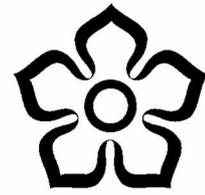


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Our ref: LCC/ PP  
Date: 29 April 2025



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Dear David,

Thank you for providing us the opportunity to respond to Harborough's Regulation 19 (submission) Local Plan consultation. The city council reiterates its commitment to working jointly with Harborough District Council and acknowledges that the most effective way of strategic planning in Leicestershire is through ensuring that all partners have up to date local plans.

**Housing**

We are pleased to see the commitment to addressing our unmet need as apportioned in June 2022 Statement of Common Ground between L&L authorities to 2036 in the Plan period.

Also we note that the stepped housing requirement proposed in the plan with a requirement of 534 dpa from 2036-2041 only proposes the housing need based on the standard method and does not include any more than that to address any unmet need within the Housing Market Area. The NPPF is clear that plans should include a requirement to address any unmet need in surrounding areas. Whilst unmet need from Leicester is not yet evidentially identified in detail beyond 2036, the approved Strategic Growth Plan includes the estimated figure of 550 dpa as our potential supply which would follow the implementation of our emerging Local Plan with an end date of 2036 (once confirmed) which exhausts the last remaining substantial strategic sites in the city. This should be considered the starting point for city unmet need in relation to the new housing requirement based on the revised standard method when we review the plan. We intend to formally declare this position on adoption of our Plan to inform our immediate review.

The ongoing pressure of future unmet need is therefore clear and the City Council considers the Harborough Plan should make appropriate ongoing provision for this to minimise the need for an early review of the Plan.

To address this issue of potential soundness we would expect inclusion and identification of an appropriate buffer to address any unmet need arising within the

HMA instead of only planning for the standard method housing figure for Harborough for the latter years of the Plan period.

We note that the housing supply shows there will be supply higher than the housing requirement. We note the trajectory at the end of the document, but request a reference / link to the trajectory and confirmation in this section of how the supply and projected delivery relates to the annual requirement up to and beyond 2036 and how any buffer would relate to the stepped requirement. If the supply identified from 2036/37 onwards is sufficient to contribute (apportioned as per the SoCG) towards the unmet need above (as well as meet PPG expectations in terms of an appropriate buffer) then this should address the potential soundness concern identified above.

With regard to the Monitoring section, we are not satisfied by the commitment to review the plan due to unmet need issues as included within this section. Monitoring of the plan is based on specific targets identified by the council which are rightly included in clause 1 of Policy IM01. This clause includes reference to delivery and effectiveness of policies proposed in the plan. We feel the development strategy suggesting the stepped requirement after post 2036 including only Harborough's housing need without addressing any unmet need is not sound as it is, and therefore suggesting monitoring of this policy without proposing a trigger earlier in the plan is neither effective nor sound.

We would like to see a dedicated strategic trigger policy earlier in the plan outlining detailed circumstances as to when a partial or full review of the plan will be triggered. We feel having this section as part of the monitoring framework policy is not sound, effective or justified.

Also, clause 2b and the reasoned justification in paragraph 9.5 is not justified or sound as any plan within the HMA will struggle to reach publication (Reg 19) stage without the agreement or the commitment by partners through trigger policies in adopted / upcoming plans to address the unmet needs. Therefore, we feel this clause / para 9.5 is not helpful as a matter of commitment to address any unmet needs issues within the housing market area.

### **Gypsy and Travellers.**

The need for gypsy and traveller and travelling showpeople accommodation in Harborough has been assessed in Harborough Council's GTAA 2024. Policy HN06 addresses the need for Gypsy and Traveller pitches and Travelling Showpeople's plots from households that met the planning definition as set out in the 2023 Planning Policy for Traveller Sites (PPTS). It also addresses a portion of need for pitches and plots arising from "undetermined" households that could meet the definition of a Traveller over the Plan period.

Paragraph 6.34 states that *"Only the need from those households who met the 2023 Planning Policy for Traveller Sites should be formally considered as need arising from the GTAA"*.

However, the Reg 19 submission plan is silent on how the council proposes to address the accommodation needs of Gypsy and Travellers and Travelling Showpeople who "do not" meet the 2023 planning definition but may still require culturally appropriate accommodation. This is a requirement of paragraph 63 of the NPPF.

