



FRAMEWORK TRAVEL PLAN

ISLEY WOODHOUSE

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1.0 INTRODUCTION

1.1 ADC Infrastructure is commissioned by Caesarea and Harworth Group to provide transport advice regarding their proposed new settlement known as Isley Woodhouse in Leicestershire. The location of the proposed development is shown at **Figure 1**. It surrounds the hamlet of Isley Walton, south of Donington Park Circuit and to the southwest of East Midlands Airport (EMA) in Leicestershire. The land is predominantly agricultural land with some areas of woodland.



Figure 1: general site location

1.2 The Proposed Development comprises the delivery of a new settlement of 4,250 dwellings. In delivering a new settlement, a range of complimentary employment uses, services, and facilities are also proposed to ensure the new settlement is as self-contained and sustainable as possible. A full description of the development proposals is in Section 2.

1.3 This document is the Framework Travel Plan (FTP) for the Isley Woodhouse development, and it should be read in conjunction with the Transport Assessment report.

1.4 The National Planning Practice Guidance¹ states that:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

Travel Plans should, where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”

¹ Travel Plans, Transport Assessments and Statements, National Planning Practice Guidance, Ministry of Housing, Communities and Local Government, March 2014

- 1.5 A Travel Plan therefore sets out ways to reduce the number of vehicle trips generated by a development. It involves the setting of agreed targets and outcomes which are linked to an appropriate package of measures aimed at encouraging the use of more sustainable travel modes, whilst also reducing both the need to travel, and single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is used to determine trends in travel patterns.

- 1.6 This FTP has been prepared in accordance with the above national Travel Plan guidance and confirms the Isley Woodhouse developers' commitment towards encouraging sustainable travel. The requirement for individual elements of the development to provide Travel Plans as Isley Woodhouse is occupied will be secured through a planning condition. Those Travel Plans will be prepared and implemented based on the contents of this Framework Travel Plan. A monitoring fee will be paid to Leicestershire County Council (LCC).

2.0 PROPOSED DEVELOPMENT

Site location and existing use

- 2.1 The site comprises approximately 313ha of land that is primarily in agricultural use. The significant scale of the site means that various other features are included in the red line including farm dwellings, agriculture buildings, access tracks and the A453. A detailed description of all the features within the red line is contained in the Environmental Impact Assessment.
- 2.2 The site is approximately 800m west of Diseworth, 3.5km south of Castle Donington, 14km southeast of Derby, and 20km southwest of Nottingham. To the north, the site is bound by the A453, East Midlands Airport, and Isley Walton. Agricultural land is to the east, northwest, west, and south. The site location is shown in **Figure 2.1**.



Figure 2.1: site location

- 2.3 The Transport Assessment report includes a detailed description of the local highway network and an assessment of the existing opportunities for walking, cycling, and public transport in the vicinity of the site.

Development concept and vision

- 2.4 The Leicestershire Strategic Growth Plan identifies a requirement to provide the required levels of housing to support the recent and planned employment growth around the Leicestershire International Gateway. In 2011 the estimated number of jobs in the area was around 15,000, but by 2022 this had grown to around 29,000. However, during the same period, the number of homes had only grown from around 6,200 to around 7,000. The number of jobs in the area is forecast to increase further, as the East Midlands Freeport, expansion of the airport, and other employment development comes forward.
- 2.5 The existing and proposed employment centres include East Midlands Airport, the DHL distribution hub, East Midlands Gateway, the proposed Freeport site south of the A453 (EMG2),

significant employment sites at Castle Donington including the East Midlands Distribution Centre, the large ALDI Regional Distribution Centre, the proposed redevelopment of Ratcliffe-on-Soar power station, the employment centres on the western edge of Kegworth, and the University of Nottingham Campus at Sutton Bonington. The majority of employees have no opportunity to live locally and have to travel considerable distances between home and work.

