



SACHEVERELL

GROBY

LAND SOUTH OF SACHEVERELL WAY
DESIGN & ACCESS STATEMENT

DECEMBER 2025

Prepared on behalf of



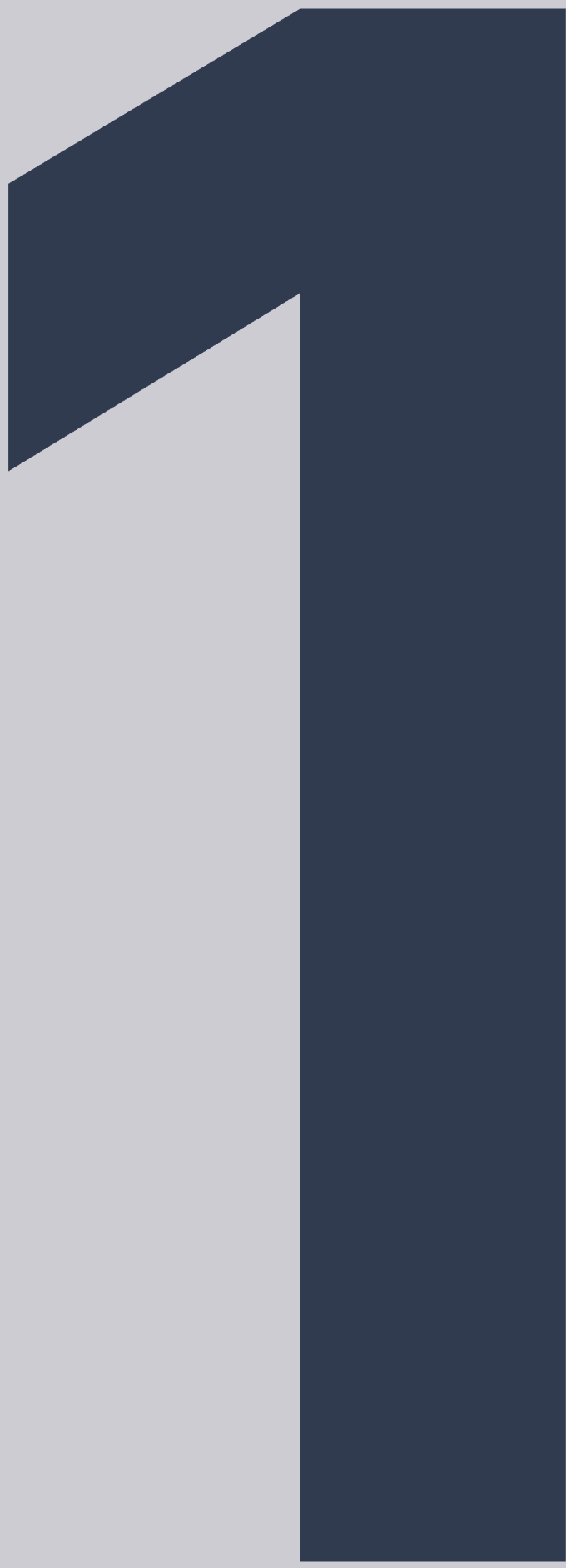
Define.