Harborough's GTAA 2024 study (paragraphs 1.10-1.11) sets out how this matter should be addressed in the Local Plan (see extract below):

*Paragraph 1.10*

In general terms, the need for those households who do not meet the 2023 PPTS planning definition will need to be addressed as part of general housing need and through separate Local Plan Policies. This approach is specifically referenced in Paragraph 63 in the National Planning Policy Framework (2023).

*Paragraph 1.11*

*Paragraph 61 of the NPPF sets out that in determining the minimum number of homes needed, strategic plans should be based upon a local housing need assessment conducted using the standard method in national planning guidance. Paragraph 63 then states that [emphasis added] ‘Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing; families with children; older people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; **travellers**; people who rent their homes and people wishing to commission or build their own homes’. The footnote to this section states that ‘Planning Policy for Traveller Sites sets out how travellers’ housing needs should be assessed for those covered by the definition in Annex 1 of that document.’*

Harborough’s GTAA 2024 states in paragraph 8.18 that the level of need for pitches for gypsy and traveller households that do not meet the 2023 PPTS planning definition is 17 pitches between 2024 and 2041. Figure 12 of the 2024 GTAA breaks down the various need for gypsy and traveller households by 5-year periods and Local Plan policy type. This includes the level of need for gypsy and travellers that do not meet the Planning definition. It shows that there is a need for 13 pitches from gypsy and traveller households that did not meet the planning definition in the next 5 years between 24-28. Between 29-33 there is a need for a further 3 pitches, taking the total to 16 pitches. The recommendation in the GTAA is that the Council addresses this need through housing policies in the Local Plan.

In respect, of the need for Travelling Showpeople accommodation the same issue is addressed in Paragraph 8.26 of the GTAA 2024 Study. This states that:

*Paragraph 8.26*

*5 year need and future need for households that did not meet the planning definition will need to be met through other Local Plan Housing Policies as required by Paragraph 63 of the NPPF.*

Figure 13 of the 2024 GTAA breaks down the various need for Travelling Showpeople households by 5-year periods and Local Plan policy type. This includes the level of need for travelling showpeople that do not meet the Planning definition. It shows that there is a need for 5 plots from gypsy and traveller households that did not meet the planning definition in the next 5 years between 24-28. Between 34-38 a further 2 plots and an additional 1 plot between 39-31 taking the total to 8 plots. The recommendation is that the council addresses this need through housing policies in the Local Plan.

As drafted Harborough’s Reg 19 Submission Local Plan does not meet the requirement of paragraph 63 of the NPPF. This is because it does not set out how the accommodation needs of gypsy and traveller or travelling showpeople that “did not” meet the planning definition will be addressed in the Plan. Modifications are necessary to satisfactorily rectify this issue.

Criterion 6 of Policy HN06 (Housing Need: Gypsy and Traveller and Travelling Showpeople Accommodation) and paragraph 6.36 states that:

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.*

*Paragraph 6.36*

*Furthermore we, will continue to impose planning conditions to sites granted planning permission for gypsy and Traveller or Travelling Showpeople set out in national policy.*

Harborough Council should reconsider whether the above text is appropriate and how such a condition would work in practice. The proposal to add a condition that would restrict occupancy of new gypsy and traveller or travelling showpeople sites to those who meet the planning definition of a Gypsy and Traveller or Travelling Showperson as set out in national policy may prejudice some people. For instance, this could mean that who identify as Gypsy and Traveller or Travelling Showperson but do not meet the “planning definition” set out in the PPTS could not access culturally appropriate accommodation.

### **Employment**

We welcome that Harborough District Council will be meeting their employment needs. However we have some concerns around office provision within the district particularly where sites are located close to Leicester. Uses such as new offices should be located in the most sustainable locations which are easily accessible by a range of public transport offers. The emerging city of Leicester Local Plan which is currently at post examination stage as well as the Strategic Growth Plan both acknowledge that to protect the viability and vitality of the city centre new office development will be required to achieve this goal.

As currently written, Policy DS02 2a currently gives potential for a considerable amount of office development that has potential to be detrimental/in direct competition to the City Centre’s office provision. This would be contrary to the recommendation of The Harborough Local Housing and Employment Land Evidence, in table 10.4, which recommends an overall office need of 6.8ha.

