



SACHEVERELL
GROBY

LAND SOUTH OF SACHEVERELL WAY
DESIGN & ACCESS STATEMENT

JULY 2026

Prepared on behalf of



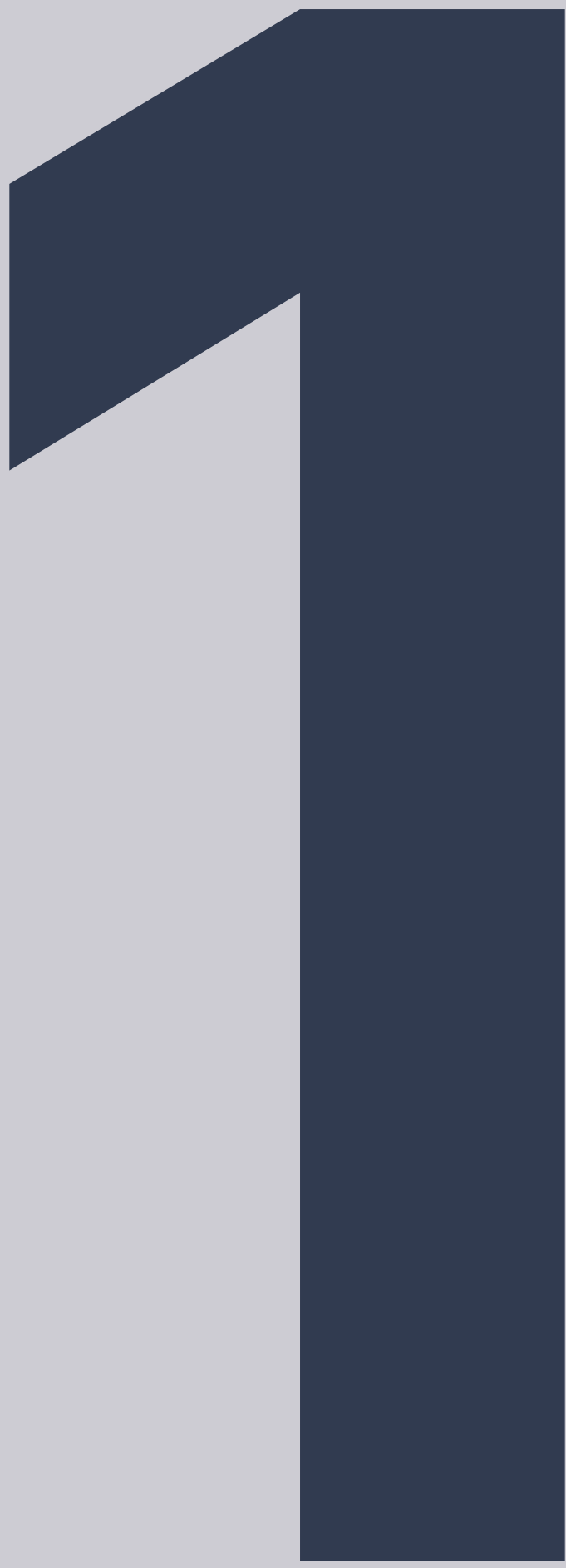
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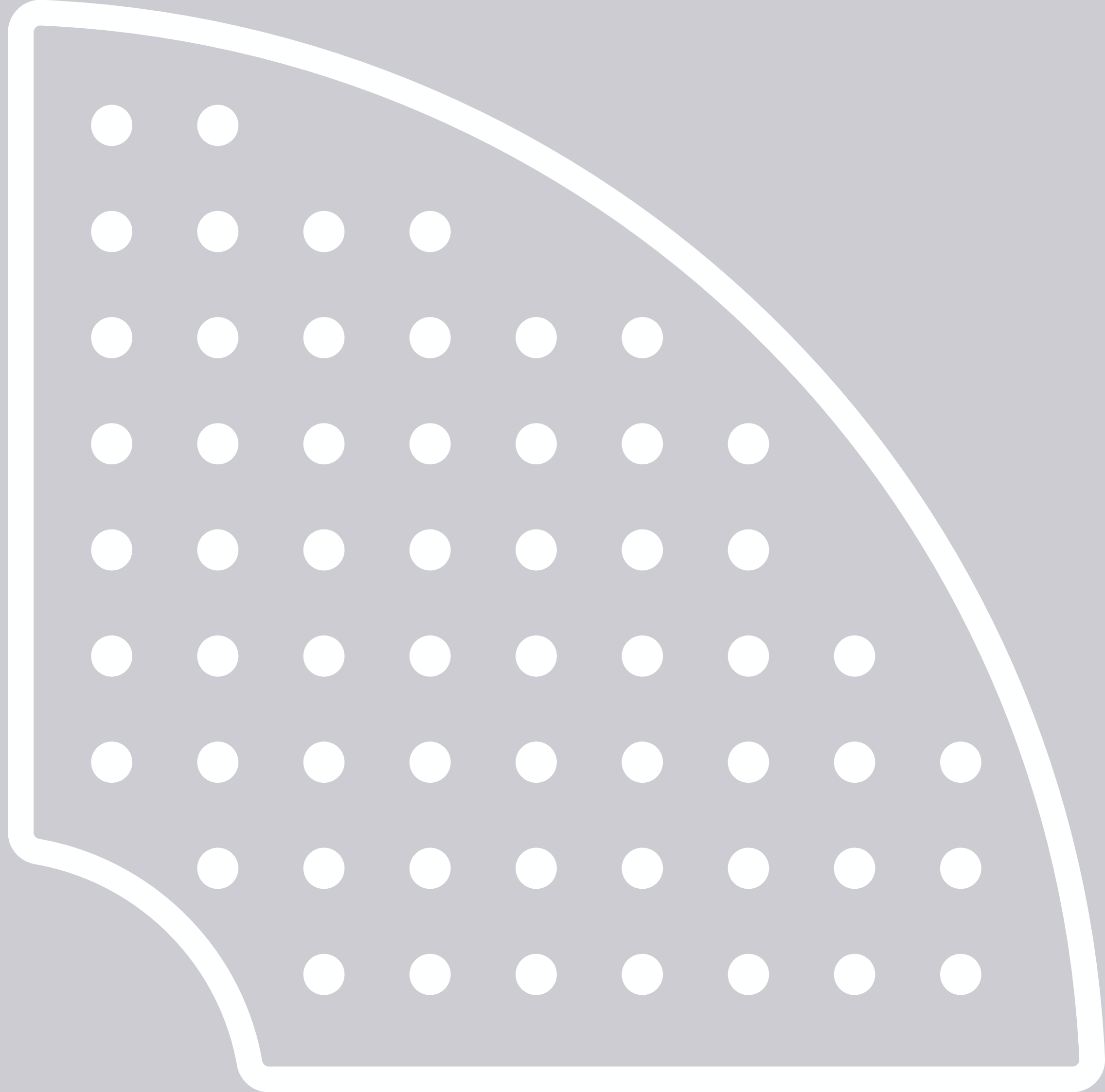
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Introduction





1. Introduction

1.1 THE APPLICATION

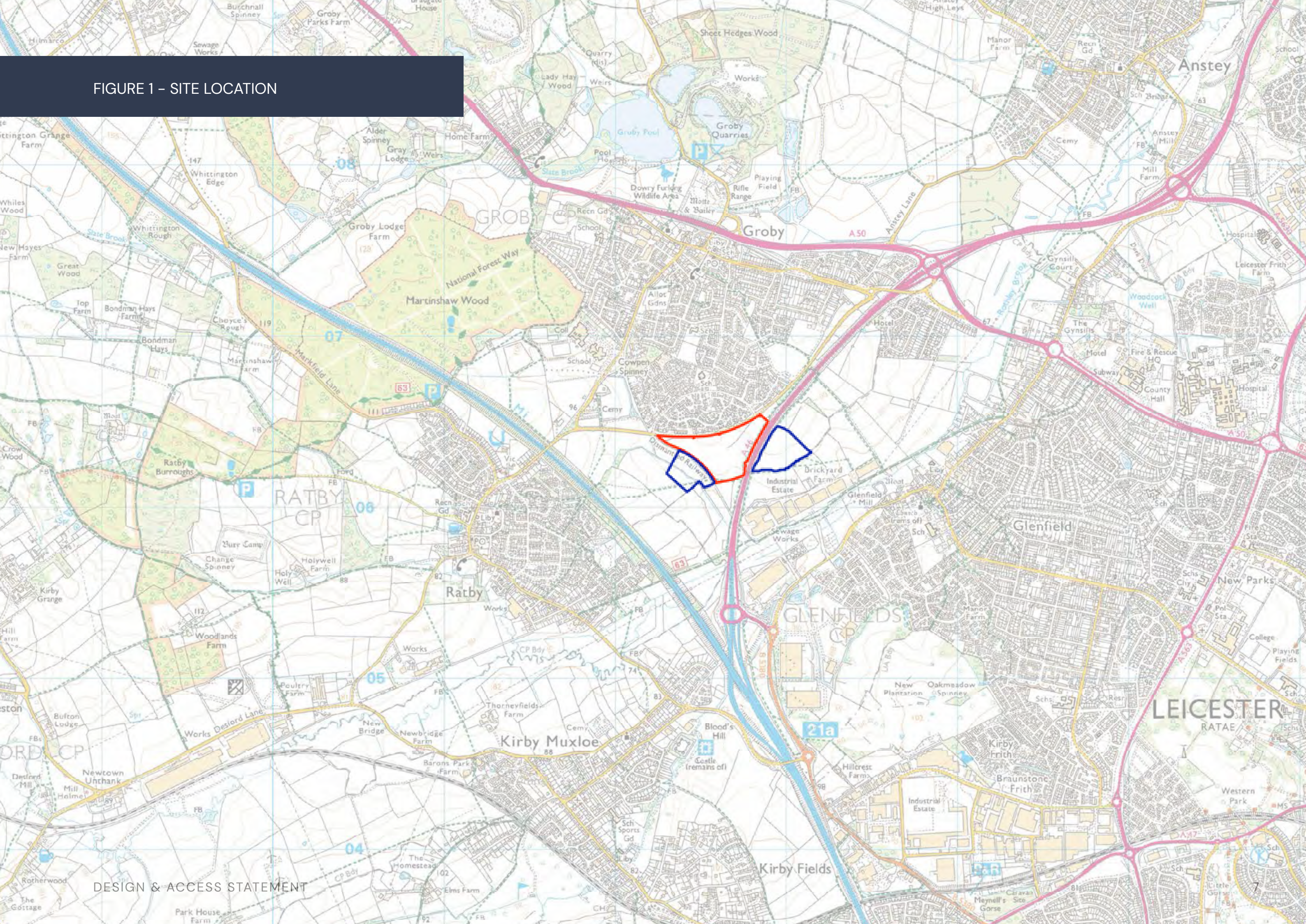
- 1.1.1 This Design and Access Statement (DAS) has been prepared to support an outline planning application (OPA) by Bloor Homes for the development of Land South of Sacheverell Way (the site). The OPA seeks outline planning permission (with all matters reserved except for primary means of vehicular access from Sacheverell Way) for the delivery of up to 180 dwellings, alongside associated access via two junctions from Sacheverell Way, green and blue infrastructure (including drainage, landscaping and public open space), ancillary infrastructure and enabling ground remodelling.
- 1.1.2 The DAS has been updated through the course of the OPA to reflect minor changes to the submitted Masterplan; in order to allow for the document to be included as an approved document should the Council approve this application.

1.2 THE DOCUMENT

- 1.2.1 This DAS has been produced in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 201 no. 595 and the Planning Practice Guidance to:
- a) Explain the design principles and concepts that have been applied to the development;
 - b) Demonstrate the steps taken to assess the development context integration of the design;
 - c) Explain how the development will be accessed, incorporating local policy; and
 - d) Explain how specific issues may affect access and how they have been addressed.

- 1.2.2 Therefore, it summarises the process undertaken in advancing the Masterplan for the site's development.
- 1.2.3 It presents the context for the site's development and the key matters that have arisen through the site assessment and evaluation exercise, and through the public engagement exercise that has been undertaken. Within that context, the DAS establishes the vision for the site's development and the key design drivers that have informed the Masterplan, with particular account given to design, landscape and access / movement; each of which are covered in their own sections.
- 1.2.4 In doing so, it demonstrates that the development of the site will deliver a high-quality residential area that will sensitively respond to its context and will be well-integrated with the existing built form and surrounding landscape.
- 1.2.5 Whilst the internal layout, scale, appearance and landscaping are reserved matters, the DAS sets out the key principles that should be incorporated at the detailed design stage. The approach taken will, therefore, ensure that a high-quality development is delivered whilst also allowing sufficient flexibility for detailed design solutions to evolve (and be consulted on) in conjunction with any future reserved matters planning applications.
- 1.2.6 Therefore, the applicants would welcome the inclusion of a condition on any outline planning permission that would require future Reserved Matters applications to comply with this Design and Access Statement and the key development principles set out in it, notably the proposed Masterplan (which will also be submitted as a standalone plan).

FIGURE 1 - SITE LOCATION



Assessment



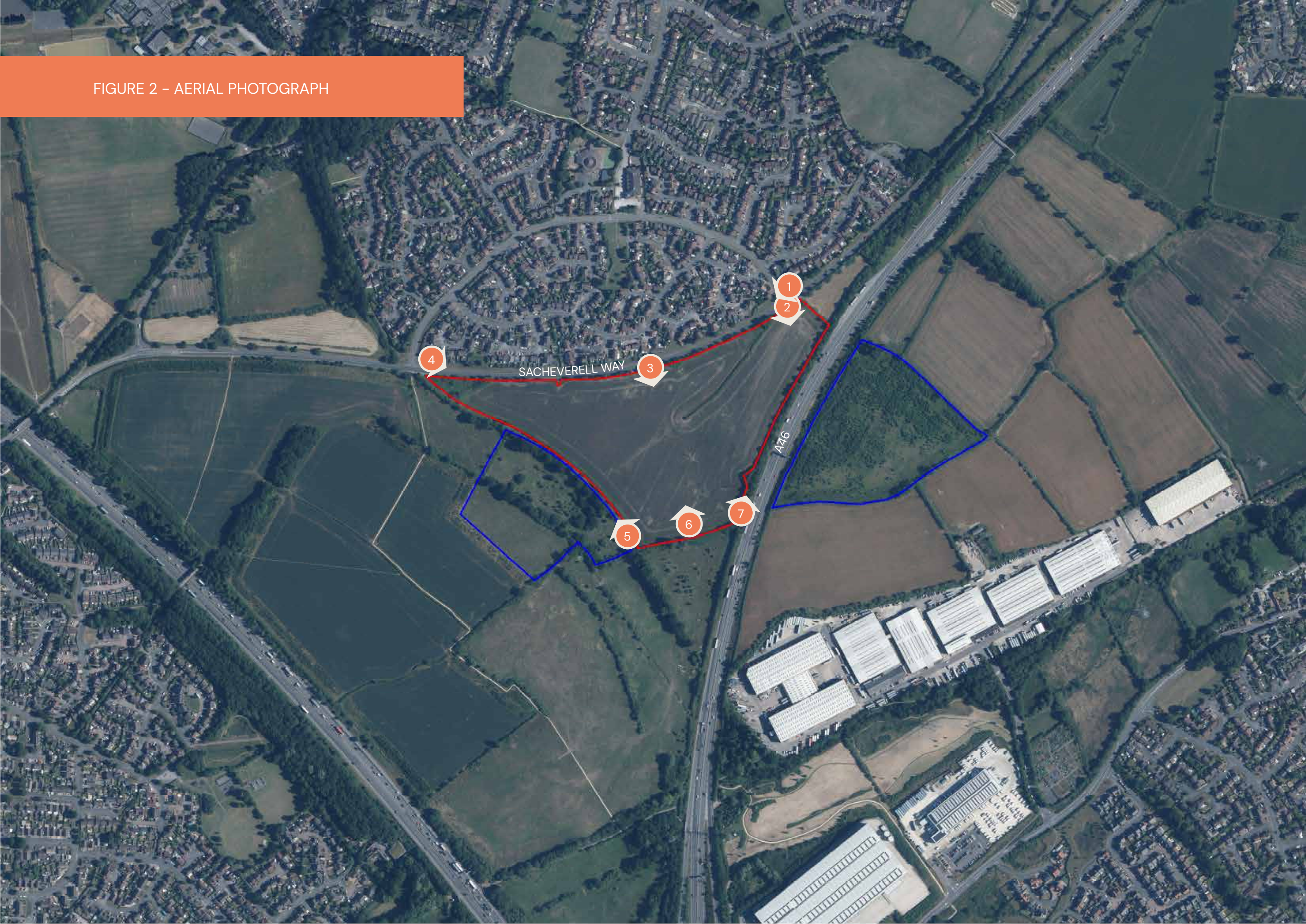
2. Assessment

2.1 SITE LOCATION & DESCRIPTION

- 2.1.1 The site covers approximately 10.55ha of land on the southern edge of Groby and comprises an irregularly shaped open arable field.
- 2.1.2 The site is defined by Sacheverell Way to the north, beyond which lies the established settlement edge of Groby. The east of the site is defined by a public right of way (ref: R116/2) and the A46 (Leicester Western Bypass). The south of the site is also defined by a public right of way (ref: R51/3). The west of the site is defined by a dismantled railway line, now used as a farm access track. Beyond the track lies further farmland with land immediately west of the site containing mature vegetation and bound by a linear woodland block which offers screening of the site from the west.
- 2.1.3 The adjacent photographs of the site and accompanying location plan provide a visual record of the site.



