

Harborough Local Plan review

Examination in Public

Hearing Statement for Matter 3 – Amount and Distribution of Development

On behalf of Ashfield Land (Harborough) Limited

Representor Ref: ID7425

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1. Introduction

- 1.1. Pegasus Group is instructed by Ashfield Land (Harborough) Limited (hereafter 'Ashfield Land') to respond to the Harborough Council Local Plan Examination 'Panel Note 8: Stage 2 Matters, Issues and Questions (MIQs)' dated 21 September 2026, which has been produced by the Inspectors appointed to hold an independent examination of the Harborough Local Plan ('the Plan') (March 2025).
- 1.2. This Statement relates to Examination in Public Matter 3 – Amount and Distribution of Development.
- 1.3. Ashfield Land has a specific land interest east of the A5 (referred to as A5 East or A5 East Logistics Park) totalling 16.52 hectares. The Site, which is identified on the Site Location Plan at Appendix 1 straddles the boundary between Harborough District and Rugby Borough, with the majority falling within Harborough District.
- 1.4. The Site has the capacity to deliver around 60,000sqm of Use Class B8 employment floorspace along with a roundabout access off the A5 and other benefits. It is subject to a current outline application, submitted to both Harborough District Council (ref: 25/O1543/OUT) and Rugby Borough Council (ref: R25/O936) for

'Outline planning permission (all matters reserved except for access) for up to 60,000sqm of employment floorspace within Use Class B8, a new roundabout site access off the A5, amended site access from Gibbet Lane, plus landscaping, sustainable drainage, earthworks and all other associated works and infrastructure'
- 1.5. A Site Layout Plan (ref: 23504-UMC-ZZZZ-SI-DR-A-0612) and a Parameters Plan (ref: 23504-UMC-ZZZZ-SI-DR-A-0510) are included at Appendix 2 showing how the Site can accommodate the development proposed. Representations have been made to all stages of the Harborough Local Plan in respect of the proposed development at the Site.
- 1.6. Representations have also been made to the emerging Rugby Borough Local Plan at the appropriate times.
- 1.7. This Statement provides comments that respond to the Matters Issues and Questions posed by the Inspectors in respect of Matter 3 – Amount and Distribution of Development with reference to whether the Plan, as submitted is sound when tested against the 'tests of



soundness' set out at Paragraph 35 of the National Planning Policy Framework (December 2023 against which the Plan is being examined).



2. Matter 3: Amount and Distribution of Development

Issue 1: Spatial Strategy

Q2: Is the spatial strategy, as set out in Strategic Policies DS01 to DS05, and elsewhere in the Plan, an appropriate strategy, taking account of reasonable alternative, and based on proportionate evidence?

- 2.1. Policy DS02: Development Strategy: Creating Jobs and Diversifying the Economy sets out how the Council plan to deliver employment land to create jobs during the plan period 2020 – 2041.
- 2.2. The start date of the Local Plan of 2020 is unsound. Whilst for previous consultations Ashfield Land did not object to this, given the elapse of time since, it is now considered that 2020 is an inappropriate base date for a plan progressing to submission and examination in 2026.
- 2.3. This Local Plan is being progressed against the December 2023 NPPF, the guidance to which the plan needs to prepare its requirement against, therefore, is that applicable to the December 2023 NPPF. Planning Practice Guidance (Ref: Paragraph: 004 Reference ID: 2a-004-20201216) confirms that the baseline should be set (Step1) *'with the current year being used as the starting point from which to calculate growth over that period'*.
- 2.4. By back dating the starting point of the Plan, this has the effect of discounting past oversupply against future requirement and any oversupply effectively becomes discounted against the whole plan target.
- 2.5. The calculation should have a start date of 2025 or at the earliest 2024 (the latest date for which figures are available). This would mean that the employment land requirement would be updated, and in particular, the large net strategic B8 completions in 2020–2021 (over 20ha), 2022–2023 (circa 60ha) and 2023–2024 (circa 20ha) (Figure 2, Annual Monitoring Report 2024–2025, Harborough District Council, attached at Appendix 3) it is expected that this would illustrate that the plan does not deliver sufficient strategic employment land growth through the plan period to meet the identified strategic B8 need although it is difficult to compare the two matters when the allocated strategic needs are referred to in floorspace terms and not in ha. A direct comparison should be provided by the Council.



2.6. Policy DS02 at point 7 sets out a requirement for 340,000sqm of floorspace for Strategic B8 distribution uses to be provided, and propose two allocations to deliver this, at Magna Park, and on land south of George House, Coventry Road.

2.7. In addition to the comments on the Plan period dates and discounting of supply against the whole Plan target, the Plan is not providing for sufficient land and floorspace to meet the identified need as set out in the evidence base.

Employment Need

2.8. The Leicester and Leicestershire Housing and Economic Needs Assessment: Employment Distribution Paper (HENA) was produced by Icenl in April 2022 and updated in June 2022 (Doc EMP-NLP2). It covers the local authorities of Blaby, Charnwood, Harborough, Hinckley and Bosworth, Leicestershire County, Melton, North West Leicestershire, Leicester City and Oadby and Wigston and identifies in Table 13.2 that 194,000 square metres of industrial and distribution floorspace (48.5 hectares) are required in Harborough to 2041.

2.9. However, this is only the requirement for 'local' employment floorspace, in effect, units under 9,000sqm. There is also a need for 'strategic' Use Class B8 floorspace.

2.10. The 2021 (amended 2022) Warehouse and Logistics in Leicester and Leicestershire: Managing Growth and Change report (EMP-NLP1) recommended that the 'authorities' (as listed above) plan for around 2.5 million square meters of B8 floorspace to 2041.

2.11. It identified a shortfall of 768,000sqm of space at rail served sites which should be planned for (at the time of the report it was noted that the Hinckley Rail Freight interchange would take up a significant amount) but also identified a 392,000sqm (112ha) shortfall at non-rail served sites. This equates to an identified need for over one million sqm of B8 floorspace.

2.12. The report also identified (para 17.2) that the attractiveness of the Golden Triangle for logistics employment in Harborough and the wider area is unlikely to diminish, suggesting that the demand for this land and growth of the sector will continue to increase in the longer term.

2.13. The Council's Harborough Local Housing and Employment Land Evidence (February 2025) (Doc EMP-NLP 5) document identified that B8 uses for storage and distribution and



wholesale and retail trade make up 31% of Harborough's job opportunities. The District's Central UK location is attributed to the popularity of such economic activity and investment.

Employment Supply

- 2.14. The adopted Harborough Local Plan Policy BE1 requires the provision of a minimum of 24hectares of employment land to be provided between 2011 and 2031. The 2022-2023 Annual Monitoring Report indicates that across all employment use classes, 171 ha of employment floorspace has been delivered between 2011-12 and 2022-23, which exceeds the Local Plan targets.
- 2.15. The Strategic B8 Needs Sensitivity Report (December 2024) (Doc EMP-NLP 4) provided an updated assessment of the need for strategic (i.e. over 9,000sqm) Use Class B8 development across Leicester and Leicestershire, with specific regard to the proportion of this need that should be met in Harborough.
- 2.16. The report identified an ongoing and continued growth and demand for B8 units across Leicester and Leicestershire, concluding at para 5.38 that there is a residual need for strategic B8 development of 537ha to 2031.
- 2.17. Harborough has historically satisfied 25.5% of the area's total absorption of employment land. Applying that logic to the identified need for 537ha cross the Study area indicates that the Authority should be planning for 146ha up to 2041.
- 2.18. The Report also identifies that Harborough is within the most suitable location for the delivery of B8 development with reference to its location on the Strategic Road Network (SRN) and Main Road Network (MRN) within Leicester and Leicestershire. The most appropriate 'Areas of Opportunity' cover the area where the A5 links to the M1, and also to the M6 further south. These are areas that should be prioritised as locations for strategic B8 development, where development can be delivered within a 5 mile drive of the M1, junction 20, a key requisite.
- 2.19. Paras 6.25 – 6.29 of the Report refer to the residual need for strategic B8 development within Harborough, and states that if the Hinckley RFI is refused (which it now has been), there will also be a residual rail need to plan for, which could be met at 'satellite' road-based sites with good access to a Rail Freight Interchange (RFI). This would include sites along the A5, which have good accessibility to the rail freight interchanges at both the DIRFT and Birch Coppice



developments, and it would be reasonable for the local authority to deliver sites and permit development that would support this requirement.

2.20. In addition to the above, and following the refusal of the Hinckley RFI, the latest evidence base includes additional evidence comprising:

- Leicester and Leicestershire: Strategic Distribution Floorspace Needs Update and Apportionment (October 2025) (Doc EMP-NLP 6)
- Errata: Leicester and Leicestershire: Strategic Distribution Floorspace Needs Update and Apportionment (January 2026) (Appendix 4).

2.21. The Assessment work, undertaken by Icen, was commissioned by the Leicester and Leicestershire local authorities (including Harborough) and forms part of their joint working to plan for strategic B8 development. The report's purpose is to consider *"needs for strategic B8 development across Leicester and Leicestershire over the period to 2046 to inform plan-making."* It is an update to the 2021 assessment which considered the same.

2.22. Para 0.11 of the October 2025 report, sets out that the gross need for B8 strategic floorspace over the 23-year period 2023–2046 is 3,969,400sqm (compared to 2,571,000 sqm for a 21-year period 2020–2041). The report concludes that the higher 'need' shown reflects the structural shift in the logistics market that has occurred since the 2021 study. The Assessment has also determined a rail-served and road-served apportionment and netted off completions and outstanding commitments as of April 2024 to identify a residual need.

2.23. It is also noted that the Study considered that there could still be an opportunity for rail freight to be delivered at Hinckley NRFI and the work assumes that, along with an extension to the East Midlands Airport site, rail-based strategic B8 delivery could be 890,000sqm. This is taken into account in the then further apportionment of strategic B8 need.

2.24. The Assessment's approach to apportionment was on a stepped basis, where potential locations were identified on a sequential approach with a focus on road network junctions in Areas of Opportunity (A5 East Logistics Park, Ashfield Land's interests falls within Area of Opportunity 6 (AO6) although the report then focuses on Magna Park and M1 J20 within that AOO). Further to the AO search areas the next step was buffer zones around transport corridors (optimal 5–10 minute travel time from Strategic Road Network junctions). Land



capacity and assessments were then undertaken to determine suitability etc to give the broad locations ratings.