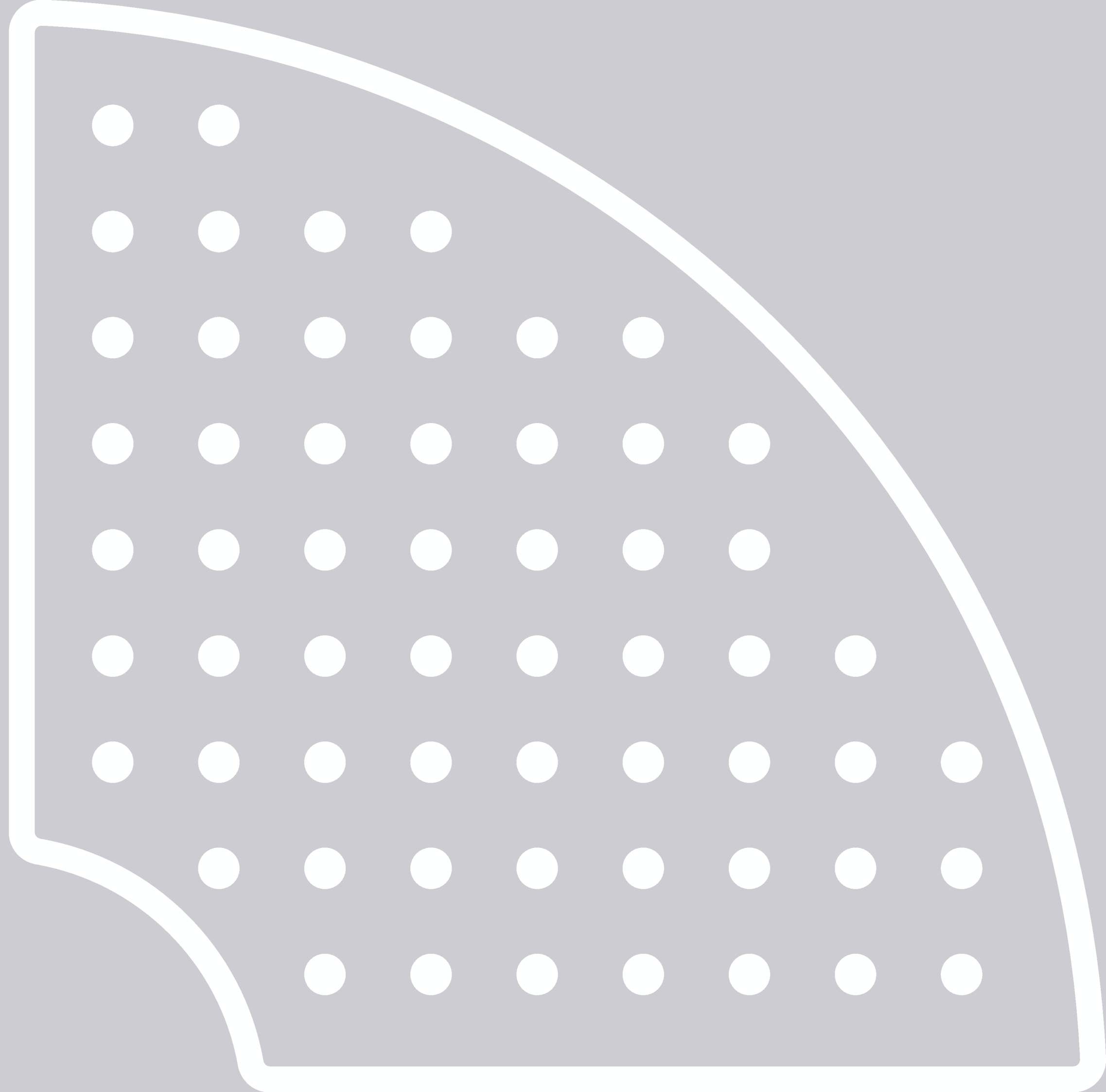
Unit 6
133-137 Newhall Street
Birmingham B3 1SF
T. [REDACTED]

CONTENTS

1.	INTRODUCTION	6	4.	EVALUATION	32
1.1	The Application	6	4.1	Opportunities & Constraints	32
1.2	The Document	6			
2.	ASSESSMENT	10	5.	DESIGN	36
2.1	Site Location & Description	10	5.1	Development Concept	36
2.2	National Design Policy & Guidance	12	5.2	The Masterplan	38
2.3	Local Planning Policy	12	5.3	Use & Amount	38
2.4	Land Use & Facilities	14	5.4	Layout Principles	40
2.5	Access & Movement	14	5.5	Scale of Development	42
2.6	Heritage & Archaeology	16	5.6	Appearance Principles	42
2.7	Ecology	16	5.7	Development Character	42
2.8	Arboriculture	16	6.	LANDSCAPE	52
2.9	Topography	16	6.1	Landscape Principles	52
2.10	Flood Risk & drainage	18	7.	ACCESS & MOVEMENT	62
2.11	Noise	18	7.1	Introduction	62
2.12	Utilities	18	7.2	Pedestrian & Cyclists	62
2.13	Land Contamination	18	7.3	Buses & Sustainable Movement	62
2.14	Landscape Character	20	7.4	Vehicular Entrances	62
2.15	Visual Amenity	20	7.5	Internal Road Structure	64
2.16	Landscape & Visual Mitigation	20	7.6	Car and Cycle Parking Strategy	66
2.17	Townscape Character	24	7.7	Inclusive Access	66
3.	ENGAGEMENT	28	8.	OTHER CONSIDERATIONS	70
3.1	Consultation	28	8.1	Designing Out Crime	70
3.2	Highways Pre-Application Engagement	28	8.2	Storage	70
3.3	Pre-Application Advice Request	28	8.3	Sustainable Construction & Energy	70
3.4	Public Consultation	28			