FIGURE 2 – AERIAL PHOTOGRAPH



2. Assessment

2.2 NATIONAL DESIGN POLICY & GUIDANCE

The National Planning Policy Framework (NPPF):

- 2.2.1 The NPPF is underpinned by the presumption in favour of sustainable development (paragraph 11).
- 2.2.2 Paragraph 124 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses.
- 2.2.3 Paragraphs 137 – 141 emphasise the importance of design quality through the evolution and assessment of development proposals.
- 2.2.4 Paragraph 96 highlights that the planning system has an important role in achieving healthy, inclusive and safe places that promote social interaction, and enable and support healthy lifestyles.
- 2.2.5 Paragraph 109 states that transport issues should be considered at the earliest possible stage when evolving development proposals to ensure that the potential impacts of development on transport can be addressed. It also states that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 2.2.6 Paragraph 110 adds that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

The National Design Guide (NDG):

- 2.2.7 The NDG illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. The NDG is designed to be read alongside the NPPF.

The National Model Design Code (NMDC):

- 2.2.8 The NMDC provides detailed guidance in relation to the production of design codes, guides and policies to promote successful design.

2.3 LOCAL PLANNING POLICY

- 2.3.1 The relevant Development Plan in relation to the site are the Core Strategy ("CS", adopted in December 2009) and the Site Allocations and Development Management Policies Development Plan Document ("SADM DPD", as adopted in July 2016).
- 2.3.2 CS Policy 7 identifies Groby as one of nine Key Rural Centres (KRCs), stating that policies will be put in place to *"support the Key Rural Centres and ensure they can provide key services to their rural hinterland"*, including the delivery of housing. That reflects Groby's sustainable credentials.
- 2.3.3 On that basis, the CS identified a housing requirement of 110 homes, and the SADM DPD identified sites accordingly; as shown on the adjacent plan. That housing requirement is, however, now out-of-date.
- 2.3.4 The site is currently located outside of the settlement boundaries, which likewise are out-of-date, and also forms part of the Rothley Brook Meadow Green Wedge. That, too, is shown on the adjacent plan.
- 2.3.5 Compliance with the relevant planning policies is set out in the Planning Statement. Further analysis in relation to the Green Wedge designation is set out in the standalone Green Wedge Analysis Report.

Design Policies

- 2.3.6 SADM DPD Policy DM10 (Development and Design) states that developments will be permitted providing that:
 - They will not have a significant adverse effect on privacy and amenity;
 - The amenity of occupiers would not be adversely affected by activities in the vicinity of the site;
 - It complements or enhances the character of the surrounding area;
 - The use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the local area generally;

- It incorporates a high standard of landscaping where this would add to the quality of the design and siting;
- It maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24;
- Where parking is to be provided charging points for electric or low emission vehicles are included where feasible;
- An appropriate Sustainable Drainage Scheme is submitted to and approved by the relevant Authority. Schemes should incorporate wildlife areas, ponds, swales and permeable paving where appropriate;
- It maximises natural surveillance and incorporates the principles of Secured by Design and has considered the incorporation of fire safety measures.

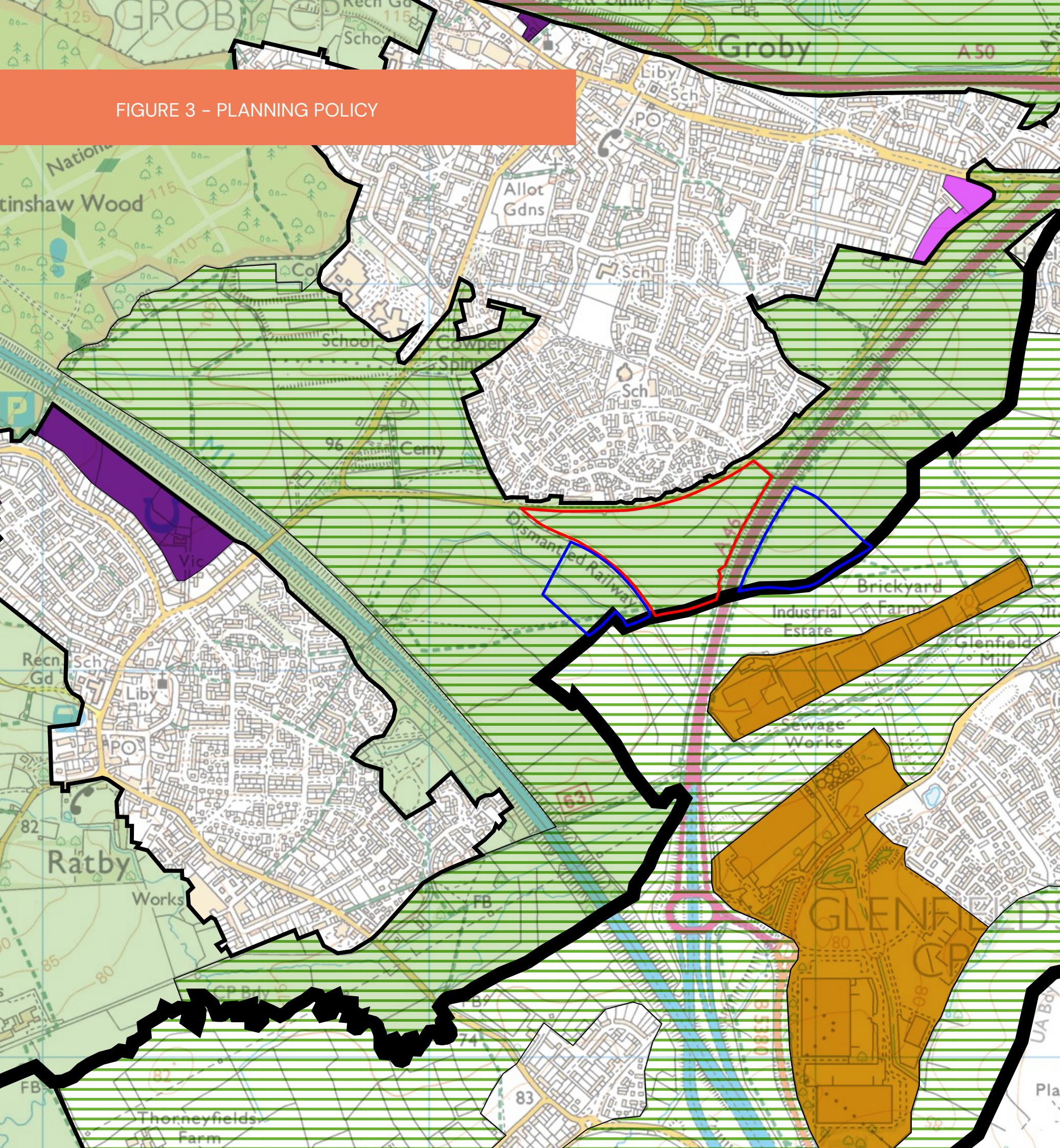
Other Relevant Policies

- 2.3.7 In addition, the following policies are also of relevance to the design of the proposed development:
 - CS Policy 16 Housing Density, Mix and Design
 - CS Policy 19 Green Space and Play Provision
 - CS Policy 20 Green Infrastructure
 - CS Policy 24 Sustainable Design and Technology
 - SADM Policy DM3 Infrastructure and Delivery
 - SADM Policy DM6 Enhancement of Biodiversity and Geological Interest
 - SADM Policy DM7 Preventing Pollution and Flooding
 - SADM Policy DM17 Highways and Transportation
 - SADM Policy DM18 Vehicle Parking Standards

Supplementary Planning Documents (SPDs)

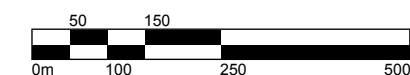
- 2.3.8 HBBC have also adopted a number of SPDs, most notably the Good Design SPD, but also the Affordable Housing SPD.

FIGURE 3 – PLANNING POLICY



LEGEND

- Site Boundary
- Other land controlled by applicant
- Borough Boundary
- Hinckley & Bosworth Borough**
- Settlement Boundary
- Residential Allocation
- Residential Site with Planning Permission
- Rothley Brook Meadow Green Wedge
- Blaby District**
- Key Employment Sites
- Green Wedge



2. Assessment

2.4 LAND USE & FACILITIES

- 2.4.1 Groby is a village of over 1,500 people that contains a wide range of local services, facilities and employment opportunities. It is, therefore, a focal point for the surrounding communities, where residents can fulfil their daily needs without having to travel long distances into urban areas.
- 2.4.2 The site is well integrated into the southern edge of Groby and future residents would, therefore, benefit from access to the range of services and facilities in both Groby and the neighbouring village of Ratby (as illustrated on Figure 4), as well as a close relationship to the city of Leicester.

Groby

- 2.4.3 The centre of Groby village is located on Leicester Road approximately 1km to the north of the site, and is readily accessible on foot, cycle or car via Ratby Road. The village centre contains a number of services and facilities including a large convenience store (co-operative food), a doctors, a library, a post office, a village hall and two pubs (The Stamford Arms and Groby Ex-Servicemen's Pub).
- 2.4.4 In the immediate vicinity of the site, approximately 400m to the north on Laundon Way, is another co-operative food store.
- 2.4.5 The village also contains a number educational institutions including three primary schools and one secondary school. Most notably, Brookvale Groby Learning Campus is located approximately 800m to the north west of the site, and Lady Jane Primary School is located approximately 400m to the north of the site on Laundon Way.

Ratby

- 2.4.6 The centre of Ratby village is located on Main Road (via Groby Road) approximately 1.5km to the west of the site and that is also readily accessible on foot, cycle or car via Groby Road. Similarly, the centre contains a number of services including a large convenience store (co-operative food) a library, a village hall, a post office, a sports club and a primary school. Ratby also has a local doctors that is located approximately 1.8km away from the site.

Leicester

- 2.4.7 The city of Leicester is located approximately 7km to the south east of Groby. The area benefits from a range of public transport services that provide a connection to Leicester.
- 2.4.8 Notably, the permissive path to the west of the site provides a direct and convenient pedestrian and cycle route to the major employment areas in Glenfield and the west of Leicester.

2.5 ACCESS & MOVEMENT

Public Transport

- 2.5.1 The nearest bus stop to the site is located 450m north along Laundon Road which provides an hourly bus to Ratby and Leicester. Additional bus stops further afield provide additional services to Leicester and Coalville at higher frequencies.
- 2.5.2 The site is located within an 18-minute bus journey or 27-minute cycle journey of Leicester Railway station. This station provides frequent services to London, Birmingham and many other key economic hubs.

Walking & Cycling

- 2.5.3 Existing footways are located on the northern side of Sacheverell Way providing links to the footway/cycleway network within Groby where local facilities can be accessed. An existing uncontrolled pedestrian crossing is located across Sacheverell Way along the northern frontage of the site.
- 2.5.4 Public footpaths R51/3 and R116/2 run along the south and east of the site providing connections to the wider countryside as well as Ratby to the west, The Ivanhoe Trail (via a permissive footpath) to the south and pedestrian bridge over the A46 towards Glenfield and Mill Lane Industrial Estate to the south east. Glenfield and Mill Lane Industrial Estate can also be accessed via the Ivanhoe Trail which goes under the A46 to the south of the site.

- 2.5.5 The PRoW network also provides a link to National Cycle Network (NCN) Route 63 which provides a link towards Leicester to the east and Burton to the west.

- 2.5.6 The site is also located in close proximity to local cycle route 2 which can be accessed from Leicester Road, via Sacheverell Way. This provides a shared footway/cycleway into Groby village and the centre of Leicester. It also joins up with NCN Route 63.

Highways Network

- 2.5.7 The site is currently accessed off Sacheverell Way which provides a link into the centre of Groby via Leicester Road to the north east and Ratby Road/Groby Road to the north west. The village of Ratby is also accessed via Groby Road to the south west. Leicester Road also provides a connection onto the A46 Leicester Western Bypass and A50 Groby Road leading to the centre of Leicester. The M1 can be accessed via the A46 to the south of the site.

Transport Assessment

- 2.5.8 The Transport Assessment (TA) confirms that there are no existing highway safety issues in the vicinity of the site that the proposed development is likely to exacerbate. It also confirms that safe and suitable access can be provided from Sacheverell Way.
- 2.5.9 It is anticipated that the development will generate 114 and 118 two-way vehicular movements during a typical AM and PM peak period respectively, resulting in an additional 2 vehicles per minute on the highway. Off-site traffic impacts have been modelled using LCC's PRTM model, based on a scope as agreed with LCC. The outputs of that are set out in the submitted Transport Assessment.



2. Assessment

2.6 HERITAGE & ARCHAEOLOGY

- 2.6.1 There are no built heritage assets in proximity to the site, and therefore impacts are not anticipated.
- 2.6.2 An Archaeological Desk-Based Assessment (ADBA) has been submitted alongside this request. The ADBA confirms that the site does not contain any archaeological assets and that there are none within 1km of the site that are sensitive to change. The geophysical survey (submitted alongside the ADBA) of the site did not record any anomalies or obvious archaeological origin, that indications of ridge and furrow cultivation were noted, and that the site has a known potential for below-ground remains of medieval / post-medieval ridge and furrow and former, post-medieval field boundaries, with a low potential for remains from other periods.
- 2.6.3 Therefore, the ADBA concludes that below ground heritage are unlikely to represent a constraint to development, and that no further works are anticipated.

2.7 ECOLOGY

- 2.7.1 An Ecological Impact Appraisal (EcIA) and Biodiversity Net Gain Assessment have been prepared.
- 2.7.2 In terms of designated sites, the EcIA confirms that there are no statutory designated sites within or immediately adjacent to the site.
- 2.7.3 A non-statutory candidate Local Wildlife Site (cLWS) overlaps with the south-western boundary; relating to the grassland in the flood meadow to the south-west of the site. The EcIA recommends construction management measures and concludes that, subject to their implementation, the proposed development is not expected to impact on the conservation of the cLWS or any other statutory or non-statutory designated sites.
- 2.7.4 The EcIA confirms that the majority of the site, comprising cereal crop land, is of low ecological value and that the higher value areas (ditches and hedgerows) can be retained as far as possible.
- 2.7.5 Species surveys have also been undertaken, with the EcIA confirming that:
- Bats: No roosts have been identified, but the presence of foraging / commuting bats has been recorded.
 - Great Crested Newts (GCN): No GCN records have been returned from within 250m of the site and it is unlikely that the ditch on the site supports breeding GCN. Notwithstanding that, the EcIA sets out precautionary working methods.
 - Breeding birds: There is a modest assemblage of breeding birds within the site. The EcIA recommends mitigation in that regard
 - Badger and Reptiles do not pose statutory ecological constraints to the development, though appropriate precautionary measures are nonetheless recommended.
- 2.7.6 Overall, therefore, the EcIA demonstrates that the development of the site can comply with all relevant national and local planning policy, and that the development will realise net gains to biodiversity.

2.8 ARBORICULTURE

- 2.8.1 An Arboricultural Assessment (AA) has been prepared. It assesses trees, groups and hedgerows within and in influencing distance of the site (including to the south-west).
- 2.8.2 The AA confirms that the higher quality tree stock is located outside of the site, whereas the tree stock within the site is of moderate (Category B) or low (Category C) quality.
- 2.8.3 The AA confirms that there is an historic Tree Preservation Order (TPO) relating to the site, but the TPO is dated (being from 1975) and some of the tree cover within the site may not have been present when the TPO was served.

2.9 TOPOGRAPHY

- 2.9.1 The site falls gently from the north eastern corner of the site at approximately 89m AOD to the south western corner at approximately 76m AOD.
- 2.9.2 A high spot at the centre of the northern boundary at 85.5m AOD also falls towards the south western corner creating a shallow valley within the eastern extents of the site. Refer to Figure 5 for further details.

