

Examination of the Harborough Local Plan 2020-2041

Stage 2 Matters, Issues and Questions (MIQs)

Written Statement by Harborough District Council

MATTER 6: Strategic Infrastructure

Whether the Plan is justified, effective and consistent with national policy in relation to the timely provision of Strategic Infrastructure?

Policy DS05

Matter 6, Issue 1: Supporting Strategic Infrastructure

Policy DS05 Development Strategy: Supporting Strategic Infrastructure

The Council's response:

Matter 6, Issue 1, Question

Q1. How do existing commitments, such as the East of Lutterworth SDA impact on infrastructure provision over the lifetime of the submitted Plan, and is the requisite infrastructure funded?

1. The East of Lutterworth SDA is a committed development with planning permission, with the infrastructure requirements secured through the planning permission and Section 106 agreement. These include transport, education, community, green infrastructure and utility infrastructure, with agreed delivery and phasing arrangements linked to the timing of development.
2. The Council is not aware of any fundamental infrastructure objection to the committed development. The necessary infrastructure requirements have been identified through the development management process and are secured through the planning conditions and Section 106 obligations.
3. The SDA has also been treated as a commitment in assessing the cumulative impacts of the submitted Local Plan. Its infrastructure requirements, mitigation and phasing are reflected in the Council's

transport and education evidence, including the Transport Topic Paper (Part Two) (HDC 14), Preliminary Scheme Design (Local Highways) (HDC 13) and Education Delivery Strategy (HDC 18).

4. Accordingly, the Council considers that the infrastructure requirements associated with the East of Lutterworth SDA have been identified and appropriately secured, and that the SDA is properly accounted for as part of the infrastructure baseline for the Plan.

Matter 6, Issue 1, Question 2

Q2. Is the wording of the policy effective and consistent with the three tests set out in NPPF paragraph 57?

5. Yes. The Council considers that Policy DS05 is effective and consistent with the three tests for planning obligations set out in paragraph 57 of the NPPF. Policy DS05 is intended to ensure that infrastructure requirements arising from development are identified, appropriately funded and delivered in a timely manner. The policy includes a number of safeguards to ensure that infrastructure contributions are related to the impacts and needs arising from development.

In particular:

- Criterion 1(a) requires robust evidence of the type and timing of infrastructure needed to mitigate the impacts of development.
 - Criterion 1(b) refers to the reasonable costs of infrastructure needed to mitigate the impacts of development.
 - Criterion 1(c) limits requirements for the provision of land to circumstances where this is required and the need is justified.
 - Criterion 1(d) requires consideration of cumulative and cross-boundary impacts arising from identified clusters of development.
 - Criterion 2 specifically addresses site-specific mitigation associated with the allocated sites.
 - Criterion 3 provides for the phasing of infrastructure provision through planning conditions, Section 106 agreements and, where appropriate, Section 278 agreements.
6. The Council considers that these provisions provide an appropriate policy framework for securing infrastructure necessary to make development acceptable in planning terms and directly related to the development.
 7. The reference to infrastructure requirements arising cumulatively from other developments does not remove the need for individual developer

contributions to satisfy the relevant statutory tests. Where a contribution is secured through a planning obligation, it must be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development.

8. The Infrastructure Delivery Plan identifies infrastructure requirements and provides the strategic context for infrastructure planning and delivery. It does not, of itself, establish an automatic requirement for an individual development to fund a particular item of infrastructure. The precise contribution or mitigation required will be determined through the development management process having regard to the impacts of the development and the applicable statutory tests.
9. The Council has also agreed proposed modifications to Policy DS05 through Statements of Common Ground with infrastructure and highway authorities. These include clarification of the role of the Community Infrastructure Levy alongside Section 106 and Section 278 agreements, and provision for pooling developer contributions where cumulative or cross-boundary impacts can only be addressed comprehensively.
10. The Council therefore considers that Policy DS05, read as a whole, is effective and consistent with the three tests in NPPF paragraph 57. To remove any possible ambiguity, the Council is nevertheless willing to clarify the Developer Contributions section through a minor modification to expressly state that contributions will only be sought where they satisfy the three tests.

Matter 6, Issue 1, Question 3

Q3. Is it sufficiently clear in criterion 1 how any required infrastructure will be implemented and how it will relate to the phasing of development?

