



# **Schedule of Proposed Modifications to the Submission of the Harborough Local Plan 2020-2041 and Policies Map**

**June 2026**

## Introduction

- 1.1 This document contains the various modifications which are being proposed to the submission version of the Harborough Local Plan 2020-2041 and accompanying modifications to the Policies Map. The modifications are being made of the following elements:
  - **Main modifications (MM)** - are those that materially affect the submitted Local Plan, which are required to ensure that the plan is sound and legally compliant.
  - **Additional modifications (AM)** - are those where they will not impact the intent or interpretation of the plan
  - **Modifications to the Policies Map**
- 1.2 The modifications are set out in plan order.
- 1.3 The following format has been used to denote modifications:
  - **Underlined bold text** = new text suggested
  - ~~Strikethrough text~~ = text proposed for removal

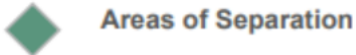
## Schedule of Main Modifications to the Submission Harborough Local Plan 2020-2041

No.	Local Plan Reference	Main Modification	Reason
<b>Introduction - Background</b>			
MM1.1	Paragraph 1.12	Add second sentence: <b><u>Minerals and waste safeguarding is important in the assessment, allocation and consideration of sites.</u></b>	To respond to Leicestershire County Council representation
MM1.2	Paragraph 1.13	After paragraph 1.13 insert following new sub-section (new paragraphs 1.14 – 1.16):  <b><u>Other Plans and Strategies</u></b>  <b><u>1.14. This Local plan has been informed by other relevant plans and strategies which have been prepared by other organisations. It also refers to relevant plans and strategies, including the non statutory Leicester and Leicestershire Strategic Growth Plan (see paragraph 3.3 – 3.8 below) which provides a non-statutory vision jointly prepared by the Leicester and Leicestershire authorities to help shape local plans in the area.</u></b>  <b><u>Leicestershire Local Transport Plan 4 (LTP4)</u></b>  <b><u>1.15. LTP4 is a statutory document that will be developed in phases by Leicestershire County Council (as the Local Transport Authority) covering the period 2025 to 2040. The Core Document (July 2025) sets out a strategic vision for transport across the County, along with five Core Themes and six Core Policies:</u></b>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<p>• <u>The Core Themes are; Enabling Health and Wellbeing; Protecting the Environment; Delivering Economic Planning; Enhancing our Transport Network’s Resilience; and Embracing Innovation.</u></p> <p>• <u>The Core Policies are; Delivering the Core Vision; Managing Demand; Enabling Travel Choice; Delivering Solutions; Embracing Innovation; and Evaluating Progress.</u></p> <p><u>1.16. To achieve these themes/policies; a series of detailed Focused Strategies will be prepared for particular work areas alongside Multi Modal Area Investment Plans setting out a detailed approach for particular geographic areas. Our plan recognises the statutory role of LTP4 and seeks to support the delivery of it.</u></p>	
<b>About Our District – Healthy living but with service access hurdles</b>			
MM2.1	Paragraph 2.15	<p>Amend paragraph 2.15 and insert new paragraph as follows:</p> <p>2.15 Many of our <u>service and facilities</u> infrastructure needs are served beyond our district boundaries in <u>the Leicester Urban Area</u>, an <u>Examples</u> being advanced medical services in larger hospitals that are unavailable in the Harborough District.; Leicester's universities; <u>leisure</u> and cultural amenities; <u>and retail destinations including Leicester City Centre and Fosse Park.</u> also play a significant role in the lives of Harborough District residents.</p>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<b><u>2.16. Given the rural nature of the District, it can be challenging for our communities to access the services and facilities they need as part of their daily lives. Parts of the District have limited travel choice. Sustainable travel (and the associated health, environmental; and economic benefits where traffic is reduced) is often limited compared to more urban authorities. LTP4 recognises and seeks to address these challenges by setting a clear vision for the county and outlining how it will work with partners take opportunities to tackle inequalities and challenges across the county.</u></b>	
<b>About our District – Scenic but with low biodiversity and pollution challenges</b>			
MM3.1	Paragraph 2.18	Amend to read:  2.18. However, challenges remain, such as congestion on the <b><u>A5</u></b> , A6 and routes connecting to the M1, air pollution, limited rail services northward, low cycling rates and limited bus service frequency and coverage, especially in rural areas. <b><u>The road network is at or close to capacity in some locations, particular at key points on the A5 and A6 corridors, including at the A5 Gibbet Hill Roundabout and along the A6 through Kibworth.</u></b>	To address Leicestershire County Council Regulation 19 representation comments
<b>Our Development Objectives</b>			
MM4.1	Paragraph 3.1	Amend 'Enabling supporting infrastructure' objective to read:  Enabling supporting infrastructure <b><u>and services</u></b> : Work with partners to deliver <b><u>and/or fund</u></b> infrastructure <b><u>and services</u></b> (including schools, health, and transport), supporting healthier communities through active and	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		sustainable travel, expanding access to open spaces, and expanding and enhancing community facilities.	
<b>Our Development Objectives – Strategic Growth Plan</b>			
MM5.1	Paragraph 3.4	<p>Add following to end of paragraph:</p> <p><b><u>The non statutory Strategic Growth Plan seeks to focus development towards strategic locations. It promotes developing Leicester’s role as the central city; identifies a Priority Growth Corridor around the south and east of Leicester; and an A5 Improvement Corridor. Managed growth is encouraged at Market Towns (including Lutterworth and Market Harborough). The Strategic Growth Plan can be viewed at: <a href="http://strategicgrowthplan.org.uk">llstrategicgrowthplan.org.uk</a></u></b></p>	To address Leicestershire County Council Regulation 19 representation comments
MM5.2	Paragraph 3.5	<p>Amend first sentence as follows:</p> <p>3.5 Local plans, prepared by the City, District and Borough Councils, are the statutory tool for delivering the Strategic Growth Plan’s overarching vision, as well as providing the local steer for the delivery of infrastructure <b><u>(including that necessary to enable the delivery of the non statutory Strategic Growth Plan’s vision) whilst</u></b> and-reflecting local distinctiveness and circumstances.</p>	To address Leicestershire County Council Regulation 19 representation comments
MM5.3	Paragraph 3.7	<p>Amend to read:</p> <p>3.7 Our Local Plan <b><u>is one of several across Leicester and Leicestershire that is crucial to the delivery of the non statutory Strategic Growth Plan.</u></b> <b><u>It</u></b> enables delivery of the Strategic Growth Plan’s spatial vision and objectives through our overall development strategy and choice and location of sustainable sites for</p>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<p>future development, outlined in more detail in the following chapters. Our overall strategy focuses growth to the most sustainable parts of the district; maximising opportunities to deliver growth in the areas close to Leicester and our market towns through a combination of strategic development areas and clusters of sites as well as smaller developments. We will continue to work collaboratively with our partner authorities, particularly within Leicester and Leicestershire over strategic cross boundary matters <b><u>that relate to the successful delivery of wider growth to the south and east of Leicester (in alignment with the non statutory Strategic Growth Plan’s overarching spatial vision).</u></b></p> <p>The mechanism for this important strategic planning work will be kept under review in line with implementation of proposed new Spatial Development Strategies.</p>	
<b>Overall Development Strategy</b>			
MM6.1	Figure 2/Chapter 4	<p>Add extra icon to denote Area of Separation between Bitteswell, Lutterworth and Magna Park</p> 	Correct omission
<b>Overall Development Strategy – DS01</b>			
MM7.1	Paragraph 4.8	<p>Amend to read:  In addition to the homes identified in Policy DS01 above, we already have a significant supply of homes that will count towards meeting our 13,182 housing requirement by 2041. We have a pipeline of 8,417<b>8,902</b> homes that have been built since 2020; are already committed with planning permission/allocated in Neighbourhood Plans; or we expect to come forward as windfall sites by 2041. <b><u>This</u></b></p>	To respond to Leicester City Council representations and update based on 24/25 monitoring data

No.	Local Plan Reference	Main Modification	Reason
		<p><b><u>brings the total supply of homes to 15,324 between 2020 and 2041, which is 2,142 homes higher than the 13,182 home requirement. This difference between the housing requirement and the number of homes provided for in the Plan (2,142 homes) provides an additional contingency in the supply of housing land to allow for possible future circumstances affecting the supply of housing in the District, including potential future unmet housing need arising from other local planning authorities within the Leicester and Leicestershire Housing Market Area. The level of contingency in the supply of housing will be monitored (see Policy IM01 supporting text para. 9.5).</u></b></p>	
MM7.2	Table 2	Amend table, as follows	Factual update to reflect latest data on 1 <sup>st</sup> April 2025

Hierarchy Tier	Settlement	Completions 2020-2025	Commitments at 01.04.25	New Local Plan Growth (Policy DS01)	Settlement Total (2020- 2041)	Hierarchy Tier Total (2020-41)
Adjoining Leicester Urban Area	Land South of Gartree Road	-	-	1,200	1,200	2,924
	Scraptoft/Thurnby/Bushby	422	52	1,250	1,724	
Market Towns	Lutterworth	332	1,661	320	2,313	6,837
	Market Harborough	1,592	1,582	1,350	4,524	
Large Villages	Broughton Astley	197	80	475	752	2,936
	Fleckney	458	217	150	825	
	Great Glen	181	47	400	628	
	Kibworth	228	28	475	731	
Medium Villages	Billesdon	16	115	63	194	860
	Great Bowden	77	6	100	183	
	Houghton on the Hill	47	35	104	186	
	Husbands Bosworth	45	9	105	159	
	Ullesthorpe	58	0	80	138	
Small Villages	Arnesby	12	4	11	27	1,092
	Bitteswell	9	7	29	45	
	Church Langton	16	25	2	43	
	Claybrooke Magna	18	4	31	53	
	Dunton Bassett	4	15	49	68	
	Foxton	21	7	22	50	
	Gilmorton	166	11	7	184	
	Great Easton	8	22	31	61	
	Hallaton	21	10	15	46	
	Leire	2	16	23	41	
	Lubenham	3	55	28	86	
	Medbourne	13	29	7	49	
	North Kilworth	76	20	8	104	
	South Kilworth	23	12	14	49	
	Swinford	41	20	8	69	
	Tilton	8	4	27	39	
	Tugby	11	20	14	45	
Walcote	3	6	24	33		
Other	Other	106	119	-	225	225
	Windfalls	-	450	-	450	450
District Total		4,214	4,688	6,422	15,324	15,324

