benefit while ensuring the basins do not attract large numbers of birds that might pose a risk to local land uses. Basins will be formed with gentle sloping sides, enabling full integration with parkland areas in the dryer summer months.

Meadow planting forms an expansive and integral backdrop and ground level framework to the open space, offering a dynamic, ever-changing display of native flora that supports local wildlife. These meadows provide a sense of openness while enhancing biodiversity, creating an immersive and engaging experience for residents and visitors. Planting will be managed in accordance with FPCR Birdstrike Hazard Management Plan, ensuring thatch does not measure more than 35-40 mm from the top of the soil profile.

*street trees within
development areas*



*retained trees
and hedgerows*



*areas of specimen
tree planting*



6.9 Nature ^{CTD}

6.9.2 Planting Strategy ^{CTD}

Amenity grassland is designed to support informal activities while maintaining a low-input, manageable character that complements the surrounding landscape. Amenity grassland areas are deliberately small and positioned near residential zones or well-used footpaths to maintain their functional role while ensuring that birds are not drawn to large, open tracts of land. Amenity grass areas are managed to avoid long, tussocky growth, with a target height of 50-100mm to prevent the development of dense thatch layers. The species composition is selected to be floristically diverse, ensuring an appealing and ecologically valuable grassland while discouraging lush, improved swards that could attract feeding gulls and geese. Sports pitches are seamlessly integrated into grassland areas and are surrounded by peripheral footpaths and cycle paths that encourage movement and discourage bird congregation.

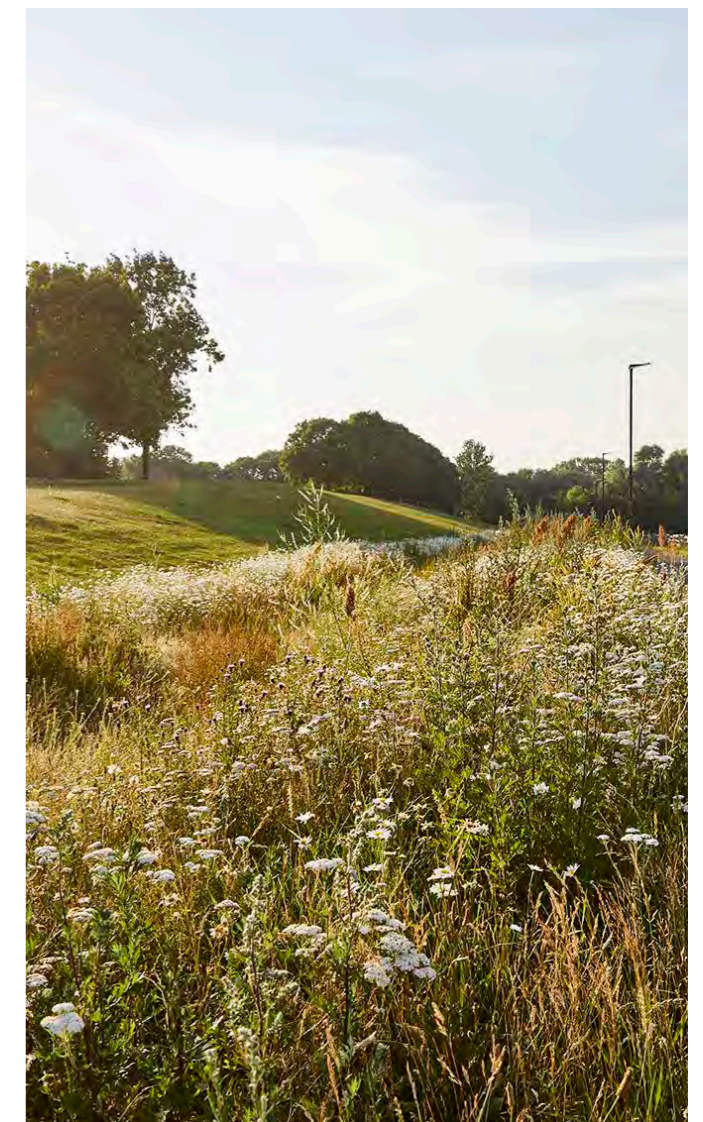
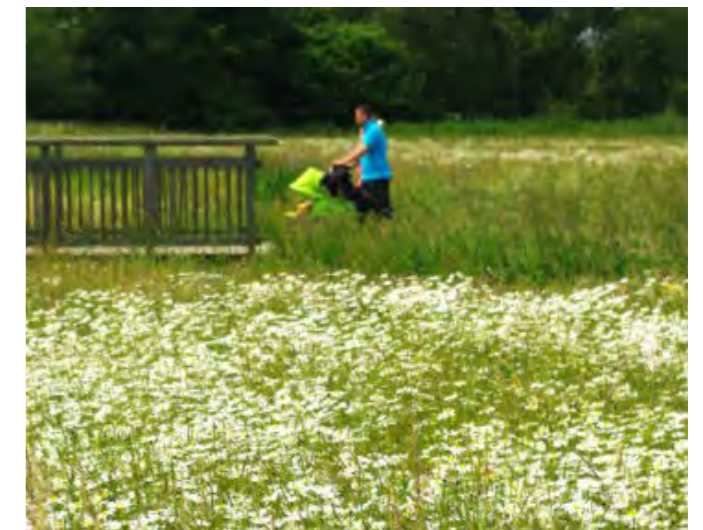
Play areas and growing spaces throughout the scheme will benefit from varied planting typologies appropriate to their function and prominence in the wider masterplan. Peripheral localities will benefit from a simple palette of meadow, hedgerow and specimen trees, whilst urban areas will deliver robust ornamental herbaceous beds in more passive recreation areas. Opportunities for the use of sensory planting palettes with extended periods of visual interest will be explored throughout, with striking ornamental tree groups utilised to create immersive outdoors experiences for the local community.