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.

1.2 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.

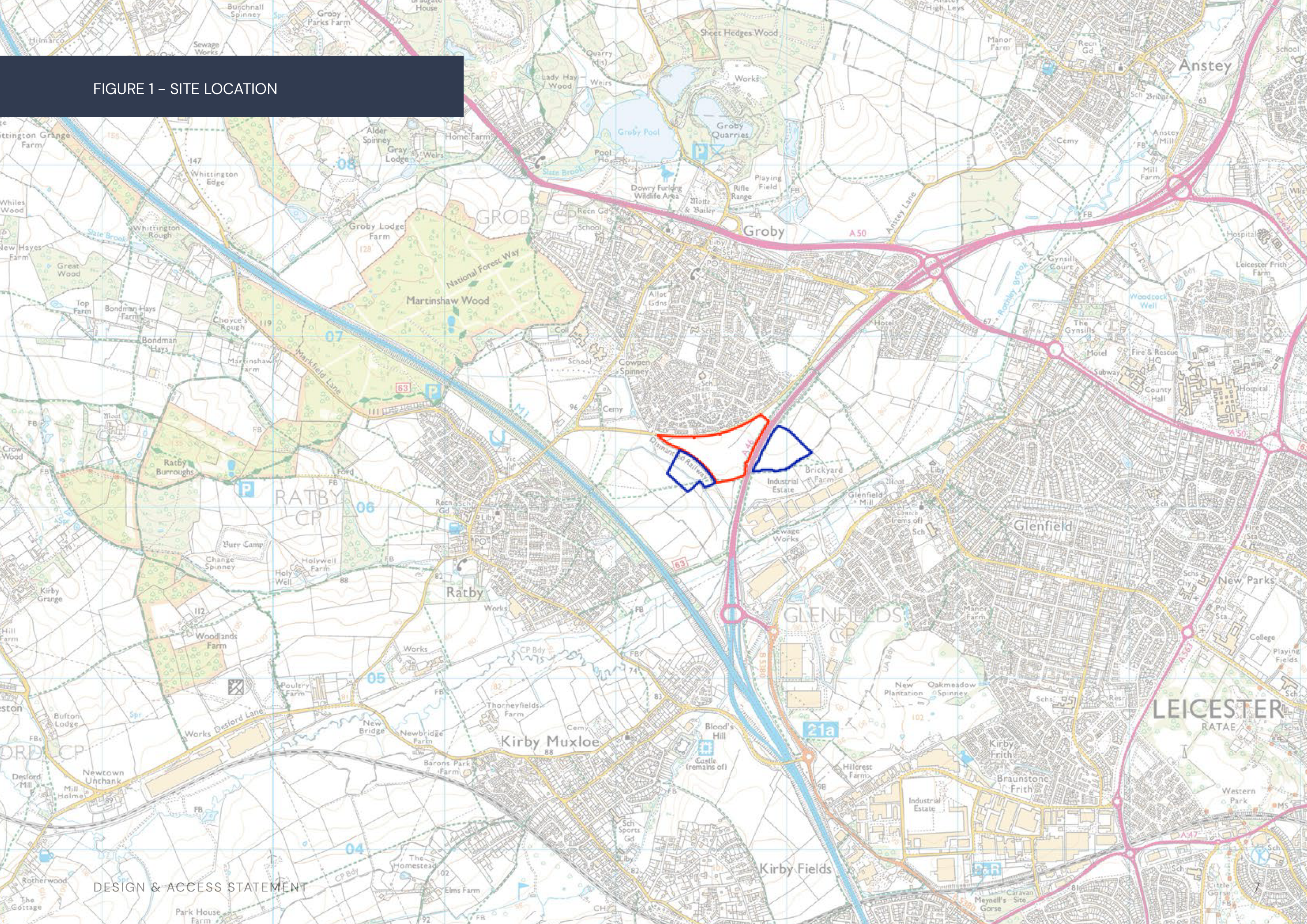
1.2.3 It presents the context for the site's development and the key matters that have arisen through the site assessment and evaluation exercise, and through the public engagement exercise that has been undertaken. Within that context, the DAS establishes the vision for the site's development and the 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