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MM7.3	Paragraph 4.12	Amend last sentence: To this end, we have allocated and made provision for a total of 44,839 <b>15,324</b> dwellings to meet the housing requirement of 13,182 dwellings.	To reflect latest data from 1 <sup>st</sup> April 2025
MM7.4	Paragraph 4.13	Amend to read: 4.13. Our decision to focus residential development predominantly on <del>an adjoining</del> Leicester Urban Area and <b>at</b> Market Harborough is largely a reflection of the higher levels of existing or potential accessibility to public transport (see Harborough Local Plan Sustainability Appraisal, 2024). Market Harborough has the district's only railway station, and the bus network is more extensive with higher frequency services near Leicester (Infrastructure Delivery Plan, 2024). <b><u>The strategy also aligns with the non statutory Leicester and Leicestershire Strategic Growth Plan.</u></b>	To address Leicestershire County Council Regulation 19 representation comments and to ensure consistency with settlement hierarchy terminology
MM7.5	Paragraph 4.18	Amend second sentence: The ' <b><u>Settlement</u></b> Total 2020-2041' column in Table 2 above therefore contains the housing requirement for current and future neighbourhood areas between 2020 and 2041.	For accuracy
<b>Overall Development Strategy – DS02</b>			
MM8.1	Policy DS02	Amend part 2 second sentence: In addition to the delivery of employment commitments and completions a minimum of 16.4 hectares of land for Business Uses (Office and Light Industry (E(g)(i)( <del>ii</del> )-(iii)), General Industry (B2) and non-strategic Storage and Distribution (B8)-(in units <9,000sqm)) will be delivered on Site Allocations identified in Policy SA01, in the following places:	For further clarity
MM8.2	Policy DS02	Amend first sentence of criterion 2:	For further clarity

No.	Local Plan Reference	Main Modification	Reason
		The employment land requirement for Harborough District ( <b><u>excluding strategic storage and distribution</u></b> ) is 60 hectares between 2020 and 2041.	
MM8.3	Policy DSO2 /Table 4	Add missing footnote: <b><u>* Includes Wellington Business Park and Airfield Business Park (consented Oct 23)</u></b>	To correct omission
MM8.4	Paragraph 4.32	Amend to read: Market Harborough, the largest of our centres, and Lutterworth are performing well particularly in relation to the position in 2013 and the UK average, while Broughton Astley has experienced some decline but is performing satisfactorily in difficult market conditions (see Harborough Retail Town Centres Study, 2024 <del>5</del> ). Shopping behaviour will continue to change, and Harborough's centres will need to respond. Tables 6 and 7 present the combined floorspace projections for retail and food/beverage floorspace to 2041, and targets for each of these areas. A lower need than in previous plan periods reflects changes in how people shop in recent years, notably the rise of internet shopping (see Harborough Retail Town Centres Study, 2024 <del>5</del> ). While some need is anticipated, Table <del>6</del> <b>8</b> indicates that most retail growth can be accommodated by the reoccupation of vacant town centre units or absorbed by commitments / proposals for the next 10 years.	Factual amendments
<b>Overall Development Strategy – DS03</b>			
MM9.1	Policy DS03	Amend criterion a) under DS03.1: 1. Development will be permitted where it: Prioritises sustainable active travel modes such as walking, cycling, or public transport above the use of	To respond to Leicester City Council representation

No.	Local Plan Reference	Main Modification	Reason
		the private car <b><u>and supports the uptake of low emission transport solutions;</u></b>	
MM9.2	Policy DS03	Add to list at part 2: a) Sites of Special Scientific Interest; b) Local Wildlife Sites; <del>and</del> c) Regionally Important Geological or Geomorphological Sites; <b><u>and</u></b> <b><u>d) Local Nature Reserves.</u></b>	To correct omission
<b>Overall Development Strategy – DS04</b>			
MM10.1	Policy DS04	Amend Part 1.a) and b) as follows: 1. To protect our rural character, landscape and heritage assets, development must: a) <del>Recognise</del> <b><u>demonstrate recognition and understanding of</u></b> the significance of heritage assets as integral components of the district's character and identity; and <del>Avoid gradual erosion of the historic environment through piecemeal or cumulative development that could compromise the integrity of Conservation Areas and other heritage assets</del> <b><u>conserve, and where possible, enhance the district's character and the natural and historic environment, including the setting of settlements.</u></b>	To provide clarity and expand the policy to recognise the importance of the rural character and historic development of the district
<b>Overall Development Strategy – DS05</b>			
MM11.1	Policy DS05	Amend criterion 1.b) and insert new criterion after 1.b) as follows (renumbering of criteria will be needed):  b) prioritise and fund the reasonable costs of infrastructure on site, and where appropriate off site, infrastructure needed to mitigate the impacts of the development through the use of Section 106 Legal Agreements, <b><u>Community Infrastructure Levy</u></b> or, in	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<p>the case of highways, Section 278 Legal Agreements; and</p> <p>c) <b><u>contribute to the reasonable costs of any infrastructure required to mitigate the impacts of development including through the pooling of developer contributions where it is demonstrated that the impacts can only be addressed in a comprehensive way including cumulative and cross boundary impacts; and</u></b></p> <p>e) d)..... d)-e)....</p>	
MM11.2	Policy DS05	<p>Amend part 3 to read: Infrastructure required to mitigate the impact of development may be phased either in time or geographically, to ensure necessary infrastructure is delivered in a timely manner through the use of planning conditions, Section 106 Legal Agreements, <b>community infrastructure levy</b> or, in the case of highways, Section 278 Legal Agreements.</p>	To address Leicestershire County Council Regulation 19 representation comments
MM11.3	Policy DS05	<p>Second criterion 4.c) deleted and a new Transport part of policy added (current Developer Contributions and Viability parts of policy to be renumbered as 10 and 11 respectively):</p> <p><del>e) We will continue to work with Leicestershire County Council, National Highways, Leicester City Council, wider neighbouring local authorities and other stakeholders, as required, to mitigate the transport impacts of development, including through the delivery of Transport Strategies where appropriate. The transport strategies will be built around the following key</del></p>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<p>components, to be funded and delivered by private developers and the public sector:</p> <ul style="list-style-type: none"> <li>• Improvements to sustainable modes of travel including walking, cycling and passenger transport (as appropriate both capital— infrastructure measures — and revenue measures, such as training and promotional activities and/or service improvements);</li> <li>• Targeted Improvements to the Major Road Network (MRN); and</li> <li>• Targeted Improvements to the Strategic Road Network (SRN).</li> </ul> <p>d) All development proposals should include a strategy for waste management and recycling for both the construction and operation agreed with the District Council and Leicestershire County Council.</p> <p><b><u>Transport</u></b></p> <p><b><u>5. We will continue to work with Leicestershire County Council, National Highways, Leicester City Council, wider neighbouring authorities and other stakeholders, as required, to mitigate the transport impacts of development, including through the delivery of Transport Strategies where appropriate.</u></b></p> <p><b><u>6. Development proposals must be supported by a robust travel plan and robust transport assessment of the impact of the development on the road network, including its relationships to any identified significant cumulative and/or cross-boundary traffic</u></b></p>	

No.	Local Plan Reference	Main Modification	Reason
		<p><u>impacts, and that demonstrates such impacts can be proportionately and appropriately mitigated.</u></p> <p><u>7. Transport assessments must follow a vision-led approach having regard relevant policies and strategies of the Local Transport Authority, such as the Leicestershire Local Transport Plan 4 and associated documents, including the Leicestershire Enabling Travel Choice Strategy and Multi-Modal Area Investment Plans.</u></p> <p><u>8. Where a transport assessment indicates that a proposed development will have an impact on significant cumulative traffic conditions across the District and/or indicates cross-boundary impacts, a proportionate contribution will be required to the reasonable costs of measures required to mitigate such impacts either through a financial contribution, community infrastructure levy or scheme delivery.</u></p> <p><u>9. Transport assessments for development proposals along the A6 corridor must take into account other proposed development along the corridor (including OA1, GG1, K1, MH1, MH2 and MH3) This includes proposed new infrastructure and services and enabling access to them.</u></p>	
MM11.4	Paragraph 4.52	Amend first bullet point: There is the potential for <b>forecast</b> increased demand in highways	To respond to Leicester City Council representation
MM11.5	Paragraph 4.52	Amend third bullet point: New secondary school places and post 16 provision is needed in Market Harborough and <del>Principal</del>	To reflect settlement hierarchy terminology and respond to Leicester

No.	Local Plan Reference	Main Modification	Reason
		<p><b><u>settlements adjoining the</u></b> Leicester Urban Area, along with primary school places, and pressure is being felt in other hotspots <b><u>areas</u></b> like Lutterworth, Kibworth and Broughton Astley.</p>	County Council representation
MM11.6	Paragraph 4.54	<p>Amend paragraph, as follows:</p> <p>This policy also ensures that all developments, which collectively increase the demand for strategic transport infrastructure, contribute fairly to its provision. <b><u>The Council intends to implement a Community Infrastructure Levy and progress a Charging Schedule</u></b> in line with legal requirements (whether in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) or legislation that supersedes this. We want to be clear upfront about our expectations for contributions from developments for transport, affordable housing, education, community facilities, health as well as other requirements. The Planning Obligations Supplementary Planning Document (HDC, 2022) provides further information and advice to developers on the strategic mitigation requirements including measures we take to ensure mitigation requirements are directly and fairly related to the scale of development being proposed. <del>We will review this document and update it when necessary</del> <b><u>In accordance with the transitional provisions within the Levelling-up and Regeneration Act 2023, this Supplementary Planning Document will remain in effect alongside the Local Plan until it is formally superseded.</u></b></p>	Update to reflect modifications to Policy DS05 and transitional provisions within the Levelling Up and Regeneration Act 2023
MM11.7	Paragraph 4.58	Insert new Transport section after 4.58 of 'Our reasons for this policy' as follows:	To address Leicestershire County Council

No.	Local Plan Reference	Main Modification	Reason
		<p data-bbox="722 269 869 302"><b><u>Transport</u></b></p> <p data-bbox="722 342 1493 699"><b><u>4.59. A summary of the transport network in the district is presented in Chapter 2, which describes the good road and public transport connections along some corridors through the district. It also highlighted the issues relating to congestion along the A5 and A6 routes and along routes connecting to the M1. The district has limited rail and bus services and low cycling rates, and the more rural areas often suffer from a lack of alternatives to car travel.</u></b></p> <p data-bbox="722 740 1493 992"><b><u>4.60. The rural nature of the District can present challenges for communities to access services and facilities. Parts of the District have limited travel choice with sustainable travel opportunities (and associated health, environmental; and economic benefits where traffic is reduced) often limited compared to more urban authorities.</u></b></p> <p data-bbox="722 1032 1493 1357"><b><u>4.61. Many of our most sustainable settlements are located along the A6 corridor. Our development strategy therefore results in a stronger focus of growth along the A6 corridor compared to other parts of the District. The A6 corridor has the best public transport provision in the District and new development along the corridor provides an opportunity to improve existing services and/or provide new services.</u></b></p>	<p data-bbox="1537 237 1902 302">Regulation 19 representation comments</p>

No.	Local Plan Reference	Main Modification	Reason
		<p><b><u>4.62. An assessment of the performance of the existing and forecast transport network was carried out in the South Leicestershire Joint Transport Evidence (JTE). This study was commissioned to support the Local Plans of all districts in South Leicestershire.</u></b></p> <p><b><u>4.63. The study shows there will be increases in traffic flow and delay along the A6 corridor due to the proposed growth. This is forecast to be on the A6 itself, but also on alternative routes that are used by drivers to avoid the congestion on the A6. Analysis of journey length shows that journeys along the A6 tend to be longer distance, which means they are more difficult to transfer to active modes of travel.</u></b></p> <p><b><u>4.64. Opportunities to improve sustainable travel, including public transport therefore need to be maximised. This will require a coordinated approach to master planning of sites and to identifying the transport impacts and mitigation along the A6 corridor. Policy DS05 therefore identifies clusters of sites (OA1 and GG1; MH1, MH2 and MH3; S1, S2 and TB1) that require a coordinated approach and requires transport assessments for new development proposals in the A6 corridor to take into account other proposed development along the A6 corridor. This will help ensure transport impacts (including cumulative impacts) and mitigation along the corridor is</u></b></p>	

