



CABINET – 8 SEPTEMBER 2026

**RESPONSE TO THE NORTH WEST LEICESTERSHIRE DISTRICT
COUNCIL REGULATION 19 LOCAL PLAN CONSULTATION**

**REPORT OF THE DIRECTOR OF GROWTH, ENVIRONMENT AND
TRANSPORT**

PART A

Purpose of the Report

1. The purpose of this report is to advise the Cabinet of the progress of North West Leicestershire District Council's Local Plan and to set out the County Council's proposed response to its Regulation 19 consultation.

Recommendations

2. It is recommended that:
 - a) The proposed timetable for the progression of the North West Leicestershire District Council (NWLDC) Local Plan be noted;
 - b) The County Council's formal response to NWLDC's Local Plan Regulation 19 consultation, set out in paragraphs 35 to 69 and the Appendix to this report be approved, noting in particular that the County Council:
 - i. Recognises the significant challenges and pressures that Plan Making Authorities, such as NWLDC, are facing.
 - ii. Does not raise any fundamental issue with the Plan's spatial strategy, subject to continued delivery of committed infrastructure, a suitable future delivery and contributions strategy, consideration of viability implications over the plan period being set out with necessary modifications to plan policies.
 - iii. Will work with NWLDC to ensure that the Local Plan clearly demonstrates a response to the transport evidence produced, and that it will proactively consider and embed Community Infrastructure Levy (CIL) within the Local Plan to build on the existing approach with the District;
 - c) The Director of Growth, Environment and Transport, following consultation with the relevant Cabinet Lead Members, be authorised to make amendments to the detailed Regulation 19 response, noting that:

- i. Amendments will take into account officer views of the published Whole Plan Viability Assessment and Infrastructure Delivery Plan
- ii. The formal response (comprising this Cabinet report and updated Appendix) will be submitted to NWLDC ahead of the consultation period closing on 11 September 2026.

Reasons for Recommendation

3. The Local Plan process is the main opportunity available to planning authorities and statutory consultees to influence places on a strategic level and ensure the cumulative impacts of growth are planned for.
4. The County Council is therefore seeking to influence the content of the North West Leicestershire Local Plan in the interests of local communities. Authorisation to the Director to make amendments to the detailed Regulation 19 response will allow for officer views on additional Local Plan evidence to be submitted ahead of the consultation period closing. This will ensure that the Local Plan provides an as robust as possible policy platform for securing the provision of the infrastructure and services that are required to supports its successful delivery.
5. On 25 March 2026, new regulations came into force, which meant that the Duty to Co-operate would no longer apply to new, or emerging Local Plans. Notwithstanding this change, the National Planning Policy Framework (NPPF) (December 2024) under which this Plan is expected to be examined against, still requires “maintaining effective co-operation” across administrative boundaries (paragraphs 26–29 of the NPPF). Inspectors are expected to continue to examine plans in line with these policies.

Timetable for Decisions (including Scrutiny)

6. NWLDC has outlined a timetable for the submission of its Local Plan. It is anticipated that following the Regulation 19 Pre-Submission consultation and subject to approval of NWLDC, the Local Plan will be submitted to the Secretary of State for examination by the end of 2026.

Policy Framework and Previous Decisions

7. In 2018, the County Council, Leicester City Council, the seven district councils in Leicestershire, and the Leicester and Leicestershire Enterprise Partnership (LLEP), approved the Leicester and Leicestershire Strategic Growth Plan (SGP) which provides the long-term vision for planned growth for the area up to 2050. In North West Leicestershire, the SGP identifies the Leicestershire International Gateway (focussed on the northern parts of the A42 and the M1 around East Midlands Airport), as one of several locations for growth. Coalville (alongside the towns of Hinckley, Loughborough, Lutterworth, and Market Harborough) is identified as an Area of Managed Growth where growth will be managed through Local Plans.

