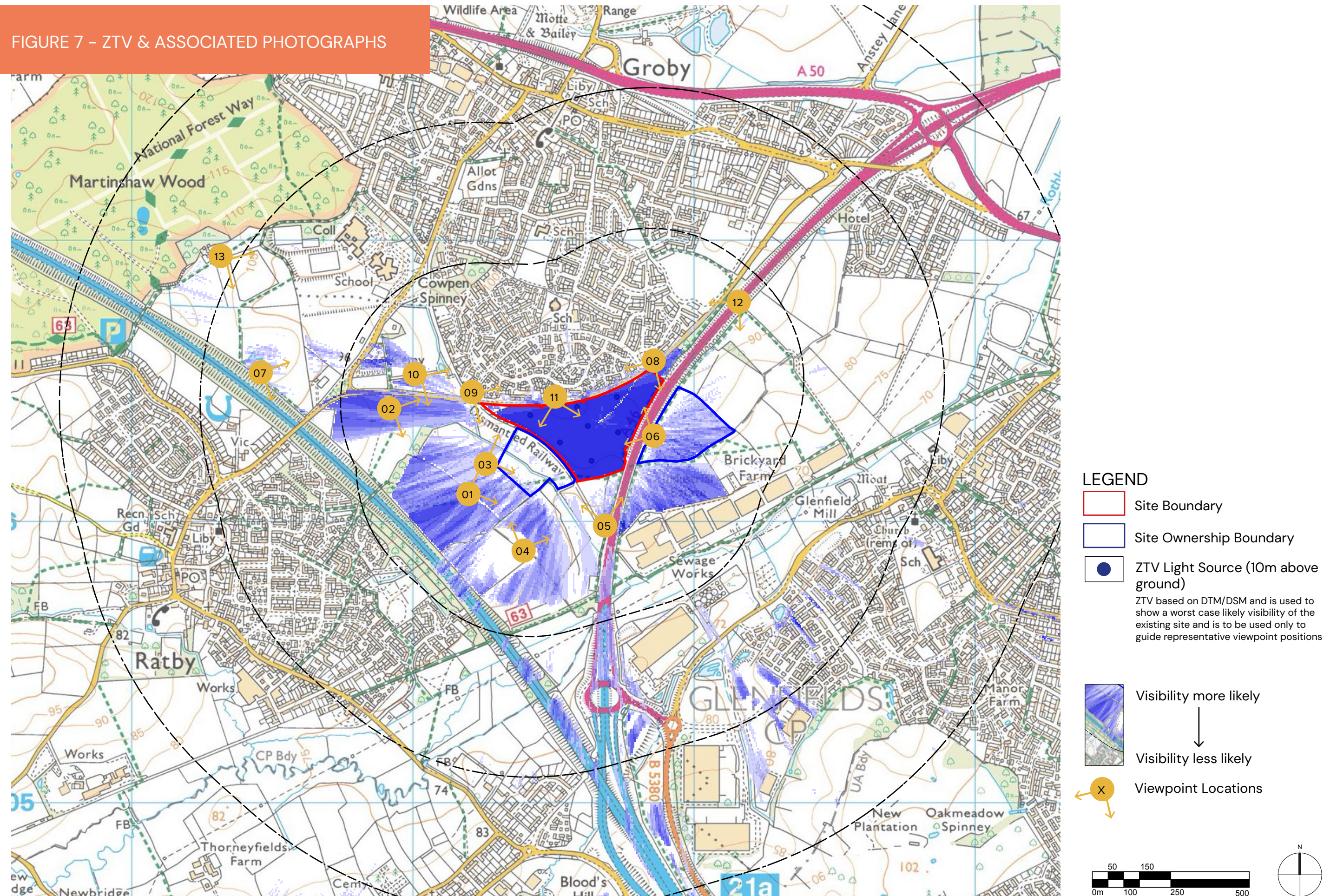


FIGURE 7 – ZTV & ASSOCIATED PHOTOGRAPHS



Viewpoint 3: Context Panorama



Viewpoint 5: Context Panorama



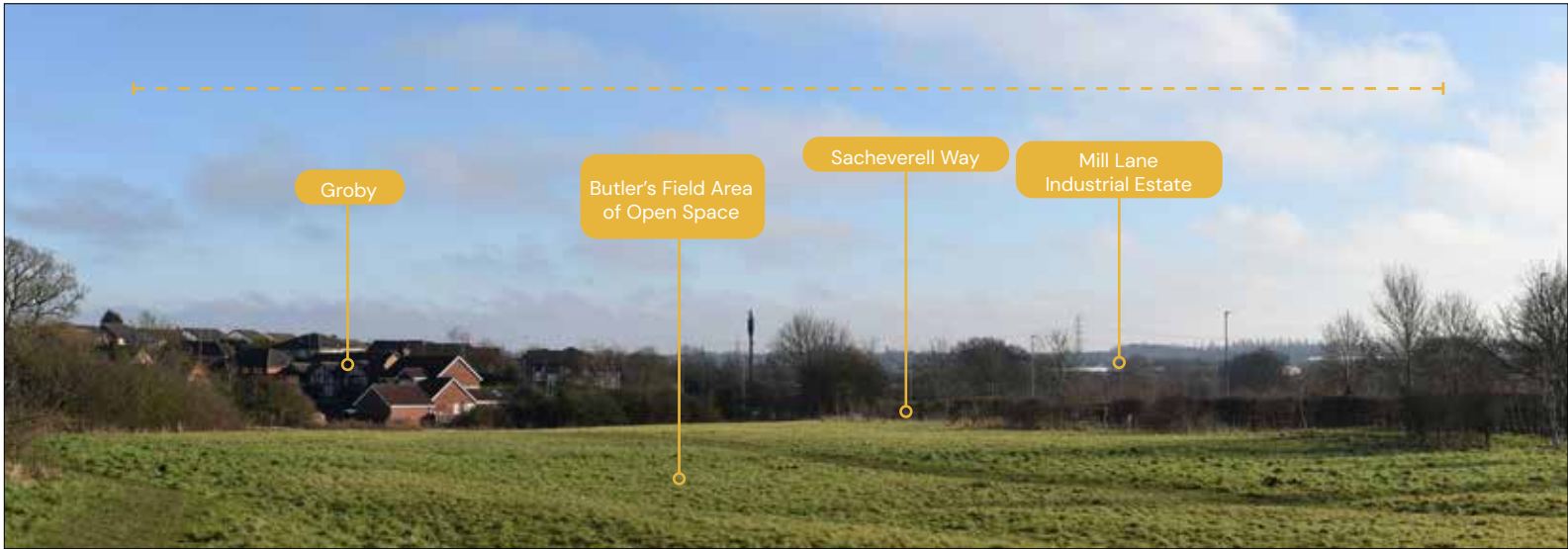
Viewpoint 8: Context Panorama



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