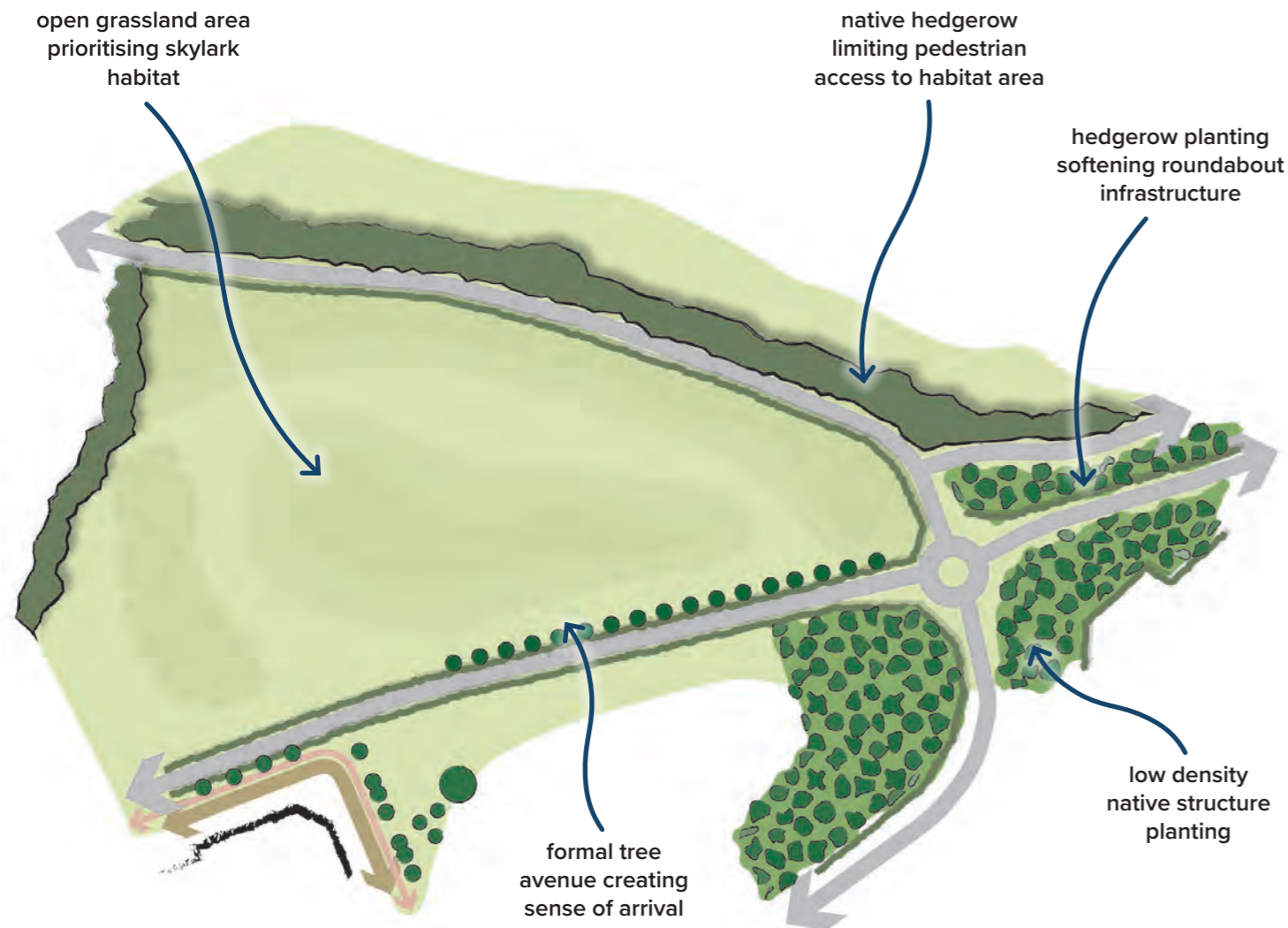
This planting strategy is designed to create a landscape that seamlessly integrates ecological enhancement with urban functionality. By prioritizing biodiversity while mitigating risks associated with bird strike in accordance with FPCR Birdstrike Hazard Management Plan, the development ensures a balanced and sustainable approach to green infrastructure. The combination of carefully planned SuDS, structured woodland and scrub planting, diverse grassland habitats, and active management ensures that the landscape remains resilient, visually appealing, and functionally effective for both people and wildlife.