11. The Council considers that Criterion 1 of Policy DS05 provides the necessary framework for the identification, funding and delivery of infrastructure in a phased and timely manner. However, the Council acknowledges that the relationship between infrastructure delivery and the phasing of development could be made more explicit.
12. Criterion 1 requires infrastructure necessary to meet the needs arising from development to be provided in a phased and timely manner. Criterion 1(a) requires development proposals to be supported by robust evidence

identifying the type and timing of infrastructure required to mitigate the impacts of development. Criterion 1(b) identifies the mechanisms through which infrastructure can be funded and secured, including Section 106 Legal Agreements, Community Infrastructure Levy and, in the case of highways, Section 278 Legal Agreements. Criterion 1(d) requires development proposals within the identified strategic site clusters to demonstrate that the provision, phasing and funding of infrastructure has been comprehensively coordinated, including consideration of cumulative and cross-boundary impacts.

13. The detailed implementation and phasing arrangements will necessarily vary according to the type of infrastructure, the circumstances of individual sites and the phasing of development. These matters will be established through the planning application process, having regard to the Infrastructure Delivery Plan and relevant site allocation policies, and secured through appropriate planning conditions and/or legal agreements. Where appropriate, Section 106 agreements will establish delivery triggers linked to the implementation and phasing of development, including the timing of infrastructure provision in relation to the commencement or occupation of relevant phases.
14. The Council has also agreed a number of modifications to Policy DS05 through Statements of Common Ground with Leicestershire County Council and Leicester City Council. Although the examination is considering the Plan as submitted, these proposed modifications would provide additional clarification of the intended operation of the policy.
15. In particular, the proposed modification to Criterion 1(b) expressly recognises the use of CIL alongside Section 106 and Section 278 as mechanisms for infrastructure funding. The proposed new Criterion 1(c) also clarifies that developer contributions, including the pooling of contributions, may be used where infrastructure requirements arising from cumulative or cross-boundary impacts can only be addressed comprehensively.
16. The Council considers that these provisions, taken together with Criteria 1(a) and 1(e), provide a clear framework for identifying infrastructure requirements, establishing how they will be funded and coordinating their delivery with the phasing of development.
17. Nevertheless, to address the specific point raised in Question 3 and remove any potential ambiguity, the Council proposes a modification to

Criterion 1(b) to make the relationship between infrastructure delivery and development phasing explicit:

b) prioritise and fund the reasonable costs of infrastructure required on site, and where appropriate off site, to mitigate the impacts of the development through Section 106 Legal Agreements, Community Infrastructure Levy or, in the case of highways, Section 278 Legal Agreements. The timing and phasing of the provision of such infrastructure, including appropriate triggers linked to the implementation and phasing of development, will be secured through the relevant planning permission and/or legal agreement, as appropriate;

18. The proposed modification does not alter the substantive approach of Policy DS05. It clarifies that infrastructure provision is expected to be coordinated with the delivery and phasing of development, and that appropriate delivery mechanisms and triggers will be established through the development management process.
19. The Council considers that this modification provides the necessary clarity while retaining flexibility to determine the appropriate delivery mechanism and timing for individual infrastructure requirements

Matter 6, Issue 1, Question 4

Q4. The Council has confirmed that it is progressing a draft Community Infrastructure Levy (CIL) Charging Schedule [HDC6]. This is to continue outside the examination. Notwithstanding this, in response to PQ 6 [HDC6] the Council has made clear that strategic sites will not be expected to contribute to CIL, relying on s106 and s278 contributions to secure 'targeted site-specific infrastructure' where these are '**directly provided on strategic sites**' [HDC6]. How does this relate to the wording of criteria 2 and 3?

20. The Council considers that there is no conflict between its approach to CIL and the wording of criteria 2 and 3 of Policy DS05.
21. Criterion 2 is concerned specifically with the site-specific mitigation requirements identified through the strategic site allocation policies SA01 to SA04. It requires these measures to be incorporated into development proposals and site development costs and requires provision to be made for land necessary to accommodate additional infrastructure arising from development on the site.

