

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

Matter 7: Locating Development in the Right Place

Issue 2: Key Development Sites

Policies SA01, SA02, SA03, SA04, DS01 and DS02

3. *For each individual site (housing/employment and mixed use) please answer the following questions. The Council should address any site-specific concerns raised in representations, in addition to the questions outlined in respect of individual sites.*

v) How does the site relate to nearby uses? What is the potential adverse impact of developing the site, for example in terms of transport/traffic, pollution, nature conservation, landscape and impact on heritage assets? How have these been considered and how could they be mitigated?

With regard to policies SA01 and DS02 Sites MP1: Land south of George House, Coventry Road (15.8 Ha Strategic Warehousing B8 land) and Site MP2: Land at Mere Lane, Magna Park (122 Ha Strategic Warehousing B8 land), Leicestershire County Council 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.

Issue 2: Additional Site-Specific Questions

Leicester Urban Area

Land South of Gartree Road Strategic Development Area

Strategic Site allocation SA02 and Policy SA01 Site OA1: Land South of Gartree Road (mixed use new neighbourhood inc.1200 homes and 5Ha employment land in Plan period)

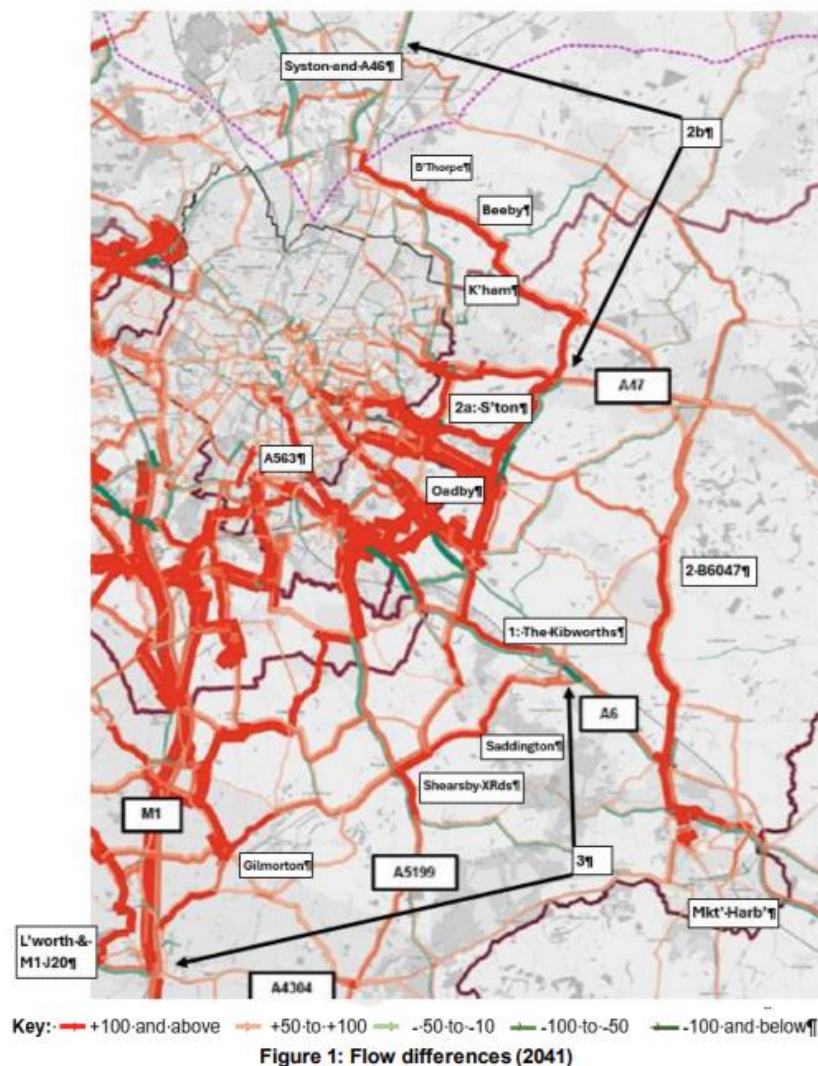
9. *Should policy SA02 address the identified need for a strategic orbital connection around the south and east of Leicester in the non-statutory Strategic Growth Plan? If so, how?*

It is the view of Leicestershire County Council that the policy should address the identified need for a strategic orbital connection around the south and east of Leicester.

Leicestershire County Council's view is that the South Leicestershire Joint Transport Evidence (JTE) work [TRP-NLP3, TRP-NLP4A and TRP-NLP5] demonstrates that a key cause of existing issues across the area is a lack of strategic orbital connectivity. In contrast to the west and north of Leicester, where the M1, A46 and the A563 provide for orbital movements to navigate around the edge of the City of Leicester, there is no such equivalent to the east and south of the City of Leicester. The A47, A6 and A426 radial corridors have no equivalent direct high standard/quality linkages between them orbitally.

