

APPENDIX F REVISED POLICY - NEW SETTLEMENT: ISLEY WOODHOUSE (IW1)

- (1) **To meet the needs of a growing population, a new settlement will be developed in the northern part of the District, to be known as Isley Woodhouse. This will be a long-term strategic development on land to the south of East Midlands Airport and Donington Park Circuit and to the west of Diseworth (316Ha) is allocated for a new, standalone village. The new settlement will be built to high quality design standards, drawing inspiration from the local context including the surrounding landscape and environment, creating safe and attractive places with a rich character that enhance health and wellbeing.** When complete, Isley Woodhouse village will **need to** comprise:
- (a) Around 4,250 new homes, 1,950 of which will be built by 2042.
 - (b) A mix of market and affordable homes, including plots of land for those who want to build their own home in accordance with ~~draft~~ Local Plan Policies H4, H5, H7 and H10.
 - (c) **Affordable housing provision in accordance with strategic policy H5, with an aspiration of up to 30% on-site provision (subject to viability).**
 - (d) Homes suited to **older people** ~~the elderly~~, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes in accordance with ~~draft~~ Local Plan Policies H4 and H11.
 - (e) Some 23,000sqm of employment floorspace (industry and **small-scale** warehousing) located along the A453 frontage to include **a range of building typologies to cater for a variety of types and sizes of businesses including** start-up premises suitable for small businesses. By 2042 some 4,600 sqm of employment floorspace will have been delivered. **Provision should be made for a range of employment uses within the defined employment areas within the site, primarily for Use Class E (Commercial, Business and Service).**
 - (f) ~~Primary and secondary schools:~~ **Sufficient early years, primary, secondary and post 16 education provision to meet projected needs to be agreed with the District Council and Local Education Authority. At least 12.8 hectares of land is required for education provision within the allocation, to include a minimum of 5FE of secondary and post-16 provision on at least 6.8 hectares land and 6FE of primary provision on at least 6 ha land, together with additional provision for early years. The education provision should include sports facilities with community access.**
 - (g) A main ~~village~~ centre plus smaller neighbourhood centres with facilities such as convenience stores, pub/restaurant/cafes, health services, community venue etc.
 - (h) Formal and informal open space to include children's play areas, sports pitches, natural green space, recreation routes and cycling and walking links. **New open space must be delivered as a minimum in accordance with the standards in Policy IF4. In addition, land will be required for leisure and sports playing pitches, to include a mix of grass and artificial pitches in-line with the Sport England Playing Pitch Calculator.**
- (2) The **overall** planning and delivery of Isley Woodhouse ~~will~~ **must** be underpinned by the following key principles:

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- (a) Putting the health and wellbeing of residents and workers at the forefront by creating an accessible, safe, sociable and inclusive environment where healthy choices are easy to make.
- (b) Striving for net-zero, and adapting to climate change, including by incorporating measures to minimise energy consumption whilst maximising the benefits from on-site renewable energy generation and energy efficient buildings.
- (c) **Providing for high quality and sustainable buildings and places that respond to the surrounding context and ensure that proposals do not adversely impact sensitive views, heritage assets and the setting or character of surrounding communities, particularly considering scale, density, massing and form. Proposals will need to accord with an approved** Achieving exceptional design quality based on a bespoke design code(s).
- (d) Delivering the infrastructure needed to serve the development **and mitigate against adverse impacts.**
- (e) **Establishing a clear and legible hierarchy of streets, that promotes active and sustainable transport modes, alongside filtered permeability, and which prioritises the needs of pedestrians, cyclists, other micro-mobility and public transport users.** Making sustainable travel – walking, cycling **and** public transport ~~and the use of electric vehicles~~ – a realistic option for residents and workers.
- (f) **Creating a thriving place, with good access to key services and facilities that can meet day to day needs and support the new settlement and surrounding villages from the outset,** ~~Creating a village~~ which caters for all stages of life **and ensures that** residents' day to day needs can be met as far as possible within the ~~village~~ settlement.
- ~~(h) Enabling people to live close to where they work by creating a village with a range of house types, sizes and tenures, including plentiful affordable housing, with sustainable transport links to nearby employment areas.~~
- (g) **New residential development will achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development in appropriate locations. Proposals should achieve a site-wide average density of around 35 dwellings per hectare (net). Higher density housing should be provided within the main centre and local centres and around key destinations and transport hubs. The lowest densities should be located towards the edge of the development to create a more natural transition between the development and the adjacent countryside.**
- (h) **Ensuring positive integration between the Affordable and Market Housing, with no difference in the appearance and quality between dwellings (and associated public realm) to be sold on the open market and those to be delivered as Affordable Housing. Affordable Housing should be provided throughout the scheme in groups; the size and location of which are to be agreed with the Council.**
- (i) Incorporating appropriate measures to manage surface water run-off from the site by sustainable means, ensuring i) discharge rates meet LLFA requirements; ii)