8. The Leicester and Leicestershire Strategic Transport Priorities (LLTSTP) was approved by the Cabinet on 20 November 2020. This document has a plan period to 2050 and it was developed by the County Council and City Council alongside the SGP to ensure that the long-term development needs and associated transportation requirements are co-ordinated.
9. In 2021, the Council and its partners (Leicester City Council, the seven district councils and the LLEP), commissioned the Leicester and Leicestershire Housing and Economic Needs Assessment (HENA). The HENA, published in June 2022, provides evidence that across Leicester and Leicestershire, the projected housing need from 2020 to 2036 is 91,400 dwellings and employment land need from 2021 to 2036 is 344 hectares.
10. In March 2022, the Cabinet approved the response to the North West Leicestershire Local Plan Review: Development Strategy and Policy Options (Regulation 18) consultation. This included delegation to enable the Chief Executive, following consultation with the Cabinet Lead Member, to submit responses as the views of the County Council to further Regulation 18 consultations, planned by NWLDC. This delegation was used for responses to a consultation which ran from February to March 2024 on Proposed Policies, Proposed Housing and Employment Allocations and Proposed Limits to Development Review, and a consultation which ran from March to May 2025 entitled Draft North West Leicestershire Local Plan: Additional Proposed Housing and Employment Allocations public consultation.
11. In September 2022, the Cabinet approved the County Council becoming a signatory to a SoCG relating to Housing and Employment Land Needs (June 2022), setting out how the City Council's identified unmet needs would be accommodated in the County. NWLDC approved the SoCG at its Council meeting in September 2022.
12. In November 2022, the Cabinet received a paper setting out the financial implications for the County Council of delivering sustainable and inclusive growth and the approach and principles that it is proposed the Council would adopt to address and manage these risks.
13. In October 2024, the Cabinet received a paper on the Strategic Planning Issues associated with the emerging Charnwood Local Plan. This included principles for future engagement of the Local Highways Authority in other local plan processes in light of the County Council's experience of the Local Plan for Charnwood Borough.
14. In December 2024, the Cabinet report on the Provisional Medium Term Financial Strategy 2025/26 – 2028/29 referred to the importance of Local Plans being prepared with sufficient evidence to secure contributions and delivery for critical infrastructure and that it is necessary for the district councils to work with the County Council to ensure that their Local Plans include policies that balance the need to support delivery of growth with the financial risk to the County Council.

15. In December 2025, the Cabinet received a report on Strategic Spatial and Transport Planning. This outlined proposals for the preparation of a Spatial Development Strategy and secured approval for the County Council to share initial evidence work, to undertake initial scheme feasibility and development work, outlined how this would be used by the Local Transport Authority (LTA) to input into strategic planning, including to assist the evolution of Local Plans to the submission stage and in bringing forward strategic sites allocated in those Local Plans.
16. In February 2026, the Cabinet approved the County Council becoming a signatory to a SoCG produced by the Leicester and Leicestershire local authorities relating to housing distribution following the NPPF and new Standard Method published in December 2024. NWLDC became signatories to this SoCG in January 2026.

Resource Implications

17. The County Council has committed significant resources to engaging in, and supporting, a collaborative approach to strategic planning in order to facilitate the delivery of growth within the County and to mitigate the negative impacts of development, to the extent that it is reasonably possible to do.
18. As set out in the report to the Cabinet in December 2025 on Strategic Spatial and Transport Planning, securing the delivery of infrastructure, transport or otherwise (such as education, waste and health), to support the needs of Leicester and Leicestershire's growing population is becoming ever more challenging, particularly where strategic transport and education infrastructure is required to seek to mitigate the cumulative impacts of development sites across a relatively wide area of the County. The County Council seeks to achieve a more coordinated approach to locations for growth and prioritisation of its delivery relative to the prioritisation of investment in the infrastructure and services necessary to support it.
19. As part of seeking to provide necessary infrastructure to support new and existing communities appropriately, the County Council recognises that having up to date, effective Local Plans in place underpinned by appropriate policies and delivery strategies is the most effective way to fund and deliver infrastructure, maximising the contribution from the development industry and minimising potential negative impacts of unplanned growth. However, there are now a significant number of local plans progressing in overlapping timeframes. The County Council has limited resources to support the planning authorities with Local Plan development and associated examination attendance. It may become necessary to prioritise work in this area as it may not be possible to meet all relevant requests within preferred timescales.
20. The Director of Corporate Resources have been consulted on this report.