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		<p><u>appropriately considered at the planning application stage.</u></p> <p><u>4.65. Capacity constraints also exist along the A5 corridor along the southwest boundary of the District. The A5 is part of the Strategic Road Network and is managed by National Highways.</u></p> <p><u>4.66. The JTE study work shows that the proposed expansion of Magna Park on the A5 west of Lutterworth will generate additional vehicle trips that will require improvements to the congested highway network, otherwise levels of congestion along the corridor and roads with which it intersects (such as the A426) will continue to increase; the evidence also shows that increased levels of traffic will be displaced from the A5 onto less suitable routes through communities in Leicestershire and Warwickshire. Additional development along the A5 corridor in other districts may apply more pressure to the road network and improvements will be required to address the cumulative impacts of these developments.</u></p> <p><u>4.67. The A5/A426 Gibbet Hill roundabout is a key highway capacity constraint that will likely need to be improved in the plan period, but additional improvements will also be required as the plan progresses.</u></p>	
<b>Key Development Sites – SA01</b>			
MM12.1	Policy SA01	Add part 4 to Policy SA01 as follows:	To address Leicestershire County Council

No.	Local Plan Reference	Main Modification	Reason
		<b><u>4. Transport assessments should have regard to the Leicestershire Enabling Travel Choice Strategy.</u></b>	Regulation 19 representation comments
MM12.2	Policy SA01/TB1 (Schedule)	<p>Insert new TB1 Policy Requirement after 1 as follows:</p> <p><b><u>2. Policy DS05(1e) identifies this site as part of a 'cluster' with sites S1 and S2. The proposal should therefore take into account these sites and the infrastructure, services and facilities they will provide (see policy SA04) so that a comprehensive approach is taken to the planning and delivery of infrastructure and services, including access to them.</u></b></p> <p>Amend subsequent numbering.</p>	To address Leicestershire County Council Regulation 19 representation comments
MM12.3	Policy SA01/TB1 (Schedule)	<p>Amend criterion 4 (last sentence):</p> <p>The sequential approach to layout should be taken to avoid development in <b><u>surface</u></b> water flood risk flow routes.</p>	For further clarity
MM12.4	Policy SA01/TB1 (Schedule)	<p>Add criterion to policy requirements:</p> <p><b><u>A Minerals Assessment must accompany the proposal, in accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan.</u></b></p>	To respond to Leicestershire County Council representation
MM12.5	Policy SA01/S2 (Schedule)	<p>Amend criterion 2, to read:</p> <p><b><u>2. Policy DS05(1e) identifies this site as part of a 'cluster' with sites S1 and TB1. The proposal should therefore take into account these sites and the infrastructure, services and facilities they will provide (see policy SA04) so that a comprehensive approach is taken to the planning and delivery of infrastructure and services, including access to them.</u></b> Development of the site should contribute to the</p>	<p>To address Leicestershire County Council Regulation 19 representation comments</p> <p>(N.B Reference to 1e is existing 1d in the Submission Local Plan)</p>

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		reasonable costs of the provision of a new 2 form entry primary school located at site S1, as necessary.	
MM12.6	Policy SA01/S2 (Schedule)	Amend criterion 8 (first sentence): The site lies close to safeguarded waste site <del>Houghton on the Hill</del> <b>Keyham</b> Sewage Treatment Works.	Factual amendment in response to Leicestershire County Council representation
MM12.7	Policy SA01/S2 (Schedule)	Amend criterion 7(first sentence): The layout of the development must consider the potential noise and lighting impacts from the <del>proposed</del> <b>committed</b> crematorium which adjoins the site.	Factual update
MM12.8	Policy SA01/MH8 (Schedule)	Amend policy requirement: 7. The presence of significant flood risk infrastructure (Anglian Water attenuation tank in <del>Commons Car Park,</del> <b>a flood defence and monitoring equipment</b> ) will need to be considered and early engagement with Anglian Water, <b>the Environment Agency</b> , and the Lead Local Flood Authority is encouraged. <b>The Environment Agency</b> Consideration will need to be given <b>an 8m wide easement from the landward side of the defence and full access to monitoring equipment.</b> Consideration will need to be given as to whether any land on site needs to be safeguarded for defences in future.	To respond to Environment Agency representation
MM12.9	Policy SA01/L1 (Schedule)	Add criterion to policy requirements: <b>6. Potential mitigation due to proximity to Intensive Poultry Installation (regulated by EA) will need to be considered.</b>	To respond to Environment Agency representation
MM12.10	Policy SA01/L2 (Schedule)	Add criterion to policy requirements: <b>5. A Minerals Assessment must accompany the proposal, in accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan.</b>	To respond to Leicestershire County Council representation

No.	Local Plan Reference	Main Modification	Reason
MM12.11	Policy SA01/L3 (Schedule)	Add criterion to policy requirements: <b><u>6. A Minerals Assessment must accompany the proposal, in accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan.</u></b>	To respond to Leicestershire County Council representation
MM12.12	Policy SA01/BA1 (Schedule)	Add second sentence to policy requirement 2: <b><u>A strategy for responding to the NGET Overhead Cable Route present within the site should demonstrate how the NGET Design Guide and Principles have been applied at the masterplanning stage and how the impact of the assets has been reduced through good design.</u></b>	To respond to National Grid Electricity Transmission representation
MM12.13	Policy SA01/BA1 (Schedule)	Add criterion to policy requirement: <b><u>Proposals will need to ensure that development does not compromise the future operation of the consented Anaerobic Digester (Sutton Lodge).</u></b>	To respond to Leicestershire County Council representation
MM12.14	Policy SA01/GG1 (Schedule)	Amend criterion 1: 1. A comprehensive masterplan is required for this site. <b><u>Policy DS05(1e) identifies this site as part of a 'cluster' with OA1 (Land South of Gartree Road). The masterplan should therefore take into account site OA1 and the infrastructure, services and facilities it will provide (see policy SA02) so that a comprehensive approach is taken to the planning and delivery of infrastructure and services, including access to them in accordance with para 2 and 7 of Appendix 6 Masterplanning Requirements. This site is also on the A6 corridor and policy DS05 therefore requires a transport assessment to take into account other development along the A6 corridor to ensure transport impacts (including cumulative impacts) and mitigation along the corridor are appropriately considered, including</u></b>	To address Leicestershire County Council Regulation 19 representation comments  (N.B Reference to 1e is existing 1d in the Submission Local Plan)

No.	Local Plan Reference	Main Modification	Reason
		<b><u>enabling access to proposed new infrastructure and services.</u></b>	
MM12.15	Policy SA01/K1 (Schedule)	Amend criterion 1: 1. A comprehensive masterplan is required for this site. <b><u>This site is on the A6 corridor and policy DS05 requires a transport assessment that takes into account other development along the A6 corridor to ensure transport impacts (including cumulative impacts) and mitigation along the corridor are appropriately considered, including enabling access to proposed new infrastructure and services.</u></b>	To address Leicestershire County Council Regulation 19 representation comments
MM12.16	Policy SA01/K2 (Schedule)	Amend site name: Land south and west of <b><u>adjacent to Priory / Beauchamp</u></b> Business Parks	Factual update for accuracy
MM12.17	Policy SA01/K2 (Schedule)	Amend criteria 2: 2. Development will be accessed, including by sustainable modes, <del>through two access points off Wistow Road and</del> <b>from</b> Warwick Road.	For accuracy
MM12.18	Policy SA01/K2 (Schedule)	Delete criteria 3. <del>3. Development will provide a new cycleway to create convenient access to the development and the extension of the footway on the south side of Wistow Road to the Wistow Road/Warwick Road roundabout in order to connect the development to Kibworth Beauchamp village centre and to ensure highway, cyclist and pedestrian safety.</del>  Consequential changes to subsequent criteria numbering	For accuracy and consistency
MM12.19	Policy SA01/K2 (Schedule)	Amend criteria 4:	For accuracy

No.	Local Plan Reference	Main Modification	Reason
		4. Development will include adequate and appropriate landscaping including noise attenuation measures along the railway corridor, to the south and west of the site to minimise adverse landscape impact, and to screen and protect the residential amenity of existing properties on Kibworth Meadows.	
MM12.20	Policy SA01/GB1 (Schedule)	Add criterion to policy requirement: <b><u>4. The site is in proximity to three existing permitted waste safeguarding sites. With reference to the characteristics of the waste operations, any planning application would need to demonstrate that there would be no impacts to the amenity of development and that the proposed development would not prejudice continued operations at these waste facilities.</u></b>	To respond to Leicestershire County Council representation
MM12.21	Policy SA01/GB2 (Schedule)	Add criterion to policy requirement: <b><u>11. The site is in proximity to three existing permitted waste safeguarding sites. With reference to the characteristics of the waste operations, any planning application would need to demonstrate that there would be no impacts to the amenity of development and that the proposed development would not prejudice continued operations at these waste facilities.</u></b>	To respond to Leicestershire County Council representation
MM12.22	Policy SA01/ MP2 (Schedule)	Add criterion to policy requirement: <b><u>1. A comprehensive masterplan is required for this site.</u></b>	To respond to multiple representations and ensure consistency
MM12.23	Policy SA01/MP2 (Schedule)	Add criterion to policy requirement: <b><u>2. Development must respect and maintain physical separation between the village of Ullesthorpe and Magna Park to prevent coalescence and protect the</u></b>	For consistency

No.	Local Plan Reference	Main Modification	Reason
		<p><b><u>individual character of and identity of the settlement.</u></b></p> <p>Re-number criteria 1 to 12 accordingly.</p>	
MM12.24	Paragraph 5.7	<p>Amend second bullet point:  <b><u>Transport choices are provided that enable residents and occupiers to access the sites by different modes of travel.</u></b> Site-specific measures are implemented to mitigate impacts on highways and <del>incorporate</del> sustainable travel options are secured.</p>	To correct typographic errors and address Leicestershire County Council Regulation 19 representation comments
<b>Key Development Sites – SA02</b>			
MM13.1	Policy SA02	<p>Amend and move criterion 4(d) to part 5</p> <p>4.The masterplan for the site must meet the masterplan requirements set out at Appendix 6 and include:</p> <ul style="list-style-type: none"> <li>a) Phased delivery of approximately 4,000 new homes, of which 3,150 are to be in Harborough District.</li> <li>b) Provision of 5 hectares of new general employment land within Harborough District.</li> <li>c) Provision of all required community infrastructure as set out below.</li> <li><del>d) Provision of a site or sites of 5 hectares of land to meet the needs of travelling show people within Harborough District.</del></li> <li><b>ed)</b> Provision of 3 hectares of land for cemetery provision in the District of Harborough. Delivery of new homes</li> </ul> <p>5. Delivery of new homes must include:</p> <ul style="list-style-type: none"> <li>a) Provision of older persons housing to include retirement housing, extra care and / or residential care housing in accordance with Policy HN04.</li> </ul>	To clarify that it is a housing delivery obligation