- 2.25. Figure O.2 identifies that the 'Magna Park' and M1 J20 broad locations (part of AO 6), were rated Amber. Table 6.5 of the Errata explains that whilst the location has direct access to the A5 (Strategic Road Network), *"there are significant corridor capacity constraints which require strategic intervention to unlock capacity. There is currently no National Highways improvement scheme identified."*
- 2.26. The A5/A426/Gibbet Lane junction is identified within the AO6 area and Warwickshire County Council comments to the Regulation 19 consultation on the emerging Local Plan confirmed that whilst Magna Park provided contributions to improvements, no improvements have been made, concluding that growth in the Magna Park corridor should be dependent on the need for strategy scale interventions on the A5 corridor, 'at least' at, inter alia, the Gibbet Hill roundabout.
- 2.27. Labour accessibility and public transport access at the M1 J20 location is considered poor, leading to the amber rating.
- 2.28. The apportionment of additional space to AO6 was proposed as 20% of the total identified need and this equates to 752,700sqm of B8 floorspace (road based). Taking into account existing commitments of 257,000sqm the residual AO6 apportionment is 495,700 sqm (Table O.4). This was then adjusted as two AOs did not have sufficient capacity and a further 70,700sqm of floorspace (also road based), giving a total apportionment of 823,400sqm (residual 566,400sqm) from the need identified between 2023 and 2046. As AO6 is within Harborough DC, Table O.8 confirms that the apportionment by District is as per that to AO6.
- 2.29. This is therefore the latest evidence base, commissioned by all Leicester and Leicestershire authorities who should then be incorporating it into Local Plans.
- 2.30. Harborough's emerging Plan period is 2020–2041, although it would be beneficial if it was updated to have a base date of 2025 or 2026 (which it should also do with regard to established best practice). If this is the case, assuming adoption in 2027, the Plan end date will need to be 2042 to allow 15 years from the date of adoption as required by the NPPF.



- 2.31. Notwithstanding, if the residual strategic B8 requirement is split over the Iceni study period 2023–2046 this is an annual requirement of 43,569sqm per annum. Netting that up to 15 years (2026–2041 in case the emerging Plan end period does not change) results in a requirement for 653,538sqm. (minimum) of strategic B8 floorspace. The emerging Plan only makes provision for 340,000sqm of the identified strategic B8 apportionment, which even when considering requirements across the plan period is an outstanding requirement for 313,538sqm.
- 2.32. The emerging Local Plan has not taken into account the latest assessment and apportionment work (indeed it is not proposed as a submission document for the Local Plan), has not done any updates to acknowledge it or to identify further strategic B8 employment land, and will therefore underprovide against the identified need following apportionment. Policy DSO2 cannot be found sound when it does not provide for the required floorspace, nor does it refer to the latest evidence base.
- 2.33. The Authority have sought to cover off the latest evidence through a Statement of Common Ground (Doc SCG–NLP 23) (SoCG), the purpose of which is to demonstrate how, following the latest evidence, the Authorities have taken on the unmet strategic warehousing need arising as a result of the Hinckley RFI refusal.
- 2.34. Table 2 of the SoCG sets out that the apportionment to Harborough for the period 2023 – 2046 is 823,400sqm, of which 257,000 is completed and 566,400 is residual need. Appendix 2, Table B goes on to identify that the ‘balance’ for Harborough when completions, commitments and emerging allocations are taken into account, is 226,362sqm.
- 2.35. Harborough appear to have not thought it appropriate to update the Local Plan based on the agreed apportionment in the SoCG, set out in a Paper taken to the 27th July Cabinet meeting (Appendix 5).
- 2.36. In that, they have pro rata’ed the distribution across the Plan period 2023–2041 (using the evidence data base date). That does not correlate with the Plan period as proposed which is 2021 – 2041 (20 years), although as set out above, the Plan period should actually be 2024 or 2025 to at least 2042 to allow it to have a 15 year time period from adoption.
- 2.37. In addition, the Council are counting completions and commitment for the period 2023 – 2024, plus ‘extra supply’ since April 2024 in purporting to demonstrate they can meet the



apportioned B8 need. As set out above in relation to the Plan period and base date, past completions should be discounted. This would remove at least 21.1ha (Table 11 AMR, Appendix 3) from the provision in the Cabinet Report.

2.38. That area should be converted to a floorspace to understand the impact on the Council floorspace apportionment. But, taking Ashfield Land's interests as a benchmark: if 16.5ha can provide circa 60,000sqm then 21.1ha would remove at least 76,000sqm from the provision, meaning the Council would need to find additional land for strategic warehousing to meet need.

2.39. In summary, Policy DS02 cannot be found sound for the following reasons:

- It (and the whole plan) is predicated on an incorrect Plan period which should have a base date of 2025. It is also required to have a minimum end date of 2042 which will allow a minimum 15 year plan period from adoption (which will not be until 2027).
- The employment land requirements should be based on the base date and updated to remove completions prior to that date.
- The Plan must have regard to the latest evidence base on the requirement for strategic B8 employment floorspace, which they have agreed to in the SoCG submitted to the Examination.
- Additional land needs to be found for the delivery of strategic employment floorspace.



3. Land east of A5

- 3.1. Ashfield Land are a proven property company. The business has been established for 35 years and have a strong track record and history of development delivery across all sectors, with the ability and expertise to bring land forward and deliver development quickly.
- 3.2. Ashfield Land is promoting land at A5 East (see Site Location Plan at Appendix 1) for future employment uses. The Site is to the north east of Rugby Town Centre and north west of the settlement of Shawell. Totalling 16.52ha, the south western part of the Site, adjacent to the A5, falls within Rugby Borough Council's administrative area, whereas the majority of the site is in Harborough District.
- 3.3. The Site is bound by the A5 to the south and west, and Gibbet Lane to the north. It adjoins land associated with the BMI Redland Shawell Plant, and beyond this is the Shawell Sand and Gravel Quarry, operated by Tarmac.
- 3.4. The Site falls within Zone 1 and is at a low risk of fluvial flooding. It is also at a low risk of surface water (pluvial) flooding, although there are some parts of the Site at its southernmost extent adjacent to the A5 that are at a medium risk of surface water flooding. The Site is not in a Conservation Area, nor does it contain any listed buildings.
- 3.5. Other features in the wider vicinity include two Local Wildlife Sites, to the north of Gibbet Lane and to the east along Gibbet Lane. There is a Scheduled Ancient Monument to the south east, on the opposite side of the A5.
- 3.6. The Site has most recently been utilised for quarrying, and excavation of materials under permission granted by Leicestershire County Council on 17 December 2019 (ref: 2018/CM/0147/LCC) for an extension of the surrounding uses, to allow the extraction of sand and gravel at the Site the subject of this enquiry. All minerals (sand and gravel) have been extracted from the Site, and quarrying works have now ceased. Restoration plans have been approved for the restoration of the land to agriculture at the cessation of the quarrying. The restoration plans approved includes that the land will be returned to an agricultural use, a combination of arable and grassland (for pasture) in the form of a shallow bowl, complete with a balancing pond. There is no public access to the site and no public rights of way.
- 3.7. The Site has previously been promoted through the Council's 'call for sites' process and is identified in Harborough's Strategic Housing and Economic Land Availability Assessment



(SHELAA) 2024 (Doc HSG-NLP 4 and HSG-NLP 5) as Site 21/8074 (Land South of Gibbet Lane). The Site was considered to be available. Concerns were raised about viability to provide a new roundabout access to the A5 affecting Achievability, and the site's location being in the open countryside and at least 1km from economic or population centres. Notwithstanding, it was considered 'developable' overall, within a timeframe of 11-15 (and beyond) years.

- 3.8. The Site sits within the logistics/employment development 'Golden Triangle' and, as referred to above, is exceptionally well located for such development and within an Area of Opportunity (as per relevant evidence base documents referred above) for the delivery of future employment floorspace, being within 5 minutes' drive of the Strategic Road Network.
- 3.9. Quarrying has now been completed and it is immediately available for development and could deliver high quality employment development to meet the needs of the District to 2041, supporting its position within the Golden Triangle, contributing to the economy and creating jobs.
- 3.10. It would also provide a location on the A5 to deliver some of the residual B8 strategic employment land arising from the refusal of the Hinckley NRFI. Located on the A5 it would have access directly to DIRFT and the Birch Coppice RFI, which would be considered suitable in accordance with the Council's evidence base referred above.
- 3.11. Figure O.2 of Doc EMP-NLP 6 identifies that the 'Magna Park' and M1 J20 broad locations (part of AO 6), were rated Amber. Table 6.5 of the Errata explains that whilst the location has direct access to the A5 (Strategic Road Network), *"there are significant corridor capacity constraints which require strategic intervention to unlock capacity. There is currently no National Highways improvement scheme identified."*
- 3.12. The A5/A426/Gibbet Lane junction is identified within the AO6 area and Warwickshire County Council comments to the Regulation 19 consultation on the emerging Local Plan confirmed that whilst Magna Park provided contributions to improvements, no improvements have been made, concluding that growth in the Magna Park corridor should be dependent on the need for strategy scale interventions on the A5 corridor, 'at least' at, inter alia, the Gibbet Hill roundabout.



- 3.13. The proposed development has been designed to make effective use of the land and 60,000 sqm of employment space would support the substantial identified need for strategic B8 floorspace within Harborough, which would in turn deliver substantial economic growth in the district, whilst also delivering on-site parking, SUDs, landscaping and green infrastructure and the site is subject to a current planning application as referred in Section 1.
- 3.14. Improvements to site sustainability by modes of transport other than the private car, delivery of a bus terminal and diversion of the existing bus service for employees to access the site can be provided and importantly, improvements are proposed to the operational efficiency of the Gibbet Lane Roundabout and reduced traffic through access to Gibbet Lane via the site rather than Gibbet Lane (off the Gibbet Hill roundabout) itself. This will deliver amenity benefits for local residents, and improved efficiency to the Gibbet Lane arm of the Gibbet Hill roundabout.
- 3.15. The site is suitable, available and deliverable and can meet the identified shortfall in supply to meet identified need.