6.9.3 Biodiversity

The green infrastructure will incorporate structurally diverse planting favouring species-rich planting using locally native species. New habitats will be created throughout the main green infrastructure that are not currently represented on site, including species-rich meadow grassland and wet grassland. Where possible the landscaping will aim to create a mosaic of different and complementary habitats including swales, to provide local fauna shelter and foraging opportunities in close association.

To enhance roosting opportunities for bats at least 40 bat boxes will be included in the green infrastructure. These bat boxes will be provided in addition to any that are required for essential bat mitigation, i.e. that required to replace the existing roosting resource or as part of protected species licenses.





Biodiversity Net Gain Area:
Illustrative Landscape Vignette



The boxes shall include both timber and woodcrete designs will be erected on suitable retained mature trees throughout the site green infrastructure, at a height of at least 4m. Where possible these will be arranged in groups of three on the same tree, each facing a different aspect with uncluttered flight lines. This will increase the roosting opportunities for bats, including those that are recognized as uncommon Priority Species of the LLRBAP.

A variety of bird nest boxes (numbering at least 40), suitable for a range of bird species, including hole nesting species will be integrated into buildings and provided on suitable retained trees. This will provide an overall enhancement in terms of the available nesting resource for the local bird assemblage and shall benefit notable species known to occur locally, such as swift which are a Priority Species of the LLRBAP.

To provide habitat enhancement for a range of invertebrates the site green infrastructure will additionally include a series of purpose-built invertebrate banks. These will be located in unshaded locations and provide a range of sloping aspects and sheltered micro-climates. Locating them in close proximity to species-rich grassland and structural vegetation cover to provide suitable basking and foraging opportunities for butterflies and a range of other invertebrates.

6.9.4 Biodiversity Net Gain

The Proposed Development will deliver the statutory requirement for 10% Biodiversity Net Gain via a combination of on-site and off-site mitigation (full details provided in Appendix 7.6 of the Ecology ES Chapter). In accordance with the statutory requirement, after implementation of the mitigation hierarchy the biodiversity impacts have been calculated and compared to the contribution of the sites green infrastructure to address any losses and to achieve enhancements for biodiversity. The strategy for Biodiversity Net Gain will be set out in an Overall Biodiversity Gain Plan, which shall detail where and how enhancements are achieved and the potential requirement for S106 agreements. Each separate phase of the Proposed Development will also be supported by a specific Phase Biodiversity Gain Plan. These Gain Plans, the Habitat Management & Maintenance Plan and any associated legal agreements will enable delivery of Biodiversity Net Gain.



Blue Infrastructure



6.9 Nature ^{CTD}

6.9.5 Blue Infrastructure

The proposed development aims to address the flood risk posed through the implementation of a surface water drainage strategy.