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existing properties are not exposed to increased flood risk; and (iii) the safe operation of East Midlands Airport is not inadvertently affected.

- (j) Providing a network of green and blue infrastructure that relate to the topography, existing areas of woodland and other semi-natural habitat across the site and surrounding countryside. Green corridors will help to break the new settlement into neighbourhoods and smaller character areas while providing opportunities for new leisure routes, enhanced ecological connectivity across the site and beyond. Varied new wildlife habitats along and additional to these corridors will link existing and new habitats and create an interconnected network.**
 - (k) Incorporating a well-designed approach to the urban edge, which relates development at the periphery to its rural setting, minimises the impact of development when viewed from the surrounding countryside and maintains the physical and perceived separation to surrounding villages.**
 - (l) Provides for an area of separation to Diseworth in accordance with Policy EN5 (as illustrated on the Policies Map).**
 - (m) Establishing at an early stage in the development of the new settlement, an appropriate and sustainable long-term governance and stewardship arrangement for community assets including green space, public realm areas and community and other relevant facilities. Such arrangement to include community representation to ensure residents have a stake in the long-term development, stewardship and management of their community. Developer contributions are expected to be required to fund the initial set up and running cost until such time as stewardship activities are financially self-sustaining.**
 - (n) High speed broadband will be provided across the site and the design of homes will make provision for working from home.**
 - (o) Given the proximity of the site to local noise generating activities, proposals must minimise noise impacts and demonstrate good acoustic design. Where necessary, buildings and land uses should be located and orientated to avoid or where this is not possible, mitigate against noise impacts such as through the provision of landscaping, bunding and/or acoustic barriers in appropriate locations together with building specific measures to provide appropriate noise insulation. Where it is clearly justified that orientation and other external mitigation cannot achieve an acceptable internal ambient noise level, the design and construction of buildings impacted will need to provide sufficient noise insulation to achieve good internal noise conditions with windows closed and alternative means of ventilation and control of overheating provided. If appropriate, a Ventilation Strategy will need to be submitted to and approved as part of future planning applications.**
- (3) The planning and delivery of business and employment uses must be underpinned by the following key principles:**

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- (a) Be designed to respond positively to the character of the site and protect the amenity of neighbouring uses such as housing with the scale and type of commercial uses to be compatible with adjoining residential uses.**
 - (b) Incorporate a high-quality public realm, together with legible and attractive boundary treatments that optimise the use of green infrastructure (such as planting, trees and hedgerows).**
 - (c) Be designed to ensure excellent accessibility via sustainable transport options, prioritising safe, direct, and convenient routes for walking, wheeling, and cycling.**
- (4) The planning and delivery of centres and local facilities must be underpinned by the following key principles:**
 - (a) The centres, buildings and main entrances must provide an active frontage to the public realm and make a positive contribution to the street scene.**
 - (b) The provision for community meeting space must be suitable to accommodate a range of community activities including provision for older and young people. Buildings should be sited in locations that are accessible and focal to the local communities that they will serve, be designed flexibly to ensure they are resilient to respond to changing needs over time and ensure they can support a diverse range of uses.**
 - (c) Increased primary healthcare capacity must be provided to serve the new development. This could be by means of new on-site infrastructure; an improvement, reconfiguration, extension or relocation of medical facilities.**
- (5) Proposals for transport and movement must come forward in accordance with the following principles:**
 - (a) Deliver a comprehensive movement and connectivity network across the new settlement that actively encourages and prioritises active and sustainable modes of travel, and provides connections across the site and to surrounding villages and employment sites.**
 - (b) Enhanced bus provision must be provided from the outset with routes with priority over other vehicles and ensuring that where possible, residential dwellings and employment sites will be within 400m of a bus stop. Bus services and incentives to encourage take-up must be developer subsidised in the first instance.**
 - (c) All proposals for the new settlement will need to ensure that mobility hubs are located at centres and should allow for smooth and efficient interchange between public transport, shared transport services and micro-mobility modes such as e-scooters, cycles and e-bikes.**
 - (d) Proposals should include the realignment of the A453 to improve highway safety and movement on this local route and enable new access points to be created into the site.**