Legal Implications

21. The preparation and examination of Local Plans is governed by a statutory framework, associated regulations, and national policy and guidance, including the NPPF. In determining whether a Local Plan is “sound”, the appointed Inspector(s) will consider, amongst other matters, whether the Plan has been positively prepared, is justified, effective and consistent with national policy.
22. The County Council’s proposed response to NWLDC’s Regulation 19 Local Plan consultation has been prepared having regard to this legislative and policy framework and reflects the County Council’s role as LTA and its wider statutory responsibilities, including in respect of education and infrastructure planning.
23. The County Council must ensure that its representations are robust, evidence-based and consistent with the statutory tests and relevant national policy, noting that it will ultimately be for the Inspector(s) at Examination in Public (EiP) to determine the soundness of the Plan.
24. There is a risk that, if the Local Plan is found unsound at EiP, this may have implications for the delivery of development and associated infrastructure within the area. The County Council’s response is intended to ensure that its statutory responsibilities and interests are appropriately represented in that process.
25. The Chief Legal Officer and Monitoring Officer has been consulted on this report.

Circulation under the Local Issues Alert Procedure

26. This report will be circulated to all Members.

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PART B

Background

27. The current NWLDC Local Plan was adopted by NWLDC in 2021 and it covers the Plan period 2011 to 2031. A Local Authority seeks to keep its Local Plan up to date, otherwise it is at risk of unsustainable and un-planned development.
28. The preparation of new Local Plans involves various stages of consultation. This consultation from NWLDC is known as a 'Regulation 19' consultation. It commenced on 16 July 2026 and will close on 11 September 2026.
29. This consultation builds on previous rounds of publication to develop the new Local Plan, in which the Council has responded to, these being:
 - a) Development Strategy Options and Policy Options (January-March 2022).
 - b) Proposed Policies, Proposed Housing and Employment Allocations and Proposed Limits to Development Review (February – March 2024).
 - c) Additional Proposed Housing and Employment Allocations Consultation (March – May 2025).
30. The County Council's responses in 2024 and 2025 on proposed housing and employment allocations included:
 - a) A site-by-site archaeological assessment.
 - b) In depth advice from education on pupils arising from proposed allocations and cumulative impacts.
 - c) Public Health advice regarding embedding Health Impact Assessments within the Local Plan.
 - d) Advice from the County Council in its role as Lead Local Flood Authority on specific proposed allocations.
 - e) Advice from the County Council in its role as the LTA, mostly regarding issues of safe and appropriate forms of access.
 - f) Advice from Minerals and Waste on proposed allocations within Mineral Safeguarding Areas.
 - g) Advice from the Communities Team on allocations identified through the Neighbourhood Planning process.

Cross-boundary Cooperation

31. On 25 March 2026, new regulations came into force which meant that the 'Duty to Co-operate' would no longer apply to new, or emerging, Local Plans. Notwithstanding this change, the NPPF (December 2024) under which this plan is expected to be examined against, still requires "maintaining effective co-operation" across administrative boundaries (paragraphs 26–29 of the NPPF). Inspectors are expected to continue to examine plans in line with these policies. In this context, SoCGs remain an appropriate method to document cross-boundary strategic matters, record areas of agreement and disagreement, and set out next steps, demonstrating that effective and on-going joint working has taken place. This is particularly important for the County Council due to its

responsibilities for highway and education matters, given the scale and criticality of the associated infrastructure dependencies.

