

Harborough Local Plan - Statement of Common Ground with Leicestershire County Council on Highway and Transport Matters (August 2026)

Introduction

1.1 The following table lists the signatories to this Statement of Common Ground (SoCG), and outlines their role, responsibility, or interest in the production of the Harborough Local Plan.

Parties	Role, responsibility or interest in the production of the Harborough Local Plan
Harborough District Council (HDC)	The local planning authority responsible for the production of the Harborough Local Plan.
Leicestershire County Council (LCC)	Relevant upper-tier authority for the area and the Local Transport Authority (LTA) for Leicestershire, including Harborough District

Table 1: Signatories role, responsibility, or interest

1.2 To demonstrate effective and on-going joint working, the National Planning Policy Framework (NPPF) recommends that authorities ‘prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these’.

Purpose

2.1 This SoCG has been prepared in response to the opening paragraph of the Inspectors’ [Panel Note 6 Viability Assessment and Infrastructure \[ID7\] dated 22 July 2026](#), viz:

'We are aware that there are four pieces of transport related work, including a Transport Topic Paper, which are due to be submitted by August 14, 2026. These are fundamental to our consideration of the wider infrastructure requirements of the Plan, its deliverability, and to potential viability matters.'

and in particular to aid the Inspectors’ understanding of the current position with regard to HDC seeking to resolve matters raised by the LTA in [LCC’s regulation 19 consultation – Item 436](#) (as summarised below.

Context and Background

3.1 The LTA responded to the Proposed Submission Draft Harborough Local Plan (Regulation 19) Consultation (March – May 2025) raising a number of concerns with the Draft Plan. In summary, the LTA’s view is that the Plan in its current form fails to meet the NPPF tests of soundness insofar as both its Effectiveness and Consistency with national policy, including for the following reasons:

- The Plan pays only cursory reference to the Strategic Growth Plan (SGP); it is not a golden thread that runs through it. There is nothing in the policies that would require developers to bring forward the growth proposed on the edge of Oadby to enable the Priority Growth Corridor’s (PGC) longer-term development, let alone to safeguard against the prospect of the growth being delivered in such a way as to fetter or frustrate the PGC’s wider delivery from a transport perspective.
- The Plan’s evidence base not being sufficiently mature at the time and thus, by extension, it has an incompletely developed policy framework.
- The Plan lacks any coherent approach to seeking to address the issue of its transport impacts overall (e.g. weakly worded policy in terms of; a robust basis for the coordinated

delivery of transport measures to address cumulative transport impacts particularly on the A6 corridor; addressing cross-boundary impacts, and; generic policies that lack integration with other relevant transport plans/strategies (e.g. LCWIP and Market Harborough Transport Strategy).

- Specifically, in respect of the growth proposed on the edge of Oadby (Land South of Gartree Road – LSGR), the policies are similarly weak in terms of the delivery of transport measures without the district i.e. to address cross-boundary impacts such as within and through the district of Oadby and Wigston and within the City of Leicester.
- The Plan lacks any coherent approach to seeking to secure developer contributions towards the delivery of transport measures necessary to address cumulative and/or cross-boundary impacts posing a significant risk to the plan’s effective delivery. Where evidence demonstrates significant cumulative impacts arising from planned growth, the LTA consider the appropriate delivery mechanism for infrastructure which is critical to the successful delivery of the Plan’s growth is Community Infrastructure Levy (CIL), which should be developed concurrently with a Local Plan.
- The Plan proposes a significant allocation of land for Strategic B8 Warehousing (logistics) (circa 140 ha in total across two sites) in the Magna Park area. The evidence clearly demonstrates that a strategic scale improvement is required at least at the Gibbet Hill junction in order for further strategic scale logistics growth to be delivered in the Magna Park area; the scale of scheme required is beyond that which a developer(s) could be expected to deliver and/or reasonably be required to do so in respect of the CIL tests. Given the current way that National Highways appears to be empowered and funded by the Department for Transport it seems that it is unable to act to prepare and deliver a scheme at a pace necessary to enable the Plan’s effective delivery.

