

Proposed Submission Draft Harborough Local Plan

March 2025

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Foreword

We are pleased to present the new Harborough Local Plan 2021-2041. Over the coming years, this document is intended to guide us in shaping a thriving Harborough, ensuring our communities flourish while safeguarding our unique character and cherished landscapes. Harborough District is a special place. From the vibrant market town of Market Harborough to the historic charm of Lutterworth and our picturesque villages, we are privileged to call this attractive part of England home. As we move forward, it is essential that we manage growth in a way that enhances these qualities while meeting the needs of our growing population.

The Local Plan is more than a technical document; it is a vision for the future that reflects the Council's corporate ambition too. This plan is published for consultation, and we want to hear the views of communities, businesses and stakeholders across the district. It outlines how we will meet the demand for new homes, support local businesses and protect our environment.

One of our core planning objectives is to deliver the homes our communities need. We recognise the pressing demand for new housing, especially affordable homes that enable young people and families and older people to remain in the area. Our strategy directs development to sustainable locations like Market Harborough and areas near Leicester, where infrastructure and services can support growth. We are committed to working with our partners to deliver the services and amenities our residents need and deserve, and the plan provides a framework for this work to continue.

At the same time, we are committed to ensuring that new development respects the character of our villages and rural landscapes. This plan also celebrates our heritage from our medieval market towns to its ancient landscapes. Our policies will safeguard our historic buildings, conservation areas and cultural assets preserving them for future generations.

Economic prosperity is equally important. We aspire for Harborough to be a hub of enterprise and innovation, with a vibrant business community and strong connections to regional and national markets. Our Local Plan encourages a more diverse range of business activities, fostering a more resilient economy that supports our communities and provides opportunities for all.

Our environmental commitments are woven throughout this plan. We have declared a climate emergency and are determined to lead the way in reducing carbon emissions and enhancing our natural environment. From promoting sustainable transport and energy-efficient buildings to expanding our green spaces, we are taking bold steps to address the impacts of climate change. Our Local Plan will deliver new open space, protect wildlife habitats, and set high standards for sustainable design and construction.

Thank you to everyone who has contributed to this plan. Your passion and commitment have been invaluable. Together, we are shaping the future of Harborough, creating a district we can continue to be proud of.

Our Local Plan Vision

By 2041, the communities and residents of Harborough District will have benefitted from the development of new homes and workspaces whilst the place maintains its mainly rural character. The district will continue to be characterised by attractive rolling countryside, with distinctive villages and picturesque market towns. New developments will complement the established townscape and landscape character, be designed in a way that minimises adverse climate impacts, are resilient to the effects of climate change and designed in ways which mitigate and adapt to the predicted changes.

Developments will offer a range of housing options, including affordable housing, and be mainly focussed in the areas near to the City of Leicester and Borough of Oadby and Wigston, around the market towns and to a lesser degree the large and medium villages. Residents in new communities will benefit from improved access to local services and community provision, including healthcare, education and recreational facilities. Transport infrastructure will be developed for each new community alongside sustainable travel options including walking, cycling and bus provision. New developments will be created using sustainable methods and through the prudent use of resources.

Our valued farming communities and rural businesses will feel supported as they continue to evolve and diversify. Important areas of separation between our villages and towns will be retained to protect their individual identity. New innovative businesses will generate skilled jobs, create training opportunities and support local supply chains, strengthening the local economy. Magna Park will grow and enhance its role as a strategic distribution hub, attracting valuable inward investment and leading technological and robotic change.

Market Harborough, with its vibrant town centre, cultural activities and distinctive offer of independent shops will flourish with a nighttime leisure economy. Lutterworth, Broughton Astley, and Kibworth will provide a mix of town and village shopping centres complemented by health, leisure and community facilities. The preserved heritage assets and conservation areas will ensure the district maintains its historic look and feel. Tourist destinations like Foxton Locks and the Grand Union Canal will attract day visits and overnight stays, alongside a varied sporting, leisure and hospitality offer that boosts the local economy.

Residents will shape new development across the district through effective community engagement and proactive Neighbourhood Planning. Harborough District will be defined by its well-designed places, its safe streets, healthy communities and publicly accessible open and green spaces. Wildlife and biodiversity will be protected and thrive through new green and blue infrastructure, with communities experiencing the health benefits which access to these amenities brings.

1. Introduction

Background

- 1.1. This document is intended to become the new Local Plan for Harborough District in Leicestershire. It sets out our strategy for how we will achieve our vision of sustainable development and enhanced quality of life for our communities, while preserving the district's attractive rural character and unique local heritage.
- 1.2. Harborough District is home to around 98,000 residents (2021). Spanning 616 square kilometres (238 square miles), it boasts picturesque rural landscapes, with Market Harborough as its lively main centre. The district also includes the historic market town of Lutterworth and a myriad of smaller villages and rural communities. Our district is conveniently located immediately to the southeast of Leicester, a bustling city of more than 368,000 people, with Northampton to our south, and Rugby in Warwickshire to our west.
- 1.3. The government requires every Local Planning Authority to have an up-to-date Local Plan. A Local Plan identifies local development needs and sets out policies for the delivery of new sustainable development and associated infrastructure, as well as policies which preserve sensitive characteristics.
- 1.4. Covering the period from 2020 to 2041, this Local Plan sets out planning policies intended to shape the distribution, pattern, scale, and quality of development within Harborough District. It is accompanied by a Policies Map which identifies the areas within Harborough where different planning policies apply. You can view the Policies Map here:
https://www.harborough.gov.uk/directory/51/policies_map
- 1.5. We are delighted to share this Local Plan document with you following earlier consultation in 2024. We are inviting your comments on it before we submit it to the Secretary of State. A Planning Inspector will be appointed to lead an independent examination on this Local Plan which will be carried out in public. You can find out more about how to make comments on the Local Plan and about the independent examination process, including who can participate, [here](https://www.harborough.gov.uk/info/20004/planning_strategy/327/how_to_get_involved):
https://www.harborough.gov.uk/info/20004/planning_strategy/327/how_to_get_involved
- 1.6. Once the independent examination is complete and the Local Plan is formally adopted by the Council, it will become part of the statutory development plan for the area alongside Neighbourhood Plans and the Leicestershire Minerals and Waste Plan. This means that legally, decisions on any planning applications received by Harborough District Council must align

with the development plan unless there are important and relevant planning reasons (material considerations) not to do so

Harborough in Context

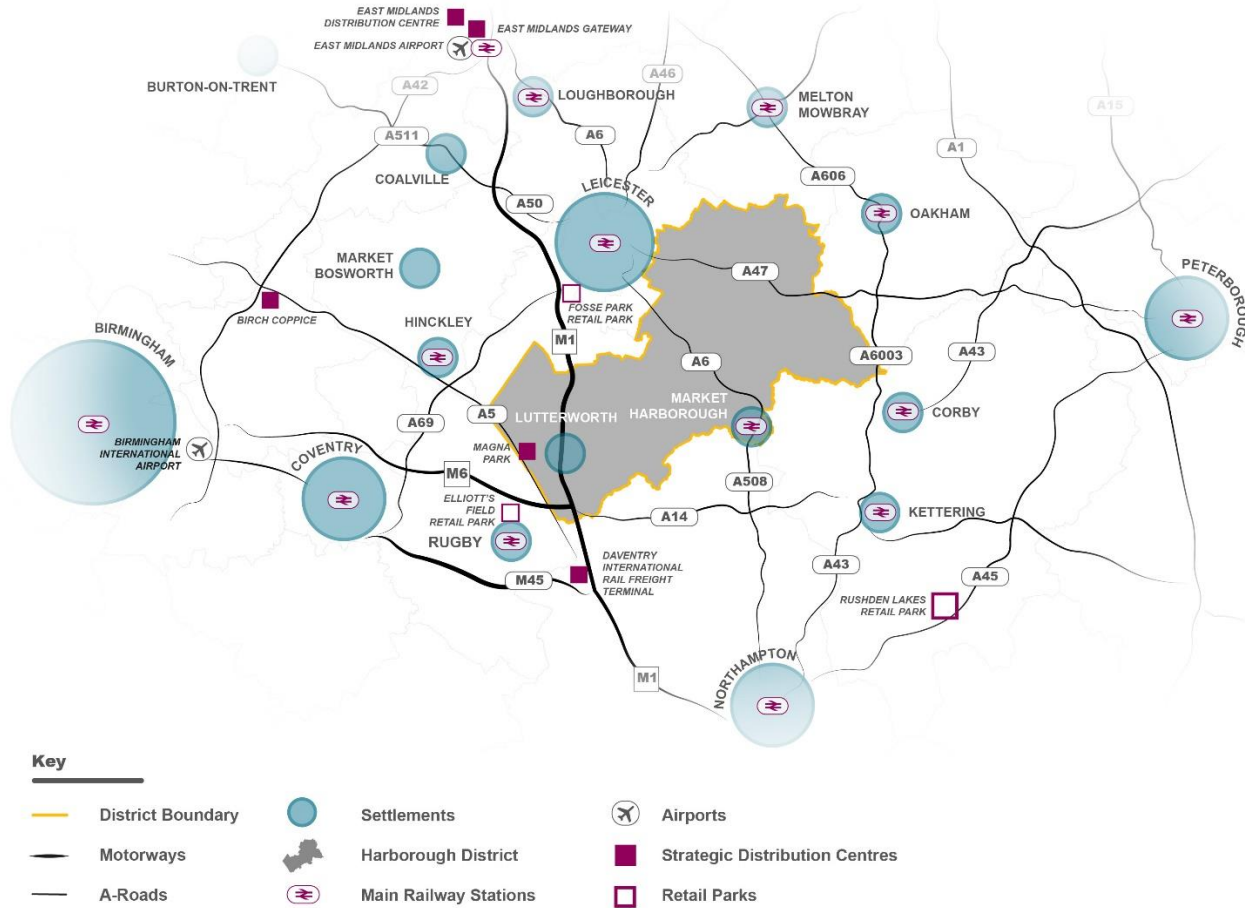


Figure 1: Harborough District and surrounding authority areas

The statutory development plan

- 1.7. This Local Plan is intended to replace the policies in our previous Harborough Local Plan 2011 to 2031 adopted in 2019 (these are listed in Appendix 1). Until it is adopted, the Harborough Local Plan 2019 remains the development plan for determining planning applications along with 'made' Neighbourhood Plans and the Leicestershire Minerals and Waste Plan as already explained.
- 1.8. This Local Plan has been prepared and will be examined under the December 2023 National Planning Policy Framework (NPPF) in accordance with the transitional arrangements set out in Appendix 1 of the December 2024 NPPF. This states that for plans that have reached Regulation 19 on or before 12th March 2025 and the housing requirement provided for within the plan is at least 80% of local housing need, the plan will be examined under the previous version of the NPPF. These circumstances apply to this Local Plan.

Neighbourhood Plans

- 1.9. Neighbourhood plans are also part of the statutory development plan for Harborough District and are used for decision making on planning applications. Neighbourhood Plans are created by the community that lives and works in an area, not the District Council. Each Neighbourhood Plan is unique but all contain important policies on the community's requirements, such as:
 - Where they want new homes, shops, and offices to be built
 - What any new buildings should look like
 - Other local priorities.
- 1.10. Neighbourhood planning has been wholeheartedly embraced in the Harborough District. These plans are the culmination of a tremendous amount of work from our communities. They capture a local vision for development in succinct and creative ways. Harborough District's Neighbourhood Plans can be viewed at: <https://www.harborough.gov.uk/planning-strategy>.
- 1.11. Chapter 9 explains more about the important role of neighbourhood plans and includes information for groups preparing neighbourhood plans.

Minerals and waste development

- 1.12. For planning applications involving minerals and waste development, the latest Minerals and Waste Plan prepared by Leicestershire County Council will apply.
- 1.13. For more information about planning policies in Harborough District see the Council's website: <https://www.harborough.gov.uk/planning-strategy>

Using the Local Plan and understanding its structure

- 1.14. The planning policies in Part 1 set out the overall strategy for meeting the development needs of our area over the next 15 years – including the need for different types of development. These policies are to ensure that our development needs are being met and that, overall, the right type of development is in the right place. The policies in Part 2 are development management policies concerned with ensuring our standards for design are met and the impacts of individual developments are managed appropriately.
- 1.15. The policies in Parts 1 and 3 of the plan are strategic policies as defined in national planning policy. This distinction is important if you are involved in preparing a neighbourhood plan as policies in neighbourhood plans need to be in general conformity with these strategic policies.

Planning policies and supporting text

- 1.16. Planning policies are shown in bold text. They are identifiable by their title, which includes a letter and number prefix; for example, Policy DS11 Managing Impacts on Land and Water Quality. In some policies, we identify a specific area the policy applies to. We make this clear in the policy text by saying ‘as shown on the Policies Map’ and the extent of the area is shown on our detailed Policies Map. A glossary, which defines technical terms, is included at the end of this Local Plan. This gives the specific meaning intended in policies (which can be different to a dictionary definition).
- 1.17. We deal with a single issue in a single policy and to avoid repetition of the same requirements. For example, traffic impacts may arise in relation to multiple different types of development and in different locations, but we set requirements in the same part of the plan. We have also avoided excessive cross referencing of policies – all policies apply. We have adopted this to avoid ambiguity about which policy applies or takes precedence.
- 1.18. After each policy there is some text which gives the reasons for our policy approach. This explains our intent behind the policies and addresses the requirement of planning regulations to give reasons for our approach. Our website provides further guidance to help you implement the policies including:
 - Supplementary Planning Documents, which provide additional guidance to help you implement policies in this plan.
 - Our list of requirements for documents we expect to be submitted with different types of planning applications.
 - Other advice we have published to help you navigate submitting a planning application.

A practical guide to navigating the plan

- 1.19. We have tried to make this Local Plan as clear and concise as possible, but we know it is still quite long. National government policies for local plans, as set out in the National Planning Policy Framework (NPPF), require us to cover a wide a range of matters. We also want to ensure the Local Plan contains enough detail to guide decisions on planning applications effectively and can be easily understood.
- 1.20. A full list of planning policies is provided after the contents page at the beginning of this plan. If you are reading the document online, you can also view each policy in the navigation pane to the left of this text. All the policies need to be considered. Several policies may be relevant to a proposed development or its location. If you are not sure where to start, following on from the introduction, Chapter 2 outlines the big issues and opportunities faced by the area and Chapter 3 sets out our Local Plan's objectives in response to these. This will help you better understand Harborough and our ambitions. Chapter 4 responds to these issues and objectives and sets out our overall development strategy for the district including areas we have identified as integral to delivering this strategy. Use this section to determine if a development proposal aligns to our overall strategy for development. We want development in the district that helps us to deliver this strategy and avoids setting obstacles to it. Chapter 5 sets out the sites we have allocated for a specific use and scale of development (Site Allocations). If you are developing housing of any type, Chapter 6 outlines our detailed requirements for making sure that the type of housing being developed meets the needs of our community.
- 1.21. The next step is to establish whether the proposed use is in the right part of our district. Chapter 7 is there to help you to assess whether the principle of the development in the location proposed is likely to be acceptable. It explains where we direct different types and scales of development to.
- 1.22. Just because the proposed development use is acceptable, does not mean the design will be. The next step is to consider the detailed policy requirements for the design of a development and mitigation of its impacts as set out in Chapter 8. This chapter also contains requirements that protect certain valued community and environmental assets, such as conservation areas and community facilities.

2. About our District

- 2.1. Understanding what Harborough District is like now is essential to understanding the development objectives and overall strategy set out in this Local Plan.

Attractive countryside and treasured heritage

- 2.2. Settlement in the district dates back to prehistoric times, evidenced by archaeological findings such as the Iron Age Hallaton Treasure. The area expanded significantly during the medieval era, with both Market Harborough and Lutterworth being successful medieval market towns by the 13th century. Harborough District's long history and varied industrial heritage, with links to food and corsetry, as well as the Grand Union Canal, have shaped its landscapes, rich cultural heritage and the built environment we see today.
- 2.3. The district includes numerous charming villages as well as the historic market towns of Market Harborough and Lutterworth. Many settlements feature traditional stone and brick buildings, historic churches and quaint streetscapes. Notable landmarks include the 17th-century Old Grammar School and St Dionysius Church in Market Harborough. Lutterworth also boasts a rich historic environment in that it was once an important Georgian coaching centre and, is where Sir Frank Whittle, designer of the jet engine, assembled and tested the first Gloster Whittle E28/39s engine. Historic estates, gardens, and points of interest abound, with no less than 63 Conservation Areas, 66 scheduled monuments and 1,280 listed buildings.
- 2.4. Harborough District is known for its picturesque and varied landscapes. From steep sloping valleys and broad ridges in the north to gentler rolling hills, expansive farmland, and woodlands, the area offers diverse scenery. The River Welland and the Welland Valley are particularly notable for their scenic beauty, creating picturesque riverbanks and floodplains. Foxton Locks, part of the Grand Union Canal, is a significant historic landmark attracting visitors for walking and boating.

Home to a growing population with growing needs

- 2.5. Harborough is part of a wider Leicester and Leicestershire housing market and functional economic area. This means for housing and job provision, irrespective of where individual district boundaries are drawn, we are functionally in the same area. Many residents commute to Leicester for work or other services. The district's population increased by 14.3% between 2011 and 2021 from around 85,400 to 97,600. ([Census 2021, ONS](#)). During the same period 5,687 new homes were built across the

district with many more permitted, particularly in Market Harborough and Lutterworth.

- 2.6. While there has been more rapid growth in recent years, Harborough started from a lower level of development compared to many surrounding areas. It remains in the lowest 20% of areas for population density across English local authority areas in 2021 ([Census 2021, ONS](#)). To illustrate, there were about 1.2 people for every football pitch-sized piece of land in the district compared to 35.9 people in Leicester. In the most densely populated areas of the country this figure rises to 112.1 people per football pitch.
- 2.7. The growth in housing has provided many people, including young families, with access to new homes. This development has also brought with it other indirect benefits to our advantage such a national government grant called the New Homes Bonus. This has helped boost our budgets. In combination with receipts from other development, it has helped to keep Council Tax rates low and has enabled us to support investment in temporary accommodation for homeless people.
- 2.8. While new homes have helped meet our local housing needs in the last few years, affordability is still challenging for many. The gap between earnings and house prices is wide; prices are ten times the annual average salary (see Harborough Local Housing and Employment Land Evidence, 2024). In addition, the scale of growth in combination with wider structural issues, such as those faced by the NHS, has put strain on facilities as discussed later in this chapter.

Economic success with limitations

- 2.9. Harborough District is relatively affluent compared to the rest of the region. Employment is strong and growing.
- 2.10. There are over 5,000 small and medium size businesses operating in various sectors, including technology, manufacturing, and professional services. The western parts of the district are part of the 'Golden Triangle' – an area prized by the strategic logistics and distribution sector, being within a four-hour drive of 90% of the UK's population ([ONS 2022](#)). Magna Park, one of the largest logistics hubs in Europe, is based near Lutterworth. It contributes significantly to job creation and economic growth.
- 2.11. Market Harborough's retail sector is thriving. It has a great mix of shops and an award-winning Indoor Market. While the centre is just one of a network of facilities in Leicestershire and surrounding areas, it offers something distinctive. This is a result of the array of independent retailers. There are high street names too, but the independent shops offer a different experience and range of products.

- 2.12. As highlighted in our [Economic Development Strategy \(2024\)](#), while the metrics all point to an economically successful area, income inequality persists. This can be particularly the case in some rural areas. Poor transport links can inhibit access to jobs and education. There are other challenges too. While the logistics sector is a big employer, available jobs tend to be lower skilled. Transformation of business practices – especially in logistics – with Artificial Intelligence and robotics technology increasingly deployed may reduce the number of jobs overall (see [Harborough Local Housing and Employment Land Evidence, 2024](#)).

Healthy living, but with service access hurdles

- 2.13. People in Harborough live longer than the average for England, for both men and women (OHID, Public Health Profiles, 2021). However, access to services and amenities can be challenging, particularly in rural areas. This is compounded by increased service delivery costs in rural areas as explained in [Harborough Health and Wellbeing Strategy, 2022 – 2027](#).
- 2.14. One in five residents is over 65 and nearly a third of households include someone with a long-term health problem or disability (see [Harborough Local Housing and Employment Land Evidence, 2024](#)). The number of households with support and care needs is expected to rise, linked to our ageing population. These demographic changes increase pressures on key services such as GPs. Population growth more broadly in recent years has meant an uptick in demand for schools, community and sports facilities. Capacity challenges at secondary school level and GP capacity are particularly acute in some parts of the district.
- 2.15. Many of our infrastructure needs are served beyond our district boundaries in Leicester, an example being advanced medical services in larger hospitals that are unavailable in the Harborough District. Leicester's universities and cultural amenities also play a significant role in the lives of Harborough District residents.

Well-connected but car-reliant

- 2.16. Harborough District is well-connected by major road connections, including the M1 motorway, A6, A5 and A14. The Midland Main Line passing through the area is a core route for essential aggregate flows, linking quarries in the Peak District and London/the Southeast. Passenger rail services from Market Harborough railway station connect the district to other major towns cities including Leicester and London. Various bus services connect key locations and the National Cycle Network routes NCN6 and NCN64 provide low-traffic routes for cycling. However, challenges remain, such as congestion on the 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.

Scenic but with low biodiversity and pollution challenges

- 2.17. Harborough District boasts a range of open spaces, including a network of green links and waterways (green and blue infrastructure). Many of these provide wildlife habitats; however, the area is relatively poor in biodiversity and geodiversity assets compared to other parts of the country. Less than 2% of the area has been formally identified for its nature conservation importance.
- 2.18. Tackling water pollution, largely influenced by road and urban run-off, agricultural activities and sewage discharges, remains a significant issue with biodiversity and wider environmental impacts.

Ready to take action, but in a climate emergency

- 2.19. Harborough District declared a climate emergency in 2019. The main climate issues for Harborough, as identified in the Harborough Climate Change Risk Assessment, 2024 include:
 - **Carbon Emissions from Transport:** Road transport is a significant source of emissions in Harborough, accounting for 55% of the district's total emissions. The rural nature of the district means many journeys are car-dependent, and there is a strong need to reduce these emissions by promoting sustainable transport options.
 - **Increased Temperature and Overheating:** Harborough is expected to experience hotter, drier summers with the potential for extreme heatwaves. This raises the risk of overheating, particularly in residential and commercial buildings, which could significantly affect health and wellbeing.
 - **Flooding:** The district is increasingly vulnerable to more frequent storms due to warmer weather and wetter winters, increasing regularity and intensity of both surface water flooding and fluvial flood events. Managing flood risk involves a range of approaches to minimise flood risk from all sources including surface water. Flood management and the design of developments to be more resilient are key adaptation strategies.
 - **Water Stress:** Harborough faces the risk of household water shortages and increased water stress due to seasonal climate variations. This highlights the importance of policies aimed at water efficiency and greywater harvesting.
 - **Impact on Agriculture and Biodiversity:** Climate change will also affect local ecosystems and agricultural productivity. Seasonal shifts in rainfall and temperature can impact soil quality and the health of terrestrial and freshwater species.
- 2.20. These issues underscore the need for both mitigation efforts, such as reducing carbon emissions, and adaptation strategies to build resilience to the future impacts of climate change.

3. Our Development Objectives

3.1. Our Local Plan objectives are as follows:



Delivering Homes: Deliver the housing needed: provide housing that addresses the specific needs of different communities and age groups, including the provision of affordable, accessible and specialist housing.



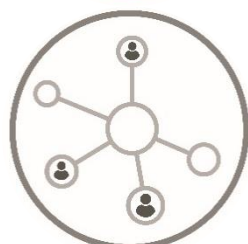
Creating jobs and diversifying the economy: Support vibrant town centres to adapt to changing needs and retain and provide employment land and create opportunities for business expansion, job creation, and economic growth.



Tackling climate change and enhancing the natural environment: Reduce carbon emissions and implement climate adaptation strategies. Improve the quality of the natural environment by reducing pollution, protecting, enhancing, and extending biodiversity, and creating green infrastructure.



Retaining and celebrating our heritage and rural character: Thoughtfully accommodate development to preserve and enhance our rural landscape, built heritage and the vitality of rural communities.



Enabling supporting infrastructure: Work with partners to deliver infrastructure (including schools, health, and transport), supporting healthier communities through active and sustainable travel, expanding access to open spaces, and expanding and enhancing community facilities.

3.2. These objectives, framed by our corporate plan, are the ‘why’ that sits underneath the plan. They respond to the socio-economic and environmental context described in the previous chapter. The ‘how’ of achieving these outcomes is set out in the planning policies that follow. Delivery of these objectives goes beyond just planning and is the subject of a range of other

strategies and actions prepared by us and our partners including neighbouring authorities. We have collaborated with our neighbours on this Local Plan as well as on the production of their own local plans. Cooperating in this way is a requirement of national planning policy, but our partnership working goes further.

Strategic Growth Plan: Leicester & Leicestershire 2050 Vision

- 3.3. Our objectives are aligned with a longer-term vision for Leicester and Leicestershire. The creation of sustainable and attractive places to live, work and relax is a shared endeavour by all partners in Leicester and Leicestershire. To achieve this key objective, the local authority partners have a history of working collaboratively to achieve the best outcomes for communities in delivering development and infrastructure, while also maintaining the distinctive identity and character of individual places in the city and across the county.
- 3.4. The Strategic Growth Plan, approved in 2018, was prepared by the ten partner organisations – the City Council, the County Council, the seven Boroughs and Districts, and the Leicester & Leicestershire Local Enterprise Partnership – to provide a plan which will shape the future of Leicester and Leicestershire in the period to 2050. It is a ‘non-statutory’ plan, but it provides an agreed framework to use when preparing individual local plans and other strategies. The Strategic Growth Plan can be viewed at: lstrategicgrowthplan.org.uk
- 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 and reflecting local distinctiveness and circumstances. Local plans may include policy provision to enable later phases of the Strategic Growth Plan beyond the plan period. As this Local Plan is updated and replaced, relevant policies and proposals will reflect the Strategic Growth Plan together with the evidence base.
- 3.6. The authorities continue to take a collaborative approach to the delivery of the Strategic Growth Plan’s vision and objectives, incorporating cross-boundary growth and infrastructure matters, including through Statements of Common Ground and/or Memorandums of Understanding as appropriate.
- 3.7. Our Local Plan enables delivery of the Strategic Growth Plan’s 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. The mechanism for this important strategic planning work will be kept under review in line with implementation of proposed new Spatial Development Strategies.

- 3.8. This Local Plan provides for a cross boundary strategic development area on land which straddles the boundary between Harborough District and Oadby and Wigston Borough. This is the result of extensive collaborative working between the two authorities, bringing forward growth in a sustainable location on the edge of the existing urban area. The Council will continue to work with neighbouring authorities to identify and bring forward sustainable developments of this nature in the future, as appropriate. There is currently a Garden Village proposal straddling the boundary between Harborough District and Blaby District Councils. This locality may present opportunities to explore in future local plans.

Duty to Cooperate

- 3.9. The accompanying Duty to Cooperate Statement of Compliance sets out our approach to collaborative working with partner organisations on strategic cross boundary matters. It identifies the strategic cross boundary issues we have been working on with each of our partner organisations, the methods deployed to collaborate on an ongoing basis and the outcomes of that collaboration. The Statement demonstrates how we have met our responsibilities under the Duty to Cooperate.

Part 1 Our Spatial Strategy to Meet Development Needs (Strategic Policies)

4. Overall Development Strategy

- 4.1. We recognise Harborough District is changing – and will continue to do so over the next 15 years. We want to make sure that change is positive for existing and future residents and businesses. Our development strategy looks to achieve our vision and objectives by meeting the current and future development needs of our communities, delivering the homes and jobs we need whilst providing the necessary infrastructure to support growth, tackling climate change, enhancing the natural environment and retaining our heritage and rural character. This development strategy still provides for rural living but also takes the opportunities for growth that come from being located near a fast-growing dynamic city and in the centre of England in an area of strategic economic importance.
- 4.2. Collectively Policies DS01 to DS05, as illustrated on our Key Diagram (see figure 2) explain our overall development strategy for Harborough District which is to:
- Deliver the homes needed, focusing development in sustainable locations with access to services and opportunities for sustainable travel, whilst supporting the vitality of rural areas and ensuring the scale of development is appropriate to individual towns or villages.
 - Promote job creation and economic growth by identifying and protecting land for a variety of economic uses, from local shops to large-scale distribution.
 - Combat climate change by locating significant development in places that: limit the need to travel and offer a choice of different transport modes to help reduce car travel; avoid the effects of extreme weather; create multifunctional green spaces and protect and enhance biodiversity.
 - Preserve the rural landscape and historic character, safeguarding the distinct identity of settlements and celebrating local heritage.
 - Support development with necessary infrastructure, highlighting strategic needs and leveraging developer contributions for delivery.

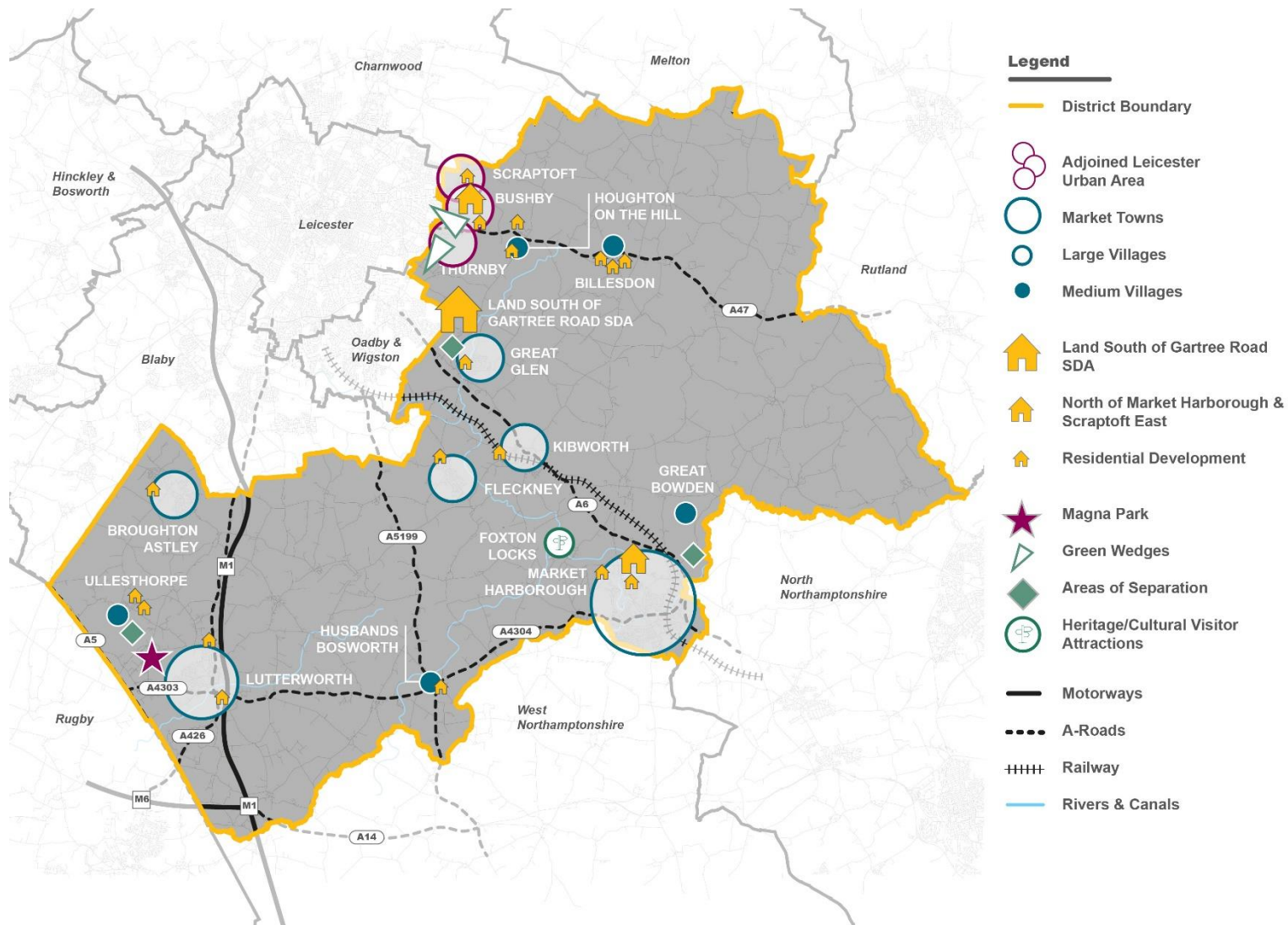


Figure 2: Key Diagram showing the development strategy for Harborough Local Plan

Policy DS01 Development Strategy: Delivering Homes

1. The housing requirement for Harborough District is 13,182 between 2020 and 2041. The annual housing requirement is 657 homes per year between 2020 and 2036, and 534 homes per year between 2036 and 2041.
2. In addition to delivery of existing housing commitments and completions and the allowance for windfalls, land for a minimum of 6,422 new homes will be delivered in the following places:
 - a) 2,450 homes on Site Allocations (Policy SA01) in the Leicester Urban Area including 1,200 homes to be delivered during the plan period in the Land South of Gartree Road Strategic Development Area, 1,125 homes in Scraptoft and 125 homes in Thurnby and Bushby;
 - b) 1,670 homes on Site Allocations (Policy SA01) in Market Towns including 1,350 homes in Market Harborough to be delivered during the plan period and 320 homes in Lutterworth;
 - c) 1,500 homes on Site Allocations (Policy SA01) in Large Villages including 475 homes in Broughton Astley, 475 homes in Kibworth, 400 homes in Great Glen and 150 homes in Fleckney;
 - d) 452 homes on Site Allocations (Policy SA01) in Medium Villages including 105 homes in Husband Bosworth, 104 homes in Houghton on the Hill, 100 homes in Great Bowden, 80 homes in Ullesthorpe and 63 homes in Billesdon;
 - e) At least 350 homes in Small Villages including:

Small Village Name	Number of Homes
Arnesby	11
Bitteswell	29
Church Langton	2
Claybrooke Magna	31
Dunton Bassett	49
Foxton	22
Gilmorton	7
Great Easton	31
Hallaton	15
Leire	23
Lubenham	28
Medbourne	7
North Kilworth	8
South Kilworth	14
Swinford	8
Tilton	27
Tugby	14

Small Village Name	Number of Homes
Walcote	24
TOTAL	350

Our reasons for this policy

- 4.3. Both the UK's and the district's populations are increasing with people living longer and more people moving in than leaving the area. House prices are increasing and there is an acute need for affordable housing. As a result, we have growing and changing communities needing homes, jobs, shops and services. The role of the Local Plan is to make provision for the right amount of development to meet these needs, whilst protecting and enhancing the environment, and combatting climate change.
- 4.4. The starting point for determining the amount of housing we should plan for is to calculate our Local Housing Need using the Government's standard method. In addition to this, Government policy requires any needs that cannot be met within neighbouring areas (referred to as unmet need) to be taken into account when establishing the amount of housing to be planned for.
- 4.5. Neighbouring Leicester City has an unmet housing need because it does not have sufficient land available in its area to meet its own housing need in full. To address this, the Leicester and Leicestershire authorities agreed a Statement of Common Ground (SoCG) apportioning Leicester's unmet housing and employment needs arising between 2020 and 2036 to the surrounding Districts/Boroughs. This is the Leicester & Leicestershire Authorities - Statement of Common Ground relating to Housing and Employment Land Needs (June 2022).
- 4.6. The starting point for this work was each authority's Local Housing Need figure which for Harborough was 534 homes per year. Taking into account various factors, including the district's functional relationship with Leicester, the Statement of Common Ground suggests our housing requirement should be increased by 123 homes per year to 657 homes per year between 2020 and 2036, to help meet Leicester's housing need. This is why the annual housing requirement is higher for the 2020 to 2036 period. The Statement of Common Ground including the amount of unmet need in Leicester is based on the Government's standard method for calculating housing need at the time of preparation.
- 4.7. The planned amount of housing therefore not only addresses our own needs but also contributes a modest proportion towards meeting Leicester City's housing need. This collaborative approach is necessary because we are part of the same housing market area. Leicester provides many of the commercial

developments, job opportunities, cultural opportunities and services we rely on, making interdependent growth crucial for the quality of life across Leicestershire.