As part of the outline planning application, BWB Consulting have prepared an overarching drainage strategy which demonstrates how the development could intercept and store rainwater falling on the development before releasing it to the surrounding watercourses. In addition to managing the flood risk within the site, the drainage strategy will restrict surface water discharge from the site. In a typical rainfall event, this will mimic the existing run-off rate from the site, but in larger storm events, up to and including the design event, this will represent a reduction in runoff, providing a reduction in flood risk downstream.

Excess surface water run-off, generated from the introduction of impermeable surfaces, will be stored in a series of above ground Sustainable Drainage Systems (SuDS) features that will be designed to accommodate the 1 in 100-year + 40%CC event.



Following the implementation of a surface water drainage scheme, the Diseworth Brook model predictions show a general reduction in flood extent and frequency of flooding in Diseworth and modelled flood depths would be consistently reduced post development, with the number of properties at risk of flooding in the 1 in 100-year event +40%CC event is shown to decrease by 14 properties when compared to the equivalent baseline event. This is a result of a reduction in flood extents downstream in Diseworth.

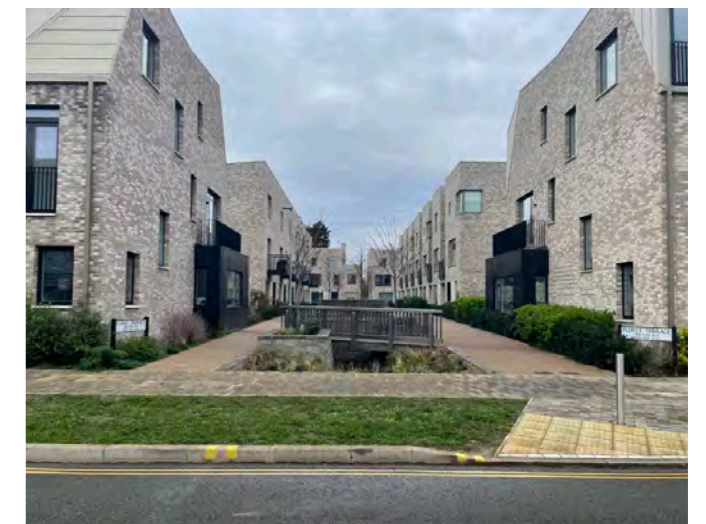
Alongside the technical requirements, the Masterplan has the potential to celebrate water and sensitively integrate blue elements within the layout. SuDS are required to ensure the development parcels are suitably managed in terms of surface run off and stormwater management, with a series of strategic interventions and smaller, on-plot solutions for SuDS demonstrated on the adjacent plan, which will include dry attenuation basins, new ponds and basins for attenuation, swales, rain gardens, culverts and traditional stormwater pipes to facilitate moving water along slopes.



In order to fully integrate the blue infrastructure network into the landscape and green infrastructure for Isley Woodhouse, the following principles will be adopted as the design evolves:

- The water management will celebrate visibly 'on the surface' through the use of permeable paving, swales and rain gardens within the development parcels. Swales will be favoured over traditional culverts and pipes in order to manage the water at the surface, which can also include planting elements;
- Focal points for play and social interaction will be located adjacent to elements of blue infrastructure such as the along the view corridors, and within the watercourse corridors. These areas can provide a tangible connection to nature and also allow for learning and education of water management;
- The water management and catchment systems will be designed to sensitively integrate into the wider landscape. New basins will be aligned within new and existing green infrastructure elements such as alongside existing hedgerows to create a green and blue infrastructure link for the promotion of biodiversity; and
- Consideration will be given to the proximity of East Midlands Airport and as the proposed drainage strategy is designed in detail, it will respond appropriately.

Alongside the drainage strategy, a high-level design for the proposed site levels has been prepared by BWB which aims to work alongside the existing topography, whilst allowing for the proposed drainage strategy, the delivery of adoptable and accessible movement corridors and reduce the amount of spoil displaced off-site.





Efficient and resilient

Future detailed application(s) are expected to demonstrate how resources are managed on this site, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Resources section are;

R1) Follow the energy hierarchy

- have a layout, form and mix of uses that reduces their resource requirement, including for land, energy and water.