No.	Local Plan Reference	Main Modification	Reason
		<p>b) 40 per cent of the new homes across the entire site delivered as new affordable homes in accordance with Policy HN01.</p> <p>c) A mix of housing types, sizes and tenures for housing including bungalows and / or ground floor accommodation. All new housing provided must be in accordance with Policy HN02.</p> <p><b><u>d) Provision for the delivery of 5 hectares of fully serviced plots to meet the identified needs of Travelling Showpeople within Harborough District.</u></b></p>	
MM13.2	Policy SA02	<p>Amend criterion 6e):  <del>Provision of education facilities to meet the primary and secondary needs arising from the site.</del> Provision of <b><u>5 forms of sufficient land for an 8-form entry secondary school, including post 16 provision as well as further land for a further 3 forms of entry for the secondary school</u></b> to accommodate wider strategic growth needs and <del>5</del> <b><u>6</u></b> forms of entry primary school provision, including early years provision. <b><u>Primary school provision is expected to comprise of 3 primary schools.</u></b> Other developments or public funding will be required to contribute to the entry costs of any provision that is not required to meet the needs of the site. The Applicant should produce an Education Delivery Strategy in conjunction with the County Council to be approved by the Councils. <b><u>This</u></b> <del>which</del> considers options for meeting these requirements which will include the provision of new schools meeting DFE standards and may include the expansion of existing schools- <b><u>where it is evidenced that it is appropriate to do so; a mechanism for land equalisation, if required; and specific delivery mechanisms to</u></b></p>	To reflect Local Education Authority representations

No.	Local Plan Reference	Main Modification	Reason
		<b><u>ensure timely and appropriate provision of education requirements.</u></b>	
MM13.3	Policy SA02	Amend Part 8b)(Heritage), to read: <del>No development can take place within the Stretton Magna Deserted Medieval Village and</del> <b>An appropriate buffer for the enhancement and protection of <u>the Stretton Magna Deserted Village</u> must be provided; the area of this buffer should be informed through the Heritage Impact Assessment.</b>	In response to Historic England representations
MM13.4	Policy SA02	Amend Part 9 (Transport) as follows:  9. The following transport aspects must be adhered to:  a) Development must include comprehensive sustainable transport links across the entire site as well as linking to existing local networks to provide good connectivity into the urban area of Oadby, areas within Harborough District and Leicester City.  b) Impacts on the wider strategic and local highway must be mitigated. The impacts will be informed by a Transport Assessment that sets out off site and on-site transport measures to mitigate impacts from the development <b><u>that reflects and builds on the place and transport visions in accordance with paragraph 1, 2 and 7 of the masterplan requirements in Appendix 6.</u></b>  c) High-quality safe cycle and pedestrian routes must be provided throughout the development to link new residential areas with the key facilities and services on site including the Local Centre, community facilities,	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<p>health provision, and schools. Routes must connect to existing <b>places and</b> nearby networks as well as other adjacent allocated sites <b><u>in accordance with the masterplan requirements (Appendix 6) for place and transport visions.</u></b></p> <p>d) Development must include safe vehicular access points from the A6 and Gartree Road, with a connection across the site. The entire site should be accessible from each access point: <b><u>with comprehensive sustainable transport links across the site and linking to existing local networks.</u></b></p> <p>e) There must be provision for a frequent (<del>minimum 15-minute</del>) zero carbon bus service connecting the site with the wider service network, as well as other sustainable public transport solutions. <b><u>Public transport solutions will be guided by the place and transport visions in accordance with the masterplan requirements (Appendix 6).</u></b></p> <p>f) There must be provision of an appropriate number of bus stops and associated infrastructure, including bus shelters and information display boards on-site. Travel Plans incorporating measures to encourage more sustainable travel behaviours will be required.</p> <p><b><u>g) The transport assessment must take into account other proposed development along the A6 corridor to ensure transport impacts (including cumulative impacts) and mitigation along the corridor are appropriately considered, including</u></b></p>	

No.	Local Plan Reference	Main Modification	Reason
MM13.5	Paragraph 5.11-5.12	<p><b><u>enabling access to proposed new infrastructure and services in accordance with Policy DS05.</u></b></p> <p>New paragraph to be inserted after paragraph 5.11, as follows:  <b><u>The 5Ha of employment land will be integrated within the thriving new community to ensure homes and jobs are balanced and a sustainable place is created. The development will deliver one or more employment areas to accommodate a mix of employment land use types i.e. business, light industrial, industrial, or non-strategic warehouses to meet district need. A range of spaces to cater for SMEs and growing businesses is anticipated; designed to preserve the vitality of the Leicester city centre prime office market and protect residential amenity.</u></b></p>	To address Leicester City Council concerns in respect to potential impact on viability of city centre office market
MM13.6	Paragraph 5.12	<p>New paragraph to be inserted after paragraph 5.12, as follows:  <b><u>The allocation will deliver 5 hectares of land dedicated to meeting the identified accommodation needs of Travelling Showpeople within the District. To ensure the provision is effective and consistent with national policy, this will consist of the delivery of serviced plots. To provide appropriate flexibility, the final plot yield and configuration will be determined at the masterplanning stage, with the objective of optimizing the site to meet the District's identified requirements. The plots do not have to be delivered as one site. Consideration may be given to off-site provision if more suitable alternatives are proposed.</u></b></p>	To provide clarification and flexibility

No.	Local Plan Reference	Main Modification	Reason
MM13.7	Paragraph 5.17	<p>Amend as follows:</p> <p>5.17 Addressing transport impacts is necessary to manage increased traffic, ensure road safety, and promote sustainable travel. Safe vehicular access, regular bus services, and high-quality cycle and pedestrian routes are vital to reducing car dependency and encouraging healthier, more sustainable modes of transport. <b><u>The site is located in a Priority Growth Corridor around the south and east of Leicester identified in the non statutory Strategic Growth Plan. The Local Transport Authority consider the evidence highlights a lack of suitable orbital transport connectivity around the south and east of Leicester. Whilst this is beyond what this Local Plan can reasonably be expected to address, it should not prevent the future delivery of more strategic multi-modal transport measures that may be needed in future to support development beyond that identified in this local plan. Policy SA02 requires a route connecting Gartree Road and the A6. The masterplan requirements (Appendix 6) indicate the route must have potential for future upgrades that could contribute to a more strategic orbital connection around the south and east of Leicester, should this be required to support potential future development beyond that identified in this local plan.</u></b></p>	To address Leicestershire County Council Regulation 19 representation comments
<b>Key Development Sites – SA03</b>			
MM14.1	Policy SA03	<p>Insert additional criterion, as follows:</p> <p><b><u>4. This cluster of sites (MH1, MH2 and MH3) is on the A6 corridor. In accordance with Policy DS05,</u></b></p>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason																		
		<b><u>transport assessments for these development proposals must take into account other proposed development along the corridor (including OA1, GG1, K1, MH1, MH2 and MH3). This includes enabling access to proposed new infrastructure and services.</u></b>																			
<b>Strategic Policies for Housing – HN06</b>																					
MM15.1	Policy HN06	Amend Part 1,; Provision will be made for a minimum of <del>5</del> <b>20</b> Gypsy and Traveller pitches and <del>53</del> <b>62</b> Travelling Showpeople plots as shown on the Policies Map.	To ensure compliance with PPTS 2024																		
MM15.2	Policy HN06	Amend Part 2: Provision for Travelling Showpeople plots will be met on vacant or unimplemented plots on existing sites, and through <b><u>the delivery of serviced</u></b> new allocations at	To ensure the policy is effective by clearly defining the delivery requirements as serviced plots, not just land																		
MM15.3	Policy HN06	Amend Part 3: Provision for Gypsy and Traveller pitches will be met on vacant or unimplemented plots on existing sites, and through <b><u>the delivery of serviced</u></b> new allocation at...	To ensure the policy is effective by clearly defining the delivery requirements as serviced plots, not just land																		
MM15.4	Table 11	Amend Table 11 as follows: <table border="1" data-bbox="720 1078 1365 1330"> <thead> <tr> <th>Year Period</th> <th>Dates</th> <th>Need</th> </tr> </thead> <tbody> <tr> <td>0-5</td> <td>2024-2028</td> <td><del>5</del><b>18</b></td> </tr> <tr> <td>6-10</td> <td>2029-2033</td> <td><del>0</del><b>3</b></td> </tr> <tr> <td>11-15</td> <td>2034-2038</td> <td>1</td> </tr> <tr> <td>16-18</td> <td>2039-2041</td> <td><del>4</del><b>2</b></td> </tr> <tr> <td>TOTAL</td> <td>2024-2041</td> <td><del>7</del><b>24</b></td> </tr> </tbody> </table>	Year Period	Dates	Need	0-5	2024-2028	<del>5</del> <b>18</b>	6-10	2029-2033	<del>0</del> <b>3</b>	11-15	2034-2038	1	16-18	2039-2041	<del>4</del> <b>2</b>	TOTAL	2024-2041	<del>7</del> <b>24</b>	To ensure compliance with PPTS 2024
Year Period	Dates	Need																			
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No.	Local Plan Reference	Main Modification	Reason																		
MM15.5	Table 12	Amend Table 12 as follows: <table border="1" data-bbox="720 305 1365 553"> <thead> <tr> <th>Year Period</th> <th>Dates</th> <th>Need</th> </tr> </thead> <tbody> <tr> <td>0-5</td> <td>2024-2028</td> <td><del>53</del><b>58</b></td> </tr> <tr> <td>6-10</td> <td>2029-2033</td> <td>6</td> </tr> <tr> <td>11-15</td> <td>2034-2038</td> <td><del>6</del><b>8</b></td> </tr> <tr> <td>16-18</td> <td>2039-2041</td> <td><del>4</del><b>5</b></td> </tr> <tr> <td>TOTAL</td> <td>2024-2041</td> <td><del>69</del><b>77</b></td> </tr> </tbody> </table>	Year Period	Dates	Need	0-5	2024-2028	<del>53</del> <b>58</b>	6-10	2029-2033	6	11-15	2034-2038	<del>6</del> <b>8</b>	16-18	2039-2041	<del>4</del> <b>5</b>	TOTAL	2024-2041	<del>69</del> <b>77</b>	To ensure compliance with PPTS 2024
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MM15.6	Paragraph 6.33	Amend paragraph as follows:  Our assessment identified a requirement to allocate land for a minimum of <del>520</del> <b>520</b> Gypsy and Traveller permanent residential pitches and <del>536</del> <b>362</b> plots for Travelling Showpeople to meet needs up to <del>2028</del> <b>32</b> . This reflects the five-year minimum time period defined in national policy for this type of accommodation.	To ensure compliance with PPTS 2024																		
MM15.7	Paragraph 6.34	Amend paragraph as follows:  Only the need from those households who met the <del>2023</del> <b>4</b> Planning Policy for Traveller Sites planning definition should be formally considered as need arising from the GTAA. The <b>Site Assessment S</b> study and Addendum identifies that all of the need for Gypsy and Traveller pitches, and up to 29 Travelling Showpeople plots can be addressed through the use of vacant pitches/plots and intensification of existing sites. The remainder of the need for Travelling Showpeople (minimum <del>243</del> <b>33</b> plots) can be accommodated on the allocations Land South of Gartree Road (in accordance	For clarification and to ensure compliance with PPTS 2024																		