Appendix 1

Site Location Plan

General Notes

- This document is to be used for the stated purpose only and should not be used for any other.
- Dimensions are all in millimetres, unless stated otherwise.
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North



Document Scale(s)

50m SCALE 1:2500



All survey data to Ordnance Survey National Grid (OSTN15) (OSGM15)

Project Name

Gibbet Lane, Shawell

Employer		Project Address	
Ashfield Land		Gibbet Lane Shawell	
RIBA Workstage		Suitability	
1 - Preparation and Brief		S2 - Information	
Drawn	Checked	Created	Size
JJM	JJM	16/06/2025	A1
UMC Project Reference		Scale	LOD LOI
23504		1:2500	1 1

Document Title

Site Location Plan

Document Reference

23504 - UMC - ZZZZ - SI - DR - A - 0511

Revision Note

Redline boundary updated

Issue Date Status Current Revision

25.07.2025

P04



Appendix 2

Site Layout Plan and Parameters Plan



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North



Document Scale(s)

10m SCALE 1:2000

Schedule of Accommodation

Total GIA	-	625,791 ft ²	(58,137 m ²)
Site Area	-	41.81 acres	16.92 ha
Site Density GIA	-		34.36%

Unit 100			
Warehouse Area	-	197,635 ft ²	(18,361 m ²)
Office Area (incl. GF core)	-	10,401 ft ²	(966 m ²)
Transport Office	-	2,500 ft ²	(232 m ²)
Gatehouse	-	300 ft ²	(28 m ²)
Unit 100 GIA	-	210,836 ft ²	(19,587 m ²)

Unit 200			
Warehouse Area	-	148,906 ft ²	(13,834 m ²)
Office Area (incl. GF core)	-	7,837 ft ²	(728 m ²)
Gatehouse	-	300 ft ²	(28 m ²)
Unit 200 GIA	-	157,043 ft ²	(14,590 m ²)

Unit 300			
Warehouse Area	-	242,357 ft ²	(22,516 m ²)
Office Area (incl. GF core)	-	12,755 ft ²	(1,185 m ²)
Transport Office	-	2,500 ft ²	(232 m ²)
Gatehouse	-	300 ft ²	(28 m ²)
Unit 300 GIA	-	257,912 ft ²	(23,961 m ²)

Project Name

Gibbet Lane, Shawell

Employer	Project Address
Ashfield Land	Gibbet Lane Shawell

RIBA Workstage	Suitability
1 - Preparation and Brief	S2 - Information

Drawn	Checked	Created	Size
JJM	JJM	06/05/2025	A1

UMC Project Reference	Scale	LOD	LOI
23504	1:2000	1	1

Document Title

Site Layout - Gibbet Lane Option 2

Document Reference

23504 - UMC - ZZZZ - SI - DR - A - 0612

Revision Note

Annotation update and redline boundary updated

Issue Date Status Current Revision

26.07.2025

P06



- General Notes
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North

Document Scale(s)

10m SCALE 1:2000

- Key:
- Development Area (Use Class B8)
 - Landscaping zone
 - Estate road
 - Attenuation
 - Bus Terminal

Indicative boundary landscaping

Existing Woodland Retained

Proposed Highways Roundabout

Planning Site Area	16.92ha
Development Area	11.30ha
Number of Units	2 - 4
Maximum flexible industrial, storage and distribution floorspace - B8	60,000sqm
Finished Floor Level	124-126m AOD (+/- 1m)
Maximum Building Height	148m AOD (+/- 1m)

Project Name

Gibbet Lane, Shawell

Employer	Project Address
Ashfield Land	Gibbet Lane Shawell

RIBA Workstage Suitability

1 - Preparation and Brief S2 - Information

Drawn	Checked	Created	Size
JDS	JJM	19/05/2025	A1
UMC Project Reference	Scale	LOD	LOI
23504	1:2000	1	1

Document Title

Parameters Plan

Document Reference

23504 - UMC - ZZZZ - SI - DR - A - 0510

Revision Note

Updated to suit current layout

Issue Date Status Current Revision

19.05.2025

P04



Appendix 3

Harborough District Council 2024–20025 Annual Monitoring Report (AMR)



Harbours District Authority Monitoring Report 2024-25

~ 1 April 2024 to 31 March 2025 ~

Published February 2026

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1. Introduction

- 1.1 Monitoring is an important part of the planning process. The plan-led system requires the Development Plan to be the starting point for the consideration of planning applications. Through a plan, monitor, manage approach, the Council can evidence how the plan is being delivered and identify any issues where further action may be needed. The Authority Monitoring Report (AMR) is the principal way we monitor the delivery of the adopted Development Plan.
- 1.2 Production of an AMR is a requirement of the Planning and Compulsory Purchase Order Act 2004 (as amended by the 2011 Localism Act) and The Town and Country Planning (Local Planning) (England) Regulations 2012. The monitoring of housing targets set in the Local Plan is also identified as a Key Activity in the Council's Corporate Plan, which sets out the key work priorities of the Council. This AMR also reports on the implementation of the Local Development Scheme (LDS) which sets out the timetable for plan-making in the district.
- 1.3 This AMR presents the findings of monitoring the 2011-2031 Harborough Local Plan. The AMR sets out progress against various policies within the plan in accordance with the monitoring framework set out in Appendix K of the Local Plan. There are some data gaps, but these will be filled as more information becomes available over time to be able to allow analysis.

2. Changes to Development Plan

- 2.1 This AMR reports on the 2024/25 period from 1 April 2024 to 31 March 2025. The Development Plan consists of District Council level planning documents, County Council Mineral and Waste Planning Documents and any made Neighbourhood Plans.
- 2.2 The Harborough Local Plan 2011-2031 was adopted on 30 April 2019. The County Council formally adopted the Leicestershire Minerals and Waste Local Plan up to 2031 on 25 September 2019.
- 2.3 There are 30 communities in Harborough District that have a 'made' neighbourhood plan in place. The following neighbourhood plans were reviewed or made during the 24/25 period:
- Arnesby Neighbourhood Plan (30 January 2025)
 - Billesdon Neighbourhood Plan (10 June 2024)
 - High Leicestershire Neighbourhood Plan (30 January 2025)

3. Local Development Scheme

- 3.1 An LDS sets out the project plan for the preparation of development plan documents, including the Local Plan.
- 3.2 Although outside of the monitoring period, it is important to report in the AMR on any adjustments that have been made to the timetable for the preparation and adoption of the Local Plan. The LDS was updated in November 2025 to replace the LDS approved in March 2025 (post this AMR period). The LDS sets out the timetable for the preparation of the new Local Plan.
- 3.3 Preparation of the new Local Plan is now at an advanced stage with publication and consultation on the Proposed Submission Draft Harborough Local Plan completed. This was undertaken between 10 March and 6 May 2025 in accordance with the LDS in effect at that time.

4. Housing Monitoring and Affordable Delivery

- 4.1 The monitoring of the delivery of open market and affordable homes is an important part of Local Plan monitoring. Commitments and completions can then be compared to the Local Plan Housing Trajectory, ensuring housing delivery remains on track.
- 4.2 During the 2024/25 monitoring period 491 new dwellings were completed, of which 77 were Affordable Homes: 34 Social Rented and 8 Affordable Rented, 20 Shared Ownership and 15 Discounted Open Rent Sale.
- 4.3 Figure 1 below illustrates annual net additional dwellings from 2011/12 (the base date for the Local Plan) to 2024/25.

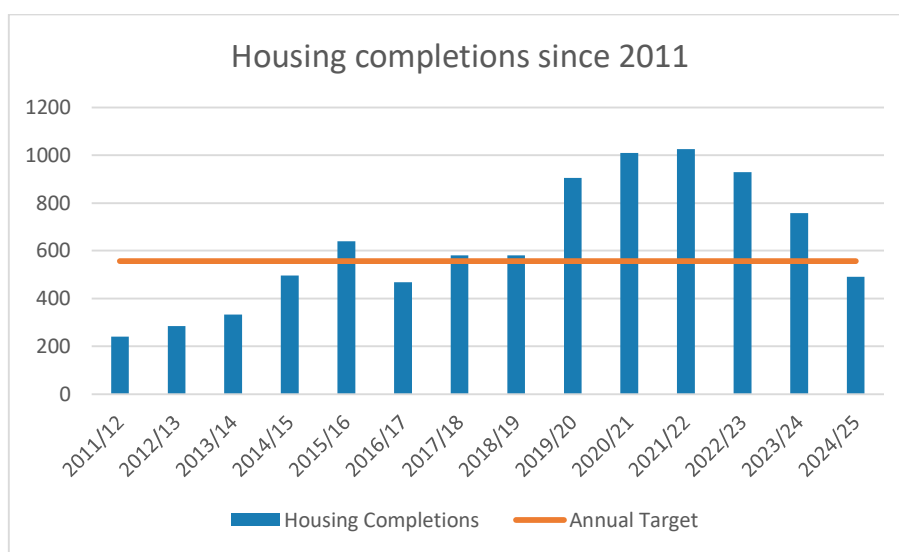


Figure 1: A bar and line graph to show annual new housing completions since 2011 (shown as columns / bars) and the minimum annual housing requirement of 557 dwellings per annum (the line), as set out in the adopted local plan to meet local housing needs.

5. Five- Year Housing Land Supply

- 5.1 The National Planning Policy Framework (NPPF) stipulates that Local Planning Authorities (LPAs) should provide an indication of whether there are sufficient development sites available to meet the housing needs in their area in the form of a '5 Year Housing Land Supply'.
- 5.2 Although outside of the monitoring period of this report the Council published an updated five-year housing land supply position in May 2025. Following changes to the NPPF in late December 2024 the Council published an updated position on 5-year housing land supply in January 2025. The 24/25 five-year housing land supply statement was published in October 2025. This can be viewed [here](#).

6. Housing Delivery Test

6.1 The Housing Delivery Test (HDT) is a compulsory calculation undertaken by Government. It assesses the performance of Local Planning Authorities in delivering housing and its purpose is two-fold:

- **Planning application decisions:** the HDT result can trigger the presumption in favour of sustainable development when the HDT is 75% or lower.
- **Five-year housing land supply:** the better the HDT result, the smaller the buffer that local authorities are obliged to add to their housing requirement figures in the 5-year housing land supply calculation.