R2) Careful selection of materials and construction techniques

- use materials and adopt technologies to minimise their environmental impact.

R3) Maximise resilience

- are fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste.



6.10 Resources

The NPPF states at paragraph 8 that the planning system has three interdependent and overarching objectives:

- **An economic objective – to build a strong, responsive and competitive economy;**
- **A social objective – to support strong, vibrant and healthy communities; and**
- **An environmental objective – protecting and enhancing the natural, built and historic environment.**

To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in paragraph 11 of the NPPF, and within the Local Development Plan.

This section outlines strategies to ensure the development's sustainability, from the Masterplan's inception through to the detailed design, construction, and ongoing use of individual buildings. When evaluating the feasibility of these strategies, they must be considered within the specific context of the development. Where significant cost constraints arise, the most cost-effective approach to achieving an environmentally responsible scheme is encouraged.

As this is an outline planning application, and no buildings have yet been designed in detail, a detailed technical energy assessment is not currently possible, nor can specific building materials or renewable energy provisions be considered at this stage. However, a broader review of the proposals' environmental responsiveness can be undertaken. This review will highlight how the Masterplan capitalises on the site's inherent qualities and identify key design opportunities for detailed consideration during future Reserved Matters applications.



SOCIAL

Support strong, vibrant and healthy communities.

ENVIRONMENTAL

Protecting and enhancing the natural, built and historic environment.



ECONOMIC

Build a strong, responsive and competitive economy.

01: RESOURCES

- The site is currently agricultural land with relatively low ecological and environmental value;
- There is a significant amount of similar land within the local area, but the site’s proximity surrounding employment hubs and strategic infrastructure provides a unique opportunity;
- The site is allocated for development in the draft local plan and therefore is in keeping with the wider development strategy within North West Leicestershire;
- The site gradually slopes, allowing for the integration of sustainable urban drainage and the reuse of material within landscape areas, ensuring there will be limited need for materials to be taken off-site;
- The site will provide circa 4,250 new homes;
- The inclusion of a mix of uses, including employment, schools, and local/ neighbourhood centres will reduce the reliance on travel by car; and
- The proposals are in outline only at this stage, with plans setting out the parameters within which the detailed designs will come forward. This allows the layout to adapt in the future should circumstances change.

02: MOVEMENT STRATEGY

- The Illustrative Masterplan focuses on Modal Shift, with Active Travel a prioritised through a hierarchy of routes. The development will include a network of integrated and overlooked cycle and pedestrian routes to encourage non-vehicular modes of transport for short journeys;
- When completed, the Primary Street will be able to accommodate a bus route through the heart of the site with stops with 400m of all dwellings;
- The Masterplan has been designed along the principle of a walkable neighbourhoods, which provides local facilities and transport connections within a 15 minute walk from every house;
- The new schools will be accessible by safe and convenient footpath/ cycleways from all parts of the site, located along the Primary Street and along the green corridors; and
- A variety of street typologies have been developed incorporating street trees, segregated cycle routes, pedestrian and cycle priority junctions.

6.10 Resources ^{CTD}

03: BLUE INFRASTRUCTURE

- The majority of the site is below a very low chance of flooding and therefore poses little restrictions on permitted development within the site, but the drainage strategy will ensure that runoff from the site is controlled so that there is no detrimental impact on surrounding land. The drainage strategy will offer some betterment to existing dwellings in Diseworth;
- The masterplan includes an integrated SUDs network and attenuation ponds, to effectively deal with surface runoff and create attractive places for amenity, leisure and promote biodiversity; and
- Incorporate the existing watercourses running through the site, enhancing the overall character of the development.



04: GREEN INFRASTRUCTURE

- The proposed development has the potential to include productive landscape in the form of allotments;
- Where possible, the existing trees and hedgerows will be retained, replaced or enhanced, with significant new planting within the site;
- The site currently has low levels of biodiversity due to it being regularly farmed agricultural. Through the proposals, the ecological value will be improved by the introduction of new native planting, trees, wildflowers and hedgerows;
- The site will provide a new network of footways and cycleways, which interconnect with and enhance existing connections to the wider countryside; and
- Areas of green infrastructure are directly accessible, or easily reached, from every home, offering a variety of spaces from natural and informal green spaces, to more formal areas for active exercise, play, sport and recreation. Spaces will be well overlooked by homes and footpaths making them feel safe at all times of the day.