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 5.62 hectares of multi-functional public open green space, exceeding the open space requirement for a development of this size. Those areas will comprise a play area, 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

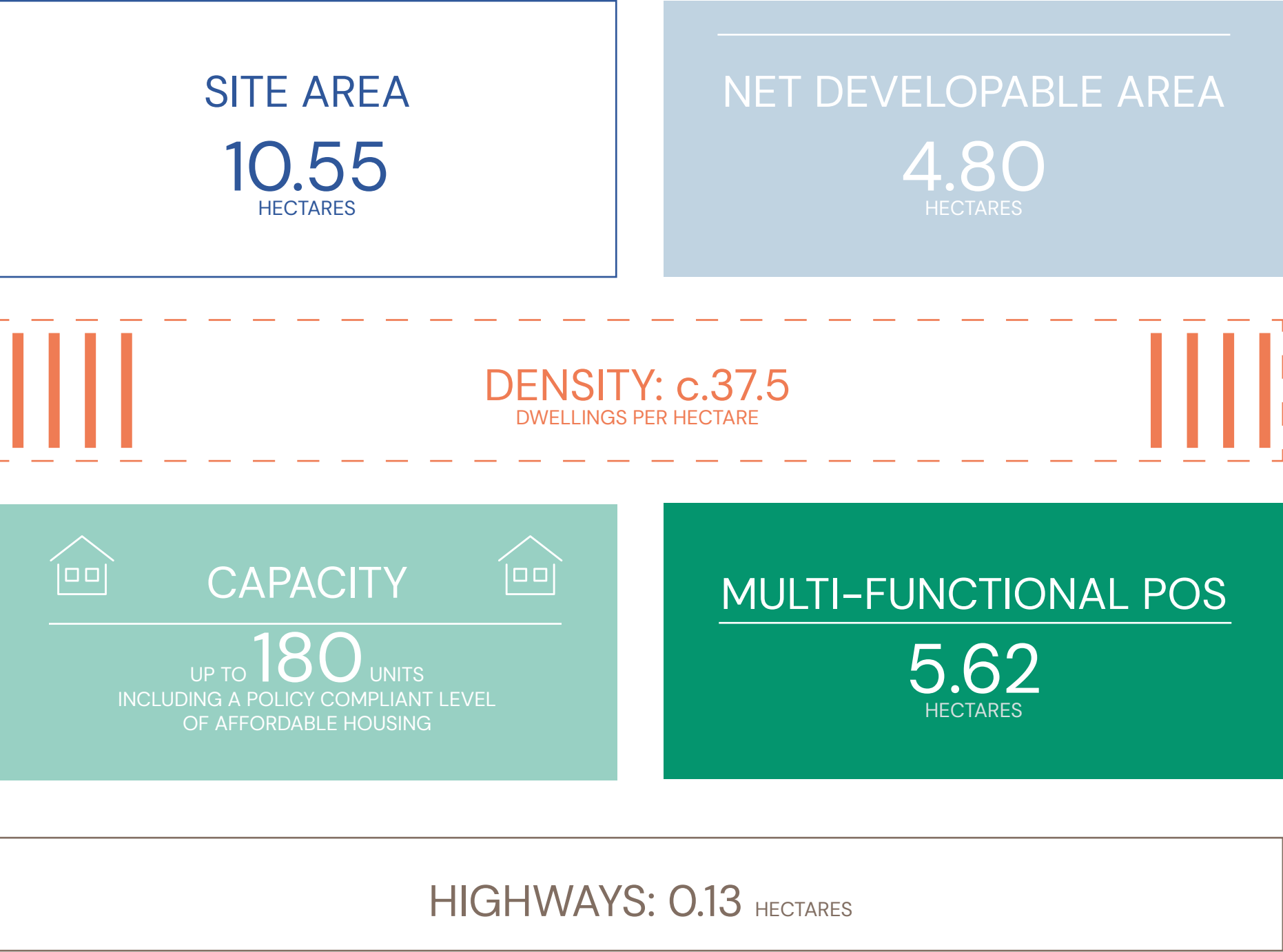
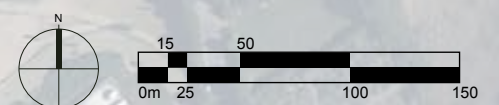