- 4.8. 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 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.

Location of Development

- 4.9. Our strategy identifies a pattern of development that seeks to support our economy, provide a balance between homes and jobs in the district and ensure access to services and facilities including education, health, shops, leisure and open space. It has been informed by an understanding of the environment and the relationship between our settlements and the countryside.
- 4.10. Our strategy is built on an understanding of our settlement hierarchy. We have assessed the services and facilities available within our settlements. This has helped us to understand each settlement's role and function and which settlements are capable of supporting new development. Our settlement hierarchy is shown in Table 1.

Table 1: Settlement Hierarchy

Settlement Hierarchy Tier	Settlements
Tier 1: Adjoining Leicester Urban Area	Scraptoft, Thurnby, Bushby and land adjoining the built-up areas of Leicester City and the Borough of Oadby and Wigston
Tier 2: Market Towns	Lutterworth, Market Harborough
Tier 3: Large Villages	Broughton Astley, Fleckney, Great Glen, Kibworth (Beauchamp and Harcourt)
Tier 4: Medium Villages	Billesdon, Great Bowden, Houghton on the Hill, Husbands Bosworth, Ullesthorpe
Tier 5: Small Villages	Arnesby, Bitteswell, Church Langton, Claybrooke Magna, Dunton Bassett, Foxton, Gilmorton, Great Easton, Hallaton, Leire, Lubenham, Medbourne, North Kilworth, South Kilworth, Swinford, Tilton on the Hill, Tugby, Walcote
Tier 6: Other Villages/ Hamlets	Other settlements not specifically listed in the hierarchy

- 4.11. Table 2 below sets out the latest housing supply position across the district and by settlement:

Table 2 District Land Supply Position by Settlement

Hierarchy Tier	Settlement	Completions 2020 - 2023	Commitments at 01.04.23	New Local Plan Growth (Polcny DS01)	Settlement Total (2020- 2041)	Hierarchy Tier Total (2020-41)
Adjoining Leicester Urban Area	Land South of Gartee Road	-	-	1,200	1,200	2,918
	Scraptoft/Thurnby/Bushby	334	134	1,250	1,718	
Market Towns	Lutterworth	255	1,704	320	2,279	6,596
	Market Harborough	959	2,008	1,350	4,317	
Large Villages	Broughton Astley	145	118	475	738	2,820
	Fleckney	266	326	150	742	
	Great Glen	146	64	400	610	
	Kibworth	224	31	475	730	
Medium Villages	Billesdon	5	71	63	139	797
	Great Bowden	56	9	100	165	
	Houghton on the Hill	44	35	104	183	
	Husbands Bosworth	41	20	105	166	
	Ullesthorpe	58	6	80	144	
Small Villages	Arnesby	12	1	11	24	1,065
	Bitteswell	4	17	29	50	
	Church Langton	14	27	2	43	
	Dunton Bassett	1	11	49	61	
	Foxton	20	6	22	48	
	Gilmorton	159	27	7	193	
	Great Easton	4	23	31	58	
	Hallaton	20	12	15	47	
	Leire	2	12	23	37	
	Lubenham	2	34	28	64	
	Medbourne	1	54	7	62	
	North Kilworth	64	21	8	93	
	South Kilworth	22	11	14	47	
	Swinford	17	37	8	62	
	Claybrooke Magna	17	4	31	52	
	Tilton	4	17	27	48	
	Tugby	10	16	14	40	
	Walcote	4	8	24	36	
Other	Other	55	138	-	193	193
	Windfalls	-	450	-	450	450
District Total		2,965	5,452	6,422	14,839	14,839

4.12. Our projections show we will meet the identified housing needs within the plan period. The anticipated pace of delivery is shown in Appendix 6. We recognise actual pace may vary on a site-by-site basis, so the amount of homes we have allocated in this plan includes a contingency above the housing requirement to account for the risk of slower or lower delivery. To this end, we have allocated and made provision for a total of 14,839 dwellings to meet the housing requirement of 13,182 dwellings.

4.13. Our decision to focus residential development predominantly on Leicester Urban Area and 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).

- 4.14. The potential for more environmentally friendly travel such as by public transport or walking and cycling is at its highest in these locations. Reducing the need to travel long distances by car to access services or work is critical for reducing carbon emissions and tackling climate change (Climate Change and Renewable Energy Study, 2024) which, in turn, will help us deliver the climate objectives set out in Policy DS03. There is also clear correlation between the accessibility to services to support development – again reducing the need to travel long distances. A hierarchy of settlements in the district has been defined based on their size and function as shown in Table 1. The areas nearest Leicester and the Market Towns of Market Harborough and Lutterworth are nearer the top of this hierarchy due to the scale and ranges of services offered. This is why they are the focus for growth.
- 4.15. Despite being near the top of the hierarchy, Lutterworth has a lower amount of growth allocated in Policy DS01 than its position in the settlement appears to suggest. This reflects the high number of homes already permitted in recent years, including the East of Lutterworth Strategic Development Area allocated in the previous local plan. It also reflects the town's smaller size and population compared to Market Harborough. Its population in 2021 was less than half that of Market Harborough.
- 4.16. We have also identified allocations for homes in Medium Villages and housing targets for Small Villages across the district. This is intended to enable modest and proportionate growth in these locations ensuring an appropriate scale of development based on the level of existing residential planning permissions, a broad assessment of the development capacity (as evidenced through the Strategic Housing and Economic Land Availability Assessment Update 2024), the size of the village and the level of service provision.
- 4.17. Finally, we also expect additional homes to be delivered from outside of the residential site allocations and Small Village housing targets, known as windfall development. Our expectation of future windfall development is based on past trends suggesting an additional 450 homes will be delivered on windfall sites by 2041.
- 4.18. The NPPF indicates the Local Plan should set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. The 'Total 2020-2041' column in Table

2 above therefore contains the housing requirement for current and future neighbourhood areas between 2020 and 2041. For settlements not identified in Table 2 the housing requirement for neighbourhood areas is zero.

Policy DS02 Development Strategy: Creating Jobs and Diversifying the Economy

- 1. The Local Plan will contribute to the creation of jobs through providing land for a diverse range of business sectors and sizes.**
- 2. The employment land requirement for Harborough District is 60 hectares between 2020 and 2041. 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)-(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:**
 - a) 5 hectares on site allocations (identified in Policy SA01) in the Leicester Urban Area at the Land South of Gartree Road Strategic Development Area;**
 - b) 8.3 hectares on site allocations (identified in Policy SA01) in the Market Towns with 4.9 hectares at Market Harborough and 3.4 hectares at Lutterworth;**
 - c) 3.1 hectares on site allocations (identified in Policy SA01) in the Large Villages with 3.1 hectares at Kibworth.**
- 3. In Key Employment Areas, as identified on the Policies Map, development will only be permitted where it:**
 - 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**
 - b) is for small-scale uses providing services to support the employment area use; and**
 - c) would not be detrimental to the quality and market attractiveness of the Key Employment Area.**
- 4. In General Employment Areas, as identified on the Policies Map, development will be permitted where it:**
 - a) is for employment use (Office and Light Industry (E(g)(i)(ii)(iii), General Industry (B2), non-strategic Storage and Distribution (B8 in units <9,000sqm) or other use subject to Policy AP02; or**

- b) is for small scale uses providing services to support the General Employment Area; and
 - c) would not prejudice the comprehensive redevelopment or regeneration of the General Employment Area;
 - d) would not result in any significant loss of jobs or employment potential;
 - e) would, where possible, enhance the quality and attractiveness of the General Employment Area; and
 - f) would not, alone or cumulatively, result in the General Employment Area ceasing to be predominantly in employment use.
5. For other existing employment areas, not identified on the Policies Map, proposals for alternative uses will be allowed where there is no reasonable prospect of the same or an alternative employment use continuing and the loss of employment use would not have a significant adverse effect on the supply of employment land in the district or lead to a significant loss of jobs or employment potential.
6. Outside of these defined employment areas, employment uses will be permitted within settlements, with a focus on locating major office and leisure development as identified in Policy DS02.1 below in our existing centres, and to support rural areas where it is compliant with other plan policies.
7. Additional development of 340,000 sqm floorspace for Strategic Distribution for large-scale Warehousing (use class B8 in units of more than 9,000 sqm (gross)) will be provided in the district. Additional development should form an extension of, or be on a site adjoining Magna Park in the following locations:
- a) 55,000 sqm on land south of George House, Coventry Road, in accordance with Policy SA01.
 - b) 285,000 sqm on land at Mere Lane, Magna Park, in accordance with Policy SA01.
8. Magna Park including allocated sites MP1 and MP2 in Policy SA01, as identified on the Policies Map, is safeguarded for strategic storage and distribution (Class B8). Proposals for redevelopment at Magna Park including allocated sites will be permitted where:
- a) each unit has at least 9,000 sqm gross floorspace; and
 - b) any new building or the change of use of an existing building(s) is for Class B8 and uses ancillary to this main use only; or
 - c) the proposal for any non-strategic storage and distribution use is small-scale, proportionate in scale to the strategic storage and distribution use and ancillary to the use of individual plots or beneficial to the functioning of Magna Park as a strategic storage and

distribution park and the benefits to the district and achievement of local plan objectives are significant.

9. All large-scale employment use development of 2,500 sqm or more will be required to:

- a) demonstrate how access to jobs for residents will be increased, including through training and apprenticeships programmes; and**
- b) where appropriate make a financial contribution to training provision.**

10. The combined retail and food/beverage requirement for Harborough District to 2041 is 11,300 sqm of gross floorspace between 2020 and 2041. In addition to the reoccupation of vacant units and the delivery of retail and food/beverage commitments and completions a minimum of 2,300 sqm of gross floorspace for main town centre uses will be delivered on site allocations identified in Policy SA01 at Market Harborough:

- a) At least 3,000 sqm gross at St Marys Road; and**
- b) At least 1,000 sqm gross at the Commons Car Park.**

11. Retail, leisure and development for main town centre uses will be directed to the following centres as shown on the Policies Map in line with their position within the Harborough Retail Hierarchy set out in Table 5:

- a) Town Centres: Market Harborough, and Lutterworth;**
- b) District Centres: Broughton Astley, and Kibworth; and**
- c) Local Centres: Fleckney, Great Glen, and Land South of Gartree Road Strategic Development Area.**

Our reasons for this policy

4.19. We are planning for more than just housing development – we are also focused on creating jobs. Maintaining vibrant centres and providing land for businesses is essential to support job creation. This policy supports a stronger, more resilient local economy and will help us stay competitive as a place to do business.

Business use development

4.20. Our office and industrial market by contrast is largely locally focused, primarily serving small and medium size businesses. Many of our residents work in office-based businesses in Leicester and beyond including London. Our analysis (Harborough Local Housing and Employment Land Evidence, 2024) has revealed some market complexities. Take up of offices in Harborough has fallen since the Covid-19 pandemic of the early 2020s, with higher vacancy rates, mirroring the position

across the country. Rental levels, in combination with higher build costs, have made new-build office development challenging.

- 4.21. Given this context, we project that substantive new-build office development in the short-term, is unlikely. However, in the medium to longer term, our forecast evidence points to growth in office-based activities as well as other light industrial, general industrial and small-scale distribution uses (Harborough Local Housing and Employment Land Evidence, 2024). Table 3 identifies the level of employment land required.

Table 3 Total Employment Land Needs 2020-2041

Land Type	Employment Land (Ha)
E(g)(i) Offices	6.8
E(g)(ii) Research & Development	2.8
E(g)(iii) Light Industrial	11.9
B2 Industrial	21.5
B8 Small Distribution/ Warehousing	12.9
Industrial Vacancy Adjustment	4.2
Total Local Employment Land Needs	60.1 ha

Source: Harborough Local Housing and Employment Land Evidence, 2024

- 4.22. When we account for completions of employment land and new developments in the pipeline as at 31 March 2023, this shows the supply / demand balance as set out in Table 4. Overall there is a modest surplus although the balance position for different types of use varies.

Table 4 Total Employment Surplus/Deficit Balance

	E(g)(i) Offices	E(g)(ii) R&D	E(g)(iii) Light Ind	B2 Ind	Non-Strategic B8 (units <9,000 sqm)	Total
Need 2020-2041	6.8	2.8	13.0	23.5	14.1	60.2
Gross Completions 2020/21 – 2022/23	0.3	0.00	2.1	1.1	1.8	5.1
Commitments at 31/3/23 *	11.3	-0.6	4.5	11.6	23.4	50.2
Residual Need to plan (at 31/3/23)	+4.8	-3.4	-6.4	-10.8	+11.1	-4.9
Recommended allocations	4.1	2.4	3.5	0.8	0.0	10.8
Surplus / Deficit Balance	+8.9	-1.0	-3.0	-10.0	11.1	+5.9

- 4.23. Source: Harborough Local Housing and Employment Land Evidence, 2024

- 4.24. However, we still want to deliver more floorspace to ensure homes and jobs are balanced and sustainable places are created. Providing for additional employment land supply links to ambitions in our Economic Development Strategy (2024). We want to diversify the economy to avoid an over reliance on the logistics sector. A range of spaces is needed to accommodate business growth, and to attract a broader base of businesses that can create jobs including those offering higher skilled roles.
- 4.25. There needs to be enough flexibility in the supply of employment land to provide choice for businesses starting up or relocating to our district as well as to enable existing business to expand to retain the jobs they provide. This flexibility in land supply is also there to facilitate the replacement of older employment premises / property which are not serving modern business needs.
- 4.26. Our strategic location within the area known as the 'Golden Triangle' for its logistical advantages, means the need for strategic warehousing and distribution continues to grow. Demand has driven growth in e-retailing, accelerated by the Covid-19 pandemic of the early 2020s. Our evidence tells us more and larger strategic distribution spaces are required to support Leicester and Leicestershire's growing logistics sector and that the district has an important and continuing role to play (see Harborough Strategic B8 Needs Sensitivity Analysis, 2024). Access to the Strategic Road Network is key for the sector with only a small part of the district having good accessibility via M1 Junction 20. This has led to the success of Magna Park and its recent expansion. Focusing future growth for B8 logistics warehousing at Magna Park builds on established infrastructure and public transport networks.

The role of employment areas

- 4.27. Existing employment areas help us by providing a wide range of different types, sizes, ages and quality of premises. Our Key Employment Areas are our highest quality and most important areas, by virtue of scale, type or location, and centre on existing office parks and industrial estates. These areas function best if they remain only or predominantly in employment use to reinforce commercial confidence, facilitate trading and avoid conflicting activities. Retaining the focus on employment generating uses in General Employment Areas, is also important as these areas provide a variety of fit for purpose premises which are important to maintaining overall stock levels and a balance of provision across the district, but which may benefit from upgrade and investment to aid their durability and market attractiveness. Maintaining office space has become more difficult due to planning law changes allowing its conversion to other commercial uses, such as shops, without planning permission. In response, conditions or restrictions may be applied to prevent

such conversions, ensuring businesses retain the space they need to operate and grow.

- 4.28. Magna Park is identified as a Strategic Distribution Employment Area to safeguard the site for large-scale strategic distribution uses (Use Class B8). We are focusing additional provision at Magna Park, because of the strategic road access advantages the site benefits from, as well as the availability of space to support both current and future business needs. Beyond Lutterworth, there are no other locations within the district which benefit from the same level of access to the Strategic Road Network (Harborough Strategic B8 Needs Sensitivity Analysis, 2024). We also recognise that some non-strategic storage and distribution uses can complement these areas as long as they are small scale, proportionate, and beneficial to the overall functioning of the strategic distribution park. This flexibility allows us to support the diverse needs of businesses while maintaining the primary focus on strategic distribution.
- 4.29. Outside these defined employment areas, there may be greater scope to adapt or redevelop premises especially where they are no longer fit for business purpose. In these cases we want to support business, where it does not undermine our ability to maintain a good supply of employment land in the district (Policy DM13 explains more about how we apply these requirements). This balanced approach ensures we can respond to evolving economic conditions while maintaining our overall supply of office and industrial space.
- 4.30. We want to continue to encourage economic development in rural areas by promoting a diverse range of employment opportunities and retaining and expanding the smaller employment hubs that are scattered across rural settlements. This means supporting agricultural activities as well as diversification, including farm-based businesses and tourism-based activities. The diversification efforts aim to make farming more economically viable while ensuring that the landscape and rural character are protected. Policy AP04 explains how we will enable businesses to foster local job creation by supporting small-scale employment in rural settings.

Retail

- 4.31. The retail sector has an important role to play in job creation and the local economy – as well as providing important services to our residents. We have identified a retail hierarchy that is intended to provide a focus for retail development (see Table 5). Market Harborough, our largest centre, is defined as a Town Centre. Other centres within the district but also in neighbouring authorities beyond it, also serve retail needs. Leicester and larger shopping parks, such as Fosse Park in Blaby District, provide higher-level shopping facilities.

Table 5 Harborough Retail Hierarchy

Description	Within Harborough District
City centre	-
Town centres	Market Harborough, Lutterworth
District centres	Broughton Astley, Kibworth
Local centres	Fleckney, Great Glen

Source: Harborough Retail Town Centres Study, 2025

4.32. Our assessment shows that whilst national retail trends have been evident in our centres, health checks suggest that they are more resilient and have relatively low vacancy rates and a good range of services. 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 Centre Study, 2024). 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 Centre Study, 2024). While some need is anticipated, Table 6 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. Any longer-term residual need between 2036 and 2041 could be accommodated through a combination of retail and mixed-use allocations in Market Harborough and through limited provision of local shops / services within strategic housing developments over 400 dwellings including in the Land South of Gartree Road Strategic Development Area (see Policy SA01).

Table 6 Retail, food and beverage floorspace Requirements (sqm gross) – cumulative

	Convenience retail (sqm gross)	Comparison retail (sqm gross)	Food/beverage (sqm gross)	Total (sqm gross)
By 2031	-140	1,530	2,340	3,730
By 2036	530	2,630	4,080	7,240
By 2041	1,300	4,130	5,870	11,300

Source: Harborough Retail Town Centre Study, 2025

Table 7 Retail, food and beverage floorspaces Needs (Sqm gross) by Location – cumulative

	By 2031	By 2036	By 2041
Market Harborough	2,490	4,870	7,650
Lutterworth	280	570	960
Broughton Astley	150	290	450
Kibworth	220	400	580
Other	590	1,110	1,660
Total	3,730	7,240	11,300

Source: Harborough Retail Town Centre Study, 2025

Table 8 Residual retail and food/beverage floorspace capacity at 2041 (sqm gross)

	Total floorspace capacity in 2041	Reoccupied vacant floorspace	Commitments/ proposal	Residual requirement
Market Harborough	7,650	-2,000	-2,600	3,050
Lutterworth	960	-400	-2,100	-1,540
Broughton Astley	450	-300	-	150
Kibworth	580	-	-	580
Other	1,660	-100	-1,500	60
Total	11,300	-2,800	-6,200	2,300

Source: Harborough Retail Town Centres Study, 2025

4.33. Maintaining the vibrancy of centres is an important component of our economic strategy for development as they (along with others nationally) move from a retail focus to providing a combined retail, leisure and cultural offer for those looking for a day / evening out. Analysis suggests some future expenditure growth which could support new commercial leisure and cultural floorspace of about 1500sqm to 2041, with new emerging leisure activities e.g. escape rooms providing more potential than traditional leisure activities often found in town centres. The strategy of this Local Plan is flexible to encourage the reoccupation of vacant retail floorspace and direct such uses to our centres. The 'historic core' of Market Harborough in particular, and to some extent Lutterworth are important for their heritage value – and this is part of their wider leisure and cultural appeal.

Policy DS03 Development Strategy: Tackling Climate Change and Enhancing the Natural Environment

- 1. Development will be permitted where it:**
 - a) Prioritises sustainable active travel modes such as walking, cycling, or public transport above use of the private car;**
 - b) Optimises the use of natural resources, meeting high environmental standards in sustainable design and construction, with particular emphasis on energy and water efficiency and waste prevention and management;**
 - c) Contributes to the creation, improved connectivity and enhancement of multifunctional green and blue infrastructure, that improves flood resilience and carbon sequestration, including through increasing tree planting;**
 - d) Contributes to the delivery of the national Nature Recovery Network and Leicestershire, Leicester and Rutland Nature Recovery Strategy through the delivery of Biodiversity Net Gain in accordance with Policy DM10; and**
 - e) Where relevant, supports watercourse restoration projects to create wetland habitats and enhance water resilience.**
- 2. Nationally and locally designated biodiversity and geodiversity sites, as identified on the Policies Map, will be protected including:**
 - a) Sites of Special Scientific Interest;**
 - b) Local Wildlife Sites; and**
 - c) Regionally Important Geological or Geomorphological Sites.**
- 3. Existing Green and Blue Infrastructure networks must be retained and, where possible, enhanced including:**
 - a) Grand Union Canal and river corridors, wetlands, and watercourses such as the Welland, Sence, Soar, Swift and Avon River corridors in particular river floodplains along the Burton Brook, Langton Brook and Stonton Brook;**
 - b) Disused railway lines, traffic-free cycle routes, and long-distance recreational paths and bridleways; and**
 - c) Woodlands, hedgerows, and semi-natural habitats.**

Our reasons for this policy

- 4.34. This policy offers a holistic approach to the environment, integrating climate action and nature conservation. It embeds a**

sustainable transport hierarchy which aims to reduce high carbon travel modes in favour of more sustainable alternatives like walking and cycling. This contributes to our broader objectives to lower emissions and reduces car dependency by locating residential areas near accessible services and promotes resource-efficient, environmentally responsible development.

- 4.35. 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.
- 4.36. Green and Blue Infrastructure can also significantly improve the overall quality of life for residents by providing areas for recreation, relaxation and social interaction, which is essential for both mental and physical wellbeing. There are approximately 654 open space sites covering a total area of about 1,100 hectares excluding Greenways (see Harborough Open Space Strategy, 2021). This includes a variety of green infrastructure types such as allotments, amenity greenspaces, cemeteries, civic spaces, natural and semi-natural greenspaces, parks, gardens, and provision for children and young people as shown in Table 9.

Table 9 Types and Amount of Green Infrastructure

Green infrastructure types	Quantity (hectares)
Allotments and Community Gardens	22.85
Amenity Greenspace	109.95
Cemeteries and Burial Grounds	43.50
Civic Spaces	1.05
Natural and Semi-Natural Greenspace	871.82
Parks and Gardens	38.05
Provision for Children and Young People	10.34
Greenways	Approximately 700km
Total	1097.56

Source: Harborough Open Space Strategy, 2021.

- 4.37. Most of this space is Natural and Semi-Natural Greenspace, covering almost 872 hectares. These areas include spaces that are particularly important to local communities, offering recreational opportunities, aesthetic value, historical significance, and environmental benefits.
- 4.38. Our district is crisscrossed by green and blue corridors, including the Welland, Sence, Soar, Swift, and Avon rivers, the Grand Union Canal, and dismantled railway lines. These corridors are essential for biodiversity, providing pathways for wildlife and connecting various habitats. By protecting and enhancing these key corridors, we help maintain ecological networks and promote the movement of species, which is crucial for environmental resilience. Traffic-free cycle routes, long-distance recreational paths and bridleways can play a similar role by safeguarding these routes.

- 4.39. As acknowledged in Chapter 2, Harborough District is relatively poor in biodiversity terms. This is due primarily to the predominance of agriculture. However, several sites in the district are protected for their nature conservation or geological or geomorphological importance. These include Sites of Special Scientific Interest (SSSI) which are identified for protection because of their exceptional wildlife, habitats, and geological features. We have over 200 Local Wildlife Sites, and two Local Nature Reserves at North Kilworth and Scraftoft which, along with irreplaceable habitats like ancient woodlands, veteran trees, species-rich hedgerows, and grasslands, are essential for maintaining biodiversity at the local level.
- 4.40. Regionally Important Geological or Geomorphological Sites (RIGS) are critical for understanding the processes that have shaped our landscape. Harborough District has four RIGS: Tilton Cutting, Saddington Reservoir, Great Bowden Borrowpit, and Foxton Locks. These sites are protected due to their scientific importance and contribute significantly to our understanding of geological and geomorphological processes.
- 4.41. We safeguard existing biodiversity and geodiversity sites for their intrinsic value. They support ecosystems that provide us with clean air, water, and fertile soil. But we are also safeguarding these sites for people as we want to ensure that our natural heritage is preserved and enhanced to support leisure and recreation and associated health benefits. We recognise there can sometimes be a conflict between recreational use and nature conservation. The Grand Union Canal and reservoirs are highlighted as a particular focus as they are less valuable in ecological terms compared to other blue infrastructure (Green and Blue Infrastructure Study, 2024). This is consistent with our aspirations to develop tourism and leisure activities (see Policy DS02).
- 4.42. The Draft Leicestershire, Leicester and Rutland Local Nature Recovery Strategy identifies key habitats and species that require immediate attention and lays out strategic aims to increase biodiversity, improve habitat quality, and create a connected and resilient landscape for wildlife, people and livelihoods. We need to ensure developments contribute to delivery of the local nature recovery network through the protection of local ecological networks and achieving the delivery of biodiversity net gain in accordance with the mitigation hierarchy, which emphasises that onsite biodiversity gains should be considered first, followed by registered off-site biodiversity gains, and – as a last resort – purchase of statutory biodiversity credits.

Policy DS04 Development Strategy: Preserving and Enhancing our Heritage and Rural Character

- 1. To protect our rural character, landscape and heritage assets, development must:**
 - a) Recognise the significance of heritage assets as integral components of the district's character and identity; and**
 - b) Avoid gradual erosion of the historic environment through piecemeal or cumulative development that could compromise the integrity of Conservation Areas and other heritage assets.**

- 2. To maintain the distinctiveness of settlements and prevent the merging of these, Areas of Separation, as defined on the Policies Map, have been identified. Development in Areas of Separation must avoid coalescence and preserve the existing visual and physical separation between:**
 - a) Great Bowden and Market Harborough;**
 - b) Bitteswell, Lutterworth and Magna Park;**
 - c) Oadby and Great Glen; and**
 - d) Ullesthorpe and Magna Park.**

- 3. The open and undeveloped character and appearance of the Leicester/Scraptoft/Bushby Green Wedge and Thurnby/Leicester/Oadby Green Wedge, as defined on the Policies Map, will be preserved with the aims of:**
 - a) preventing the merging of settlements;**
 - b) guiding development form;**
 - c) providing access from urban areas into green spaces and open countryside; and**
 - d) providing recreational opportunities.**

Our reasons for this policy

- 4.43. Harborough District is essentially rural in character and the quality of the landscape and built heritage is important in maintaining the district's identity. This identity is part of what makes our district a desirable place to live and why it is a desirable location for development. Concentrating development activity within the defined areas will help us maintain our rural identity. We will also deploy other specific planning tools to reinforce this identity and open up access to the countryside notably: Areas of Separation and Green Wedges.

4.44. Visual connection between settlements and the surrounding countryside is a defining feature of the Harborough District landscape and is especially prominent in areas where the topography allows for expansive, long-distance views. Such views contribute significantly to the overall visual quality and sense of place within the district.

4.45. So as to improve our understanding of the qualities and characteristics of our local landscape, we have updated our landscape character evidence (Landscape Character Assessment, 2024). We have identified ten distinct landscape character types in the district and 26 landscape character areas within these (see Figure 5). Our evidence highlights perceptual qualities of these landscape types vary across the types, with some areas offering expansive, uninterrupted views while others provide a more enclosed and intimate experience. Alongside the district-wide landscape character work, the sensitivity of the local landscape around our main settlements has been assessed (Landscape Sensitivity Assessment, 2024).

