

MATTER 4: CREATING JOBS AND DIVERSIFYING THE ECONOMY

Whether the Plan is justified, effective and consistent with national policy in relation to Creating Jobs and Diversifying the Economy?

Policies DS02, AP02, DM13, SA01: MH6, MH7, MH8, L3, K2, MP1 and MP2, SA02 (Appendix 6), SA03 (Appendix 6)

Issue 1: Employment uses: excluding strategic warehousing

Q3. Policy SA02: Land South of Gartree Road Strategic Development Area includes the allocation of land for 5 ha of general employment land. This is the only significant new allocation within the Plan for employment, other than for strategic warehousing. Is the Plan effective as its location within the wider site is to be established as part of the master planning process, rather than defined on the policies map? How will this impact on the delivery of the employment land within the Plan period?

Leicester City Council and Harborough District Council have signed a Statement of Common Ground relating to Leicester City Council's Regulation 19 representations (April 2026) (SCG-NLP 24) in which employment matters in relation to the Land South of Gartree Road Strategic Development Area are referenced. The city council does not object to there being no precise location of the employment land within the wider allocation, so long as this is supported by relevant infrastructure being put in place. However, as agreed in the Statement of Common Ground, a Main Modification should be made to the Plan which effectively supports the vitality and viability of city centre offices. The city recommends this threshold be set at 1,000 sqm of offices.

Q4. Offices are defined within the NPPF as a main town centre use. As submitted the Plan would allow unrestricted office uses at Land South of Gartree Road Strategic Development Areas. Is it consistent with NPPF paragraph 90 that office development be located outside a defined town centre?

No, this is not compliant and should either include the requirement for a sequential assessment or be more specific as to the uses required to deliver the employment needs. As stated in our representation to the Regulation 19 consultation, the city council would be more supportive of a site allocation that does not include criteria for office uses as this could be detrimental to the office market within the city centre and would be counter to the Strategic Growth Plan. Should the Inspectors support Harborough District Council's view on this matter, the city council would like to see a Main Modification to break down the potential uses envisaged and how much of each use will be brought forward.

Issue 2: Employment uses: strategic warehousing

Q5. 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?

Leicester City Council defers to National Highways, Leicestershire County Council, and Warwickshire County Council on the impacts of strategic warehousing on the strategic road network and the A5. The city council's interest is whether traffic from the strategic warehousing allocations, or traffic re-routing to avoid congestion on the strategic road network, would reach the city's network. The Joint Transport Evidence records re-routing onto lower order roads and growing over-capacity junctions on radial and orbital routes close to the city border (Stage 2, Table 3-1) but does not attribute them to particular land uses. The trip rates in Appendix A of Stage 1 carry no heavy vehicle split and the evidence does not report heavy vehicle flows or route distribution for the city.