No.	Local Plan Reference	Main Modification	Reason
		with Policy SA02) and Land at Mere Lane, Magna Park (in accordance with Policy SA01).	
MM15.8	Paragraph 6.34	Add sentence at the end of the paragraph: <b><u>For the purposes of this policy, a ‘serviced’ pitch or plot is defined as a site provided with utility capacity (water, foul drainage, and high-capacity electricity) and suitable access.</u></b>	To provide a precise, delivery-focused definition that prevents the “land only” interpretation and ensures the site is deliverable under NPPF criteria
MM15.9	Paragraph 6.35	Amend paragraph as follows:  The GTAA also identifies a proportion of need for pitches and plots arising from ‘undetermined’ travellers that could meet the definition of a Traveller over the plan period. Policy HN06 includes criteria to support the delivery of new sites that come forward to meet the remaining need for 165 Travelling Showpeople plots and proportion of undetermined need over the plan period, including the ongoing allocation of land at Bonehams Lane from the 2019 Local Plan for up to 12 Gypsy and Traveller pitches	Consequential update
<b>Directing Development to the Right Place – AP02</b>			
MM16.1	Policy AP02	Amend part 3: 3. A Retail Impact Assessment will be required for retail and leisure development, including extensions, of: a) 500 square metres <b><u>sgm</u></b> (gross) or more in Market Harborough and Lutterworth or any lower threshold defined in a Neighbourhood Plan elsewhere.	For consistency
MM16.2	Paragraph 7.7	Add new sentence after the first sentence and amend following sentence:	For consistency, to refer to evidence documents and correct grammar

No.	Local Plan Reference	Main Modification	Reason
		<b><u>Promoting the health and vitality of Market Harborough and Lutterworth town centres, and enabling them to adapt and grow through the policies of the Plan, is important in supporting the ambitions of the Market Harborough Town Centre Masterplan (June 2022) and the Lutterworth Town Centre Masterplan (September 2021).</u></b> It priorities “Main Town Centre” uses in these centres, as defined in national policy.....reduce the need for travel and support sustainable development.	
MM16.3	Paragraph 7.8	Amend text within brackets to read:  (See Harborough Retail <b>Town Centres</b> Study 2024 <b>2025</b> )	Correction
<b>Directing Development to the Right Place – AP03</b>			
MM17.1	Paragraph 7.11	Amend final sentence as follows: In Areas of Separation and Green Wedges stricter controls are in place to <b>ensure development respects the strategic aims of these designations including the preservation of distinct settlement identity and the prevention of coalescence.</b> <del>preserve the distinct identity of settlements and prevent coalescence.</del>	For clarity, as the strategic aims of Green Wedges go beyond the prevention of coalescence
<b>Directing Development to the Right Place – AP04</b>			
MM18.1	Policy AP04	Amend part 1.i), as follows: 1. Development in the countryside, excluding Green Wedges and Areas of Separation, will be permitted for: ..... i) tourist attraction and facilities <del>will also be permitted</del> where these respect the character of the countryside, and....	Unnecessary as ‘will be permitted’ is already set out in main part of 1
MM18.2	Paragraph 7.12	Amend final sentence, as follows:	For clarity as the strategic aims of Green Wedges

No.	Local Plan Reference	Main Modification	Reason
		Restrictions on development in Areas of Separation and Green Wedges help ensure this type of development does not contradict the strategic aims of these <b>designation</b> areas <del>to prevent the merging of settlements</del> <b><u>which include preventing settlements merging</u></b> and <b><u>protecting</u></b> the distinct identities of rural communities.	go beyond the prevention of settlements merging
<b>Development Standards – DM01</b>			
MM19.1	Paragraph 8.5	Amend: Enhancing the public realm through high-quality open spaces and promoting active travel options, like walking and cycling, encourages healthier lifestyles and reduces reliance on cars. <b><u>The Council will work with neighbouring authorities, including Leicester City Council, to seek cross-boundary opportunities for improvements to sustainable and active travel modes.</u></b> <del>This</del> <b><u>The approach set out</u></b> not only supports the wellbeing of residents but also reduces environmental impacts, contributing to meeting our climate change and natural environment objectives.	To respond to Leicester City Council representation
<b>Development Standards – DM02</b>			
MM20.1	Paragraph 8.8	Amend first sentence: Our requirement for a Health Impact Assessment <del>for all major development proposals or development located in an area of public health concern</del> is to ensure.....	For consistency
MM20.2	Paragraph 8.8	Amend second and third sentence: <del>A template for HIA is currently being prepared, which will be available on Leicestershire County Council website, to support the assessment process and ensure consistent evaluation. The level of information required should be agreed with the Council in consultation with Leicestershire County Council and will be proportionate</del>	Factual update to reflect Regulation 19 representation

No.	Local Plan Reference	Main Modification	Reason
		to the scale and nature of the development proposed <u>A Leicestershire Health Impact Assessment template has been produced by Leicestershire’s Public Health service available on <a href="#">Health Impact Assessment Template</a> and will support the assessment process and ensure a consistent evaluation.</u>	
<b>Development Standards – DM03</b>			
MM21.1	Policy DM03	Amend policy title: Policy DM03: Heritage Asset Conservation and Design Standards <b>Management of the Historic Environment</b>	For accuracy and to respond to Historic England representation
MM21.2	Policy DM03	Amend criterion: <del>2, Where the proposed development would lead to substantial harm to (or total loss of) significance of a designated heritage asset and/or its setting, planning permission will not be granted unless:-</del> a) the proposed development demonstrates that the substantial harm to or total loss is necessary is necessary to achieve substantial public benefits that outweigh the harm or loss; or b) the nature of the heritage asset prevents all reasonable uses of the site; and c) no viable use of the heritage asset can be in the medium term through appropriate marketing that will enable its conservation; and d) conservation by grant funding or some form of charitable or public ownership is demonstrably not possible. <b><u>2. Proposed developments that affect a heritage asset and/or its setting, are required to demonstrate how the proposal has taken account of design, form, scale, mass, the use of appropriate materials</u></b>	To respond to Historic England representation and avoid repetition of national planning policy

No.	Local Plan Reference	Main Modification	Reason
		<b><u>and detailing, siting and views away from and towards the heritage asset in order to ensure that the design is holistic, sympathetic and minimises harm to the asset.</u></b>	
MM21.3	Policy DM03	Delete criterion: 3.— Where the proposed development would lead to less than substantial harm to the significance of a designated heritage asset and/or its setting, this harm will be weighed against the public benefits of the proposal including, where appropriate securing its optimum viable use.	To respond to Historic England representation and avoid repetition of national planning policy
MM21.4	Policy DM03	<b><u>45. Development within or affecting the setting of a Conservation Area must demonstrate how the proposal has taken account of the local distinctive character and setting of the Conservation Area including the settlement pattern, streetscape, open spaces and natural features and how this has been reflected in the layout, design, form, scale, mass, use of materials and detailing, in accordance with Character Appraisals where appropriate to ensure that the development preserves or enhances the character or appearance of the Conservation Area.</u></b>	For further clarity
MM21.5	Policy DM03	<b><u>65. Development affecting the significance of a non-designated heritage asset and/or its setting will be required to justify any harm or loss have regard to the significance of the non-designated asset: and be sympathetic to the local vernacular in terms of siting, size, scale, height, alignment, design and form, proportions and materials. Justification will be required for any harm or loss to the significance of the non-designated heritage asset.</u></b>	For further clarity

No.	Local Plan Reference	Main Modification	Reason
MM21.6	Policy DM03	Add criterion: <b><u>6. At December 2025 there are eleven heritage assets listed on the Historic England Heritage at Risk Register. The Council will continue to monitor these and work with Historic England and other stakeholders to address the future of these assets. Securing, where relevant, appropriate conditions and/or seek to negotiate a Section 106 Obligation when planning permission is granted to ensure that all heritage assets are appropriately managed or conserved.</u></b>	To make provision for Heritage at Risk/Historic England
<b>Development Standards – DM06</b>			
MM22.1	Policy DM06	Amend part 2: 2. All major development is required to submit a Transport Assessment which considers the impact of development on the safe, efficient and reliable operation of the transport network. The assessment will also identify the mitigation required to ensure the impact is managed or mitigated effectively. <b><u>The Transport Assessment will be guided by the place vision and transport vision produced for the site (in accordance with the Leicestershire Enabling Travel Choice Strategy).</u></b> All major development must also: a).. b).. c) deliver public transport enhancements where feasible to mitigate development impacts, including but not limited to <b>passenger transport</b> bus routes, information and waiting facilities and measures to encourage public transport use;	To address Leicestershire County Council Regulation 19 representation comments
MM22.2	Policy DM06	Part 2. Delete 'and' after d):	Correction

No.	Local Plan Reference	Main Modification	Reason
		d) where appropriate, contribute to provision for the transport needs of specific groups in the community, such as the elderly and those with disabilities; and	
MM22.3	Paragraph 8.23	<p>Insert new paragraph after 8.23:  <b><u>The Council is committed to supporting the delivery of an accessible transport network and to working with partners to this end. Major development proposals will be expected to identify any cross-boundary and cumulative impacts requiring mitigation. Joint working between Leicestershire Highway Authority and adjoining Highway Authorities, including Leicester City Council, will be required where cross-boundary issues are involved to ensure a coordinated approach.</u></b></p>	To respond to Leicester City Council representation
<b>Development Standards – DM08</b>			
MM23.1	Policy DM08	<p>Amend Part 3 criterion f):  <del>demonstrate that the peak rate of run-off over the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site and reduced wherever possible. Developments are required to achieve a 20% reduction in run-off rates compared to pre-development conditions to account for existing surface water runoff problems.</del>  <b><u>all development (including development on brownfield land) must manage surface water so that runoff is reduced compared to the site's natural greenfield condition and does not increase flood risk. Peak surface water runoff must be limited to at least 20% below the site's average annual peak greenfield runoff rate, calculated using recognised national methods and in accordance with LLFA</u></b></p>	In response to Local Lead Flood Authority advice and agreement

No.	Local Plan Reference	Main Modification	Reason
		<p><b><u>guidance. Development should use sustainable drainage systems (SuDS) designed to store, slow and, where practicable, reuse rainwater at or close to its source;</u></b> and</p>	
<b>Development Standards – DM10</b>			
MM24.1	Policy DM10	<p>Amend Criterion 3 as follows:  ..... If full mitigation cannot be provided, compensation will be required as a last resort <b><u>where there is no alternative</u></b> to ensure there is no net loss or a net gain of priority habitat and priority species.</p>	In response to Natural England’s representations
MM24.2	Policy DM10	<p>Amend Criterion 5 as follows:  5. <del>Development which impacts on nationally and locally designated biodiversity and geodiversity sites, defined in Policy DS03 and shown on the Policies Map, will be permitted where there is no adverse impact on:</del>  a) <del>the conservation of priority species;</del>  b) <del>irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss; and</del>  c) <del>opportunities for improving habitats, and if relevant, improving the water quality of local water courses to improve the aquatic habitat are incorporated.</del>  Development proposals that are likely to result in a significant adverse effect, either alone or in combination with other proposals, on internationally designated site, will not be permitted unless a Habitats Regulation</p>	In response to Natural England’s representations