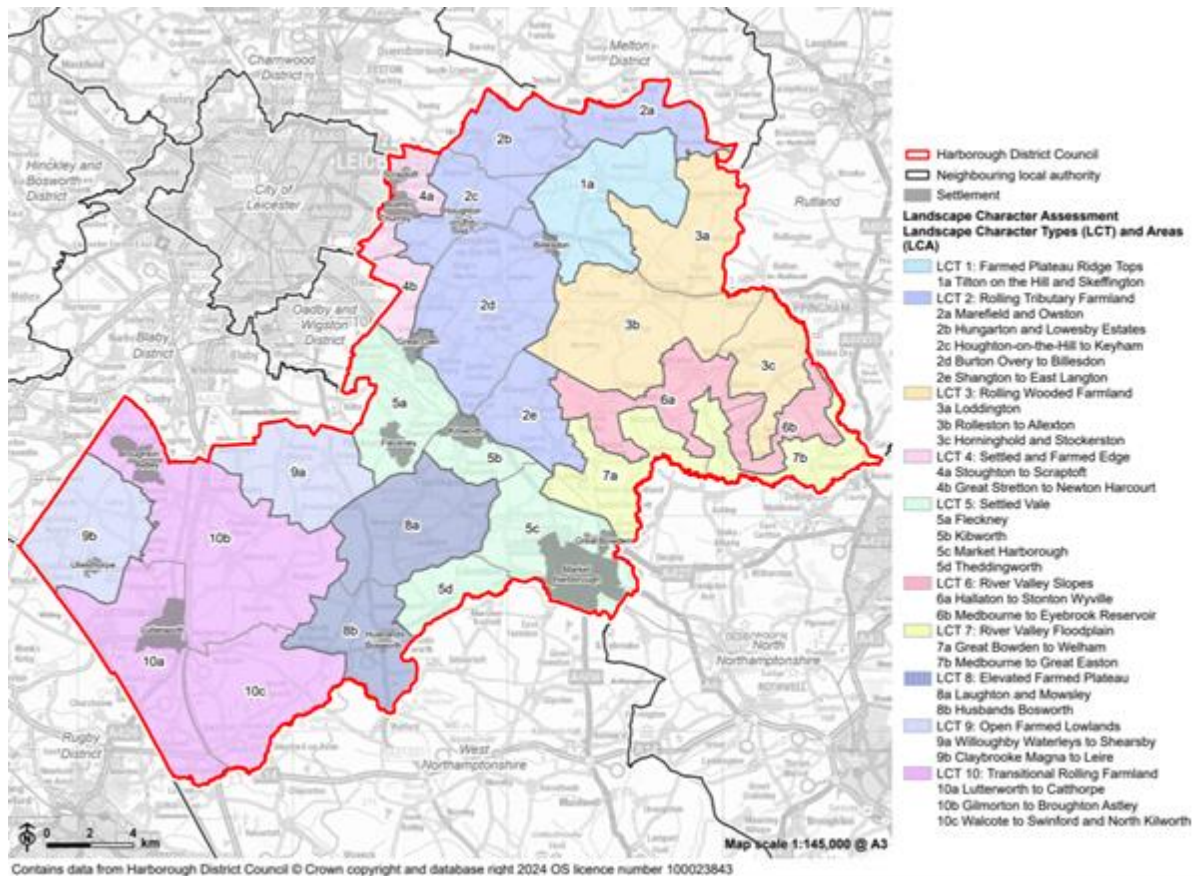


Figure 5: Landscape Character Types and Areas, Source: Harborough District Landscape Character Assessment, 2024

4.46. The district has a rich cultural heritage, evidenced by the presence of over 1,280 listed buildings, 66 scheduled monuments, 6 registered parks and gardens, and 63 conservation areas. These assets contribute to the historical depth and identity of the landscape. These assets are often clustered within villages (see Figure 6). They play a large part in

defining the character of the landscape and the individuality of particular settlements. A significant heritage asset is the Grade II* flight of locks, various listed buildings associated with the Grand Union Canal (a conservation area), and the Inclined Plane Scheduled Monument. We want to prevent the gradual erosion of the historic environment by avoiding piecemeal or cumulative developments that could weaken the integrity of conservation areas and the landscape character of our district.

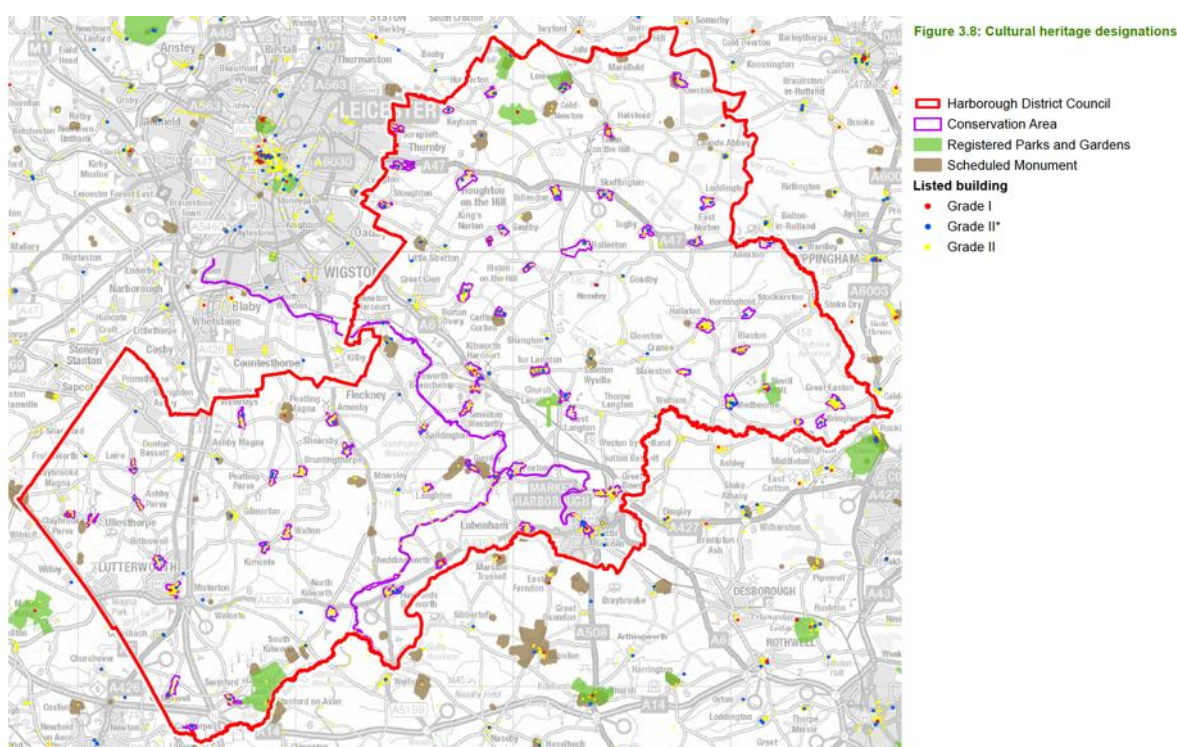


Figure 6: Heritage assets Source: Harborough District Landscape Character Assessment, 2024

4.47. The district covers a wide area and most settlements in the district are geographically dispersed. However, there are some settlements where the potential for merging with neighbouring settlements or employment areas is of concern. Areas of Separation have been defined where the potential for coalescence is at its highest taking into account not only established development but also allocations for new development set out in this plan. The reason for creating these Areas of Separation is to ensure towns and villages maintain their unique identity and that the overall landscape character of the area – countryside interspersed with distinct towns and villages – is maintained. The overall function of Areas of Separation is to ensure that development does not harmfully reduce the separation between settlements or between settlements and employment areas. Several Neighbourhood Plans have also identified Areas of Separation with specific policies for these areas. We have updated our evidence to inform the defined Areas of Separation boundaries designated in this plan (Areas of Separation Study, 2024).

4.48. While Leicester does not have a Green Belt, we have identified Green Wedges which form part of a wider network of such designations in and around the city. Green Wedges are strategic areas of land, mostly extending from Leicester into adjacent local authority areas, including Harborough District. They are largely undeveloped open land between the urban area and the surrounding countryside. Green Wedges are long-standing protections that have formed part of our planning policy for more than 30 years. They differ from Areas of Separation in that they are aimed not just at preventing the merging of settlements but also at guiding development, providing a 'green lung' into the urban area of the City and facilitating recreational opportunities. Only development which supports these functions is allowed within Green Wedges. In Harborough District, they are valued by the communities living near them, helping to retain a village character in areas adjacent to the Leicester urban area. We carried out a review of existing Green Wedge designations to inform the definition of appropriate boundaries (Green Wedge Assessment, 2024).

Policy DS05 Development Strategy: Supporting Strategic Infrastructure

1. All new development will be supported by the provision of the necessary infrastructure, services, utilities and facilities identified to meet the needs arising from the new development in a phased and timely manner.

Development proposals must:

- a) be supported by robust evidence of the type and timing of infrastructure needed to mitigate impacts and support sustainable development; and**
- 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 or, in the case of highways, Section 278 Legal Agreements; and**
- c) provide serviced, accessible, and prepared land, where required and the need is justified, to enable infrastructure to be delivered; and**
- d) demonstrate as part of the planning application process that a comprehensive approach to coordinating the provision, phasing and funding of infrastructure has assessed the cumulative and cross boundary impacts arising from the following clusters of sites:**
 - (i) Scraftoft, Thurnby and Bushby, sites S1, S2 and TB1;**
 - (ii) Oadby and Great Glen, sites OA1 and GG1;**
 - (iii) Market Harborough, sites MH1, MH2 and MH3; and**

(iv) Magna Park, MP1 and MP2.

- 2. The detailed site-specific mitigation schemes included within the site allocation Policies SA01, SA02, SA03 and SA04 are required and expected to be included within development proposals and site development costs. Development proposals should make provision for all the land required to accommodate any additional infrastructure arising from the development on site**
- 3. 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 or, in the case of highways, Section 278 Legal Agreements.**
- 4. New development should be supported by, and have good access to infrastructure:**
 - a) Proposals for new or extended school facilities will be expected to relate well to the communities and population they serve, ensuring they are accessible. Developer contributions are likely to require education provision where there is a demonstrated shortfall in capacity.**
 - b) Proposals for new or extended health provision should relate well to public transport, walking and cycling routes and be easily accessible to communities they serve. Proposals which utilise opportunities to multi use or co locate health facilities with other services and co-ordinate care for local communities will be supported. Developer contributions are likely to require health provision where there is a demonstrated shortfall in capacity.**
 - c) All development proposals should demonstrate adequate mains foul water treatment and disposal already exists or can be provided in time to serve development ahead of occupation. Phasing and implementation should be agreed with the Environment Agency/Severn Trent/Anglian Water Services.**
 - c) 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. 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.

Developer contributions

- 4. As part of a package or combination of infrastructure delivery measures, it is likely that developer contributions will be required for development proposals to ensure that development is supported by infrastructure. Developers will be expected to either provide direct provision or contribute towards the provision of local and strategic infrastructure to meet the needs from the development alone, or cumulatively with other developments as identified in the Infrastructure Delivery Plan**

Viability review

- 5. The policies within this Local Plan have been viability tested, and it is the expectation that policy compliant contributions will be made. A variation to the requirements set out in Policy within the Plan will only be accepted by the Council in exceptional circumstances. In such cases, a site-specific viability assessment may be accepted where viability is identified as a barrier to delivery. Where it is identified that the Policy requirements set out within this Local Plan cannot be met, this must be supported by evidence to be independently verified as part of an open book viability appraisal. The costs of this work will be borne by the applicant. The weight placed on this assessment will be determined on a case-by-case basis.**

Our reasons for this policy

- 4.49. Getting infrastructure planning right is top priority for our current residents and no doubt our future ones too. It is also essential to the success of our businesses. If we are going to achieve our vision and objectives, we, along with the County Council, Infrastructure providers and developers, need to make sure that the infrastructure is in place to enable the development strategy outlined in this Chapter especially as it relates to housing and employment growth.
- 4.50. As a Council, our control around many aspects of service delivery is limited. But the policy is intended to make sure the Council through its planning powers enables better access to important infrastructure and services. We want to make sure new and existing communities have access to the local green spaces, health facilities and other services they need. We want to keep our vehicles moving and, wherever practical, provide reliable, more environmentally friendly ways to travel.
- 4.51. This list of infrastructure requirements and the infrastructure identified in the policy is not exhaustive. We cannot either list or anticipate all infrastructure and the models for delivering services

from them over the life of the plan. This will be affected by demographic changes; demand for school places for example is highly sensitive to birth rates. However, the requirements identified are some of the most critical to supporting development in the early stage of the plan. We will keep this under review through updates to our Infrastructure Delivery Plan throughout the Local Plan period.

4.52. The key projects identified are in response to our assessment of existing 'baseline' capacity and projected demand from the growth outlined in Policy DS01 (see Harborough Infrastructure Delivery Plan, 2025). This evidence highlights that:

- There is the potential for increased demand in highways
- The public transport system's capacity is variable, particularly in rural areas.
- New secondary school places and post 16 provision is needed in Market Harborough and Principal Leicester Urban Area, along with primary school places, and pressure is being felt in other hotspots like Lutterworth, Kibworth, and Broughton Astley
- With the anticipated population increase by 2041, there will be more pressure on our existing Open Spaces, and we have an aspiration to provide accessible green spaces within a 10-minute walk of residential areas to promote active lifestyles and mental wellbeing.
- Local participation rates in sports are higher than national averages and we expect higher demand for sports facilities from new residents and workers, but there is already shortfall in sports facilities, particularly in Kibworth and Market Harborough. Poor quality pitches and facilities have been identified especially for football, rugby and cricket with a requirement for an additional 3G pitch for football. Contributions will be sought from new development to address identified issues. (highlighted in Playing Pitch Strategy 2022 and the PPS stage E review 2024).
- NHS partners know our GP surgeries are constrained; healthcare services will be necessary for future developments.
- Community groups, accommodating a range of provision including youth provision, have reached capacity due to increased local demand, increased population will exacerbate this issue.
- A longstanding need for new cemetery provision is now becoming acute.

4.53. Potential expanded wastewater treatment capacity may be required in Market Harborough. We have already identified significant demand on the highways network and working with the relevant highways authorities have developed a strategic approach to mitigation. Our expectation is that this will be funded by development, where needed, to address development impacts. We will continue to work with partners to develop bids and business cases to secure public funding of projects alongside this.

4.54. This policy also ensures that all developments, which collectively increase the demand for strategic transport infrastructure, contribute fairly to its provision 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. We will review this document and update it when necessary.

- 4.55. It is important that cumulative infrastructure impacts and requirements, and the opportunities for a coordinated approach to infrastructure provision arising from clusters of development are considered in a comprehensive manner by developers. For the clusters of development listed above in Policy DS05 the Council will require evidence to be submitted in the form of a Joint Infrastructure Framework in support of planning applications to demonstrate that a comprehensive approach to infrastructure impact assessment and a coordinated approach to provision, in particular for transport, education, health and green infrastructure has been followed.
- 4.56. Our requirements for developer contributions are to address the impacts of development and are informed by the infrastructure priorities identified in Policy DS03 and as well as:
- The affordable housing needs detailed in Policy HN01
 - Training and Procurement Plans to support local employment and skills development, fostering economic growth and community development highlighted in Policy DS02
- 4.57. We have extensively tested the likely costs of these requirements as part of the preparation of this Local Plan to make sure they are proportionate and fair and, critically, deliverable. Our analysis confirms that such contributions are viable for the scales and types of developments identified (see *Harborough Local Plan Viability Assessment*)
- 4.58. Finally, we expect upgrades to utilities infrastructure, such as water supply, drainage, and electricity, should be made in good time to accommodate new developments without overloading existing systems. Failure to do so will detrimentally affect new as well as existing residents and businesses.

5. Key Development Sites

- 5.1. This chapter identifies key development sites known as Site Allocations. These Site Allocations have been identified to help enable the delivery of the overall development strategy set out in Chapter 4 (see Figure 7). Site Allocations set out our expectations for the development of these sites which developers submitting planning applications will need to comply with. This is also intended to provide clarity for our residents and other stakeholders, such as infrastructure providers, on the type of development we are planning for in different parts of our district. In Policy SA01 Site Allocations we have identified:
- Development uses that are required on the site, including any on site community infrastructure requirements such as schools or community facilities;
 - The size of the site (hectares);
 - The indicative site capacities, the number of homes expected or amount of employment land allocated; and
 - Significant development considerations.
- 5.2. Policy SA01 includes policy requirements that are unique and specific to the site, and which will need to be considered and addressed through planning applications. They supplement rather than replace other policies in this plan which apply to all development in the district including development on Site Allocations. For the largest of our development sites, we have set out these development considerations in more detail in Policies SA02 to SA04.

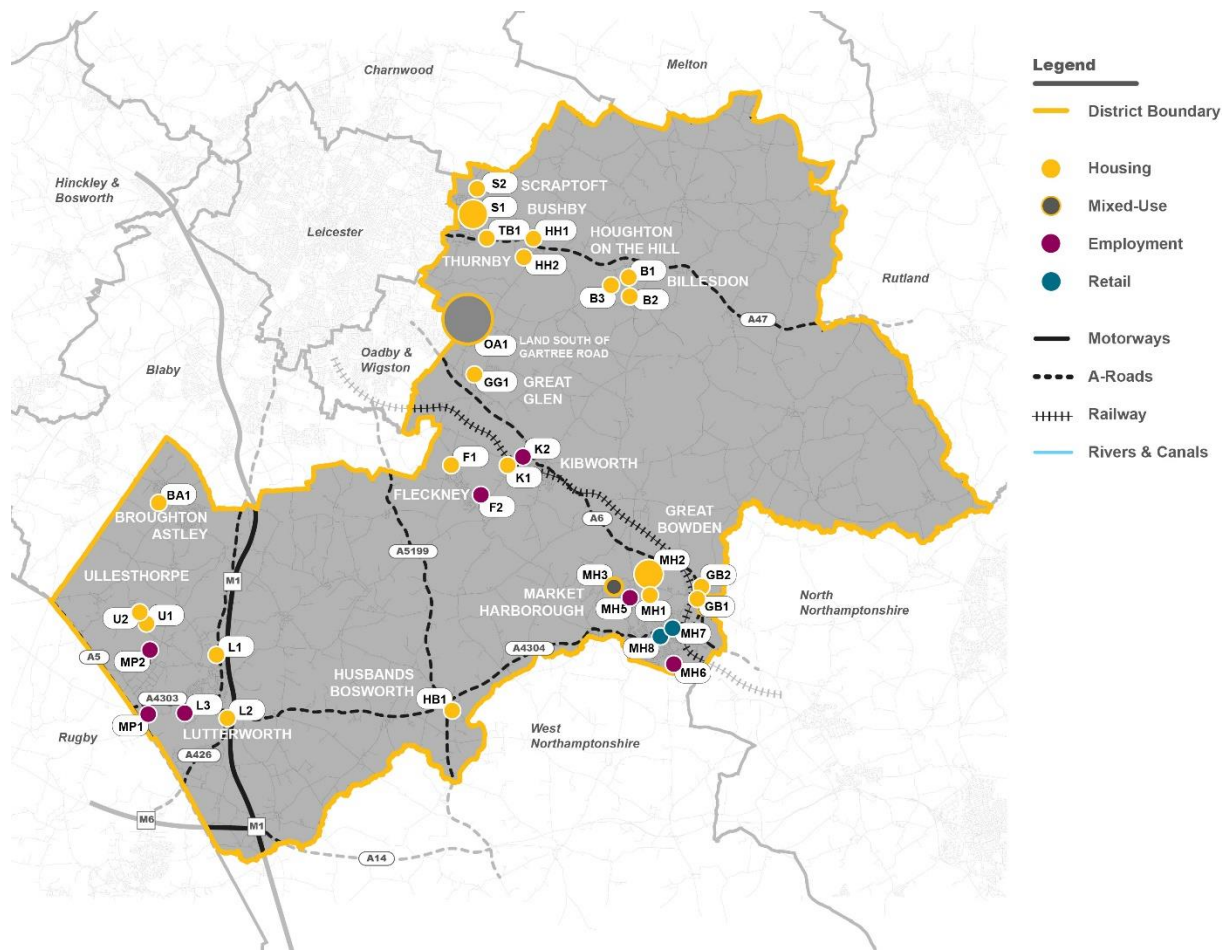


Figure 7: Diagram showing broad location and scale of site allocations

Policy SA01: Site Allocations

- 1. Site Allocations to support and enable the delivery of the Development Strategy Policies DS01 to DS05 are shown on the Policies Map and identified in the Site Allocation Schedule below.**
- 2. Where a masterplan is required, this should address the site-specific requirements set out in Appendix 6.**
- 3. We will seek to enter into planning performance agreements with promoters of strategically important sites to ensure a programmed approach to determination and site delivery/implementation.**

Policy SA01: Site Allocation Schedule

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
Land South of Gartree Road Strategic Development Area (Leicester Urban Area)					
OA1	Land south of Gartree Road	Strategic Development Area: Mixed use new neighbourhood on the fringes of Oadby and Wigston	A new neighbourhood of c.4,000 homes, 3,150 within Harborough District and 850 within Oadby and Wigston. 1200 homes within Harborough District to be delivered by 2041	5 Ha	See Policy SA02
Thurnby and Bushby (Leicester Urban Area)					
TB1	Land north of A47 and east of Zouche Way	Housing	125		<ol style="list-style-type: none"> 1. The design and layout of development proposals must encourage a high degree of integration and connectivity between new and existing communities. 2. Assessments of traffic impacts should consider the interaction between the Thorpebury in the Limes SDA in

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>Charnwood between Thurmaston and Syston and Syston and neighbouring Scraftoft developments that may provide connections to the A563 and A607/A46. 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.</p> <ol style="list-style-type: none"> 3. Existing hedgerows and associated trees will be retained and reinforced wherever possible, particularly along the southern and eastern boundaries. 4. The site is at risk from surface water flooding and may be at risk from fluvial flooding from Thurnby Brook. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to layout should be taken to avoid development in water flood risk flow routes. 5. The site is close to the safeguarded waste site Houghton on the Hill Sewage Treatment Works. Any planning application must demonstrate that there would be no impacts on or to the amenity of development and that the proposed development would not prejudice waste operations.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
Scraptoft (Leicester Urban Area)					
S1	Scraptoft East, Land between Scraptoft and Bushby	Housing	950		See Policy SA04
S2	Land at Beeby Road	Housing	175		<ol style="list-style-type: none"> 1. The site would form an extension to the gateway into Scraptoft village this should be recognised within the design and layout of development proposals. 2. 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. 3. Assessments of traffic impacts should consider the interaction between the Thorpebury SDA in Charnwood between Thurmaston and Syston (and neighbouring Scraptoft developments that may provide connections to the A563 and A607/A46). The impacts will be informed by a Transport Assessment that sets out on-site and off-site transport measures to mitigate impacts from the development.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<ol style="list-style-type: none"> <li data-bbox="1305 339 2101 443">4. A Minerals Assessment must accompany the proposal, in accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan. <li data-bbox="1305 475 2101 810">5. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken to avoid the area of surface water flood risk in the northeast of the site. <li data-bbox="1305 842 2101 978">6. A contaminated land report will be required to address the risk and identify any appropriate mitigation arising from the historical agricultural development in the south-west corner of the site. <li data-bbox="1305 1010 2101 1217">7. The layout of the development must consider the potential noise and lighting impacts from the proposed crematorium which adjoins the site. Noise impact assessment may be required. This may include a requirement for a building overheating and ventilation assessment. <li data-bbox="1305 1249 2101 1386">8. The site is close to safeguarded waste site Houghton on the Hill Sewage Treatment Works. Any planning application would need to demonstrate that there would be no impacts on or to the amenity of development and

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					that the proposed development would not prejudice waste operations.
Market Harborough (Market Town)					
MH1	Land east of Leicester Road and south of Grand Union canal	Housing	250		See Policy SAO3
MH2	East of Market Harborough Road	Housing	850		See Policy SAO3
MH3	Land south of Gallow Field Road	Housing,	600		See Policy SAO3
MH5	Land OS3070, Leicester Road	Employment		0.6	<ol style="list-style-type: none"> 1. Site is allocated for a mix of uses including use class E(g), B2 and non-strategic B8. 2. The Grand Union Canal Conservation Area forms the site's north-western boundary. Any development must preserve and enhance the setting of the conservation area and seek opportunities to improve its interpretation. A Heritage Impact Assessment will be required as part of any planning application.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>3. Development must provide any necessary noise attenuation, to protect the residential amenity of the occupiers of the adjacent Greenacres gypsy and traveller site.</p> <p>4. There are areas of surface water flood risk on site. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.</p>
MH6	Compass Point Business Park	Employment		4.3	<p>1. Site is allocated for E(g) uses.</p> <p>2. Access will be provided from the existing spine road.</p> <p>3. The layout and design must be in keeping with the scale, character and appearance of the existing Compass Point Business Park, with proposed buildings no higher than two storeys.</p> <p>4. The site is at risk of surface water and groundwater flooding. A site-specific Flood Risk Assessment will be required to assess the risk of surface water and groundwater flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management</p>

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					plan. The sequential approach to site layout should be taken.
MH7	St Marys Road	Retail & Leisure		3,000 sqm gross	<ol style="list-style-type: none"> 1. Site is allocated for leisure, entertainment, tourism, retail uses. 2. Development should provide a mixed use scheme of at least 3000sqm (gross) including some or all of the following uses: E(b) restaurants, bars, C1 hotel, and E(d) health and fitness uses. 3. Development informed by a Heritage Impact Assessment must deliver a sensitively designed comprehensive scheme which protects the Listed Buildings at 91-93 St Marys Road and their setting. 4. Residential and office development would be acceptable on the site providing it is small scale and complementary to the allocated uses and secures the viability of the overall redevelopment scheme. 5. There is risk of surface water flooding on the site. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
MH8	Commons Car Park	Retail		1,000 sqm gross	<ol style="list-style-type: none"> 1. Site is allocated for a mixed use retail development including a net increase in retail floorspace of at least 1000sqm (gross). 2. Development, informed by a Heritage Impact Assessment, must be sensitively designed in order to conserve and enhance the Conservation Area, respect the setting of listed buildings and complement the character of the town centre in terms of scale, height, mass, design, materials and layout. 3. Development must provide safe, attractive pedestrian linkages within the site and to the wider town centre. 4. Development must result in no net loss of public car parking spaces either on site or through additional equivalent provision elsewhere. 5. Development must be sensitive to the River Welland and its role as a wildlife corridor. 6. There is risk of fluvial and surface water flooding within and alongside the boundary of the site. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					7. The presence of significant flood risk infrastructure (Anglian Water attenuation tanks in Commons Car Park) will need to be considered and early engagement with Anglian Water and the Lead Local Flood Authority is encouraged. Consideration will need to be given as to whether any land on site needs to be safeguarded for defences in the future.
Lutterworth (Market Town)					
L1	Land off Leicester Road	Housing	230		<ol style="list-style-type: none"> 1. Development must respond positively to the setting of the Bitteswell Conservation Area and other nearby heritage assets and must avoid negatively impacting its setting. 2. Access arrangements must account for nearby permitted developments and integrate with the proposed Lutterworth east northern access from the A426. 3. The Bittesby Brook corridor, adjoining the site, is a Local Wildlife Site and green infrastructure corridor with a Public Right of Way running through it. Appropriate mitigation will be required. 4. Part of the area along the Bittesby Brook lies within the designated Area of Separation in the Local Plan, and development must respect this designation appropriately. 5. There is risk of surface water flooding on the site, particularly in the west. A site-specific Flood Risk Assessment will be required to assess the risk of

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.
L2	Land at M1 Junction 20/Swinford Road	Housing	90		<ol style="list-style-type: none"> 1. Potential noise and vibration from the adjacent M1 Motorway will need to be assessed and appropriately mitigated. Opportunity to bolster existing trees/shrubs as part of development should be considered. 2. The former railway line, forming the western site boundary is a potential Local Wildlife Site and should be enhanced where possible. 3. A contaminated land assessment will be required to address potential risks and mitigation arising from this former railway line. A building overheating and ventilation study may also be required. 4. A site-specific Flood Risk Assessment will be required. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
L3	Land south of Lutterworth Road / Coventry Road	Employment		3.4	<ol style="list-style-type: none"> 1. Site is allocated for E(g)(iii) uses. 2. Access for the site will be from the existing Fairacres Road off Lutterworth Road. 3. Development must provide an adequate and appropriate landscaping buffer, and any necessary noise attenuation, to protect the residential amenity of the occupiers of the adjacent Fairacres Travelling Showpeople site. 4. Development should retain green corridors throughout the site and at least a 10m buffer between the Bitteswell Brook and the development. 5. A site-specific Flood Risk Assessment will be required. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.
Broughton Astley (Large Village)					
BA1	Land off Frolesworth Road	Housing	475		<ol style="list-style-type: none"> 1. A comprehensive masterplan is required for this site. 2. A high-voltage power line, with accompanying pylons cutting diagonally across the site from north to south, requires an appropriate buffer and development offset.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<ol style="list-style-type: none"> 3. Mitigate impacts on local roads, particularly the B581, B4114, and A426, through necessary improvements to ensure highway capacity and safety. Improvements may be required at the Main Street/Station Road/Cosby Road junction, potentially involving traffic signals. 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. Footway improvements and connections should be included, along with discussions around extending bus service provision to serve the development. 4. Two Public Rights of Way (W60 and W48) cross the site: one runs west-east, and another follows the north-western boundary. These must be incorporated into the development proposals. 5. A Potential Local Wildlife Site is identified towards the north-western edge of the site, associated with a pond. Any development must respect and protect this area with appropriate mitigation measures. 6. Development of the site must contribute to the reasonable costs of the provision of primary and secondary education expansion, as necessary. 7. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements along Frolesworth Road. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy,

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>and SuDS maintenance and management plan. The sequential approach to site layout should be taken.</p> <p>The site is in the catchment zone of the Narborough Bog SSSI, and any development must provide sufficient evidence that the drainage will not cause significant impact to the designated site.</p> <p>8. There are heritage assets in the vicinity, including Grade II* Church of St Mary, and a Heritage Impact Assessment will be required as part of any planning application.</p> <p>9. A contaminated land assessment will be required to address potential risks and mitigation arising from agricultural development on parts of the site.</p>
Fleckney (Large Village)					
F1	Land north of Kilby Road and land west of Longgrey	Housing	150		<p>1. There are heritage assets in the vicinity, including Grade II* Church of St Nicholas, and a Heritage Impact Assessment will be required as part of any planning application.</p> <p>2. Potential impacts on the wider countryside setting of the village to the north and west should be mitigated through structural planting.</p> <p>3. Cycling and pedestrian access via Longgrey to the east should be integrated into the site's design to achieve permeability with the existing village.</p>

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					4. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.
Great Glen (Large Village)					
GG1	Land north of London Road and east of Leicester Grammar School	Housing	400		<ol style="list-style-type: none"> 1. A comprehensive masterplan is required for this site 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 should avoid encroaching upon the setting of Stretton Hall and its associated gardens, while preserving views of listed buildings along London Road. 3. Access to the site is feasible from London Road, with a secondary access point via Heron Close/Bridgewater Drive. Impacts on the capacity of the A6 corridor must be assessed, and cumulative impacts from nearby developments should be carefully evaluated. The impacts will be informed by a Transport Assessment

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>that sets out off-site and on-site transport measures to mitigate impacts from the development. A coordinated planning approach for walking, cycling, and overall infrastructure is preferred across the entire area.</p> <ol style="list-style-type: none"> 4. Potential improvements to local highways and parking at Leicester Grammar School should be integrated into the development. 5. Integrate the existing Public Right of Way (C20), which runs along the eastern boundary to maximise connectivity and active travel opportunities to Great Glen. 6. Semi-natural habitats, particularly woodland north-west of the site, must be preserved. Delivery of a new sports / community hub and associated pitches. 7. The site is in the catchment zone of the Kilby-Foxton Canals SSSI, and the development category may also potentially impact the SSSI. Any development must provide sufficient evidence that the drainage and development itself will not cause significant impact to the designated site. 8. There is some risk of surface water flooding on the site which could impact on access/egress. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.</p> <p>9. The site is in proximity to two 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.</p>
Kibworth (Large Village)					
K1	Land west of Warwick Road and south of Priory Business Park	Housing	475		<ol style="list-style-type: none"> 1. A comprehensive masterplan is required for this site 2. The settings of heritage assets within or near the site, including the Railway Company Boundary Marker on Warwick Road, and the character and setting of the Grand Union Canal Conservation Area, Kibworth Harcourt and Kibworth Beauchamp Conservation Areas with associated listed buildings, and the Motte in Hall Field Scheduled Monument, must be protected and preserved. 3. Development of the site must contribute to the costs of the provision of primary and secondary education expansion, as necessary. 4. Highways impacts, particularly on Warwick Road railway bridge and the A6 corridor must be appropriately

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>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.</p> <ol style="list-style-type: none"> 5. The Kilby-Foxton Canal Site of Special Scientific Interest (SSSI) is within 500m and the development falls within the SSSI Impact Risk Zone. An environmental assessment will be required to evaluate the impact on the canal's conservation area and surrounding ecology, with appropriate mitigation measures implemented as necessary. 6. Archaeological remains, with potential Roman, medieval, and Saxon remains likely on the site, particularly in the south-east boundary and areas of ridge and furrow. A full archaeological evaluation, including geophysical survey and trial trenching will be required. 7. The site is in the catchment zone of the Kilby Foxton Canals SSSI, and the development category (>100 dwellings outside of existing settlements) may also potentially impact the SSSI. Any development must provide sufficient evidence that the drainage and development itself will not cause significant impact to the designated site. 8. There is risk of surface water flooding on the site with surface water flow paths identified. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.</p> <p>9. A noise impact assessment will be required to address potential impacts and mitigation measures arising from the nearby railway line. A building overheating and ventilation study may also be required.</p> <p>10. Development must not adversely impact on operational railway safety in its design, layout and construction.</p>
K2	Land south and west of Priory Business Park	Employment		3.1	<p>1. Site is allocated for a mix of business, light industrial and retail development (Use Classes B1a, B1b, B1c, B2 and A1).</p> <p>2. Development will be accessed, including by sustainable modes, through two access points off Wistow Road and Warwick Road.</p> <p>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.</p>