05: WASTE

- The detailed design of the highways and buildings will be compatible with the local collection strategy and will be developed in subsequent detailed design stages.

06: SOCIAL INFRASTRUCTURE

- The proposal will be residential-led with a variety of dwelling sizes and typologies, providing homes for local workers and new residents to the area;
- The development will also include a variety of other uses, including:
 - A Local Centre;
 - Two Neighbourhood Centres;
 - Two Primary Schools;
 - A Secondary School;
 - Employment Space; and
 - A Community, Leisure and Sports Facility.
- The employment area and the local centre will create employment opportunities and help to reduce the need for travel;
- The community hubs will play an important role in the development of a strong community;
- The proposed green spaces, play and sports facilities will provide areas users of all ages and abilities;
- The integration of cycle and pedestrian routes to the surrounding areas, particularly the airport trail and Sustrans routes, will ensure the development is well connected to the surrounding areas; and
- Continue public consultation on the detailed proposals.



6.10.1 Strategies for Consideration as part of Future Reserved Matters Applications:

RESOURCES:

- Design homes which are adaptable and resilient to future change;
- Specify durable, locally sourced materials with low embodied energy;
- Minimise waste during construction; and
- Employ a local workforce to minimise travel impact.

MOVEMENT STRATEGY:

- Provide pool cars and electric vehicle charging points to encourage the uptake of more sustainable modes of vehicular transport;
- The appointment of a Travel Plan Co-ordinator to oversee and manage the Travel Plan;
- The integration of a bus route; and
- Provide convenient, secure cycle storage for residents and visitors within homes, the local centre and within the employment areas.

BLUE INFRASTRUCTURE:

- Collect rainwater for irrigation of private gardens and public spaces;
- Include porous and permeable surfaces in streets and spaces; and
- Specify low flow appliances and dual flush toilets.

WASTE STRATEGY;

- Ensure that access to refuse storage areas is easy and convenient; and
- Make household recycling easy, with readily accessible storage.

GREEN INFRASTRUCTURE:

- Integrate food growing areas at a variety of scales;
- Promote biodiversity in street and public open space design and
- Provide some form of private amenity space for all homes, or communal spaces.

SOCIAL INFRASTRUCTURE:

- Design homes which allow for home working;
- Design buildings with good levels of daylight and sunlight and incorporate natural ventilation; and
- Design streets and spaces with community safety in mind, making reference to relevant guidance from the police.

ENERGY STRATEGY:

- Utilise a 'fabric first' approach to energy efficiency;
- Promote the use of compact building forms;
- Provide solar shading to the southern elevations of homes;
- Specify low energy appliances;
- Specify materials with low embodied energy; and
- Provide user manuals and easy access to equipment for maintenance.



Made to last

Future detailed application(s) are expected to demonstrate how the Lifespan of the development is maximised, ensuring that it is in-line with the National Design Guide advice. The three over-arching topics of the Lifespan section are;

L1) Well-managed and maintained

- designed and planned for long-term stewardship by landowners, communities and local authorities from the earliest stages.

L2) Adaptable to changing needs and evolving technologies

- robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging, ensuring places and buildings age gracefully.

L3) A sense of ownership

- well-managed and maintained by their users, owners, landlords and public agencies.

6.11 Lifespan

6.11.1 Future Proofing

The outline planning application and this supporting Design and Access Statement has been produced to ensure a robust, aspirational, but flexible masterplan design is achieved. However, the way we live, work and play is constantly evolving through new technologies, lifestyle patterns and trends. These changes will continue to occur over the lifetime of the development, which could span the next 25 years, and it is likely that some of the design principles/ solutions contained in this Design and Access Statement will need to be revisited before reserved matters applications are submitted for the latter phases of the scheme.

6.11.2 A Sense of Ownership & Stewardship

The Masterplan and design principles within this document will result in a place that is attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development will enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility. Isley Woodhouse is intended to be a place where residents can get involved in meaningful ways. The development will include opportunities for residents to become representatives of their community having direct influence over decisions made about its current and future stewardship, and given the scale of the development, it is envisaged that a new Parish Council could be formed that represents and makes decisions for the community.