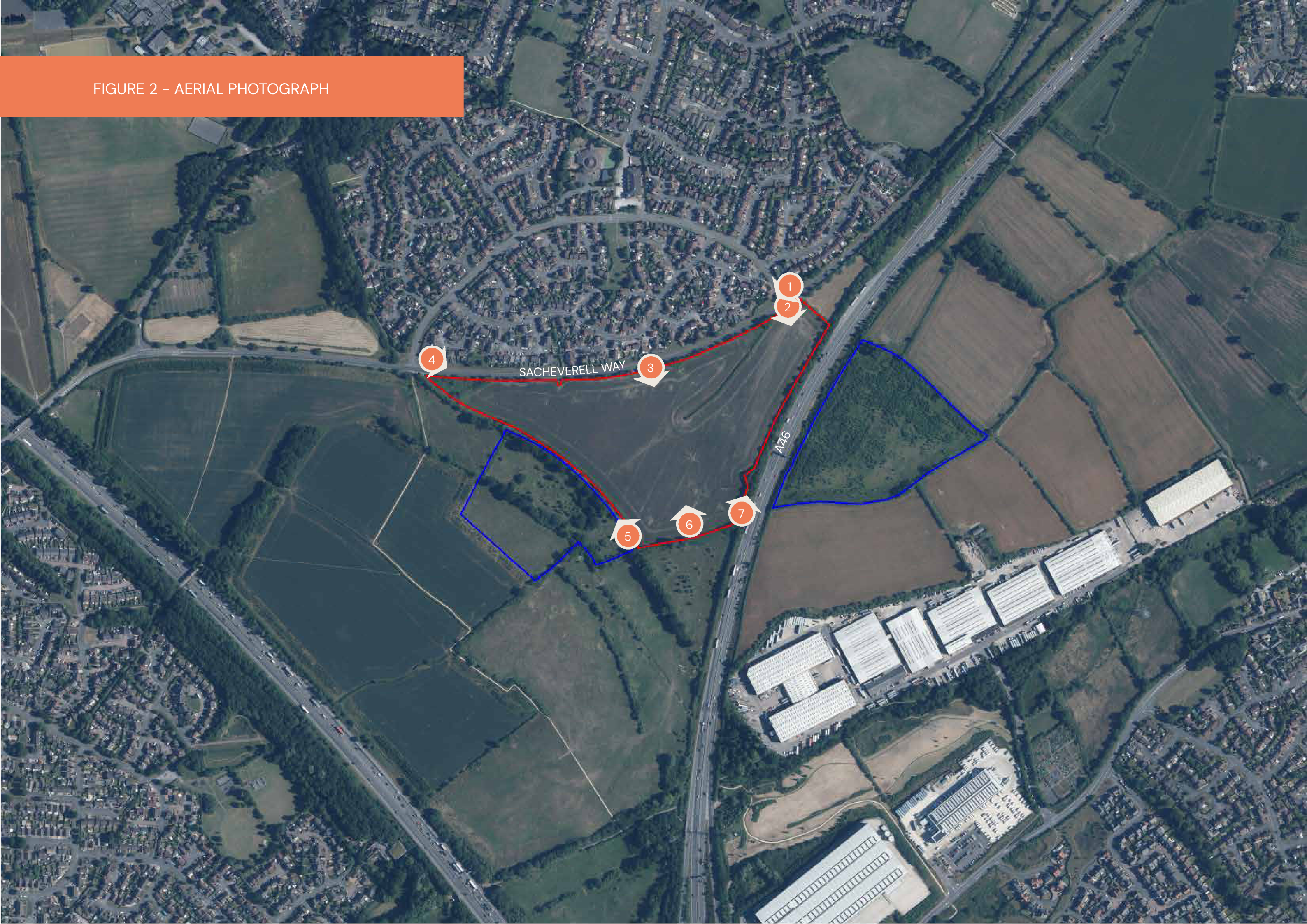
2. Assessment

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.