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>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'.</p> <p>5. The site is in the catchment zone of the Kilby-Foxton Canals SSSI, and the development category (large non residential development >1ha) may impact the SSSI. Any development must provide sufficient evidence that the drainage and development itself will not cause significant impact to the designated site.</p> <p>6. A sequential approach to site layout should be taken to steer development away from areas at risk of surface water flooding.</p>
Billesdon (Medium Village)					
B1	Land at Gaulby Road	Housing	48		<p>1. Development will comprise 30 self-build or custom housebuild plots and 18 affordable First Homes with school drop off area and associated parking.</p> <p>2. Impact on the surrounding landscape must be mitigated through structural landscaping.</p> <p>3. Development must integrate the existing Public Right of Way (C56), which runs north-south across the site to</p>

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>retain connectivity between the village and the wider countryside.</p> <p>4. The impact of development on bordering Local Green Space designations should be minimised. Links to them and between them should be fostered.</p> <p>3. There are areas at risk of groundwater flooding and an unmodelled ordinary watercourse flows across the south-east of the site. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.</p> <p>5. Given the proximity of Billesdon Conservation Area and listed buildings, including the Grade II* Church of St John The Baptist, a Heritage Impact Assessment will be required as part of any planning application. There is the potential for non-designated Romano-British (RB) archaeology associated with RB farmstead.</p> <p>6. The site is in the catchment zone of the Kilby-Foxton Canals SSSI, and any development must provide sufficient evidence that the drainage will not cause significant impact to the designated site.</p>
B2	Billesdon Depot south of Gaulby Road	Housing	10		<p>1. Development will comprise a maximum of 10 dwellings on up to 0.5ha located at the site frontage with servicing and site arrangements made suitable and attractive for self and custom builders.</p>

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<ol style="list-style-type: none"> 2. A Contaminated Land Assessment will be required to identify potential risks and mitigation arising from the former use of the site. 3. Development must take account of the setting adjoining a Local Green Space designation (Billesdon Woodland Pool) and provide mitigation for wider landscape impacts. 4. Given the proximity of nearby heritage assets, including Billesdon Conservation Area, a Heritage Impact Assessment will be required as part of any planning application. Potential for non-designated Romano-British(RB) archaeology associated with RB farmstead. 5. The site is in the catchment zone of the Kilby-Foxton Canals SSSI, and any development must provide sufficient evidence that the drainage will not cause significant impact to the designated site. 6. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
B3	Former Lorry Park Gaulby Road	Housing	5		<ol style="list-style-type: none"> 1. The landscaping scheme should include the retention of important boundary trees and hedges, with additional reinforcement using native trees. 2. Development should take account of the setting of the adjoining Local Green Space designation (Billesdon Woodland Pool). 3. A Contaminated Land Assessment will be required to identify potential risks and mitigation arising from the former use of the site. 4. Given the proximity of Billesdon Conservation Area and listed buildings, a Heritage Impact Assessment will be required as part of any planning application. There is the potential for non-designated Romano-British (RB) archaeology associated with RB farmstead. 5. The site is in the catchment zone of the Kilby-Foxton Canals SSSI, and any development must provide sufficient evidence that the drainage will not cause significant impact to the designated site.
Great Bowden (Medium Village)					
GB1	Land north of Dingley Road	Housing	15		<ol style="list-style-type: none"> 1. As the site lies within a mineral safeguarding area, a Minerals Assessment will be required in accordance with policy M11 of the Leicestershire Minerals and Waste Local Plan.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>2. Given the proximity of nearby designated heritage assets, including Great Bowden Conservation Area and listed buildings, and the non-designated heritage assets within the site, a Heritage Impact Assessment will be required as part of any planning application.</p> <p>3. Site access/egress arrangements will need to take appropriate account of surface water flood risks . A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan.</p>
GB2	Land off Dingley Road and Nether Green	Housing	85		<p>1. The site adjoins the Great Bowden Conservation Area and is adjacent to The Grange, a Grade II listed building, with several other listed buildings nearby. Development must respect and preserve the setting of these heritage assets along with any non-designated heritage assets. A Heritage Impact Assessment will be required as part of any planning application.</p> <p>2. Existing mature hedgerows and trees that bound parts of the site should be retained and incorporated into the site design.</p> <p>3. The Great Bowden Borrowpit SSSI is 778 metres northwest of the site, and the site lies within the SSSI impact zone, requiring careful assessment and mitigation to avoid adverse impacts.</p>

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<ol style="list-style-type: none"> 4. A noise impact assessment will be required to address potential impacts and mitigation from A6 traffic. A building overheating and ventilation study may also be required. A landscape buffer between development and the adjoining A6 to mitigate noise impacts should form part of the layout. 5. The potential presence of newts on the western edge of the site requires further ecological investigation and protection. 6. A locally designated wildlife corridor runs along the southern boundary of the site, which should be protected and enhanced 7. Known archaeological remains within the vicinity require appropriate assessment and mitigation. 8. As the site lies within a Mineral Safeguarding Area, a Mineral Assessment will be required in accordance with Policy M11 of the Leicestershire Minerals and Waste Plan. 9. 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.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					10. The site is affected by fluvial flooding (Flood Zones 2 and 3) and is at risk of surface water flooding. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken. Finished floor levels should be raised appropriately. A Flood Warning and Evacuation Plan will also be required.
Houghton on the Hill (Medium Village)					
HH1	Land north of Uppingham Road	Housing	80		<ol style="list-style-type: none"> 1. Housing development should be located on the eastern part of the site and relate to the existing built form of the village. 2. As the site lies partially within a mineral safeguarding area, a Mineral Assessment will be required in accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan. 3. Site layout will need to incorporate an appropriate buffer around the gas pipeline which crosses the site centrally. 4. There are areas at risk of surface water flooding. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should avoid area of surface flood risk if possible. Otherwise, the flow route should be formalised and compensatory storage provided.</p> <p>5. The existing Public Right of Way (D47), which runs north-south across the central part of the site should be integrated to retain connectivity between the village and the wider countryside.</p> <p>6. A noise impact assessment with be required to address potential impacts and mitigation from A47 traffic. This may include a requirement for a building overheating and ventilation assessment.</p>
HH2	Land north of Stretton Lane	Housing	24		<p>1. Site should deliver 100% affordable housing provision.</p> <p>2. As the site lies within a mineral safeguarding area, a Mineral Assessment will be required in accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan.</p> <p>3. Site layout will need to incorporate an appropriate buffer around gas pipeline which crosses the north western part of the site.</p> <p>4. The site adjoins the Houghton on the Hill Conservation Area and development must respect its character and setting and any nearby listed buildings. A Heritage Impact Assessment will be required as part of any planning application.</p>

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<ol style="list-style-type: none"> 5. The existing Public Right of Way (D11), which runs east-west across the northern part of the site should be integrated to retain connectivity between the village and the wider countryside. 6. Existing mature hedgerows and trees should be retained wherever possible, including the group Tree Preservation Order along the site's southern boundary.
Husbands Bosworth (Medium Village)					
HB1	Land east of Welford Road	Housing	105		<ol style="list-style-type: none"> 1. Impacts on the wider landscape will need to be mitigated through structural landscaping and by locating development on the northern and western parts of the site adjacent to existing development where possible. 2. Given the proximity of nearby heritage assets, including Husbands Bosworth Conservation Area and its listed buildings, and the non-designated heritage assets on the south-western part of the site, a Heritage Impact Assessment will be required as part of any planning application. 3. Public right of way (A2) crosses the short northern boundary of the site (east-west) and passes close to the eastern boundary on its way south. The footpath should be integrated into the layout along the northern edge and any views from the wider footpath as it passes to the east should be retained where possible.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>4. Access will be via the A5199.</p> <p>5. As the site lies within a mineral safeguarding area and in proximity to known and worked sand and gravel deposits, a Mineral Assessment will be required in accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan.</p> <p>6. Noise and Dust Impact Assessments will be required to address potential impacts from the quarry located to the south of the site.</p> <p>7. There is an area of surface water flood risk at the south western boundary which needs to be considered in respect of access/egress. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.</p>
Ullesthorpe (Medium Village)					
U1	Land south of Ashby Road	Housing	30		<p>1. Impacts on the wider landscape, particularly views from Lutterworth Road to the south, will need to be mitigated through structural landscaping and by locating development on the western part of the site adjacent to existing development where possible.</p>

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<ol style="list-style-type: none"> 2. The site is in the catchment zone of the Croft Pasture SSSI, and any development must provide sufficient evidence that the drainage will not cause significant impact to the designated site. 3. There are surface water flood risk issues on the eastern third of the site and development should avoid going beyond the affected area. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. The carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.
U2	Land north of Ashby Road	Housing	50		<ol style="list-style-type: none"> 1. Impacts on the wider landscape, particularly from Ashby Road and Ullesthorpe Golf Course, will need to be mitigated through structural landscaping. 2. As the site lies partially within a mineral safeguarding area, a Mineral Assessment will be required accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan 3. There is a risk of surface water flooding on the site. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.</p> <p>4. The site is in the catchment zone of the Croft Pasture SSSI, and any development must provide sufficient evidence that the drainage will not cause significant impact to the designated site.</p>
Magna Park (Strategic Warehousing)					
MP1	Land south of George House, Coventry Road	Strategic Warehousing (B8)		15.8	<p>1. Parts of the site are affected by surface water flood risk. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.</p>
MP2	Land at Mere Lane, Magna Park	Strategic Warehousing (B8)		122	<p>1. The layout, building and landscape design must include an appropriate acoustic and visual screen buffer to mitigate potential acoustic and visual impacts on existing residential properties abutting the northwestern boundary of the site. This should be informed by noise, visual and lighting impact assessments.</p> <p>2. A noise impact assessment will be required to address potential impacts and mitigation measures arising from</p>

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>the development. Unacceptable impacts must be appropriately mitigated, including on the amenity of existing residents close to the site and in Ullesthorpe.</p> <ol style="list-style-type: none"> 3. A Light Impact Assessment will be required to address potential impacts and mitigation measures arising from the development, including on the amenity of existing residents close by and in Ullesthorpe. 4. An air quality assessment is required to address potential impacts and mitigation measures. 5. Consideration should be given to the use of Solar PV Panels on warehouse units where appropriate. 6. The design and layout should be informed by a Landscape and Visual Impact Assessment, to ensure any impact on landscape and the visual amenity of residents in the area is appropriately mitigated. 7. An Ecological Impact Assessment will be required to address potential impacts and mitigation measures arising from the development. 8. The development should be informed by a Transport Assessment to address the potential impacts and identify appropriate mitigation. Priority should be given to sustainable transport measures as far possible, alongside a package of measures to encourage behavioural change. Appropriate highway mitigation should also be provided, including on the A5, A4303 and surrounding villages.

Site Ref	Site Name	Required Use	Homes	Employment Land Hectares (ha)	Policy Requirements
					<p>9. As the site lies partially within a mineral safeguarding area, a Mineral Assessment will be required accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan.</p> <p>10. Given the sites proximity to heritage assets, a Heritage Impact Assessment will be required as part of any planning application to ensure impacts on the significance of any heritage assets can be appropriately mitigated.</p> <p>11. There is risk of surface water flooding on parts of the site. A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken.</p>

Our reasons for this policy

- 5.3. Site Allocations enable the delivery of the Development Strategy outlined in Policies DS01 to DS05. These allocations focus growth in key areas, providing housing and employment development opportunities to meet the district's needs while maintaining the district's character. This approach helps manage development pressure across the district, ensuring it is aligned with the availability of infrastructure and services. Allocations also secure on-site infrastructure, such as schools, community facilities and transport improvements, critical to sustaining vibrant communities and enhancing quality of life for future residents and existing ones.
- 5.4. Given the importance of these sites for delivering our overall strategy, we need to ensure that design and development of site allocations optimise the use of the full site irrespective of land ownerships. 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. This helps manage development challenges and ensures a coordinated and comprehensive approach to site development, including where land is in multiple ownership. To be effective, the development of masterplans must involve engagement with key stakeholders, including the community, public authorities and statutory consultees. We also expect these to be guided by design principles that lead to well-designed buildings and a high-quality public realm. We recognise that Design Codes can play a role in enabling good design alongside these masterplans.
- 5.5. The masterplan scope and consultation approach for particular sites shall be agreed with the Council at the pre-application stage.
- 5.6. As already explained, the site-specific development considerations identified in this policy are intended to supplement, not replace, other policies in the plan and provide guidance on design, transport and environmental factors that should inform the development. They are based on a detailed assessment of sites and draw on a wide range of evidence (see Appendix 2 Evidence base).
- 5.7. Our reason for including site-specific development considerations is to provide the necessary prompts to developers to ensure that:
 - The design response is appropriate to the site and any opportunities or development challenges are addressed, while respecting the relationship with surrounding settlements and the district's historical context and landscape, which can be

particularly important where development is at the edge of the existing built-up area of settlements.

- Site-specific measures are implemented to mitigate impacts on highways and incorporate sustainable travel options are secured.
- Environmental impacts are mitigated, with opportunities to enhance green and blue infrastructure secured, and the response to other environmental considerations, such as the presence of archaeological remains or contamination issues, is appropriate.
- Potential effects of development on the mineral resource are properly considered to avoid sterilisation of the deposit.
- Any phasing or delivery requirements specific to that site are secured, such as in relation to specific transport mitigation to unlock development or the delivery of primary schools or other community infrastructure.
- Site allocations requiring site specific flood risk assessments address the matters specified in the Strategic Flood Risk Assessment (SFRA) Level 2 study.

- 5.8. Where infrastructure requirements have been identified, these are informed by and align with our overall infrastructure strategy which is detailed in Policy DS05. We recognise that the delivery of infrastructure and services will be phased with development and will require partnership working with transport and service providers. We will build flexibility into infrastructure planning to ensure that requirements can respond to changes in policy, demographic and economic conditions given the long period over which they will be implemented. This will be subject to ongoing monitoring.

Policy SA02: Land South of Gartree Road Strategic Development Area

- 1. Land South of Gartree Road, as identified on each Council's Policies Map, is allocated for a new sustainable, residential-led mixed-use development. The land sits within the administrative boundaries of Harborough District Council and Oadby and Wigston Borough Council and forms a cross-boundary site allocation within respective Local Plans. The Councils will work together with partners to deliver a comprehensively planned cross boundary development in accordance with an approved heritage led masterplan.**
- 2. Mechanisms for effective delivery of infrastructure will be required to support the development. Infrastructure, as set out in the Infrastructure Delivery Plan, must be implemented alongside development in accordance with a Phasing Strategy approved by the Councils.**
- 3. This policy allocates land for 3,150 new homes within the Harborough District with associated infrastructure as set out below.**

Masterplan

- 4. The masterplan for the site must meet the masterplan requirements set out at Appendix 6 and include:**
 - a) Phased delivery of approximately 4,000 new homes, of which 3,150 are to be in Harborough District.**
 - b) Provision of 5 hectares of new general employment land within Harborough District.**
 - c) Provision of all required community infrastructure as set out below.**
 - d) Provision of a site or sites of 5 hectares of land to meet the needs of travelling show people within Harborough District.**
 - e) Provision of 3 hectares of land for cemetery provision in the District of Harborough.**

Delivery of new homes

- 5. Delivery of new homes must include:**
 - a) Provision of older persons housing to include retirement housing, extra care and / or residential care housing in accordance with Policy HN04.**

- b) 40 per cent of the new homes across the entire site delivered as new affordable homes in accordance with Policy HN01.
- 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.

Community Infrastructure

6. Delivery of the following community infrastructure is required to serve the new development:

- a) Provision of a new Local District Centre providing shopping facilities to include local retail, service, and food and drink facilities within a mix of small units. A retail impact assessment will be required as part of the master planning process.
- b) Provision of a new Primary Health Centre and wider NHS healthcare services, to be located within or adjacent to the new Local District Centre.
- c) Provision of a new community hall and leisure facilities, to be located within or adjacent to the new Local District Centre.
- d) Provision of sports pitches, children's equipped play areas and other outdoor recreational facilities, serving identified needs, along with new open spaces in accordance with the relevant standards set out in the supporting text to this policy.
- e) Provision of education facilities to meet the primary and secondary needs arising from the site. Provision of sufficient land for an 8-form entry secondary school, including post 16 provision to accommodate wider strategic growth needs and 5 forms of entry primary school provision, including early years provision. Other developments or public funding will be required to contribute to the 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 which 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.

Environment and Design

7. The following environment and design aspects must be adhered to.

- a) **The development must illustrate the highest standards of design through submission of a Design Code(s) as part of the masterplan.**
- b) **Development must respect and maintain a physical and visual separation between the village of Great Glen and the urban area of Oadby to prevent coalescence and protect the individual character and identity of each settlement.**
- c) **Development must provide an extensive, integrated and well connected network of managed public open spaces, green spaces and ecological corridors, including along the existing hedgerows and woodland areas and through the creation of an Area of Separation within Harborough District. Particular attention should be given to the enhancement of the River Sence and Wash Brook Corridors landscape and habitat through the restoration of natural vegetation and the creation of wetlands.**
- d) **Development must retain and enhance the comprehensive Green and Blue Infrastructure Networks, including existing woodland, spinneys, and hedgerows throughout the site to create an immediate mature setting for new development and to integrate the development with the surrounding landscape.**
- e) **Landscaping should be sensitively designed to screen potential views to the development, particularly in visually sensitive areas which include Wash Brook Valley footpaths, the eastern slopes near the River Sence corridor, and the southern fields adjacent to Stretton Hall.**
- f) **Development must provide an extensive, integrated and well connected network of managed high quality sustainable methods of movement spaces, including LTN 1/20 footpaths and cycle ways, as well as high quality walking and wheeling routes. The network must connect the entire new development site, as well as the existing urban areas.**
- g) **The southern half of the site is in catchment zone of the Kilby Foxton Canals SSSI, and any development must demonstrate that the drainage arrangements will not cause significant impact to the designated site;**
- h) **A contaminated land and Unexploded Ordnance assessment will be required to address the potential risk arising from agricultural development and former Ministry of Defence land which forms part of the site; and**
- i) **A noise impact assessment will be required to address potential impacts and mitigation arising from aircraft movements associated with the nearby Leicester Airport.**

Heritage

8. The following heritage aspects must be adhered to:

- a) Development must be informed by a Heritage Impact Assessment and should respect the nearby heritage assets and their settings, including sensitive views towards Stretton Magna Deserted Medieval Village, St Giles Church, Stretton Hall and other listed buildings and structures.
- b) No development can take place within the Stretton Magna Deserted Medieval Village and an appropriate buffer for the enhancement and protection of this site must be provided; the area of this buffer should be informed through the Heritage Impact Assessment.

Transport

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.
- 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 District Centre, community facilities, health provision, and schools. Routes must connect to existing nearby networks as well as other adjacent allocated sites.
- 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.
- 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.
- 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.

Flood risk and water management

10. A site-specific Flood Risk Assessment will be required to show that the development will not put the site at an increased risk of flooding in the future and does not increase the risk of flooding off site and / or downstream including any water discharge to Kilby Foxton Canals SSSI. The assessment must include a carefully considered and integrated flood resilient and sustainable drainage design, with a Surface Water Drainage Strategy and SuDS maintenance and management plan.

Utilities

11. The necessary utilities, including wastewater, water supply, electricity, and gas network must be provided. The phasing and occupation of development should align with the delivery of sewerage infrastructure, in liaison with service providers.

Delivery and Phasing

12. The site will be brought forward supported by a masterplan which addresses the policy requirements set out above and clearly identifies the phases of development, and the location and timing of the provision of all key infrastructure in accordance with the Infrastructure Delivery Plan within and beyond the plan period.

13. For the avoidance of doubt, if this policy is silent on an aspect or issue, the relevant policy elsewhere in this Local Plan must be used.

Our reasons for this policy

- 5.9. This policy and associated site allocation is aligned with both Council's development strategy to focus new mixed use development in and around the Leicester Urban Area. New homes and jobs are to be delivered on this cross boundary site

allocation, within the District of Harborough and the Borough of Oadby and Wigston known as Land South of Gartree Road.

- 5.10. The defined Site boundary is identified on each Council's Adopted Policies Map as (SA02) in the District of Harborough and as (AP5) in the Borough of Oadby and Wigston. The site is located within close proximity to Leicester City and is well placed to contribute towards provision of sustainable development and the site will provide for approximately 4,000 dwellings across the site, with 3,150 new homes and 5 hectares of employment land within Harborough District, and at least 850 new homes in the Borough of Oadby and Wigston.
- 5.11. It is anticipated that approximately 1,200 new homes will be built out within Harborough District during the Plan period up to 2041, with further new home provision occurring beyond the Plan period post 2041. Both Local Authorities are committed to working collaboratively and with all relevant organisations to ensure that a sustainable and integrated development is delivered.
- 5.12. This joint policy has been developed collaboratively by both Councils and is reflected in both Local Plans. Further arrangements for joint working governance between the two Councils, the site promoters and all other partners is being set out and agreed as part of a Memorandum of Understanding and/or Statement/s of Common Ground.
- 5.13. The new development will create a high-quality and sustainable extension to the existing urban area and Stretton Hall, but also, will maintain a visual and physical separation between the settlement of Oadby. Separation will also be afforded to the existing village of Great Glen through the creation of a new Area of Separation in Harbough District, which will prevent coalescence and will protect individual character and identity of the settlement.
- 5.14. This policy is designed to balance growth with sustainability, protecting the natural and historic character of the local areas while ensuring that new development provides the infrastructure and services needed for a thriving new community.
- 5.15. Due to its proximity to the existing urban area of Oadby, as well as the rural villages of Stretton Hall and Great Glen, the site already benefits from some access to public transport links into the City of Leicester. However, these existing routes will require investment and enhancement. This policy ensures that new development is thoughtfully designed, addressing key aspects of sustainability, community needs, and heritage preservation.

- 5.16. Retaining natural features such as woodlands and hedgerows helps blend the development into the surrounding landscape, supports biodiversity, and creates an immediate mature setting. Respecting nearby heritage assets like Stretton Magna Deserted Medieval Village and St Giles Church is essential for maintaining the historical integrity of the area. Landscape design also plays a crucial role in reducing visual impact, particularly in sensitive areas, and preserves the local scenic quality.
- 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.
- 5.18. Reflecting the significant scale of growth as part of this site allocation, at least two accesses into the site will be required onto Gartree Road and at least one access into the site from the south onto London Road / the A6, to accommodate the volume of vehicle movement that will be generated in this location. The entire site must be accessible from each site access point, and the site cannot be parcelled off into separate elements that are not connected. Any detailed transport assessment should use the South Leicestershire Joint Transport Evidence (latest edition) as its starting point and should consider the necessary mitigation measures identified by the Study. Subject to the outcomes of this specific transport assessment work and collaboration with Leicestershire County Council's Highways Department, on-site highways and transport infrastructure and / or financial contributions towards off-site highways and transport infrastructure could be required to make the development sustainable. Environmental measures are integral, with green spaces and ecological corridors enhancing biodiversity and providing flood resilience. Restoring habitats, particularly along the River Sence Corridor, not only supports wildlife but also contributes to carbon capture. Archaeological evaluations safeguard potential historical findings, ensuring that development does not come at the cost of heritage loss.
- 5.19. Phased infrastructure provision is essential to avoid straining existing services. By delivering schools, healthcare, and a local centre in tandem with housing, the development can meet community needs from the outset. Sports pitches and recreational facilities promote physical activity and community cohesion, fostering a healthy living environment for future residents. This would offer a high-quality recreational area for both existing and new residents, while improving biodiversity

and habitat value. All open space provision and open space standards for the site, regardless of location, must conform to Harborough District open space standards. This is to ensure that the entire site, even areas of within the Borough of Oadby and Wigston, has a consistent approach to open space provision.

- 5.20. This growth area is situated within walking distance of the settlement of Oadby to the west, as well as Stretton Hall and Great Glen to the east and south-east. The site is surrounded by open countryside to the north, east and south, meaning that it has the opportunity to enable positive health choices for all by encouraging walking, cycling and wheeling in the locale. Therefore, the creation and enhancement of the local cycling network and walking infrastructure routes in and surrounding the Site will be required, particularly those linking to and along the existing public rights of way network in and around the site.
- 5.21. Sustainable infrastructure investment of this nature accords with the objectives of Leicestershire County Council's Local Transport Plan 4 (LTP4), as well as the latest versions of the South of Leicester Area and Market Harborough Local Cycling and Walking Infrastructure Plans (LCWIPs). This will also allow inter-connectivity into the surrounding urban areas and open countryside, which in turn, will embed long-term low-carbon movement solutions for the new community that will live, work, and enjoy this new settlement in the future.
- 5.22. A site-specific Flood Risk Assessment (FRA) will be required and should inform and demonstrate that the Sequential and Exception Tests can be satisfied. It is essential that any development proposal demonstrates that there will be no increase in risk off-site, particularly along the Wash Brook where there are known flooding issues, and that it strives to take opportunities to provide betterment off site through measures such as flood-storage and oversized SuDS. The SFRA documents should be referred to with any formal planning application.
- 5.23. This Policy and the Infrastructure Delivery Plan for this site will ensure that phased essential infrastructure provision will avoid straining existing services in the locale as the new community grows to its full and complete maturity. By delivering necessary education, highways and transport, healthcare, open spaces, sports and leisure facilities, biodiversity and habitat creation, and, other much needed community infrastructure in tandem with housing and employment growth, means that the development can meet the new demands from the outset and for generations to come.

Policy SA03: North of Market Harborough

1. The cluster of sites to the North of Market Harborough (MH1, MH2 and MH3), as identified on the Policies Map, are identified for new sustainable, residential-led mixed use development.
2. Development of this cluster of sites will be in conformity with a single comprehensive masterplan covering all three sites (MH1, MH2 and MH3). The masterplan must meet the masterplan requirements set out at Appendix 6 and include:
 - a) A total of 1700 homes (estimated 1,350 during the plan period)
 - b) A new three-form entry primary school;
 - c) A new Secondary School;
 - d) Retail, health and community infrastructure, including a replacement showground.

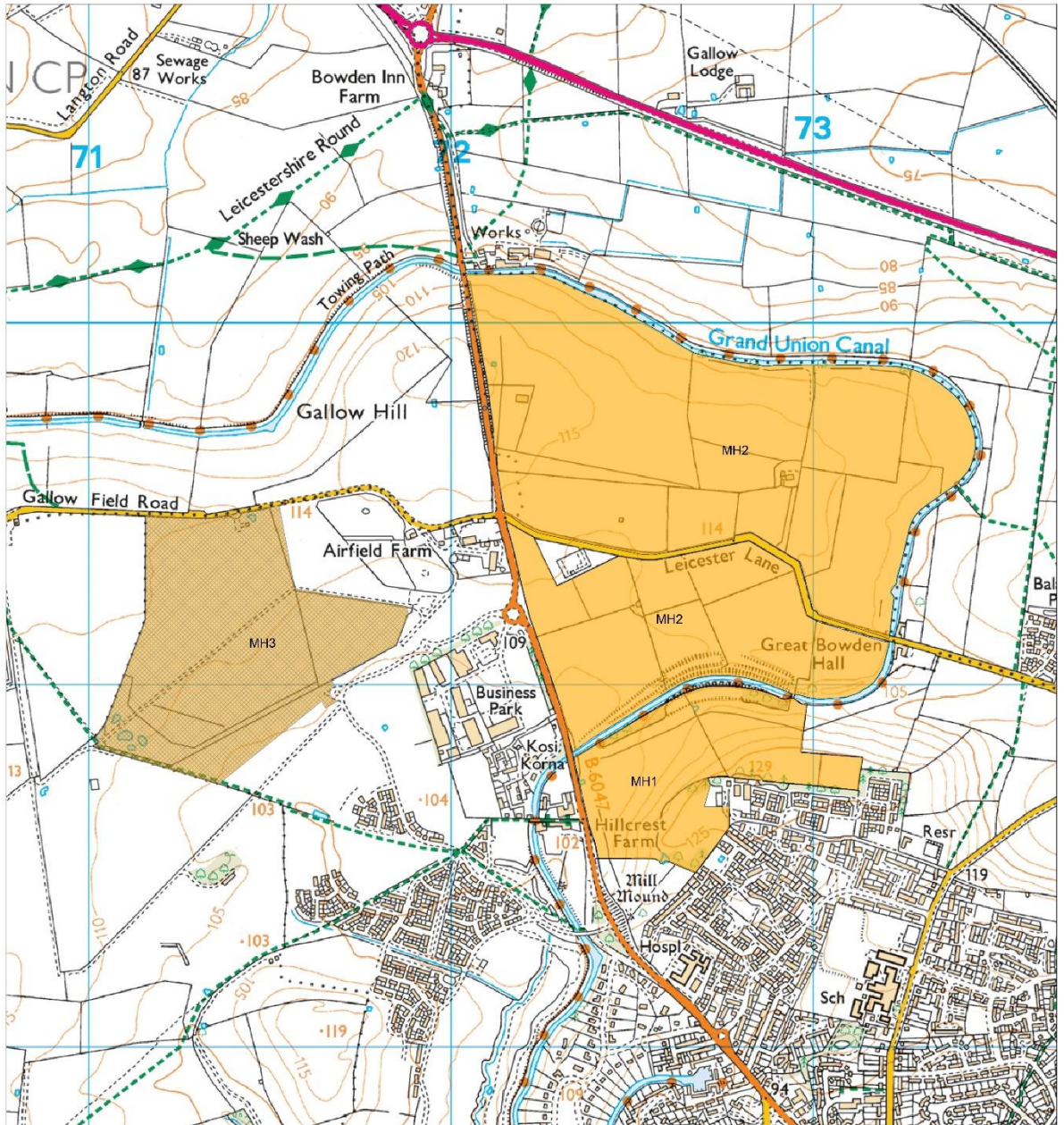
Policy ref.	Site Name	Use	No. of dwellings / ha of employment land
MH1	Land east of Leicester Road and south of Grand Union canal	Housing	250
MH2	East of Market Harborough Road	Housing	850
MH3	Land south of Gallow Field Road	Housing	600

3. The masterplan must be approved by the Council and will coordinate the built form and green infrastructure and demonstrate the delivery of an integrated sustainable community. The masterplan for the site must:

- a) Create a high-quality, well-designed development reflecting the sites' location as an important gateway into Market Harborough along the B6047;

- b) Maximise opportunities for strategic green and blue infrastructure along the Grand Union Canal Conservation Area and towpath, which are be integral to development proposals;**
- c) Respect and maintain the visual separation of the cluster of sites and the village of Great Bowden to prevent coalescence with Market Harborough and retain the identity of each settlement;**
- d) Give sensitive consideration to the impact of the development within the Lubenham and Foxton Areas of Separation in accordance with Policy DS04;**
- e) Protect areas of historic ridge and furrow which should be prioritised and assessed in terms of value covering all three sites and preserved and enhanced where appropriate,**
- f) Provide safe highway, footway and cycleway connections that are permeable through the cluster of sites and connecting new schools, community facilities and into the town centre to maximise opportunities for sustainable modes of transport;**
- g) Coordinate infrastructure provision between the sites, including in respect of the design of access arrangements and other highways and transport requirements;**
- h) Provide on and off-site transport measures to mitigate impacts as informed by a Transport Assessment covering all three sites agreed with Leicestershire County Council Highways. These must address impacts across the transport network, with mitigation measures implemented to manage increased traffic and maintain road safety and provide sustainable transport connections to Market Harborough railway station for access into Leicester by rail, as appropriate;**
- i) Provide infrastructure as identified in the Infrastructure Delivery Plan for primary health care provision facilities, either through an extension of existing accessible facilities or a new health centre to be located within the cluster.**
- j) Provide new open spaces including sports pitches and other outdoor recreational facilities as appropriate, serving identified needs;**
- k) Include a phasing plan to ensure key community infrastructure, including access roads, the primary school, and public transport connections are operational at agreed phases of housing development to minimise pressure on existing services, with timing to be agreed by the Council in consultation with Leicestershire County Council; and**

- l) Include a flood risk assessment to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. The sequential approach to site layout should be taken. As the Canal borders or is near the cluster of sites, consultation with the Canal and River Trust will be required.**



Legend

- -
 -
- MH1 MH2 MH3

N

 1:5,000

Harborough District Local Plan
Housing Site Options for Evidence Testing, January 2025
 Preferred Allocations - Harborough District

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MH1 – Land East of Leicester Road and South of Grand Union Canal approx. 250 homes.