6.2 Sanctions are set out in paragraph 79 and footnote 8 of the NPPF (December 2023) and are summarised below:

Table 1 Consequences of Housing Delivery Test results as set out in the Framework

HDT Result	Consequence
≤95%	The authority should prepare an action plan
≤85%	20% buffer and duty bound to produce an Action Plan
≤75%	20% buffer, duty bound to produce and Action Plan and triggers the presumption in favour of sustainable development

6.3 More information on the HDT and how it is calculated is available at [Housing Delivery Test: 2023 measurement - GOV.UK](#)

6.4 The Government published official results on 12 December 2024, and this comprises the most recent HDT result. The measurement sets out that Harborough District Council delivered 210% of its requirement between 2020 and 2023.

7. Custom and Self-Build Monitoring

- 7.1 Under the Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) the Council has a legal duty to keep a register of individuals and associations of individuals who wish to acquire serviced plots of land within the District to bring forward self-build and custom housebuilding projects. As a local planning authority, the Council must give suitable development permission in respect of enough serviced plots of land to meet the demand for self-build and custom housebuilding in the authority's area arising in each base period and is also required to have regard to the register when carrying out its planning, housing, land disposal and regeneration functions.
- 7.2 The Harborough Local Plan, which was adopted in 2019, sets out the Council's approach to supporting self-build and custom housebuilding. Policy H5 Housing standards, mix and standards supports the delivery of self-build plots and custom housebuilding in any location that is suitable for housing. The policy also encourages self-build/custom housing on strategic allocations capable of accommodating 250 dwellings or more (as part of an appropriate mix of dwellings) where there is evidence of demand. Policies L1 East of Lutterworth Strategic Development Area and SC1 Scraftoft North Strategic Development Area specify that the provision of serviced plots for self-build and custom housebuilding should form part of a suitable mix of housing types within these areas.
- 7.3 In October 2023, the Levelling Up and Regeneration Act was given Royal Assent which makes amendments to the Self-Build and Custom Housebuilding Act 2015. It clarifies that where demand from previous base periods has not been met, it will be aggregated and still count as demand for self or custom build housing that the planning authority has to meet. Further to this it clarifies that the demand is evidenced by the number of entries added during a base period regardless of whether they have asked to be removed from the Register. This has resulted in change to the number of individuals on the register in each base period when compared with previous AMR's.
- 7.4 Table 2 below sets out the number of entries on the Self-Build and Custom Housebuilding Register for each completed Base Period (31 October – 30 October) as of the end of March 2025.

Table 2 A table to show the number of entries on the Self Build and Custom Housebuilding Register for each completed base period as at 31 March 2024

Base Period	Individuals	Associations	Plots required
1 (launch - 30/10/16)	33	0	33
2 (31/10/16 - 30/10/17)	40	0	40

3 (31/10/17 - 30/10/18)	35	0	35
4 (31/10/18 - 30/10/19)	34	0	34
5 (31/10/19 - 30/10/20)	40	0	40
6 (31/10/20 - 30/10/21)	36	0	36
7 (31/10/21 - 30/10/22)	28	1	30
8 (31/10/22 - 30/10/23)	34	0	34
9 (31/10/23 - 30/10/24)	16	0	16
Totals	296	1	298

7.5 Where specified, of those on the register as of 31 March 2025:

- More than half of entrants are seeking to build properties with 4 or more bedrooms;
- Approximately 40% of entrants want a plot of over 500sqm, 20% want a plot of around 300-500sqm and 30% want a plot size of 150-300sqm. Fewer than 10% want a plot of less than 150sqm;
- Almost all entrants are seeking a plot for a detached house; and
- About a third of entrants identify up to 5 of the sustainable settlements (listed on the application form) as their preferred location for a self-build plot. Others are less specific with a third of entrants selecting 10 or more preferred locations.

7.6 The Council has 3 years to grant planning permissions for plots equivalent to entries on the register for a base period. The table below shows an overview of the supply and demand situation since 2016. It shows there is a shortfall of self and custom build permissions to meet the demand on the register at 31st March 2025.

Table 3 Number of permissions achieved against demand

	Date range for base period	Total no. of registrations	Permissions granted	Demand*	Supply
1	1 April 2016 - 30 Oct 2016	34	0	0	0
2	31 Oct 2016 - 30 Oct 2017	40	0	0	0
3	31 Oct 2017 - 30 Oct 2018	35	5	0	5
4	31 Oct 2018 - 30 Oct 2019	34	11	34	-18
5	31 Oct 2019 - 30 Oct 2020	40	1	74	-57
6	31 Oct 2020 - 30 Oct 2021	36	2	109	-90
7	31 Oct 2021 - 30 Oct 2022	30	16	143	-108
8	31 Oct 2022 - 30 Oct 2023	34	14	183	-134
9	31 Oct 2023 - 30 Oct 2024	16	16	219	-154

*Deadline for meeting demand (Cumulative totals 3 years following each base period)

- 7.7 Information about the Council's approach to promoting self-build and custom housebuilding and to meeting its legislative duties is set out in its [Self-build and Custom Housebuilding Corporate Policy](#) document. This was endorsed by the Council's Cabinet on 6 July 2020.
- 7.8 Further details about the register and applying to join the register through the online form are available on the Council's [website](#).

8. Gypsy, Traveller and Travelling Showpeople Monitoring

- 8.1 The Council is required to plan for all housing needs including those of the Gypsy and Traveller and Travelling Showpeople communities.
- 8.2 Each year, the Council should demonstrate a five-year supply of specific deliverable sites against locally set targets. This plan-led approach to provision is important to help ensure that new traveller accommodation is planned and provided in suitable, sustainable locations.
- 8.3 Policy H6 of the Local Plan sets out a target for a minimum of 5 Gypsy and Traveller pitches and 26 Travelling Showpeople plots between 2011 and 2031. The adopted Local Plan is more than 5 years old, and the local targets for traveller accommodation are no longer up to date.

Gypsy and Traveller Pitches

- 8.4 Current and future need for traveller accommodation is documented in the Gypsy and Traveller Accommodation Assessment (GTAA) (2024). The GTAA will form part of the evidence base used to inform preparation of the new Local Plan and it is a technical document that can be used to help inform locally set targets.
- 8.5 Table 5 shows the land supply position for Gypsy and Traveller pitches as of 31 March 2025 which is 3.4 years' supply of pitches.

Table 4 The five-year supply of gypsy and traveller pitches as of 31 March 2025

Row	Harborough District Gypsy and Traveller Pitch Requirements 2016-2031	Total	Calculation
A	Pitch requirement for Harborough District 2024-2040	30	n/a
B	5-year pitch requirement from GTAA 2024-2028	19	
C	Recorded pitch completions 24/25	0	
D	Annual requirement for the next 5 years	3.8	B/5
E	Total Five-Year Pitch Requirement	19	D * 5
	Supply of sites: 1 April 2024 to 31 March 2025		
F	Mere Farm (vacant pitches)	8	

G	Walkers Stables Expansion (vacant pitches)	5	
H	Five-Year Supply of deliverable sites	13	
	Five Year Assessment Calculation, 1 April 2024 to March 2029		
I	Annual requirement	3.8	D
J	Assessed five-year supply of deliverable pitches	13	H
K	Years supply of pitches	3.4	J/I

Travelling Showpeople Plots

8.5 Table 6 shows the land supply position for Travelling Showpeople plots as of 31 March 2025 which is 1.88 years' supply of plots.

Table 5 The Five-Year Supply of Travelling Show People plots as of 31 March 2025

Row	Harborough District Gypsy and Traveller Pitch Requirements 2016-2031	Total	Calculation
A	Plot requirement for Harborough District 2024-2040	104	n/a
B	5-year plot requirement from GTAA 2024-2028	77	
C	Recorded pitch completions 24/25	0	
D	Annual requirement for the next 5 years	15.4	B/5
E	Total Five-Year Pitch Requirement	77	D * 5
	Supply of sites: 1 April 2024 to 31 March 2025		
F	Fairacres Caravan Site (TSP2a)	9	
G	Stanley Way (TSP23b)	6	
H	Golf Course Rise (TSP3)	7	
I	Land at James Bond Caravan Site (TSP5)	7	
J	Five-Year Supply of deliverable sites	29	
	Five Year Assessment Calculation, 1 April 2024 to March 2029		
I	Annual requirement	15.4	D
J	Assessed five-year supply of deliverable plots	29	H
K	Years supply of plots	1.88	J/I

9. Employment Land Monitoring

Completions

9.1 During the 2024/25 monitoring period 5.35ha of employment land was completed in the district and 1.45ha of employment land was lost to alternative uses, giving a net employment land completions figure of 3.9ha for the year. Table 7 provides a breakdown of Net Completions by employment type and states equivalent floorspace (sqm). Table 8 shows the quantity of net completions on allocated sites.

Table 6 Completions by employment type

Employment Monitoring 2024/25 (by category)	Net Completions 2024/25 (hectares)	Net Completions 2024/25 (floorspace equivalent sqm)
Office	1.9	3,330
Industrial	3.5	6,251
Non Strategic Storage & Distribution	-1.5	-2860
Strategic Storage & Distribution	0	0
Total	3.9	6,721

Table 7 Net completions on allocated sites

Employment completions 2024/25 by type	Allocated sites (net)	Other sites (net)	Net completions 20224/25
Office (ha)	1.85	0	1.85
Industrial (ha)	3.15	0.35	3.5
Non-strategic Storage & Distribution (ha)	0	-1.45	-1.45
Strategic Storage & Distribution (ha)	0	0	0
Total ha	5	-1.1	3.9
Equivalent floorspace Total sq.m	8,797	-2076	6,721

Commitments/Supply

9.2 Table 9 & 10 gives an overview of the district's employment land supply on 1 April 2025 which totals 218.1 Ha. Supply exists for all types of employment: office, industrial and warehousing. Overall, the largest element of supply is for strategic warehousing. This comprises the residual part of an extension to Magna Park near Lutterworth, marketed as Magna Park North.