3.2 In June 2025 HDC and LCC agreed a Duty to Cooperate Statement of Common Ground [SCG-NLP20]. The SoCG relates to Duty to Cooperate and explains at paragraph 7 to 9:

“LCC has submitted a Regulation 19 representation which raises concerns regarding the soundness of the draft Local Plan in respect of transport considerations.

The parties will continue to engage over the coming months to discuss and seek to address the issues raised. In doing so, it is acknowledged that this further engagement will require the parties to discuss relatively more detailed and technical matters relating to the content of the draft Harborough Local Plan and associated evidence base...

The outcomes of this further engagement will be presented within a further detailed SoCG between the parties”

Strategic Matters on which the authorities agree

4.1. The authorities agree the following workstreams have been completed and approved by the LTA and HDC:

HDC Workstream	Completion Date
Publication of Joint Transport Evidence (Stage 2) (JTE2) [TRP-NLP5]	Published as part of the LP Evidence Base
Publication of Joint Transport Evidence (Costing and Mitigation) [TRP-NLP4]	Published as part of the LP Evidence Base

Proposed Modifications agreed between HDC and the LTA (February 2026) (Appendix A)	February 2026
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Table 2: Complete workstreams

4.2 LCC agree that workstreams completed to date have been helpful towards addressing the LTA's concerns raised in its regulation 19 consultation response. In particular:

(i) The LTA is content that the proposed Main Modifications, as submitted by HDC alongside the Local Plan, would address the matter raised in respect of reference to the Strategic Growth Plan (SGP) to the extent that is reasonably possible given the SGP's non-statutory status. For the avoidance of doubt, the LTA agrees that this aspect of LCC's regulation 19 consultation response has been addressed by HDC.

(ii) The LTA is content with the JTE evidence as published on the Local Plan examination website as TRP-NLP5 and TRP-NLP4 respectively. For the avoidance of doubt, whilst helpful, publication of this evidence alone does not resolve fully the LTA's concerns as set out in LCC's regulation 19 consultation response. (See next section of this SoCG.)

(iii) The authorities agree the Proposed Main Modifications would strengthen the draft plan to help support infrastructure delivery. LCC and HDC will seek to ensure the Draft Local Plan and proposed modifications (Appendix A) inform the master plans and planning applications for allocated sites as far as possible, including for Land South of Gartree Road (LSGR) and North of Market Harborough. Additionally, LCC and HDC agree that in accordance with the draft plan (as proposed to be modified) that given the scale of development proposed to be delivered at LSGR it will be particularly important for its transport impacts to be suitably demonstrated (evidenced) through the planning application; reflecting the evidence that the site should be connected to surrounding areas by a range of appropriate travel modes; also reflecting the evidence that proposals are identified to mitigate the impacts of the site on the transport system to an acceptable degree; and for it to be demonstrated that the site can be safely accessed. Transport matters will be a key consideration in terms of the site's masterplan and its phased delivery over the lifetime of the development's build out.

4.3 LCC agrees that HDC has workstreams in hand (see next section of this SoCG) that, once completed, have the potential to fully resolve all concerns raised by the LTA in LCC's regulation 19 consultation response.

Outstanding Matters/Matters of Disagreement

5.1 The workstreams that HDC has in hand are set out in table 3 below and the table at Appendix B.

HDC Workstream
Community Infrastructure Levy (CIL)
Preliminary Scheme Design (Local Highway)
Transport Topic Paper (which, inter-alia, will cover the in-principle approach to the funding of transport infrastructure and measures, including to address the Plan's cumulative impacts)
Updated whole plan viability (informing prioritisation and delivery strategy)
Updated Infrastructure Delivery Plan

Statement of Common Ground on Strategic Warehousing and the A5, including LCC, Warwickshire CC (and potentially National Highways).
Potential Proposed Modifications to the Draft Plan to address any remaining regulation 19 soundness concerns (in accordance with Inspector recommendations)

Table3: HDC Workstreams

5.2 Appendix B includes the current LTA RAG status of the work to be completed with respect to the 14 August 2026 deadline set by the Inspectors (as per their [Panel Note 2 Preliminary Questions to the Council](#) (i.e. HDC)) for the submission by HDC of the outstanding pieces of transport work.