22. Criterion 3 provides for the phasing and timely delivery of infrastructure required to mitigate the impacts of development, including infrastructure which may need to be delivered in phases or geographically. It identifies planning conditions, Section 106 agreements and, in the case of highways, Section 278 agreements as the mechanisms through which such requirements may be secured.
23. The Council's position, as set out in HDC6, is that the strategic site allocations will not be expected to make a CIL contribution. Instead, the infrastructure requirements directly arising from the strategic sites will be addressed through the planning application process and secured, where necessary, through appropriate planning conditions, Section 106 agreements and Section 278 agreements.
24. This approach is consistent with Criteria 2 and 3. The intention is that infrastructure which is site-specific and necessary to mitigate the impacts of a strategic site will be identified through the relevant allocation policy, infrastructure evidence and planning application and will be delivered or secured as part of that development. This may include infrastructure provided directly on the site, associated off-site mitigation or highway works, where justified.
25. The reference to infrastructure being directly provided on strategic sites does not mean that the mitigation of impacts must be confined to the boundaries of those sites. Where development gives rise to cumulative off-site impacts, the necessary mitigation may extend beyond the site itself and may involve proportionate contributions from more than one development.
26. This is addressed explicitly through Policy DS05, as proposed to be modified by MM11.3 in Appendix 1 of HDC2. For example the transport provisions, agreed with the LCC, require development proposals to be supported by a robust travel plan and transport assessment examining the impact of development on the road network, including its relationship to identified significant cumulative and/or cross-boundary traffic impacts, and demonstrating that those impacts can be proportionately and appropriately mitigated.
27. The modified policy also provides that, where a transport assessment identifies an impact on significant cumulative traffic conditions across the District and/or cross-boundary impacts, a proportionate contribution will be required towards the reasonable costs of the measures necessary to

mitigate those impacts. This may be secured through a financial contribution, CIL or scheme delivery. Accordingly, the policy expressly recognises that cumulative off-site transport mitigation can be funded through contributions and is not dependent solely on infrastructure being physically provided within individual strategic sites.

28. The Council's approach distinguishes between:

- Site-specific infrastructure and mitigation, which will be secured through the development management process, including Section 106 and Section 278 agreements where appropriate.
- Cumulative and cross-boundary transport mitigation, which may require proportionate contributions from developments towards the reasonable costs of measures addressing their impacts, or direct scheme delivery.
- Strategic infrastructure serving a wider area, which may be supported through CIL and other public and developer funding sources.

29. The Council considers that this approach provides an appropriate and effective relationship between Policy DS05 and the emerging CIL Charging Schedule. It avoids the potential for double charging while ensuring that necessary site-specific, cumulative and cross-boundary transport mitigation can be secured through the appropriate mechanism. Any planning obligation would remain subject to the statutory tests, including that it is necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development.

Matter 6, Issue 1, Question 5

Q5. For the avoidance of doubt, please set out the strategic sites which would only be expected to contribute through s106 and s278 funding, and conversely the other sites which would be liable for CIL? What would be the consequence if CIL was not found to be viable for the provision of off-site infrastructure?

30. Strategic sites which would only be expected to contribute through s106 and s278 funding are:

- OA1 - Land south of Gartree Road SDA (Leicester Urban Area)
- S1 - Land between Scraptoft & Bushby (Scraptoft)
- MH1 - Land East of Leicester Road and South of Grand Union Canal (Market Harborough)

- MH2 - East of Market Harborough Road (Market Harborough)
- MH3 - Land South of Gallow Field Road (Market Harborough).

31. Conversely the other site allocations (subject to further consultation on a Draft Charging Schedule and associated evidence) are expected to be liable for CIL:

- TB1- Land North of the A47, East of Zouche Way (Thurnby & Bushby)
- S2 - Land east of Beeby Road (Scraptoft)
- GG1 - Land to the North of London Road and East of Leicester Grammar School (Great Glen)
- K1 - Land West of Warwick Road (Kibworth)
- B1 - Land at Gaulby Road (Billesdon)
- B 2 - Billesdon Depot South of Gaulby Road (Billesdon)
- B3 - Former Lorry Park Gaulby Road (Billesdon)
- GB2 - Land North of Dingley Road and Nether Green (Great Bowden)
- HH1 - Land North of Uppingham Road (Houghton on the Hill)
- HH2 - Land North of Stretton Lane (Houghton on the Hill)
- HB1- Land West of Welford Road (Husbands Bosworth)
- U1 - Land South of Ashby Road (Ullesthorpe)
- U2 - Land North of Ashby Road. (Ullesthorpe)
- MP1 - Land South of George House, Coventry Road
- MP2 - Land at Mere Lane, Magna Park.

32. The absence of a viable CIL charge for off-site infrastructure would not prevent the Council from securing developer contributions or delivering the infrastructure needed to support planned growth. However, it would reduce the Council's ability to pool contributions from multiple developments towards strategic, cumulative and cross-boundary infrastructure requirements, potentially leaving a funding gap where these costs could not be met through other sources.