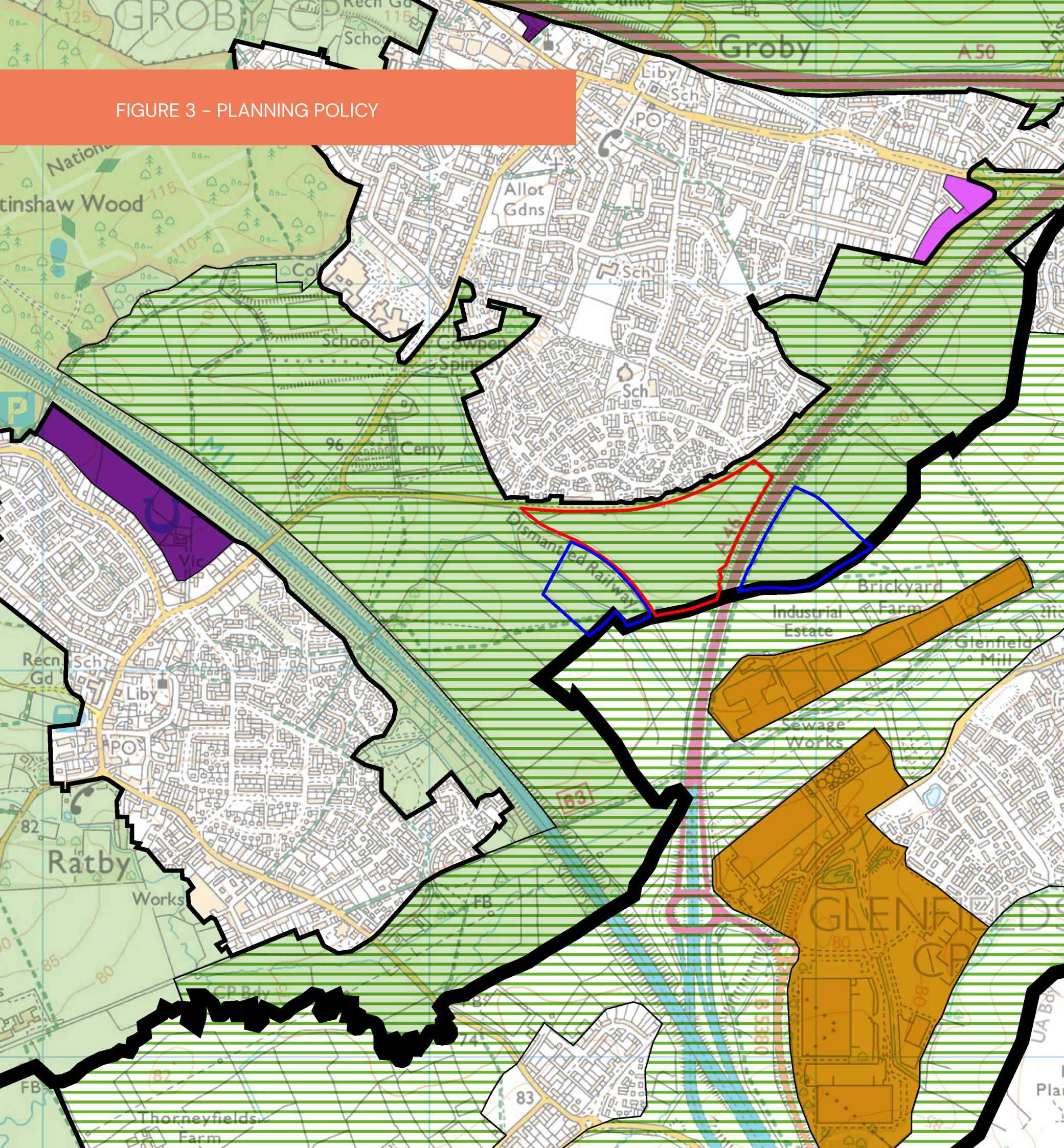
Other Relevant Policies

- 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)

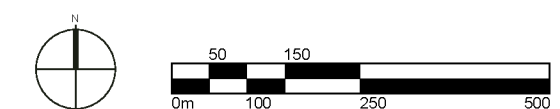
- 2.3.8 HBBC have also adopted a number of SPDs, most notably the Good Design SPD, but also the Affordable Housing SPD.