FIGURE 5 – LANDSCAPE FEATURES

LEGEND

- Site boundary
- Land in control of applicant
- Cat A
- Cat B
- Cat C
- 1m contour



2. Assessment

2.10 FLOOD RISK & DRAINAGE

- 2.10.1 A Flood Risk Assessment (FRA), Hydraulic Modelling Report (HMR) and a Sequential Test (ST) have been prepared.
- 2.10.2 The FRA highlights that the site falls from its highest point at the north, along Sacheverell Way, to the lowest point at its south-western corner. The Rothley Brook, which is located c. 400m to the south of the site, flows in a north-easterly direction, with ordinary watercourses within the site flowing to it. A 900mm culvert runs across the centre of the site.
- 2.10.3 The FRA confirms that the site is in Flood Zone 1, and is therefore at very low risk of fluvial flooding. It also confirms that the site is at low risk of groundwater flooding and sewer flooding, and very low risk of reservoir flooding.
- 2.10.4 It is recognised, that Environment Agency mapping highlights areas of low, medium and high surface water flood risk. That reflects the existing overland flow paths that exist within the site, by virtue of the topographical and hydrological nature of the site as set out above. Therefore, detailed hydraulic modelling has been undertaken to understand how the surface water drainage strategy can respond appropriately to those overland flows. That is set out in the standalone HMR.
- 2.10.5 The HMR / FRA confirms that such measures will successfully divert the existing flow paths around the developable area and into the drainage basin that is proposed to the south. They also confirm that no adverse flood risks will impact third party land as a result of the regime, that there will be a reduction in the flood depth to the south-east of the site, and that safe access / egress can be provided.
- 2.10.6 An ST has been prepared in line with the methodological parameters that have been established through recent appeals and high court judgements. It concludes that, out of the sequentially preferable sites in drainage terms, none can be considered available or appropriate for the proposed development.
- 2.10.7 In that regard, there are no insurmountable drainage-related constraints to development.

2.11 NOISE

- 2.11.1 A Noise Assessment (NA) has been prepared in relation to the site.
- 2.11.2 It finds that the dominant source of noise across the site is from road traffic using Sacheverell Way and the A46, with traffic from the M1 only faintly audible. It confirms that there was no audible noise from the commercial area to the south of the A46.
- 2.11.3 Acoustic modelling of the proposed development has therefore been undertaken on that basis; with the assumption that dwellings will face respective road sources, with gardens located behind houses to achieve additional distance attenuation. It also assumes that gaps between dwellings overlooking the A46 will be minimised to protect external gardens. Based on the modelling, the NA confirms that noise criterion can be met through careful consideration of the site layout, coupled with the use of 2.5m high acoustic fencing in specific areas. In terms of internal acoustic conditions, the NA finds that the majority of dwellings will satisfy the relevant criteria through the provision of standard thermal double glazing and direct window mounted trickle ventilators, with uprated acoustic glazing and wall ventilators (for the most exposed plots).
- 2.11.4 The NA concludes that, with the implementation of the recommended mitigation strategy, the site is suitable for residential development.

2.12 UTILITIES

- 2.12.1 There are a number of existing utilities that cross the site, with associated easements, as shown on the adjacent Figure 6. They are largely concentrated towards the eastern part of the site, and will ultimately drive the location of the developable area, as highlighted in the remainder of this DAS.
- 2.12.2 Whilst this is a key driver of the masterplan, the existing utilities infrastructure does not comprise a constraint to the site's development, and can be appropriately accommodated.

2.13 LAND CONTAMINATION

- 2.13.1 A Phase I Desk Study Report has been submitted alongside this pre-application request. It confirms that the site has remained essentially undeveloped since the earliest reviewed mapping, and that the railway line separating the "blue lined" land to the south-west of the main part of the site was present from the 1880s and dismantled in the 1960s.
- 2.13.2 The Phase I report concludes that the Phase II assessment should include further geotechnical tests for the purposes of designing foundations, and consider potential linkages from the former landfill to the site's south-east in further detail, but that no specific mitigation for historical coal mining and no radon protective measures are necessary. Therefore, the Phase I report confirms that, subject to the implementation of the necessary remedial measures, the site is likely to be suitable for development.

FIGURE 6 – SITE CONSTRAINTS

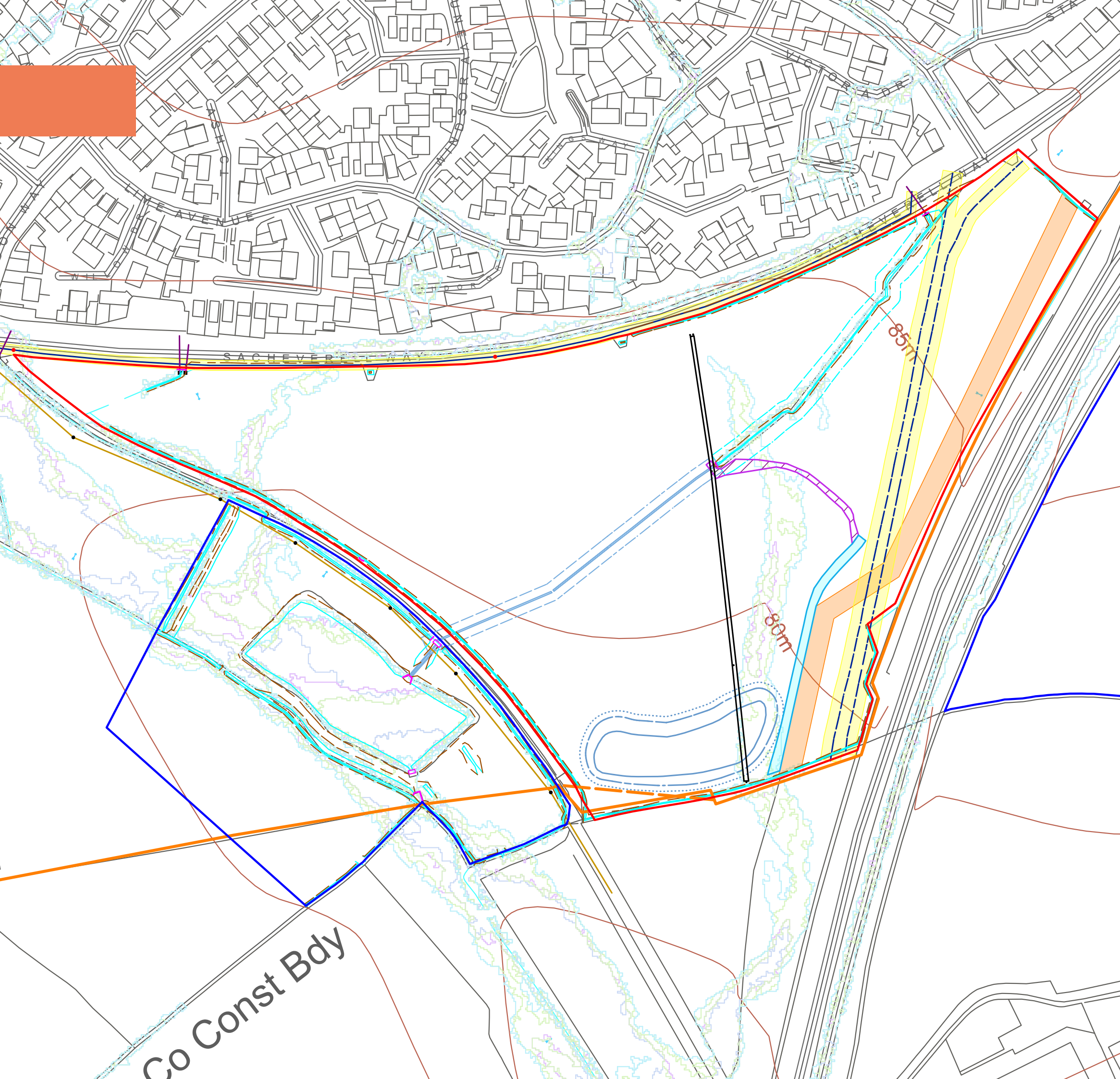
LEGEND

Application Boundaries

- Application boundary
- Other land under applicant's control

Other Constraints

- 11 kV overhead powerline & pylon
- Severn Trent water main, hydrant & 6m easement
- Surveyed water main & 12m easement TBC
- Severn Trent foul sewer & manhole
- Severn Trent surface water sewer & fitting
- Potential future Severn Trent water main easement
- Surface water model V19
- Surveyed culvert & 5m easement
- Surveyed ditch/bottom of bank & easement
- Surveyed top of bank
- Surveyed wall
- Public footpath crossing site (route on the ground)
- Public footpath crossing site (mapped route)
- Attenuation basin requirement & 3.5m maintenance track
- c.5m surface water channel
- Indicative area of ground modelling



2. Assessment

2.14 LANDSCAPE CHARACTER

- 2.14.1 The Site falls wholly within National Character Area 94: 'Leicestershire Vales' (NCA 94), which is described to be an open landscape with 'gentle clay ridges and valleys underlain by Mercia Mudstone and Lias groups bedrock with an extensive cover of superficial deposits giving rise to moderately steep scarp slopes' as well as a 'mixture of pasture and arable agriculture developed on neutral clay soils'. The adjacent settlement of Groby, however, sits mostly within National Character Area 73 'Charnwood' (NCA 73), which is characterised by 'mosaic heathland, farmland, parkland and woodland...extensive open summits and exposed rugged, rocky outcrops, rising from lowland undulating farmland'. This NCA also has a 'well wooded landscape with mixed deciduous and coniferous woodland and the western part of the Charnwood NCA falls within the National Forest.
- 2.14.2 More locally, the Site is recognised within the Hinckley and Bosworth Landscape Character Assessment (HBLCA) and the Blaby Landscape Character Assessment (BLCA) to fall mostly within Hinckley and Bosworth Landscape Character Area A 'Charnwood Forest Settled Forest Hills' (HBLCA-A), key characteristics of this include '[prominent elevated landform, pasture and woodland, views to urban edges of Leicester and rugged, upland character]', but to border Hinckley and Bosworth Landscape Character Area B 'Charnwood Fringe Settled Forest Hills' (HBLCA-B) and to encroach slightly into Blaby Landscape Character Area 'Rothley Brook Fringe' (BLCA-RBF), key characteristics of this include '[mixed arable and pasture agriculture, mature vegetation, priority habitats, vegetated fringes and long views and sense of openness]'.
- 2.14.3 Topography within the Site and its surroundings is gently undulating, with the Rothley Brook at a low point (70m AOD) south of the Site.

2.15 VISUAL AMENITY

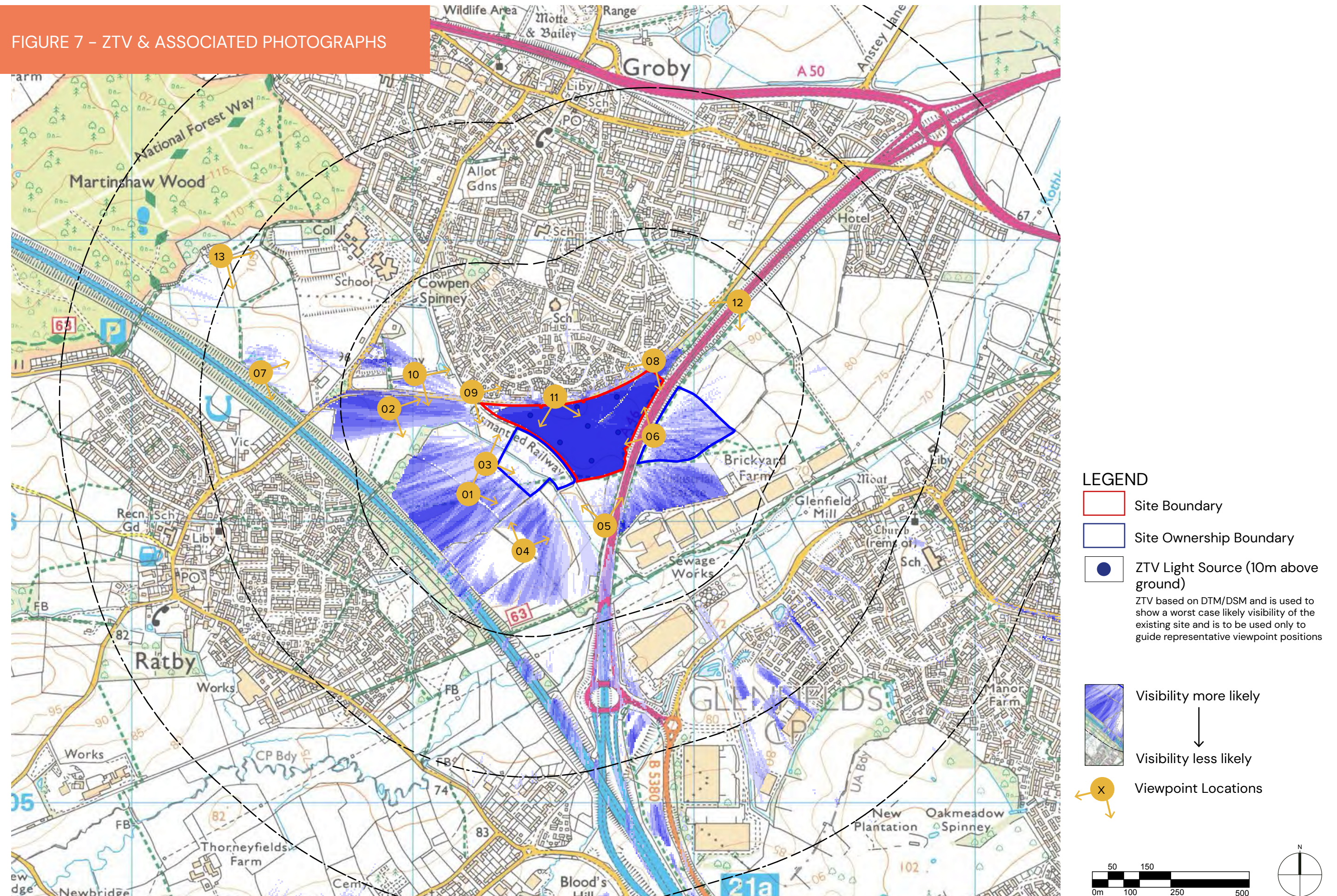
- 2.15.1 Analysis of Zone of Theoretical Visibility (ZTV) mapping was first undertaken based on a Digital Terrain Model (DTM) to identify areas of *potential* visibility toward the Site from much of the surrounding area.
- 2.15.2 However, further Digital Surface Modelling (DSM) analysis has been undertaken, as presented in Figure 7. That confirms that the intervening vegetation and existing built form screens views of the site from most locations, with vegetation at the Site's boundary containing views to the east and west; vegetation along the A46 restricting views from the south; and undulating land, vegetation and built form restricting views from the north and west.
- 2.15.3 Although screened from much of the wider landscape, the Site is visible from a number of local vantage points, notably within sequential views from Sacheverell Way, immediately north of the Site; and in views from public footpath R51 that crosses the southern edge of the Site. The Site is also identifiable in views from some sections of PROW R53 to the west, in particular near to the junction with Sacheverell Way. There are also glimpsed views from the permissive path to the west of the Site on it's northern end.
- 2.15.4 There is little to no inter visibility between the Site and Martinshaw Wood, open space at Stanford Memorial Park or Conservation Areas within the surrounding area.

2.16 LANDSCAPE & VISUAL MITIGATION

- 2.16.1 The Proposed Development has been landscape-led, with measures taken to minimise landscape and visual harm whilst maximising benefits to ecology, character, wellbeing and community; and has evolved to incorporate the following inherent mitigation measures to minimise harm to landscape features and people's visual amenity, which are further detailed in the Landscape and Visual Appraisal:
- 2.16.2 Density and scale of the built form decreases from the south to the north of the scheme, taller built form is proposed in the lowest part of the Site.

- 2.16.3 Structure planting, in the form of groups of tree planting and shrub/scrub, is proposed along the boundary with the A46 and the western boundary of the Site and the north east corner, to provide screening in views from the east, south and west and create a green backdrop to the proposed built form in views from the north, to maintain the visual separation between Groby and Glenfield to the south.
- 2.16.4 Retention and protection of all existing boundary vegetation apart from that affected by access points, and additional planting in and around these areas.
- 2.16.5 Avenues of trees are proposed throughout the scheme to break up the massing of the built form, provide visual mitigation and additional greening.
- 2.16.6 All landscape-based mitigation would additionally be managed and maintained to a high standard throughout the construction and operational phases, in accordance with a Landscape and Ecological Management Plan (LEMP), to be agreed with the local authority through a suitably worded planning condition.

FIGURE 7 – ZTV & ASSOCIATED PHOTOGRAPHS



Viewpoint 3: Context Panorama



Viewpoint 5: Context Panorama



Viewpoint 8: Context Panorama



Viewpoint 9: Context Panorama



Viewpoint 10: Context Panorama



Viewpoint 11: Context Panorama



2.17 TOWNSCAPE CHARACTER

2.17.1 The historic core of Groby is concentrated to the north of the settlement centred around the junction of Leicester Road, Markfield Road and Ratby Road. Expansion of the village then largely took place along these key roads up until the 1930s. From the 1960s onwards rapid expansion of the village has taken place extending the village towards the A50, A46 and Martinshaw Woods, largely comprising estate type developments typical of the period in which they were built.