Accordingly, the JTE work shows that growth in Harborough district combined with proposed growth elsewhere across the south of Leicestershire, most notably in the district of Oadby and Wigston, will have a significant impact on the district's road network. This includes cumulative and cross-boundary impacts, most notably:

- Adding to existing traffic issues on the A6 (and other routes) through the Kibworth's (1); but perhaps more significantly
- Congestion on the A6 corridor through the Kibworth's and in Oadby is leading to a 'haloing effect' of (relatively longer-distance) trips, whereby traffic is avoiding routes through the Leicester Urban Area by using lower class rural routes around the east of the Area, including the B6047 (2); via Stoughton (2a); and routes north of the A47 towards the Thurmaston Syston area and the A46(N), including through communities such as Houghton on the Hill, Keyham and Barkby and Beeby (2b); and
- Likewise, a similar effect to the south of Leicester, including impacting on lower class rural routes through communities such as Saddington and, via Shearsby Crossroads, Gilmorton across towards Lutterworth and M1 J20 (3).



It is Leicestershire County Council's view that this provides prima facie evidence of the need for enhanced strategic orbital connectivity in the south Leicestershire area, this to tackle existing problems being experienced by local communities and to enable the delivery of further, future sustainable development growth to meet the needs of Leicester, Leicestershire and Rutland's growing and changing population.

In response to evidence such as the JTE, in December 2025 Leicestershire County Council's Cabinet

[<https://democracy.leics.gov.uk/documents/s193694/Final%20Strategic%20Spatial%20and%20Transport%20Planning%20Report%20-%20Cabinet%20161225.pdf>] approved the undertaking of a strategic spatial and transport planning project. This project includes an initial set of scheme identification and development work has been identified. Whilst listed separately, there are overlaps between the pieces of work:

- a) To develop a multi-modal, mapped strategic vision for the HMA's future transport system.

- b) To examine options for improving strategic transport orbital connectivity around the east and south of the Leicester Urban Area. It is intended that this work will consider options (such as in terms of route and design standards) for a new multi-modal route running from the A47 East to at least a new junction on the M1 (J20a) somewhere to the south of Junction 21.
- c) To examine options for the A6 corridor to the south of the City of Leicester, including the Kibworths villages, including to consider options for a road around the Kibworths.
- d) To explore options for the use of the Eastern District Distributor Road (EDDR) reservation in Oadby.

Leicestershire County Council's project is expected to be completed in the autumn of 2027, and it is anticipated that it will provide evidence to inform the development of a Spatial Development Strategy for the Leicester, Leicestershire and Rutland area (LLRSDS). In the meantime, so as not to fetter options for the development of a LLRSDS, through its Regulation 19 consultation response Leicestershire County Council sought to see modifications proposed to the Plan as submitted.

In that regards, Leicestershire County Council is content with the proposed Main Modifications in respect of Policy SA02: Land South of Gartree Road Strategic Development Area and its accompanying paragraphs, and in respect of Appendix 6 Masterplanning Requirements, as included in the Schedule of Proposed Main Modifications to the Submission of the Harborough Local Plan 2020-2041 and Policies Map April 2026 [S-NLP 15].

10. *What is the robust evidence to justify a requirement for a minimum 15 minute zero carbon bus service? Would the requirement be clear and unambiguous, and would it be effective?*

Leicestershire County Council continues with work to support the improvement of passenger transport services in Leicestershire, including through the use of its own funds and through the delivery of new services by developers in support of their developments.

In that regard, Leicestershire County Council welcomes the intent in principle of this aspect of Policy S02. But, as per the Authority's Enabling Travel Choice Strategy (ETCS) [<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MIId=8311&Ver=4>] the requirement for new services to serve new developments should be driven by evidence about occupiers access to services and facilities needs and be aligned to the development's 'place vision' and 'transport vision'.

The policy should thus not be overly prescriptive at this stage and so Leicestershire County Council welcomes and is content with the proposed Main Modifications to reflect the ETCS in Policy SA02, as included in the Schedule of Proposed Main Modifications to the Submission of the Harborough Local Plan 2020-2041 and Policies Map April 2026 [S-NLP 15].

- 11. *Education infrastructure requirements have been formulated taking account of known existing school capacities, forecasts and estimated pupil yields from consented housing developments. Alongside this, relevant guidance around sustainability, walking distances and community building has informed the infrastructure requested.***

Whilst 1200 homes are to be delivered in the plan period, the overall quantum of housing on this allocated site, its cross-boundary nature and the proximity of additional allocated sites in both Harborough District and Oadby and Wigston Borough have informed the requirement and size of Secondary school required.

Scraptoft

Site S1: Scraptoft East, Land between Scraptoft and Bushby (950 homes) Policies SA01 and SA04

- 6. *Policy SA04 criterion b requires a site for a two form primary school. Is the requirement clear and unambiguous? Should it make provision for a monetary contribution to educational provision? Would this be justified?***

For Primary education, the policy should make provision for either a monetary contribution or the delivery of a Primary School by the developer. This would be justified given the scale of allocated development on the site and in the immediate local area which would contribute towards the school.

Monetary contributions are required for other types of educational infrastructure such as the new Secondary School to be located on site SA02, Post 16 and SEND facilities.

Market Towns, Large and Medium Villages

Magna Park (Strategic Warehousing)

Site MP1: Land south of George House, Coventry Road (15.8 Ha Strategic Warehousing B8 land) and Site MP2: Land at Mere Lane, Magna Park

- 6. *Can the issue of congestion on the A5 be resolved within the lifetime of the Plan?***

Leicestershire County Council 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.