To avoid this we suggest that criteria 2a, of Policy DS02 is restricted to 1000sqm of offices.

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, **where no more than 1000sqm of offices should be permitted;**

Regarding specific draft allocations within the plan, we have the following comments:

-

### **Policy SA02: Land South of Gartree Road Strategic Development Area**

This site has significant positive potential in terms of supply and could assist addressing future unmet housing need issues in a sustainable way if sensitively designed to connect with adjacent urban and rural areas.

The council acknowledges that this particular site due to its size and location will have implications for the city from both a highways, education and also a general infrastructure perspective. Whilst we acknowledge the commitment for addressing

cross-boundary highways and transport matters, at present impacts within the city are not clear and the council would request that clear policy mechanisms and commitment to mitigate any impacts through meaningful joint working on all potential cross boundary matters with all key stakeholders is put at forefront of the policy. It's noted that further, more detailed comments on this site regarding the highways and transport matters can be found in in the transport section below.

**Policy SA04 'Scraptoft East'**

Policy SA04. 'Scraptoft East' proposes allocation of land between Scraptoft and Bushby to accommodate 950 dwellings and 2 primary schools. The policy also states that the allocation will maintain the part of a Green Wedge in accordance with Policy DS04. 'Development Strategy: Preserving and Enhancing our Heritage and Rural Character'.

Supporting text for Policy SA04 (para. 5.32) states that "it is important to maintain an area of Green Wedge between Scraptoft and the 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".

Policy DS04 states that the open and undeveloped character and appearance of the Leicester/Scraptoft/Bushby Green Wedge will be preserved with the aims of:

- preventing the merging of settlements;
- guiding development form;
- providing access from urban areas into green spaces and open countryside;
- and
- providing recreational opportunities.

This is expanded upon in supporting text for Policy DS04 (para. 4.48) which states that "Only development which supports [the above listed] functions is allowed within Green Wedges."

The Harborough District Green Wedge Assessment (Dec 2024) is part of the evidence base for the draft Local Plan. It divides Harborough's two Green Wedges into sub-areas and assesses them against each of the Green Wedge functions. The part of the Leicester/Scraptoft/Bushby Green Wedge on which the Scraptoft East allocation is to be located is termed sub-area GW1B. Appraisal of the sub-area concludes that it contributes strongly to preventing the merging of settlements and guiding development form, and that it contributes moderately to providing a 'green lung' into urban areas and acting as a recreational resource.

The Green Wedge Assessment addresses the proposed Scraptoft East allocation in Section 4.0 'Assessment of Potential Site Allocations'. Here, it recommends that if the allocation is included in the Local Plan, built form from the south should extend no further north than the existing properties to the east of Station Road, leaving an area of undeveloped land north of the existing properties between PRow Footpath D19

and Station Road, and south of Covert Lane to retain physical and visual of separation between Bushby and Scraftoft. It also recommends that development should seek to maintain openness and minimise development of most prominent valley slope.

Neither Policy SA04 nor its supporting text provide specific criteria or clarification as to how the proposed allocation can enable the Green Wedge to fulfil its functions. They also fail to include the recommendations made in the Harborough District Green Wedge Assessment regarding how impacts of the allocation on the Green Wedge can be minimised and mitigated.

As currently drafted, Policy SA04 and its supporting text would facilitate the coalescence of Scraftoft and Bushby, negate the role of the Green Wedge in guiding development form in this area, and reduce its function in providing a 'green lung' into the urban area. Consequently, it appears that the allocation will actually serve to impede the functions of the Green Wedge, contrary to Policy DS04.

Therefore, allocation of land between Scraftoft and Bushby for residential and educational development and designation of it as Green Wedge appear incompatible and thus, Policy SA04 is unsound.

#### **Policy SA01 – Site S2 – Land at Beeby Road**

The council does not object to the principle of this allocation, however would note that the site is not well related/isolated from the settlement of Scraftoft as well as the edge of the city of Leicester.