Table 8 Overview of total employment land supply (ha) on 1 April 2025

Employment Supply at 01/04/25 by type (ha)	Net Commitments 2024/25)	Net Commitments Previous Years	Grand Total-Supply
Office	0.2	10.2	10.4
Industrial	0.1	23.5	23.6
Non-Strategic Storage & Distribution	0.8	24.5	25.3
Strategic Storage & Distribution	-1.0	159.8	158.8
Total	0.1	218	218.1

Table 9 Overview of total employment land supply (sqm) on 1 April 2025

Employment Supply at 01/04/25 Floorspace Equivalent (sqm)	Net Commitments 2024/25)	Net Commitments Previous Years	Grand Total-Supply
Office	2,193	46,268	48,461
Industrial	794	72,167	72,961
Non-Strategic Storage & Distribution	2,202	86,792	88,994
Strategic Storage & Distribution	-5,300	197,696	192,396
Total	-111	402,923	402,812

Table 10 Net commitments on allocated sites on 1 April 2025

Employment Supply at 01/04/25 (by type)	Net Commitments (Allocated Sites)	Net Commitments (Other sites)	Grand Total-Supply
Office	10.4	0	10.4
Industrial	21.7	1.9	23.6
Non-Strategic Storage & Distribution	22.6	2.7	25.3
Strategic Storage & Distribution	159.8	-1	158.8
Total (ha)	214.4	3.6	218
Total equivalent floorspace (sqm)	390,071	12,741	402,812

- 9.3 Most of the district's employment supply is on allocated sites (Table 11). These sites are expected to be developed gradually, potentially in phases, delivering completed unit/s periodically throughout the remainder of the plan period to 2031. The pace of delivery will depend on the strength of the wider economy, as in the past delivery is likely to vary from year to year.

9.4 Of the 12 allocated employment sites, 1 is completed (BANP Site 1A Estley Business Park in Broughton Astley), 5 are partially developed (MH5 Airfield Business Park and MH6 Compass Business Park in Market Harborough, K1 Beauchamp Business Park in Kibworth, F2 Land off Marlborough Drive in Fleckney and BE2.2.b Magna Park North¹). 4 A further 4 have extant consent, 3 in outline (L1e, L1f and MH4) and 1 with reserved matters approved for Phase 1 (BANP EMP1 Land North of Broughton Way). Outline permission for another 2 allocated sites (L2 and BNP BP10) was lapsed at 31 March 2025, although full consent for a non-employment use on a part of L2 was granted in the 2023/24 monitoring year. The 2 allocations without extant consent remain part of the employment land supply due to their allocation status.

¹ Magna Park North – Total area 239Ha, includes c112ha of other (non-developed) land integral to wider development site.

10. Monitoring the Employment Key Indicators of The Harborough Local Plan 2011-2031 Monitoring Framework (Appendix K)

- 10.1 The Harborough Local Plan 2011-2031 Monitoring Framework (Appendix K) contains several Key Indicators related to employment policies and the delivery of land for business and employment. Performance against these Key Indicators is set out in Appendix 1.

11. Employment Trends

11.1 The table below shows the trend in net employment land completions in the district annually over the Plan period 2011/12 to 2024/25.

Table 11 Annual Net Completions

Year	Total (Hectares)
2011/12	1.6
2012/13	1.4
2013/14	2.3
2014/15	-4
2015/16	7.2
2016/17	1.4
2017/18	5.9
2018/19	0.3
2019/20	58.7
2020/21	26
2021/22	7.1
2022/23	63
2023/24	21.1
2024/25	3.9
Total all years	195.9

11.2. The data shows that the total net completion figure for 2024/25 is 3.9Ha, lower than in any year since the adoption of the Local Plan in April 2019. However, this is largely a reflection of there being no strategic B8 completions in 2024/25, with all completions being of a general employment nature (i.e. Class E(g), B2, non-strategic B8) the highest annual figure for general employment in any single year since 2011/12. Figure 3 shows the trend for employment land completions by B class use over the period 2011/12 to 2024/25.

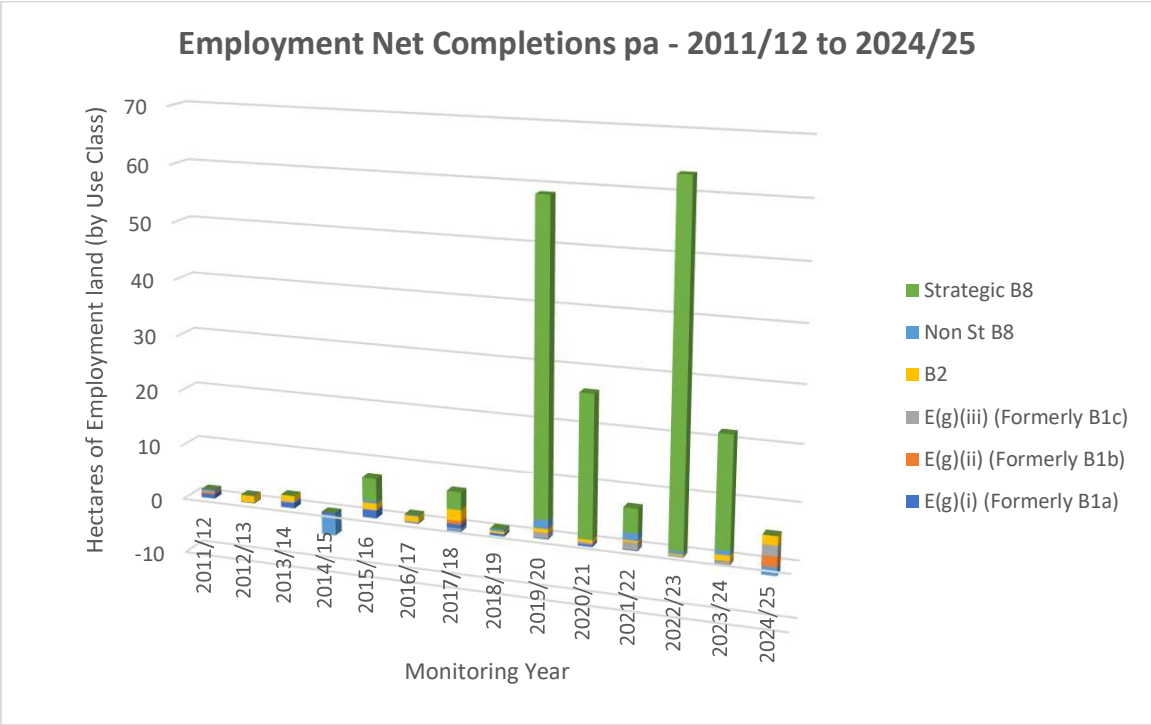


Figure 2 Employment Net Completion by use 2011-2025

12.Retail Monitoring

- 12.1 The monitoring of retail is challenging due permitted development rights. As a result, planning permission is not required in all cases and not all retail gains and losses can be monitored.
- 12.2 The [Retail Town Centres Study 2025](#) published in February 2025, undertaken by Lichfields on behalf of the Council, provides the most up to date quantitative and qualitative assessment of the need for retail, leisure and other main town centre uses within Harborough District.

13. Heritage and Conservation Areas

- 13.1 The Council has a heritage and conservation policy officer whose role is to review conservation areas across the district. A heritage champion has also been appointed by the Council. The heritage champion is currently Councillor Woodiwiss. Their role is to support and promote the protection of the historic environment across Harborough District.
- 13.2 Within the Harborough District there are 1,284 Listed Buildings, 6 Historic Parks & Gardens, 65 Scheduled Monuments, 62 Conservation Areas with The Grand Union Canal designated separately as a Conservation Area.
- 13.3 A programme of work to review and re-appraise the conservation areas is now underway. A conservation area appraisal and management plan for Great Easton went to public consultation during January and February 2024 and was adopted in July 2024.
- 13.4 There are no conservation areas at risk. The Historic England Heritage at Risk Register 2024 records one building, nine places of worship and one archaeological site. Work is ongoing at Withcote Hall to facilitate its removal from the register.
- 13.5 In January and February 2024 the Council conducted a public consultation on the addition of eight new entries to its 'Local List of Non-Designated Heritage Assets'. These were added in July 2024. The full list can be found [here](#).

14. Community Infrastructure Levy (CIL)

14.1 Harborough District Council has not adopted CIL.

15. Neighbourhood Planning

15.1 Neighbourhood Planning is an important part of plan-making in Harborough. It is for the parish or town council, or a neighbourhood forum, to prepare the Neighbourhood Development Plan, if they choose to do so. The Council meets the requirements of paragraph 3 of Schedule 4B to the Town and Country Planning Act 1990 (as amended) to give assistance and advice to Neighbourhood Plan groups.

15.2 The Council can offer early advice about whether a Neighbourhood Development Plan is the most appropriate planning document for a community given the local needs and aspirations and whether any wider strategic planning policies are relevant to the area.

15.3 HDC has undertaken to:

- be proactive in providing information and data to communities about neighbourhood planning when required.
- fulfil its duties and take decisions as soon as possible, and within statutory time periods where these apply.
- set out a clear and transparent decision-making timetable and share this with those wishing to prepare a neighbourhood plan or an Order.
- constructively engage with the Qualifying Body throughout the process including when considering the recommendations of the independent examiner of a neighbourhood development plan or Order proposal.

15.4 HDC is obliged to:

- designate the neighbourhood area.
- designate a neighbourhood forum.
- issue the decision by the local planning authority on whether to put a neighbourhood plan or order proposal to referendum following receipt of the report of the independent examiner.
- issue details of time periods for a local planning authority to seek further representations and make a final decision, where they propose to make a decision which differs from that recommended by the examiner.
- adhere to the time period within which the referendum must be held, following the decision that the plan or Order proposal should be put to referendum;
- adhere to the time period for a local planning authority to make a neighbourhood plan or Order after it has been approved in each applicable referendum.

- adhere to the time period for a local planning authority to make a modified neighbourhood plan following receipt of the report of the independent examiner, where the modifications do not change the nature of the plan.