- 2.6 The development concept is for an inherently sustainable new settlement, residential led, with a commitment to net-zero carbon at its core. Additional land-uses within the development will support the sustainability of the new settlement, delivering education, employment, retail, and leisure opportunities within the settlement.
- 2.7 Within Isley Woodhouse, the distances to facilities will be short. There will be walkable neighbourhoods with the majority of journeys being undertaken on foot and by cycle. Car use will be minimised. Journeys to the existing and proposed employment sites outside Isley Woodhouse will also be shortened, allowing employees to live close to work. Employment sites will be within ideal cycling distance and connected by excellent bus services. Again, car use will be minimised.
- 2.8 The walking, cycling, and public transport strategies for the new settlement are therefore a fundamental part of the net-zero carbon development objectives. During the lengthy build out time of the development, future technologies will become commonplace. Robot and drone deliveries, electric cars, driverless cars and buses, electric bikes, and car clubs are all part of the transport future that will manage travel demand and deliver the net-zero ambitions.
- 2.9 The proposed development comprises the delivery of a new settlement of 4,250 dwellings. In delivering a new settlement, a range of complimentary employment uses, services and facilities are included as part of the proposals to ensure the new settlement is as self-contained and sustainable as possible. The development proposals are detailed as follows:
- 4,250 dwellings
 - vehicular access to the site via four new junctions on the A453
 - a realignment of the A453 around the western end of the development – “the A453 diversion”
 - a new secondary school
 - two new primary schools (up to 3 form entry each)
 - one large new local centre, to include:
 - convenience store Class E(a)
 - smaller mixed use retail units comprising Classes E(a), E(b) and take-away uses
 - assisted living and retirement accommodation
 - day nursery: Class E(c)(f)
 - public house E(b)
 - doctors’ surgery E(c)(e)
 - community uses Class F.2
 - two smaller neighbourhood centres, to include:
 - small convenience store Class E(a)
 - smaller mixed use retail units comprising Classes E(a), E(b) and take-away uses
 - day nursery Class E(c)(f)
 - supporting employment uses (Classes E, B2 & B8) over approximately 16ha
 - green Infrastructure including open space, landscape and green corridors with informal and formal recreation, proposed and retained landscaping, sustainable urban drainage system (SuDs), extensive cycling and footpath connections and play space
 - new sports facilities/pitches with changing and parking facilities

- associated infrastructure, including internal access, pedestrian and cycle crossings, utilities and drainage works, including SuDs.

2.10 The Illustrative Masterplan is in **Appendix A**. It will inevitably evolve through the lifetime of the planning application and development delivery. Nevertheless, it is provided to give the current context to this Framework Travel Plan.

Reserved matters applications, the internal layout, and travel opportunities

2.11 The planning application is in outline, with all matters reserved apart from access, controlled by a parameters plan. The illustrative masterplan includes a movement framework, with an indicative road pattern, footpaths and pedestrian connections.

2.12 In due course, reserved matters applications will come forward to show the layout details and matters such as parking provision. The delivery and acceptability of those matters will be dictated by the design guidance in force at the time, and any conditions that assert control over design coding. The highways aspects will be delivered in accordance with the Leicestershire Highway Design Guide. Its provisions are in line with Manual for Streets and will guide the details of the internal movement networks.

2.13 The details of the internal roads, footpaths, cycle tracks, etc will be delivered in line with the concept behind the masterplan, which is for the creation of walkable neighbourhoods to encourage pedestrian and cycle movement and internalise as many trips as possible. The 15-minute settlement concept is a key theme within the masterplan, with Isley Woodhouse intended to be a place where all your daily needs can be accessed within a 15-minute walk or short cycle journey from your home. The masterplan proposes three ‘village’ hubs to achieve this aim, with a range of retail, education and leisure opportunities provided at each.

2.14 The internal movement network would comprise of primary and secondary active travel routes designed with pedestrians and cyclists in mind, with integration into the primary streets network and the extensive green corridors. Residents and visitors would therefore have multiple routing options on high quality infrastructure when travelling within the settlement. By its very nature, subject to appropriate design, which can be controlled, the proposed development would be inherently sustainable.