2.17.2 Photos 1-7) Development within the historic core is generally 2 storeys in height with occasional 2.5 and 3 storey buildings evident. Buildings were largely constructed during the 17th, 18th and 19th centuries with granite, red

brick and slate being the predominant materials; painted brick/render and thatch roofing is also evident. Units are typically terraced or linked forms with some more distinct, often civic, detached buildings. Low granite walls and development to pavement edge are the most common front boundary treatments.

2.17.3 Photos 8-10) Terraced housing, largely associated with the establishment of local quarries, is situated along Ratby Road and Leicester Road. Later examples of semi-detached dwellings are also evident. Red brick is the primary building material with slate or concrete roofing tiles. Architectural features include window lintels and cills, bay windows, chimneys and contrast banding. Brick walls are the most common front boundary treatments.

2.17.4 Photos 11-14) Typical estate type development found to the north of the site, largely comprising detached dwellings arranged around cul-de-sacs with parking and driveways to front. Dwellings are generally constructed with red or buff brick and slate/slate effect or concrete roof tiles.

2.17.5 Photos 15-21) Examples of recently constructed dwellings that reflect the character of more traditional built form are also evident within the village. Features such as window lintels and/or cills, decorative brick courses, drive-unders, porches, chimneys and the use of granite and red brick are evident.

TOWNSCAPE PHOTOGRAPHS – HISTORIC CORE



RATBY ROAD/LEICESTER ROAD

CLOSE TO SITE

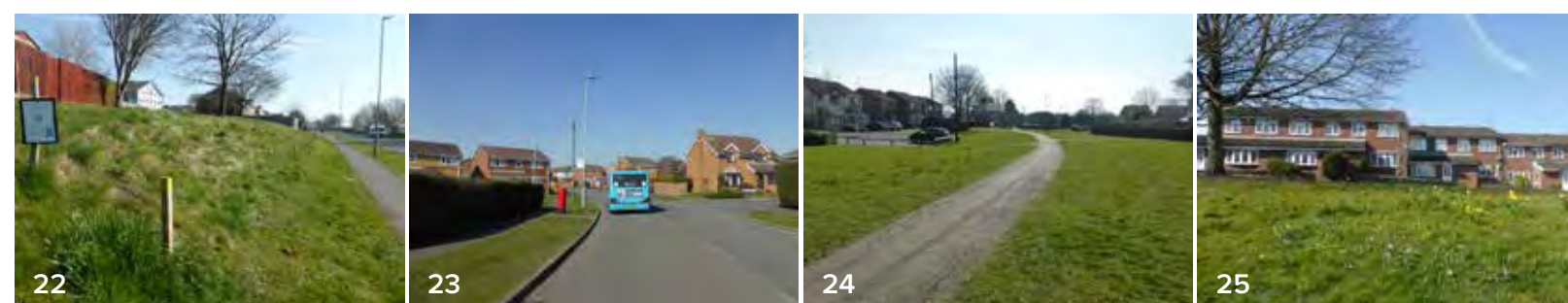


RECENT DEVELOPMENT REFLECTING CHARACTERISTICS OF HISTORIC BUILT FORM



- 2.17.6 Photos 22–25) Whilst much of the housing stock close to the site is relatively anonymous in style, the integration of green pockets, street trees, grass verges and green corridors is a notable characteristic.
- 2.17.7 An Urban Character Assessment 'UCA' was undertaken as part of the HBBLCA that identifies Groby as Urban Character Area 3. It describes the location and setting of Groby as being set low in the landscape within the Rothley Brook floodplain to the south with the topography gently rising and becoming more wooded to the north. A summary of the key characteristics are as follows;
- Low lying and rural setting which rises up to the north west. The settlement is defined by the A50 and A46 dual carriageways.
 - Distinctive historic core with traditional building materials and intimate walled spaces.
 - Building materials within the central core tend to be of local origin with bold red brick or local granite often combined with exposed timber framework and slate roofs.
 - Modern expansion extends the settlement to the south and east and is dominated by bungalows, detached and semi-detached dwellings, sometimes of anonymous styling.
 - Strong sense of enclosure from surrounding trees and road corridors but unfolding views of the Groby Parish Church Tower from within the settlement.

GREEN POCKETS WITHIN RESIDENTIAL AREAS



- 2.17.8 The UCA also identifies a series of key sensitivities and values of the village of Groby. These predominantly relate to the historic core, including listed building Old Hall, the Scheduled Monument of Castle Hill and preservation of the character of the conservation area. However, these features are located to the north and therefore, would not be impacted on by the development of the site. The assessment also identifies the sense of enclosure provided by Martinshaw Wood and major road corridors.
- 2.17.9 It is considered, therefore, that the residential development of the site would result in minimal impact to the urban character of Groby. Moreover, there is a significant opportunity to utilise the key townscape strategies and recommendations that are set out in the HBBLCA, as follows;
- Enhance the eastern and southern settlement edges through increased woodland planting;
 - Conserve and enhance the rural village character and historic core by ensuring any new development is in keeping with the existing style of the built form.
 - Conserve trees wherever possible, including roadside tree planting and implement an active management replacement strategy.
 - Conserve and enhance the distinctiveness and diversity of public open spaces.
 - Enhance pedestrian links between adjacent villages.

SUGGESTED PALETTE & DESIGN FEATURES

ELEVATION MATERIALS



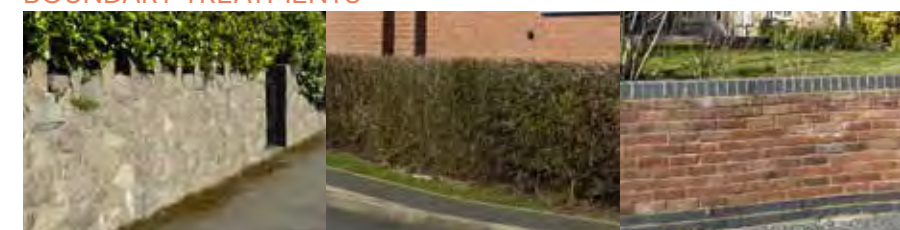
ROOFING MATERIALS



ARCHITECTURAL DETAILS



BOUNDARY TREATMENTS



Engagement



3. Engagement

3.1 CONSULTATION

- 3.1.1 As part of the evolving design process, consultation in respect of the emerging scheme has been undertaken with a number of interested parties, including the local planning authority, the highway authority, local councillors, and local residents and businesses. The proposals have, in turn, been evolved to respond to the outcomes of the various consultations.
- 3.1.2 The engagement that has been undertaken is summarised below, and is summarised in further detail in the submitted Planning Statement and Statement of Community Engagement.

3.2 HIGHWAYS PRE-APPLICATION ENGAGEMENT

- 3.2.1 Initial engagement was carried out with Leicestershire County Council (LCC) as Highways Authority, in order to scope the Transport Assessment (TA) that will be submitted in support of the application.
- 3.2.2 That has focused primarily on the assumptions that will underpin the Pan Regional Traffic Model (PRTM) to ascertain the off-site highways impacts associated with the development, and has taken the form of a number of meetings at various key points. LCC have also engaged with National Highways (NH) given the proximity of the A46 and M1.

3.3 PRE-APPLICATION ADVICE REQUEST

- 3.3.1 A pre-application advice request was submitted to the Council following the identification by Bloor Homes of an opportunity for the site's delivery in order to address the Five Year Housing Land Supply shortfall that exists in the Borough, and facilitate the timely delivery of a proposed allocation site.
- 3.3.2 The focus of the pre-application was to receive design feedback from HBBC and other consultees, but also to receive initial comments from statutory consultees in relation to the technical and environmental site assessments. That has allowed for the design proposals and submitted site assessments to be further refined.

3.4 PUBLIC CONSULTATION

- 3.4.1 A formal public consultation was undertaken in November 2025.
- 3.4.2 This took the form of an online consultation, with local residents and businesses informed of the event via mail, in the form of a postcard. Residents and businesses were directed to a consultation website that contained information in relation to the site and the development proposals, with feedback invited.
- 3.4.3 The submitted Statement of Community Engagement summarises the feedback that has been received, and the applicant's response to the key matters raised. The Planning Statement provides further information as to how the comments have been addressed through the application pack.



Evaluation



4. Evaluation

4.1 OPPORTUNITIES & CONSTRAINTS

4.1.1 The site assessments have identified a number of key matters that should be addressed in the preparation of the scheme proposals. A summary of these matters is provided below and highlighted on Figure 8:

- 1 Maximise existing connections to Groby to benefit from a full range of local services and facilities within the village.
- 2 Maximise connections to the existing PRow and public transport networks to provide access to the major employment area to the south east, Ratby to the south west and wider city of Leicester.
- 3 Extend and enhance connections to the surrounding countryside and recreational areas via an extended and enhanced public footpath and cycle network.
- 4 Create a distinct development that reflects the local vernacular and protects the distinct and separate identities of Groby, Ratby and Glenfield.
- 5 Utilise the existing highways network with two points of vehicular access off Sacheverell Way.
- 6 Retain and enhance the existing boundary vegetation to provide recognisable and defensible boundaries.
- 7 Enhance the landscape character and biodiversity of the area and address the Green Wedge objectives through a well-considered landscape scheme.
- 8 Integrate existing watercourses within the wider landscape framework.
- 9 Incorporate SUDS, biodiversity enhancements, productive landscapes and recreational areas within green corridors.
- 10 Provide a naturalistic green corridor along the eastern boundary to form a development offset from the water main easements and A46.

LEGEND

	Site boundary		Views of site
	Land in control of applicant		Local Wildlife Site
	Settlement area		Service easement
	Green Wedge		Water pipeline
	Education		Future water pipeline easement
	Foodstore		1 in 100yr surface water flooding
	Open space		1 in 100yr +CC surface water flooding
	Pitches		1 in 1,000yr surface water flooding
	Nearest bus stop		Acoustics
	Public footpath		Overhead powerline
	Ivanhoe Way		Root protection area
	Permissive route		Watercourse & easement
	Site access		Culvert & easement
	Barrier		Planting block

FIGURE 8 - SITE SYNTHESIS

The map shows an aerial view of a landscape with various overlays and labels. Key features include:

- Ratby Road**: A road running horizontally across the upper left.
- Greys Drive**: A road running vertically in the upper center.
- Sacheverell Way**: A road running horizontally across the middle.
- Laundon Way**: A road running horizontally in the upper right.
- M1**: A major road running diagonally from the bottom left towards the center.
- A46**: A road running diagonally from the center towards the bottom right.
- MILL LANE IND EST**: A label for an industrial estate located in the bottom right corner.
- Green Stars**: Several green stars are placed across the map, likely indicating specific sites or points of interest.
- Blue Stars**: Several blue stars are placed across the map, likely indicating specific sites or points of interest.
- Orange Star**: One orange star is placed in the upper right area.
- Red Dots**: Several red dots are placed along the roads and in the central area.
- White Dashed Lines**: These lines delineate various boundaries and zones across the map.
- Orange Dashed Line**: A prominent orange dashed line runs diagonally from the bottom left towards the bottom right.
- Blue Dotted Line**: A blue dotted line runs along the right side of the map.
- Green Dotted Line**: A green dotted line runs along the top and right sides of the map.
- Yellow Dotted Line**: A yellow dotted line runs along the bottom left side of the map.
- Blue Shaded Area**: A large blue shaded area is located in the center of the map, possibly representing a water body or a specific land use.
- Orange Shaded Area**: A smaller orange shaded area is located in the center-right of the map.
- White Zigzag Line**: A white zigzag line runs diagonally from the bottom left towards the bottom right, parallel to the orange dashed line.

Design

5. Design

5.1 DEVELOPMENT CONCEPT

- 5.1.1 Based on an understanding of the key site issues that have been identified through the site evaluation process, a concept for the development of the site has been formulated. This is set out on the facing page. The key features are described below.
- 1 Provide two points of access for all users off Sacheverell Way.
 - 2 Create two distinct primary streets through the site leading southwards towards the multi-functional areas of open space.
 - 3 Provide development frontage along Sacheverell Way to improve the existing streetscape and integrate the proposals into the existing settlement of Groby.
 - 4 Maximise connections to the existing PRow and movement network through the provision of active travel routes through the centre and edges of the development.
 - 5 Provide strong landscape corridors along the eastern and southern edges to form multi-functional buffers to the A46 that incorporate service easements and help maintain separation between Groby and Glenfield.
 - 6 Create easily accessible play and productive landscape facilities that act as social integrators between the existing and new residents.
 - 7 Utilise the existing topography to provide sustainable drainage solutions to the south of the site.

FIGURE 9 - DESIGN CONCEPT



5.Design

5.2 THE MASTERPLAN

5.2.1 The proposed Masterplan for the site is set out in Figure 10, and has evolved from the Design Concept. Whilst the detailed design of the scheme is a reserved matter, the final scheme will be informed by a set of layout principles provided in Section 5.4.

5.3 USE & AMOUNT

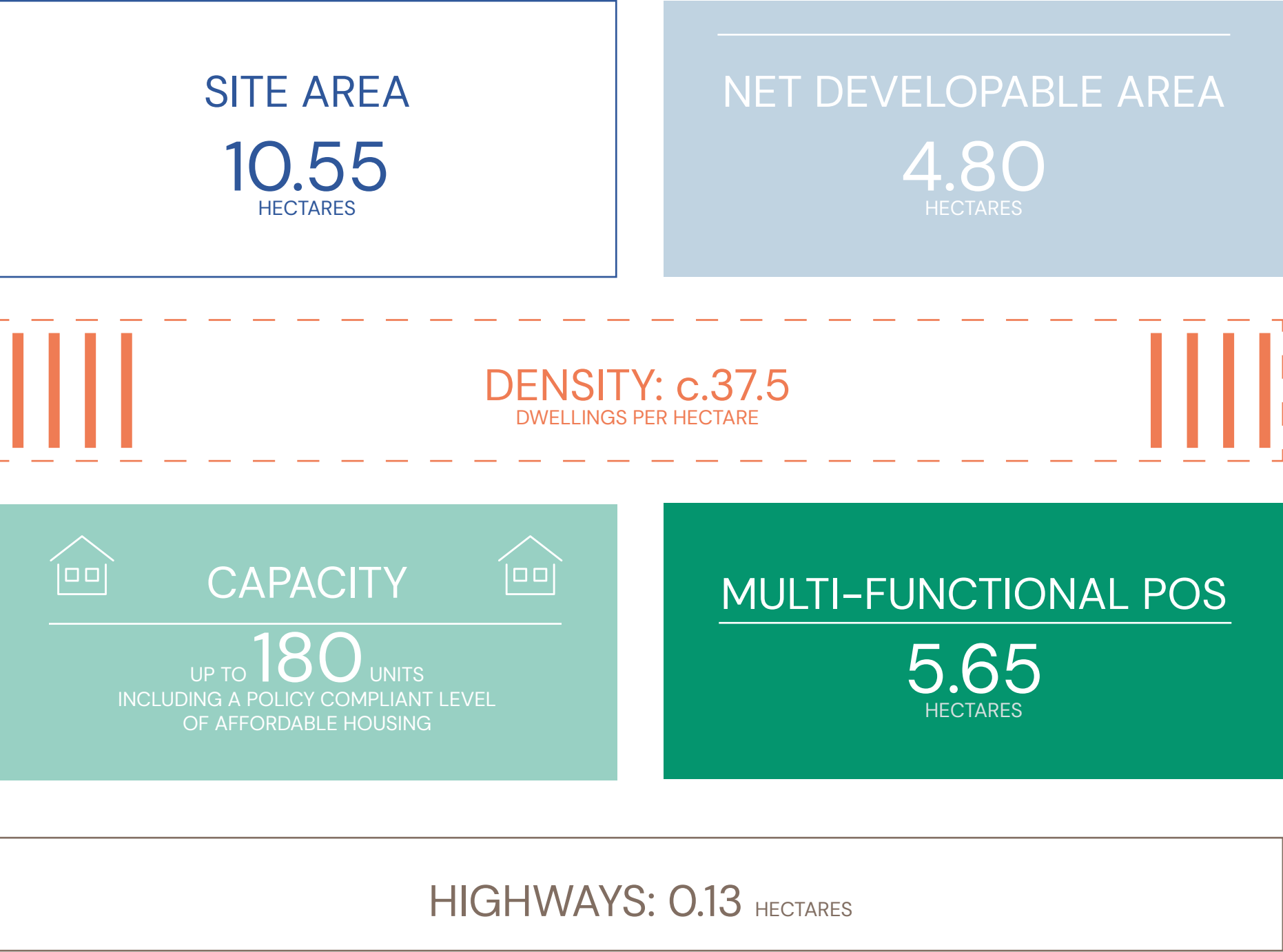
5.3.1 The site covers approximately 10.55 hectares. Up to 180 residential units are proposed on the site, including a policy compliant level of affordable housing.