15.5 HDC is also required to check proposed Neighbourhood Development Plans to ensure that it meets all the relevant legislation and regulations, and generally conforms to the strategic elements of the Local Plan. Paragraph 1.6.6 of the adopted Local Plan identifies policies that are not strategic and with the exception of these policies, neighbourhood plans should be in general conformity with all policies in the Local Plan. Once a draft Neighbourhood Development Plan has been prepared correctly, the Council arranges for an independent examination. If the Neighbourhood Development Plan passes the examination, the Council is responsible for arranging a local referendum concerning support for the plan. The costs incurred by the examination and the referendum will be met by the Council. If the referendum supports the Neighbourhood Development Plan, then the Neighbourhood Plan is 'made' and becomes part of the overall development plan (which includes the Local Plan and associated documents).

15.6 During the 2024/25 period a review was undertaken of the already made Tur Langton Neighbourhood Plan. The Tur Langton Neighbourhood Plan was adopted on 3 February 2025, the 'made' date remains 1 July 2019.

15.7 The following Neighbourhood Plans were reviewed or made during the 2024/25 period:

- Billesdon Neighbourhood Plan (10th June 2024)
- Arnesby Review Neighbourhood Plan (30th January 2025)
- High Leicestershire Neighbourhood Plan (30th January 2025)

16.Duty to Cooperate Activity

- 16.1 Introduced by the 2011 Localism Act, the duty to cooperate requires local planning authorities to cooperate with each other and with other prescribed bodies, on strategic matters that cross administrative boundaries. During the 2024/25 monitoring period, the Council continued to work with neighbouring authorities and other key partners to plan for strategic and cross boundary matters during the preparation of the Harborough Local Plan 2020-2041. The Duty to Cooperate Statement of Compliance published in January 2025 sets out activities during the monitoring period.

17. Local Plan policy IMR1-Monitoring and review of the Local Plan

- 17.1 Policy IMR1 of the Local Plan sets out criteria for a full or partial update of the plan, including publication of a Local Plan for Leicester City that includes satisfactorily evidence of an unmet local housing need, in the absence of an adopted MOU or Statement of Common Ground. The trigger to commence a full or partial review of the Local Plan was activated as a consequence of Leicester City Council publishing a Regulation 19 on 16 January 2023.

18. Policy Omissions

18.1 During the monitoring period of 1 April 2024 to 31 March 2025, the following Appeals challenged new development decisions based on various Local Plan policies. Appeal outcomes have not contravened the adopted Local Plan.

- None to report.

18.2 During the monitoring period of 1 April 2024 to 31 March 2025, the following planning applications were approved, contrary to the adopted Development Plan:

- 22/02188/FUL
- 23/01585/FUL
- 24/00426/OUT
- 24/01357/OUT
- 24/01086/FUL

19. Appendix 1

Objective 1: Housing

Key Policies	Key indicators	Target	Trigger	Previous Yr (2023/24)	2024/25	Commentary
SS1, H1	Amount of housing delivered.	Delivery of housing in accordance with housing trajectory.	Any significant fall below delivery of annual target.	-175	-108	The housing trajectory ² (March 2025) predicted completions of 599 dwellings in 2024/25. The actual number of completions was 491 dwellings.

Objective 2: Employment

Key Policies	Key indicators	Target	Previous Yr	Current MY	Total @ 31/03/25	Commentary
SS1 BE1 BE2	Net additional floorspace provided	At least min. floorspace required per use class met in plan period				Targets relate to completions at LP allocation sites only (2018/19 – 2030/31: Total 59Ha) as per Policy BE1.
	Office	18.6 Ha	0.65	1.85 Ha	2.5 Ha	A total of 5 Ha of land
	Industrial	18.9 Ha	2.71Ha	3.15Ha	5.86 Ha	(equivalent to 8,797 sq.m of additional floorspace) has been
	Non-Strategic S&D	21 Ha	1.77Ha	0Ha	1.77Ha	completed in 2024/25. Trigger:

² [Proposed Submission Draft Harborough Local Plan | Harborough District Council](#)

							Year 4 of monitoring against policy target. Trigger considered for first time in 2022/23 (3 full yrs post LP adoption) - Cumulative position at 31/3/25 is -19.3Ha, this shortfall is greater than 20% of the target (i.e. 20% of 59Ha=11.8Ha) therefore the trigger is ACTIVATED
	Strategic S&D	700,000 sq.m	493,075sq.m	0sq.m	493,075sq.m		Target relates to completions at the 2 sites identified in Policy BE2. A total of 0sq.m of additional floorspace (approx. 0Ha) has been completed in 2024/25 at MPN & MPS No permissions have been granted contrary to Policy BE2 (2). Trigger: Year 3 of monitoring against policy target. Trigger considered for first time in 2022/23 (3 full yrs post LP adoption) - Cumulative position at 31/3/25 is +113,883sqm (Trigger:20% of 700,000=-140,000) as there is a surplus the trigger is NOT ACTIVATED.
BE2	Empl. & training strategy secured for each proposal.	Minimum of 25% of total new jobs created filled by Harborough residents	No data	No data	No data		Obligation for a 'Construction Job and Business Employment Strategy'(CJBES) secured via S106 for 15/00919/FUL (Magna Park North Unit G), completed in 2019/20.

									CJBES to be monitored in future years. Data (subject to developer co-operation) may not be available until after the completion of each development phase.
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Objective 3: Location of Development

Key Policies	Key indicators	Target	Previous Yr (2019/20)	2020/21	Total @ 31/03/25	Commentary
SS1 BE1	Provision of commercial development in MH, Lutt, Fleckney	None stated	n/a	n/a	n/a	Geographical distribution of employment completions (Ha) monitored from 2019/20 onwards only. BA added to KI due to NP allocations.
SS1 BE1	Provision of commercial development in MH, Lutt, Fleckney	Market Harborough	4.9 Ha	0 Ha	4.9Ha	Geographical distribution of employment completions monitored from 2019/20 onwards only BA added to KI due to NP allocations.
SS1 BE1	Provision of commercial development in MH, Lutt, Fleckney	Lutterworth (excl. Magna Park)	1.4Ha	0.4Ha	1.8Ha	Geographical distribution of employment completions monitored from 2019/20 onwards only BA added to KI due to NP allocations.
SS1 BE1	Provision of commercial development in MH, Lutt, Fleckney	Broughton Astley	2.0Ha	0Ha	2.0Ha	Geographical distribution of employment completions monitored from 2019/20 onwards only BA added to KI due to NP allocations.

SS1 BE1	Provision of commercial development in MH, Lutt, Fleckney	Fleckney	1.5 Ha	0Ha	1.5Ha	Geographical distribution of employment completions monitored from 2019/20 onwards only BA added to KI due to NP allocations.
SS1 BE1	Provision of commercial development in MH, Lutt, Fleckney	Kibworth	0.7Ha	5 Ha	5.7 Ha	Geographical distribution of employment completions monitored from 2019/20 onwards only BA added to KI due to NP allocations. 13



Appendix 4

Errata: Leicester and Leicestershire Strategic Distribution Floorspace Needs Update and Apportionment (Jan 2026)



JANUARY 2026

Errata: Leicester & Leicestershire: Strategic Distribution Floorspace Needs Update and Apportionment

ICENI PROJECTS LIMITED
ON BEHALF OF LEICESTER
& LEICESTERSHIRE
PLANNING AUTHORITIES

Iceni Projects Limited on behalf of Leicester & Leicestershire Planning
Authorities

January 2026

ERRATA

- 0.1 This is an errata to the Leicester & Leicestershire: Strategic Distribution Floorspace Needs Update and Apportionment report that was published by North West Leicestershire in November 2025.
- 0.2 The below amendments have been made to tables 6.3 and 6.5 of the report, where capacity at M1 J22 broad location was incorrectly labelled as being within Blaby, instead of Hinckley & Bosworth.
- 0.3 The land was correctly attributed to Hinckley & Bosworth throughout the rest of the report and therefore does not impact the apportionment or findings of the study.

Table 6.3 Broad Locations Identified for Assessment

Broad Location / Junction	Maximum Land Capacity (Ha)	Maximum Floorspace Capacity (sq.m)	Local Authority	AO
South of EMA	85 ¹	240,000 ²	NWL	AO3
A50 J1	65	227,500	NWL	AO3
South of Kegworth	140	490,000	NWL	AO3
M1 J23	23	80,500	Charnwood	AO4
M1 J22	30	105,000	Blaby H&B	AO4
Bardon	65	227,500	NWL/H&B	AO4
M69 J2	290	650,000 ³	Blaby	AO1
A5 (North)	60	210,000	H&B	AO1
Magna Park (A5 South)	150	525,000	Harborough	AO6
M1 J20	190	665,000	Harborough	AO6
A42 J11	260	910,000	NWL	AO5
A42 J12	100	350,000	NWL	AO5
A42 J13	110	385,000	NWL	AO5
A42 J14	240	840,000	NWL	AO5
A46/A50	110	385,000	Blaby / H&B	AO4
A46/A607	45	157,500	Charnwood	AO2

¹ Total site of 105ha, proposals for 20% of floorspace attributed to B2

²Total floorspace 300,000 sq.m; 80% B8 <https://www.segro.com/countries-repository/united-kingdom/segro-logistics-park-east-midlands-gateway-2/emerging-proposal>

³ As per Hinckley NRFI DCO application excl. mezzanine

Table 6.5 Broad Location Assessment Summary

Broad Location	Max Land Capacity (Ha)	Est. Floorspace Capacity (sq.m)	AO	Local Authority	Summary of Assessment
South of EMA	85	240,000	AO3	NWL	Direct access to M1 (SRN) and provides opportunity to extend development at existing railhead at EMG. Known junction capacity constraints at M1 J23A and M1 J24 that will require significant mitigation to unlock development. There is currently no National Highways improvement scheme identified. Strong labour accessibility and adequate public transport provision. M1 is a desirable market corridor.
A50 J1	45	227,500	AO3	NWL	Direct access to M1 (SRN) and within close proximity to existing railhead at EMG. Known junction capacity constraints at M1 J23A and M1 J24 that will require significant mitigation to unlock development. There is currently no National Highways improvement scheme identified Strong labour accessibility and adequate public transport provision. M1/A50 is a desirable market corridor.
M1 J23	23	80,500	AO4	Charnwood	Direct access to M1 (SRN) with no known major junction capacity constraints. Strong labour accessibility and adequate public transport provision. Development would create new strategic B8 location. M1 is a desirable market corridor.