Access strategy and external footway/cycleway proposals

2.15 As detailed in the Transport Assessment, the proposed access strategy for Isley Woodhouse includes the realignment of the A453 towards the western site boundary, effectively forming a bypass around the development site, with vehicular access gained by four junctions from sections of the existing A453 and the new section of the A453. The access junctions would consist of three four-arm roundabouts and one new traffic signal controlled T-junction.

2.16 Pedestrian and cycle infrastructure are provided at each of the access junctions to safely facilitate these movements across the A453.

2.17 The Transport Assessment also details the proposed walking and cycling strategies that will provide high quality links to key destinations including Castle Donington, East Midlands Airport, Pegasus Business Park, East Midlands Gateway, and East Midlands Gateway 2 employment areas. A cycle connection is also proposed to Tonge and the Cloud Trail.

Public transport opportunities

- 2.18 The Transport Assessment identifies options for providing high quality, frequent bus services to Isley Woodhouse that would provide convenient connections to the key local employment areas as well as Nottingham, Derby, Loughborough, and East Midlands Parkway railway station.
- 2.19 These options include:
- utilising the existing bus services that route along the A453 to serve the initial phases of the development
 - diverting existing services through the site
 - providing a centralised travel interchange near the central access roundabout to potentially enable the Skylink Derby, Skylink Nottingham, and the 15 service to stop within the site and then continue to serve their existing routes.
 - the provision of a bespoke bus service that would loop through the development and call at the key employment centres and East Midlands Parkway railway station.
- 2.20 These bus services would be supported through the provision of high quality bus stops with shelters, seating, and real time information displays.
- 2.21 The Transport Assessment also considers the opportunity for tram travel via a potential extension of the Nottingham Express Transit (NET) tram network. 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.

3.0 BASELINE MODAL SPLITS AND TRAVEL PLAN TARGETS

Baseline forecast

- 3.1 The Transport Assessment considers each land use within Isley Woodhouse and determines the number of peak hour trips that would be made by walking, cycling, car, car share, and public transport. Those forecasts are further divided into internal and external trips.
- 3.2 The figures can be thought of as the baseline forecast. They are derived from agreed estimates of the amount of traffic that would be generated, albeit those estimates were robust to ensure that traffic modelling does not underestimate the traffic impacts. The modal split for the external trips gives the following totals.

External person trips - morning peak hour						
Land-use	Walk	Cycle	Car Driver	Car Passenger	Bus	Total trips
Total	181	103	2,921	530	250	3,985
Modal share	4.5%	2.6%	73.3%	13.3%	6.3%	100.0%

External person trips - evening peak hour						
Land-use	Walk	Cycle	Car Driver	Car Passenger	Public transport	Total trips
Total	184	85	2,753	706	199	3,927
Modal share	4.7%	2.2%	70.1%	18.0%	5.1%	100.0%

Internal person trip targets

- 3.3 In keeping with the vision for Isley Woodhouse, target modal shares have been identified, which encourage a shift from single occupancy car trips. The target for internal trips is based on the National Travel Survey mode choice for trips up to one mile and is shown in the table below.

Internal person trips - morning peak hour					
Land-use	Active travel	Car Driver	Car Passenger	Public transport	Total trips
target modal share	90.0%	6.0%	3.0%	1.0%	100.0%
Total	4,955	332	165	55	5,505

Internal person trips - evening peak hour					
Land-use	Active travel	Car Driver	Car Passenger	Public transport	Total trips
target modal share	90.0%	6.0%	3.0%	1.0%	100.0%
Total	3,407	227	113	37	3,784

- 3.4 As detailed above, so that the internal mode share targets can be achieved, walkable neighbourhood principles will be implemented to ensure that the distances to facilities will be short. The internal movement network will comprise of primary and secondary active travel routes, with integration into the primary streets network and the extensive green corridors. Residents and visitors would therefore have multiple routing options on high-quality infrastructure when travelling within the settlement.