FIGURE 10 – MASTERPLAN



LEGEND

- Site Boundary
- Land in Control of Applicant
- Residential
- Access Street
- Local / Shared Street / Mews
- Edge Lane / Private Drive
- Public Open Space
- Pedestrian / Cycle Link
- Footpath Link
- Public Footpath (route on the ground)
- Public Footpath (mapped route)
- Permissive Route
- Attenuation Basin
- Swale Corridor
- Existing Ditch / Drain
- Existing Tree / Hedgerow / Vegetation
- Indicative Proposed Tree Planting
- Productive Landscape
- Play Area (LEAP)
- Entrance Green Space



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 and productive landscape such as a community orchard.

- 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.

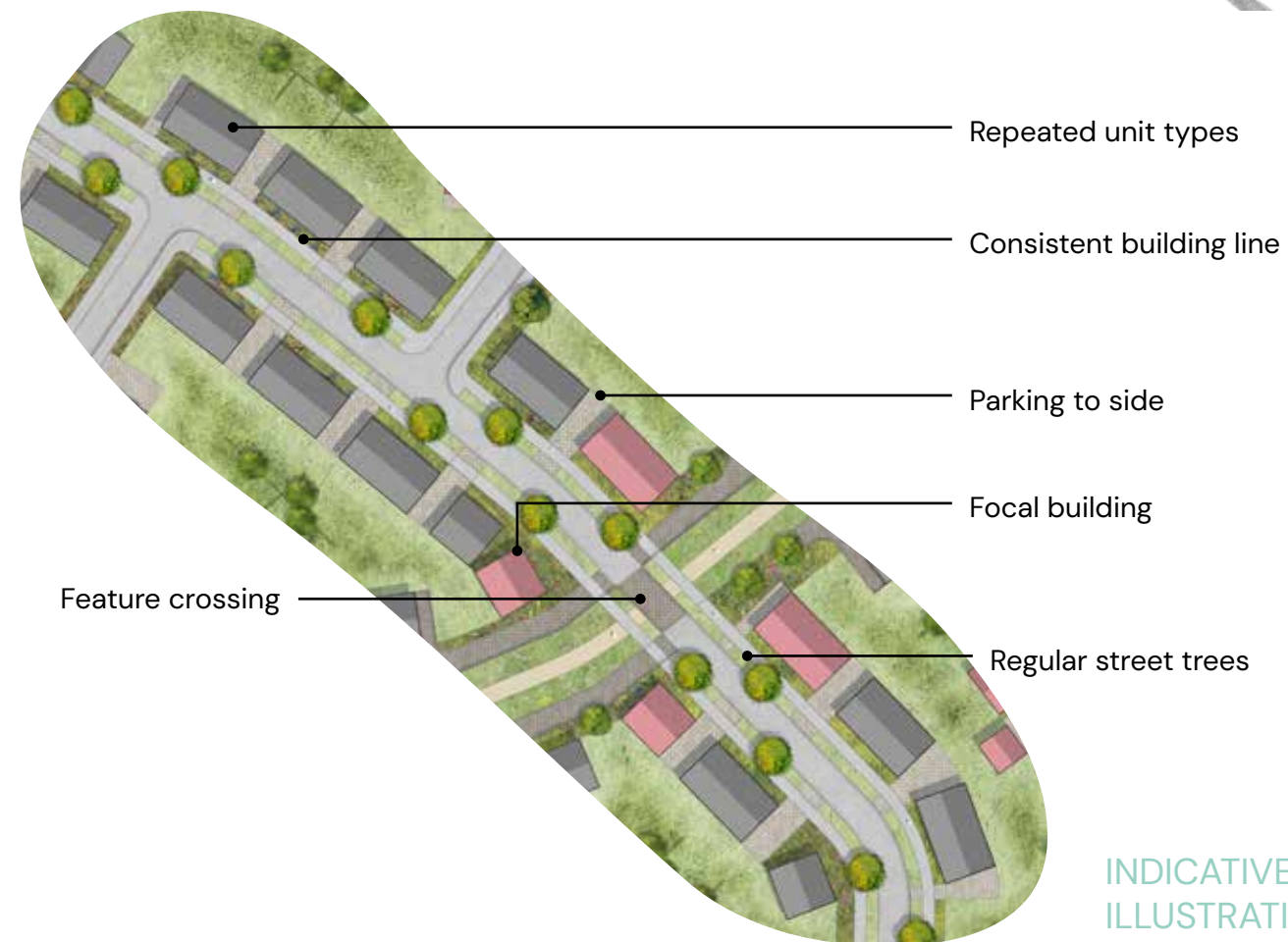
5.7 DEVELOPMENT CHARACTER

- 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.

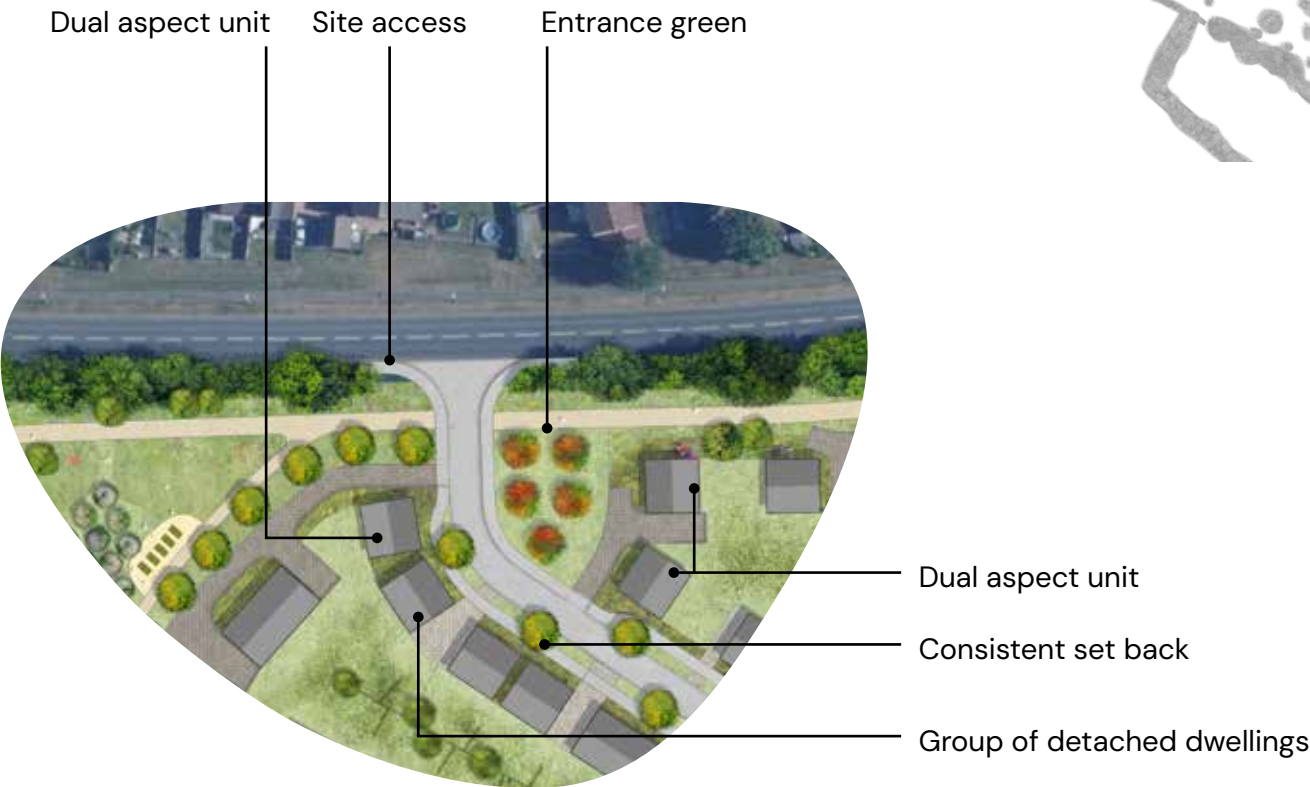


INDICATIVE VIGNETTE & STREETSCENE (FOR ILLUSTRATIVE PURPOSES ONLY)



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)





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.