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.

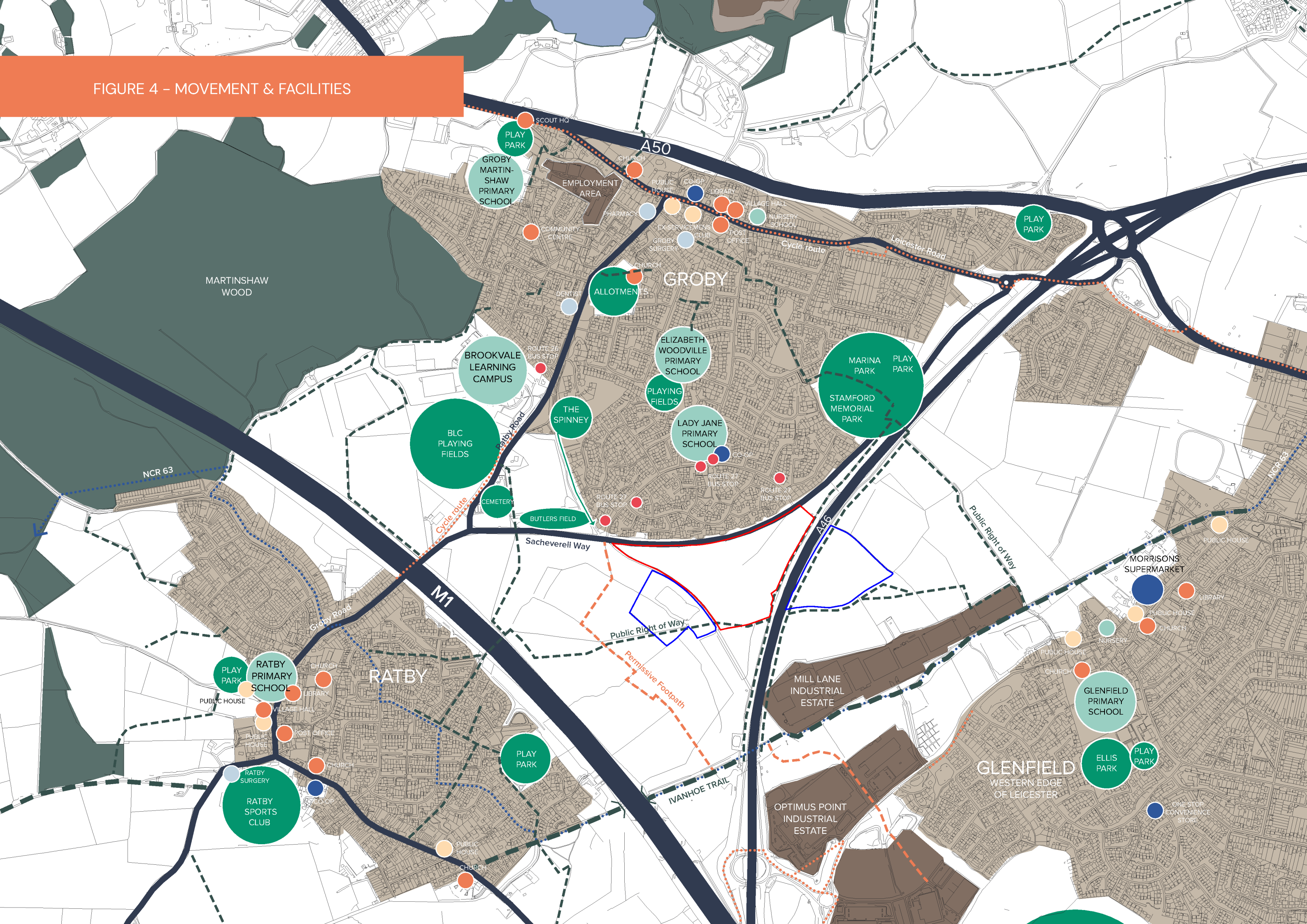
Highways Network

- 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.