33. The Council would continue to secure site-specific infrastructure and mitigation through Section 106 planning obligations, subject to the relevant statutory tests, alongside other sources such as public-sector funding, grants and direct infrastructure provision by developers where available. Section 106 would not provide a complete substitute for CIL, particularly where infrastructure serves a wider area and cannot appropriately be attributed to individual developments. The availability and timing of alternative funding would therefore be important in ensuring that infrastructure is delivered when required.

34. Early CIL viability work undertaken by Aspinall Verdi does not indicate that CIL is unviable across all development types. Rather, it proposes scope for a differentiated charging schedule, securing contributions where there

is sufficient viability headroom while avoiding charges that could undermine development viability and deliverability. It also identifies circumstances where nil rates are appropriate, including strategic allocations where infrastructure requirements are more appropriately addressed through site-specific obligations.

35. The Council's proposed approach is to maximise the contribution that CIL can make towards infrastructure funding where viable, while complementing Section 106 agreements and other funding sources. This provides an opportunity to secure additional contributions towards the infrastructure needed to support the Local Plan, while recognising that the appropriate mechanism will depend on the nature of the development, its infrastructure requirements and the available viability evidence.

Matter 6, Issue 1, Question 6

Q6. Is the wording of criterion 4 effective and internally consistent in relation to the extent that the proposed infrastructure is accessible by means other than the car to those who it is to serve?

36. Yes. The Council considers criterion 4 to be effective and internally consistent. The policy seeks to ensure that infrastructure required to support development is accessible to the communities it serves and, where relevant, supports sustainable patterns of movement. The accessibility considerations in criterion 4 are tailored to the type of infrastructure being provided. Criteria 4(a) and 4(b) relate to community facilities that are intended to be accessed by users and therefore include locational and accessibility requirements. The transport provisions similarly seek to improve accessibility through walking, cycling and public transport infrastructure. In contrast, criteria 4(c) and 4(d) relate to utility and waste infrastructure, where public accessibility is not the primary planning consideration.
37. The Council acknowledges that criterion 4(b) contains a more explicit reference to public transport, walking and cycling than criterion 4(a). Should the Inspectors consider further consistency desirable, the Council would be prepared to consider a minor modification to criterion 4(a) to refer expressly to access by walking, cycling and public transport, reflecting the approach already taken in criterion 4(b).

Matter 6, Issue 1, Question 7

Q7. Should 4c) be a policy consideration given that both access to a water supply and foul water sewage are the responsibility of a statutory undertaker? How does the recent Water Cycle Study Note [HDC16] relate to this?

38. Yes. The Council considers criterion 4(c) to be an appropriate policy requirement. Whilst the provision of water and wastewater infrastructure is the responsibility of the relevant statutory undertakers, it is a legitimate planning consideration to ensure that development is supported by adequate infrastructure and that occupation does not occur before the necessary capacity is available. Criterion 4(c) does not seek to duplicate the role of the statutory undertakers. Rather, it ensures that development is phased and implemented in a manner that reflects confirmed infrastructure capacity and planned investment programmes.

39. The Water Cycle Study Note [HDC16] supports this approach. It concludes that wastewater infrastructure requirements and phasing should be considered alongside development delivery and records that Policy DS05 provides the mechanism for ensuring that adequate foul water treatment and disposal capacity is demonstrated ahead of occupation, with phasing agreed with the relevant water company. The Note also confirms that no fundamental wastewater treatment constraint has been identified to the delivery of the Local Plan, subject to appropriate phasing and continued engagement with infrastructure providers.

40. Accordingly, the Council considers criterion 4(c) to be justified, effective and consistent with the evidence base.

Matter 6, Issue 1, Question 8

Q8. Is reference to collaborative working between various local authorities, highway authorities and National Highways relevant to a policy?

41. Yes. The Council considers the reference to collaborative working relevant, as Policy DS05 has been shaped through working with neighbouring authorities, highway authorities and National Highways to understand and address cross-boundary transport and infrastructure matters. This collaboration also supports implementation by helping to identify infrastructure requirements and the appropriate timing of their delivery as

development comes forward, including where infrastructure needs to be coordinated with development phasing. The reference reflects the basis on which the policy has been prepared and is not intended to create a separate policy requirement.

Matter 6, Issue 1, Question 9

Q9. Does 4d) duplicate criterion 1f) of Policy DM09: Sustainable Construction and Climate Resilience?