Overview of Content of North West Leicestershire District Council's Pre-Submission Draft Local Plan

32. The Local Plan sets out a strategy covering the period 2024 to 2042 and a housing requirement of 690 dwellings per annum over the 18-year period, which gives a total of 12,420 homes. The total housing supply over the plan period is projected to be 13,150 homes.
33. The Spatial Strategy sets out an approach to encourage and enable the provision of new additional homes. In addition to the already-committed development, there are 26 new allocation sites which have the capacity to contribute some 8,100 homes. These sites include:
 - a) New Settlement at Isley Woodhouse - 4,250 homes (of which 1,950 will come forward by 2042).
 - b) Coalville Urban Area Strategic Development Area – 1,216 homes.
 - c) Money Hill, Ashby de la Zouch (1,200 homes).
 - d) West of Castle Donington (1,100 homes).
 - e) West of Whitwick (650 homes).
34. In terms of employment, the plan allocates twelve sites for employment development. Five of these sites have proposed light industry/general industry use, five of these sites have proposed strategic B8 use, whilst a further two have mixed B2/B8/strategic B8 use. The largest of these employment allocations is Land south of East Midlands Airport (EMP90), with a site capacity of 300,000sqm. This site is part of the East Midlands Freeport.

Overarching Response to the Submission Draft Local Plan Document

35. The County Council recognises the importance of a Plan-led approach. It represents the best opportunity to seek to meet the needs of Leicester's and Leicestershire's growing and changing population in a managed way. It therefore continues to commit significant resources to support district and borough councils in the successful development and adoption of Local Plans, including to seek to ensure that sustainable growth is delivered in reality and that there is a robust policy basis for it to seek to secure developer contributions and Government funding towards transport and other infrastructure (such as education) required to enable growth.
36. The County Council supports the approach taken by NWLDC to seek to make provision for a housing requirement of 690 dwellings a year which incorporates a redistribution of part of the unmet housing need arising from Leicester City, reflecting a better balance of jobs and homes in NWL District and the existing and projected strength of the North West Leicestershire economy. This was set out in the Leicester and Leicestershire Authorities Statement of Common Ground relating to Housing Distribution, agreed by the County Council's Cabinet on 3 February 2026, which was informed by an Updated Housing

Distribution Paper undertaken on behalf of the Leicester and Leicestershire Authorities by Icenl.

37. The spatial distribution reflects the pivot in Leicester and Leicestershire expressed in the Strategic Growth Plan (December 2018) towards a focus for growth in the Leicestershire International Gateway in addition to Leicester City and the ring of market towns.
38. The County Council also recognises the strategic importance of this Plan for future spatial planning on a strategic scale through Spatial Development Strategies. In that regard, the Plan begins a shift towards a focus of growth in the East Midlands Airport area, near to M1 Junction 24, albeit whilst maintaining a significant growth focus on the A511 corridor, including in Coalville and Ashby de la Zouch. But it also needs to provide the policy foundation that enables the future delivery of transport interventions that will be critical to enabling that growth to come forward and to the unlocking of growth more widely across north Leicestershire. Failure to achieve this will see poorly connected piecemeal development of unrelated developments across large areas as well as prejudicing future sustainable growth in Leicester Leicestershire and Rutland.
39. The County Council further recognises the significant challenges and pressures that Plan Making Authorities, such as North West Leicestershire District Council, face. This given the Government's planning reforms, its ambitions for Local Plan coverage, and its aim that 1.5 million new homes should be delivered within the lifetime of this Parliament (by 2029). However, such pressures and challenges should not be taken as reasons for supporting any Local Plan regardless.
40. From an education perspective, the County Council is satisfied that the Proposed Submission Draft Local Plan (Regulation 19) adequately reflects current educational requirements and accommodates potential future variations in school organisation. This is largely captured in the Infrastructure Delivery Plan Part 2 Infrastructure Schedule, which provides detail on the delivery of suitable education infrastructure in North West Leicestershire as new development comes forward.
41. With regards to Community Infrastructure Levy (CIL) it is noted 'Policy IF1: Development and Infrastructure' includes reference to CIL within the policy wording. In the section on 'Securing provision' it refers to 'Contributions may be secured by means of planning obligations and/or a Community Infrastructure Levy charge, in the event that the Council brings a Charging schedule into effect...'.
 42. Although the policy wording provides scope for CIL to be utilised in the future there is no reference to CIL having been actively considered as an option to secure strategic transport or other key infrastructure. The County Council requests wording which positively and actively considers CIL within the context of this Local Plan, to help ensure sufficient funding is secured for infrastructure to support the growth proposed.