M1 J22	30	105,000	AO4	Blaby ~~Blaby~~ H&B	Direct access to M1 (SRN) with no known major junction capacity constraints. Strong labour accessibility and adequate public transport provision. Development would create new strategic B8 location. M1 is a desirable market corridor.
Bardon	65	227,500	AO4	H&B / NWL	No direct access onto SRN but located within 3 miles of M1 J22, where there are no known major junction capacity constraints. Bardon is a desirable market location and development would expand existing employment provision. Labour accessibility and public provision is adequate.
M69 J2 ⁴	290	650,000	AO1	Blaby	Direct access to M69 (SRN) however strategic B8 development would require the provision of additional junction arms (i.e. south facing slip roads) to provide access in both directions and also significant improvements to the Local Road Network to mitigate the highways safety impacts of providing south facing slip roads. Strong labour accessibility but poor public transport provision. The M69 is considered a secondary market corridor.

⁴ Assessed as a rail-served location

A5 (North)	60	210,000	AO1	H&B	Location has direct access to A5 (SRN), however there are significant corridor capacity constraints which require strategic intervention to unlock capacity. There is currently no National Highways improvement scheme identified. Labour accessibility is adequate and public transport provision is good. The A5 is a secondary market corridor.
Magna Park (A5 South)	150	525,000	AO6	Harborough	Location has direct access to A5 (SRN), however there are significant corridor capacity constraints which require strategic intervention to unlock capacity. There is currently no National Highways improvement scheme identified. Labour accessibility is adequate and public transport provision is good. Growth adjoining Magna Park would expand existing strategic B8 provision. The A5 is a secondary market corridor.
M1 J20	190	665,000	AO6	Harborough	Direct access to M1 J20 (SRN) where there are no major known capacity constraints. Labour accessibility and public transport access is poor. Development would create new strategic B8 location. M1 is a desirable market corridor.
A42 J11	260	910,000	AO5	NWL	Direct access to A42 (SRN) and no known junction capacity issues. Labour accessibility and public transport access is adequate. Growth at this location would expand existing employment development at Mercia Park. A42 is considered a secondary market location.

A42 J12	100	350,000	AO5	NWL	Direct access to A42 (SRN) and no known junction capacity issues. Labour accessibility is adequate and public transport access is poor. Growth at this location would create a new strategic B8 location. A42 is considered a secondary market location.
A42 J13	110	385,000	AO5	NWL	Direct access to A42 (SRN) and minor junction capacity issues that may require infrastructure investment. Labour accessibility and public transport access is adequate. Growth at this location would create a new strategic B8 location. A42 is considered a secondary market location.
A42 J14	240	840,000	AO5	NWL	Direct access to A42 (SRN) however junction only has single directional west facing slip roads. Given the sites location on a secondary corridor and absence of promotion for strategic B8 it is unlikely infrastructure unlocking access in both directions will be provided. Broad location is not suitable for strategic B8 development.
South of Kegworth	140	490,000	AO3	NWL	Direct junction access to M1 (SRN) however known capacity constraints at M1 J23A to J24 which require significant infrastructure improvements and there is currently no National Highways improvement scheme identified. Close proximity to existing rail terminal at EMG. Development at location would create new strategic B8 location.

A46/A50	110	385,000	AO4	Blaby / H&B	Major junction capacity issues identified by LHA on A50, A46 and nearby M1 J21 that cannot be overcome through infrastructure improvements. Broad location cannot accommodate strategic B8 development and should be discounted.
A46/A607	45	157,500	AO2	Charnwood	Direct access to A46 (SRN) however there are significant known capacity constraints at this location which can only be resolved via a major projects intervention and there is currently no National Highways improvement scheme identified. Given that there is no commercial interest to deliver improvements privately funded, nor public funded allocated, this location is not suitable for strategic B8 development within the forecast period.



Appendix 5

Harborough District Council Cabinet Paper 27 July 2026

Harborough District Council

Cabinet

27 July 2026



Title:	Leicester and Leicestershire Authorities – Statement of Common Ground relating to Strategic Warehousing Need (March 2026)
Status:	Public
Key Decision:	No
Subject to Call In:	Yes
Report Author:	Tess Nelson. Head of Strategic and Local Planning [REDACTED] [REDACTED]
Portfolio Holders:	Finance, Councillor Phil King. Planning, Councillor Rosita Page
Appendix:	A. Leicester and Leicestershire Authorities – Statement of Common Ground relating to Strategic Warehousing Need (March 2026)

Summary

- i. Preparation of a local plan is a statutory responsibility of the Council as a local planning authority. Plan making requires effective co-operation on cross-boundary strategic matters. Strategic warehousing is identified as such by the Leicester and Leicestershire Strategic Planning Group (SPG) and individual authorities.
- ii. The report seeks approval of the Leicester and Leicestershire Statement of Common Ground relating to Strategic Warehousing Need (SoCG, March 2026).
- iii. The statement sets out the need for strategic warehouses in Leicester and Leicestershire to 2046, and the apportionment of the additional floorspace required to 2046 by District / Borough.
- iv. The apportionment to Harborough District of 823,400sqm for the period 2023-2046, on a pro-rata basis, broadly accords with provision made by the Draft Harborough District Local Plan submitted for examination on the 17 April 2026. If that plan is adopted the residual, c. 179,000sqm for the 5-year period 2041-2046 will require testing through the new plan-making system.
- v. This Statement of Common Ground (March 2026) replaces the previous Statement (September 2021), approved by (Harborough District Council) HDC 13 December 2021, and captures the outcomes of the further joint work set out in that earlier statement.

- vi. The Statement provides evidence of ongoing joint-working across Leicester and Leicestershire. Signing the Statement strengthens the Council's position ahead of the forthcoming Local Plan examination.

Recommendations

Cabinet is recommended to:

1. Approve the Leicester and Leicestershire Authorities – Statement of Common Ground relating to Strategic Warehousing Need (March 2026), included at Appendix A to this report.

Reasons for Recommendations

- i. To support Harborough's submitted local plan through examination, maintain effective cooperation within Leicester and Leicestershire (that authorities must fulfil) and enable other authorities to progress their emerging plans.
- ii. The 2026 statement is the culmination of the commitment the Council entered into in 2021. Approving the updated Statement reaffirms this undertaking, reflecting our commitment as equal partners to a shared purpose and clear shared outcome for our communities in demonstrating that the additional floorspace required to 2046 will be met in Leicester and Leicestershire.
- iii. The apportionment to the district broadly aligns with Harborough's independent evidence on an interim need position used to prepare the Local Plan and supports the amount and location of provision made in the submitted Local Plan.

1. Purpose of Report

- 1.1 To provide information on the Leicester and Leicestershire Authorities Statement of Common Ground relating to Strategic Warehousing Need (March 2026). The full text of the statement is included in Appendix A.
- 1.2 To request that Cabinet advises Council to approve the statement. The statement references the most up-to-date cooperatively produced evidence on the needs of the strategic warehousing sector to 2046 to inform planning and plan-making across Leicester and Leicestershire.

2. Background

- 2.1 A statement of common ground (SoCG) is a formal written document used in the plan making process to demonstrate collaboration between local planning authorities and strategic bodies. It helps to demonstrate effective, transparent cooperation identifying agreed facts and any outstanding issues. Such statements are an important way to

demonstrate that councils have cooperated effectively to address cross-boundary strategic planning matters.

- 2.2 The 2021 SoCG (see link Background Papers, section 6, below) dealt with matters of evidence and process. It affirmed and agreed:
- How much land/floorspace needed to be provided in Leicester and Leicestershire to meet outstanding need to 2041, based on evidence published in 2021
 - The Areas of Opportunity identified in the 2021 study where extra floorspace is most likely to be located
 - The next steps the authorities agreed to take to plan for the sector across Leicester and Leicestershire, including the commitment of the authorities to agreeing the distribution of large warehousing need.
- 2.3 The 'Leicester and Leicestershire Statement of Common Ground relating to Strategic Warehousing Need (March 2026) presented in this report, once confirmed and agreed, will replace the earlier statement on this topic agreed in 2021.
- 2.4 The amount of additional land/floorspace needed in the area for strategic warehousing has recently been updated by the Leicester & Leicestershire Strategic Distribution Floorspace Needs Update and Apportionment (Oct 2025) study. The study also gives strategic guidance on how this could be apportioned between the Leicester and Leicestershire authorities. The study's findings and their implications for the Draft Harborough Local Plan, submitted for examination 17 April 2026, were presented to the Council's Local Planning Advisory Panel (LPAP) on the 13 November 2025.
- 2.5 The 2026 Statement reflects this latest evidence and explains how the signatory authorities intend to respond to it. Its preparation has been overseen by a steering group of officers, and the Leicester and Leicestershire authorities Members Advisory Group (MAG) agreed it on the 12 February 2026 for consideration by the individual authorities.
- 2.6 The Statement is in the process of being considered by each of the authorities through their respective governance processes. At the time of writing the statement has been approved by the following authorities: Blaby District Council, Charnwood Borough Council, Hinckley and Bosworth Borough Council, Leicester City Council, Melton Borough Council, North West Leicestershire District Council and Oadby and Wigston Borough Council.

