

Harborough Local Plan 2020 – 2041 Examination
Stage 2 Matters, Issues and Questions (MIQs)
Hearing Sessions November 2026
Leicestershire County Council (ID: 7111)

Matter 4: Creating Jobs and Diversifying the Economy

Issue 2: Employment uses: strategic warehousing

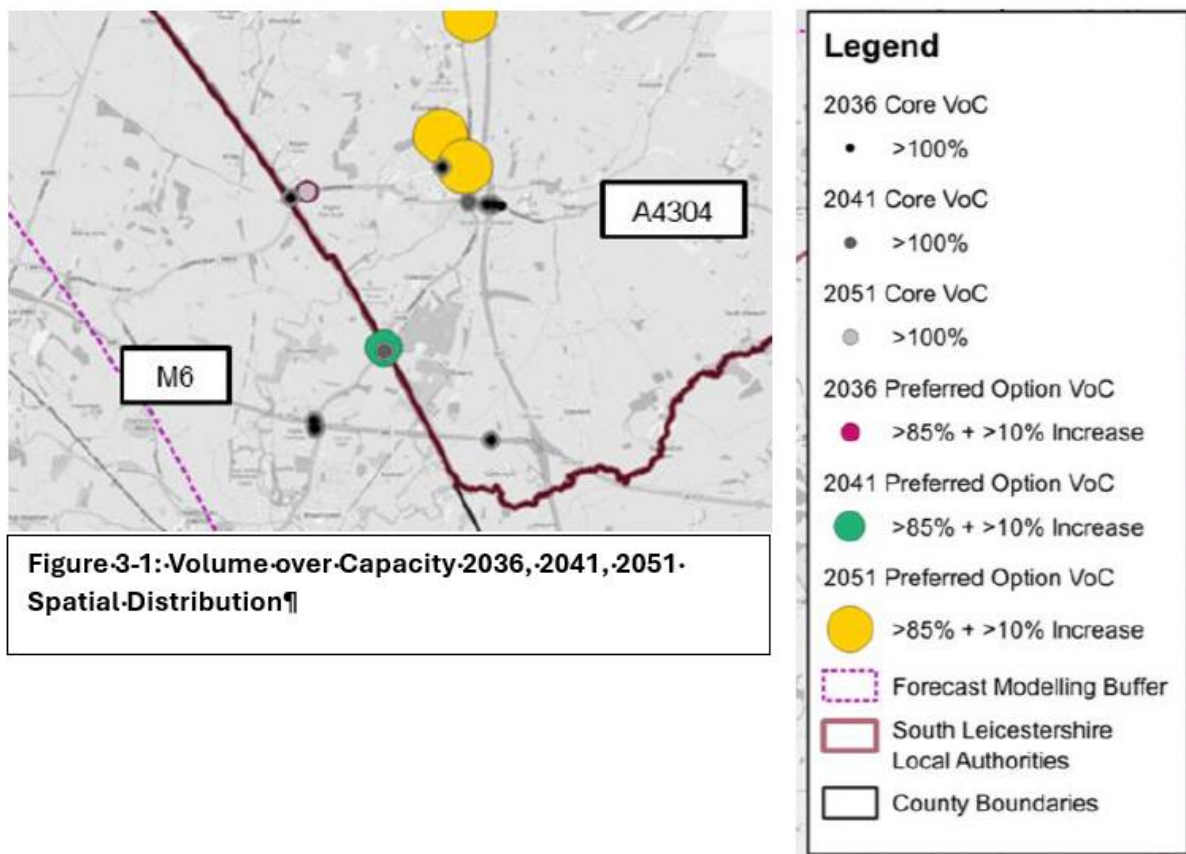
- 5. *What highway impacts are forecast within Harborough District and beyond, and would this result in either an unacceptable impact on highway safety or severe residual cumulative impacts on the highway network?***

With regards the proposed strategic warehousing allocations in this Plan, analysis published by Midlands Connect in July 2024 as referenced in the [Infrastructure Delivery Plan March 2026](#) [INF-NLP2] shows that the A5/A426 Gibbet Hill junction is already nearing its operational capacity, reaching 98% capacity every morning resulting in long queues and lengthy delays.

The impacts of future growth within Harborough district will add to existing delays and congestion at this junction. Whilst no separate transport testing (transport modelling) of the Plan's overall impacts has been undertaken in isolation, its proposed spatial strategy has, in general terms, been tested as part of wider work looking at the transport impacts of growth across the south of Leicestershire; that is the [South Leicestershire Joint Transport Evidence \(JTE\) work](#) [TRP-NLP3, TRP-NLP4A and TRP-NLP5], which has been used to underpin the further evidence work undertaken by Harborough District Council.

Through a [Statement of Common Ground with Harborough District Council](#) [HDC 9] Leicestershire County Council has confirmed that it is content with the JTE work, and it has not raised any issue in its Regulation 19 consultation response with regard to this aspect of the Plan's evidence base.

The JTE work shows that the performance of the junction is forecast to continue to deteriorate over the Plan's lifetime, allowing for the Plan's growth plus that in other areas across south Leicestershire.



Extract From JTE Stage 2 Report

The existing conditions on the A5, including at the Gibbet Hill junction, are already impacting on local communities and on roads that are of a less suitable standard in terms of their design and construction. Even at the strategic level of the JTE work, it is clear to Leicestershire County Council that proposals for significant strategic warehousing in the Magna Park area will cause a worsening of conditions at least at the Gibbet Hill junction, in the absence of a scheme of mitigation of an appropriate scale. Once the outcomes of the more detailed transport assessment work in support of the current planning application associated with the allocations is available it is reasonable to suppose that they will show in more detail the significant extent and nature of the impacts across the road network in this area.

Leicestershire County Council's view remains as per its Regulation 19 consultation response. That is, it remains of the view that, on the basis of the currently available evidence, a strategic scale improvement is required at the least at the A5 Gibbet Hill junction to enable the effective delivery of this element of the Plan over its lifetime. In the absence of such an improvement, it is difficult for Leicestershire County Council at present to foresee a circumstance where the residual cumulative impacts on the highway network would not be severe.

- 6. *Given the existing capacity constraints on the A5, which would require considerable investment to mitigate, is it consistent with national policy to bring***

forward additional strategic warehousing at a location which is solely dependent on the road network? If so, what certainty is there that such improvements would be forthcoming over the Plan period? When would they be complete and would additional warehousing over that which has been permitted or vacant be developable over the Plan period?

Leicestershire County Council acknowledges the importance of the logistics sector in supporting and enabling our everyday lives. It also recognises that given rail network constraints (in particular capacity constraints in the Leicester Station area) and other factors (such as suitable land availability), there are limited opportunities for further rail-served strategic warehousing in Leicestershire and that the focus going forward will most likely continue to be primarily road-based.