No.	Local Plan Reference	Main Modification	Reason
		<p>Assessment has concluded that the proposal will not adversely affect the integrity of the habitats site.</p> <p><b><u>Biodiversity and geodiversity sites and networks will be protected in accordance with their statutory and policy status:</u></b></p> <p><b><u>a) development which has the potential to harm a candidate or designated Habitats Site (European site) must be subject to Appropriate Assessment and will not be permitted unless harm to the integrity of the site is ruled out;</u></b></p> <p><b><u>b) development which is likely to harm a Site of Special Scientific Interest will not be permitted unless the benefits of the development clearly outweigh the harm;</u></b></p> <p><b><u>c) development leading to the loss or deterioration of irreplaceable habitats such as ancient woodlands and veteran trees will only be permitted for wholly exceptional reasons;</u></b></p> <p><b><u>d) development likely to have an adverse effect on locally designated sites, their features or their function as part of the ecological network, will only be supported where the benefits of the development clearly outweigh the loss, and the coherence of the local ecological network is maintained.</u></b></p>	

No.	Local Plan Reference	Main Modification	Reason
		<p><b><u>e) Development which harms, directly or indirectly, species which are legally protected, or species and habitats that have been identified as Species or Habitats of Principal Importance in England (also known as Section 41 or 'Priority' species and habitats) will not be permitted unless the harm can be avoided or mitigated by appropriate measures.</u></b></p>	
MM24.3	Paragraph 8.33	<p>New text to be added at the end of paragraph:  This policy is essential for safeguarding and enhancing the district's biodiversity and geodiversity. All qualifying developments are now required by law to achieve a minimum of 10% biodiversity net gain, under the Environment Act 2021. The measure in this policy provides further direction on our expectations as to the ways in which development can protect and enhance habitats and support local ecosystems and helps plants and wildlife adapt to climate change. <b><u>Local Nature Recovery Strategies (LNRS) are central to enhancing the nature recovery network by improving, expanding and connecting existing areas of importance for nature. The LNRS for Leicestershire, Leicester and Rutland has been developed by Leicestershire County Council and identifies key habitats and species that require immediate attention and sets out strategic aims to enhance biodiversity and create a connected and resilient landscape for people and nature.</u></b></p>	In response to Natural England's representations
<b>Development Standards – DM11</b>			
MM25.1	Policy DM11	Amend:	For further clarity

No.	Local Plan Reference	Main Modification	Reason
		<p>1. Water resources will be protected, and water services provided. Development will be permitted where it <del>does</del>:</p> <p>a) <b>does</b> not adversely affect the quality of any water course into which the surface water emanating from new development flows, during both the construction phase and for the lifetime of the development;</p> <p>b) <b>ensures</b> the removal of any contamination from the site and that the development would not result in the migration of any contamination to a location where it could have an adverse effect upon the water environment; and</p> <p>c) <b>has</b> <del>have</del> no adverse impact on and, wherever possible, <b>contributes</b> to an enhanced water environment and its associated ecology.</p>	
MM25.2	Paragraph 8.36	<p>Insert additional text after first sentence:  <b><u>The three main causes of poor water quality are agricultural run-off, urban and road run-off and permitted discharges from the public sewerage network.</u></b></p>	To respond to Anglian Water representation
<b>Monitoring and Delivery – IM01</b>			
MM26.1	Paragraph 9.4	<p>Add new paragraph after 9.4:  <b><u>Currently, the Council has a contingency in its supply of housing over and above its requirement. This contingency has the potential to contribute to meeting unmet need from other Leicester and Leicestershire Housing Market Area authorities should this be necessary. As set out in Appendix 3: Monitoring Framework, the contingency will be monitored and the extent to which it is above or below the requirement will be reported annually.</u></b></p>	To respond to Leicester City Council representation
<b>Glossary</b>			

No.	Local Plan Reference	Main Modification	Reason
MM27.1	Glossary	Amend definition of Leicester Urban Area: Leicester Urban Area: <del>The main settlement, in this case Leicester</del> <b><u>built up areas of Leicester City and the Borough of Oadby and Wigston</u></b> , which has <del>benefit from</del> the highest level of services, including retail, hospitals, employment and higher education.	For consistency
<b>Appendices – Appendix 3</b>			
MM28.1	Appendix 3	Additional bullet point under Delivering Homes/Key Indicators: <b><u>Housing Supply above/below housing requirement (contingency in supply)</u></b>	To respond to Leicester City Council representation
<b>Appendices – Appendix 6</b>			
MM29.1	Appendix 6	Insert new parts after part 1 and part 6 and amend existing parts 1 and 6 as follows (renumbering will be required):  1. Set out a strong <b><u>place</u></b> vision and clear objectives to create sustainable and successful places, ensuring the proposed development makes a positive contribution to local character and distinctiveness. <b><u>The place vision should include how the site is intended to relate to existing and/or proposed communities, services and facilities;</u></b>  (New part) <b><u>Have regard to the Leicestershire Enabling Travel Choice Strategy and consider:</u></b> <b><u>a) how the site will help deliver the core themes and policies of LTP4;</u></b> <b><u>b) the places, services and facilities that new residents on the site are likely to need to access as part of their daily lives;</u></b>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<p><b><u>c) for any employment uses, where workers are likely to drawn from;</u></b>  <b><u>d) how any services and facilities provided on site might help to meet existing and future communities' needs.</u></b></p> <p>.....</p> <p>6. Set out a transport <b><u>vision</u></b> and movement strategy which <del>that</del>:</p> <p><b><u>a) demonstrates how the existing and proposed new transport provision will ensure new residents can access the places, services and facilities they need as part of their daily lives, both on and off site;</u></b>  <b><u>b) explains how any proposed new transport provision and/or new services and facilities will be delivered and phased;</u></b>  <b><u>c) prioritises sustainable and active modes of travel, including through provision for public transport, cycle routes, footpaths and bridleways;</u></b>  <b><u>d) createsing a network of permeable and interconnected streets and public realm, within the site and the surrounding area, including and increase connectivity to existing settlements and any proposed between adjoining sites;</u></b></p> <p>(New part) <b><u>Land South of Gartree Road Strategic Development Area (Policy SA02) must provide a highway connection between Gartree Road and the A6 with potential for future upgrades that could contribute to a more strategic orbital connection around the south and east of Leicester (should this</u></b></p>	

No.	Local Plan Reference	Main Modification	Reason
		<b><u>be required to support potential future development beyond that identified in this local plan).</u></b>	
MM29.1	Appendix 6	Add a new bullet point to Part 4: <b><u>ensures ecological requirements are integrated with wider infrastructure and masterplanning considerations</u></b>	To align with Phase 2 Ecological Survey findings

## Schedule of Additional Modifications to the Submission Harborough Local Plan 2020-2041

No.	Local Plan Reference	Additional Modification	Reason
<b>Contents</b>			
AM1.1	Contents	Add new sub-heading: <b>List of policies</b>	To improve clarity
AM1.2	Contents	Insert <b>DM16: Telecommunications Infrastructure</b>	Correct omission
AM1.3	Contents	Amend: MH1 Land East of Leicester Road and South of Grand Union Canal <del>approx. 250 homes</del> MH2 East of Market Harborough Road <del>approx. 850 new homes</del> MH3 Land south of Gallow Field Road <del>approx. 600 homes</del>	For consistency
<b>Introduction</b>			
AM2.1	Paragraph 1.6	Amend first sentence: Leicestershire Minerals and Waste <b>Local</b> Plan	Factual update
AM2.2	Paragraph 1.7	Amend final sentence: Leicestershire Minerals and Waste <b>Local</b> Plan	Factual update
AM2.3	Paragraph 1.12	Amend first sentence: Leicestershire Minerals and Waste <b>Local</b> Plan	Factual update
AM2.4	Paragraph 1.17	Amend first sentence: We deal with a single issue in a single policy and to avoid repetition of the same requirements.	For clarity
<b>Our Development Objectives</b>			
AM3.1	Paragraph 3.3	Amend first sentence to read:  Our objectives are aligned with <b>the over-arching a longer term</b> vision for Leicester and Leicestershire.	To address Leicestershire County Council Regulation 19 representation comments
AM3.2	Paragraph 3.9	Delete final sentence: It identifies the strategic cross boundary issues we have been working on with each of our partner organisations,	Update following the abolition of the Duty to Cooperate.

No.	Local Plan Reference	Additional Modification	Reason
		the methods deployed to collaborate on an ongoing basis and the outcomes of that collaboration. <del>The Statement demonstrates how we have met our responsibilities under the Duty to Cooperate.</del>	
<b>Overall Development Strategy – DS01</b>			
AM4.1	Policy DS01	Amend first sentence of criterion 1: The housing requirement for Harborough District is 13,182 <b>homes</b> between 2020 and 2041.	For clarity
AM4.2	Policy DS01	Amend part 2, criterion a): a) 2,450 homes on Site Allocations (Policy SA01) <del>in</del> the <b>adjoining</b> Leicester Urban Area including.....	To reflect settlement hierarchy terminology
AM4.3	Policy DS01	Amend criterion 2 d): ..... <del>Husbands</del> <b>Bosworth</b> .....	To correct spelling mistake
AM4.4	Paragraph 4.12	Amend second sentence: The anticipated pace of delivery is shown in Appendix <del>65</del> .	Factual amendment
AM4.5	Paragraph 4.14	Amend third sentence: There is also clear correlation between the accessibility to services to support development <b>and</b> <del>– again</del> reducing the need to travel long distances.	For clarity
<b>Overall Development Strategy – DS02</b>			
AM5.1	Policy DS02	Amend part 2 criterion a): a) 5 hectares on site allocations (identified in Policy SA01) <b>adjoining</b> <del>in the</del> Leicester Urban Area....	To reflect the settlement hierarchy terminology
AM5.2	Policy DS02	Amend part 3 criterion a): a) is for employment use (Office and Light Industry (E(g)(i)(ii)(iii)), General Industry (B2) and non-strategic Storage and Distribution (B8 in units <9,000 sqm)); or	For further clarity
AM5.3	Policy DS02	Amend part 4 criterion a): a) is for employment use (Office and Light Industry (E(g)(i)(ii)(iii)), General Industry (B2), non-strategic	For further clarity

No.	Local Plan Reference	Additional Modification	Reason
		Storage and Distribution (B8 in units <9,000sqm)) or other use subject to Policy AP02; or	
AM5.4	Paragraph 4.23	Delete paragraph number: <del>4.23</del> Source: Harborough Local Housing and Employment Land Evidence  Consequently, paragraphs 4.24 to 4.58 to be renumbered	To correct typographic error
AM5.5	Paragraph 4.28	Amend first sentence: Magna Park is identified <b>and safeguarded for large scale</b> as a <del>Sstrategic Ddistribution</del> Employment Area to <del>safeguard the site for large-scale strategic distribution</del> uses (Use Class B8 <b>in units &gt;9,000sqm</b> )	To ensure consistency with wording of Policy DS02 part 8 and Policies Map legend
AM5.6	Paragraph 4.32	Amend sixth sentence: ...While some need is anticipated, Table <del>68</del> indicates that most retail growth can be accommodated by the reoccupation of vacant town centre units or absorbed by commitments / proposals for the next 10 years....	Factual amendment
<b>Overall Development Strategy – DS03</b>			
AM6.1	Paragraph 4.35	Insert the following text at the end of the paragraph: Green and Blue Infrastructure can deliver a range of benefits to support development which is resilient to climate change. Delivery of multifunctional green and blue infrastructure can promote better water resource management and water quality, reduce flood risk and aid cooling through increased tree canopy cover. <b><u>The Council's Green &amp; Blue Infrastructure Study sets out details of how Natural England's Green Infrastructure Framework Standards can be used to guide new development.</u></b>	In response to Natural England's representations
<b>Key Development Sites – SA01</b>			