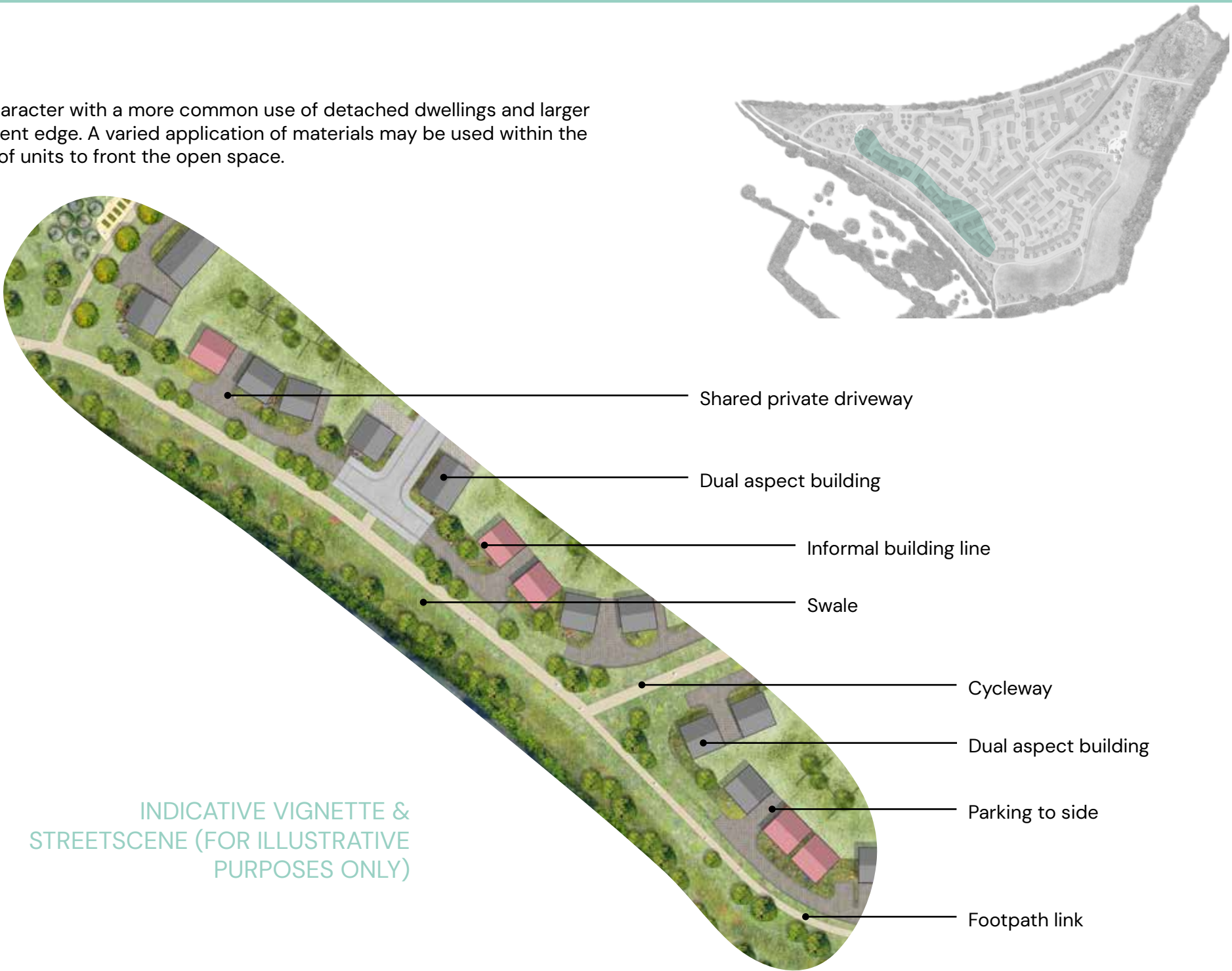
INDICATIVE VIGNETTE & STREETSCENE
(FOR ILLUSTRATIVE PURPOSES ONLY)





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.