This is exacerbated by the exclusion of the Scraftoft North Strategic Development Area from the current local plan as this would form a sensible, properly connected sustainable form of development when combined with site S2. This would also provide opportunities for the comprehensive provision of related infrastructure such as access & link roads as well as primary school provision benefitting the proposed sites in Scraftoft. Deallocation of this sustainable, sequentially preferable allocation should be robustly evidenced. The City Council recommends that Harborough District Council retains this current local plan allocation, appropriately positioned in the trajectory to reflect any current delivery or viability issues.

#### **Highways and Transport matters**

It is important to ensure effective sustainable transport connectivity and accessibility to the City of Leicester for residents of Harborough as Leicester provides the key source of employment and a wide range of services, educational, health facilities and retail and leisure opportunities. Leicester is defined as a 'central city', as identified in the 2018 Strategic Growth Plan.

As such, we recognise that there is significant growth being proposed in the south of Leicester that will create significant challenges to the local and strategic highway network to the south and east of Leicester. We seek to ensure that Harborough District's Local Plan identifies any mitigation, based on evidence, to address the cumulative and cross boundary transport impacts for Leicester by delivering

infrastructure, supported by behavioural change initiatives, to support sustainable inter-urban trips, and so help to manage urban congestion.

We are keen to work with you to facilitate the delivery of the proposed development areas to ensure that they become well planned and connected and deliver off site improvements to facilitate and enhance sustainable transport journeys into the City of Leicester.

### **General Comments**

In principle, the Council is supportive of concentrated urban expansion as this contributes towards the delivery of major transport infrastructure to support new developments. A mix of different land uses will reduce the need to travel, and where travel is a necessity, it is done so by infrastructure measures to facilitate sustainable movement of people and goods, and behavioural change measures that will provide a sustainable first mindset for residents, business and visitors to each site.

The Council welcomes reference to encouraging and promoting sustainable transport measures from the proposed development sites impacting Leicester and the acknowledgement of addressing transport impacts that is necessary to manage increased traffic, ensuring road safety, and promoting sustainable travel.

Also, there are welcomed references to working collaboratively with partner authorities, including Leicester City Council, to mitigate the impacts of growth on the highway and transport network.

The Council has been part of the transport working group in the development of the South Leicestershire Joint Transport Evidence base as an adjoining neighbouring authority. The Stage 1 report (proposed submission document) had not been shared with the Council prior to publication of this Regulation 19 consultation. However, the report presents and discusses the growth impacts in the south of Leicestershire to the highway network. The Council would welcome a narrative in the Local Plan around the impacts of proposed development, the next steps for this work, and to recognise the importance of delivering strategic transport infrastructure to support the aims and objectives of the Leicester and Leicestershire Strategic Growth Plan.

The South Leicestershire Joint Transport Evidence Base evidence also highlights the potential role of strategic transport measures in mitigating the cross boundary and cumulative impacts of growth, although it should be noted that the mitigation measures are still to be agreed. The final agreed mitigation is likely to be needed to support the cumulative impacts of growth (it would be outside the remit of the Local Plan to deliver the required strategic transport infrastructure).

With regard to Harborough Strategic Transport Assessment, which is proposed to be submitted as supporting transport evidence, the Council had no direct involvement with this work. However, it provides a starting point to review the proposed levels of developer contributions towards the suggested mitigation measures once the final mitigation measures have been agreed.

Due to the emerging evidence that has identified cross boundary and cumulative impacts, a narrative of the impacts is required, and the Council needs to work with its neighbouring authorities, including Leicester City Council, and other parties as necessary regarding the cross boundary co-operation around transport and highway matters.

Therefore, the planned growth that has the cumulative and cross boundary impacts on Leicester, needs to have a strong sustainable transport approach. In particular, the effectiveness of the public transport proposals is an essential part of mitigating

the travel impact of proposed growth abutting Leicester and Oadby and Wigston Borough Council as we want to avoid our existing transport and highway network becoming under greater strain and leading to junction capacity issues and displacement of traffic onto minor roads.

### **Detailed Commentary on Policies (Transport)**

**Policy DS03 (Development Strategy: Tackling Climate Change and Enhancing the Natural Environment):** The policy prioritises the use of sustainable travel which is welcomed. However, should the policy also include support for the uptake of low emission transport solutions?

In relation to policy DS05, point 4 (c), it is suggested to have a specific policy/narrative on how to deal with transport cross boundary and cumulative impacts and securing transport measures to address this.