6.11.3 Adoption Areas

When completed responsibility for long term management and maintenance will typically be separated into areas including:

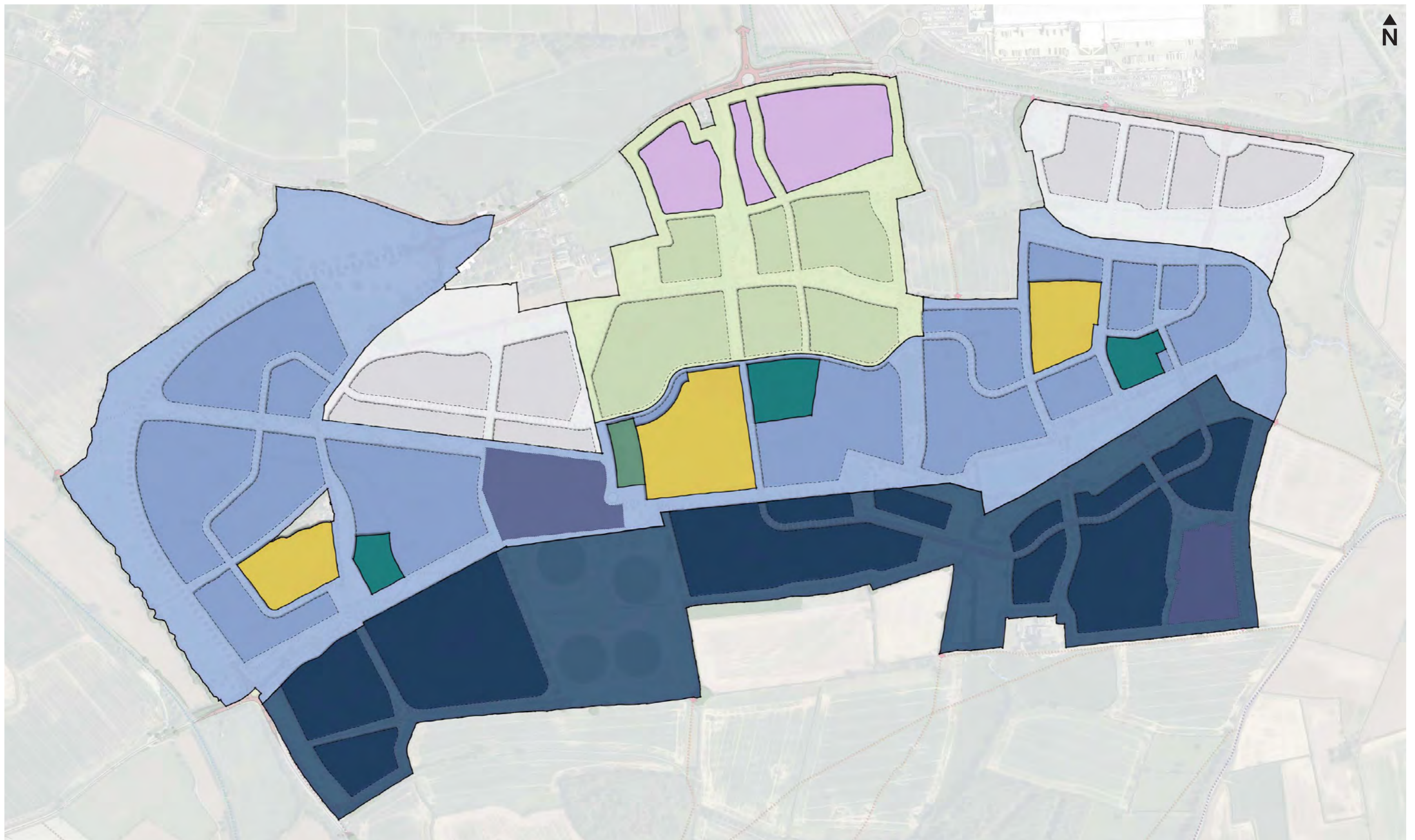
- Highway adoption areas;
- Public open space areas (likely to be overseen by a management company);
- Private property ownership;
- Shared maintenance areas such as shared private drives; and
- Adapting to changing circumstances.

The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.





Phasing



6.11 Lifespan ^{CTD}

6.11.4 Phasing

The indicative Phasing Plan (presented opposite) sets out the proposed delivery and phasing of the development. The proposed Phasing Strategy has been prepared which demonstrates that the delivery of development would proceed from multiple access points. This will enable development to proceed across different parts of the site concurrently. Additionally, the phasing plan only covers the residential element of the development and enables the ancillary uses (e.g. schools, local centre, employment) to be delivered when required, subject to further discussion with the LPA and education authority.