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) forms 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 Plant regularly spaced street trees along the primary street to create a green canopy within the development and help establish a clear movement hierarchy.
- 6 Provide a small residential green at the western site access to form an entrance feature to the development.
- 7 Retain the existing hedgerow and watercourse within the site to form a part of the central active travel route.
- 8 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.

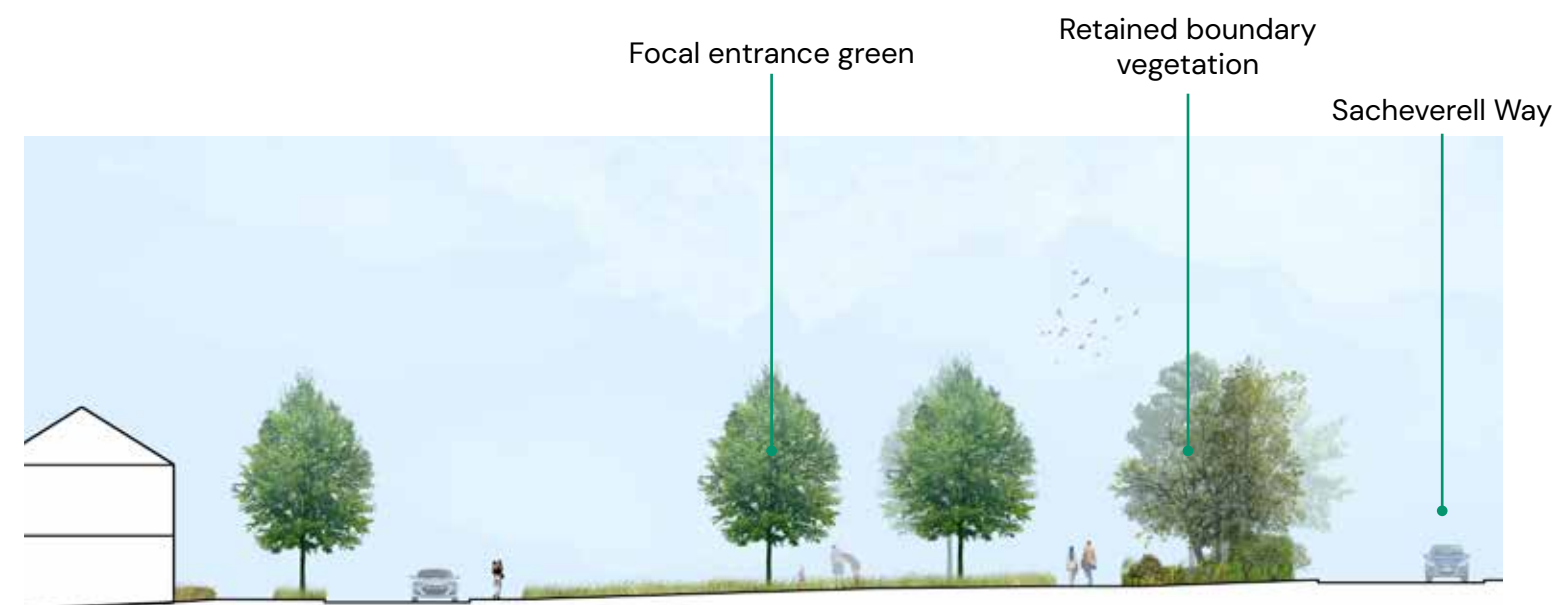
A cycleway will run within the green corridor south of Sacheverell Way with the retained hedgerow and trees defining the site boundary. Neutral grassland along the green corridor will also offer ecological enhancements and development frontage over the corridor will make it a safe and attractive active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

INDICATIVE VIGNETTE (FOR ILLUSTRATIVE PURPOSES ONLY)