42. No. The Council does not consider criterion 4(d) of Policy DS05 to duplicate criterion 1(f) of Policy DM09. Criterion 4(d) of DS05 is concerned with ensuring that adequate waste management and recycling infrastructure and services are available or can be provided to serve development. In contrast, criterion 1(f) of DM09 is concerned with minimising waste generated by development during construction and operation. To make this distinction clearer, the Council proposes to modify criterion 4(d) as follows:

d) All development proposals should demonstrate that adequate waste management and recycling infrastructure and services are available or can be provided to serve the development, in consultation with the District Council and Leicestershire County Council.

43. The proposed modification clarifies that DS05 addresses the waste infrastructure and service requirements needed to support development, whereas DM09 addresses the minimisation of waste arising from development.

Matter 6, Issue 1, Question 10

Q10. Criterion 5 references the Infrastructure Delivery Plan (IDP). Does the Council's Infrastructure Delivery Plan [INF-NLP2] and subsequent iteration [HDC11] clearly set out the infrastructure required to support the growth and delivery of development proposed in the Plan? How do these relate to site specific infrastructure requirements? What is meant by the hierarchy of necessity with reference to the definition of 'integral', 'fundamental' and 'beneficial' as set out on p13 of the Stage 2, IDP [INF-NLP2] and how does this relate to the delivery of infrastructure?

44. Yes. The Council considers that INF-NLP2 and, subsequently, HDC11 provide an appropriate and sufficiently detailed framework for identifying the infrastructure required to support the growth proposed in the Plan and its delivery over the Plan period. HDC11 updates the earlier IDP to reflect the submitted Plan, the latest infrastructure evidence and the further work undertaken during the examination process. HDC11 is supported by the accompanying Infrastructure Delivery Schedule (HDC11A), which provides the more detailed project-level information.
45. The IDP identifies the principal infrastructure requirements arising from the Plan, including transport, education, health, utilities, community facilities and other infrastructure. It identifies, where available, the infrastructure project, the need arising from planned growth, indicative costs, delivery responsibility, potential funding sources and the anticipated timing or relationship with development delivery. The IDP provides the strategic infrastructure framework against which the deliverability of the Plan and its allocations can be assessed. The IDP is not intended to be a substitute for the detailed assessment of individual planning applications. There is an appropriate distinction between strategic infrastructure requirements identified through the IDP and the site-specific infrastructure and mitigation requirements that will be established as individual allocations progress through the development management process.
46. For the strategic allocations, the relevant site allocation policies in the Plan identify the principal site-specific requirements and mitigation measures. These are to be incorporated into development proposals and development costs. Policy DS05 then provides the overarching requirement that development must provide the infrastructure necessary to mitigate its impacts, including both on-site and appropriate off-site infrastructure, and requires the cumulative and cross-boundary impacts of

the identified clusters of sites to be addressed. The relationship can be summarised as follows:

- The Local Plan and its site allocation policies establish the infrastructure principles and the key site-specific requirements necessary to support and mitigate the proposed development.
 - The IDP and Infrastructure Delivery Schedule provide the strategic evidence of infrastructure need, indicative costs, funding, delivery responsibility and timing across the Plan as a whole.
 - Transport and other technical evidence provides further detail where necessary, including the assessment and costing of strategic and local mitigation.
 - Planning applications and associated Section 106/Section 278 agreements establish the final site-specific requirements, costs, phasing and delivery triggers, taking account of the final development quantum, detailed design, infrastructure capacity and the latest requirements of the relevant infrastructure provider.
47. This approach is important for the strategic site clusters identified in DS05. The IDP considers the cumulative infrastructure requirements of the growth strategy, while the site allocation policies and development management process ensure that infrastructure requirements arising specifically from individual sites are identified and secured. This avoids both the risk of infrastructure requirements being considered solely on a site-by-site basis and the need for the Local Plan to contain detailed calculations which may change as individual schemes are designed and phased.
48. The updated IDP has been informed by further evidence produced during the examination process. In particular, the transport evidence in HDC10, HDC13, HDC14 and HDC19, the Education Delivery Strategy in HDC18, and the updated viability evidence in HDC12 provide further detail on infrastructure need, mitigation and cost. The September 2026 Infrastructure Delivery Schedule (HDC11A) brings the resulting requirements together.
49. The Council considers that HDC11 and HDC11A provide sufficient clarity on the infrastructure necessary to support the Plan as a whole, while the combination of DS05, the individual site allocation policies and the subsequent planning application process provides the necessary mechanism for identifying, costing, securing and phasing site-specific infrastructure. This is consistent with the Council's approach that infrastructure requirements should be identified and evidenced at plan-making stage, while detailed requirements and delivery triggers can

appropriately be refined as individual sites progress through planning and detailed design.