43. Also, with regards to Policy IF1 education is listed under community facilities (as the first example). The County Council's preference is to separate out education provision in Policy IF1 so it appears as a free-standing infrastructure item given the essential role of education in new and extended communities and the differing nature of education provision in comparison with other forms of community facilities. This would then give added clarity to Policy IF2 applying to community facilities other than education provision.
44. Public Health have worked closely with colleagues at NWLDC and support the policies seeking to improve health and wellbeing and reduce health inequalities in North West Leicestershire. It particularly supports Policy AP6 – Health Impact Assessments and Policy TC2 - Hot Food Takeaway Uses and Fast-Food Outlets.
45. The County Council acknowledges that NWLDC (jointly with Rushcliffe and South Derbyshire District Councils) formally adopted an East Midlands Freeport Strategic Infrastructure and Contributions Supplementary Planning Document (SPD) in June 2026. The principal purpose of the SPD is to support the coordinated and collaborative delivery and funding of the strategic transport infrastructure required for the development of the three East Midlands Freeport sites. The County Council is supportive of the SPD in principle, but considers that this needs to be informed by an evidence-based Infrastructure Delivery Plan identifying necessary mitigation together with appropriate funding and delivery mechanisms.

Key Transport Comments

46. **The Plan's spatial strategy:** The LTA is not raising any fundamental issue with the Plan's spatial strategy. This given the strategic importance of this Plan for future spatial planning on a strategic scale and also that growth continues to be significantly focused along the A511 corridor, providing the best chances to maximise active and sustainable travel opportunities, in comparison to a more scattered/ dispersed growth pattern.
47. **Position with regard to the development of transport evidence:** The LTA has enjoyed a close working relationship with the District Council in the development of the Plan's underpinning transport evidence base. Indeed, the two authorities jointly commissioned the County Council's Network Data and Intelligence Team to develop the evidence base; the County Council jointly commissioning Local Plan evidence is not the usual approach, but in this particular case the work has value in providing evidence to help to inform the Authority's understanding of the transport impacts of the East Midlands Freeport (EMF).
48. The EMF proposal has provided a complex and evolving backdrop to the transport evidence's development. An element of the EMF, EMG2 which is also a proposed Plan site allocation (EMP90), is a Nationally Significant Infrastructure Project (NSIP), which requires a Development Consent Order

(DCO). The draft DCO is currently at its examination stage and will ultimately be determined by the relevant Secretary of State.

49. Notwithstanding the complex and evolving EMF backdrop, the LTA is content with the way that it has been modelled as part of the evidence work; the approach taken is considered fit for this purpose (see paragraphs 52 and 53 for further discussion about the EMF). Furthermore, the LTA is satisfied that:
 - a) The evidence work has been undertaken independently (from the role of the LTA) and impartially.
 - b) It is proportionate and suitable for this advanced stage of the Plan's development.
 - c) It provides the type of analysis that the LTA would normally expect to see.
 - d) A vision-led, active and sustainable travel first approach has been taken.
50. Some parties might suggest that the evidence represents a worst-case scenario, should developers come forward with particular visions for their sites that are predicated on 'on-site living and working'. But, that is not a tenet of the Plan, so the LTA is content that the evidence presents a reasonable forecast of the Plan's transport impacts.
51. The District Council has published a comprehensive Forecasting Report as part of the evidence base that sits alongside the Plan, which sets out the outcomes of the modelling work. However, time pressures on the District Council (including in respect of deadlines set by the Government as part of its planning reforms) have meant that the Plan was developed in parallel with the transport evidence, meaning that key aspects of it were established prior to the evidence work being fully completed and its outcomes understood by way of the District Council's and LTA's consideration of the Forecasting Report.
52. Notwithstanding this, the Forecasting Report indicates the following transport evidence:
 - a) That traffic conditions on the district's road network (and more widely) are forecast to deteriorate regardless, such as in the absence of the growth proposals set out in the Plan. This is due to increasing travel demand from areas beyond the district.
 - b) That because there are a limited number of north-south and east-west routes available in the district, the majority of trips on the network are already travelling on the Major Road Network - MRN - (A511) and/or Strategic Road Network - SRN - (M1, A42 and A50 westwards from M1 24a), with the majority of the trips travelling on the more minor routes doing so to access the MRN and/or SRN.
 - c) Reflecting b), that whilst there are impacts across the district's road network, they are logical to the routing of traffic forecast to be generated by the Plan's site allocations.
 - d) That the Plan's primary transport impacts are largely:

- i. In and around M1 Junction 24 and along the A511 corridor, which is not unsurprising given that these are main foci of growth (housing and employment) for the Plan's spatial strategy;
 - e) The level of housing growth proposed to be allocated in the Plan period (i.e. to 2042) in the East Midlands Airport area does not trigger the need for a strategic scale intervention at M1 junction 24. That is, this Plan, unlike some others in the County, does not appear to be reliant on the need for strategic scale interventions on the SRN to enable its effective delivery (It is important to note that this conclusion holds true based on the assumption that, in accordance with Plan policy, that by 2042 only 1950 of the envisaged 4250 dwellings will come forward at the proposed new settlement of Isley Woodhouse. Should the site's promoters seek to bring forward a greater level of development before 2042 then the testing of that would be a matter for a transport assessment prepared to support a planning application).
 - f) Patterns of movement (travel) along the A511 corridor in particular indicate that there is significant potential to increase levels of walking and cycling.
53. Additionally, in respect of the EMF, the evidence appears to show that:
- a) If the DCO is granted, EMG2 (EMP90) will deliver a self-contained package of mitigation at M1 Junction 24 that should satisfactorily mitigate its impacts at the location (albeit at this time, through the DCO examination process discussions are ongoing between the LTA and the applicant about the need for the Junction 24 package to be complemented by measures on the Local Road Network in Castle Donington and Kegworth).
 - b) Should the DCO not be permitted and the reasons for refusal are not resolvable, this does not undermine the Plan's effective delivery as its other allocations (to 2042) are not dependant on this mitigation package for their own delivery.
 - c) The evidence also indicates that the self-contained package of mitigation at M1 J24 proposed for EMG2 is not a comprehensive solution and further infrastructure is anticipated to be required to deliver the full quantum of the Freeport designation.
54. It is important to note that these conclusions are drawn from work that is proportionate to the development of a Local Plan. The County Council continues to be engaged in the current DCO examination process, which involves a far more detailed consideration of the specific proposals for EMG2 (EMP90) and the required transport mitigation measures. The contents of this report are made without prejudice to the County Council's position on the DCO.