4. Development proposals for this site must meet the following:

- a) The design and layout of development proposals must recognise and enhance the site's location and role as an important gateway to Market Harborough, retaining the existing wooded character of the settlement edge;**
- b) Development must avoid breaching the ridgeline and the steepest scarp slopes in order to minimise visual impact on surrounding areas;**
- c) Development, informed by a Heritage Impact Assessment should respect the setting of the Grand Union Canal (Market Harborough Arm) conservation area;**
- d) Appropriate mitigation is required in respect of the potential impact on the Grand Union Canal Local Wildlife Site;**
- e) Contributions towards cross site infrastructure will be required, including contributions towards a new three form entry primary school plus early years provision, a new secondary school and community facilities;**
- f) An understanding of the flood risk posed by the Grand Union Canal will need to be demonstrated as part of the Flood Risk Assessment. All opportunities to minimise flood risk should be taken, including the sequential approach to site layout There should be no cross-catchment transfers of surface water towards the Market Harborough town centre catchment; and**
- g) A contaminated land assessment will be required to address the potential risk and mitigation arising from adjacent Burnmill Farm.**

MH2 East of Market Harborough Road approx. 850 new homes

5. Development proposals for this site must meet the following:

- a) The site is a prominent entrance into Market Harborough along the B6047 and forms part of a gateway location and this should be recognised in the design and layout of development proposals;**

- b) The site is bounded on three sides by the Grand Union Canal Conservation Area. Development, informed by a Heritage Impact Assessment should respect the setting of the conservation area;**
- c) Development must facilitate the temporary relocation of the agricultural showground located on Land South of Gallow Field Road (MH3);**
- d) The site should provide land for a secondary school and a new 3 form entry primary school with early years provision;**
- e) The site should provide at least 2 ha of cemetery provision;**
- f) Development should retain the existing wooded character of the settlement edge of Market Harborough, which is well-integrated through its location on the ridgeline and contained by woodland with views to the wooded skyline on the edge of Market Harborough;**
- g) Provision should be made for older persons housing in the form of retirement housing, extra care or residential care housing in accordance with Policy HN04;**
- h) The site layout will need to incorporate an appropriate buffer around gas pipeline which crosses the site centrally;**
- i) Surface water flood risk flow paths in and around the site. An understanding of the flood risk posed by the Grand Union Canal will need to be demonstrated as part of the Flood Risk Assessment. All opportunities to reduce flood risk should be taken, including the sequential approach to site layout;**
- j) Noise, odour and lighting impact assessments will be required to address potential impacts arising from the animal rendering plant located to the north of the site; and**
- k) Subject to the findings of the above assessments, residential development will be restricted to the southern parts of the site where impacts from the animal rendering plant can be appropriately mitigated to avoid unacceptable impact on the amenity of future residents.**

MH3 Land south of Gallow Field Road approx. 600 homes

1. Development proposals for this site must meet the following:

- a) Development of the site is subject to the relocation of the existing agricultural showground located on this site as part of the wider development of the North of Market Harborough to MH2 or other appropriate location;**
- b) A suitable buffer must be provided in relation to the Gas Pipeline;**
- c) Development of the site must respect and retain the separation of the site from Lubenham and avoid the coalescence of Lubenham and Market Harborough;**
- d) The site is in close proximity to the Grand Union Canal Conservation Area and has the potential to impact on the setting of Foxton and Lubenham Conservation Areas. Development, informed by a Heritage Impact Assessment should respect the setting of the conservation area;**
- e) The development should make contributions towards cross site infrastructure North of Market Harborough (MH1, MH2 and MH3) including a new 3-form entry primary school plus early years provision, a new secondary school and community facilities;**
- f) Part of the site is former Ministry of Defence land and a contaminated land assessment and an unexploded ordinance risk assessment will be required;**
- g) Noise, odour and lighting impact assessments will be required to address potential impacts arising from the animal rendering plant located to the north east of the site.**
- h) There are areas at risk of surface water flooding on the site. As part of the Flood Risk Assessment all opportunities to reduce flood risk should be taken, including the sequential approach to site layout.**

Our reasons for this policy

- 5.24. This policy is designed to coordinate development across the North of Market Harborough and comprehensively masterplan a cluster of development sites to ensure that the growth of Market Harborough integrates into the town to protect the natural and historical character of the District while ensuring that new development provides the infrastructure and services needed for a thriving community.
- 5.25. This policy ensures that new development North of Market Harborough is thoughtfully designed, addressing key aspects of sustainability, community needs, and heritage preservation.

Retaining natural features such as woodlands and hedgerows helps blend the development into the surrounding landscape, supports biodiversity, and creates an immediate mature setting. Respecting assets like Grand Union Canal is essential for maintaining the historical integrity of the area – a strategic priority for us. Landscape design also plays a crucial role in reducing visual impact, particularly in sensitive areas around and up to the steep ridge to the north of the town, preserving the district's scenic quality.

- 5.26. Addressing the cumulative 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.
- 5.27. Finally, phased infrastructure provision is essential to avoid straining existing services. By delivering schools, healthcare, and a neighbourhood centre in tandem with housing, the development can meet community needs from the outset. Sports pitches and recreational facilities promote physical activity and community cohesion, fostering a healthy living environment for future residents. This would offer a high-quality recreational area for both existing and new residents, while improving biodiversity and habitat value.

Policy SA04: Scraftoft East

- 1. Land between Scraftoft and Bushby as shown on the Policies Map is identified for residential development, together with essential infrastructure, including the provision of a new primary school. Development of this site will be in conformity with a comprehensive masterplan which meets the masterplanning requirements set out in Appendix 6 and has been approved by the Council. It will provide for:**
 - a) Delivery of approximately 950 new homes, including the provision of supported and specialist forms of accommodation in accordance with Policy HN04;**
 - b) A site for a new two form primary school with early years provision on site;**
 - c) Design that respects and responds positively to heritage assets and their settings, including adjacent Scraftoft Conservation Area and Church of All Saints. A Heritage Impact Assessment will be required as part of any planning application;**

- 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 in the Borough of Charnwood between Thurmaston and Syston and other nearby allocations in the Plan, including S2 (Land at Beeby Road) and TB1 (Land north of A47 and east of Zouche Way);**
- e) Maintaining the part of a Green Wedge identified on the Policies Map in accordance with Policy DS04;**
- f) A Minerals Assessment should accompany the proposal, in accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan; and**
- g) A site-specific Flood Risk Assessment will be required to assess the risk of surface water flooding and access/egress arrangements. A carefully considered and integrated flood resilient and sustainable drainage design will also be required, including a site-specific Surface Water Drainage Strategy, and SuDS maintenance and management plan. A sequential approach to the point of access and site layout to avoid areas of surface water flood risk. Any development within 8 metres of the top bank of the Thurnby Brook tributary should be avoided. Opportunities to reduce flood risk downstream by enhancing the corridor of the tributary should be explored.**

Our reasons for this policy

- 5.28. The purpose of this policy is to deliver approximately 950 dwellings to help meet the demands for housing growth in the district, alongside essential infrastructure, in the most sustainable way,
- 5.29. The site offers opportunities to concentrate growth and share infrastructure due to the sustainable location on the eastern fringe of the City of Leicester.
- 5.30. Development proposals for this site must be supported by a comprehensive masterplan to be agreed in writing by the Local Planning Authority. This will ensure that the development comes forward in a strategic, coordinated and comprehensive manner which responds positively to the historic significance, local character and landscape setting.
- 5.31. The inclusion of specific requirements for heritage impact assessment as part of any planning application further ensures that development proposals are well-informed and sensitive to the impact on the historic environment.

- 5.32. It is important to maintain an area of Green Wedge between Scraptoft and development to the south, including Thurnby and Bushby, for the purposes of preventing the merging of settlements; guiding development form; providing a green lung into urban areas; and facilitating recreational opportunities.
- 5.33. The Infrastructure Delivery Plan sets out Leicestershire County Councils request for a new 2 Form of Entry primary school with early years provision on site.
- 5.34. Part of the site is situated within a mineral safeguarding area for sand and gravel. Before considering a planning application for this site a Minerals Assessment will be required.

6. Strategic Policies for Housing

- 6.1. We want to make sure that people continue to have the opportunity to find a home in Harborough. Providing new homes is also important to make sure that younger people in our District have reasons – and the choice – to make Harborough their home. We are also aware of the need to provide homes that cater to the lifestyles and requirements of our residents as they age. To do this, we need to create a wider choice of homes at a range of price points.
- 6.2. Addressing housing needs through thoughtful planning is crucial for creating strong, inclusive communities that cater to residents at every stage of life. The following policies are designed to ensure that our housing strategy meets the diverse needs of our District, from providing affordable homes and supporting different housing types to accommodating those with specific requirements, such as older residents or the Gypsy and Traveller communities.
- 6.3. We recognise that delivering a balanced mix of housing is essential to support economic growth, maintain social cohesion, and foster vibrant, well-integrated neighbourhoods. Each policy is tailored to address distinct aspects of housing need, guided by robust evidence and local priorities. This includes ensuring that new developments contribute to the supply of affordable homes, promoting self and custom-build opportunities, meeting the demand for specialist housing, and providing suitable sites for Gypsies and Travellers.
- 6.4. The policies in this chapter also consider the unique challenges facing our communities, such as rising house prices and an ageing population, and aim to deliver high-quality, accessible homes that promote independence and wellbeing. By setting clear, fair and achievable requirements for housing development, we aim to create places where people can thrive - and provide certainty to developers on our expectations.

Policy HN01 Housing Need: Affordable Homes

- 1. To meet the need for affordable housing 40% of the total number of homes in residential developments of 10 or more homes (or capable of delivering 10 or more homes) must be affordable.**
 - a) New affordable housing should be delivered on site unless exceptional circumstances can be demonstrated and robustly justified, in which case off site provision or an appropriate financial contribution in lieu must be made.**

- b) The tenure split for the affordable housing will be as follows:**
- (1) About 75% affordable or socially rented; and**
 - (2) About 25% affordable home ownership.**
- c) The mix of size and type of new affordable housing development will be informed by the latest housing needs assessment.**
- d) Where it is robustly demonstrated that the required provision of affordable housing would make a scheme unviable, the requirement for a lower level of provision of affordable housing will be considered. In these exceptional circumstances, a clear justification supported by an independent viability assessment will be required. The costs of subsequently reviewing this work on behalf of the Council will be borne by the applicant.**
- 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 c) above, viability will be reassessed at agreed times over the lifetime of a development based on actual costs and values generated by the development. The cost of the Council reviewing this will be borne by the applicant.**
- f) New affordable housing should be well-designed and integrated and dispersed with market housing, unless there are exceptional circumstances, which contribute to the creation of mixed communities. Developers are expected to make efficient use of land and attempts to artificially reduce the scale of development to below the threshold for providing affordable housing will not be acceptable.**

Our reasons for this policy

- 6.5. This policy is designed to help provide more affordable housing. It will help ensure that families and younger people, including those who have a local connection, can find a home they can afford. By addressing affordability, we can help ensure that living in Harborough is not just a possibility for those on high incomes.
- 6.6. As house prices in our district have risen, it has become increasingly challenging for some people to access homes in the private sector – whether buying or renting. Affordability in the district has worsened over the last decade. The average house price of £327,000 is one of the highest in Leicestershire and the affordability gap for many renters is also significant (see Harborough Local Housing and Employment Land

Evidence, 2024). Our main source of affordable housing is where it is delivered along with market homes by developers.

- 6.7. We have identified a need for 421 affordable homes each year. Most of our affordable housing need can be met if developments deliver 40% affordable homes. Additionally, we anticipate that, based on our experience, some developments by registered providers, such as housing associations, will deliver up to 100% affordable housing.
- 6.8. Our evidence indicates a strong need for affordable rent tenure housing. There is a need identified for approximately 310 rented affordable homes and approximately 111 affordable ownership homes per year. 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. (see *Harborough Local Housing and Employment Land Evidence, 2024*). There is a need for other affordable home ownership products, but these are influenced by various factors such as the availability of government-funded equity loans. Therefore, we may allow flexibility for this tenure supported by up-to-date evidence of demand in the area.
- 6.9. We have carefully considered the amount of affordable housing we can ask for, setting it at a rate high enough to contribute to need, but not so high that it makes development unviable. This testing gives confidence that it can be delivered, even if there are extra unanticipated costs (see *Harborough Local Plan Viability Assessment, 2025*).
- 6.10. Development proposals that do not meet our minimum requirement for on-site affordable housing will normally be refused. We will only make exceptions where it can be robustly demonstrated that our affordable housing ask would genuinely make the development too expensive to deliver. We insist that viability assessment evidence is independently reviewed to make sure that if we accept a lower level of affordable housing it is justified given the high level of need.
- 6.11. We have included an upward review mechanism where a policy-compliant level of affordable housing can not be viably supported on site, as evidenced at the decision-making stage by the independent viability assessment and subsequent review. This will enable affordable housing contributions to be reassessed over the lifecycle of a development. This is particularly important at present, due to challenging wider economic conditions and high build costs. For larger schemes of 500 dwellings or more we require reviews at agreed stages as appropriate dependent upon the scale of the development, to be secured through the s106 agreement. The purpose of

this review mechanism is in order to achieve greater policy compliance and optimal affordable housing delivery.

- 6.12. Our 10-home threshold for when affordable housing must be on-site helps ensure requirements are applied consistently and fairly across developments. The 10-home starting point for onsite provision aligns with national planning policy; however, it has been primarily informed by our locally specific assessment of development costs and values.

Policy HN02 Housing Need: Mix of New Homes

- 1. Proposals for residential development will deliver an appropriate mix of housing types, tenures and sizes and should take into account the latest evidence on housing needs in the district published by the Council unless evidence is provided that demonstrates to the satisfaction of the Council that an alternative mix of homes is appropriate.**
- 2. All homes will be expected to meet accessible and adaptable M4(2) Building Regulations technical standards. In seeking this type of home, regard will be had to any evidence provided concerning site-specific factors that may make it impossible to meet the accessible and adaptable standard.**
- 3. All major residential developments will be expected to contribute to wheelchair accessibility as follows:**
 - a) A minimum of 5% of market homes must meet Building Regulations technical standard M4(3)A (wheelchair adaptable); and**
 - b) A minimum of 10% of affordable homes must meet standard M4(3)B (wheelchair accessible).**

Our reasons for this policy

- 6.13. The needs of our population are evolving. Alongside a strong demand for family homes, we anticipate a rise in single-person households, particularly among older residents in the district (see *Harborough Local Housing and Employment Land Evidence, 2024*). This policy aims to address these changing needs, ensuring that everyone has access to suitable and affordable housing.
- 6.14. Our evidence identifies a range of factors influencing demand for different sizes of homes. Table 10 below shows the recommended mix of housing size (number of bedrooms) by tenure to meet demand. This should be used as a starting point for considerations as to the size of homes needed across the different tenures

Table 1010 Harborough housing mix required to meet needs

	Market	Affordable home ownership	Affordable housing (rented)	
			General needs	Older persons
1 bedroom	30%	15%	25%	50%
2 bedrooms		45%	30%	50%
3 bedrooms	45%	40%	30%	
4+ bedrooms	25%		15%	

Source: Harborough Local Housing and Employment Land Evidence, 2024

6.15. Our evidence suggests that bungalows can play a role as part of the future mix of housing since they are particularly attractive to older owner-occupiers and may assist in encouraging households to downsize. They can also address the need arising from the growth in households with mobility problems and wheelchair user households. As a result, particular need and demand for bungalows is likely in both the market and affordable sectors.

6.16. The policy reflects a projected significant increase in demand in wheelchair users (see Harborough Local Housing and Employment Land Evidence, 2024), which provides evidence that:

- there is an estimated need of 364 wheelchair user homes between 2020-2041, equating to 17 dwellings per annum;;
- the prevalence of wheelchair use increases with age, with significant increases in households headed by individuals over 65 years; and
- nationally 7.1% of social tenants are wheelchair users, compared to 3.1% of owner-occupiers, indicating a higher need for wheelchair accessible homes in the social housing sector.

6.17. We have also tested the viability implications for our expectations of this size and mix of homes. We are confident that sales prices for residential development in the district provide sufficient development value to achieve these standards (see Harborough Local Plan Viability Assessment, 2025).

Policy HN03 Housing Need: Housing Type and Density

1. The Council will expect the following minimum residential densities unless a lower density is justified based on the character of the area and the availability of public transport and other services and facilities:

- a) **40 dwellings per hectare within Lutterworth and Market Harborough town centres as defined on the Policies Map.**
- b) **30 dwellings per hectare elsewhere.**

Our reasons for this policy

- 6.18. The minimum density standards are there to ensure efficient land use, helping us meet housing needs without excessively expanding our built footprint. More compact development can make infrastructure and services easier to deliver and access through walking or cycling. Permitting higher densities in the town centres of our Market Towns, reflects the better access to public transport and other services in these locations. Our approach to density aligns with our objectives to reduce reliance on private vehicles, reducing the associated carbon emissions and potential congestion impacts.
- 6.19. We decided to stop short of setting specific standards for the ratio of houses to flats. This is to allow for flexibility and because the form of housing that may be appropriate can vary, even on sites within proximity to each other. We already know houses are needed more than flats and that bungalows can also have a role in meeting the needs of older residents looking to down-size, potentially freeing up larger homes for families. However, well-designed flats can provide suitable options for residents of all ages, especially in our market towns. There are already higher residential densities, particularly in Market Harborough and Lutterworth town centres. Flats may be more suitable in these locations, supporting higher density living while meeting the diverse needs of our community.

Policy HN04 Housing Need: Supported and Specialist Housing

- 1. The provision of supported and specialist forms of accommodation will be supported, taking into account the latest evidence on housing needs in the district. Any proposal for specialist and/or supported housing should demonstrate that it has a design, layout and access suitable for occupation by the specific specialist group for whom it is intended.**
- 2. Specialist housing for older people will be required as an integral part of all residential development of 100 dwellings or more at a rate of at least 10% of all dwellings proposed, providing the site offers a suitable location for the provision of this type of accommodation.**

Our reasons for this policy

- 6.20. Supported and specialist accommodation can support the diverse needs of a wide range of groups within the district seeking to live independently. Whilst the term independence is often used in the context of older people, promoting independence is important across all stages of life, from young children throughout adulthood and into old age. As well as provision for older persons, supported and specialist provision could include accommodation for people leaving hostels or refuges, care leavers, people with a disability who require support or for whom living independently is not possible, people with a mental health condition who require intensive support and victims of domestic abuse. The policy seeks to enable such provision over the plan period.
- 6.21. We are aware that our community is growing and with it the housing needs of our older residents. Approximately 22% of the population in Harborough is aged 65 and over, with 11% aged 75 and over. By 2041, the population aged 65+ is projected to increase by 59% and the population aged over 75 is expected to almost double. Our assessment of needs shows a particular requirement for housing with support in both the market and affordable sectors as shown in Table 11.

Table 11 Types of Specialist Housing for Older People Required

Category	Additional Units Needed by 2041	Total Units Needed by 2041 (including previous shortfall/surplus)
Housing with Support (Retirement/ Sheltered Housing) - Market Sector	653	1,043
Housing with Support (Retirement/ Sheltered Housing) - Affordable Sector	343	206
Total (housing with support)	996	1249
Housing with Care (Extra Care Housing) - Market Sector	267	489
Housing with Care (Extra Care Housing) - Affordable Sector	92	140
Total (housing with care)	359	629
Residential Care (bedspaces)	319	346
Nursing Care (bedspaces)	359	473
Total bedspaces	678	819

Source: Harborough Local Housing and Employment Land Evidence, 2024

- 6.22. We want to make sure that these homes are not just available but also suitable for older people. Of the approximately 2,000 new specialist homes and 800 bedspaces required, various types of housing to support different levels of care and independence are needed. This means designing them with the specific needs of older residents in mind, ensuring they are

safe, accessible, and comfortable. It is about creating homes that support the dignity, independence, and wellbeing of our older residents. Developments should offer a suitable location that provides easy access to services, community and support facilities, including health facilities and public transport.

Policy HN05 Housing Need: Self and Custom Build Housing

- 1. To contribute to meeting demand for self and custom build plots, all non-specialist development of 40 dwellings (gross) or more must provide at least 10% of the total number of dwellings as self or custom build plots.**
- 2. Where development is phased, the self and custom build homes requirement should be determined at each phase and delivered on a defined parcel of land. Sites that appear to have been subdivided for the purposes of the application submission so as to avoid the 40 dwelling threshold, or sites that feature as part of a cluster of adjoining development sites, will be considered cumulatively to ensure 10% of dwellings of the overall development is provided in accordance with this policy.**
- 3. A lower level of provision will only be permitted where there is clear evidence of lower demand. If plots on developments of 40 dwellings or more remain unsold, these plots may be built out as conventional market housing subject to detailed permission being secured which must be supported by evidence that a thorough marketing exercise has been undertaken over a period of at least 18 months commencing from the date at which the serviced self or custom build plot was available. The applicant must provide evidence that the marketing exercise included:**
 - a) the provision of a comprehensive information pack including details of a plot passport for circulation to people on the Council's self and custom build register and which confirms the availability and details of highway access and services; and**
 - b) the plots being offered at an appropriate price and with only appropriate restrictive covenants and easements; and**
 - c) advertisement through appropriate site notice, local property agencies, websites and publications.**
- 5. When outline permission is sought for multiple plots on sites for self and custom build homes, and where details of each plot will be secured via a self or custom builder at a later date, the applicant must clearly demonstrate, secured via a legal agreement, that each plot will be provided with:**
 - a) legal access onto a public highway;**

- b) **water, surface and foul drainage, broadband connection, and electricity supplies available at the plot boundary;**
 - c) **sufficient space in order to build without compromising neighbouring properties and their amenity and the amenity of future occupiers; and**
 - d) **a plot passport and design code.**
- 6. Detailed applications for self and custom build homes on plots with a plot passport and design code will be supported where they adhere to the approved parameters of the plot passport and clearly demonstrate how specifications have been satisfied. Variations to plot passport specification must demonstrate that they are suitable for the plot if they are to be supported.**

Our reasons for this policy

- 6.23. The Council recognises the potential benefits of self and custom build development including increasing housing choices and adding to the character of neighbourhoods, fostering a sense of individuality and community pride. This type of development can often involve local contractors, suppliers and tradespeople, supporting the local economy and creating jobs.
- 6.24. We are required by law to maintain a register of those seeking serviced plots of land to build their own homes. Our register suggests demand for 298 plots as at 30 October 2024, and we have typically seen an average of 36 registrations a year. The strongest demand is for 4-bed properties and plots over 500 sqm and around 10% are seeking 2- or 3-bedroom bungalows (see *Harborough Local Housing and Employment Land Evidence, 2024*).
- 6.25. To help meet this demand, the policy sets out requirements for integration of self and custom build plots into larger housing developments that are not solely for specialist housing. This promotes diversity in housing types and allows self and custom-builders to benefit from the infrastructure and community amenities available in locations where larger development is supported by our strategy and which are more likely to be closer to public transport and other services. Our evidence suggests around 10% provision on sites of 40 homes or more should be sought. Our viability testing supports this approach and shows that requiring this level of self and custom build plots as part of residential schemes has a negligible effect on overall development viability (see *Harborough Local Plan Viability Assessment, 2025*).

- 6.26. An appropriate legal undertaking will be required as part of any planning permission for self-build or custom build development to allow the Council to secure the provision.
- 6.27. Our requirements for the marketing strategy are there to ensure an active local marketing campaign such as promotion on social media and relevant websites and targeted marketing to potential self and custom builders and local groups, alongside roadside marketing boards. We will be able to support this marketing activity by making it available to individuals on the Council's Self and Custom Build register who have expressed an interest.
- 6.28. Plot passports, together with design codes, are a simple way of helping private homebuilders understand what they can build on a site. They are a key reference point for the purchaser, capturing relevant information from the planning permission, design constraints and procedural requirements in an easily understandable and readily accessible format.
- 6.29. They can usefully be part of the marketing material for the plot and should be concise and set out the key design parameters for the plot and include access and services provision including:
- the site location;
 - the plot size (sqm)
 - the ratio of built footprint to overall plot size;
 - the indicative developable footprint;
 - permissible building lines;
 - building heights;
 - access and servicing arrangements and easements; and
 - additional design specifications, such as but not limited to materials, landscaping details, and access arrangements on each plot.
- 6.30. We encourage groups preparing neighbourhood plans to actively plan for this type of development.

Policy HN06 Housing Need: Gypsy and Traveller and Travelling Showpeople Accommodation

- 1. Provision will be made for a minimum of 5 Gypsy and Traveller pitches and 53 Travelling Showpeople plots as shown on the Policies Map.**
- 2. Provision for Travelling Showpeople plots will be met on vacant or unimplemented plots on existing sites, and through new allocations at**

Land south of Gartree Road (in accordance with Policy SA02) – 5 hectares

North of Magna Park (as part of site MP2 North of Magna Park) – 3 hectares.

- 3. Provision for Gypsy and Traveller pitches will be met on vacant or unimplemented pitches on existing sites, and through allocations at the following locations:**
 - a) Bonehams Lane – 12 pitches; and**
 - b) Wells Close, Woodway Lane – 3 pitches**
- 4. Development of new sites, extension or intensification of existing Gypsy and Traveller and Travelling Showpeople sites, including transit sites, will be permitted where:**
 - a) the development is for residential use only;**
 - b) the site should provide an acceptable standard of amenity for the site's occupants and be of suitable quality layout and design incorporating appropriate landscaping, security, utilities and facilities, and be acceptable in terms of foul and surface water drainage and waste storage and disposal; and**
 - c) the site will be in a sustainable location, in reasonable proximity to a 'small village' or above as classified in the settlement hierarchy; and**
 - d) the site conforms to current good practice design guidelines.**
- 5. Travelling Showpeople sites will be permitted subject to the site meeting criteria 4b – 4d above and:**
 - a) commercial use remaining ancillary to the primary use of the site as accommodation; and**
 - b) the site will not have an unacceptable adverse impact on existing neighbouring residential amenity, including noise from any commercial activities.**
- 6. Planning permission for sites granted for Gypsy and Traveller or Travelling Showpeople use, will be subject to conditions restricting occupancy to those who meet the definition of a Gypsy and Traveller or Travelling Showperson set out in national policy.**
- 7. Planning permission will not be granted for the replacement of existing lawful Gypsy and Traveller and Travelling Showpeople sites by permanent dwellings or other uses unless it can be clearly demonstrated to the satisfaction of the local planning authority that there is no genuine need or likely future need for Travelling Showpeople sites in the locality and other planning policy requirements are met.**

Our reasons for this policy

- 6.31. The Gypsy and Traveller and Travelling Showpeople communities have a long-standing presence in Harborough District, contributing to its historical and social fabric. This policy is designed to meet the specific housing needs of these communities, ensuring they have safe and suitable places to live that respect their cultural and lifestyle needs.
- 6.32. The Gypsy and Traveller Accommodation Assessment (GTAA) (2024) provides an assessment of current and future need for Gypsy, Traveller and Travelling Showpeople accommodation. The pitch needs for Gypsies and Travellers and Travelling Showpeople for the period 2024-2041 are set out in Tables 12 and 13 below.

Table 11 Need for Gypsy and Traveller households in Harborough that met the Planning Definition by year periods

Year Period	Dates	Need
0-5	2024-2028	5
6-10	2029-2033	0
11-15	2034-2038	1
16-18	2039-2041	1
TOTAL	2024-2041	7

Table 12 Need for Travelling Showpeople households that met the Planning Definition by year periods

Year Period	Dates	Need
0-5	2024-2028	53
6-10	2029-2033	6
11-15	2034-2038	6
16-18	2039-2041	4
TOTAL	2024-2041	69

- 6.33. Our assessment identified a requirement to allocate land for a minimum of 5 Gypsy and Traveller permanent residential pitches and 53 plots for Travelling Showpeople to meet needs up to 2028. This reflects the five-year minimum time period defined in national policy for this type of accommodation.
- 6.34. Only the need from those households who met the 2023 Planning Policy for Traveller Sites planning definition should be formally considered as need arising from the GTAA. The study 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 24 plots) can be accommodated on the allocation land South of Gartree Road (in accordance with Policy SA02), and Land north of Magna Park (as part of site MP2 North of Magna Park).
- 6.35. 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 16 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.
- 6.36. It is essential we safeguard existing sites against their loss to other land uses to ensure the existing supply of pitches and plots is maintained. Furthermore, we will continue to impose planning conditions to sites granted planning permission for Gypsy and Traveller and Travelling Showpeople uses to support the safeguarding of the pitches and plots for those who meet the definition of a Gypsy and Traveller or Travelling Showpeople set out in national policy.
- 6.37. Gypsies, Travellers and Travelling Showpeople have particular accommodation requirements. Travelling Showpeople require significantly larger plots compared to Gypsy and Traveller site pitches. This is because they need space to store and maintain their showground equipment, particularly during the winter months. We want to enable this ancillary commercial development for Travelling Showpeople where operation requirements can be carried out in harmony with neighbouring land uses.

6.38. Transit sites tend to contain many of the same facilities as a residential site, except that there is a maximum occupancy period of residence which can vary from a few days or weeks to a period of months. An alternative to a transit site is an emergency or negotiated stopping place. This type of site also has restrictions on the length of time someone can stay on it and has much more limited facilities.

7. Directing Development to the Right Place

- 7.1. Our development strategy seeks to guide growth across both settlements and the countryside in a way that preserves the unique character of each area. It is crucial that development in our town, district and local centres is well-integrated, respecting the scale, form, and character of each community. Similarly, development in rural areas should support local economies and enhance community life without compromising the landscape or the distinctive identity of our settlements.
- 7.2. This means ensuring that the right type and scale of development happens in the right locations. This is the aim of policies in this chapter. Having established our overall development needs and key development sites in Chapters 4 to 6, policies in this Chapter set out our approach to managing the location of different types of development in more detail to make sure the right type and scale of use is in the right place. Policies in this Chapter cover:
- Supporting residential and community growth both within and, where appropriate, adjoining settlements providing it is suitable in scale and form and contributes to meeting our development needs.
 - Facilitating a limited amount of residential and non-residential development, such as agriculture, tourism, and rural enterprises, that meets specific housing need and strengthens the local economy.
 - Promoting vibrant Town, District, and Local Centres by allowing development that aligns with their role and function. Prioritising retail, leisure, and community uses helps maintain economic vitality and fosters lively, active ground-level spaces.
 - Renewable and Low Carbon Energy Development: Encouraging renewable energy projects, such as wind and low-carbon technologies, in suitable locations ensuring they complement and integrate with the local landscape.

Policy AP01: Development in Settlements

1. Our settlement hierarchy, as established in Policy DS01, comprises the following settlements:

Settlement Hierarchy Tier	Settlements
Tier 1: Adjoining Leicester Urban Area	Scraptoft, Thurnby, Bushby and new Land South of Gartree Road Strategic Development Area

Settlement Hierarchy Tier	Settlements
Tier 2: Market Towns	Lutterworth, Market Harborough
Tier 3: Large Villages	Broughton Astley, Fleckney, Great Glen, Kibworth (Beauchamp and Harcourt)
Tier 4: Medium Villages	Billesdon, Great Bowden, Houghton on the Hill, Husbands Bosworth, Ullesthorpe
Tier 5: Small Villages	Arnesby, Bitteswell, Church Langton, Claybrooke Magna, Dunton Bassett, Foxton, Gilmorton, Great Easton, Hallaton, Leire, Lubenham, Medbourne, North Kilworth, South Kilworth, Swinford, Tilton on the Hill, Tugby, Walcote

2. In addition to the Site Allocations identified in Policy SA01, development will be permitted within the existing built-up area (including within ‘settlement limits’ where these are established in Neighbourhood Plans) of settlements identified in Tiers 1 to 5 in the settlement hierarchy where it:

- a) is a development for residential, business or community uses;**
- b) is of a scale and form that reflects (i) the size of the settlement concerned and (ii) the level of service provision within that settlement; and**
- c) respects the form and character of the existing settlement and, as far as possible, retains existing natural boundaries within and around the settlement, particularly trees, hedges and watercourses.**

3. In addition to the Site Allocations identified in Policy SA01, development will be permitted on land adjoining the existing built-up areas of settlements identified in Tiers 1 to 5 in the settlement hierarchy where it meets the requirements set out in 2 (a) to (c) of this policy and at least one of the following requirements:

- a) Meets local housing need as evidenced through a Neighbourhood Plan;**
- b) Provides housing necessary to contribute to meeting the specific targets for housing in Small Villages established in Policy DS01 part 2(e), taking into account completions and commitments (where there is no residual minimum housing requirement due to completions and commitments, only minor additional residential development will be supported);**
- c) Comprises the type of rural residential development specifically allowed for in Policy AP03;**
- d) Comprises the type of rural business development specifically allowed for in Policy AP04;**

- e) **Comprises no more than 4 dwellings which meet a local need for housing of a particular type, including small dwellings for the elderly, providing this has been evidenced through a rural housing needs survey; or**
 - f) **Relates to a settlement in Tiers 1 – 4 of the settlement hierarchy and is necessary to meet strategic housing need established in Policy DS01 where net homes delivered against the number of homes required, falls below 85% in the previous three-year period.**
4. **For the purpose of this policy, land adjoining the existing built-up area (the ‘settlement limits’ where these are established in Neighbourhood Plans) is intended to reflect the existing built-up area and specifically excludes each of the following, land:**
- a) **identified as an Area of Separation or Green Wedge as shown on the Policies Map;**
 - b) **already covered by Site Allocations identified in Policy SA01 and shown on the Policies Map; and**
 - c) **subject to planning permissions, but not yet completed.**

Our reasons for this policy

- 7.3. The policy is designed to meet housing and community needs while maintaining the rural character and infrastructure capacity of the district. It guides development within established settlements. Whether in the Leicester Urban Area, Market Towns, Large Villages, Medium Villages, or Small Villages – where there are sufficient services - our goal is to ensure new development is well integrated. Ensuring that it is appropriate in scale and respects the character of the area is essential to avoid significantly changing the character of a settlement or overwhelming services. The safeguards set out in this policy support the creation of sustainable communities that reflect the size and service provision of each settlement.
- 7.4. This policy also permits some development in areas adjoining sustainable settlements, provided it meets specific criteria. Again, this is intended to help us meet the housing and employment needs we outlined in Chapter 4, providing an extra degree of flexibility in supply. We regularly monitor delivery and report on this in an Authority Monitoring Report (see Chapter 9). This policy also reflects the types of development already allowed for in the countryside which are explained later in this chapter for completeness and clarity. We have deliberately excluded retail development as our intention is to focus most main town centre uses and retail development to our Town, District and Local Centres as explained in Policy AP02.