5.3 The table at Appendix B further sets out agreed mitigation actions being undertaken by HDC to improve the RAG status based on the workstreams above.

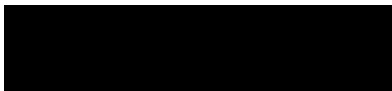
5.4 LCC welcome the work that HDC is undertaking and the authorities will continue to work together in seeking to bring the actions to a satisfactory conclusion as soon as is reasonably possible.

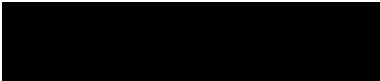
5.5 Nevertheless, until HDC has completed its workstreams and the LTA has had appropriate opportunity to review their outcomes, for the avoidance of doubt unless indicated as being fully resolved in the previous section of this SoCG, the LTA's position on the Plan otherwise remains as set out in LCC's regulation 19 consultation response.

Maintaining and Updating this Statement

6.1 This statement will be reconfirmed and/or updated during the Local Plan examination as appropriate.

Signatories

Name	David Atkinson
Position	Director of Planning
Organisation	Harborough District Council
Signature	
Date	14th August 2026

Name	Julie Thomas
Position	Head of Planning, Historic and Natural Environment
Organisation	Leicestershire County Council
Signature	
Date	14th August 2026

Appendix A: Schedule of Main Modifications to the Submission Harborough Local Plan 2020-2041 [[HDC2 – Appendix 1](#)] – Extract showing proposed modifications agreed between Harborough District Council and Leicestershire County Council Local Transport Authority (February 2026).

No.	Local Plan Reference	Main Modification	Reason
Introduction – Background			
MM1.2	Paragraph 1.13	After paragraph 1.13 insert following new sub-section (new paragraphs 1.14 – 1.16): <u>Other Plans and Strategies</u> <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> <u>Leicestershire Local Transport Plan 4 (LTP4)</u> <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>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		• <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> • <u>The Core Policies are; Delivering the Core Vision; Managing Demand; Enabling Travel Choice; Delivering Solutions; Embracing Innovation; and Evaluating Progress.</u> <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>	
About Our District – Healthy living but with service access hurdles			
MM2.1	Paragraph 2.15	Amend paragraph 2.15 and insert new paragraph as follows: 2.15 Many of our <u>service and facilities</u> infrastructure needs are served beyond our district boundaries in <u>the</u> Leicester <u>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.	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<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>	
About our District – Scenic but with low biodiversity and pollution challenges			
MM3.1	Paragraph 2.18	Amend to read: 2.18. However, challenges remain, such as congestion on the <u>A5</u> , 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. <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>	To address Leicestershire County Council Regulation 19 representation comments
Our Development Objectives			
MM4.1	Paragraph 3.1	Amend 'Enabling supporting infrastructure' objective to read: Enabling supporting infrastructure <u>and services</u> : Work with partners to deliver <u>and/or fund</u> infrastructure <u>and services</u> (including schools, health, and transport),	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		supporting healthier communities through active and sustainable travel, expanding access to open spaces, and expanding and enhancing community facilities.	
Our Development Objectives – Strategic Growth Plan			
MM5.1	Paragraph 3.4	Add following to end of paragraph: <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: http://strategicgrowthplan.org.uk</u>	To address Leicestershire County Council Regulation 19 representation comments
MM5.2	Paragraph 3.5	Amend first sentence as follows: 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 <u>(including that necessary to enable the delivery of the non statutory Strategic Growth Plan’s vision) whilst</u> and-reflecting local distinctiveness and circumstances.	To address Leicestershire County Council Regulation 19 representation comments
MM5.3	Paragraph 3.7	Amend to read: 3.7 Our Local Plan <u>is one of several across Leicester and Leicestershire that is crucial to the delivery of the non statutory Strategic Growth Plan.</u> <u>It</u> enables delivery of the Strategic Growth Plan’s spatial	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		vision and objectives through our overall development strategy and choice and location of sustainable sites for 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 <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>. The mechanism for this important strategic planning work will be kept under review in line with implementation of proposed new Spatial Development Strategies.	
Overall Development Strategy – DS01			
MM7.4	Paragraph 4.13	Amend to read: 4.13. Our decision to focus residential development predominantly on <u>adjoining</u> Leicester Urban Area and <u>at</u> 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). <u>The</u>	To address Leicestershire County Council Regulation 19 representation comments and to ensure consistency with settlement hierarchy terminology