No.	Local Plan Reference	Additional Modification	Reason
AM7.1	Policy SA01 (Schedule)	Amend sub-headings: Land South of Gartree Road Strategic Development Area ( <b>Adjoining</b> Leicester Urban Area) Thurnby and Bushby ( <b>Adjoining</b> Leicester Urban Area) Scraptoft ( <b>Adjoining</b> Leicester Urban Area)	For consistency
AM7.2	Policy SA01/OA1 (Schedule)	Amend: ...3,150 within Harborough District and 850 within Oadby and Wigston <b>Borough</b> .	For accuracy
AM7.3	Policy SA01/TB1 (Schedule)	Amend criterion 2: 2. Assessment of traffic impacts should consider the interaction between the Thorpebury in the Limes SDA <b>Sustainable Urban Extension</b> in Charnwood.....	Factual amendment in response to Charnwood Borough Council representation
AM7.4	Policy SA01/S2 (Schedule)	Amend criterion 1: The site would form an extension to the gateway into Scraptoft village <b>and</b> this should be recognised within the design and layout of development proposals.	Correction
AM7.5	Policy SA01/S2 (Schedule)	Amend criterion 3 (first sentence): Assessments of traffic impacts should consider the interaction between the Thorpebury <b>in the Limes SDA Sustainable Urban Extension</b> in Charnwood.....	For consistency with Charnwood Borough Council representation on TB1
AM7.6	Policy SA01/MH2 (Schedule)	Amend site name in column 2: East of <del>Market</del> -Harborough Road	For accuracy
AM7.7	Policy SA01/GG1 (Schedule)	Amend criterion 2: A Heritage Impact Assessment will be required as to assess impact on neighbouring heritage assets, including Stretton Hall and its associated listed structures and the setting of other assets including the row of Grade II Almshouses (Cricks Retreat) and Grade II 39 London Road. Development.....	Amendment for further clarity
AM7.8	Paragraph 5.4	Amend second sentence:	To correct typographic errors

No.	Local Plan Reference	Additional Modification	Reason								
		This is why for larger or more complex site allocations, with strategic scale, design or delivery complexities, we have identified that masterplans will be required.									
<b>Key Development Sites – SA02</b>											
AM8.1	Paragraph 5.9	Amend first sentence: This policy and associated site allocation is aligned with both Council's strategy to focus new mixed development in and around the Leicester Urban Area.	To correct typographic error								
AM8.2	Paragraph 5.12	Add additional paragraph following paragraph 5.12: <b><u>The allocation will deliver 5 hectares of land dedicated to meeting the identified accommodation needs of Travelling Showpeople within the District. To ensure the provision is effective and consistent with national policy, this will consist of the delivery of serviced plots. To provide appropriate flexibility, the final plot yield and configuration will be determined at the masterplanning stage, with the objective of optimizing the site to meet the District's identified requirements. The plots do not have to be delivered as one site. Consideration may be given to off-site provision if more suitable alternatives are proposed.</u></b>	To provide clarification and flexibility								
AM8.3	Paragraph 5.18	Amend sentences 4-5: .....could be required to make the development sustainable. –Environmental measures.....	To remove track changes.								
<b>Key Development Sites – SA03</b>											
AM9.1	Policy SA03	Amend table as follows:	For consistency								
		<table border="1"> <thead> <tr> <th>Policy ref.</th> <th>Site Name</th> <th>Use</th> <th><b><u>Approximate</u></b> No. of dwellings</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Policy ref.	Site Name	Use	<b><u>Approximate</u></b> No. of dwellings					
Policy ref.	Site Name	Use	<b><u>Approximate</u></b> No. of dwellings								

No.	Local Plan Reference	Additional Modification				Reason
		MH1	Land east of Leicester Road and south of Grand Union canal	Housing	250	
		MH2	East of Market Harborough Road	Housing	850	
		MH3	Land south of Gallow Field Road	Housing	600	
AM9.2	Policy SA03	Amend criterion 3d): d) Give sensitive consideration to the impact of the development within the Lubenham and Foxton Areas of Separation in accordance with Policy DS04.				Factual correction
AM9.3	Policy SA03/MH1	Amend policy heading, to read: MH1 Land East of Leicester Road and South of Grand Union Canal <del>approx. 250 homes</del>				For consistency
AM9.4	Policy SA03/MH1	Amend criterion 4 c): Development, informed by a Heritage Impact Assessment, should respect the setting of the Grand Union Canal (Market Harborough Arm) conservation area;				To correct typographic error
AM9.5	Policy SA03/MH2	Amend to read: MH2 East of Market Harborough Road <del>approx. 850 new homes</del>				For accuracy and consistency
AM9.6	Policy SA03/MH2	Amend criterion 5 b): ....Development, informed by a Heritage Impact Assessment, should respect the setting of the conservation area;				To correct typographic error
AM9.7	Policy SA03/MH3	Amend policy heading, to read: MH3 Land south of Gallow Field Road <del>approx. 600 homes</del>				For consistency

No.	Local Plan Reference	Additional Modification	Reason
AM9.8	Policy SA03/MH3	Amend criterion numbering to follow on from Policy MH2: 46. Development proposals for this site must meet the following:	To reflect established numbering of criteria within policy SA03
AM9.9	Policy SA03/MH3	Amend second sentence of criterion d): Development, informed by a Heritage Impact Assessment, should respect the setting of the conservation areas;	To correct typographic error
<b>Key Development Sites – SA04</b>			
AM10.1	Policy SA04	Amend criterion d): d) Existing cumulative traffic issues on the south-eastern side of Leicester’s highway network must be addressed including consideration of Thorpebury in the Limes SDA <b>Sustainable Urban Extension</b> in the Borough of Charnwood.....	Factual update to respond to Charnwood Borough Council representation
AM10.2	Paragraph 5.33	Amend sentence: The Infrastructure Delivery Plan sets out Leicestershire County Council’s request for a 2 Form of Entry primary school with early years provision on site.	To correct typographic error
<b>Strategic Policies for Housing – HN01</b>			
AM11.1	Policy HN01	Remove number 1. as not needed as there is no part 2: 4. To meet the need for affordable housing.....	For consistency
AM11.2	Policy HN01	Amend criterion 1.e): For schemes of 500 or more houses, where a non policy compliant scale of affordable housing is accepted as a result of viability issues in accordance with e) <b>d)</b> above, viability will be reassessed.....	Correction
AM11.3	Paragraph 6.8	Amend third sentence: As such, and we have set a minimum requirement for this tenure of a 75%/25% split between social affordable rented and affordable home ownership homes	To correct typographic error

No.	Local Plan Reference	Additional Modification	Reason
<b>Strategic Policies for Housing – HN03</b>			
AM12.1	Policy HN03	Remove number 1. as not needed as there is no part 2: 4. The Council will expect.....	For consistency
<b>Strategic Policies for Housing – HN05</b>			
AM13.1	Policy HN05	Amend numbering of parts of policy as currently there is no part 4.	Correction
<b>Strategic Policies for Housing – HN06</b>			
AM14.1	Policy HN06	Amend criteria 4: 4. Development of new sites, extension or intensification of existing Gypsy and Traveller <del>and travelling showpeople</del> sites, including transit sites, will be permitted where:	For clarity
AM14.2	Table 11	Already a Table 11 on page 104. Tables 11 and 12 on this page (and references to them in paragraph 6.32) renumbered.	For accuracy
<b>Directing Development to the Right Place</b>			
AM15.1	Paragraph 7.3	Amend third sentence: Whether in the <b>area adjoining</b> Leicester Urban Area, Market Towns.....	For consistency
<b>Directing Development to the Right Place – AP01</b>			
AM16.1	Paragraph 7.6	Amend second sentence: Again, this is to provide some flexibility, whilst <b>ensuring</b> <del>it ensures</del> the spatial strategy and plan-led system are not undermined.	Correction
<b>Directing Development to the Right Place – AP05</b>			
AM17.1	Policy AP05	Remove number 1 as not needed as there is no part 2: 4. Development for renewable and low-carbon energy generation....	For consistency
<b>Development Standards – DM01</b>			
AM18.1	Policy DM01	Amend criterion f):	Grammar correction

No.	Local Plan Reference	Additional Modification	Reason
		f) minimises opportunities for crime and <del>maximising</del> <b>maximises</b> natural surveillance;	
AM18.2	Paragraph 8.4	Amend third sentence: .....Encouraging innovative yet sympathetic designs allows <u>s</u> for creative architectural solutions that are in keeping.....	Grammar correction
<b>Directing Development to the Right Place – DM03</b>			
AM19.1	Policy DM03	Renumber and amend criterion a): <b>34.</b> To determine the significance of a heritage asset, the Council will expect the following assessments to have been carried out:  a) an analysis of the asset <b><u>informed by a proportionate level of historical, architectural and archaeological evidence</u></b> , to establish its significance, both as a whole, and specific parts affected by the proposal:	For clarity and consistency
<b>Directing Development to the Right Place – DM04</b>			
AM20.1	Paragraph 8.12	Amend first sentence: This policy ensures that new development is thoughtfully integrated into its landscape setting, preserving <b><u>its</u></b> <del>their</del> natural beauty and distinctiveness.	Correction
<b>Directing Development to the Right Place – DM06</b>			
AM21.1	Policy DM06	Part 2. Amend criterion f): f) <b><u>provide</u></b> mitigation for any adverse impact on residential amenity and air quality, especially in Air Quality Management Areas.	To reflect grammar of other criteria.
<b>Directing Development to the Right Place – DM09</b>			
AM22.1	Policy DM09	Amend part 5 as follows:	Spacing correction.

No.	Local Plan Reference	Additional Modification	Reason
		5. Major non-residential and mixed-use refurbishment developments are required to achieve a final (post-construction) certified rating of Excellent under BREEAM UK Non-Domestic Refurbishment and Fit-out (or equivalent scheme.....	
AM22.2	Paragraph 8.29	Amend first and second sentences: This policy ensures that all new developments minimise their environmental impact and contributes to our overarching objectives and strategy related to climate change mitigation by ensuring carbon emissions are minimised. Carbon emissions from new development <b>do</b> not just arise from the operation of that development and travel to and from it. Site clearance can lead to loss of carbon storage and sequestration on green field site and there <b>is are</b> also carbon emissions embodied in construction materials....	Grammar correction.
AM22.3	Paragraph 8.29	Amend second and third sentences: Carbon emissions from new development <b>do</b> not just arise form the operation of that development and travel to and from it. Site clearance can lead to loss of carbon storage and sequestration on green field sites and there <b>is-are</b> also carbon emissions embodied in construction materials.....	Correction
AM22.4	Paragraph 8.30	Amend second sentence: Our water supply comes mainly form Severn Trent <b>Water</b> with an area in east of the district served by Anglian Water.	Correction
<b>Directing Development to the Right Place – DM10</b>			
AM23.1	Policy DM10	Amend Criterion 4 f): f) include <b>ing</b> appropriate measures to manage.....	To reflect grammar of other criteria.