- 7.5. Where development is outside a settlement, additional safeguards in the policy are there to ensure development adjoining settlements is achieved in a way that prevents settlements from expanding unchecked into surrounding countryside. This is why in establishing the existing built-up area, land with planning permission but not built-out is excluded along with Site Allocations identified in this plan. This is to help ensure piecemeal development on land more remote from the settlement is avoided if site allocations have not yet come forward or permissions have not been implemented. This approach makes it easier to understand the planned extent of new growth and allow for the cumulative impacts on the environment and services to be properly managed.
- 7.6. In Small Villages, where there is no residual housing requirement set out in Policy DS01, the policy allows for only minor residential developments. Again, this is to provide some flexibility, whilst it ensures the spatial strategy and plan-led system are not undermined.

Policy AP02: Development in Town, District and Local Centres

1. Development for retail, leisure or other main town centre development will be permitted in these centres where:

- a) Its scale and design reflect the size, role, and function of the centres;**
- b) it preserves or enhances the unique local character and distinctiveness of the historic environment in these centres;**
- c) it does not harm the vitality of a Town, District or Local Centre, such as by leading to a concentration of non-Main Town Centre uses in a shopping frontage, taking account of the concentration and proximity of existing such uses in the immediate area; and**
- d) active frontages are maintained or included at ground level.**

2. In the Market Harborough Primary Shopping Area, proposals that require planning permission, which would result in the loss of retail floorspace at ground floor level, will only be permitted where:

- a) it can be demonstrated that they widen the range of main town centre uses and support activity throughout the day and into the evening;**
- b) there is provision of an active frontage at ground floor level that is in line with the design of the building, the street scene and its setting;**

- c) **there is evidence of active marketing of the facility for a Main Town Centre Use (in Use Class E) at ground floor level for a period of 12 months and for a Main Town Centre Use (in Use Class E, Sui Generis and Class F uses) in other parts of the building; and**
 - d) **it would result in amenity or environmental benefits to the adjacent uses or area.**
- 3. A Retail Impact Assessment will be required for retail and leisure development, including extensions of:**
- a) **500 square metres (gross) or more in Market Harborough and Lutterworth, or any lower threshold defined in a Neighbourhood Plan elsewhere.**
- 4. A sequential test applies to development for all main town centre uses (including office uses, except on sites allocated in Policy SA01) which are not located within a defined centre. This should demonstrate how the proposal has been located, in order of priority:**
- a) **within the Centre most appropriate to its scale and function;**
 - b) **on the edge of one of the centres most appropriate to its scale and function, and**
 - c) **only outside defined town centres if it is demonstrated that the development, with flexibility in form and scale, cannot be accommodated within a centre or edge of centre location or where the proposed use is small scale, below 200 sqm gross, and the market and locational requirement has been robustly justified.**
- 5. The area of search for sequential sites in relevant centres described under 4 above will depend on the scale, nature, location and catchment area likely to be served by the proposal and require robust justification from the applicant.**

Our reasons for this policy

- 7.7. This policy focuses on supporting vibrant town, district and local centres by permitting development that reflects the scale and role of each centre. It prioritises "Main Town Centre" uses in these centres, as defined in national policy, which includes a variety of activities typically found in town centres, such as retail development, leisure and entertainment facilities like cinemas, restaurants, and bars, offices, and cultural or tourist attractions like museums and theatres. These uses are encouraged to be located within town centres to enhance their vitality, reduce the need for travel and support sustainable development

- 7.8. The policy also introduces measures to protect the retail character of key areas like Market Harborough by limiting the loss of ground-floor retail space and requiring impact assessments for new developments. This ensures that centres remain hubs of activity and do not become dominated by non-retail uses, thereby supporting local employment and services (See Harborough Retail Study 2024).
- 7.9. A range of uses are categorised under Planning Use Class E, including services such as shops, cafes, gyms, and offices. The flexibility within Class E allows businesses to switch between these uses without needing planning permission which can make it challenging to manage the mix of uses in our centres. To maintain a balanced and vibrant retail environment, we may use planning conditions or Section 106 Agreements to restrict developments to specific uses within Class E, such as retail, where necessary.

Policy AP03: Development in the Countryside (Residential)

- 1. New development in the countryside, excluding in Green Wedges and Areas of Separation, will be permitted for:**
- a) Residential development, where it:**
- i) comprises affordable housing on small sites in rural areas that would not normally be permitted for housing as rural exception sites that meets local need as evidenced by a rural needs survey or Neighbourhood Plan where the housing remains affordable in perpetuity and with any market housing at a level that is demonstrably required to enable delivery and is capped at 20% of the dwellings proposed, the exact percentage being determined by the viability of each scheme; or**
 - ii) comprises the subdivision of an existing residential dwelling or would re-use a redundant or disused rural building for housing and would enhance its immediate setting.**
- b) Development of accommodation for full-time worker(s) directly related to agricultural, forestry and equine businesses in the countryside where it can be demonstrated that:**
- i) the business is financially viable and has been operating for at least 3 years, has been profitable for at least one of them, and has a clear prospect of remaining financially viable;**

- ii) **there is clear evidence of the need for a full time worker that is directly related to the commercial enterprise or operation concerned that cannot be met elsewhere;**
 - iii) **there are no available dwellings, or buildings that are suitable for conversion to dwellings, that have recently been sold separately from the rural business unit which could address the need;**
 - iv) **the location and size of dwelling is aligned with the functional need of the business and well-related to any existing farm buildings, dwellings or other buildings linked to the commercial enterprise or operation concerned; and**
 - v) **it will be kept available to meet the functional need in perpetuity through being subject to an appropriate occupancy condition.**
- 2. Within Areas of Separation, development will only be permitted where this does not compromise, either alone or in conjunction with other existing or permitted development, the effectiveness of the Area of Separation in protecting the identity and distinctiveness of these settlements and supports the strategic objectives in Policy DS04**
- 3. Within Green Wedges, development will be limited in respect of residential development to 1(b) above in line with strategic objectives in Policy DS04.**

Our reasons for this policy

- 7.10. This policy restricts residential development in the countryside to specific needs, such as affordable housing and accommodation for rural workers, ensuring that it supports local communities without compromising the rural environment. These are the type of development specifically provided for in national planning policy. It aims to provide affordable housing for residents, supporting community cohesion and diversity. The policy also sets strict criteria for housing linked to rural businesses and limits the scale of residential development to maintain the openness and character of the countryside.
- 7.11. There is a need for affordable housing in rural areas to support community diversity and allow residents to stay close to their roots. The policy prioritises such housing within or adjacent to existing settlements and caps market housing at 20% to ensure affordability. It also supports housing for rural workers linked to viable businesses. In Areas of Separation and Green Wedges stricter controls are in place to preserve the distinct identity of settlements and prevent coalescence.

Policy AP04: Development in the Countryside (Commercial/ Non-Residential)

- 1. Development in the countryside, excluding in Green Wedges and Areas of Separation, will be permitted for:**
 - a) agriculture, horticulture, woodland management, equestrian uses; or other similar uses appropriate to a rural area;**
 - b) outdoor sport and recreation and ancillary buildings, including school playing fields;**
 - c) burial grounds;**
 - d) rural services enterprises including local food initiatives, farm shops and small-scale food and drink processing;**
 - e) replacements and extensions to existing buildings where subordinate in scale and appearance to the existing building or other development extensions to an existing enterprise, facility or operation that is compatible with its setting in the countryside;**
 - f) minerals and waste development;**
 - g) renewable energy production;**
 - h) the conversion or re-use of permanent and substantial buildings, including proposals for the optimum viable use of a heritage asset; and**
 - i) tourist attractions and facilities will also be permitted where these respect the character of the countryside, and:**
 - i. are in locations accessible by a choice of means of transport and provide appropriate facilities for pedestrians and cyclists; or**
 - ii. support the promotion and management of Foxton Locks and the Grand Union Canal as tourism and leisure attractions.**
- 2. Within Areas of Separation, development will only be permitted where this does not compromise, either alone or in conjunction with other permitted development, the effectiveness of the Area of Separation in protecting the identity and distinctiveness of these settlements and supports the strategic objectives in Policy DS04.**
- 3. Within Green Wedges, development will be limited to 1(a), 1(b) and 1(c) where this supports the strategic objectives in Policy DS04 and:**
 - a) it retains the open and undeveloped character of the Green Wedge;**

- b) retains or creates additional green networks between the countryside and open space within the urban areas and benefits biodiversity;**
- c) it retains or enhances public access to the Green Wedge, especially for recreation; and**
- d) where any built development is small scale and necessary to the operational requirements of the activity.**

Our reasons for this policy

7.12. This policy supports the rural economy by permitting certain types of non-residential development in the countryside, such as agriculture, outdoor recreation, and tourism, while protecting the character of these areas. In particular, it allows for the diversification of rural businesses and the development of community facilities, provided they are in line with other policies and appropriate to the setting. It recognises that Foxton Locks and the Grand Union Canal provide nationally significant heritage assets and important regional visitor attractions that are central to our tourism offer and rural economy. Tourism facilities, such as holiday lodges and glamping facilities are restricted to areas that support these key attractions or elsewhere where there is a choice of means of transport available. Restrictions on development in Areas of Separation and Green Wedges help ensure this type of development does not contradict the strategic aims of these areas to prevent the merging of settlements and protect the distinct identities of rural communities.

Policy AP05: Locating Renewable and Low-Carbon Energy Development

- 1. Development for renewable and low-carbon energy generation and associated infrastructure will be permitted where:**
 - a) Measures are included to mitigate any adverse impacts on the built and natural environment resulting from the construction, operation, and decommissioning of any equipment or associated infrastructure;**
 - b) The development does not contribute to an unacceptable cumulative visual impact when considered in conjunction with nearby developments and permitted proposals within the District or adjoining local authority areas; and**

- c) Adequate conditions are imposed, and/or a legal agreement is entered into, ensuring that once the use ceases operating permanently, it is fully decommissioned and the site appropriately restored.**

Our reasons for this policy

- 7.13. At Harborough District Council, we are dedicated to tackling climate change, and this policy reflects our commitment. We understand the crucial role renewable energy plays in reducing our carbon footprint and combating climate change. We embrace low-carbon energy technologies, but we want to do so in a way that respects our natural landscapes and prioritises the wellbeing of our residents. The policy promotes sustainable energy solutions and addresses climate change while ensuring that developments are appropriate in scale and location. It also includes provisions for the decommissioning and restoration of sites to prevent long-term landscape impacts.
- 7.14. Proposals for all renewable energy technology will need to consider the potential impacts on the landscape, including the cumulative impacts of existing development. We have published a Landscape Sensitivity Assessment which provides an assessment of landscape sensitivity of different parts of the district to different scales of onshore wind turbine and ground mounted solar photovoltaic development.

Part 2 Design of Developments and Management of Impacts (Development Management Policies)

8. Development Standards

- 8.1. This chapter sets out key policies that guide development standards for planning applications for development, ensuring that new projects meet high-quality design, safety and sustainability benchmarks. These policies are essential for creating well-designed, functional and vibrant communities that enhance the quality of life for all residents. Whether the proposal is for a household development, a large commercial project or new residential neighbourhood, these standards help ensure that new buildings and spaces contribute positively to their surroundings.
- 8.2. Each policy in this chapter has been crafted to address specific aspects of development, from good design and transport impacts to health, heritage and environmental management. They collectively form a robust development framework aligned to deliver the strategy set out in Part 1 of this plan and continue to balance the need for growth with the protection and enhancement of our local character, landscape, and community assets. These policies provide a clear statement of our requirements to developers and decision-makers in assessing individual proposals and will help to shape places that are attractive, sustainable and help to adapt to future challenges, not least climate change.

Policy DM01: High Quality Inclusive Design

- 1. Development must be designed to ensure a good quality of experience for occupants and users and be easy to use for all, including people with disabilities, the elderly and others with accessibility issues.**
- 2. Development will be permitted where it:**
 - a) respects and enhances the context and characteristics of the individual site, street scene and the wider local environment to ensure that it is integrated as far as possible into the existing built form;**
 - b) protects and enhances existing natural assets as an integral part of the development;**
 - c) is sympathetic to the local vernacular, including in terms of building materials, and is individual and innovative where appropriate;**
 - d) is designed to minimise light pollution from the development;**

- e) **ensures safe and accessible movement for all users, including promotion of opportunities for sustainable public transport and active travel modes like walking and cycling;**
- f) **minimises opportunities for crime and maximising natural surveillance;**
- g) **incorporates sufficient provision for utilities, and the storage of refuse and recycling that are convenient and easy to use for all and with minimal visual impact and clutter;**
- h) **enhances the public realm, including high quality open spaces and links to the wider green infrastructure network that are convenient, function well and feel safe, with sufficient space, suitable to the type and amount of development proposed; and**
- i) **incorporates water and energy efficiency measures into the design of new buildings in accordance with Policy DM09.**

Our reasons for this policy

- 8.3. This policy is essential because it ensures that new developments are not only functional but also contribute positively to the character and identity of our communities. By promoting designs that respect and enhance local distinctiveness, it helps to preserve the unique qualities of each settlement, fostering a sense of place and community pride. Encouraging innovative yet sympathetic designs allow for creative architectural solutions that are in keeping with traditional styles, ensuring that new buildings complement rather than detract from their surroundings. This approach helps to maintain the visual coherence and heritage of our towns and villages, making them more attractive and vibrant places to live. Further guidance can be found in the National Design Guide, National Model Design Code and Natural England's Green Infrastructure Planning and Design Guide.
- 8.4. Light pollution can be highly impactful on both wildlife and humans. Parts of the district have good to high quality dark skies with little or no light pollution. The Council will, where appropriate, seek to influence light pollution that would have a harmful impact. Details of lighting schemes should be in line with the latest industry guidance published by the Institute of Lighting Professionals.
- 8.5. Additionally, the policy emphasises safety, accessibility, and connectivity, which are crucial for creating sustainable, inclusive communities. Features such as natural surveillance, safe access for all users, and well-integrated green spaces contribute to safer, healthier environments where people feel

welcome, safe, and engaged. 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. This not only supports the wellbeing of residents but also reduces environmental impacts, contributing to meeting our climate change and the natural environment objectives.

Policy DM02: Amenity and Wellbeing

- 1. Development must be designed to protect the wellbeing of occupiers of development and those in existing development by:**
 - a) ensuring that there are no adverse impacts on the amenity of neighbouring users in terms of noise, odour, vibration, air and light pollution, loss of privacy and loss of light which cannot be mitigated to an acceptable level;**
 - b) ensuring development with extended hour or 24-hour operations does not have an unacceptable impact which cannot be mitigated to an acceptable level on residential amenity or other existing development within the immediate and wider surrounding area;**
 - c) adopting appropriate screening or similar measures where appropriate to prevent adverse impacts on the character and appearance of the locality and on neighbouring uses; and**
 - d) ensuring that appropriate open space and green infrastructure is provided in accordance with Policy DM05.**
- 2. All development must be aligned with the capacity of existing utilities adopting appropriate phasing. Major development will only be permitted where adequate broadband infrastructure is made available to all residents and/or users of the development.**
- 3. A health impact assessment is required for the following types of applications:**
 - a) where the number of dwellings provided is 150 or more;**
 - b) for all other uses where the site area exceeds 1,000 sqm; or**
 - c) in areas of public health concern including areas vulnerable to worsening health inequalities.**

Our reasons for this policy

- 8.6. This policy is crucial for ensuring that new developments offer a high-quality environment and do not negatively impact existing communities. By setting clear requirements for design quality and mitigating potential nuisances like noise, odour and light pollution, the policy helps create healthy and safer environments for occupants of new development and their neighbours. It promotes thoughtful design that considers both the interior and exterior aspects of buildings, ensuring they are accessible, comfortable and easy to use for everyone.
- 8.7. Aligning development with the capacity of existing utilities is vital for health and wellbeing, ensuring reliable access to essential services like water, electricity and waste management. Adequate broadband is equally important, supporting access to healthcare, education and social connections, which are increasingly digital. Proper planning prevents service disruptions and helps create comfortable, sustainable communities that support residents' and employees' overall wellbeing. The provision of green and blue infrastructure supports active lifestyles, community cohesion and nature connections that benefit physical and mental health and wellbeing, and quality of life. Green and blue Infrastructure also helps to mitigate health risks related to overheating, noise pollution, flooding and poor air quality.
- 8.8. Our requirement for a Health Impact Assessment for all major development proposals or development located in an area of public health concern is to ensure potential health and wellbeing impacts are thoroughly evaluated and addressed from the outset. 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 to the scale and nature of the development proposed.
- 8.9. This proactive approach helps identify and mitigate any negative effects, such as increased pollution or reduced access to green spaces, while enhancing positive outcomes like improved walkability, social cohesion, as well as access to healthcare. Ultimately, it promotes the creation of healthier, more liveable communities and helps prevent costly acute healthcare challenges in the future by integrating health considerations into planning decisions contributing to making the district an even healthier place over the long-term.

Policy DM03: Heritage Asset Conservation and Design Standards

- 1. In areas with high heritage value (Conservation Areas, where affecting Listed Buildings, Scheduled Monuments and other heritage assets and their settings) development will be permitted where it achieves a high standard of design reflecting those characteristics that make these places special.**

Development affecting heritage assets, and their settings will:

- a) be appraised in accordance with national policy; and**
 - b) be permitted where it protects, conserves or enhances the significance, character, appearance and setting of the asset including, where possible, better revealing the significance of the asset and enabling its interpretation.**
- 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:**
 - a) the proposed development demonstrates that the substantial harm or total loss 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 found 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.**
- 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.**
- 4. To determine the significance of a heritage asset, the Council will expect the following assessment to have been carried out:**
 - a) an analysis of the asset to establish its significance, both as a whole, and specific parts affected by the proposal;**
 - b) an assessment, where appropriate, of the contribution made by the setting of the asset to its significance; and**

- c) **an explanation of how the assessment has informed the proposed development, including how the proposed design (form/layout, scale, massing, proportions, materials and architectural and historical detailing, as applicable) would be appropriate and sympathetic.**
- 5. Development within or affecting the setting of a Conservation Area must preserve or enhance the character or appearance of the Conservation Area.**
- 6. Development affecting the significance of a non-designated heritage asset and/or its setting will be required to justify any harm or loss to the significance of the non-designated heritage asset.**

Our reasons for this policy

- 8.10. This policy is important because it ensures that development in areas with high heritage value respects and enhances the historic character of our places. It also provides clear criteria for assessing the impact of development on heritage assets, ensuring that their significance, character and setting are carefully considered and protected. This approach supports the sensitive integration of new developments, helping to maintain the visual and cultural integrity of conservation areas, listed buildings and other historic sites.
- 8.11. Additionally, the policy provides a balanced framework for managing change, recognising that there may be instances where some harm to heritage assets is justified by substantial public benefits. It sets out a clear process for evaluating such cases, ensuring that any decision to allow harm or loss is thoroughly justified and that all alternatives have been explored. This helps to protect heritage assets from inappropriate development while allowing for their sustainable use and adaptation. The inclusion of specific requirements for heritage impact assessments further ensures that development proposals are well-informed and sensitive to the historic environment, promoting a thoughtful and responsible approach to preserving our historic and architectural heritage for future generations.

Policy DM04: Landscape Character and Sensitivity

- 1. Development must be located and designed in such a way that it is sensitive to its landscape setting and character area and will be permitted where it:**
 - a) respects and, where possible, enhances local landscape, the landscape setting of settlements and settlement distinctiveness having regard to the Council's latest Landscape Character Assessment and Landscape Sensitivity Assessment;**

- b) avoids the loss of, or substantial harm to, features of importance within the landscape including heritage assets;**
 - c) safeguards important public views, skylines and landmarks; and**
 - d) restores or provides equivalent mitigation for damaged features and/or landscapes that would be damaged or degraded as a result of the development.**
- 2. The latest landscape evidence must be used to inform the identification of features of landscape importance to avoid detracting from visual and environmental quality.**

Our reasons for this policy

- 8.12. This policy ensures that new development is thoughtfully integrated into its landscape setting, preserving their natural beauty and distinctiveness. By requiring that development respects and enhances the existing landscape and settlement character, it helps maintain the visual appeal and identity of our settlements and landscape. The policy's emphasis on safeguarding important public views, skylines and landmarks protects the visual integrity of our landscapes, ensuring that these features remain a source of pride and enjoyment for residents and visitors alike.
- 8.13. We have undertaken new landscape evidence as part of Local Plan preparation. This comprises a district-wide Landscape Character Assessment (2024) which sees the district divided into 10 Landscape Character Types and a further 26 Landscape Character Areas. Each of these Landscape Character Areas has unique characteristics that reflect the complex interplay of natural, cultural and perceptual factors. The classification provides a detailed framework for recognising and responding to the distinctive features of each area. Alongside this, the sensitivity of the landscape around our main towns and villages has been assessed (Landscape Sensitivity Assessment, 2024). These documents provide a useful starting point for applicants seeking to assess and minimise the potential landscape impacts of their proposals.
- 8.14. Building on this latest landscape evidence, the policy seeks to provide a robust framework for identifying and protecting features of landscape importance including heritage assets such as registered parks and gardens. It seeks to ensure that development proposals are well-informed and sensitive to their surroundings, preventing the loss or degradation of valued landscapes. The requirement for restoration or equivalent mitigation where harm cannot be avoided encourages

developers to contribute positively to the landscape, enhancing or repairing areas that may be impacted by development.

Policy DM05: Green and Blue Infrastructure and Open Space

1. All development must:

- a) contribute to creating high-quality multifunctional green and blue infrastructure in accordance with the Open Spaces Strategy 2021 (or subsequent revisions) and Green and Blue Infrastructure Study (2024), including using trees and other planting where appropriate, to provide access to shade and manage surface water run-off as part of a wider resilience to climate change and, where needed, use noise and pollution barriers/absorption measures;
- b) create and enhance accessible links for all between new developments and surrounding recreational networks and facilities; and
- c) enhance access to publicly accessible open space.

2. Residential development of 10 or more homes will meet the requirements set in 1 (a) to 1(c) and local standards below or as set out in up-to-date evidence of open space requirements published by the Council. Developments will be expected to provide an appropriate landscaping and landscape maintenance scheme, ensuring high standards of maintenance.

Open Space Type	Existing Standard (ha per 1,000 population)	Accessibility Standard
Allotments and Community Gardens	0.35	4km or 10 minutes by bus/driving
Amenity Greenspace	0.9	800 metres or 10 minutes' walk
Natural and Semi-Natural Greenspace	8.5	1.6km or 20 minutes' walk
Parks and Gardens	0.4	4km or 10 minutes by bus/driving
Provision for Children and Young People	0.3	400-800 metres or 5-10 minutes' walk
Outdoor Sports	In accordance with Playing Pitch Strategy	In accordance with Playing Pitch Strategy
Cemetery and burial grounds	In accordance with Open Spaces Strategy	In accordance with Open Spaces Strategy

If on-site provision is not feasible by virtue of location, management limitations or the open space will not be of a sustainable size (see Provision for Open Space Sport and Recreation - Delivery Plan 2021), a payment equivalent to the cost of off-site provision will be required, taking into consideration the Provision for Open Space Sport and Recreation – Delivery Plan 2021 or subsequent revisions.

- 3. New open space or outdoor sport and recreation facilities, such as playing pitches, must be:**
 - a) accessible, usable, of high quality, safe and include facilities for a range of ages; and**
 - b) secured, prior to the commencement of development, with clear responsibilities for management and maintenance in perpetuity.**
- 4. Development on Open Space or Playing Pitches will not be permitted unless one of the following criteria is met:**
 - a) It is for a use ancillary to its primary use as open space, sport or recreation and is designed and located in a way that preserves the open character of the space; or**
 - b) a robust assessment clearly demonstrates it is surplus to local requirements and will not be needed in the long term in accordance with local standards; or**
 - c) it can be demonstrated that replacement provision will be at least equivalent in terms of quality, quantity and accessibility, and there will be no overall negative impact on the provision of open space in accordance with local standards; or**
 - d) it can be demonstrated that the proposal is for alternative provision which meets evidence of local need in such a way as to outweigh the loss.**
- 5. Local Green Spaces are allocated on the Policies Map and will retain their openness permanently. Further Local Green Space may be identified in Neighbourhood Plans providing it meets the relevant criteria in relation to scale, beauty, historic significance, recreational value, tranquillity, or ecological value and it does not conflict with the strategic policies of this Local Plan.**
- 6. The construction of new buildings on Local Green Space will not be permitted other than:**
 - a) buildings providing appropriate facilities for outdoor, sport, recreation, cemeteries, burial grounds and allotments as long as the facilities preserve the openness of the Local Green Space; or**
 - b) replacement buildings, provided the new building is in the same use and not materially larger than the one it replaces; or**
 - c) except in very special circumstances where the potential harm to the Local Green Space, including to its openness, special character, significance to the local community, and any other harm, are clearly outweighed by other considerations.**

Our reasons for this policy

- 8.15. This policy is vital for creating high-quality multi-functional green and blue infrastructure as part of new development. Strategic planting within green infrastructure can act as an effective pollution barrier, absorbing pollutants and reducing noise levels, which enhances air quality and contributes to a healthier environment. Access to shaded areas provided by trees and green spaces is also essential for adapting to climate change, offering natural cooling during extreme heat events and increasing community resilience (see Climate Change and Renewable Energy Study, 2024). Further guidance can be found in Natural England's Green Infrastructure Planning and Design Guide
- 8.16. For developments of 10 or more homes, adhering to local standards based on the Open Spaces Strategy (2021) (or subsequent revisions) ensures that new open spaces are adequately sized and accessible. These standards maintain current levels of provision and enhance community benefits, even when on-site space is not feasible. In such cases, financial contributions can fund off-site improvements.
- 8.17. The policy also provides robust protection for existing open spaces, permitting development within them only when it is clearly justified. Some uses, such as changing rooms or similar small-scale facilities that support the primary recreational function of the spaces, can enhance the experience of the space.
- 8.18. Local Green Space designation provides special protection for green areas of particular importance to local communities. Local Green Space sites have been identified in accordance with the NPPF because of their beauty, historic significance, recreational value, tranquillity, or ecological value.
- 8.19. Local Green Space sites as shown on the Policies Map and listed in Appendix 4 were originally designated in the previous Local Plan and were identified following the assessment of sites submitted to the Council by local communities. The assessment included seeking and considering the views of landowners of the proposed Local Green Space sites. See [Our policies, plans and strategies - Local Green Space background paper | Harborough District Council](#)
- 8.20. The policy recognises the particular importance of the designated sites and ensures their long-term protection. The policy allows for the construction of buildings for specific uses compatible with a Local Green Space designation and for

replacement buildings where specific provisions are met. Otherwise, the construction of new buildings is not permitted except in very special circumstances where any harm is considered to be clearly outweighed by other benefits.

- 8.21. The Council has encouraged Parish Councils to identify other potential Local Green Space sites through their Neighbourhood Development Plans to ensure comprehensive coverage within the district.

Policy DM06: Transport and Accessibility

1. Development will be permitted, subject to:

- a) ensuring the safe, connected and convenient movement across the transport network, including bus passengers, cyclists, pedestrians and horse riders;**
- b) providing safe access, servicing and parking arrangements as defined in this policy and having regard to Highway Authority guidance and standards; and**
- c) ensuring that additional traffic movements are not detrimental to highway safety or result in the residual cumulative impact on the road network being severe.**

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. All major development must also:

- a) incorporate measures to facilitate and encourage safe access by cycle and on foot along with protection of, connection to and extension, where practicable, of existing pedestrian, cycle and equestrian routes;**
- b) provide accessible cycle parking;**
- c) deliver public transport enhancements where feasible to mitigate development impacts, including but not limited to bus routes, information and waiting facilities and measures to encourage public transport use;**
- 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**

- e) ensure car parking provision sufficient for the location and type of development, and make provision for Car Club spaces and EV charging points; and
- f) mitigation for any adverse impact on residential amenity and air quality, especially in Air Quality Management Areas.

Our reasons for this policy

8.22. This policy ensures that new developments are designed to support safe, efficient and inclusive transport networks for all users, including pedestrians, cyclists and public transport passengers. By setting clear requirements for safe access, servicing and parking arrangements, the policy helps reduce congestion and minimise conflicts between different road users. It promotes active travel and sustainable transport options by requiring provisions such as cycle parking and enhancements to public transport facilities, which encourage residents and visitors to choose alternatives to car travel. This approach not only supports healthier lifestyles but also contributes to reducing traffic congestion and environmental impacts – these are key to our strategy for tackling climate change (Harborough Climate Change and Renewable Energy Study, 2024).

8.23. The policy also ensures that larger developments and those with high trip-generating characteristics carefully consider and mitigate their impacts on the local and wider transport network. The use of Transport Assessments and Travel Plans ensures that the effects of development on the transport network are thoroughly assessed and managed, supporting a balanced and sustainable approach to growth that benefits everyone.

Policy DM07: Managing Flood Risk

1. Wherever possible development should take place within Flood Zone 1, the area of land deemed at least risk of flooding. The Sequential Test and, where necessary, the Exceptions Test should be used to assess the suitability of proposed development. Within Flood Zone 1 a site-specific flood risk assessment will be required for proposals relating to:
 - a) major development;
 - b) land with critical drainage problems;
 - c) land at increased flood risk in the future;

- d) where a more vulnerable use is proposed on land which may be subject to sources of flooding other than rivers; or
 - e) catchments that have experienced sewer flooding.
2. **Development in Flood Zone 3, unless meeting the Exceptions Test, will only be permitted as follows:**
- a) **Flood Zone 3a: ‘less vulnerable’ uses, including retail and business uses (E and B Use Classes), agriculture and some non-residential institutions (Use Class D1), other than for health services, nurseries and education; and water compatible development.**
 - b) **Flood Zone 3b: water compatible development where appropriate; this zone will be safeguarded to ensure protection of the functional floodplain.**
3. **For Development in Flood Zones 2 or 3 a site-specific flood risk assessment must be undertaken and development will only be permitted where:**
- a) **the mitigation, flood management, flood resilience measures and design requirements identified are satisfactorily provided; and**
 - b) **the design incorporates flood resilience measures to allow for increased risk due to climate change.**
4. **All development in Flood Zones 2, 3a and 3b defined in the Strategic Flood Risk Assessment, or identified as at risk of flooding from other sources, should contribute positively to actively reducing flood risk through avoidance, reduction, management and mitigation.**

Our reasons for this policy

8.24. This policy is essential for managing flood risk and ensuring that new developments are safe and sustainable and is based on our assessment of the levels of flood risk across the district (see Strategic Flood Risk Assessment (SFRA), 2024). By prioritising development in Flood Zone 1, the policy minimises the risk of flooding to people and property and ensures that land most vulnerable to flooding is preserved for uses that are less susceptible to damage. In higher-risk areas such as Flood Zones 2 and 3, the policy sets clear guidelines to ensure that only appropriate developments take place, safeguarding the functional floodplain and allowing only water-compatible uses in the most sensitive areas. This proactive approach supports sustainable growth while protecting both new and existing communities from future flood hazards.

8.25. Requiring site-specific flood risk assessments for major developments or areas with critical drainage problems helps

identify and address potential risks early in the planning process. By mandating that developments incorporate flood resilience measures and account for future climate change, the policy ensures that new buildings are designed to withstand increasing flood risks over time.