Para 4.52. The first bullet point reads:

*There is the potential for increased demand in highways*

We consider that the word potential should be replaced by *forecast*, as shown in the transport evidence base.

Para. 4.54, reads:

‘This policy also ensures that all developments, which collectively increase the demand for strategic transport infrastructure,...’

Could the wording, ‘strategic infrastructure’, be expanded to state the types of strategic infrastructure required?

**Policy SA01 (Site Allocations)** presents the site allocation schedule and the policy requirements unique to the site. Not all the policies refer to transport requirements / assessments needed. Either cross referencing is needed to be stated to the relevant policies or include this further detail.

### **Policy SA02 Land South of Gartree Road Strategic Development Area (Transport)**

#### **Policy SA02.**

Leicester City Council should be named as a partner at the start of the policy due to the site’s impacts on the highway and transport network for which we are the responsible authority.

Transport

In relation to point 7 (f) – this should include Leicester as the existing urban area as Leicester provides the key source of employment and a wide range of services, educational, health facilities and retail and leisure opportunities.

In relation to point 9 (b)- we support that the wider strategic and local highway impacts must be mitigated. This policy needs to be widened to refer to the cumulative and cross boundary transport impacts of this site to address the transport challenges that could have potential implications for the deliverability of the proposed site allocation. This includes the radial routes into the city and the A563 Outer Ring Road. An explanation around the transport and highway impacts of the proposed development would support this policy. This also applies to point 9c below. The use of an up-to-date strategic transport model to forecast impact of development impacts

will be required as part of a transport assessment (alongside identifying opportunities for increasing the sustainable transport provision).

9 (c) Given the proposed development site is located in the County; it is expected that most cycling and walking improvements would be localised to the development to facilitate accessibility onto the surrounding County network. However, the City Highway Authority would seek contributions for improvements to routes connecting the site with routes towards the Leicester city centre and to other key sources of employment, services and educational facilities.

9 (e) It is vital to make public transport an attractive option and offer a real alternative to a journey being made by car. Therefore, we seek a bus frequency of a 10 minute service to Leicester city centre (rather than the stated 15 minute service), and also connecting to Leicester's orbital bus service. It is important that the service connects to the orbital bus service as this provides access to other employment areas in the city or at cross border locations such as the General Hospital and Fosse Park/Meridian employment areas and connects to the planned redevelopment of Leicester railway station.

The transport improvements should seek to achieve a modal shift away from single occupancy car use and support the aspirations of the Leicester Bus Service Improvement Plan (BSIP) for journeys into the city. This includes connecting to park and ride sites as they are delivered as part of the BSIP.

We need to have confidence that there will be sufficient public transport capacity required.

The evidence from the South Leicestershire Joint Transport Stage 1 states that around the south and east of Leicester, there are a significant number of critical orbital (eg, A563) and radial routes (e.g. A6) leading into the city, all of which face significant volumes of congestion. The proposed developments near the Leicester Urban Area are intensifying existing congestion problems. The report states that public transport and active modes of travel need to be central to the proposed mitigation, as well as ensuring suitable access to rail stations is crucial. It is recognised that there is not an agreed mitigation list as part of the study yet. Whilst the narrative acknowledges that existing routes will require investment and enhancement, this could be strengthened by identifying the challenges faced on the routes coming into and within the city. In addition to a public transport service, this may also include junction improvement works to enhance sustainable transport movements, the implementation of bus lanes and bus lane enforcement measures.

Para. 5.20 – It is suggested to include Leicester city as part of the creation and enhancement of the local cycling and walking infrastructure routes, as Leicester is the 'central city' and it is important to provide integration with existing communities and connectivity into Leicester.

Finally, the Policy needs to state that the use of an up-to-date strategic transport model to forecast impact of development impacts will be required as part of the assessment (alongside identifying opportunities for increasing the sustainable transport provision).

### **Policy SA03: North of Market Harborough (Transport)**

In relation to Point 3 (h) – this paragraph needs to expand to include public transport (bus) connections to Leicester city, as this can provide a more affordable alternative to Leicester, rather than travel by rail to Leicester.

#### a. **Policy SA 04: Scraftoft East (Transport)**

In relation to Point 1 (d), it refers to the existing cumulative traffic issues must be addressed.