FIGURE 4 – MOVEMENT & FACILITIES



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

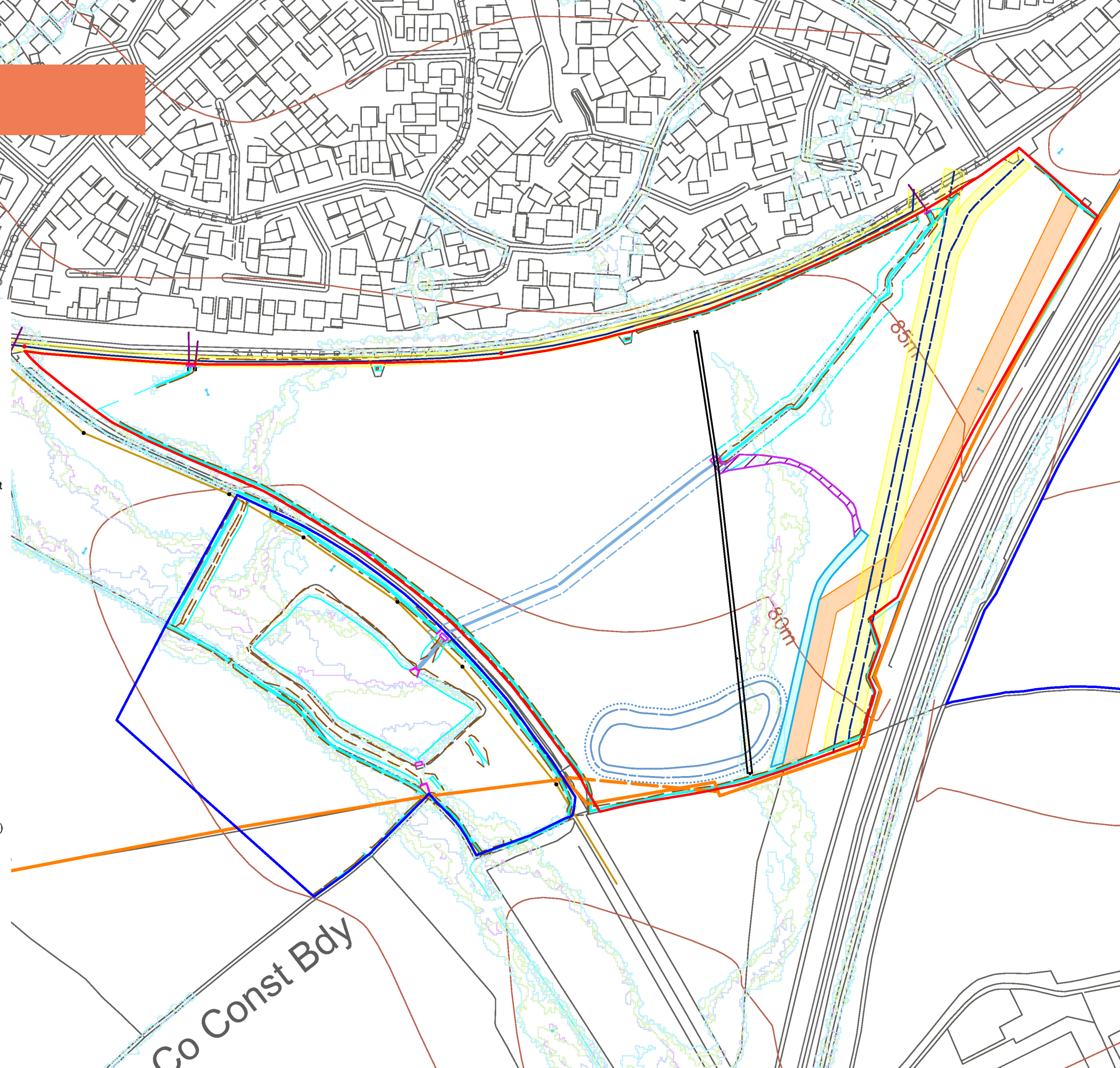
LEGEND

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.