No.	Local Plan Reference	Main Modification	Reason
		<u>strategy also aligns with the non statutory Leicester and Leicestershire Strategic Growth Plan.</u>	
Overall Development Strategy – DS05			
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, <u>Community Infrastructure Levy</u> or, in the case of highways, Section 278 Legal Agreements; and c) <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> e) d)..... d) e)....	To address Leicestershire County Council Regulation 19 representation comments
MM11.2	Policy DS05	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, <u>community infrastructure levy</u> or, in the case of highways, Section 278 Legal Agreements.	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
MM11.3	Policy DS05	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): 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 components, to be funded and delivered by private developers and the public sector: • 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); • Targeted Improvements to the Major Road Network (MRN); and • Targeted Improvements to the Strategic Road Network (SRN). 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. <u>Transport</u>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<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> <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 impacts, and that demonstrates such impacts can be proportionately and appropriately mitigated.</u> <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> <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</u>	

No.	Local Plan Reference	Main Modification	Reason
		<u>contribution, community infrastructure levy or scheme delivery.</u> <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>	
MM11.7	Paragraph 4.58	Insert new Transport section after 4.58 of 'Our reasons for this policy' as follows: <u>Transport</u> <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> <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</u>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<u>benefits where traffic is reduced) often limited compared to more urban authorities.</u> <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> <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> <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>	

No.	Local Plan Reference	Main Modification	Reason
		<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 appropriately considered at the planning application stage.</u> <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> <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</u>	

No.	Local Plan Reference	Main Modification	Reason
		<u>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> <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>	
Key Development Sites – SA01			
MM12.1	Policy SA01	Add part 4 to Policy SA01 as follows: <u>4. Transport assessments should have regard to the Leicestershire Enabling Travel Choice Strategy.</u>	To address Leicestershire County Council Regulation 19 representation comments
MM12.2	Policy SA01/TB1 (Schedule)	Insert new TB1 Policy Requirement after 1 as follows: <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> Amend subsequent numbering.	To address Leicestershire County Council Regulation 19 representation comments
MM12.5	Policy SA01/S2 (Schedule)	Amend criterion 2, to read:	To address Leicestershire County Council

No.	Local Plan Reference	Main Modification	Reason
		<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> Development of the site should contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site S1, as necessary.	Regulation 19 representation comments (N.B Reference to 1e is existing 1d in the Submission Local Plan)
MM12.14	Policy SA01/GG1 (Schedule)	Amend criterion 1: 1. A comprehensive masterplan is required for this site. <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 enabling access to proposed new infrastructure and services.</u>	To address Leicestershire County Council Regulation 19 representation comments (N.B Reference to 1e is existing 1d in the Submission Local Plan)
MM12.15	Policy SA01/K1 (Schedule)	Amend criterion 1:	To address Leicestershire County Council