5.3.2 The development will also include around 5.65 hectares of multi-functional public open green space, exceeding the open space requirement for a development of this size. Those areas will comprise areas of play, productive landscape and network of green corridors around the edges and through the site. They will accommodate any retained vegetation and waterbodies alongside sustainable drainage features, footpaths and cycleways, amenity open space, habitat creation and tree planting.

5.3.3 The net density for the site’s residential aspect is approximately 37.5 dwellings per hectare (dph). This is based on a net developable area (NDA) of 4.80 hectares which includes the built areas and access roads serving residential development, but excludes open spaces and the site access and roads where development is not providing frontage. This overall density is considered to be appropriate for the site based on the local context.

5.3.4 The density will, however, vary across the scheme; reflecting the characteristics of specific areas. Lower density development will be located along more sensitive edges, with denser development located along internal streets, defining key spaces and where more continuous built form acts as acoustic mitigation. That will provide variation in the built form and create distinct character areas.

LAND BUDGET





5.Design

5.4 LAYOUT PRINCIPLES

- 5.4.1 The layout principles reflect the key features set out in the design concept and have been prepared with a clear knowledge and understanding of the specific characteristics of the site, respecting the local context within which the development would sit and seeking to maximise the use of existing features.
- 5.4.2 The core aim is to create an attractive, sustainable and landscape-led development that responds to its setting, retains natural key features and takes advantage of the existing landscape framework to create a high quality distinctive development with a sense of place that is well integrated into its surroundings.
- 5.4.3 Therefore, whilst the final layout is a reserved matter, it will accord with the following key principles:
- 1 Provide two safe and convenient points of access off Sacheverell Way, to include access for pedestrians and cyclists. A pedestrian/cycle link within the site, south of Sacheverell Way will provide east-west connections whilst retaining existing vegetation where possible.
 - 2 Tree lined primary streets help to establish a clear movement hierarchy and green canopy within the site, off which secondary and tertiary streets are located.
 - 3 Position built form to front Sacheverell Way and maximise its relationship with the existing urban form. This will ensure the development is integrated into the established settlement edge of Groby and enhance the existing streetscene.
 - 4 Provide a multi-functional green corridor to the east and south of the site to form a substantial buffer between the new housing and the A46. This will include a children's play area, sustainable drainage, tree belts/groupings and footpath links to create an attractive setting for recreational use and ecological benefits.
 - 5 Provide a naturalistic green corridor to the west that complements the characteristics of the cLWS and incorporates existing landscape features, a swale, footpath/cycleway, productive landscape such as a community orchard. A play space and facility for young people will be located towards the site's north-west.

- 6 Maximise the site's topography, with the provision of well integrated sustainable drainage features in the south/south west of the site. A raised development platform to the east will divert surface water flows into the proposed swale to the east.
- 7 Provide safe and convenient footpath links to integrate the site into the existing public right of way network. This will connect the site to the neighbouring areas of Ratby and Glenfield, and to the surrounding countryside and recreational areas including Martinshaw Wood. It also provides a sustainable connection to the employment opportunities located within Glenfield to the south east of the site.
- 8 Provide a central green corridor that permeates the site, retaining an existing hedgerow and ditch, offsetting development from the existing culvert and providing a pedestrian/cycle link through the site and onto Sacheverell Way.
- 9 Locate key buildings at highly visible locations such as the site access and key vistas and corners. A heightened architectural status will be evident and the buildings will be dual aspect where they address the public realm on two façades.
- 10 A broad mix of house types and sizes would be provided to ensure that identified housing needs are addressed and that a balanced and cohesive community is created.

FIGURE 11 – DESIGN PRINCIPLES



5.Design

5.5 SCALE OF DEVELOPMENT

- 5.5.1 Scale and housing mix is a reserved matter for this application.
- 5.5.2 However, it is envisaged that development will mainly be 2 storey housing, consistent with the typical height of development seen in the surrounding residential areas. The actual heights of the different house types may vary to soften the roofline and create focal points within the layout. The use of specific housetypes will be carefully considered to achieve a reduction in height within more visually sensitive areas of the site.
- 5.5.3 In less sensitive areas (i.e. the primary street corridor), the use of dormer windows, also evident within the village, to form 2.5 storey units may also be utilised to add further variation within the roofscape and to mark key locations within the site. The location of such units will take account of the localised topography.

5.6 APPEARANCE PRINCIPLES

- 5.6.1 The appearance of the proposed development is reserved within this application. However, a number of principles have been identified that should guide the appearance of the development. They have been informed by the Townscape Character assessment and aim to create a strong built identity for the development.
- 5.6.2 Typical development will be 2 storey brick housing ranging from large detached properties to smaller cottages and short rows of terraces.
- 5.6.3 The use of building materials should reflect the traditional local palette, which includes red brick, granite, white or cream render and grey slate/slate effect or concrete roofing tiles.
- 5.6.4 Key focal buildings should have an elevated character, either through the use of vernacular features, materials and/or a subtle increase in scale or roof profile. Reconstituted stone could be used as a feature in these locations to reflect the use of granite within the village centre and the use of lintels, cills and/or decorative string course in brick houses could be used to elevate their status.
- 5.6.5 Front boundaries should be well defined. Along the primary street this may include low brick or reconstituted stone walls and / or formal hedging. Alongside the shared surfaces and internal streets it may be simple ornamental shrub planting and alongside the perimeter open spaces it may be timber and rail fencing and / or hedging.
- 5.6.6 Where rear gardens or courtyard spaces are exposed to the public realm they should be well defined by higher brick walls (materials to match associated dwelling), reflecting the type of enclosure that can be seen on traditional properties within the village.

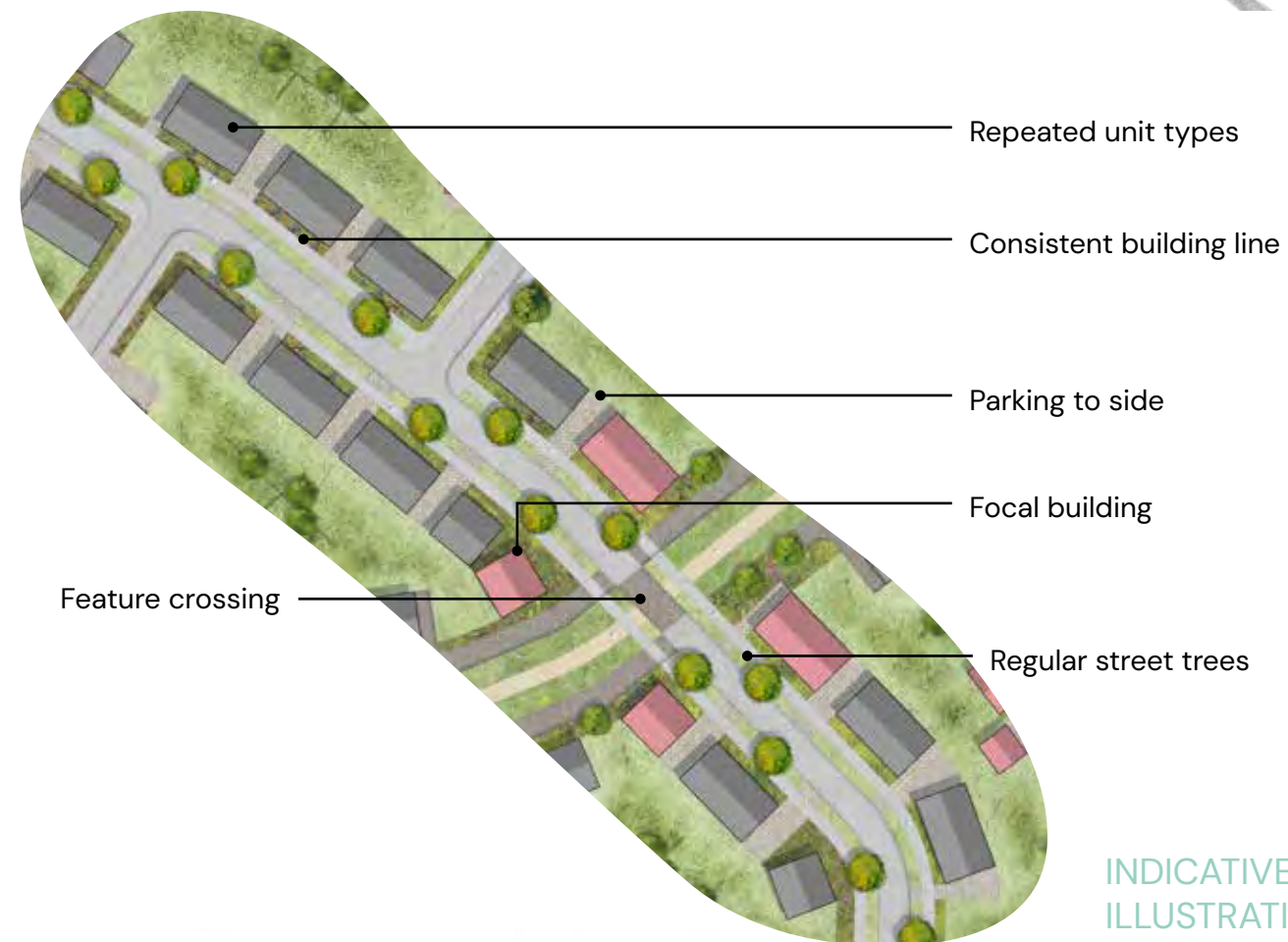
5.7 DEVELOPMENT CHARACTER

- 5.7.1 The scheme is intended to be read as a single neighbourhood composed of a number of subtly varying characteristics. It will be recognisable as an extension to Groby but with its own cohesive identity and quality, and will be bound together by the Green Infrastructure framework that will frame and permeate the development.
- 5.7.2 Within that site-wide approach, variations in character will respond to the nature of the public realm, whether that is the internal streets in the road hierarchy or the GI network and public open spaces that permeate the site, and to the wider context of the site's surrounds. The character variations will be realised through the composition of the streetscenes and physical relationship to the public realm, the choice of house types, occasional variations in the architectural features and in the application of the material palette. It will, therefore, form four key edge typologies; Primary Street Edge, Entrance Green Edge, Parkland Edge and Green Corridor Edge.
- 5.7.3 The intersections of the central active travel route and primary streets should be denoted by a change in surface treatments, to help reduce traffic speeds, and a heightened architectural status and/or reduction in the set backs of built to create localised 'pinch points' along the street.

PRIMARY STREET EDGE

Development fronting the primary street will be more formal in character to reflect the status of the route. A consistent building line, boundary treatment, application of materials and limited range of repeated unit types will be complemented by regularly planted street trees within a grass verge. Parking will predominantly be located to the side to facilitate shallower front gardens and screen the visibility of cars between dwellings. Key buildings will be used at the eastern site entrance and intersection with the central green corridor to denote the key locations within the development. Here the use of reconstituted stone, lintels, cills, decorative string courses and/or an increase in scale could be used to heighten the status of the dwellings.

The primary street edge also extends along Sacheverell Way and will create an improved streetscene along this route. Whilst development will be set back behind private drives and vegetation, the formal characteristics of the edge typology will be applied to add development presence along the street.

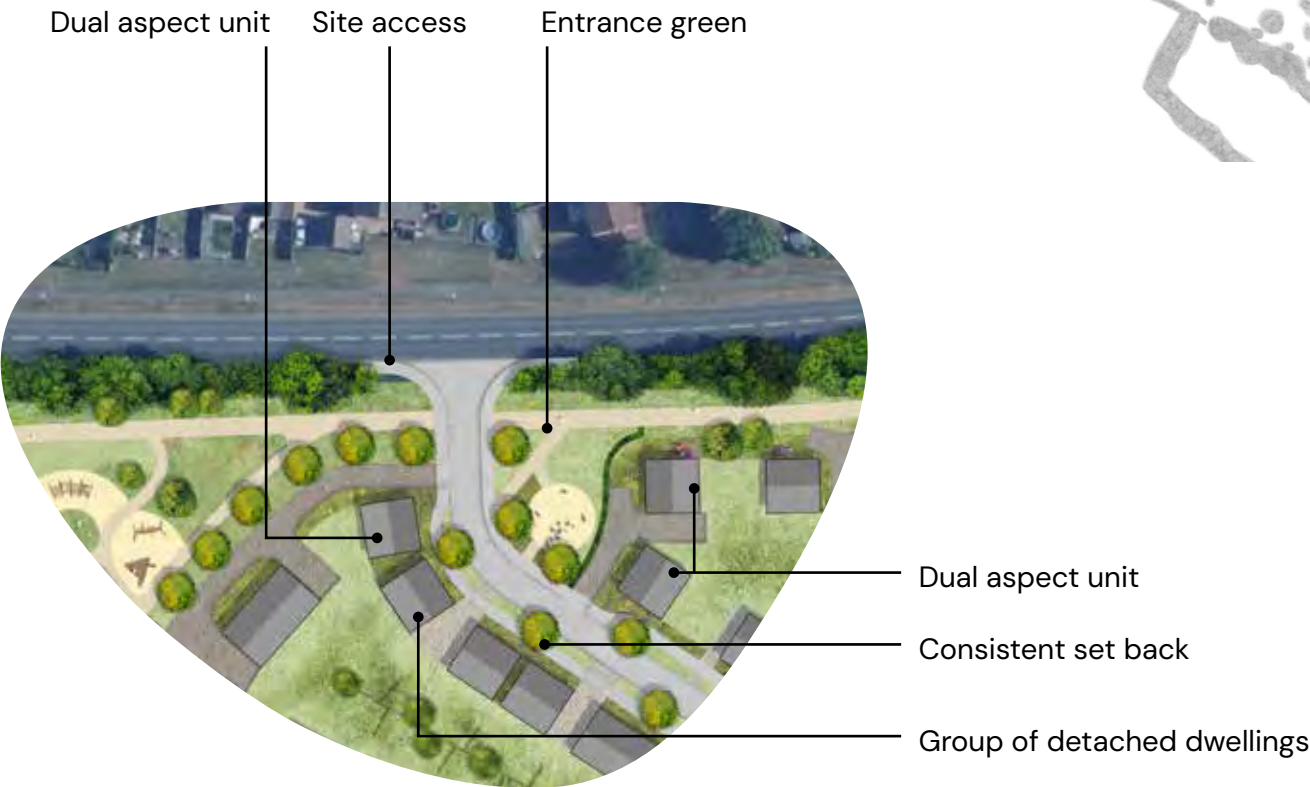


INDICATIVE VIGNETTE & STREETSCENE (FOR ILLUSTRATIVE PURPOSES ONLY)



ENTRANCE GREEN EDGE

The Entrance Green is a focal space at the western site access, defined by a distinctive grouping of detached dwellings. The use of reconstituted stone will reflect the use of granite within the village centre which is reinforced by consistent building line, boundary treatment and limited range of unit types to create a strong sense of arrival into the development.