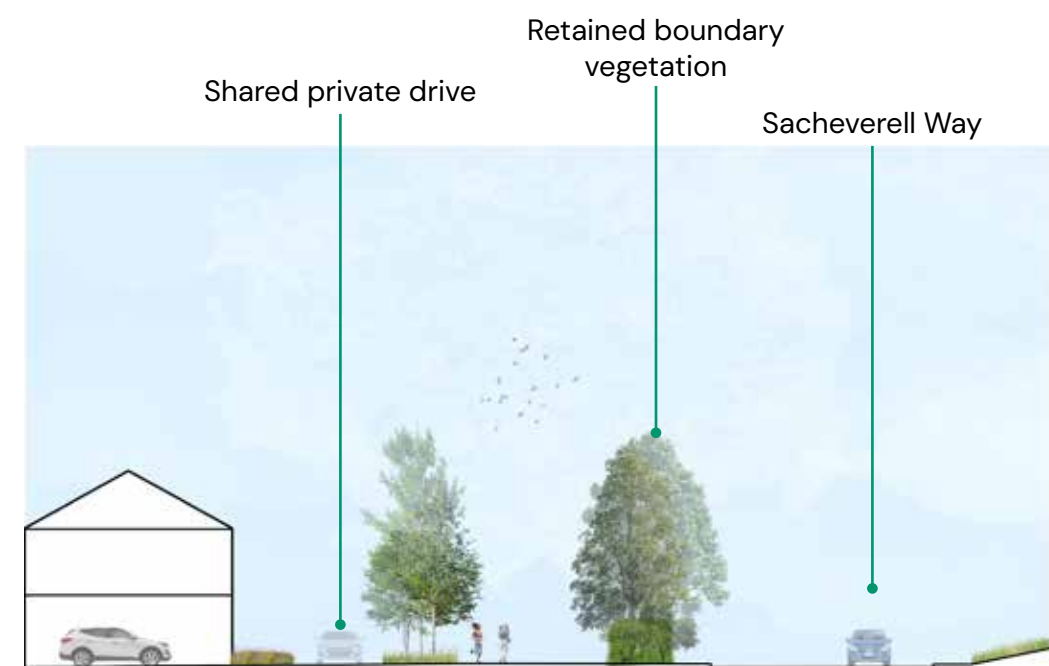


- 1 Retained boundary vegetation
- 2 Site access
- 3 Focal entrance green

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 creates 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.



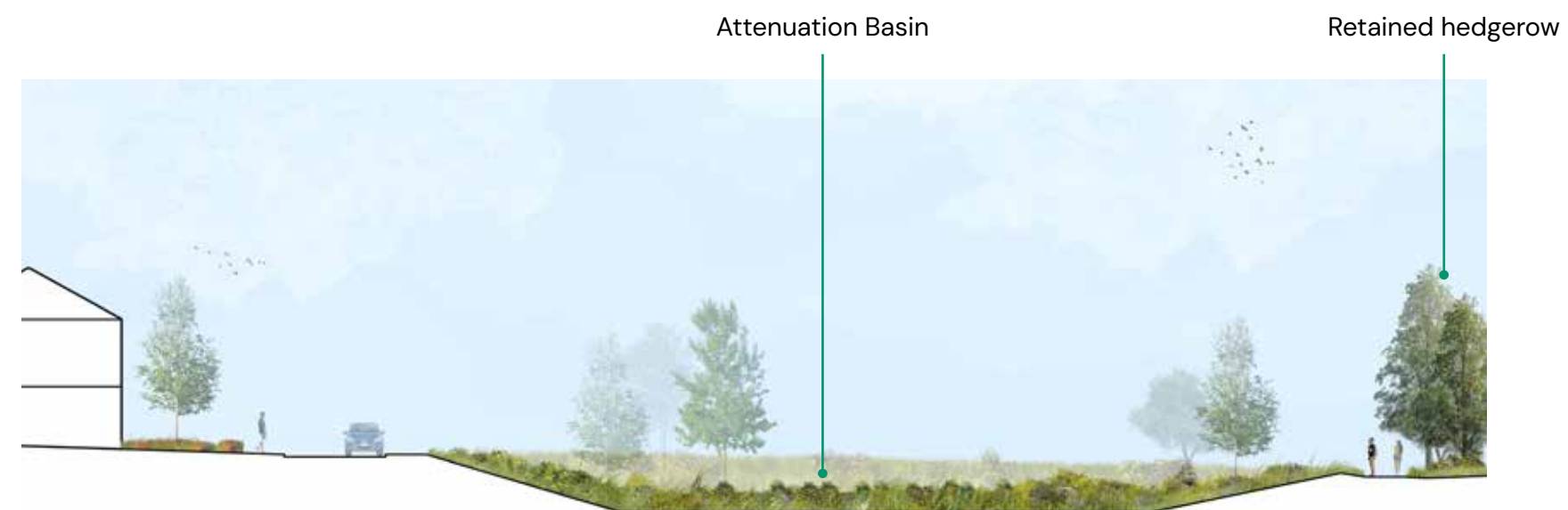
INDICATIVE VIGNETTE (FOR ILLUSTRATIVE PURPOSES ONLY)

- 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
- 11 Community orchard & grow zone
- 12 Retained boundary vegetation