No.	Local Plan Reference	Main Modification	Reason
		1. A comprehensive masterplan is required for this site. <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>	Regulation 19 representation comments
MM12.24	Paragraph 5.7	Amend second bullet point: <u>Transport choices are provided that enable residents and occupiers to access the sites by different modes of travel.</u> Site-specific measures are implemented to mitigate impacts on highways and incorporate sustainable travel options are secured.	To correct typographic errors and address Leicestershire County Council Regulation 19 representation comments
Key Development Sites – SA02			
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 <u>that reflects and builds on the place</u>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<u>and transport visions in accordance with paragraph 1, 2 and 7 of the masterplan requirements in Appendix 6.</u> 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, health provision, and schools. Routes must connect to existing <u>places and</u> nearby networks as well as other adjacent allocated sites <u>in accordance with the masterplan requirements (Appendix 6) for place and transport visions.</u> 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: <u>with comprehensive sustainable transport links across the site and linking to existing local networks.</u> e) There must be provision for a frequent (minimum 15-minute) zero carbon bus service connecting the site with the wider service network, as well as other sustainable public transport solutions. <u>Public transport solutions will be guided by the place and transport visions in accordance with the masterplan requirements (Appendix 6).</u> f) There must be provision of an appropriate number of bus stops and associated infrastructure, including bus	

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		shelters and information display boards on-site. Travel Plans incorporating measures to encourage more sustainable travel behaviours will be required. <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 enabling access to proposed new infrastructure and services in accordance with Policy DS05.</u>	
MM13.7	Paragraph 5.17	Amend as follows: 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. <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</u>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		<u>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>	
Key Development Sites – SA03			
MM14.1	Policy SA03	Insert additional criterion, as follows: <u>4. This cluster of sites (MH1, MH2 and MH3) is on the A6 corridor. In accordance with Policy DS05, 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>	To address Leicestershire County Council Regulation 19 representation comments
Development Standards – DM06			
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. <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> All major development must also: a)...	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		b)... c) deliver public transport enhancements where feasible to mitigate development impacts, including but not limited to <u>passenger transport</u> bus routes, information and waiting facilities and measures to encourage public transport use;	
Appendices – Appendix 6			
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 <u>place</u> vision and clear objectives to create sustainable and successful places, ensuring the proposed development makes a positive contribution to local character and distinctiveness. <u>The place vision should include how the site is intended to relate to existing and/or proposed communities, services and facilities;</u> (New part) <u>Have regard to the Leicestershire Enabling Travel Choice Strategy and consider:</u> <u>a) how the site will help deliver the core themes and policies of LTP4;</u> <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> <u>c) for any employment uses, where workers are likely to drawn from;</u> <u>d) how any services and facilities provided on site might help to meet existing and future communities' needs.</u>	To address Leicestershire County Council Regulation 19 representation comments

No.	Local Plan Reference	Main Modification	Reason
		 6. Set out a transport <u>vision</u> and movement strategy which that: <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> <u>b) explains how any proposed new transport provision and/or new services and facilities will be delivered and phased;</u> <u>c)</u> prioritises sustainable <u>and</u> active modes of travel, including through provision for public transport, cycle routes, footpaths and bridleways;; <u>d)</u> creates<u>ing</u> a network of permeable and interconnected streets and public realm, <u>within the site and the surrounding area, including</u> and increase connectivity to existing settlements and <u>any proposed</u> between adjoining sites; (New part) <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 be required to support potential future development beyond that identified in this local plan).</u>	

Appendix B - LCC position RAG rated table

Relating to *Harborough Local Plan - Statement of Common Ground with Leicestershire County Council on Highway and Transport Matters* (August 2026)

Leicestershire County Council (LCC) Regulation 19 response (March 2025)	Action Assigned and Date	LCC Overview of Current Status	Achieving completion by 14 August 2026 RAG rating	Agreed Mitigation Measures (HDC workstreams from Table 3 of the attached SoCG August 2026)	LCC Post Mitigation RAG Rating
1) General spatial strategy focuses growth at key locations with a more geographically focused approach, as opposed to more scattered, smaller scale sites. However, there remains outstanding concerns with specific allocation proposals and associated mechanisms which require	HDC to prepare and agree with LCC as the Local Transport LTA) proposed Main Modifications February 2026. HDC gave its commitment to preparing a CIL. February 2026.	Incomplete. The LTA supports the proposed Main Modifications as submitted alongside the Local Plan. However, they are still not set in the context of an overarching, coordinated approach to the delivery of the transport measures required to enable the Local Plan's effective delivery, including funding, given that it is understood that the proposed CIL will not be applied to the strategic sites. In addition, HDC has not set a clear timetable for the introduction of a CIL, nor has it suggested or sought to agree with the LTA an approach to		Part 1 of the Transport Topic Paper will be produced by HDC for 14th August based on published evidence on this date. Part 2 of the Transport Topic Paper will be produced with LCC input following completion of the agreed workstreams in this SoCG. This will set out the context of an overarching, coordinated approach to the delivery of the transport measures required to enable the Local Plan's effective delivery. Updated Whole Plan Viability (informing	