External person trip targets

- 3.5 Separate targets are identified for external trips to the local employment sites, and the remaining external trips.
- 3.6 The strategic traffic modelling using the East Midlands Freeport Model relies on a gravity model to forecast the number of development vehicle trips to the local employment centres, which include the DHL distribution hub, EMA, the Pegasus Business Park, EMG, the Freeport development site, the Ratcliffe Power Station development site, and employment sites in and around Castle Donington. The table below summarises the vehicle trips to these employment centres, showing that in the morning peak hour there would be 588 two-way trips between the site and the local employment zones, which equates to 29% of the residential vehicle trips generated by Isley Woodhouse. In the evening peak hour there would be 562 two-way vehicle trips between Isley Woodhouse and the employment zones, which equates to 28% of the residential vehicle trips.

Isley Woodhouse residents' car trips to local employment - PRTM			
peak hour	residential traffic generation	total trips to local employment	% of residential traffic generation
morning	2,045	588	28.8%
evening	2,011	562	27.9%

- 3.7 The vehicle trips to the local employment zones represent a significant proportion of the overall traffic likely to be generated by the proposed development and can be targeted for modal change, in keeping with the vision for the development. With the introduction of exemplar active travel infrastructure as part of the mitigation strategy and the implementation of a public transport strategy, there is no reason why almost all of these vehicle trips could not be transferred to active travel or public transport modes.
- 3.8 A target of 50% mode shift from single occupancy car trips on journeys between the site and the local employment zones is proposed, which would equate to 294 two-way vehicle trips in the morning peak hour and 254 two-way vehicle trips in the evening peak hour. Of these trips, an initial assumption is that 80% would switch to cycling, 5% to walking, 10% to public transport, and 5% to car share. This reflects the fact that only DHL and EMA would be within reasonable walking distance for Isley Woodhouse residents, whilst all other employment zones would be within comfortable cycling distance.
- 3.9 The remaining external trips are those made by residents of Isley Woodhouse who travel out to locations other than the identified local employment zones, and trips made from outside to facilities within Isley Woodhouse, such as the schools, retail and leisure opportunities. Separate targets have been identified for these journeys, adopting more modest modal shift targets as set out in the Transport Assessment.
- 3.10 Combining the separate targets for external trips to the local employment sites, and the remaining external trips, gives the total target figures shown in the table below. These figures can be compared with the baseline forecast above, and result in a reduction of 644 and 610 two-way traffic movements in the morning an evening peak hours, respectively.


External trips - AM peak with resultant modal split						
Land-use	Walk	Cycle	Car Driver	Car Passenger	Public transport	Total trips
local employment trips	38	250	294	78	66	725
other external trips	193	263	1,983	502	319	3,260
total	231	513	2,277	580	384	3,985
external mode split	5.8%	12.9%	57.1%	14.5%	9.6%	100%

External trips - PM peak with resultant modal change						
Land-use	Walk	Cycle	Car Driver	Car Passenger	Public transport	Total trips
local employment trips	43	240	281	85	61	710
other external trips	188	235	1,862	668	265	3,217
total	231	474	2,143	753	326	3,927
external mode split	5.9%	12.1%	54.6%	19.2%	8.3%	100%

4.0 TRAVEL PLAN MANAGEMENT AND MEASURES

Travel Plan management

- 4.1 Harworth Group will be the master developer for the Isley Woodhouse development and will appoint a site wide Travel Plan Co-ordinator prior to any occupation of the site. The Travel Plan Co-ordinator will be responsible for overseeing and implementing the Travel Plan. The Travel Plan Co-ordinator role will be provided throughout the development build out period, to provide a consistent contact point and to ensure the success and longevity of the Travel Plan.
- 4.2 The name and contact details of the Travel Plan Co-ordinator will be provided to Leicestershire County Council, and they will be notified of any change in the appointment. As an interim measure, that role will be undertaken by:


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- 4.3 Each housebuilder and employment occupier on the Isley Woodhouse development will be required to follow the Travel Plan process. The Travel Plan Co-ordinator will work with all parties to implement the Travel Plan.
- 4.4 Harworth Group will also provide funding for the Travel Plan Co-ordinator role and the Travel Plan measures.