3. Details

- 3.1 The full text of the 2026 Statement is included at Appendix A to this report. The apportionment of Strategic Warehousing floorspace by District / Borough (Table 2 in the Appendix) is also set out in the table below in square metres (sqm). The 'Total' column shows the amount of strategic warehousing floorspace (sqm) each authority has been apportioned between 2023 and 2046:

District / Borough *	Completions + Commitments		Residual Need Apportioned		Total	Apportionment incl. completions + commitments
	Rail	Road	Rail	Road		
North West Leicestershire	-	221,100	240,000	1,093,600	1,554,700	39%
Harborough	-	257,000	-	566,400	823,400	21%
Hinckley & Bosworth	-	327,000	-	428,800	755,800	19%
Blaby	-	105,100	650,000	0	755,100	19%
Charnwood	-	0		80,500	80,500	2%
Total	-	910,200	890,000	2,169,200	3,969,400	

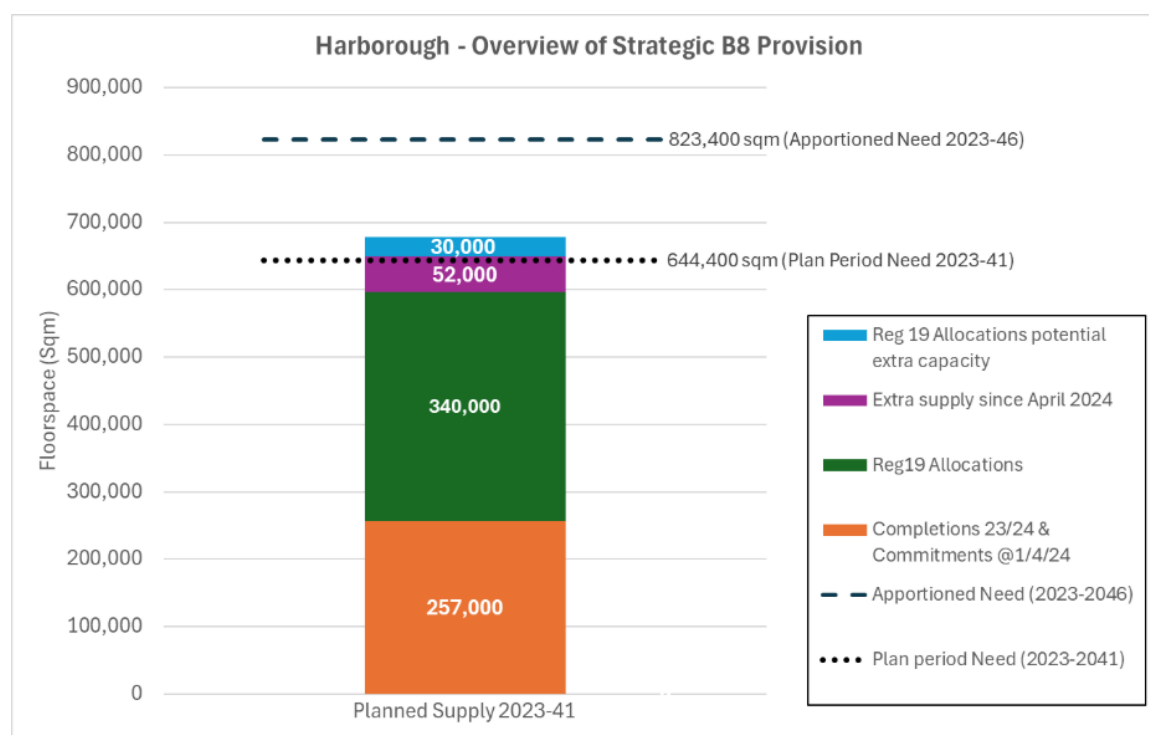
Source: Icen analysis

- 3.2 Sections 1-3 of the Statement are standard elements for a SoCG and set out the parties involved (the partner Councils of Leicester and Leicestershire), the purpose of the Statement, and its background and context.
- 3.3 Section 4 is the substantive part of the Statement. It affirms matters of common agreement including;
- The authorities track record and evidence of effective joint working
 - The evidence base, need and additional floorspace required to 2046, and the apportionment to boroughs / districts that authorities agree to test through Local Plan preparation. Note that the figures are for 2023/24 -2045/46 (22 years) and that Leicester City Council, Melton Borough Council and Oadby & Wigston Borough Council are apportioned zero floorspace, as these locations don't meet the requirements of the sector for proximity to the Strategic Road Network (SRN) and /or land availability.
 - How NWLDC, with the highest figure, intends to respond to its apportionment in its new local plan. Equivalent sections are not included for other authorities due to the different stages they are at with their local plans.
 - The status of the Hinckley National Rail Freight Interchange (HNRFI) development proposal, and the principle that the ability of this site / location to be rail-served needs to be retained and safeguarded for the future
 - The challenge to accommodate the amount of new floorspace on the county's road network, in particular the Strategic Road Network (SRN), and the need to test the apportionment through each Authority's local plan-making processes (and Development Consent Order (DCO) as appropriate) with the involvement of the relevant transport authorities.

- 3.4 Section 5 deals with maintaining and updating the Statement and planning for future needs to 2046. It sets out the authorities' agreement to; test their respective apportionment figures (pro-rated) through their Local Plan preparation, to continue to jointly monitor progress in site allocation, consents and delivery at the Leicester and Leicestershire level (annually), update the evidence base as appropriate, and their commitment to on-going joint working on this matter.
- 3.5 By approving and agreeing the statement authorities will confirm their support and agreement to the approach taken by HDC, as summarised in the next section and tested through the Draft Harborough Local Plan (submitted 17 April 2026), and North West Leicestershire District Council (NWLDC) to address the need for additional floorspace. Having such agreement in place will be helpful for the council's upcoming Local Plan examination.

Harborough Apportionment

- 3.6 Paragraphs 4.8-4.10 of the Statement set out the apportionment to Boroughs / Districts. Harborough's apportionment is 823,400 sqm for 2023-2046. The Draft Harborough Local Plan (as submitted 17 April 2026) covers the period to 2041. Pro-rating 823,400sqm for Harborough's shorter plan period indicates the Local Plan should provide for an additional 644,400sqm of strategic warehousing between 2023-2041, leaving a further 179,000sqm to be delivered post 2041.
- 3.7 The Draft Harborough Local Plan, submitted for examination in April 2026, allocates two new sites for strategic warehousing in the district. Notwithstanding that the plan was informed by interim evidence, in advance of the completion of the 2025 Study, on which the 2026 Statement is based, as outlined in HDC Strategic Warehousing Topic Paper (March 2026), the provision made by the Plan together with extra supply since April 2024 is sufficient to meet Harborough's apportionment in full to 2041. This position is summarised in Figure 5 of the Local Plan Strategic Distribution Topic Paper which will support the upcoming local plan examination. For ease of reference and context this is reproduced below:



- 3.8 If the Submitted Local Plan is adopted, the period after 2041 will require addressing in a subsequent local plan, prepared under the new planning system and informed by Spatial Development Strategies (SDS) and the effect of Local Government Reform.

4. Implications of Decisions

Financial

- 4.1 No additional costs outside of existing budgets arise from this report at present. The cost of preparing the Statement and its supporting evidence has been met by all the Leicester and Leicestershire authorities making agreed contributions.

Legal

- 4.2 The submitted Local Plan is required to be consistent with the National Planning Policy Framework (December 2023), in accordance with the transitional arrangements and other government guidance and requirements. This includes working effectively on cross-boundary strategic matters. The Statement helps to address this requirement.
- 4.3 The Government has confirmed as of 25 March 2026, the statutory Duty to Cooperate (DtC), introduced by the Localism Act 2011, is abolished for local plans in England. Notwithstanding this, the Government has been clear on the need for plan making authorities to continue to maintain collaboration, something the examining Inspectors will consider through the Test of Soundness at the forthcoming local plan examination.

Environmental Implications

- 4.4 The decision, in and of itself, will have no specific impact. The environmental implications of the new Local Plan are assessed within the Sustainability Appraisal report that accompanies the Local Plan.

Risk Management

- 4.5 Statements of Common Ground remain a key part of an authority's local plan evidence to demonstrate they have complied with the Tests of Soundness. The preparation of Statements of Common Ground is identified as a mitigation measure in the Risk Assessment section of the approved Local Development Scheme (LDS, Nov 2025) to address strategic cross boundary matters. The Statement is an appropriate risk management tool in this instance that identifies the mechanism, and the apportionment to Borough's / District's to test, to address the issue.
- 4.6 The Draft Local Plan is currently in the Examination stage following its submission to the Planning Inspectorate on 17 April 2026. Approving and signing the Statement helps demonstrate effective cooperation and reduces the risk of the Plan being found unsound at examination, based on the Tests of Soundness.

Equalities Impact

- 4.7 The decision, in and of itself, will have no specific impact. An Equalities Impact Assessment has considered the impact of the full suite of policies set out within the Local Plan, as submitted.

Data Protection

- 4.8 No data protection implications are associated with the recommendation.

5. Alternative Options Considered

- 5.1 The alternative option is not to sign the Leicester and Leicestershire Authorities – Statement of Common Ground relating to Warehousing Need (March 2026). However, this would weaken the Councils position at the forthcoming examination, in terms of demonstrating effective cooperation, and could undermine the policy approach set out in the submitted Local Plan. This option is not preferred for these reasons and its potential to affect long-standing partnership working on this matter within Leicester and Leicestershire and the progress of other authority's local plans.

6. Background papers

- 6.1 Minutes of Cabinet meeting 29th November 2021, Report 6: Leicester and Leicestershire Authorities – Statement of Common Ground relating to Strategic Warehousing & Logistics, resolution ii).
<https://cmis.harborough.gov.uk/cm5/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=ZhcPULDPUDUeCkTDpl2TSWbZ6Y8a4K5DvwjCJlvkjMKFogENf3i5iQ%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWctPHwdhUfCZ%2fLUQzqA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlg%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJFf55vVA%3d>
- 6.2 Minutes of the Meeting of Council 13th December 2021, Recommendation from Cabinet 29/11/21, Report 5 Resolved that the Council becomes a signatory to the SoCG as detailed in Appendix 2 of the report:
<https://cmis.harborough.gov.uk/cm5/Meetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/5664/Committee/796/Default.aspx>.
- 6.3 Leicester and Leicestershire Authorities Statement of Common Ground relating to Strategic Warehousing Need (Sept 2021).
https://www.harborough.gov.uk/download/downloads/id/9381/leicester_and_leicestershire_authorities_-_statement_of_common_ground_relating_to_strategic_warehousing_and_logistics_need_september_2021.pdf
- 6.4 The Draft Harborough Local Plan 2020-2041 (as submitted 17 April 2026)
https://www.harborough.gov.uk/download/downloads/id/8926/proposed_submission_draft_harborough_local_plan.pdf
- 6.5 The jointly commissioned Leicester & Leicestershire Strategic Distribution Floorspace Needs Update and Apportionment (Oct 2025) study.
https://www.harborough.gov.uk/download/downloads/id/9342/leicester_and_leicestershire_strategic_distribution_floorspace_needs_update_and_apportionment_october_2025.pdf
- 6.6 HDC Strategic Warehousing Topic Paper (March 2026).
https://www.harborough.gov.uk/download/downloads/id/9422/strategic_warehousing_topic_paper_march_2026.pdf

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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