further refinement.		dealing with planning applications in the interim. For the avoidance of doubt, the LTA's position at this time remains as per LCC's regulation 19 consultation response.		prioritisation and delivery strategy) and updated Infrastructure Delivery Plan being undertaken by HDC. CIL - HDC is working to an indicative timetable to consult on a draft charging schedule later this year (2026). Subject to examination, CIL adoption would follow in early 2027. A report setting out a more formal timetable is programmed to be considered by HDC Cabinet in October. CIL is being progressed as quickly as possible.	
2) The Local Plan's evidence base is not sufficiently mature to support the submission version and thus, by extension, it has an incompletely developed policy framework.	HDC has commissioned its own Preliminary Scheme Design (Local Highways) evidence. The scope of this work has been agreed with the LTA and uses JTE data to check (and if appropriate refine) the transport mitigation package to	Incomplete: The LTA received a draft of a report of the assessment of the junctions on 10 July 2026, and work is ongoing to review and finalise it. No costings have yet been received by the LTA. For the avoidance of doubt, the LTA's position at this time remains as per LCC's regulation 19 consultation response.		A draft of the first part of this evidence was sent to LCC on 10 July 2026 with comments supplied on 23rd July 2026. A draft of the final part will be sent to LCC on week commencing 10th August. The evidence will be completed as soon as possible after.	

	ensure it is deliverable. Once complete, this will be used to agree a single list of deliverable transport mitigation and costs with the LTA. March 2026.				
3) a. The Local Plan lacks any coherent approach to seeking to address the issue of its transport impacts overall; policies are weakly worded in terms of a robust basis for the coordinated delivery of transport measures to address cumulative transport impacts particularly on the A6 corridor; addressing cross-	HDC to prepare and agree with LCC as the LTA proposed Main Modifications February 2026. HDC to prepare a 'transport strategy' ('transport topic paper') to set out an overarching, coordinated approach to the delivery of the transport measures required to enable the Local Plan's effective delivery, including the approach to funding, given that it is understood that the proposed CIL will not	Incomplete. The LTA supports the proposed Main Modifications as submitted alongside the Local Plan. However, they are still not set in the context of an overarching, coordinated approach to the delivery of the transport measures required to enable the Local Plan's effective delivery, including funding, given that it is understood that the proposed CIL will not be applied to the strategic sites. A first and incomplete draft of the 'transport topic paper' was received by the LTA at the end of July 2026. Once a paper has been agreed between HDC and the LTA it is envisaged that further proposed main modifications (i.e. in addition to		Part 1 of the Transport Topic Paper will be produced by HDC for 14th August based on published evidence on this date. Part 2 of the Transport Topic Paper will be produced with LCC input following completion of the agreed workstreams in this SoCG. This will set out the context of an overarching, coordinated approach to the delivery of the transport measures required to enable the Local Plan's effective delivery. The outcomes of the work, once completed, may require further modifications to the draft	