Travel Plan measures

- 4.5 As noted above, the development will deliver a series of infrastructure improvements and management measures to influence travel behaviour. It is important to note that a Travel Plan is a live document and therefore measures/initiatives will evolve as the site is built out, travel patterns emerge, and technology/trends develop. The following measures are therefore not an exhaustive or definitive list.

Travel Plan information and awareness

- 4.6 The Travel Plan for the development will be promoted at an early stage prior to the occupation of the development. A **Community Website** and/or social media site (such as Facebook group) for the proposed development will be established by the Travel Plan Co-ordinator and will include details of sustainable travel options and measures to be implemented for the site. The website will include information and plans showing walking, cycling, and public transport routes and facilities in the vicinity of the site, plus links to appropriate journey planning websites. The Travel Plan Co-ordinator would be responsible for maintaining and updating the website as the site is developed and new infrastructure and services are delivered.
- 4.7 New residents and employees at the proposed development will also be provided with a **Travel Pack**, which will be developed by the Travel Plan Co-ordinator in consultation with LCC. The travel pack will include relevant walking, cycling, and public transport maps and information, drawn from LCC's excellent website - <https://www.choosehowyoumove.co.uk/>. The travel packs will also include details of the community website, information on the aims and aspirations for the Travel Plan, and relevant contact details to find out more information.

- 4.8 **Mobility Hubs** could be established in each of the three village centres and the proposed central travel interchange, to provide a focal point for information and promotion of sustainable travel. The mobility hubs would contain all relevant information on walking, cycling, and public transport routes and initiatives, together with offers and promotions to encourage greater use of sustainable modes of travel.
- 4.9 The Travel Plan Co-ordinator will offer a **Personalised Travel Planning** service to all residents and employees. Personalised Travel Planning is a successful, established technique for providing travel advice and information to individuals to induce travel behaviour changes in favour of more sustainable travel modes. This service will be advertised on the community website and within the travel welcome packs.

Measures to promote walking and cycling

- 4.10 In addition to the hard infrastructure outlined in Section 2, the following measures and initiatives will be introduced to promote walking and cycling.
- Local walking and cycling maps will be provided within the travel packs, on the community website, and within the community travel hub.
 - Information on the health and social benefits of walking and cycling will be provided.
 - Promotion of national/local walking and cycling initiatives will be undertaken by the Travel Plan Co-ordinator (e.g. walk to work day, bike week, Cycle September challenge).
 - Investigate potential for e-bike hire scheme (in collaboration with LCC).
 - Introduction of a bicycle user group for residents and employees.
 - The Travel Plan Co-ordinator to negotiate discounts at local bike shops for residents and employees.
 - Provision of secure and sheltered cycle parking within the local centres.
 - The Travel Plan Co-ordinator to make employers aware of the Government cycle to work scheme.
 - Employers to include showers, lockers, and changing facilities for staff who wish to walk or cycle to work.

Measures to promote public transport

- 4.11 The following measures and initiatives will be introduced to promote public transport.
- Provision of bus services and associated infrastructure within the site including real time information displays.
 - Provision of bus information and journey planning within the travel packs, on the community website, and within the mobility hubs.
 - Vouchers to obtain taster tickets for bus services to be provided as part of the travel packs.

Measures to reduce car use

- 4.12 To reduce single occupancy car use, the following measures and initiatives will be introduced.
- Car sharing - residents and employees at will be made aware of liftshare Leicestershire (<https://hub.liftshare.com/regional/leicestershire>), a free to use car share website matching members based on journey details.
 - Car club - the potential for the introduction of a car club will be investigated, similar to that operated by Enterprise Car Club at the New Lubbethorpe development.
 - Electric Vehicle Charging – suitable electric vehicle charging points will be provided throughout the proposed development. Any communal parking areas will also include suitable provision for EV charging.