INDICATIVE VIGNETTE & STREETSCENE (FOR ILLUSTRATIVE PURPOSES ONLY)





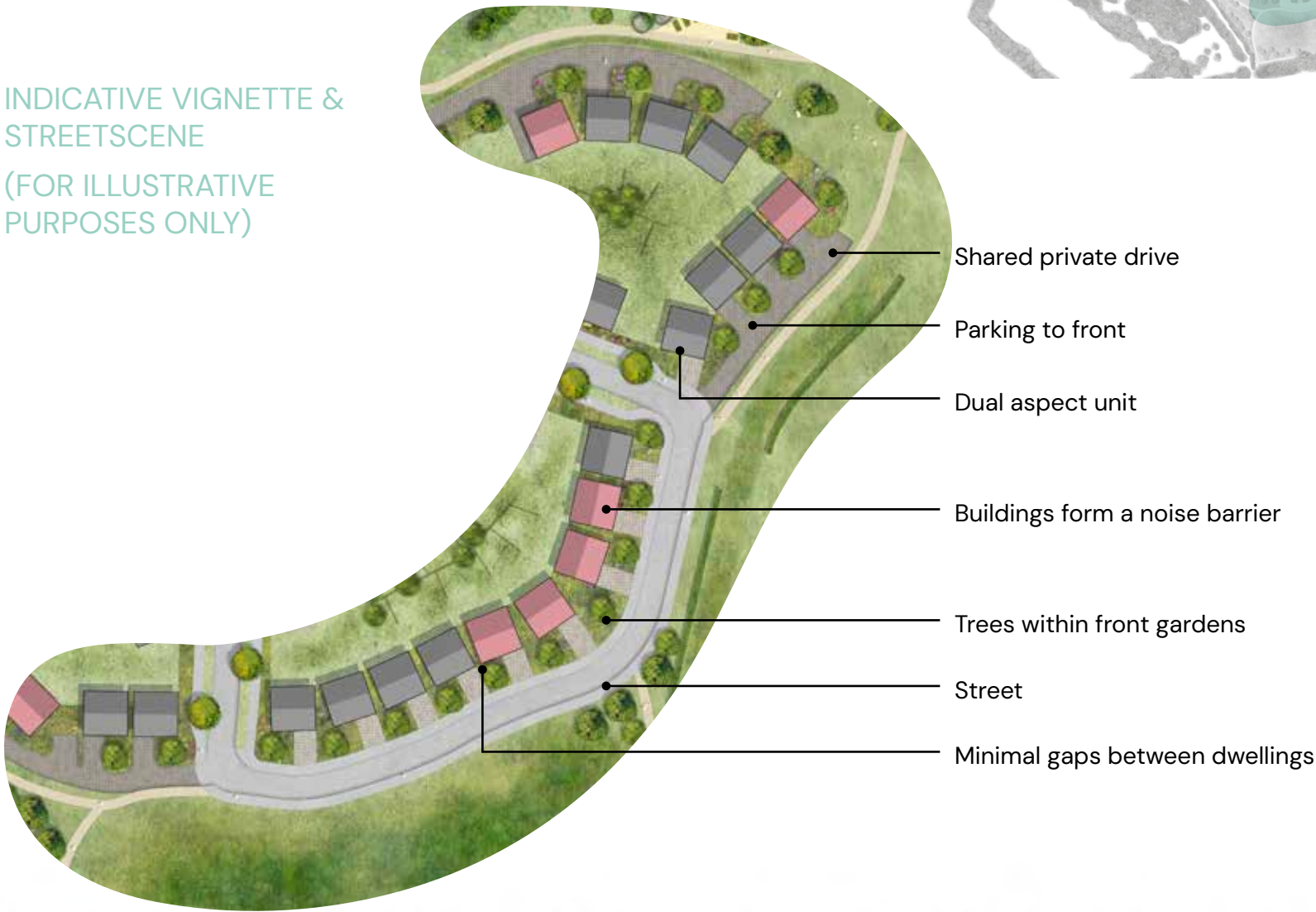
NOTE: IMAGE FOR ILLUSTRATIVE PURPOSES ONLY

PARKLAND EDGE

The parkland edge will be defined by closely spaced detached dwellings with integral garages and parking to front to help mitigate noise from the A46 where required. Dwellings will front onto the parkland providing natural surveillance and an attractive settlement edge over the open space. To the south east, a varied application of materials and variations in the roofscape may be used to help 'break-up' the appearance of the development edge and create a more informal character to the primary street. Dwellings fronting onto the play area will form a key grouping with a more consistent use of materials, such as reconstituted stone, to denote the importance of the space within the development. A consistent boundary treatment will unify the built form with planting within front gardens to 'soften' the appearance of parked cars.



INDICATIVE VIGNETTE & STREETSCENE
(FOR ILLUSTRATIVE PURPOSES ONLY)

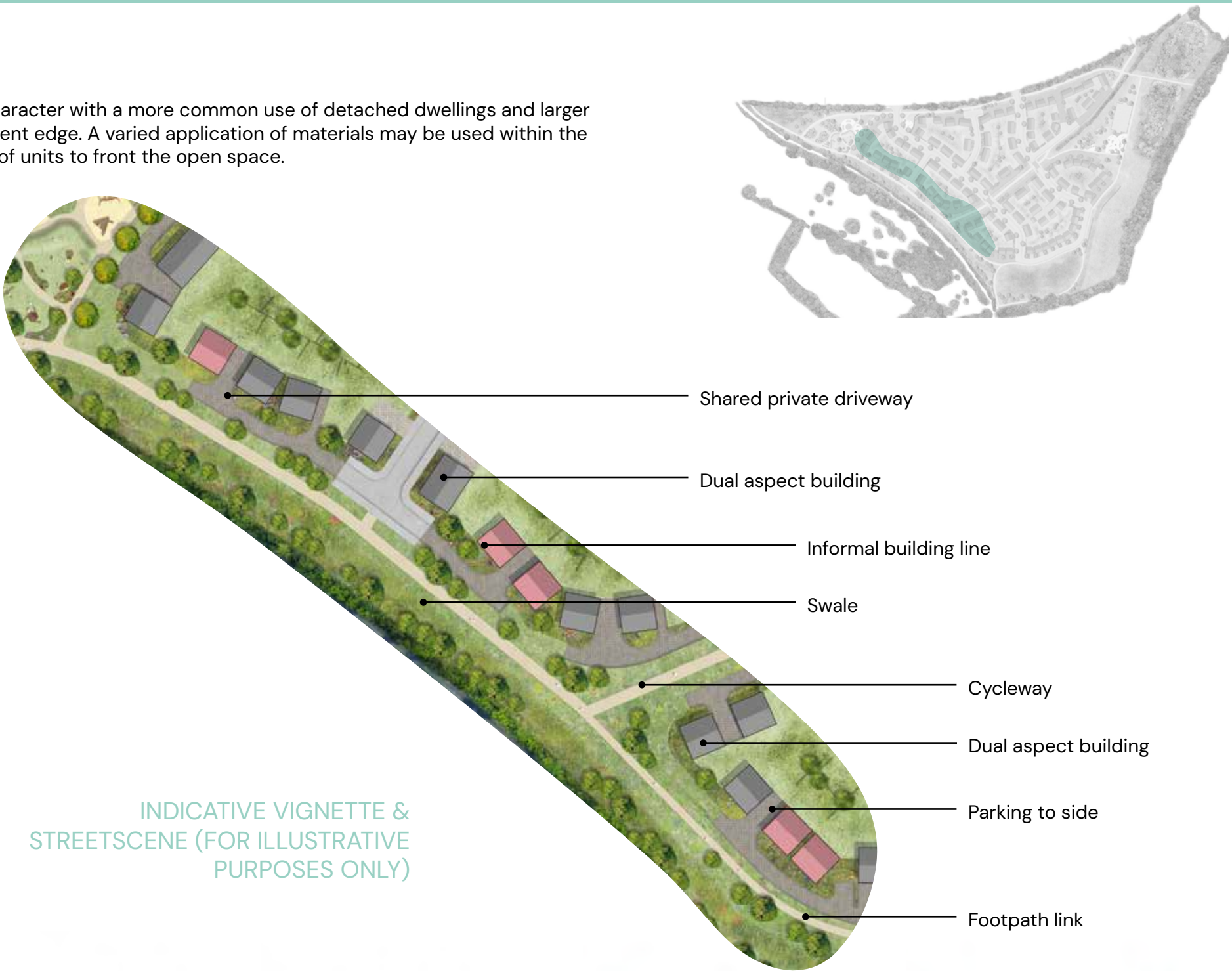




NOTE: IMAGE FOR ILLUSTRATIVE PURPOSES ONLY

GREEN CORRIDOR EDGE

Development fronting the western green corridor is more informal in character with a more common use of detached dwellings and larger front gardens to accommodate planting and create a 'softer' development edge. A varied application of materials may be used within the built form, unified by a consistent boundary treatment and orientation of units to front the open space.





NOTE: IMAGE FOR ILLUSTRATIVE PURPOSES ONLY

Landscapes

6. Landscape

6.1 LANDSCAPE PRINCIPLES

- 6.1.1 Although the landscape proposals are only illustrative at this stage (as a reserved matter), the Masterplan has evolved around an aspiration to create a well integrated and landscape-led residential development.
- 6.1.2 Green spaces are designed to provide connections around the site that are of value to the surrounding residents and wildlife, and respond positively to the local context.
- 6.1.3 They will provide opportunities for formal and informal play, recreation, walking and cycling and will be designed to retain existing landscape elements (where possible), and integrate new planting that enhances the landscape character and local ecology.
- 6.1.4 The high level landscape principles are set out below and discussed in further detail overleaf through the use of illustrative vignettes, cross sections and photographic examples for each of the three key landscape character types: Entrance Green/Sacheverell Way Frontage, Eastern Parkland, Western Green Corridor.

- 1 Retain existing trees and hedgerows where possible, with root protection areas located within the landscape corridors. In addition to the ecological value this provides, it will help to visually integrate the proposals into the existing landscape setting.
- 2 Create a western green corridor to provide a buffer between the cLWS and development edge with opportunities for productive landscapes, biodiversity enhancements, SuDS and active travel routes.
- 3 Create a multi-functional landscape buffer along the eastern and southern edges, comprising retained vegetation, native woodland blocks, varied grassland and tree groupings to form a defensible settlement edge, filter views of the development from the wider landscape and set development back from the A46.
- 4 A children's play area (LEAP and LAP), alongside a Multi-Use Games Area, form a focal space within the eastern parkland, conveniently located alongside the central active travel route and overlooked by development frontage. The parkland also provides opportunities for SuDS, informal play, biodiversity enhancements and active travel routes.
- 5 A separate play space (LEAP and LAP) and a recreational area for young people will be located to the west of the site.
- 6 Plant regularly spaced street trees along the primary street to create a green canopy within the development and help establish a clear movement hierarchy.
- 7 Provide a small residential green, with an associated LAP, at the western site access to form an entrance feature to the development.
- 8 Retain the existing hedgerow and watercourse within the site to form a part of the central active travel route.
- 9 Seek to maximise biodiversity enhancements throughout the site through habitat retention (where possible) and creation, in line with the BNG Hierarchy.

FIGURE 12 – LANDSCAPE FRAMEWORK



ENTRANCE GREEN & SACHEVERELL WAY FRONTAGE

The residential green will create an entrance feature into the site with opportunities for people to sit and gather, encouraging social cohesion between new and existing residents. The structural use of planting will formalise the space with development frontage wrapping the green.

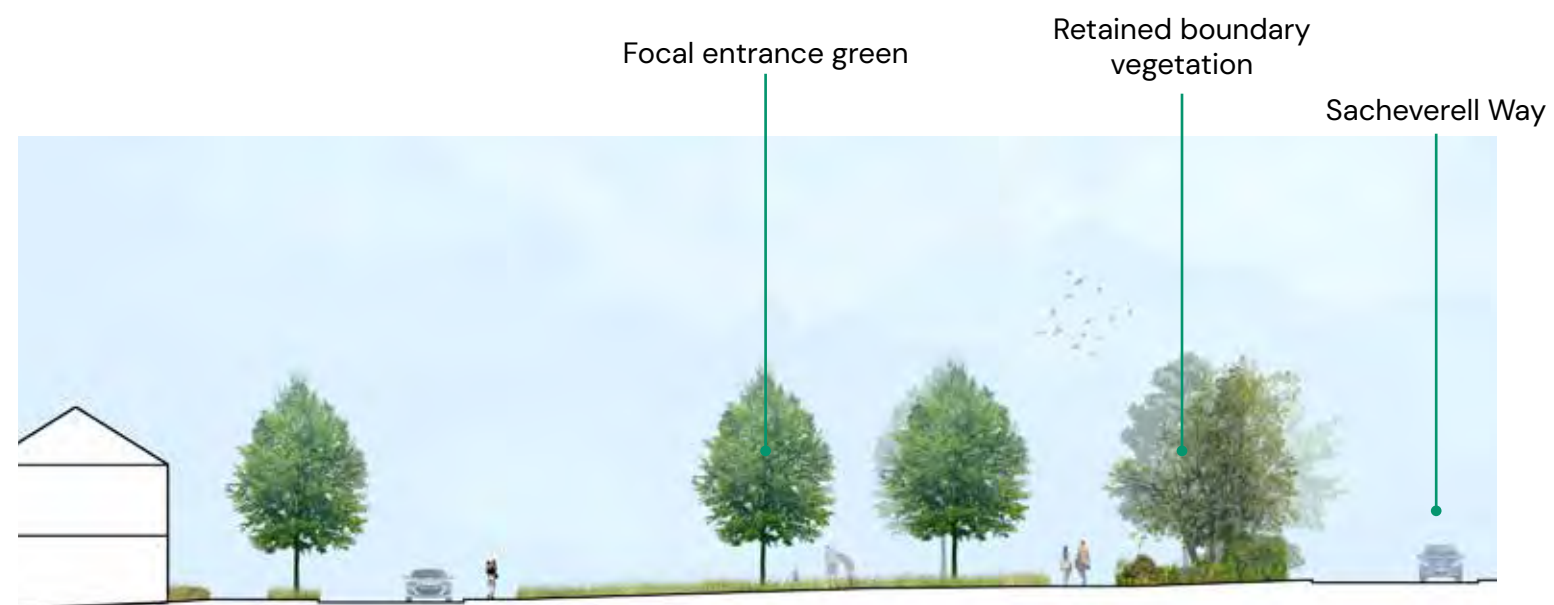
A cycleway will run within the green corridor south of Sacheverell Way with the retained hedgerow and trees defining the site boundary. Neutral grassland along the green corridor will also offer ecological enhancements and development frontage over the corridor will make it a safe and attractive active travel route along Sacheverell Way.

INDICATIVE VIGNETTE (FOR ILLUSTRATIVE PURPOSES ONLY)

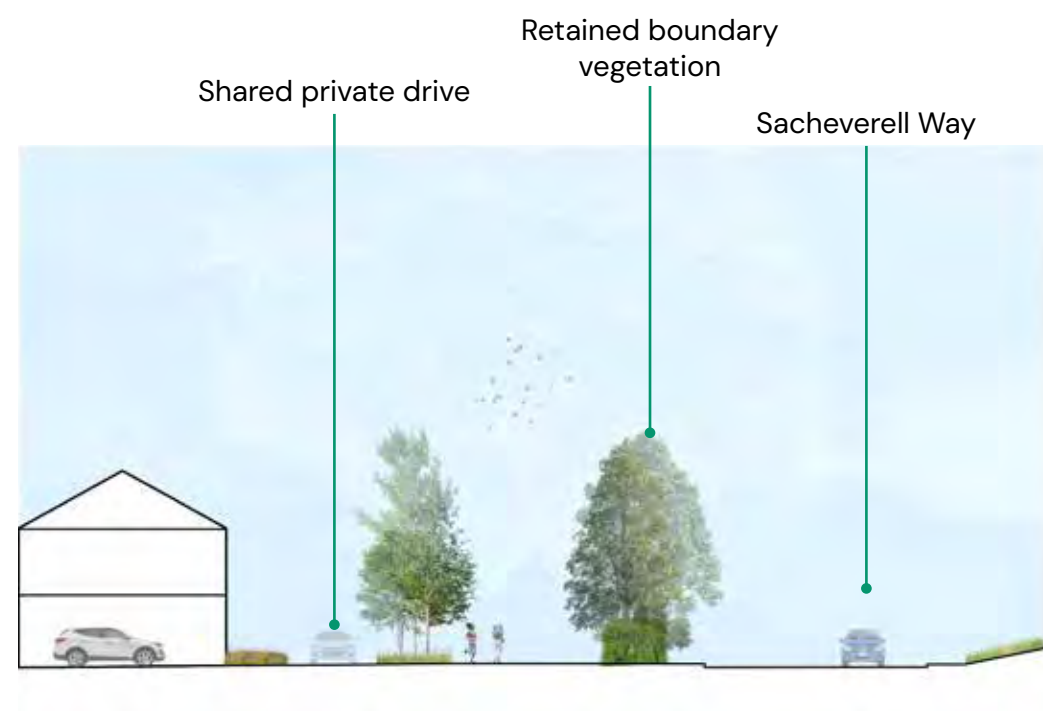


- 1 Retained boundary vegetation
- 2 Site access
- 3 Focal entrance green with LAP

INDICATIVE CROSS SECTION (FOR ILLUSTRATIVE PURPOSES ONLY)



Section A



Section B

EASTERN PARKLAND

The eastern parkland is a multi-functional open space that creates a defensible settlement boundary through the provision of native woodland blocks, groups of tree planting and varied grassland and retained boundary trees and hedgerows. This is reinforced by the existing vegetation defining the western edge of the A46.

A children’s play area (LEAP and LAP) and Multi-Use Games Area will create a focal space within the parkland with footpath links connecting to the wider movement network and public footpaths to the east and south of the site, making it highly accessible to new and existing residents. The parkland also provides opportunities for informal play, varied wildflower and grassland species, seating areas and tree planting to soften the development edge.

To the south of the site the parkland will incorporate SuDS features designed to enhance biodiversity and provide an attractive settlement edge.