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- (e) **Development will need to include suitable mitigation measures to address the impacts of the proposals across the local and strategic highway network. Such measures must as a minimum include provision of a safe walking & cycling crossing of Station Road in Castle Donington, improvements to the Broad Rushes/Trent Lane/Back Lane/Arundel Ave/Distribution Centre Access roundabout, the A453/The Green junction, the A453/EMA access junction and A50 Junction 1. Proposals will need to make a proportionate contribution to other improvements to the strategic highways network as part of an assessment of cumulative impacts across the wider area, as evolved and agreed between the Council and all relevant stakeholders.**
- (6) **Proposals to develop land within the new settlement must progress in accordance with an allocation-wide masterplan, design code(s), and strategies that set out the coordinated and comprehensive approach to development of the site, infrastructure delivery and phasing which will have been submitted to and approved by the Council prior to commencement of development. Future planning and associated applications will need to accord with such approved documents unless otherwise agreed by the Council** A comprehensive masterplan and phasing plans are needed to bring the development forward. These must be approved by the District Council and ~~should~~ **must** provide for:
- (a) A mix of house sizes, tenures and types, including provision suited to older people and for self- and custom-built homes and which reflects the requirements of those in greatest need, in particular for affordable housing.
 - (b) The identification of essential infrastructure, including all necessary on-site and off-site highway improvements, funding arrangements and its delivery in a co-ordinated and timely way.
 - (c) A comprehensive landscaping strategy ~~that~~ which is demonstrably landscape-led and which retains, enhances and capitalises on existing landscape features, reflects its landscape context and is informed by the Council's Landscape Sensitivity Study (2020).
 - (d) A comprehensive approach to strategic Green Infrastructure and Biodiversity Net Gain, providing connected habitats that bring maximum benefit for nature recovery and for residents' access to nature and natural green space and creating links to a wider GI network beyond the ~~village~~ **new settlement** where possible.
 - (e) A Heritage Assessment which will identify the heritage assets both on and beyond the site which may be impacted, their significance, including the significance derived from setting, and provide a thorough analysis of the impact of development on this significance.
 - (f) **A full noise impact assessment and linked** strategy to address the noise from East Midlands Airport and Donington Park Racing Circuit, including mitigation measures to protect the amenity of residents.
 - (g) Linked phasing plans for housing, employment and infrastructure.
 - (h) **Proposals must be supported by a Transport Assessment that demonstrates how the development will encourage active and sustainable transport and**

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achieve the mode share targets. The Transport Assessment should have regard to the principles of 'Vision and Validate' showing how a vision to maximise use of sustainable transport at the site will be achieved.

- (i) **Construction Environmental Management Plans and Construction Traffic Management Plans will need to be approved prior to the commencement of development to set out how the construction process will be effectively managed across the site as a whole and through its phased delivery, and any adverse impacts avoided or where this is not possible, mitigated against.**
 - ~~(h) Both the physical and perceived separation between the new settlement and the villages of Isley Walton, Diseworth and Tonge through measures to include the careful siting of development and effective landscaping.~~
- (7) To ensure that a cohesive **and high quality** development is delivered ~~which meets the principles and requirements outlined:~~
- (a) the Council will only approve planning **and associated** applications that adhere to **and demonstrate compliance with an approved** ~~the comprehensive masterplan (or any updated masterplan agreed with the Council)~~ and the bespoke design code (s).
 - (b) **Ad hoc or piecemeal development which is contrary to the aims of this policy or development that is inconsistent with an approved masterplan, design code (s), and strategies that set out the approach to infrastructure delivery and phasing will not be permitted.**
 - (c) **Any development proposal which comes forward must demonstrate that the development does not compromise the ability to deliver the infrastructure required by this allocation and identified in this policy and does not prejudice the future integration of future development at the new settlement.**