5.0 TRAVEL PLAN MONITORING

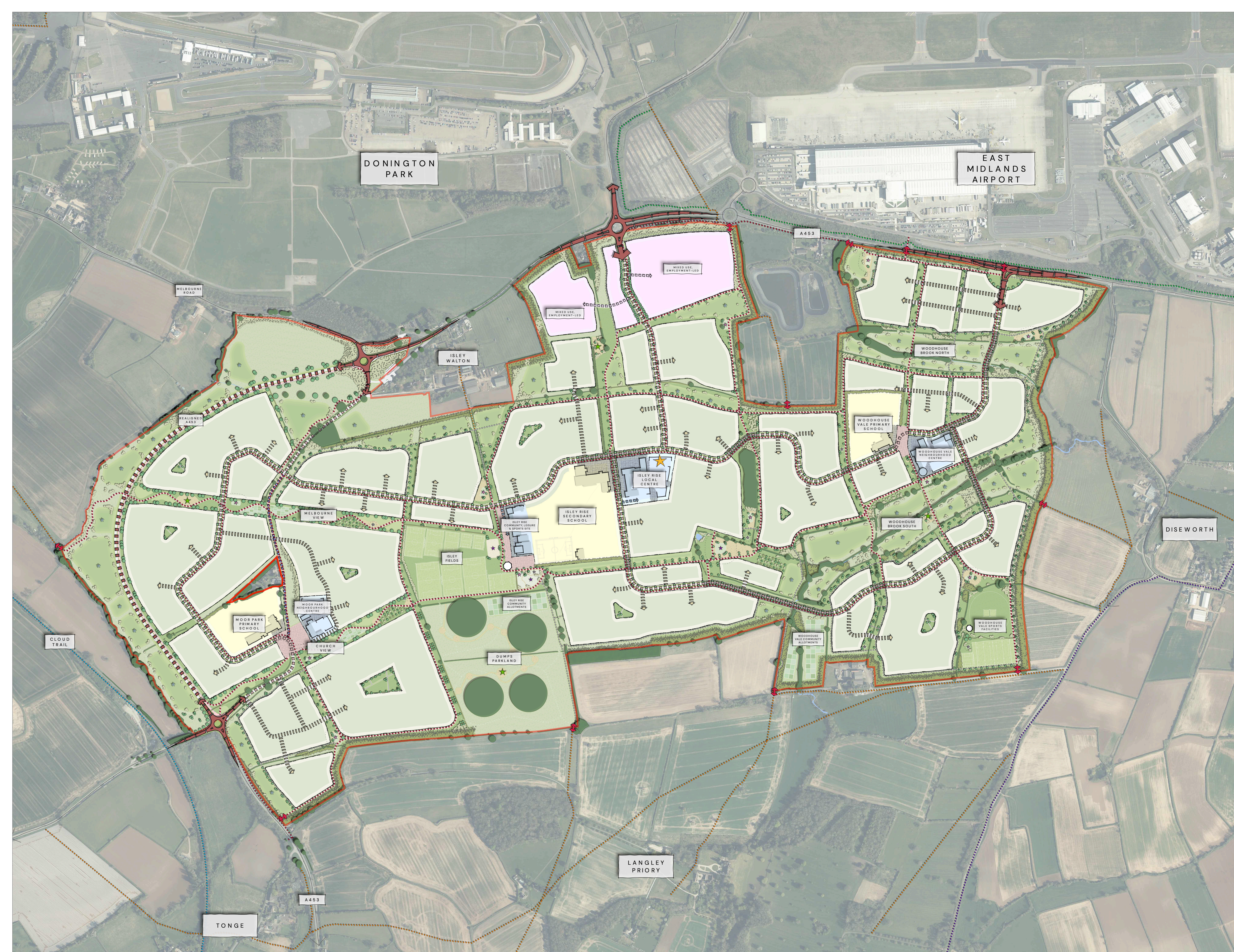
- 5.1 Monitoring would be undertaken on an annual basis and would commence with a baseline survey within six-months of the first occupation of the residential and commercial elements. Monitoring will continue until one year following the final residential occupation.
- 5.2 The details of the surveys will be agreed with LCC and are likely to include the following:
- a questionnaire survey to establish resident and employee travel behaviours
 - traffic surveys at the site access junctions to determine the number of external vehicle trips
 - continuous automatic traffic counters located on key routes within the site
 - the take up of the bus taster tickets
 - confirmation of the number of residents and employees using the bus services and details of where they are travelling to/from
 - use of the car club vehicles and car share initiatives.
- 5.3 The results of the surveys would be shared with LCC in an annual review report. A summary would also be shared with the Isley Woodhouse residents and employees via the community website.
- 5.4 Given the scale of development proposed, a full review of the Travel Plan will be undertaken every five years. This will allow the Travel Plan to remain relevant and will also ensure that the targets remain realistic and appropriate for the site. The review will also consider the measures and initiatives that are available at the site and enable account to be taken of any new developments in technology and innovation. Any updates to the Travel Plan will be agreed with LCC.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Framework Travel Plan is a sister document to the Transport Assessment prepared to support the outline planning application for Isley Woodhouse, a new residential led settlement of 4,250 houses plus complimentary employment, leisure, retail, and education uses.
- 6.2 The Transport Assessment assesses the impact of the development, and the measures proposed to manage travel demand. Its purpose is to demonstrate that the development would be acceptable in principle and can be approved, based on information available at the time of the application. It explains the infrastructure necessary to deliver the development, such as access junctions, cycle tracks, and off-site road improvements.
- 6.3 A Travel Plan is designed to manage the forecast travel demand on an ongoing basis, as the development is occupied. It seeks to reduce single occupancy car use in favour of sustainable modes of transport, and is therefore part of the mitigation package for the development. In a new settlement, there will be multiple occupiers and housebuilders. This Travel Plan provides the framework under which they will all operate to collectively manage the travel demand, and includes soft measures such as marketing, monitoring, and review.
- 6.4 In the words of the National Planning Practice Guidance:
“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.”
- 6.5 This Framework Travel Plan therefore sets out 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.
 - 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.