55. **Position with regard to mitigating the Plan's transport impacts, including with regard to a funding mechanism to deliver the necessary transport interventions:** The evidence shows that in principle a multi-modal approach to mitigation (that is focusing first on active and sustainable modes of travel, before moving on to consider highway measures to address cumulative residual impacts) is successful in mitigating the impact of the Plan developments on the district's transport system. To be clear however, that is not to say that travel conditions will be no worse in the future than they are today; as has been noted in various previous reports to the Cabinet given the forecast scale of growth in Leicestershire's population (circa 25% by 2043) there is a limit on the extent to which the impacts of growth can be mitigated.
56. However, whilst the Plan contains some welcome references to the provision of active and sustainable travel modes and to specific highways transport measures in site specific allocation policies, it presently lacks overall clarity with regard to the 'transport strategy' that is required to enable its effective delivery.
57. This is perhaps not surprising given that, as for the reason set out in paragraph 51, the Plan as published has not been able to demonstrate a response to the transport evidence. The LTA would welcome the opportunity to discuss with the District Council whether it would be appropriate to adapt the current Interim Coalville Transport Strategy to become a local plan 'transport strategy' document or whether it would be more appropriate to develop a new Local Plan document that would ultimately render the LTA's Interim Strategy obsolete. In either case Proposed Main Modifications (PMMs) are required to reflect the evidential findings and in particular to ensure that the Plan captures the approach to mitigating its transport impacts. Similarly, PMMs may be required to the Plan's Infrastructure Delivery Plan and supporting Infrastructure Schedule.
58. With regard to funding to support the delivery of the transport interventions required to enable the Plan's effective delivery, for many years now the District Council has operated a successful approach whereby significant levels of developer contributions have been secured towards the delivery of transport measures in Coalville; those contributions are earmarked to help fund the A511 Growth Corridor MRN scheme. The delivery of this scheme is fundamental to the new plan's transport strategy.
59. However, the Plan as presently drafted is silent on this 'policy'. Furthermore, policies (site specific or district wide) that reference or infer that transport cumulative impacts need to be considered are not positively worded, or in the case of reference to a possible Community Infrastructure Levy lack clarity.
60. Experiences with the Charnwood Local Plan have demonstrated the legality issues involved with seeking to collect Section 106 contributions towards transport measures required to deal with cumulative impacts, even where there is a clear strategy approach supported by clearly worded Plan policies. Essentially such contributions have to be considered against the 'CIL tests' and to be lawful it must be possible to demonstrate that they are:

- a) Necessary to make the development acceptable in planning terms;
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.
61. Whilst in comparison to experiences with the Charnwood Local Plan, the cumulative impacts arising from this Plan are relatively more focused (i.e. primarily in the East Midlands Airport area or the A511 corridor), nevertheless the meeting of these tests can be difficult to evidence, especially where a location of cumulative transport impact is remote from the sites that are contributing to that impact. (Or in this case possibly over the border in a different County.)
62. The County Council will expect the District Council to provide greater clarity on its intended approach to securing developer contributions to address cumulative and/or cross-boundary transport impacts, including through PMMs to the Plan as necessary. It would welcome the opportunity to work with the District Council to identify and agree such PMMs.
63. **Position with regard to the Plan's support for the delivery of the Leicestershire Local Transport Plan (LTP4):** The Plan as presently drafted makes no reference to LTP4 or the emerging Enabling Travel Choice Strategy (ETCS).
64. As the draft ETCS sets out Local Plans are crucial to providing the foundation for the creation of new places of living and of working that will provide a genuine and realistic choice of transport for their occupiers. Accordingly, the LTA would welcome the opportunity to work with the District Council to identify and agree PMMs to incorporate/reflect the LTP4 and ETCS in the Plan.

LTA Concluding Comments

65. The LTA has no fundamental issue with the Plan's spatial strategy and, on the basis of the underpinning transport evidence, it is satisfied that in principle its transport impacts are capable of being mitigated to an acceptable degree/to the extent reasonably possible. Given the level of growth (new homes and jobs) required to meet the needs of Leicester's and Leicestershire's growing population and based on the current approach to local plan-making in the County it is unlikely that there would be any 'better' spatial strategy for the Plan from a transport perspective.
66. The issue is, however, that whilst the LTA is entirely satisfied with the transport evidence, the way that the Plan has been prepared by the District Council has meant that it has not been possible for the version as published to be able to demonstrate a response to the evidence.
67. This, combined with the Plan's present lack of positivity and clarity in respect of the funding mechanism to deliver the transport interventions necessary to enable the Plan's delivery, means at the present time the LTA does not have sufficient confidence that the transport impacts of the Plan will be mitigated in reality. A risk of failure to mitigate the Plan's impacts presents a material risk to

the Plan's effective delivery and thus to its soundness from a transport perspective.

68. However, this situation is capable of resolution subject to the satisfactory fulfilling of the matters set out in paragraphs 57 and 62 above.
69. The LTA commits to working with the District Council to agree a way forward with a view to reaching a common position through the Plan's Examination in Public, as set out clearly through a Statement of Common Ground.