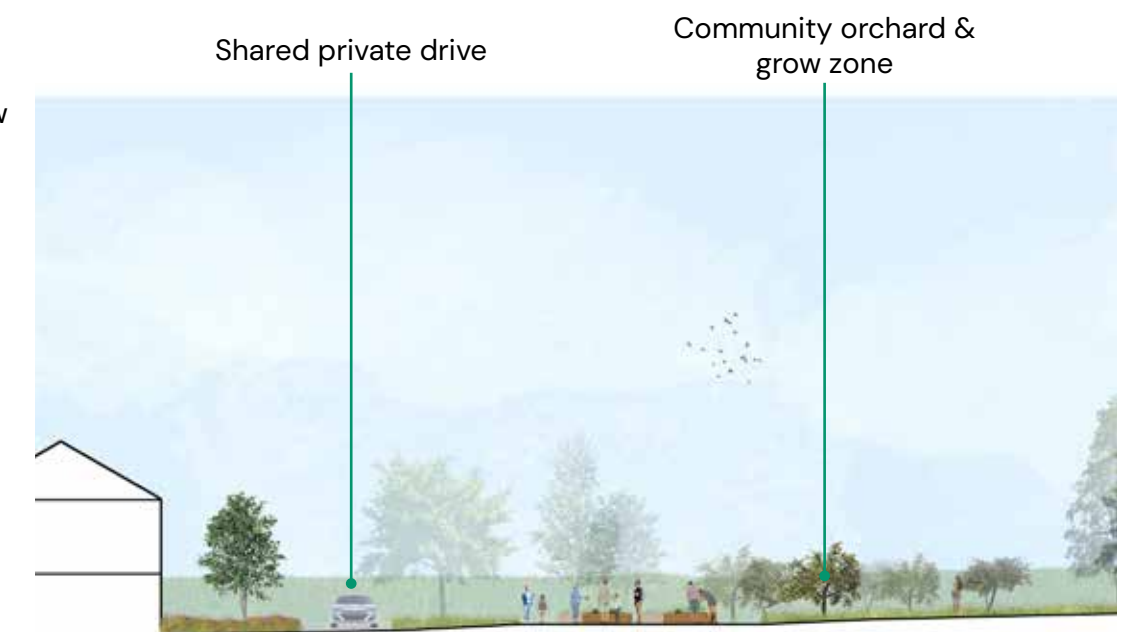
INDICATIVE CROSS SECTION (FOR ILLUSTRATIVE PURPOSES ONLY)



Section B



Section C



Section D

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.

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.

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.



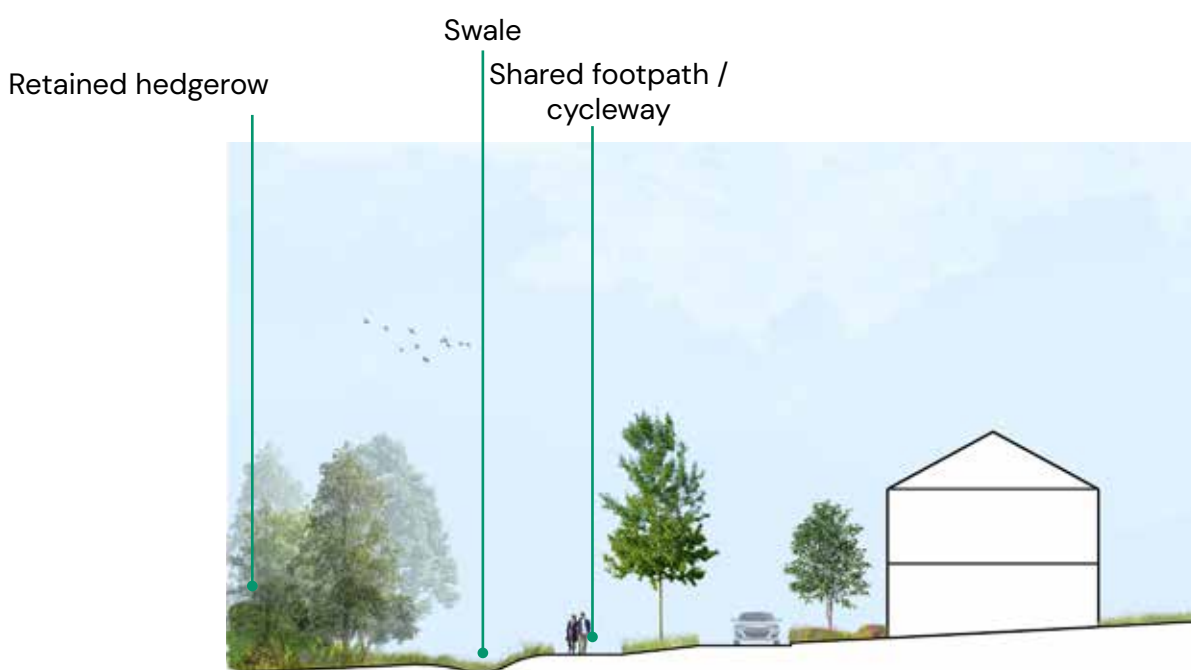
INDICATIVE VIGNETTE
(FOR ILLUSTRATIVE PURPOSES ONLY)



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 facility at the north-east 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.