APPENDIX A

ILLUSTRATIVE MASTERPLAN



- KEY**
- SITE BOUNDARY**
313.39Ha
 - OPEN SPACE**
 - RESIDENTIAL DEVELOPMENT**
 - SCHOOL SITES**
Two Primary School Sites and One Secondary School Site
 - MIXED-USE**
One Central Local Centre & Two Neighbourhood Centres, Potential Leisure, Sport & Community Facilities
 - MIXED-USE EMPLOYMENT-LED**
 - PUBLIC REALM SPACE**
Adjacent to School Sites and Mixed-use Areas
 - SITE ACCESS**
 - RE-ALIGNED A453**
 - PRIMARY STREET**
Including segregated pedestrian / cycle routes.
 - STREETS**
Illustrative access points into development parcels
 - SUSTAINABLE TRANSPORT LINK**
Opportunity for a bus only / cycle link along the existing A453 alignment
 - PEDESTRIAN / CYCLE CONNECTIONS**
Connections into the site at the site boundary
 - COMBINED CYCLE/PEDESTRIAN ROUTES**
Includes existing & re-aligned public rights of way within the site boundary
 - PEDESTRIAN ROUTES**
Includes existing & re-aligned public rights of way within the site boundary
 - Public Rights of Way**
Footpaths - Orange
 - Sustrans Routes**
On Road - Purple
Vehicle Free (Cloud Trail) - Orange
 - Airport Trail**
Permitted route. Illustrative upgrade in-line with LCPW
 - ★ **TRANSPORT HUB**
Including Bus Interchange
 - **RETAINED TREES & HEDGEROWS**
 - **ILLUSTRATIVE LANDSCAPE STRATEGY**
 - **EXISTING WATER BODIES**
Including Watercourses
 - ALLOTMENTS**
 - DRAINAGE BASINS**
 - PLAYING PITCHES**
 - ★ **NEAP / MUGA / SKATE PARK**
 - ★ **LEAP**
 - ★ **LAP**
 - ★ **NATURAL PLAY**