boundary impacts. Additionally, policies are, generic and lack integration with other relevant transport plans/ strategies (e.g. Local Cycling and Walking Infrastructure Plan and Market Harborough Transport Strategy). b. In respect of the growth proposed on the edge of Oadby (Land South of Gartree Road – LSGR), the policies are weak in terms of the delivery of transport measures without the district i.e. to address cross-boundary impacts such as within and through the	be applied to the strategic sites. February 2026.	those already submitted alongside the Local Plan) will need to be agreed between HDC and the LTA to reflect the agreed paper in the Plan. For the avoidance of doubt, the LTA's position, including on LSGR at this time remains as per LCC's regulation 19 consultation response.		plan, beyond those already agreed (see Appendix A above). HDC is willing to seek to agree them with LCC to address soundness concerns as far as possible (in accordance with Inspector recommendations).	
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district of Oadby and Wigston and within the City of Leicester.					
5) The Local Plan lacks any coherent approach to seeking to secure developer contributions towards the delivery of transport measures necessary to address cumulative and cross boundary impacts.	HDC to prepare and agree with the LTA proposed Main Modifications February 2026. HDC gave its commitment to preparing a CIL. February 2026. HDC to prepare a 'transport strategy' ('transport topic paper') to set out an overarching, coordinated approach to the delivery of the transport measures required to enable the Local Plan's effective delivery, including the approach to funding, given that it is understood that the proposed CIL will not	Incomplete. The LTA supports the proposed Main Modifications as submitted alongside the Local Plan. However, they are still not set in the context of an overarching, coordinated approach to the delivery of the transport measures required to enable the Local Plan's effective delivery, including funding, given that it is understood that the proposed CIL will not be applied to the strategic sites. A first and incomplete draft of the 'transport topic paper' was received by the LTA at the end of July 2026. Once a paper has been agreed between HDC and the LTA it is envisaged that further proposed main modifications (i.e. in addition to those already submitted alongside the Local Plan) will need to be agreed between HDC and the LTA to reflect the agreed paper in the Plan.		Part 1 of the Transport Topic Paper will be produced by HDC for 14th August based on published evidence on this date. Part 2 of the Transport Topic Paper will be produced with LCC input following completion of the agreed workstreams in this SoCG. This will set out the context of an overarching, coordinated approach to the delivery of the transport measures required to enable the Local Plan's effective delivery. Updated Whole Plan Viability (informing prioritisation and delivery strategy) and updated Infrastructure Delivery Plan being undertaken by HDC. CIL - HDC is working to an indicative timetable to consult on a draft charging	

	be applied to the strategic sites. February 2026.	In addition, HDC has not set a clear timetable for the introduction of a CIL, nor has it suggested or sought to agree with the LTA an approach to dealing with planning applications in the interim. For the avoidance of doubt, the LTA's position at this time remains as per LCC's regulation 19 consultation response.		schedule later this year (2026). Subject to examination, CIL adoption would follow in early 2027. A report setting out a more formal timetable is programmed to be considered by HDC Cabinet in October. CIL is being progressed as quickly as possible	
6) In respect of the proposed allocation of land for Strategic B8 Warehousing (logistics) (circa 140 ha in total across two sites) in the Magna Park area, the LTA considers that the evidence (including the JTE) clearly demonstrates that a strategic scale improvement is required at least at the A5 Gibbet Hill	HDC and National Highways (NH) independently conclude a Statement of Common Ground. (For clarity, the LTA is not a signatory to this SoCG.) April 2026. Following a meeting in August 2026, arranged by HDC and attended by the LTA and Warwickshire County Council, HDC to arrange a joint meeting with NH.	Incomplete: The LTA does not agree with NH's position as set out in its SoCG with HDC [SCG-NLP25]. For the avoidance of doubt, the LTA's position at this time remains as per LCC's regulation 19 consultation response.		Following officer agreement between LCC and Warwickshire CC, a meeting is arranged with National Highways on week commencing 17th August 2026 to discuss the position.	

junction in order for further strategic scale logistics growth to be delivered in this area; the scale of scheme required is beyond that which a developer(s) could be expected to deliver and/or reasonably be required to do so in respect of the CIL tests. Given the current way that National Highways appears to be empowered and funded by DfT it seems unable to act to prepare and deliver a scheme at a pace necessary to enable the Plan's effective delivery.	August 2026.						
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