Policy DM08: Sustainable Drainage

- 1. All development must promote an integrated approach to water management through planting and incorporating rainwater storage for reuse and irrigation.**
- 2. All major development must incorporate Sustainable Drainage Systems (SuDS) and take account of the drainage hierarchy as follows (in order of priority):**
 - a) store rainwater for later use for irrigation or non-potable purposes;**
 - b) promote natural infiltration with soakaways or permeable surfaces to recharge groundwater;**
 - c) use green roofs, rain gardens, or vegetated systems to hold and slowly release water;**
 - d) use engineered systems like underground tanks or ponds to temporarily store and control water flow;**
 - e) discharge to nearby rivers or streams where practicable, ensuring that any run-off does not negatively impact on the water quality of a nearby waterbody;**
 - f) discharge to surface water sewer;**
 - g) discharge to combined sewer only as a last resort in order to prevent overloading the sewer network.**
- 3. The design and layout of the SuDS, should prioritise nature-based solutions and, taking account of the hydrology of the site, must:**
 - a) manage surface water close to its source and on the surface where feasible;**
 - b) be designed to incorporate surface water management features as green and blue infrastructure wherever possible, maximising multifunctional benefits for biodiversity, amenity, cooling and water quality;**
 - c) use features that enhance the site design and sense of place and where it is incorporated in open space, provide a safe naturalised system without the need for fencing or barriers;**

- d) provide for the re-naturalisation of modified water courses where practical;**
- e) be located away from land affected by contamination that may pose an additional risk to groundwater or other waterbodies;**
- f) 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; and**
- g) ensure that flooding would not occur to property in and adjacent to the development, in the event of an occurrence of a 1 in 100-year rainfall event (including an allowance for climate change) or in the event of local drainage system failure.**

4. Prior to the commencement of development, the responsibilities for management and maintenance in perpetuity of the SuDS must be agreed.

Our reasons for this policy

- 8.26. Our district has a high risk of surface water flooding due to clay soils and the likely effects of climate change – hotter summers and warmer wetter winters increase these risks (Harborough Climate Change and Renewable Energy Study, 2024). This is why we want all developments, including minor ones, to consider measures to address surface water management. In 2023, the Government announced that Sustainable Drainage Systems (SuDS) are mandatory for most new development. For major developments we already expect these to incorporate SuDS to effectively manage surface water run-off. SuDS mimic natural drainage processes, reducing flood risk and improving water quality. By integrating features like permeable surfaces and re-naturalising watercourses, SuDS can also contribute to attractive, multifunctional green spaces.
- 8.27. The specific design requirements outlined, based on our Water Cycle Study (2024), ensure that surface water is managed close to its source, reused where possible, and that the site remains resilient to extreme weather events.
- 8.28. The policy also sets clear guidelines for reducing peak run-off rates, protecting water quality, and preventing flooding to properties during severe rainfall. Requiring agreements for the long-term management and maintenance of SuDS ensures these systems function effectively, supporting sustainable development and enhancing local environments.

Policy DM09: Sustainable Construction and Climate Resilience

1. All development must:

- a) minimise carbon emissions during construction, which may include use of low-carbon construction materials, and adopting energy-efficient construction practices;**
- b) where relevant, demonstrate that demolition of existing buildings is justified in comparison to their retention and re-use, and where buildings are retained, integrate measures to make these more energy and resource efficient in accordance with criteria 3 and 5 below;**
- c) where demolition of existing buildings is required, demonstrate the reuse of demolition and construction waste;**
- d) demonstrate the integration of passive design measures, including delivering cooling without increasing carbon emissions, such as through optimal building orientation, natural ventilation, solar shading and the use of thermal mass to regulate indoor temperatures;**
- e) be supported by a water efficiency statement that outlines, in priority order, measures to reduce water consumption, reuse water, or offset its use and achieve minimum water efficiency equivalent to 110 litres per person per day for any residential use, or non-residential development to achieve at least 3 credits in the Wat01 Measure for water in the BREEAM New Construction standard; and**
- f) Demonstrate how waste will be minimised during construction and during the operation of the development.**

Residential development

- 2. All new-build residential developments must achieve at least a three star rating under the BRE Home Quality Mark scheme. A whole life-cycle assessment should be undertaken as part of this assessment for major development.**
- 3. All residential developments involving refurbishment or extensions are required to achieve a final (post-refurbishment) certified rating of Excellent under BREEAM Domestic Refurbishment and must make reasonable endeavours to achieve an Outstanding rating.**

Non-residential development

- 4. All non-residential and mixed-use developments proposing 1000 sqm or more net additional floorspace are required to achieve a final (post-construction stage) certified rating of Excellent as part of a fully fitted**

assessment within BREEAM New Construction. A whole life-cycle assessment should be undertaken as part of this assessment for major development.

- 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). A whole life-cycle assessment should be undertaken as part of this assessment.**

Our reasons for this policy

- 8.29. 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 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 sites and there is also carbon emissions embodied in construction materials such as the concrete (Climate Change and Renewable Energy Study, 2024) which is why we encourage developers to consider retaining and improving the performance of existing development. We also require design solutions that respond to a changing climate; for example, design that can keep buildings cool in ways that do not add to emissions through air conditioning requirements.
- 8.30. We have also set standards related to water resource. Our water supply comes mainly from Severn Trent with an area in the east of the district served by Anglian Water. Both companies are in areas which are seriously water stressed (Infrastructure Delivery Plan, 2024). More frequent extremes in weather variability, will place increasing demands on our water supply (see Climate Change and Renewable Energy Study, 2024). This is why we expect a water efficiency statement to demonstrate how the development will reduce water consumption, reuse water, or offset its use (this hierarchy of priorities is sometimes called the water hierarchy). This can include measures like grey water systems – but we have not prescribed methods, thereby, allowing flexibility to decide the most effective way to achieve water efficiency.
- 8.31. Accreditation schemes are widely recognised for their role in promoting sustainable construction and operation and are already in use in Leicestershire and many other parts of England. Requiring developments to meet relevant best practice accreditation schemes ensures that they adhere to

high standards of environmental and energy efficiency performance.

- 8.32. Building on our concerns about 'embodied' as well as operational carbon we are keen to motivate reductions in whole-life carbon which is why we expect major developments to undertake whole life-cycle assessments within the Home Quality Mark and Building Research Establishment Environmental Assessment Method (BREEAM) processes we have defined. Greenhouse gases are emitted throughout a building's lifecycle, from the raw materials used in construction, through to the electricity used to run the building, right up until the demolition and end of life treatment of the building's materials. Whole Life Assessments are a comprehensive multi-step methodology to quantify total carbon emissions (embodied and operational) and other environmental impacts (such as acidification and eutrophication) through the life stages of a building.

Policy DM10: Biodiversity and Geodiversity Protection and Enhancement

- 1. All qualifying development proposals must deliver at least a 10% measurable biodiversity net gain attributable to the development. The net gain for biodiversity should be calculated using Natural England's Biodiversity Metric. In circumstances where it appears that sites have been subdivided for the purposes of application submission to meet the exempt development threshold, they shall be considered cumulatively to ensure the overall development is in compliance with this requirement.**
- 2. Biodiversity net gain should be provided on-site wherever possible. Off-site measures will only be considered where it can be demonstrated that, after following the mitigation hierarchy, all reasonable opportunities to achieve measurable net gains on-site have been exhausted.**
- 3. Development should avoid adverse impact on existing biodiversity and geodiversity features in line with the mitigation hierarchy. Where adverse impacts are unavoidable, they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort to ensure there is no net-loss or a net gain of priority habitat and priority species.**
- 4. All development must contribute towards protecting and improving biodiversity and geodiversity by:**
 - a) protecting and enhancing priority species and their habitats;**
 - b) including measures to mitigate the impacts of climate change on the district's flora and fauna;**

- c) **protecting and enhancing green and blue infrastructure assets;**
 - d) **protecting riparian zones and watercourses by creating and enhancing undeveloped buffer zones alongside watercourses to ensure functional habitat corridors for wildlife;**
 - e) **protecting features and areas of geodiversity value and enhancing them to improve connectivity of habitats, amenity use, education and interpretation; and**
 - f) **include appropriate measures to manage construction impacts by demonstrating how existing wildlife habitats supporting protected or priority species will be retained, safeguarded and managed during construction.**
- 5. 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:**
- a) **the conservation of priority species;**
 - b) **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**
 - c) **opportunities for improving habitats, and if relevant, improving the water quality of local water courses to improve the aquatic habitat are incorporated.**

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 Assessment has concluded that the proposal will not adversely affect the integrity of the habitats site.

Our reasons for this policy

- 8.33. 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.
- 8.34. The policy also outlines our requirements for addressing impacts on biodiversity and geodiversity sites designated because of their high value (these are shown on the Policies Map). We want to avoid adverse impacts on priority species,

irreplaceable habitats, and geodiversity features – and as a minimum ensure any unavoidable harm is compensated for through mitigation or relocation, maintaining the district's natural assets. This approach not only preserves ecological value but also promotes sustainable development that integrates and enhances the natural environment.

- 8.35. There are no designated sites of international importance within the district, however the Rutland Water Special Protection Area, Rutland Water Ramsar site and Ensor's Pool Special Area of Conservation are within 15km of the district's boundary. The Habitats Regulation Assessment of the Local Plan and its proposals has concluded that there will be no adverse effects on the above designations, subject to the successful implementation of the relevant policies in this plan.

Policy DM11: Managing Impacts on Land and Water Quality

- 1. Water resources will be protected, and water services provided. Development will be permitted where it does:**
 - a) 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;**
 - b) ensure 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**
 - c) have no adverse impact on and, wherever possible, contribute to an enhanced water environment and its associated ecology.**
- 2. Where the site has previously been developed, the need for any decontamination and remediation will be identified and implemented to an agreed programme, ensuring that any contamination is not relocated elsewhere to a location where it could adversely affect the environment including water or other wildlife habitats.**
- 3. Development should be focused in the first instance on agricultural land not identified as the best and most versatile (i.e. on Grades 3b, 4 and 5). Development, outside of settlements or identified Site Allocations in Policy SA01, which is on high-quality agricultural land (Grades 1, 2, and 3a) will be permitted where:**
 - a) a thorough assessment to evaluate its impact on agricultural productivity has been undertaken; and**
 - b) mitigation measures are implemented to minimise adverse effects, such as soil conservation techniques and landscape buffering.**

Our reasons for this policy

- 8.36. This policy protects land and water quality by ensuring new developments do not harm watercourses, groundwater, or surrounding environments, while mandating contamination removal and preventing pollutant spread to support clean water and healthy ecosystems. Increases in development and the corresponding increase in water discharge can lead to risks of poorer water quality if not properly managed (Leicestershire Water Cycle Study, 2024).
- 8.37. This policy prioritises development on lower-quality agricultural land, preserving high-quality soils, and requires impact assessments and mitigation for any development on prime agricultural land to balance environmental protection with sustainable growth. This is because building on high-value agricultural land is discouraged in national planning policy because it undermines the protection and enhancement of valued landscapes, soils, and the natural environment. We are encouraged to preserve the "best and most versatile agricultural land" to support sustainable agricultural practices and food security. It is recognised that utilities development, at Water Recycling Centres for example, is essential to support growth and deliver environmental improvements and protection. Such operational development by utilities companies is exempted from Parts 3 a) and b) of Policy DM11. However, an operational needs statement will be required to be submitted as part of any application.

Policy DM12: Protection and Enhancement of Community Facilities

- 1. Development proposals that protect, retain, or enhance the provision, quality or accessibility of existing community, education, and cultural facilities will be supported and permitted where they are in accordance with other policies of this Local Plan.**
- 2. Diversification of activities will be supported to maintain the viability of such facilities . In relation to public houses such diversification may include:**
 - a) extensions and alterations to provide kitchen and restaurant facilities;**
 - b) improvements to the external environment, including children's play facilities;**
 - c) conversions or extensions to provide bed and breakfast or other guest accommodation;**

- d) **provision of a micro-brewery or similar enterprise related to the public house use;**
 - e) **alterations to enable takeaway food and off-licence services; or**
 - f) **use of part of the premises for a local shop, post office, library, or other community function unrelated to the public house use.**
- 3. Proposals resulting in the loss of existing community facilities will only be supported where the applicant demonstrates that:**
- a) **a replacement facility is being provided on the same site, with efforts made to provide temporary alternative provision where feasible; or**
 - b) **an alternative facility on another site to meet local needs is available that is both equally accessible and provides equal or enhanced benefits to the community in advance of closure; or**
 - c) **all options for continuation in its current use have been fully explored, including diversification, and none remain which would be financially viable; and**
 - d) **it is demonstrated that the site is no longer required and is unlikely to be re-used for its current use or re-developed for an alternative community use as evidenced by active marketing for at least 12 months at an appropriate price for its current use free of tie and restrictive covenant and there has been no definite interest in either the freehold or leasehold during that specified period.**

Our reasons for this policy

8.38. Community facilities such as community halls, village shops, pubs, and schools are essential for connecting people and supporting local life. Due to financial pressures, many need to diversify their uses, especially pubs facing challenges in the hospitality sector. This policy encourages developments that allow these spaces to adapt and remain vibrant community hubs.

8.39. As future residential development increases demand, the Infrastructure Delivery Plan (2024) highlights the need for more community provision. Because of this we want to protect these uses and expect closures to be accompanied by a replacement offering equal or better services. This is why we have set out steps to protect these vital amenities by requiring: a thorough exploration of opportunities to preserve or repurpose the facility including a detailed viability assessment to confirm that its current use is no longer feasible *and* proof that all efforts have been made to find an alternative community use through effective marketing. Communities may also nominate community facilities as Assets of Community Value. The listing

of such assets by the district council will be a material consideration in applications for change of use. This process will guarantee that every effort has been made to find a replacement or alternative community use and to ensure the community does not lose a valuable resource.

Policy DM13: Existing Business Uses – Retention and Redevelopment

- 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), outside of the employment areas shown on the Policies Map will be protected where there remains a reasonable prospect of the same or an alternative employment use.**
- 2. Where planning permission is required for a change of use or redevelopment for non-employment uses, it will not be permitted unless:**
 - a) a viability appraisal and an assessment of the suitability of the site to accommodate a Business use, using a methodology to be agreed by the Council, has been submitted which includes evidence of efforts to improve the viability of the site to demonstrate the site has not been made deliberately unviable;**
 - 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; and**
 - c) the existing use demonstrably causes environmental harm, or amenity impacts which cannot be satisfactorily mitigated.**
- 3. Within the area of Bruntingthorpe Proving Ground as defined on the Policies Map, development will be permitted where:**
 - a) the proposed use is for an authorised use, including the proving and testing of motor vehicles, vehicle storage, the aircraft museum and related tourism activity, car auctions, and aircraft recycling, maintenance and storage; or**
 - b) it is associated with the operation of the site by vehicles for corporate entertainment, in accordance with the 2009 unilateral undertaking and under the terms of the associated Operational Plan or any subsequent legal agreement or plan.**
 - c) it will conform with the controls set out in the noise limits of the Operational Plan, and noise monitoring system set out in the Noise Management Plan and the 2009 unilateral undertaking;**

- d) the design, materials, massing and bulk of new development would not have an unacceptable impact on the character and appearance of the area;
 - e) the impact of the development on the landscape setting would, where necessary, be mitigated by retaining, replacing and/or enhancing existing perimeter tree planting;
 - f) traffic generated by the development would not result in an unacceptable impact on highway safety or severe residual cumulative impacts on the road network; and
 - g) highway mitigation is provided where necessary taking into account total traffic to be generated by existing and proposed development within the Proving Ground and the Industrial Estate, with all access taken via the main gate to Bath Lane.
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 Industry (B2) and non-strategic Storage and Distribution (B8 in units <9,000sqm) uses only will be permitted if:
- a) the design, materials, massing and bulk of new development would have no unacceptable impact on the character and appearance of the area;
 - b) traffic generated by the development would not result in an unacceptable impact on highway safety or severe residual cumulative impacts on the road network;
 - c) it is subject to the approval and implementation of a Travel Plan seeking to reduce reliance on access by private car and highway mitigation is provided where necessary, taking into account total traffic to be generated by existing and proposed development in the Industrial Estate and the Proving Ground and with all access taken via the main gate to Bath Lane; and
 - d) any individual unit for Class B8 use does not exceed 500sqm in gross floorspace.
5. Within the area of Leicester Airport, as defined on the Policies Map, development will be permitted where:
- a) it is required for the operational use of the airfield, including improvements to the existing control tower and runway;
 - b) it is for aviation uses or is ancillary to an existing aviation use; or
 - c) it involves the conversion or re-use of an existing permanent building on the site.

6. Within the complex to the North of Gartree Road, as defined on the Policies Map, additional development or the re-use of existing buildings for Research and development (E(g)(ii), Light Industry (E(g)(iii), General Industry (B2) and non-strategic Storage and Distribution (B8) (in units <9,000sqm) will be permitted where:

- a) the proposed use does not conflict with safety requirements of existing uses at the airfield;**
- b) it is necessary for the continuation of an existing enterprise, facility or operation compatible with the operational use of the airfield;**
- c) the design, materials, and massing of new development would not have an unacceptable impact on the character and appearance of the area;**
- d) traffic generated by the development is capable of being accommodated on the highway network and will not have a significant adverse impact on the amenity of local residents;**
- e) a travel plan is approved and implemented to increase access to the site by modes other than the private car; and**
- f) any individual unit for Class B8 use does not exceed 500sqm in gross floorspace.**

Our reasons for this policy

8.40. By ensuring that sites currently in business or employment-generating use remain available, the policy helps to maintain a diverse and resilient local economy, providing jobs and supporting the economic wellbeing of the community. Preserving these sites even in areas not designated as formal employment areas, is necessary where the loss of such premises could significantly impact local job opportunities and the district's supply of employment land (see *Harborough Local Housing and Employment Land Evidence, 2024*).

8.41. Requiring a viability appraisal and active marketing before allowing a change of use ensures that the site has been genuinely tested for its potential to continue serving an employment function. This prevents premature redevelopment for other uses and encourages businesses to invest in and improve existing premises. Additionally, the policy provides flexibility where there are insurmountable environmental or amenity issues, ensuring that sites unsuitable for continued business use are not retained unnecessarily. Overall, this

policy provides flexibility as well as the safeguarding needed to achieve the wider economic growth objectives of this plan.

Policy DM14: Shopfront Design

- 1. Shopfront development must respect the character and visual amenity of the area by:**
 - a) retaining and preserving existing shopfronts that contribute positively, and restoring original features such as stallrisers, pilasters, fascia, and cornices where possible;**
 - b) ensuring that alterations to shopfronts on or within the setting of listed buildings preserve the building or its setting or any features of special architectural or historic character which it possesses, and that changes in conservation areas demonstrate an understanding of the Area's significance and preserve or enhance its character and appearance;**
 - c) designing new or replacement shopfronts to respect the proportions, materials, and architectural detailing of the existing building and the wider street scene; and**
 - d) incorporating visual breaks in shopfronts which occupy multiple buildings, or multiple shopfronts which occupy single buildings, to preserve or create individual character, avoid excessive width, and ensure cohesion with upper storeys.**
- 2. Shopfront development must create balanced, engaging designs that preserve or enhance the street scene by:**
 - a) providing active frontages, legible and congruous entrances, and avoiding inactive spaces;**
 - b) ensuring fascias and stallrisers are proportionate and do not encroach on architectural or historic features;**
 - c) using fenestration casements/ frames and subdivisions that create visual interest;**
 - d) using materials which are in keeping with their surroundings; and**
 - e) ensuring projecting canopies and blinds are in keeping and justified where proposed, and fully retracted when the business is closed.**
- 3. Security measures in shopfront development must preserve visual amenity by:**

- a) **avoiding the use of external or internal security shutters, particularly in conservation areas and/or on listed buildings or within their settings, unless there is an extenuating justification; and**
- b) **recessing shutter boxes within the structure or concealing them behind the fascia to minimise visual impact and maintain the character and appearance of the shopfront.**

Our reasons for this policy

8.42. This policy is essential for preserving the character and visual quality of town centres, particularly where they impact heritage asset and conservation areas by ensuring that shopfronts respect and enhance the architectural context. Retaining and restoring original features and requiring new designs to align with the surrounding streetscape, it helps maintain the historical integrity and appeal of these areas. Thoughtful design, appropriate materials, and integrated security measures create attractive, engaging environments that benefit residents, visitors, and businesses alike, thereby enhancing the street scene.

Policy DM15: Outdoor Advertising and Signage Design

Outdoor advertising, including signage on fascias and projecting signs, must respect the character and appearance of individual buildings and the street scene, and must:

- a) **be proportionate, well-designed, and use materials, surface finishes and colours that complement the shopfront building and street scene;**
- b) **avoid visual clutter and inappropriate placement, particularly in conservation areas, on Listed Buildings, or within the setting of heritage assets and residential areas;**
- c) **remove redundant signs, fascias and supports/fittings to maintain an attractive environment;**
- d) **limit projecting signs to one per business;**
- e) **avoid obstruction of architectural features;**
- f) **adapt corporate branding to suit the local context; and**
- g) **ensure lighting is subtle and unobtrusive, with external illumination required in conservation areas, on Listed Buildings, or within the setting of heritage assets.**

Our reasons for this policy

- 8.43. This policy ensures that advertising enhances rather than detracts from the character and appearance of buildings and areas, particularly in sensitive locations like Conservation Areas. By requiring well-designed, proportionate, and appropriately placed advertisements, including signage, we can better maintain the visual quality and integrity of streetscapes.

Policy DM16: Telecommunications Infrastructure

Telecommunications development will be permitted where:

- a) **all options for sharing of existing equipment, and erecting masts on existing tall buildings or other structures have been fully explored, with the preferred approach adopted wherever possible;**
- b) **provision is made to ensure that equipment that has become obsolete or that is no longer in use is removed as soon as practicable and the site restored to its former condition;**
- c) **all masts and additions to existing masts are self-certified to meet International Commission on Non-Ionizing Radiation Protection (ICNIRP) standards;**
- d) **the outcomes of community consultation undertaken prior to an application, particularly occupiers of sensitive development such as schools, nurseries, and hospitals, is considered;**
- e) **intrusive visual impact on the surroundings and/or street clutter can be avoided or mitigated, minimising size and scale and camouflaging appearance; and**
- f) **the installation is designed to avoid any unacceptable impact on the historic environment, including harm to the health or vigour of trees.**

Our reasons for this policy

- 8.44. This policy ensures that telecommunications infrastructure is developed responsibly and with minimal impact on communities and the environment. By prioritising the sharing of existing equipment and requiring careful consideration of visual and environmental impacts, it helps to reduce unnecessary clutter and preserve the character of the area. Requiring compliance with safety standards and community consultation

further ensures that installations are safe, meet public concerns, and respect the local context. Additionally, provisions for the removal of obsolete equipment help maintain a tidy and visually appealing environment, preventing long-term degradation of sites.

Part 3 Implementing this Plan

9. Monitoring and Delivery

- 9.1. We have carefully considered how policies within the Harborough Local Plan will be implemented. We have made sure that each policy is practical, achievable, and aligned with our district's unique needs and resources.

Policy IM01: Monitoring and review of the Local Plan

- 1. The Council will monitor, through the preparation of its Annual Monitoring Report, the delivery and effectiveness of policies of this Local Plan against specific performance indicators and targets set out in Appendix 3: Monitoring Framework.**
- 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 County Planning (Local Planning) (England) Regulations 2012) (or equivalent under any subsequent Regulations) within 6 months of the following:**
 - a) The adoption by the Council of a Statement of Common Ground (SoCG), or equivalent, which proposes a quantity of housing or employment development for the period to 2041 that is significantly greater than the housing requirement or employment need identified and planned for in this Local Plan; or**
 - b) In the absence of an adopted SoCG, or equivalent document, 12 months from the date of publication of a Local Plan in the Leicester and Leicestershire Housing Market Area (defined as publication of an invitation to make representations in accordance with Regulation 19 of the Town and Country (Local Planning) (England) Regulations 2012) (or equivalent under any subsequent Regulations) that includes satisfactory evidence of an unmet local housing need; or**
 - c) The adoption by the Council of a SoCG, or equivalent, which proposes a quantity of Strategic Distribution for large-scale Warehousing (use class B8 in units of more than 9,000 sqm gross floorspace) that is significantly greater than the scale of Strategic Distribution floorspace identified and planned for in this Local Plan; or**
 - d) Conclusion of a review based on key indicators, as set out in the monitoring framework, including identification of significant and**

persistent shortfalls in the delivery or supply of housing against the housing requirement of this Local Plan.

- 2. 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.**

Monitoring the Local Plan

- 9.2. To ensure the Local Plan remains responsive and continues to meet its objectives, we will monitor social, economic and environmental changes, development and infrastructure delivery against the plan's vision, policies and targets. The monitoring framework detailed in Appendix 3, will help us track the progress of policy implementation and assess how effective our strategies are. We will use key indicators and performance metrics to measure outcomes and identify any areas where adjustments might be needed. We will report on Local Plan implementation through an Authority Monitoring Report, which will be published on our website.
- 9.3. Policies in the Local Plan will be reviewed at least every five years taking account of factors identified by the NPPF or other national guidance in place at the time of the review, and our monitoring framework. In addition, an early Local Plan update (full or partial) will be initiated in the following circumstances:

Adoption of a SoCG relating to unmet housing or employment need

- 9.4. Once the scale of any further unmet housing or employment need within the Leicester and Leicestershire Housing Market Area is clarified, the seven Leicestershire authorities will be in a position to agree how it will be apportioned through the preparation and adoption of a SoCG.

Publication of a Local Plan in the Leicester & Leicestershire Housing Market Area evidencing unmet housing need

- 9.5. Where no SoCG has been adopted, this trigger commits the Council to a full or partial review of this Local Plan within 12 months of the date of publication of a Local Plan Regulation 19 consultation in the Leicester & Leicestershire Housing Market Area, providing that it is accompanied by robust evidence of unmet housing need. This is a fall-back position to ensure that work is commenced on a full or partial review as soon as any unmet housing need is quantified through publication of a relevant Local Plan, in the event that Leicestershire local

authorities have no agreed apportionment of such unmet need at that time.

Adoption of a SoCG relating to strategic distribution

- 9.6. This Local Plan identifies and plans for a scale of strategic distribution (or large-scale warehousing) informed by the latest evidence of need available. However, the fast-paced nature of this sector combined with the outstanding decision on the Hinckley National Rail Freight Interchange means the scale of need for this sector across Leicester and Leicestershire is still emerging. As such, provision within this Local Plan is made to address the current known quantum of need within this plan period, with this trigger in place to review and address any significantly greater agreed need.

Monitoring based on key indicators

- 9.7. Where the monitoring of key indicators, as set out in the monitoring framework, demonstrates significant and persistent shortfalls in the delivery or supply of housing against the housing requirement this will trigger the need for a review.
- 9.8. Should the statutory review indicate that the Local Plan requires a partial or full update, we will seek to commence the update within 6 months of this scenario becoming established. By incorporating these review mechanisms, we ensure that our Local Plan can adapt to changing circumstances and continue to guide sustainable development effectively. This aligns with our vision of maintaining Harborough's attractive countryside and vibrant communities while fostering growth and enhancing quality of life for everyone in our district.
- 9.9. The Monitoring Framework in Appendix 3 includes 5 year housing land supply as a key indicator. The NPPF (2024) requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement, or against their local housing need where the strategic policies are more than five years old and need updating. The purpose of the 5 year housing land supply is to provide an indication of whether there are sufficient sites available to meet the housing requirement. It is therefore an important monitoring tool to ensure the Local Plan remains on track to deliver the housing requirement in Policy DS01.
- 9.10. Where the 5 year housing land supply is calculated against the housing requirement in Policy DS01, past shortfalls or over-supply in housing completions against the housing requirement will be calculated from the base date of the plan (2020), and taken into account when calculating the 5 year housing land

supply. If there is a shortfall it will be added to the housing requirement for the next 5 year period (the Sedgefield approach). If there is an over-supply it will be removed from the requirement over the remaining plan period (the Liverpool approach). This ensures a shortfall in housing completions against the housing requirement can be made-up quickly and any oversupply is spread over a longer period preventing significant short-term reductions in the requirement that could make delivering the housing requirement more challenging. This approach to the 5 year housing supply will be used to inform Development Management decisions and manage housing delivery over the plan period to ensure the housing requirement in Policy DS01 is met.

Partnership working and engagement

- 9.11. We know that the successful implementation of our Local Plan relies on working closely with a wide range of partners. We value our collaborations with developers, infrastructure providers, local communities, and other organisations. However, for many of our objectives we will be reliant on the actions of developers and other organisations, such as key infrastructure providers like the NHS.
- 9.12. Our Statement of Community Involvement explains more about how we approach consultation and engagement on planning matters. There are two statutory milestones of public consultation, known as Regulation 18 'Issues and Options', and Regulation 19 'Proposed Submission Draft'. Both consultations have been carefully planned to meet regulatory requirements and publicised to raise awareness and encourage participation from local residents, our Parishes, neighbouring authorities, infrastructure providers and the development industry. In addition to public consultations, advice and oversight in the preparation of this local plan has been provided throughout by a steering group of elected Ward Members, known as the Local Plan Advisory Panel.

Neighbourhood planning

- 9.13. Neighbourhood plans play a particularly important role alongside the Local Plan, supporting its implementation, and achieving community priorities. Our Neighbourhood Plans:
- Provide local insights by capturing the specific needs and desires of local communities, ensuring that development is tailored to fit the character and requirements of each area.

- Help direct at a more local scale where new homes, shops, and offices should be built and outline what new buildings should look like to complement existing townscapes and landscapes.
 - Can provide direction on need for provisions for improving local facilities, such as parks and community centres to enhance the quality of life for residents.
- 9.14. We are proud to have one of the highest numbers of Neighbourhood Plans in the country, demonstrating the strong commitment of our communities to actively participate in shaping their future. This grassroots involvement is essential to achieving the vision outlined in our Local Plan, fostering vibrant, inclusive, and sustainable communities that enhance the quality of life for everyone in the Harborough District.
- 9.15. If you are part of a group preparing neighbourhood plans and want to allocate housing sites, Appendix 4 identifies the housing target by neighbourhood areas. You can access more information and guidance here: [[Harborough District Council Neighbourhood Planning](#)]

Viability

- 9.16. It is important to ensure that the viability of our policies is a key focus for the local plan. We have looked closely at the viability of all our policies, especially those with significant impacts, as highlighted in the preceding chapters. Our comprehensive viability assessments have shown that these policies are not only realistic but also implementable. This includes ensuring our strategies for infrastructure, housing, and economic development will effectively support our vision for a sustainable and vibrant community.

Glossary

Affordable Housing: Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- **Social Rented Homes** – homes owned by local authorities or private registered providers for which rents are determined by the national rent regime (through which a formula rent is determined by the relative value and size of a property and relative local income levels). They are low-cost rented homes.
- **Affordable Rented Homes** – let by local authorities or private registered providers to households who are eligible for social housing. Affordable rents are set at no more than 80% of the local market rent (including service charges).
- **Rent-to-Buy** – homes offered, typically by Housing Associations, to working households at an intermediate rent which does not exceed 80% of the local market rent (including service charges) for a fixed period after which the household has the chance to buy the home.
- **Shared Ownership** – a form of low-cost market housing where residents own a share of their home, on which they typically pay a mortgage, with a registered provider owning the remainder, on which they pay a subsidised rent.
- **Discounted Market Sale** – a home which is sold at a discount of at least 20% below local market value to eligible households; with provisions in place to ensure that housing remains at a discount for future households (or the subsidy is recycled).

Area of Separation: Land where the potential risk of two or more settlements merging is at its greatest whether this is between settlements or settlements and nearby employment areas. The function of these areas is to ensure that development does not harmfully reduce the separation between settlements or between settlements and employment areas. Areas of Separation aim to preserve separate identities and prevent coalescence or merging of two areas.

Authority Monitoring Report (AMR): Document that assesses the extent to which the adopted Local Plan and any other relevant local legislative policies, are being successfully implemented.

Business Use: Office, light industrial, non-strategic (small scale) warehousing and distribution uses

Biodiversity: The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Biodiversity Net Gain (BNG): A way of creating and improving natural habitats. BNG makes sure development has a measurably positive impact ('net gain') on

biodiversity, compared to what was there before development. In England, BNG has become mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a Biodiversity Net Gain of not less than 10%. This means a development will result in more or a better-quality natural habitat than there was before development occurred.

Building Regulations: Statutory Instruments governing the standards required for buildings and structures.

Building Research Establishment Environmental Assessment Method (BREEAM): BREEAM was first published by the Building Research Establishment (BRE) and is now an established method of assessing, rating and certifying the sustainability of buildings. It assesses scientifically based criteria covering a range of issues in categories that evaluate energy and water use, health and wellbeing, pollution, transport, materials, waste, ecology and management processes. Buildings are rated and certified on a scale of: 'Pass', 'Good', 'Very Good', 'Excellent' and 'Outstanding'.

Community Facilities: Facilities that serve the community including hospitals and other health facilities, nurseries, schools and other education facilities, places of worship, cultural facilities such as museums, post offices, village shops, public houses and libraries.

Coalescence The merging or coming together of separate towns or villages to form a single entity.

Community Infrastructure Levy (CIL): A charge which aims to ensure that costs incurred in providing infrastructure to support the development of an area are partly met by landowners who have benefited from the increase in land value when planning permission is granted.