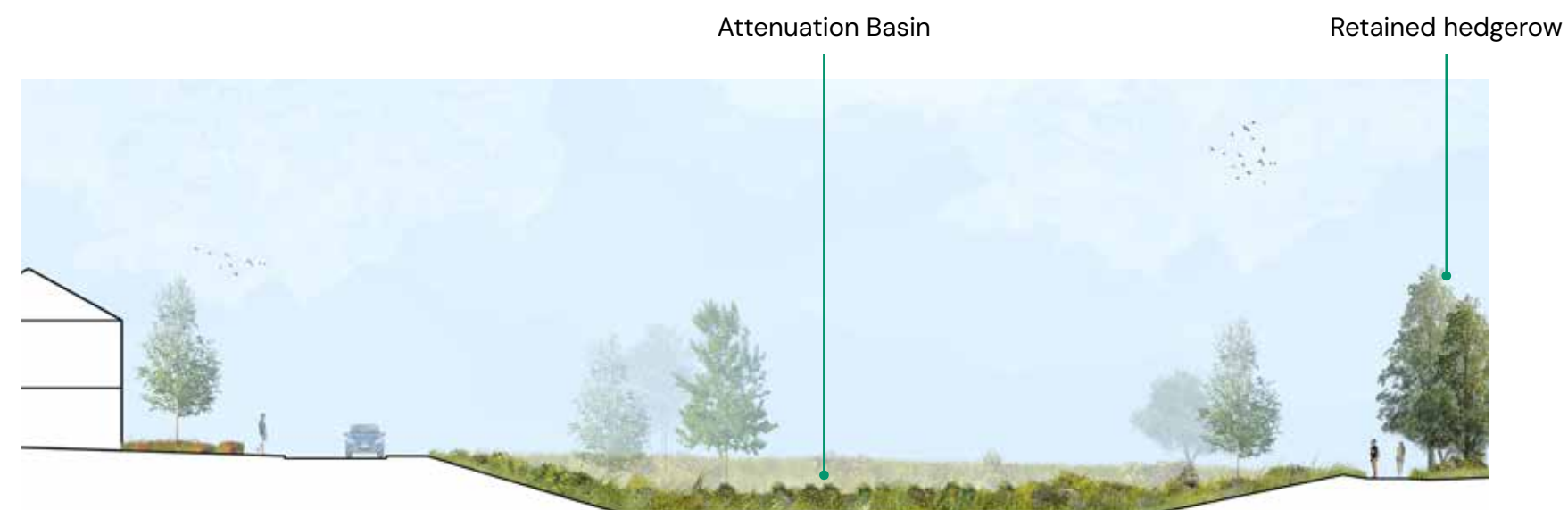
INDICATIVE VIGNETTE (FOR ILLUSTRATIVE PURPOSES ONLY)

- 1 Retained hedgerow & ditch
- 2 Existing footpath
- 3 Native woodland block
- 4 Attenuation basin
- 5 Informal tree groups outside of easements
- 6 Surface water swale
- 7 Neutral grassland
- 8 Footpaths
- 9 Teenage social space
- 10 Children’s play area (LAP and LEAP)
- 11 Multi-Use Games Area
- 12 Community orchard & grow zone
- 13 Retained boundary vegetation

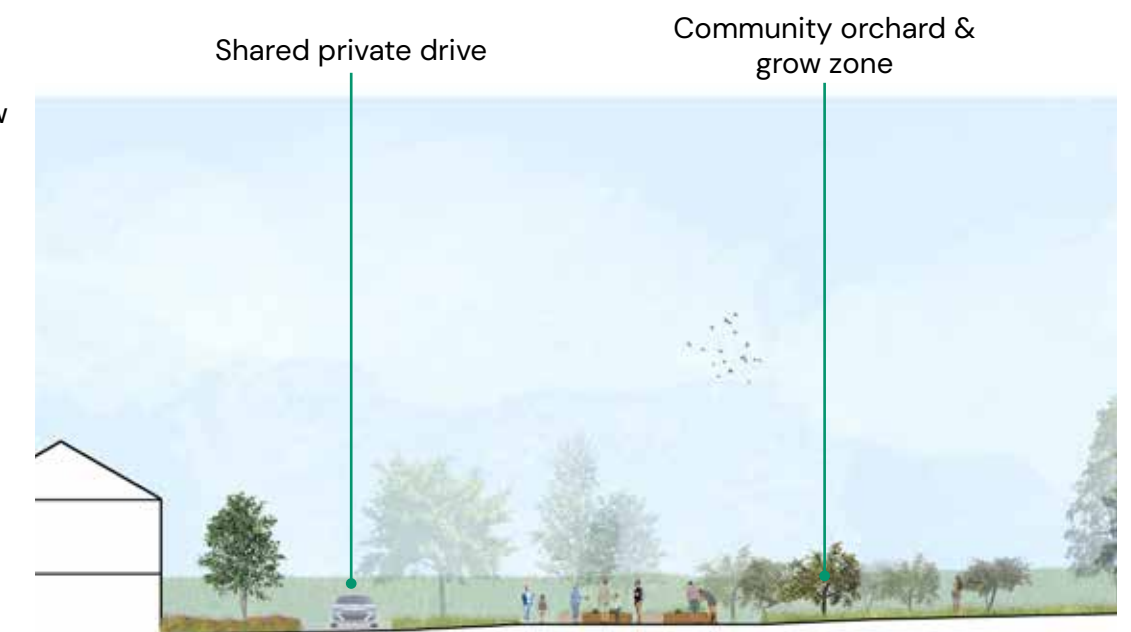
INDICATIVE CROSS SECTION (FOR ILLUSTRATIVE PURPOSES ONLY)



Section B



Section C



Section D

WESTERN GREEN CORRIDOR

The western green corridor will be more naturalistic in character, designed to complement the characteristics of the adjacent cLWS. Areas of varied grassland, wetland features and retained and proposed tree and hedgerow planting will create an attractive active travel route and enhanced ecological corridor.

There is also an opportunity to provide educational information boards about the Ratby Flood Meadow cLWS along the footpath/ cycleway links as they connect to the public footpath that passes through the cLWS to the west of the site.

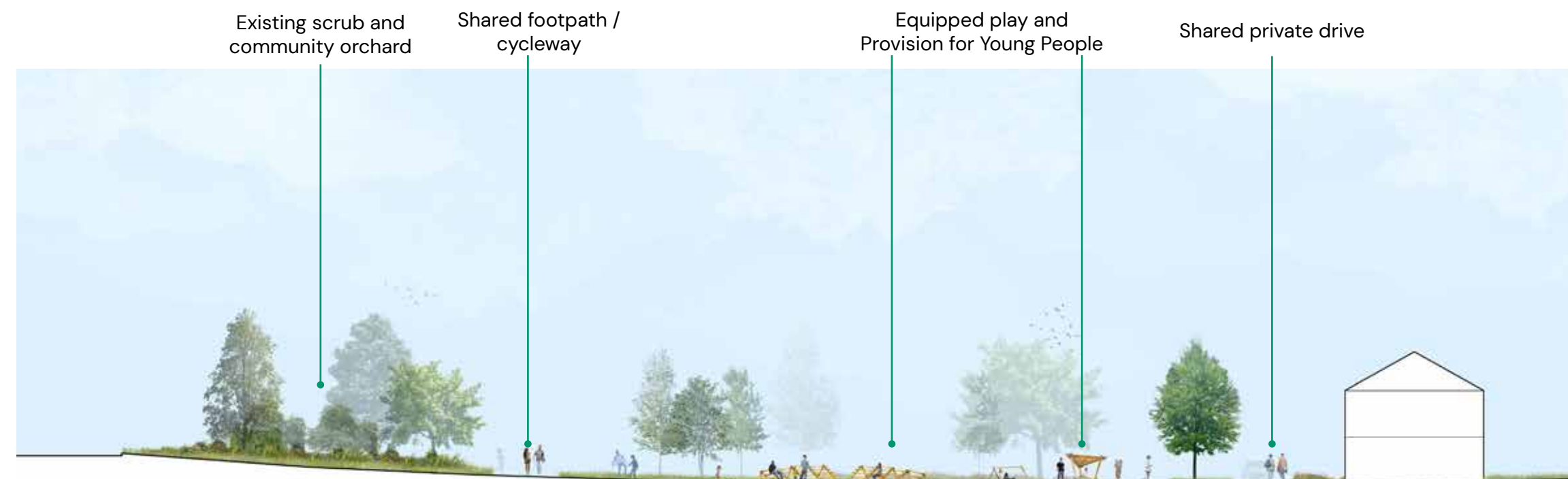
A community orchard to the north of the corridor will act as a social integrator with footpath and cycleway links ensuring it is easily accessible to new and existing residents. Alongside the orchard will be areas of play provision (including a LEAP, LAP and a recreational space for young people).



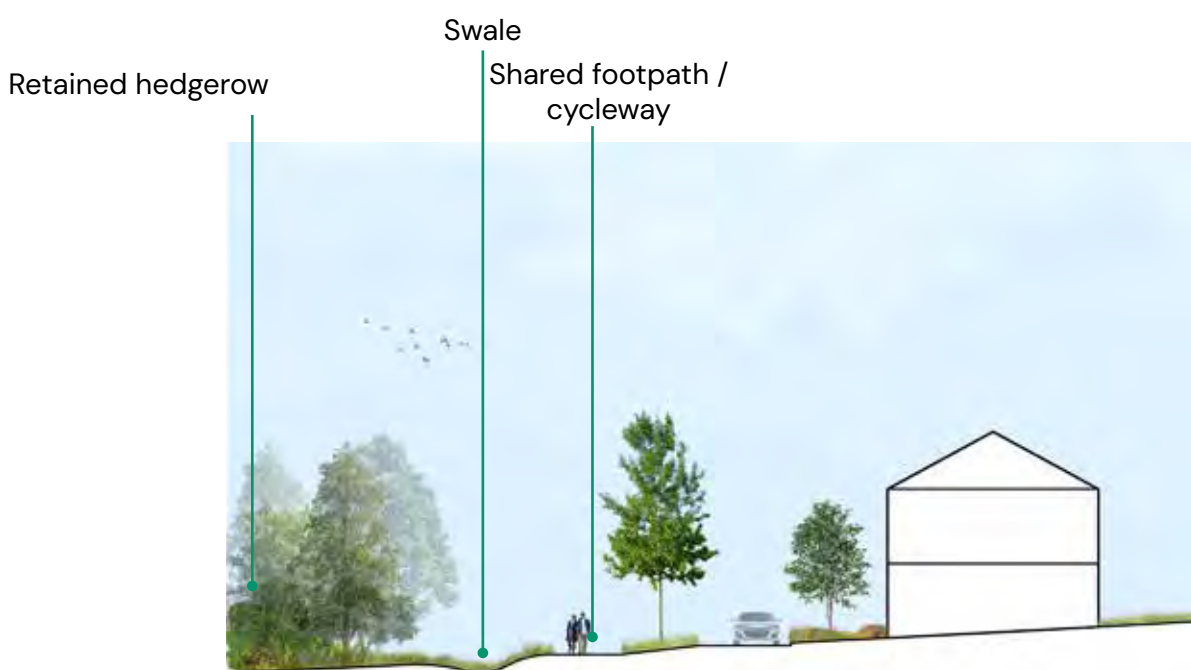
INDICATIVE VIGNETTE
(FOR ILLUSTRATIVE PURPOSES ONLY)



INDICATIVE CROSS SECTION (FOR ILLUSTRATIVE PURPOSES ONLY)



Section E



Section F

Access & Movement

7. Access & Movement

FIGURE 13 – SITE ACCESS LAYOUT

7.1 INTRODUCTION

- 7.1.1 The proposed development has considered the hierarchy of movement routes through the site. The proposed site access plan is set out at Figure 13 and the proposed movement plan is at Figure 14.
- 7.1.2 The approach taken seeks to encourage sustainable and active travel, aligning with the vision-led approach that has been supported by the Government.

7.2 PEDESTRIAN & CYCLISTS

- 7.2.1 The site benefits from existing footways along the northern edge of Sacheverell Way that connect to the wider street network within the village. Proposed footways from within the site will link to this network from the site access points and the proposed crossing facilities at the north-east and north-west of the site, providing safe and convenient access to local facilities within Groby.
- 7.2.2 Footways will be provided along all primary and secondary streets within the development with a network of footpath and cycle links throughout the open spaces as shown on Figure 13. Cycleway provision will also be on-street connecting to Sacheverell Way up to Leicester Road where local cycle route 2 can be picked up.
- 7.2.3 Public footpath R51/3 crosses the site to the south adjoining R116/2 that runs along the eastern boundary parallel to the A46. These routes provide access to neighbouring settlements and the wider countryside. A footpath is also proposed within the eastern parkland to offer an alternative route to footpath R116/2 that benefits from natural surveillance and a more attractive environment. This will connect to footpath R51/3 and Sacheverell Way where the existing network of rights of way and footway/cycleways can be accessed.

7.3 BUSES & SUSTAINABLE MOVEMENT

- 7.3.1 The site is served by existing bus stops on Laundon Way providing hourly services to Leicester and Ratby. Pedestrian connections to Sacheverell Way will facilitate access to the existing bus stops.

7.4 VEHICULAR ENTRANCES

- 7.4.1 Vehicular access to the site will be provided via two priority T-junctions off Sacheverell Way, as shown on the adjacent figures.
- 7.4.2 The access roads will take the form of Residential Access Roads as defined in LCC Highways Design Guide. The access road widths will be 5.5m with 10m kerb radii at the access and 2.0m footways either side.

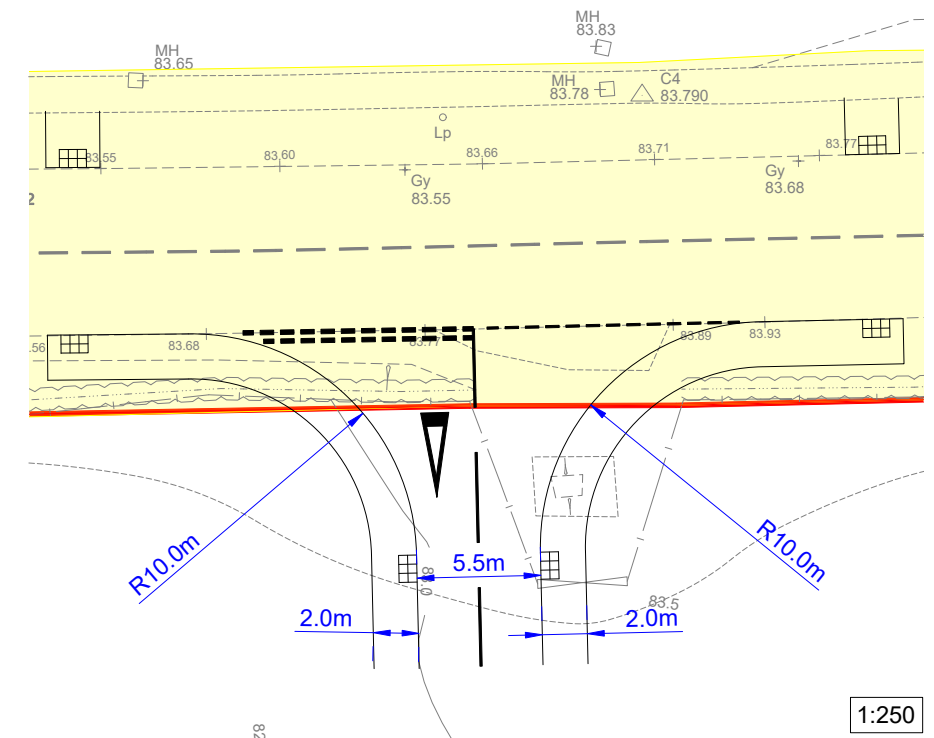
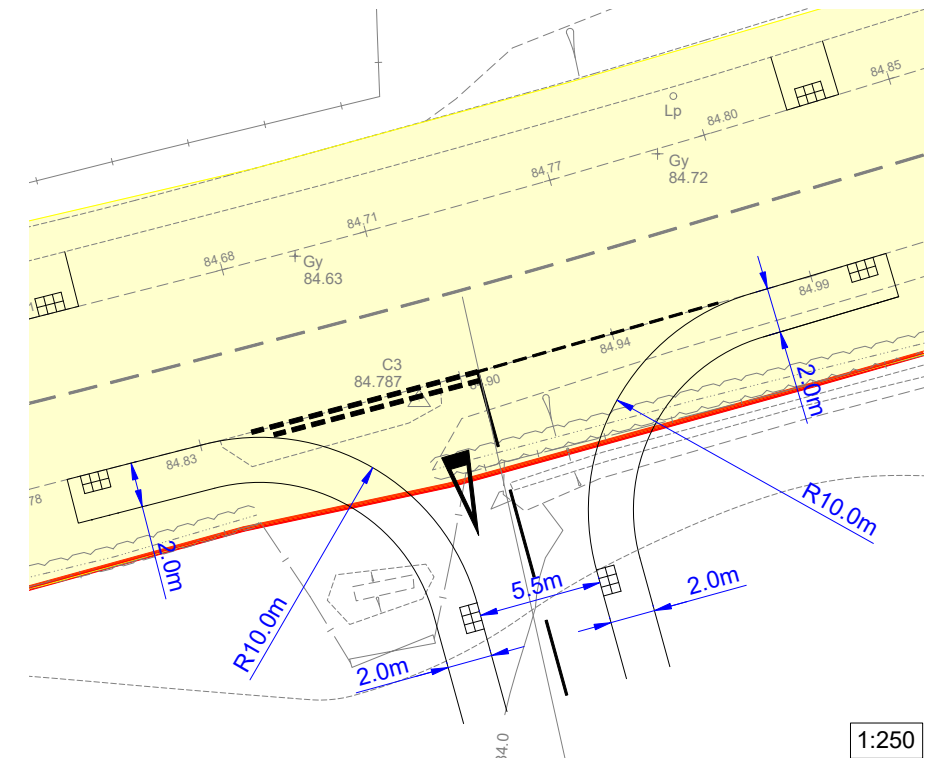
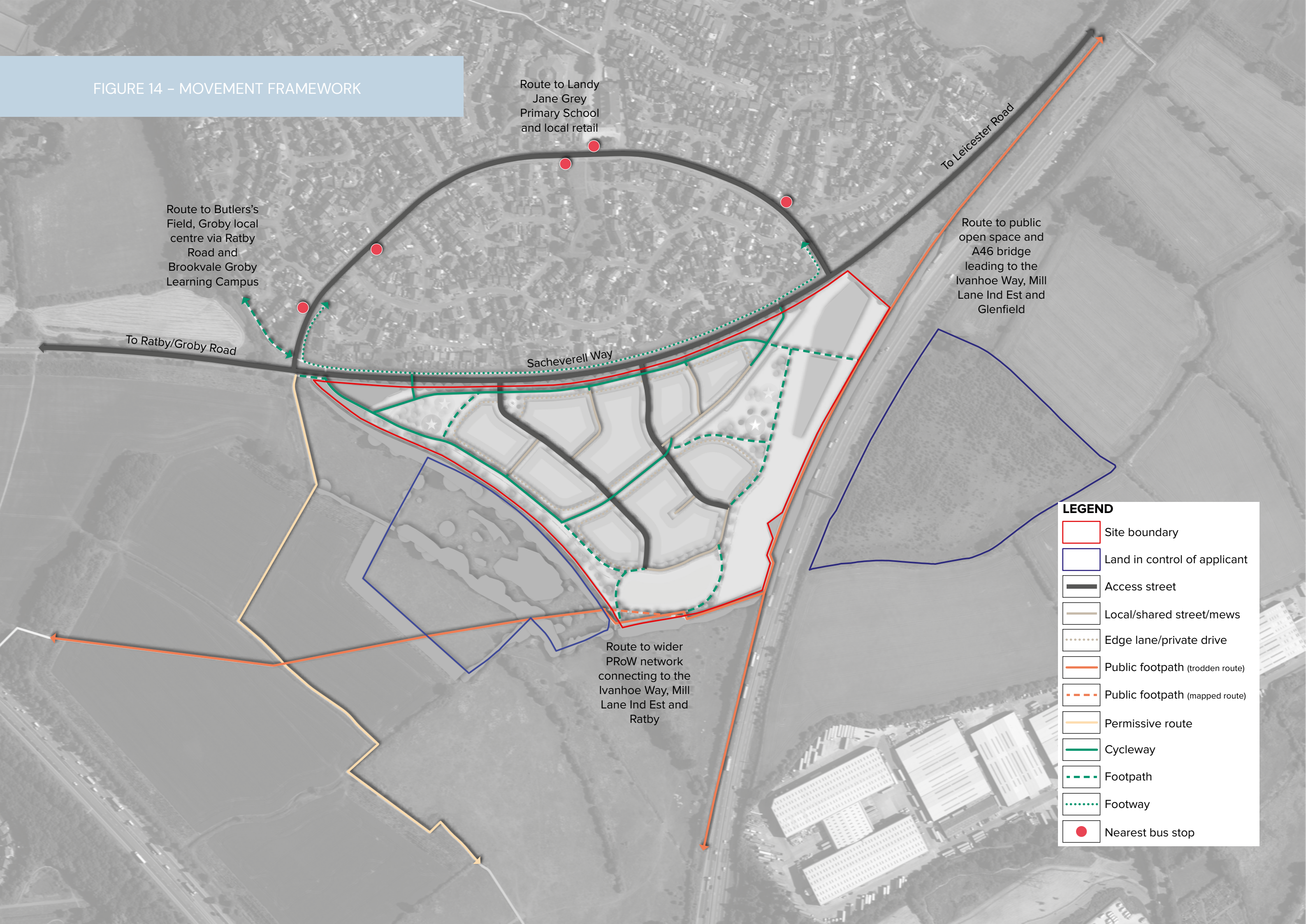


