Matter 2 Local Plan vision and development objectives

Cllr Phil King | Respondent 2511 | 15 October 2026

I submit these comments in my individual capacity as District Councillor for Kibworths Ward and Leicestershire County Councillor for Gartree Division. I am not acting as an official representative of either Harborough District Council or Leicestershire County Council; these are my own representations.

Original representations 13333

Questions addressed in ID9
Issue 1 Question 1

Overview of my position

1. In essence, this is the wrong plan for Harborough District. My objection concerns its underlying direction: the pattern of growth, its relationship with existing infrastructure and the failure adequately to demonstrate a more sustainable and deliverable future.

2. Once concrete and tarmac are laid, there is very little practical opportunity to alter the trajectory. Decisions about development locations and infrastructure will shape communities for generations. The examination is the opportunity to correct that direction before development makes it substantially irreversible.

3. A vision should guide the strategy. Its ambitions must be supported by the allocations, policies and delivery arrangements. A desirable description of the future cannot substitute for evidence that the selected strategy can achieve it.

Existing communities and the A6 corridor

4. The vision must address the lives of existing residents. For Kibworth, this means congestion, access to the A6, air quality concerns and the effect of strategic traffic on movement between homes, services and community facilities. Further growth should form part of a strategy which addresses these problems.

5. Kibworth needs a bypass. Its potential contribution should be assessed alongside the proposed alternatives, including opportunities for safer pedestrian movement, improved community connections and a better environment for residents and businesses.

6. The availability of bus services does not alone demonstrate that corridor growth is sustainable. The strategy must distinguish local trips from through traffic and explain how cumulative pressures and displaced traffic will be addressed.

Evidence must shape the strategy before submission

7. The late publication of critical transport, infrastructure, viability and education information reinforces my view that the plan was submitted prematurely. The plan was submitted on 17 April 2026, with substantial further evidence published in September. These matters should have informed the scale and location of growth before submission, rather than leaving fundamental delivery questions to be resolved afterwards. [Examination updates published 14 September 2026: HDC11/HDC11A, HDC12, HDC14 and HDC18.]

8. The education evidence illustrates the consequences. Further housing in Kibworth would generate school demand where local secondary expansion is constrained. Meeting some of that demand in Market Harborough risks additional journeys on the congested A6 and costs for families, the County Council or both. These foreseeable consequences could have been identified and addressed earlier through integrated education and transport analysis. [HDC18, Tables 9 and 13.]

9. I recognise that evidence may legitimately be updated during examination. My concern is whether the later work refines an adequately justified strategy or supplies information fundamental to establishing its soundness. The Council should demonstrate how the new findings affect the allocations and whether reasonable alternatives, appraisal or consultation need to be revisited.

A credible future for the District

10. The vision must be grounded in realistic infrastructure provision and respect the separate character of towns and villages. Shared facilities do not remove the distinct identities of Kibworth Beauchamp and Kibworth Harcourt.

11. The Council should demonstrate that its approach remains appropriate following the changed strategic transport context, and that reasonable alternatives have been adequately assessed. I acknowledge additional transport work and proposed policy changes, but these must demonstrate outcomes rather than simply further processes.

12. The supplementary report considered by Leicestershire County Council's Cabinet on 13 October 2026 strengthens these concerns. Paragraphs 36 to 39 and Appendix A say the transport work has not satisfactorily resolved the County Council's concerns. Paragraph 44 says there is no prospect of satisfactorily concluding the education delivery work before the 16 October statement deadline. Those findings require the Council to show how the vision can be delivered through the actual policies, funding and phasing.

13. Changes sought: fundamental reconsideration of the scale, location and sequencing of growth where the strategy is not adequately justified. The vision and corresponding policies should explicitly address existing infrastructure constraints, cumulative A6 impacts, assessment of a Kibworth bypass and timely infrastructure provision. Altering the vision's wording alone would not resolve my objection.

Evidence references

ID9 Stage 2 Matters Issues and Questions, 21 September 2026. Supplementary report on Harborough District Local Plan considered by Leicestershire County Council's Cabinet on 13 October 2026, paragraphs and appendices cited above. HDC11 and HDC11A infrastructure update and schedule; HDC14 Transport Topic Paper Part Two; HDC18 Education Delivery Strategy.

Examination library index

HDC14 — examination evidence

HDC11 — examination evidence

HDC18 — examination evidence