Next Steps

70. Next steps include continuing work with NWLDC to ensure that the Local Plan clearly demonstrates a response to the transport evidence produced, noting the LTA is entirely satisfied with the transport evidence. This further work should include consideration of whether it would be appropriate to adapt the recent Interim Coalville Transport Strategy or whether it would be more appropriate to develop a new Local Plan document, and also embed LTP4 and the emerging ETCS.
71. The County Council will also work with NWLDC to proactively consider and embed CIL within the Local Plan and seek to bring forward a CIL charging schedule at pace alongside the adoption of the Local Plan. In doing so, it is considered a realistic funding mechanism will be secured.
72. It is recognised PMMs will be required to the Local Plan to achieve these next steps, and the County Council would welcome working with NWLDC to draft them for NWLDC to put forward at submission of their Local Plan.

Equality Implications

73. There are no equality implications arising directly from the recommendations in this report.

Human Rights Implications

74. There are no human rights implications arising directly from the recommendations in this report.

Environmental Implications

75. The County Council will continue to work closely with NWLDC and other partners to minimise the impact of the planned growth on the environmental assets of Leicester and Leicestershire.

Partnership Working and Associated Issues

76. The County Council works closely with the Leicester and Leicestershire Strategic Planning Partnership, which includes NWLDC, the other six district

councils in Leicestershire, Leicester City Council and the Leicester and Leicestershire Business and Skills Partnership.

77. On 16 July 2026, the Government announced its decision on local government reorganisation for Leicester, Leicestershire and Rutland. The decision provides for the establishment, from 1 April 2028, of two unitary councils for the area. Whilst the existing councils will continue to operate until implementation of the new arrangements, significant transition and implementation work will now be required. The County Council recognises the importance of maintaining constructive and collaborative working with Leicester City Council, Rutland County Council and the district and borough councils during this period to support effective planning and continuity of services for local communities.

Background Papers

Report to the Cabinet on 23 November 2018: Leicester and Leicestershire Strategic Growth Plan – Consideration of Revised Plan for Approval - <http://bit.ly/4pYS95R>

Report to the Cabinet on 20 November 2020: Leicester and Leicestershire Strategic Transport Priorities 2020 to 2050 - <http://bit.ly/46SD7G9>

Report to the Cabinet on 22 June 2021: Urgent action taken by the Chief Executive in relation to the Leicester and Leicestershire Statement of Common Ground relating to housing and employment land needs (March 2021) - <http://bit.ly/476nX0m>

Report to the Cabinet on 17 September 2021: Interim Coalville Transport Strategy - <https://bit.ly/4wuMMgR>

Report to the Cabinet on 22 March 2022: Response to North West Leicestershire District Council Local Plan Review: Development Strategy and Policy Options (Regulation 18) Consultation) - <https://bit.ly/44DoKFb>

Report to the Cabinet on 23 September 2022: Leicester and Leicestershire Authorities – Statement of Common Ground relating to Housing and Employment Land Needs - <http://bit.ly/4nEF7Zl>

Report to the Cabinet on 25 November 2022: Managing the Risk Relating to the Delivery of Infrastructure to Support Growth - <https://bit.ly/4ogjjnr>

Report to the Cabinet on 22 October 2024: Strategic Transport Planning Issues Associated with the Emerging Charnwood Local Plan - <https://bit.ly/4h6lZR3>

Report to the Cabinet on 22 November 2024: Strategic Transport Planning Issues Associated with the Emerging Charnwood Local Plan - <https://bit.ly/47YMKoq>

Report to the Cabinet on 28 October 2025: Delivering the Local Transport Plan (LTP4) 2025-2040: Next Steps - <http://bit.ly/4qxBXsV>

Report to the Cabinet on 16 December 2025: Strategic Spatial and Transport Planning - <https://bit.ly/4s1h1Lj>

Report to the Cabinet on 3 February 2026: Leicester and Leicestershire Authorities – Statement of Common Ground Relating to Housing Distribution - <https://bit.ly/4rASsob>

Appendix

Response to the North West Leicestershire Regulation 19 Pre-Submission Consultation Draft Local Plan (2024 – 2042)