The initial phase will commence simultaneously from two points: the north-east, via the proposed access from the A453 south of the airport, and the area south of Isley Walton. Phase 2 will then establish the central access point and connections to the Secondary School and Local Centre.

Phases 3 and 4, while presented broadly in this initial strategy, are anticipated to be further subdivided. These phases will extend development southward from the initial areas, with progress contingent on access improvements, such as the A453 realignment, and alignment with the required timelines for the Primary and Secondary Schools.

Furthermore, to enhance the project's long-term environmental integration, sensitive landscape buffers will be planted ahead of their respective development phases, allowing the trees to mature. This early planting will be coordinated with the enabling works phasing strategy, which is currently under development.

-  Phase 1
-  Phase 2
-  Phase 3
-  Phase 4

Land Uses listed below are not tied to any of the 1-4 Phases and will be subject to legal obligations in the S106 and commercial triggers in collaboration with stakeholders.

-  Mixed-Use
Employment-Led
-  Mixed-Use
Local & Neighbourhood Centres
-  Mixed-Use
Community, Leisure & Sport
-  School Sites
Two Primary, One Secondary
-  Sports Pitches
Central & South-East

Conclusion

“ Well-designed places and buildings come about when there is a clearly expressed ‘story’ for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This ‘story’ will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application. ”

(Para. 16, NDG 2021)



7.1 Conclusion

This Design and Access Statement has set out a clear explanation of the design process, community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, the development of a clear set of principles to guide the design of the site.

The plans and design approach together with the supporting illustrative strategies demonstrate how the vision for Isley Woodhouse can be delivered to meet the three key NPPF objectives of sustainable design

- **A social objective;**
- **An economic objective**
- **An environmental objective.**

The development of Isley Woodhouse provides a unique opportunity to create a new settlement, building on the legacy and distinctive character of the site. Creating housing choice and provide areas of truly accessible public open space, whilst improving public access across the site and the wider pedestrian network. The delivery of a truly mixed-use development ensures a sustainable future for the site, with new dwellings located near schools and community facilities. The development will play a key role in providing new homes in close proximity to existing employment. Alongside this, promoting active travel through a well-connected network of pedestrian and cycle routes will help promote modal shift, utilising existing routes and providing new ones through the site.

The masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.

Isley Woodhouse will be a highly desirable place to live for the 21st century and beyond, providing a variety of housing typologies and tenures ensuring they new homes meet local needs. The proposals respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice.

Development on the site will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

Achieving “high quality, beautiful and sustainable buildings and places”, as set out in Section 12: Achieving well-designed and beautiful places of the NPPF, is a key overarching objective for the development proposals on the site Isley Woodhouse. This DAS demonstrates how principles for well-designed places, as established in the National Design Guide, are applied to the proposals to achieve this overarching objective.

Donington Park Circuit

East Midlands Airport

MELBOURNE ROAD

A453

A453

Mixed-Use, Employment-Led

Mixed-Use, Employment-Led

Isley Walton

Woodhouse Brook North

Woodhouse Vale Primary School

Woodhouse Vale Neighbourhood Centre

Isley Rise Local Centre

Isley Rise Community, Leisure & Sports Site

Isley Rise Secondary School

Woodhouse Brook South

Melbourne View

Isley Fields

Isley Rise Community Allotments

Woodhouse Vale Community Allotments

Woodhouse Vale Sports Facilities

Moor Park Primary School

Moor Park Neighbourhood Centre

Church View

Dumps Parkland

Realigned A453

Cloud Trail

A453

Langley Priory

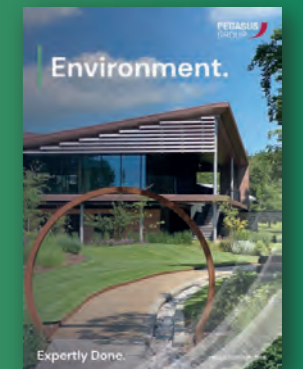


Isley Woodhouse

“ A new settlement with a focus on sustainability, providing places to live close to local employment, with beautiful architecture and public spaces, fostering a healthy and connected community. ”

Diseworth

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