Why is it just existing and other nearby allocations of cumulative traffic issues to be addressed? The Policy should be widened to include cross border impacts for Leicester as there will be an increased flow of traffic along routes towards Leicester and the A563 Outer Ring Road.

The Policy also needs to include the need for a transport assessment, which will be required due to the size of the site (see suggested policy amendment below).

Suggested amendments to the Policy has been provided, in bold text below:

d) **A Transport Assessment will be required which should fully assess the impact of all development trips and existing cumulative traffic issues on the south and eastern side of Leicester's highway network, including the A563 Outer Ring Road and the A47 Uppingham Road/Scraftoft Lane corridors** 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). **The use of an up-to-date strategic transport model to forecast impact of development impacts will be required as part of the assessment, alongside identifying opportunities for increasing the sustainable transport provision;**

Whilst reference to walking, cycling and public transport is made in term of the development of master plans and preparing a Transport and Movement Strategy, the policy should also specify wording setting out:

The need to provide sustainable transport connections, for example walking and cycle routes that are of high quality, safe and will link into the existing network and into Leicester to key retail, leisure, employment and education services. It needs to provide a frequent public transport service to Leicester and associated infrastructure, mitigation measures on the existing transport network to support the sustainable movements of travel as well as supporting behavioural change and travel plan work. The transport improvements should seek to achieve a modal shift away from single occupancy car use and support the aspirations of the Enhanced Bus Partnership Plan for journeys into the city.

Finally, the policy needs to specify wording setting out a requirement for cross boundary master planning of the site as it adjacent with the City of Leicester.

#### **Policy DM01: High Quality Inclusive Design (Transport)**

In relation to Point 2(e), it states that development will be permitted where it ensures safe and accessible movement for all users, including the promotion of opportunities for sustainable and active travel modes. It is suggested that this includes adjacent neighbouring authority areas, such as Leicester City Council, in the Policy's narrative.

#### **Policy DM06: Transport and Accessibility**

It is suggested that the Policy includes that it will work closely with partners (such as Leicester City Council) to support the development of an accessible transport network. The Policy's narrative needs to recognise that joint working will be required

between the two Local Highway Authorities (Leicester City Council and Leicestershire County Council) where cross boundary collaboration will be needed, for example, in relation to bus and walking and cycling provision, to ensure a co-ordinated approach.

It would be helpful if the Policy's narrative could address the importance of maintaining and enhancing the accessibility of services and facilities by sustainable modes of transport, as Leicester has been defined as a 'central city', for the reasons set out in Section 1. To strengthen the policy further, it is suggested to refer to the South Leicestershire Joint Transport Evidence base and reference the impacts of the proposed development on the radial routes and orbital route within Leicester and wider urban area.

As a neighbouring highways authority we are broadly supportive of the work that has been undertaken by Harborough District Council to bring forward a new and up to date Local Plan. We are keen to strengthen the transport policies to ensure that there is effective sustainable transport connectivity and accessibility for the City of Leicester, whilst successfully mitigating the cumulative and cross boundary transport impacts of growth. We look forward to continuing to work with Harborough District Council.

### **Education**

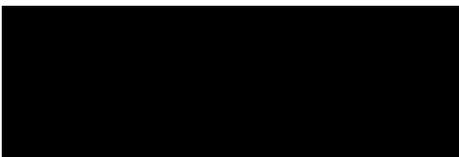
We welcome the intention to provide additional education provision in tandem with the planned housing, to avoid overstraining existing provision. In particular, providing sufficient land for an 8 form entry secondary school to serve the Land South of Gartree Road Strategic Development Area is supported. Furthermore, we support the requirement that applicants should produce an Education Delivery Strategy in conjunction with the County Council in order to ensure that appropriate provision is an integral part of any confirmed development on this site.

We also welcome the plans for a new 2 form entry primary school located within the Scraftoft East policy to serve the planned Scraftoft/Thurnby/Bushby developments.

Leicester City Council stands ready to engage with Leicestershire County Council as required to discuss plans for the delivery of new education provision in areas adjoining, or close to, the existing city boundary.

I look forward to ongoing and co-operative dialogue with Harborough as the Local Plan is progressed and confirm our intention to attend the Examination in respect of the matters set out above.

Yours sincerely



Grant Butterworth  
Head of Planning