FIGURE 14 – MOVEMENT FRAMEWORK



ACCESS STREET

Within the context of this development, this will be a residential street that provides access into the development areas from Sacheverell Way. Its primary role will be reinforced by the relationship of the built form and the uniform application of a selected number of unit types, materials and architectural details and the inclusion of street trees.

7.5 INTERNAL ROAD STRUCTURE

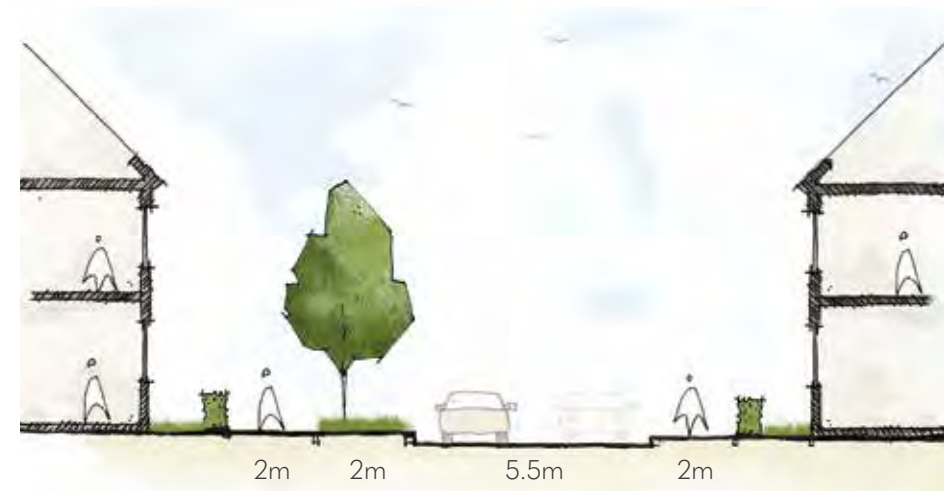
7.5.1 The detailed road arrangement has not yet been designed. However, the envisaged road hierarchy is set out in Figure 14 and the principles of each typology are set out overleaf in accordance with the LCC Highways Design Guide.

7.5.2 The access streets will form spine roads within the development at a gradient no steeper than 1 in 20 to promote easy access. Traffic calming features, such as changes in surface materials and / or deflections in the carriageway, may be used to slow traffic and promote pedestrian movement throughout the site.

7.5.3 Off these spine roads, local streets, shared streets and private drives will allow access to building frontages, with the design of each street typology reflecting the type and volume of users to establish a clear movement hierarchy. Alongside the perimeter open spaces and green corridors, low traffic streets and private drives are envisaged to minimise the vehicular impact on these features where possible.

7.5.4 The movement and street hierarchy defines the ways that people will move around the development, but will also fulfil a range of functions; providing active travel routes to encourage people to walk and cycle, community spaces for surrounding residents to meet, and access to properties for residents, servicing and emergency vehicles.

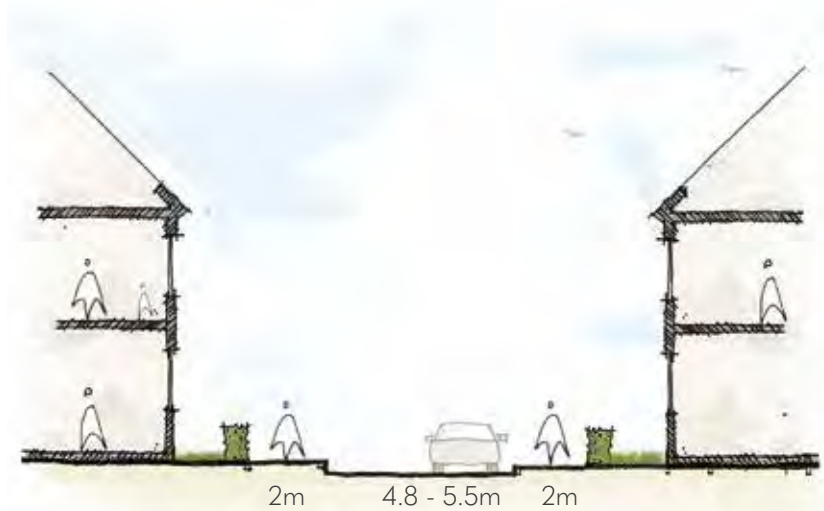
7.5.5 A key element in making the development legible to visitors and residents will be the easily recognisable street hierarchy and network of active travel routes that is proposed.



- To adoptable standards.
- Carriageway width of 5.5m.
- Traffic speed designed for 20 mph.
- 2m wide footway on one or both sides.
- No segregated cycle facilities required due to low traffic speeds. Cycling will be accommodated within the highway.
- Verge to be sufficient width to accommodate street trees/visitor parking on one or both sides. Elsewhere trees will be retained/ provided within areas of open space.
- Deliveries and refuse collection from the front of the property.
- Buildings front onto the street and take their main access from it.
- Direct access to properties.

LOCAL STREET

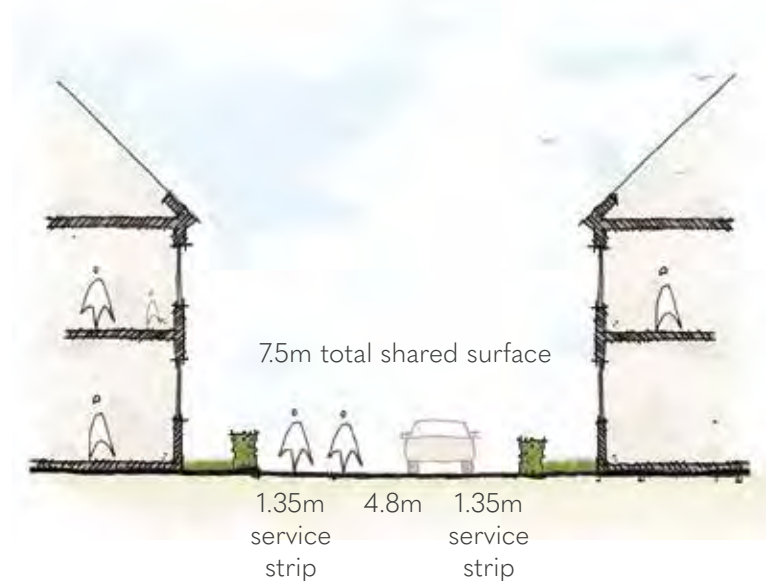
Residential streets with managed traffic flows to prioritise active travel. They will provide access to homes, provide a safe residential environment, and support active travel, social interaction and health and well-being.



- To adoptable standards.
- Typical carriageway width of 4.8–5.5m.
- 2m footway on both sides.
- Traffic speed designed for 20 mph.
- No grass verge.
- No segregated cycle facilities required due to low traffic speeds. Cycling will be accommodated within the highway.
- Deliveries and refuse collection from the front of the property.
- Buildings front on to the street and take their main access from it.
- Direct access to properties.

SHARED STREETS

These more intimate streets will provide access to small groups or clusters of homes. They can be lanes, mews or cul-de-sacs. They should provide a safe residential environment for all users.



- To adoptable standards.
- Typical carriageway width of 7.5m shared surface.
- May include additional width for localised perpendicular parking arrangements.
- 1.35m service strip on both sides.
- Traffic speed designed for 15 mph.
- No grass verge – trees set within tree pits/grilles or planted strips to break up frontage parking areas.
- No segregated cycle facilities required due to low traffic speeds. Cycling will be accommodated within the highway.
- Deliveries and refuse collection from the front of the property.
- Buildings front on to the street and take their main access from it.
- Direct access to properties.
- Use of contrasting surface materials to define zones and entrances within the street.

PRIVATE DRIVES/EDGE LANE

These will be short stretches of access roads (private drives un-adopted) serving a small number of properties, usually on the edge of an open space.



- Edge lanes adopted. Private drives Unadopted.
- Serves a small number of properties.
- Carriageway width varies – 4.25m to serve 2–5 dwellings, 4.8m to serve 6–25 dwellings or 5m if over 25m in length.
- No footway required.
- Traffic speed designed for 5 mph
- Buildings typically front on to the edge lane/private driveway and take their main access from it.
- Direct access to properties.
- Use of contrasting surface materials to clearly define threshold between private drive and adopted roads.
- Refuse collection along private drives permitted.

7.6 CAR AND CYCLE PARKING STRATEGY

- 7.6.1 Car parking will mainly be provided on plot, within driveways to the front or side of properties. Where parking is recessed to the side of properties the building line will help to screen cars from view. Appropriate street trees and / or shrub planting will help soften car parking when located to the front of dwellings. Some on-street parking is anticipated for either visitors or delivery / refuse / emergency vehicles and, where this is required, defined parking bays or suitable road widths should be provided to avoid obstructions.
- 7.6.2 Cycle storage will be designed to enable storage facilities to be provided within the curtilage of each dwelling in either secure sheds or garages. If apartments are located on the site, cycle parking should be located on the ground floor close to the buildings entrance.
- 7.6.3 The amount of car and cycle parking provided will be in accordance with the LCC standards.

7.7 INCLUSIVE ACCESS

- 7.7.1 The detailed design of the proposed development will enable everybody to move around freely without encountering unnecessary obstructions. This is particularly important for pedestrians and cyclists and those less able to move about, such as the elderly or disabled / impaired people. The inclusive access principles as defined by the former Commission for Architecture and the Built Environment (CABE) will be considered in bringing forward the detailed proposals at reserved matters stage, to ensure that the development is:
- Inclusive – so everyone can use it safely, easily and with dignity.
 - Responsive – taking account of what people say they need and want.
 - Flexible – so different people can use them in different ways.
 - Convenient – so everyone can use them without too much effort or separation.
 - Accommodating – for all people, regardless of their age, gender, mobility, ethnicity or circumstances.
 - Welcoming – with no disabling barriers that might exclude some people.
 - Realistic – offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all.



Other Considerations



8.1 DESIGNING OUT CRIME

- 8.1.1 The Masterplan has been developed with regard to the principles set out in the Secured by Design initiative, in particular the document Secured by Design: New Homes 2019. This includes:
- Designing vehicular and pedestrian routes to ensure that they are visually open, direct and well used.
 - Reducing legitimate access to the side or rear of properties and unnecessary segregated footpaths.
 - Providing clearly defined boundaries between public and private areas, with building frontages arranged to overlook the street (improving community interaction and offering informal surveillance) and private areas (including gardens) located to the rear.
 - Providing appropriate boundary treatments to define the private / public threshold, including more visually permeable boundaries along the street frontage (such as railings) to allow good natural surveillance and more solid, robust boundaries (such as walls or timber fencing of a minimum height of 1.8 metres) to the rear.
 - Ensuring communal areas, such as seating areas and playgrounds are well overlooked by surrounding buildings and are not located to the rear of dwellings.
 - Where possible, providing parking within the curtilage of the dwelling. Where communal car parking areas are necessary they should be in small groups, close and adjacent to homes and within view of active rooms. Rear parking courtyards are discouraged but where used they should be gated.
 - Incorporating a mix of dwellings to enable greater potential for homes to be occupied throughout the day and increase the amount of natural surveillance.

8.2 STORAGE

- 8.2.1 Secure cycle parking will be provided with each dwelling.
- 8.2.2 Bins will also be stored to the rear of properties with an external access for each property, to allow bins to be brought out to the front for emptying. In terms of bin collection distances, the layout will be designed to adhere to the Building Regulations that are summarised in Manual for Streets. That is:
- 8.2.3 Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point; and
- 8.2.4 Waste collection vehicles should be able to get to within 25m of the storage point for two-wheeled containers and 10m for four-wheeled containers.

8.3 SUSTAINABLE CONSTRUCTION & ENERGY

- 8.3.1 Sustainable construction, energy efficiency and fabric first methods will be incorporated into the scheme proposals at the detailed design stage, promoting a high standard of build and construction for the development.
- 8.3.2 Best practice sustainable principles will be embraced and the following principles will be incorporated in finalising the site layout:
- Optimum plot orientation for solar gain with south facing windows to be incorporated where site constraints allow to maximise sunlight.
 - Ensuring that buildings can be easily adapted to suit different occupiers needs allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces.
 - The provision of facilities for refuse, recycling stores, composting and water butts.
 - The use of environmentally friendly and sustainable materials, such as locally sourced / recycled materials, aggregates and recycled timber.
- 8.3.3 Resource / energy efficient buildings will be used, potentially with:
- Efficient heating systems, which might include energy saving micro combined heat and power units.
 - Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use.
 - Low carbon lighting, energy controls and management.
 - Double and triple glazing, and improved insulation.

8.3.4 Building Regulations set the standards for most aspects of a building's construction. Part L specifically addresses the requirement for energy conservation and power.

8.3.5 Renewable energy can be incorporated into the scheme, however, pursuing fabric first approaches in the first instance will ensure that all occupiers benefit from reduced electricity bills and will achieve reductions in CO2 production.





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