Conservation Area: Areas of special architectural or historic interest, designated under the Planning (Listed Buildings and Conservation Areas) Act 1990, whose character and appearance should be preserved or enhanced.

Contaminated Land: Defined under the Environmental Protection Act 1990 as any land which appears to the Local Authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that: (a) significant harm is being caused, or there is a significant possibility of such harm being caused; or (b) significant pollution of controlled waters is being caused, or there is a significant possibility of such pollution being caused. Contamination may occur through heavy metals; oils and tars; chemical substances; gases; asbestos; radioactive substances; or can also occur naturally as a result of the geology of the area, or through agricultural use.

Density: In the case of residential development, a measurement of the number of dwellings within a specific site/land. It is commonly expressed as dwellings per hectare; with net dwellings per hectare representing the density of the developable area only, thereby excluding land for infrastructure, open space, main roads, schools and community facilities.

Designated Heritage Asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Developer Contributions: A contribution, typically secured through a legal agreement or undertaking, made by a developer towards securing policy requirements, such as for affordable housing or local infrastructure such as public open space and public transport provision.

Development Plan: Defined in Section 38 of the Planning and Compulsory Purchase Act 2004 and includes adopted Local Plans, Neighbourhood Plans that have been made, and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood Plans that have been approved at referendum are also part of the development plan unless the Local Planning Authority decides that the Neighbourhood Plan should not be made.

District centre Will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

Flood Zones: Areas identified based on their probability for flooding by the Environment Agency.

Geodiversity: Incorporates all the variety of rocks, minerals and landforms and the processes which have formed these features throughout geological time.

Green / Wildlife Corridor: Areas of habitat connecting different wildlife populations and species.

Green and Blue Infrastructure (GBI): A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

Green Wedge: open areas around and between parts of settlements that maintain the distinction between the countryside and built up areas, preventing the coalescence (merging) of adjacent places. They can provide access from urban areas into green spaces as well as recreational opportunities.

Groundwater Source Protection Zones: Used to define areas close to drinking water sources where the risk associated with groundwater contamination is greatest. They are not statutory designations but do relate to distances and zones defined in legislation where certain activities are restricted.

Heritage Asset: A building, monument, site, place, area or landscape/townscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the Local Planning Authority (including local listing).

Historic Environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Landscape Character Assessment: An assessment which identifies different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.

Listed Building: A building of special architectural or historic interest. Listed buildings are graded I, II* or II, with Grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures within the curtilage of the Listed Building.

Local Centre: Include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. In rural areas, large villages may perform the role of a local centre.

Local Green Space: Local Green Space designation is a way to provide special protection against development of green areas that have particular importance to local communities.

Leicester Urban Area: The main settlement, in this case Leicester, which has the highest level of services, including retail, hospitals, employment and higher education.

Local Nature Recovery Strategy (LNRS): Local nature recovery strategies are a system of spatial strategies for nature and environmental improvement required by law under the Environment Act 2021. Each strategy must agree priorities for nature's recovery, map the most valuable existing areas for nature, map specific proposals for creating or improving habitats for nature, and wider environmental goals.

Local Nature Reserve: A publicly accessible area controlled and designated by a local authority as an area important for wildlife.

Local Transport Plan (LTP): Sets out Leicestershire County Council's local transport strategies and policies, and an implementation programme.

Local Wildlife Site (LWS): Identified and selected locally using robust, scientifically determined criteria and detailed ecological surveys.

Major Development: The government defines major development in terms of a planning application as 10 or more dwellings or the site having an area of 0.5 ha or more. For non-residential development, it means additional floorspace of 1,000 sqm or more, or a site area of 1 ha or more.

Main Town Centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and

recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Neighbourhood Plans or Neighbourhood Development Plans: Neighbourhood Development Plans, introduced in the Localism Act 2011, become part of the Development Plan and the policies contained within them are then used in the determination of planning applications. Plans are 'made' following an examination by a Planning Inspector and a referendum of the local community.

Non-strategic Storage and Distribution: Commercial buildings in B8 Class Storage and Distribution use (often referred to as warehouses) as defined by the Town and Country (Use Classes) Order 1987 (as amended) where the individual unit size is 9,000 sqm. gross floorspace or below.

Open Space: All space of public value, including public landscaped areas, playing fields, parks and play areas, including not just land but areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can act as a visual amenity and a haven for wildlife.

Passive design: Relies on using natural light and warmth from the sun to warm and light a building. In general, the building would not require a heating or cooling system.

Passivhaus: The heating requirement in a Passivhaus is reduced to the point where a traditional heating system is no longer considered essential. Cooling is also minimised by the same principles and through the use of shading and in some cases via the pre-cooling of the supply air.

Permitted Development Rights: Where the need for planning permission is removed, subject to local authority conditions and the terms set out in the Town and Country Planning Act, 1990.

Pitch: Area of land on a Gypsy and Traveller caravan site developed for a single family (a group of related people who live and/or travel together – assumed to be the basic unit when assessing accommodation requirements). A single pitch will often need to contain more than one caravan.

Planning Condition: Conditions can enhance the quality of development and enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission.

Policies Map: A map on an Ordnance Survey map base, which shows the geographical application of development plan policies including explanations of symbols used.

Priority Habitats and Species: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Proposed Submission Regulation 19 Local Plan: Regulation 19 of the Town and Country Planning (Local Planning) Regulations 2012 requires the publication of the Proposed Submission Local Plan for a statutory minimum 6-week period to allow comments and representations to be received prior to submission for independent examination.

Renewable Energy: Energy that is derived from a source that does not run out. These include solar, wind, wave, hydro and biomass.

Registered Provider: A provider of low-cost market housing for rent or sale which is accessible to people on low incomes and below the minimum cost of local market housing. Typically, these are Housing Associations and Councils.

Regulation 18 Local Plan and Consultation: Regulation 18 of the Town and Country Planning (Local Planning) Regulation 2012 requires that various bodies and stakeholders be notified that the council is preparing a plan. It invites them to comment about what the plan ought to contain. The Regulation 18 consultation marks the start of a statutory 6-week minimum engagement period and represents the scoping stage to decide what should be included in the Local Plan.

Riparian Zone: A set area from the bank top of the watercourse, which is the point where there is a break in slope between the river channel and the surrounding land.

Scheduled Monument: Nationally important monuments, usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Section 106 Agreement: A legal agreement under section 106 of the 1990 Town and Country Planning Act between a planning authority and a developer, or undertakings offered unilaterally by a developer, to ensure that certain extra works related to a development are undertaken.

Self-build and custom-build housing: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the [Self-build and Custom Housebuilding Act 2015](#) (as amended), is contained in section 1(A1) and (A2) of that Act.

Significance (for heritage): The value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Site of Special Scientific Interest (SSSI): A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act, 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiological features (plants, animals, and natural features relating to the earth's structure).

Specialist housing for older people: Forms of sheltered or extra care accommodation where the occupiers receive care and assistance of some kind but live in self-contained dwellings and have a degree of independence. It is included in the C3 Use Class – 'dwelling houses', rather than Use Class C2 – 'residential institutions', although some accommodation within C2 can be provided as part of the same development. On-site communal facilities may be provided, and properties can be rented, owned or part owned/rented.

Specialist/supported housing for other needs groups: Where the occupiers receive care and assistance and support that allows for/encourages independent living in self-contained dwellings/ homes generally included in C3 use class – dwelling houses although some provision in residential/block schemes can be provided within C2 class with communal facilities and in-house support. Properties can be rented, owned or part owned/rented.

Strategic Environmental Assessment (SEA): A process which requires the identification and evaluation of the impacts a plan is likely to have on the environment and by which environmental considerations are required to be fully integrated into the preparation of certain plans.

Strategic Storage and Distribution: Commercial buildings in B8 Class Storage and Distribution use (often referred to as warehouses) as defined by the Town and Country (Use Classes) Order 1987 (as amended) where the individual unit size is over 9,000 square metres (approximately 100,000 square foot), this being a standard recognised definition within the commercial property sector.

Statement of Community involvement (SCI): Document setting out when, with whom, and how consultation will be undertaken on Local Development Documents.

Sustainability Appraisal (SA): A process by which the economic, social and significant environmental impacts of a project, strategy or plan are assessed. The aim of the appraisal process is to avoid or mitigate significant adverse impacts.

Sustainable Drainage Systems (SuDS): Designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. They provide opportunities to: reduce the causes and impacts of flooding; remove pollutants from urban run-off at source; and combine water management with green space with associated benefits for amenity, recreation and wildlife.

Town Centre: Usually, the second level of centres after city centres and, in many cases, they will be the principal centre in a local authority's area. In rural areas they are likely to be market towns and other centres of similar size and role which function as important service centres, providing a range of facilities and service for extensive rural catchment areas.

Travel Plan or Green Travel plan: A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single-occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel plans can be required when granting planning permission for new developments.

Urban Fringe: The transitional area between urban areas and the countryside. It can provide a valuable resource for the provision of sport and recreation, particularly in situations where there is an absence of land within urban areas to meet such provision.

Use Classes Order: The Town and Country Planning (Use Classes Order), 1987, as amended, specifies various classes of use for buildings or land. The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) identifies some permitted development rights allowing the change of use from one class to another, subject to conditions, limitations and/or a prior approval process.

Water Framework Directive: Directs that development and agriculture operations should not impact upon water quality in rivers, streams and lakes. Where possible quality should be improved by controlling run-off.

Water Stress: Occurs when demand for drinking water is high, or projected to grow significantly, and the amount of rainfall is insufficient to meet demand.

Windfall Development Sites: Sites that are developed during the plan period which have not been specifically identified in the development plan.

Appendices

Appendix 1 List of Policies Replaced by this Local Plan

This Local Plan will, on adoption, replace the following Harborough Local Plan (2019) Policies:

SS1 The Spatial Strategy
GD1 Achieving Sustainable Development
GD2 Settlement Development
GD3 Development in the Countryside
GD4 New Housing in the Countryside
GD5 Landscape Character
GD6 Areas of Separation
GD7 Green Wedges
GD8 Good Design in Development
GD9 Minerals Safeguarding Areas
H1 Provision of New Housing
H2 Affordable Housing
H3 Rural Exception Sites
H4 Specialist Housing
H5 Housing Density, Mix and Standards
H6 Gypsy, Traveller and Travelling Showpeople Accommodation
BE1 Provision of New Business Development
BE2 Strategic Distribution
BE3 Existing Employment Areas
BE4 Bruntingthorpe Proving Ground
BE5 Leicester Airport, Stoughton
RT1 Provision of New Retail Uses
RT2 Town and Local Centres
RT3 Shop Fronts and Advertisements
RT4 Tourism and Leisure
HC1 Built Heritage
HC2 Community Facilities
HC3 Public Houses, Post Offices and Village Shops
GI1 Green Infrastructure Networks
GI2 Open Space, Sport and Recreation
GI3 Cemeteries
GI4 Local Green Space
GI5 Biodiversity and Geodiversity
CC1 Mitigating Climate Change
CC2 Renewable Energy Generation
CC3 Managing Flood Risk
CC4 Sustainable Drainage
IN1 Infrastructure Provision
IN2 Sustainable Transport
IN3 Electronic Connectivity
IN4 Water Resources and Services
IMR1 Monitoring and Review of the Local Plan

SC1 Scraftoft North Strategic Development Area
MH1 Overstone Park
MH2 East of Blackberry Grange
MH3 Burnmill Farm
MH4 Land at Airfield Farm
MH5 Airfield Business Park
MH6 Compass Point Business Park
L1 East of Lutterworth Strategic Development Area
L2 Land south of Lutterworth Road/Coventry Road
F1 Land off Arnesby Road
F2 Land off Marlborough Drive
K1 Land South and West of Priory Business Park

Appendix 2 Evidence Base

Section/Policy	Key Related Evidence
General	Sustainability Appraisal, 2025 Habitat Regulations Assessment, 2025 Harborough Local Plan Viability Assessment, 2025 Harborough Infrastructure Delivery Plan, 2025 Health Impact Assessment, 2025 Equalities Impact Assessment, 2025
Chapter 3 Overall Development Strategy	
Policy DS01 Development Strategy: Delivering Homes	Leicester & Leicestershire Housing & Economic Needs Assessment, 2022 Harborough Local Housing and Employment Land Evidence, 2024 Leicester & Leicestershire Housing & Economic Needs Assessment, 2022 Development Strategy, 2025 Site Assessment Methodology, 2025.
Policy DS02 Development Strategy: Creating Jobs and Diversifying the Economy	Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change Study (amended March 2022) Leicester & Leicestershire Housing & Economic Needs Assessment, 2022 Harborough Local Housing and Employment Land Evidence, 2024 Harborough Strategic B8 Needs Sensitivity Report, 2024. Harborough Retail Town Centres Study, 2025
Policy DS03 Development Strategy: Tackling Climate Change and Enhancing the Natural Environment	Leicestershire Local Transport Plan (LTP) 4, 2024 Joint Water Cycle Scoping Study, 2024 Harborough Green and Blue Infrastructure Study, 2024.
Policy DS04 Development Strategy: Retaining and Celebrating our Heritage and Rural Character	Harborough Areas of Separation Study, 2024 Harborough Green Wedge Study, 2024 Heritage Analysis, 2024.
Policy DS05 Development Strategy: Supporting Strategic Infrastructure	Harborough Infrastructure Delivery Plan, 2025.
Chapter 4: Key Development Sites	
Policy SA01: Site Allocations, Policy SA02, Land South of Gartree Road	Harborough Strategic Housing and Economic Land Availability Assessment, 2024

Section/Policy	Key Related Evidence
Strategic Development Area, Policy SA03: North of Market Harborough	<p>Development Strategy, 2025 Site Assessment Methodology, 2025 Study, 2024 Harborough Infrastructure Delivery Plan, 2025 Strategic Transport Impact Assessment, 2025</p> <p>Harborough Green Wedge Study, 2024 Harborough Areas of Separation Study, 2024 Harborough Green and Blue Infrastructure Study, 2024 Harborough Strategic Flood Risk Assessment-Level 2, 2024.</p>
Chapter 5: Strategic Policies for Housing	
Policy HN01 Housing Need: Affordable Homes	<p>Leicester & Leicestershire Housing & Economic Needs Assessment, 2022 Harborough Local Housing and Employment Land Evidence, 2024 Harborough Local Plan Viability Assessment, 2025.</p>
Policy HN02 Housing Need: Mix of New Homes	<p>Leicester & Leicestershire Housing & Economic Needs Assessment, 2022 Harborough Local Housing and Employment Land Evidence, 2024 Harborough Local Plan Viability Assessment, 2025.</p>
Policy HN03 Housing Need: Housing Type and Density	<p>Leicester & Leicestershire Housing & Economic Needs Assessment, 2022 Harborough Local Housing and Employment Land Evidence, 2024.</p>
Policy HN04 Housing Need: Supported and Specialist Housing	<p>Leicester & Leicestershire Housing & Economic Needs Assessment, 2022 Harborough Local Housing and Employment Land Evidence, 2024 Harborough Local Plan Viability Assessment, 2025.</p>
Policy HN05 Housing Need: Self and Custom Build Housing	Harborough Self-Build and Custom Housebuilding Register.
Policy HN06 Housing Need: Gypsy and Traveller and Travelling Showpeople Accommodation	Harborough District Council Gypsy and Traveller Accommodation Assessment, 2024

Section/Policy	Key Related Evidence
	Harborough District Council Gypsy and Traveller and Travelling Showpeople Site Assessment Study, 2024.
Chapter 6: Directing Development to the Right Place	
Policy AP01: Development in Settlements	Settlement Hierarchy Study, 2025 Made Neighbourhood Plans Harborough Green Wedge Study, 2024 Harborough Areas of Separation Study, 2024.
Policy AP02: Development in Town, District and Local Centres	Harborough Retail Town Centres Study, 2025
Policy AP03: Development in the Countryside (Residential)	Harborough Green Wedge Study, 2024 Harborough Areas of Separation Study, 2024.
Policy AP04: Development in the Countryside (Commercial/ Non-Residential)	Harborough Green Wedge Study, 2024 Harborough Areas of Separation Study, 2024.
Policy AP05: Locating Renewable and Low-Carbon Energy Development	Harborough Renewable Energy Assessment, 2024 Harborough Renewable Energy. Landscape Sensitivity Assessment, 2024.
Chapter 7: Development Standards	
Policy DM01: High Quality Inclusive Design	
Policy DM02: Amenity and Wellbeing	Health Impact Assessment in spatial planning, October 2020.
Policy DM03: Heritage Asset Conservation and Design Standards	Heritage Assessment
Policy DM04 : Landscape Character and Sensitivity	Harborough Landscape Character Assessment, 2024 Harborough Landscape Sensitivity Study, 2024
Policy DM05: Green and Blue Infrastructure and Open Space	Harborough Open Spaces Strategy, 2021 Harborough Provision for Open Space Sport and Recreation – Delivery Plan, 2021 Harborough Green and Blue Infrastructure Strategy, 2024.
Policy DM06: Transport and accessibility	Joint Transport Evidence Study (South East Leicestershire, 2024 Strategic Transport Impact Assessment, 2025.
Policy DM07: Managing Flood Risk	Harborough Strategic Flood Risk Assessment-Level 1, 2024 Harborough Strategic Flood Risk Assessment-Level 2, 2024.

Section/Policy	Key Related Evidence
Policy DM08: Sustainable Drainage	Harborough Strategic Flood Risk Assessment- Level 1, 2024 Harborough Strategic Flood Risk Assessment- Level 2, 2024.
Policy DM09: Sustainable Construction and Climate Resilience	Leicestershire Climate Change Strategy Harborough Climate Change Action Plan Harborough Climate Change Risk Assessment, 2024.
Policy DM10: Biodiversity and Geodiversity Protection and Enhancement	Harborough Green and Blue Infrastructure Study, 2024 Draft Leicestershire, Leicester and Rutland Local Nature Recovery Strategy, 2025.
Policy DM11: Managing Impacts on Land and Water Quality	Joint Water Cycle Scoping Study, 2024.
Policy DM12: Protection and Enhancement of Community Facilities	
Policy DM13: Existing Business Uses – Retention and Redevelopment	Harborough Local Housing and Employment Land Evidence, 2024.
Policy DM14: Shopfront Design	
Policy DM15: Outdoor Advertising and Signage Design	
Policy DM16: Telecommunications Infrastructure	

Appendix 3 Monitoring Framework

Objective	Related Policies	Key Indicators
<p>Delivering Homes: Deliver the housing needed: Provide housing that addresses specific needs of different communities and age groups.</p>	<p>Policy DS01 Development Strategy: Delivering Homes Policy SA01: Site Allocations Policy SA01: Site Allocation Schedule Policy SA02: Land South of Gartree Road Strategic Development Area Policy HN01 Housing Need: Affordable Homes Policy HN02 Housing Need: Mix of New Homes Policy HN03 Housing Need: Housing Type and Density Policy HN04 Housing Need: Supported and Specialist Housing Policy HN05 Housing Need: Self and Custom Build Housing Policy HN06 Housing Need: Gypsy and Traveller and Travelling Showpeople Accommodation Policy AP01 Development in Settlements Policy AP03 Development in the Countryside (Residential) Policy DM02: Amenity and Wellbeing.</p>	<ul style="list-style-type: none"> • Net additional dwellings permitted and completed. • Number of affordable homes permitted and completed. • Number of specialist housing dwellings for older people (Use Class C2) completed. • Number of Gypsy and Traveller residential pitches delivered. • Number of Travelling Showpeople plots delivered. • Number of Self-build plots permitted and completed. • Rolling percentage new homes completed, measured against last 3 years of rolling housing requirement (Housing Delivery Test result). • 5 Year Housing Land Supply – The 5 Year Housing Land Supply will be calculated as set out in paragraph 9.9 – 9.10 of the Local Plan. Once published the latest 5 year housing land supply will inform Development Management decisions on housing applications. This will ensure the District remains on track to deliver the housing requirement in Policy DS01 over the plan period. • Decisions contrary to adopted policy.
<p>Creating Jobs and Diversifying the Economy: Create opportunities for establishing or expanding businesses to foster job creation and economic growth.</p>	<p>Policy DS02 Development Strategy: Creating Jobs and Diversifying the Economy Policy SA01: Site Allocations Policy SA01: Site Allocation Schedule Policy SA02: Land South of Gartree Road Strategic Development Area Policy AP01 Development in Settlements Policy AP02 Development in Town, District and Local Centres Policy AP04 Development in the Countryside (Commercial/ Non-Residential)</p>	<ul style="list-style-type: none"> • Net additional employment floor space permitted and completed. • Loss of B2, B8, or E(g)(ii) class floorspace permitted and completed. • Development permitted and completed in the countryside for uses specified in Policy AP04, clauses 1a-i. • Net loss of retail floorspace in Market Harborough Primary Shopping Area (Policy AP02).

Objective	Related Policies	Key Indicators
	Policy DM13: Existing Business Uses – Retention and Redevelopment	<ul style="list-style-type: none"> • Policy omissions.
<p>Tackling Climate Change and Enhancing the Natural Environment: Improve environmental quality by reducing pollution, protecting biodiversity, and creating green infrastructure, while also reducing carbon emissions and implementing climate adaptation strategies.</p>	<p>Policy DS03 Development Strategy: Tackling Climate Change and Enhancing the Natural Environment Policy DM01: High Quality Inclusive Design Policy DM02: Amenity and Wellbeing Policy DM03: Heritage Asset Conservation and Design Standards Policy DM06: Transport and Accessibility Policy DM07: Managing Flood Risk Policy DM08: Sustainable Drainage Policy DM09: Sustainable Construction and Climate Resilience Policy DM10: Biodiversity and Geodiversity Protection and Enhancement Policy DM11: Managing Impacts on Land and Water Quality.</p>	<ul style="list-style-type: none"> • Air quality – latest Air Quality Management Area (AQMA) readings and year on year trends. • Net gain in biodiversity as per Department for Environment, Food & Rural Affairs (DEFRA) metric. • Number of major planning completions accompanied by a Health Impact Assessment (HIA). • BNG offsetting - developer contributions. • Number of planning permissions leading to loss of Green Wedge Land. • Reduction in carbon emissions. • Number of developments incorporating renewable energy. • Decisions made contrary to adopted policy.
<p>Retaining and Celebrating our Heritage and Rural Character: Thoughtfully accommodating development to retain and enhance the rural landscape and our built heritage.</p>	<p>Policy DS04 Development Strategy: Retaining and Celebrating our Heritage and Rural Character Policy AP01 Development in Settlements Policy DM01: High Quality Inclusive Design Policy DM03: Heritage Asset Conservation and Design Standards Policy DM04: Landscape Character and Sensitivity Policy DM14: Shopfront Design Policy DM15: Outdoor Advertising and Signage Design.</p>	<ul style="list-style-type: none"> • Area of Green Wedges designated. • Area of Areas of Separation. • Number of additions to Local List of Non-Designated Heritage Assets (NDHAs). • Decisions made contrary to adopted policy.

Objective	Related Policies	Key Indicators
<p>Enabling Supporting Infrastructure: Work with partners to support environmentally friendly travel and healthier communities by improving sustainable transport networks, expanding access to open spaces, and expanding and enhancing community facilities.</p>	<p>Policy DS05 Development Strategy: Enabling Supporting Infrastructure Policy SA01: Site Allocations Policy SA02: Development Considerations for Land South of Gartree Road Strategic Area Development Policy AP05 Locating Renewable and Low-Carbon Energy Development Policy DM06: Transport and Accessibility Policy DM12: Protection and Enhancement of Community Facilities Policy DM16: Telecommunications Infrastructure.</p>	<ul style="list-style-type: none"> • Infrastructure delivery in line with the latest version of the IDP (Infrastructure Delivery Plan). • Annual total of Section 106 financial contributions received. • Annual total of developer contributions received towards community infrastructure. • Community projects supported by funds from Section 106 developer contributions. • Gains and losses to Open Space Areas or Playing Pitches. • Telecommunications development permitted and completed. • Number of healthcare facilities permitted and completed (improved or established). • Decisions contrary to adopted policy.

Appendix 4 Local Green Space Designations

	LP ref	Location	OS number	Item
1	DM05a	Allextton	LGS/AII/1	Village Green, Allextton
2	DM05b	Arnesby	LGS/ARN/10	Paddock, Stoneyleigh, Arnesby
3	DM05c	Billesdon	LGS/Bil/2	Old Clay Pits Woodland, Billesdon
4	DM05d	Billesdon	LGS/Bil/3	Muddy Lane, Billesdon
5	DM05e	Billesdon	LGS/Bil/1	Billesdon Brook, Billesdon
6	DM05f	Burton Overy	LGS/BO/7	Old Heather Garden, Burton Overy
7	DM05g	Burton Overy	LGS/BO/6	Traffic Island bearing the village sign, Burton Overy
8	DM05h	Burton Overy	LGS/BO/3	Main Street Spinney, Burton Overy
9	DM05i	Burton Overy	LGS/BO/2	Pasture land east of Scotland Lane, Burton Overy
10	DM05j	Burton Overy	LGS/BO/1	Main Street Pasture, Burton Overy
11	DM05k	Bushby	LGS/THUR/8	Dismantled Railway Line Dalby Avenue, Bushby
12	DM05l	Claybrooke Parva	LGS/CLAPA/3	Church Field Ullesthorpe Road, Claybrooke Parva
13	DM05m	Dunton Bassett	LGS/DB/c	Wild area next to Leics Round Footpath, Dunton Bassett
14	DM05n	Fleckney	LGS/FLECK/2	Amenity Area, Priest Meadow Estate, Fleckney
15	DM05r	Great Glen	LGS/GRTG/1	Post Office Green, Great Glen
16	DM05s	Great Glen	LGS/GRTG/2	Grassed Area Outside Chemist, Great Glen
17	DM05t	Keyham	LGS/KEY/1a	Snows Lane - Sunken Lane, Keyham
18	GI4u	Keyham	LGS/KEY/2	Miles Piece, Keyham
19	DM05v	Kings Norton	LGS/KIN/2	Land Adjacent to Grange Farm, Kings Norton
20	DM05w	Laughton	LGS/LAUG/1	Village Hall Green/Paddock, Laughton
21	DM05x	Lutterworth	LGS/LUTT/3	Rye Hills, Lutterworth
22	DM05y	Lutterworth	LGS/LUTT/8	Memorial Gardens, Lutterworth

	LP ref	Location	OS number	Item
23	DM05z	Lutterworth	LGS/LUTT/5	River Swift Floodplain, Lutterworth
24	DM05aa	Medbourne	LGS/MED/6a	Tow Path and Gardens, Medbourne
25	DM05bb	Medbourne	LGS/MED/8	Springbank, Medbourne
26	DM05cc	Medbourne	LGS/MED/6b	Tow Path and Gardens, Medbourne
27	DM05dd	North Kilworth	LGS/NK/3	The Village Green, North Kilworth
28	DM05ee	North Kilworth	LGS/NK/4	The Stoney, North Kilworth
29	DM05ff	Scraptoft	LGS/SCRAP/5	Stocks Road, Scraptoft
30	DM05gg	Smeeton Westerby	LGS/SMEW/4	Traffic Island, Smeeton Westerby
31	DM05hh	Stoughton	LGS/STO/1	Paddock opp Church Land, Stoughton
32	DM0 ii	Stoughton	LGS/STO/2	Natural recreation area, Stoughton
33	DM05jj	Swinford	LGS/SWIN/1	Glebe Land behind Play Area, Swinford
34	DM05kk	Theddingworth	LGS/THEDD/3	Jubilee Area, Theddingworth
35	DM05ll	Thurnby	LGS/THUR/4	Embankments on Station Road, Thurnby
36	DM05m m	Thurnby	LGS/THUR/1	Greens on front of Rose and Crown, Thurnby

Appendix 5 Housing trajectory 2020-2041 (as at 31 March 2023)

	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
Plan period years remaining	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
Completions	1,010	1,026	929																			2,965
Commitments at 01.04.2023 - includes sites with Planning Permission and Neighbourhood Plan Allocations:																						
Commitments*				765	599	485	481	454	229	149	114	216	190	190	190	190	150	150	150	150	150	5,002
Windfall Allowance												45	45	45	45	45	45	45	45	45	45	450
Total Commitments and Windfall Allowance				765	599	485	481	454	229	149	114	261	235	235	235	235	195	195	195	195	195	5,452
Total Completions, Commitments and Windfall Allowance	1010	1026	929	765	599	485	481	454	229	149	114	261	235	235	235	235	195	195	195	195	195	8,417
New Local Plan Allocations:																						
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 (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 Leicester Grammar School (GREAT GLEN)											40	80	80	80	80	40						400
K1: Land west of Warwick Road (KIBWORTH)											40	80	80	80	80	80	35					475
B1: Land at Gaulby Road (BILLESDON)									20	20	8											48
B2: Billesdon Depot south of Gaulby Road (BILLESDON)									5	5												10

B3: Former Lorry Park Gaulby Road (BILLESDON)									5												5	
GB1: Land north of Dingley Road (GREAT BOWDEN)								5	10												15	
GB2: Land off Dingley Road and Nether Green (GREAT BOWDEN)								25	25	25	10										85	
HH1: Land north of Uppingham Road (HOUGHTON ON THE HILL)								25	25	25	5										80	
HH2: Land north of Stretton Lane (HOUGHTON ON THE HILL)								12	12												24	
HB1: Land east of Welford Road (HUSBANDS BOSWORTH)									50	50	5										105	
U1: Land south of Ashby Road (ULLESTHORPE)								15	15												30	
U2: Land north of Ashby Road (ULLESTHORPE)								25	25												50	
Small villages requirement							23	23	23	23	23	23	23	23	23	23	23	23	23	23	350 (rounded)	
Total Allocations	0	0	0	0	0	0	63	73	405	465	526	538	493	633	633	603	473	433	433	393	253	6,422 (rounded)
Projected Annual Total	101	102	929	765	599	485	544	527	634	614	640	799	728	868	868	838	668	628	628	588	448	14,839 (rounded)
Annual Requirement	657	657	657	657	657	657	657	657	657	657	657	657	657	657	657	657	534	534	534	534	534	13,182

*Commitments figure includes 1,500 homes on Lutterworth East.

Appendix 6 Masterplanning Requirements

The preparation of masterplans by developers must involve the active participation and input of all relevant stakeholders, including the council, landowners, developers, the local community, service providers and other interested parties. The developer should agree on the scope and form of masterplans, including consultation arrangements with the council at the pre-application stage. The exact methodology for preparing the masterplan and its relationship with the development management process will be agreed between the developer and the council at the pre-application stage. Where appropriate masterplans may be adopted as Supplementary Planning Documents.

Masterplans will be expected (proportionate to the scale of development) to:

1. Set out a strong vision and clear objectives to create sustainable and successful places, ensuring the proposed development makes a positive contribution to local character and distinctiveness;
2. Identify and respond to constraints and opportunities including ecology, heritage, and flood risk;
3. Set out a spatial framework and indicative layout with key parameters including the quantum of development;
4. Set out a design approach which:
 - Demonstrates high standards of urban design and architecture for all uses through submission of a Design Code(s) as part of the masterplan
 - respects the character of the landscape and heritage of the site and adjacent and nearby settlements and built development to create a distinctive place which incorporates landmark features or points of focus, such as public squares, pocket parks, prominent buildings, street trees and public art;
 - makes effective use of the site through the application of appropriate densities in terms of scale, height and massing, and appropriately consider the relationship to adjoining buildings and landscape;
 - incorporate a multifunctional green and blue infrastructure network, linking to adjacent and existing networks and utilising existing and potential habitats, maximising opportunities for biodiversity enhancement reflecting the latest Harborough District Green and Blue Infrastructure Study published by the council and other best practice guidance;

- creates a network of permeable and interconnected streets and public spaces;
 - addresses climate change adaptation and mitigation including carbon reduction, energy efficiency and flood risk;
 - deliver an integrated development, providing for a mix of housing that addresses the range of local housing needs, and encourages community cohesion; and
 - integrates community and other uses in accessible locations to serve different neighbourhoods.
5. Clearly demonstrate how the physical and visual separation between settlements will be protected to maintain their identity and character and where required, propose appropriate boundary treatments that reflects the urban to rural transition;
 6. Set out a transport and movement strategy which prioritises sustainable active modes of travel, including through provision for public transport, cycle routes, footpaths and bridleways, creating a network of permeable and interconnected streets and public realm, and increase connectivity to existing settlements and between adjoining sites;
 7. Include measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;
 8. Provide for timely delivery of physical infrastructure including transport, utility connections and fibre optic broadband;
 9. Provide for the appropriate and timely provision of community facilities to serve the new development (e.g. local shops, community halls, schools and healthcare facilities);
 10. Respond positively to the opportunities for integrating infrastructure provision between adjoining sites, including in respect of site access arrangements, other highways and transport requirements and landscaping and other green infrastructure;
 11. Include a strategy for domestic waste;
 12. Include a phasing and implementation plan; and
 13. Include proposals for future place management including community management models where appropriate;