No.	Local Plan Reference	Additional Modification	Reason
AM23.2	Policy DM10	Last paragraph of the policy is not numbered and needs to be part 6: <b>6.</b> Development proposals that are likely to result in a significant adverse effect,.....	For consistency
AM23.3	Policy DM10	Amend second sentence: The Habitats Regulation Assessment of the Local Plan and its proposals <del>has</del> have concluded that there will be no....	To correct typographic error
AM23.4	Paragraph 8.34	Amend first sentence: 8.34 The Policy also outlines our requirements for addressing impacts on biodiversity and geodiversity sites designated because of their high value <del>(these are shown on the Policies Map).</del>	For consistency
<b>Directing Development to the Right Place – DM13</b>			
AM24.1	Policy DM13	Amend Policy Part 1 to read: 1.Existing sites and premises in Business Use (Office and Light Industry (E(g)(i)(ii)(iii)), General Industry (B2) and non-strategic Storage and Distribution (B8_in units<9,000sqm),.... Amend Policy Part 4 to read: 4. Within the area of Bruntingthorpe Industrial Estate, as defined on the Policies Map, development for Research and Development (E(g)(ii)), Light Industry (E(g)(iii)), General... Amend Policy Part 6 to read: 6. Within the complex to the North of Gartree Road, as defined on the Policies Map, additional development or the re-use of buildings for Research and <del>D</del> evelopment (E(g)(iii)), General Industry (B2) and non-strategic Storage and Distribution (B8) <del>(in units &lt;9,000sqm)</del>	For further clarity
AM24.2	Policy DM13	Replace 'and' after 2.b) with 'or':	Correction.

No.	Local Plan Reference	Additional Modification	Reason
		b) it is demonstrated that the site is no longer required and is unlikely to be re-used or re-developed for industrial/commercial purposes as evidenced by active marketing for at least 12 months at an appropriate price: <b>and/or</b>	
AM24.3	Paragraph 8.40	Amend second sentence: Preserving these sites, even in areas not designated as formal employment areas, is....	Correction
<b>Directing Development to the Right Place – DM14</b>			
AM25.1	Paragraph 8.42	Amend first sentence: This policy is essential for preserving the character and visual quality of town centres, particularly where they impact heritage assets and conservation areas, by ensuring that shopfronts respect and enhance the architectural context.	Correction
AM25.2	Paragraph 8.42	Amend second sentence: ...Retaining and restoring original features and requiring new designs to align with the surrounding streetscape, it helps maintain the historic integrity and appeal of these areas.	Correction
<b>Monitoring and Delivery – IM01</b>			
AM26.1	Policy IM01	Amend part 1: 1. The Council will monitor, through the preparation of its Annual <b>Authority</b> Monitoring Report, .....	Correction
AM26.2	Policy IM01	Amend part 2 as follows: 2. A full or partial update of the Local Plan will be commenced (defined as the publication of an invitation to make representations in accordance with Regulation 18 of the Town and Country Planning .....	Spelling correction
AM26.3	Policy IM01	Renummer last part of policy as 3:	Correction

No.	Local Plan Reference	Additional Modification	Reason
		<del>2-3</del> . Any full or partial update of the Local Plan triggered by the above will be submitted for examination within 30 months from the date it commenced.	
<b>Glossary</b>			
AM27.1	Glossary	Amend definition of Heritage Asset: A building, monument, site, place, area or landscape/townscape identified....	Correction
<b>Appendices – Appendix 2</b>			
AM28.1	Appendix 2	Amend chapter numbers: Chapter <del>34</del> : Overall Development Strategy Chapter <del>45</del> : Key Development Sites Chapter <del>56</del> : Strategic Policies for Housing Chapter <del>67</del> : Directing Development to the Right Place Chapter <del>78</del> : Development Standards	Factual correction
AM28.2	Appendix 2	General: Add <b><u>Local Plan Viability Assessment Addendum-Market conditions (Feb 2026)</u></b> <b><u>Harborough Infrastructure Delivery Plan, March 2026</u></b> <b><u>Equalities Impact Assessment 2026</u></b>	To rectify omission
AM28.3	Appendix 2	Policy DS01: add <b><u>Settlement Hierarchy Assessment, 2025</u></b>	To rectify omission
AM28.4	Appendix 2	Policy DS02 Development Strategy: Creating_Jobs and Diversifying the Economy	Correction
AM28.5	Appendix 2	Policy DS04: add <b><u>Harborough Landscape Character Assessment, 2024</u></b> <b><u>Harborough Landscape Character Assessment (Potential Residential and Employment Sites), 2024</u></b>	To rectify omission
AM28.6	Appendix 2	Policy HN06: add <b><u>Harborough District Council Gypsy and Traveller and Travelling Showpeople Site Assessment Study Addendum – additional sites 2025</u></b>	To rectify omission

No.	Local Plan Reference	Additional Modification	Reason
AM28.7	Appendix 2	Policy DS04, add: <b><u>Harborough Infrastructure Delivery Plan, March 2026</u></b>	To rectify omission
AM28.8	Appendix 2	Policy AP01: Amend: Settlement Hierarchy <del>Study</del> <b><u>Assessment</u></b> , 2025	For consistency
AM28.9	Appendix 2	Policy AP05: Amend: <del>Harborough Renewable Energy</del> : Landscape Sensitivity Assessment ( <b><u>Solar PV and Wind Energy Development</u></b> ), 2024	For clarity
AM28.9	Appendix 2	Policy DM01, add: <b><u>Development Management Supplementary Planning Document, December 2021</u></b>	For clarity
AM28.10	Appendix 2	Policy DM04-: Landscape	To correct typographic error
AM28.11	Appendix 2	Policy DM12: add: <b><u>Harborough Infrastructure Delivery Plan, 2025</u></b> <b><u>Harborough Infrastructure Delivery Plan, March 2026</u></b>	To rectify omission
AM28.12	Appendix 2	Policy DM14, add: <b><u>Development Management Supplementary Planning Document, December 2021</u></b>	For clarity
AM28.13	Appendix 2	Policy DM15, add: <b><u>Development Management Supplementary Planning Document, December 2021</u></b>	For clarity
<b>Appendices – Appendix 5</b>			
AM29.1	Appendix 5 Housing Trajectory	Amend housing trajectory (see updated trajectory below).	Factual update to ensure the trajectory is based on the latest data available (31 <sup>st</sup> March 2025) and three 5-year periods are shown (penultimate row)

## Housing trajectory 2020-2041 (as at 31 March 2025)

	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	2037/2038	2038/2039	2039/2040	2040/2041	Total in Plan Period
<b>Plan period years remaining</b>	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
<b>Completions</b>	1,010	1,026	929	758	491																	4,214
<b>Commitments at 01.04.2025: Sites with planning permission including Local and Neighbourhood Plan allocations.</b>																						
<b>Commitments*</b>						567	550	509	400	375	89	231	231	222	164	150	150	150	150	150	150	4,238
<b>Windfall Allowance</b>												45	45	45	45	45	45	45	45	45	45	450
<b>Total Commitments and Windfall Allowance</b>						<b>567</b>	<b>550</b>	<b>509</b>	<b>400</b>	<b>375</b>	<b>89</b>	<b>276</b>	<b>276</b>	<b>267</b>	<b>209</b>	<b>195</b>	<b>195</b>	<b>195</b>	<b>195</b>	<b>195</b>	<b>195</b>	<b>4,688</b>
<b>Total Completions, Commitments and Windfall Allowance</b>	<b>1,010</b>	<b>1,026</b>	<b>929</b>	<b>758</b>	<b>491</b>	<b>567</b>	<b>550</b>	<b>509</b>	<b>400</b>	<b>375</b>	<b>89</b>	<b>276</b>	<b>276</b>	<b>267</b>	<b>209</b>	<b>195</b>	<b>195</b>	<b>195</b>	<b>195</b>	<b>195</b>	<b>195</b>	<b>8,902</b>
<b>New Local Plan Allocations:</b>																						
TB1: Land north of the A47, east of Zouche Way (THURNBY & BUSHBY)									50	50	25											125
S1: Land between Scraptoft & Bushby (SCRAPTOFT)											50	100	100	100	100	100	100	100	100	100		950
S2: Land east of Beeby Road (SCRAPTOFT)									50	50	50	25										175
OA1: Land south of Gartree Road & East of Oadby (OADBY - GLEN WARD)														150	150	150	150	150	150	150	150	1,200
L1: Land off Leicester Road (LUTTERWORTH)									50	50	50	50	30									230
L2: Land at M1 Junction 20/Swinford Road (LUTTERWORTH)							40	50														90
MH1: Land east of Leicester Road and south of Grand Union canal (MARKET HARBOROUGH)									50	50	50	50	50									250
MH2: East of Market Harborough Road (MARKET HARBOROUGH)														40	40	50	50	80	80	80	80	500
MH3: Land south of Gallow Field Road (MARKET HARBOROUGH)												30	50	80	80	80	80	80	80	40		600
BA1: Land off Frolesworth Road (BROUGHTON ASTLEY)											40	80	80	80	80	80	35					475
F1: Land north of Kilby Road and west of Longgrey (FLECKNEY)									50	50	50											150
GG1: Land to the north of London Road and east of											40	80	80	80	80	40						400



No.	Local Plan Reference	Additional Modification	Reason
<b>Appendices – Appendix 6</b>			
AM30.1	Appendix 6	Amend part 2: Identify and respond to constraints and opportunities including ecology, heritage, <b>archaeology</b> , and flood risk	For further clarity
AM30.2	Appendix 6	Amend part 4, bullets 4 and 7 to read: <ul style="list-style-type: none"> <li>incorporates...</li> <li>delivers...</li> </ul>	To align with other bullet points
AM30.3	Appendix 6	Amend criterion 13: 13. Include proposals for future place management including community management models where appropriate;	Correction

### Schedule of Modifications to the Policies Map

No.	Plan	Modification	Reason
PM1	All maps	Remove all Open Space, Sport and Recreation Facilities boundary designations from Policies Map	To simplify and future proof the Policies Map to accommodate future updates to the Open Space Strategy
PM2	All maps	Add in housing commitments as at 31 March 2025 on sites of 100 or more dwellings	For clarity and comprehensiveness to show full extent of housing sites
PM3	Map 64: Lutterworth, Bitteswell & Magna Park	Amend Local Green Space (LGS/LUTT/5) boundary to reflect adopted Local Plan boundary (i.e. exclude land developed by Aldi)	Correction
PM4	<a href="#">Map 72</a> : Land South of Gartree Road	Amend Strategic Development Area boundary to exclude Stretton Magna Deserted Medieval Village Scheduled Monument	In response to Heritage England representation