50. The hierarchy, as defined within the Stage 2 report of the IDP [INF-NLP2] on page 13, is intended to provide a transparent indication of the relative role and significance of infrastructure schemes in supporting the planned growth within the Local Plan. The categorisation provides a practical and consistent framework to support infrastructure planning and investment decisions, recognising that there are competing pressures on funding.
51. The hierarchy is intended to assist future decision-makers with relative prioritisation. However, consistent with the expectation that the IDP forms a live document throughout the implementation of the Local Plan, it is important to note that this prioritisation is reflective of a particular point in time. It is likely to need to evolve over time as infrastructure capacity evolves, and other schemes are delivered.
52. 'Integral' infrastructure is identified as required for the basic day-to-day function of development, and is effectively mandatory. 'Fundamental' infrastructure is identified as necessary to mitigate development impacts and meet the needs of residents and businesses, and is also effectively mandatory, although there may need to be some flexibility in the exact format in which the infrastructure is delivered at the development management stage. 'Beneficial' infrastructure is identified as helping to achieve wider place-making, sustainability and infrastructure capacity objectives. This should not be interpreted as meaning that 'beneficial' infrastructure is unjustified or unsupported, but rather that such schemes typically deliver wider place-making, sustainability or network benefits and, in some instances, may be more aspirational or subject to further design and funding development than 'integral' or 'fundamental' infrastructure.

Matter 6, Issue 1, Question 11

Q11. Given the significant changes in both the quantum and cost of infrastructure set out in [HDC11] received 11 September 2026, including education provision, how will this impact on the wording of any of the site allocation policies?

53. The Education Delivery Strategy (EDS) [HDC 18] shows only minor changes in education provision. As such, there are no significant implications for policy wording.

54. The EDS provides further detailed modelling, resulting in the following minor amendments to the requirements, which have been summarised in the table below for clarity.

SA01 Allocation Ref:	Existing Plan's policy requirements	EDS projected needs
OA1	As set out in SA02.6 e). HDC3 Appendix 1 (MM13.2) proposes amendments to SA02.6 e) in relation to educational facilities on the site.	No change
TB1	HDC3 Appendix 1 (MM12.2) inserts proposed new criterion reflecting that this site is part of a 'cluster' of sites with S1 and S2 to ensure that a comprehensive approach to the planning and delivery of infrastructure and services is taken in line with DS04. (See S1 below)	No change
S1	SA04.1 b) requires a site for a new two form primary school with early years provision on the site.	No change
S2	HDC3 Appendix 1 (MM12.5) inserts new criterion reflecting that this site is part of a 'cluster' of sites with S1 and S2 to ensure that a comprehensive approach to the planning and delivery of infrastructure and services is taken in line with SA04. (See S1 above)	No change
MH1/MH2/MH3	As set out in SA03.2 as follows: b) A new three-form entry primary school; c) A new secondary school	No change
L1	No specified requirement – DS05 applies	No change
L2	No specified requirement – DS05 applies	No change
BA1	No specified requirement – DS05 applies	No change
F1	No specified requirement – DS05 applies	No change
GG1	No specified requirement – DS05 applies	A 0.5 FE expansion in 2032 is anticipated
K1	SA01/K1 criterion 3 requires contributions to the costs of the provision of primary and secondary education expansion as necessary	No change
B1	No specified requirement – DS05 applies	No change
B2	No specified requirement – DS05 applies	No change
B3	No specified requirement – DS05 applies	No change
GB1	No specified requirement – DS05 applies	No change

SA01 Allocation Ref:	Existing Plan's policy requirements	EDS projected needs
GB2	No specified requirement – DS05 applies	No change
HH1/HH2	No specified requirement – DS05 applies	Growth will lead to a need for additional 58 primary places by 2034, requiring the school to be extended by 0.5FE. Another option is to accommodate these places at a new school at Scraftoft or at Land South of Gartree Road. This could be combined with a temporary expansion at Houghton on the Hill.
HB1	No specified requirement – DS05 applies	A 0.5 FE expansion by 2031 is anticipated.
U1	No specified requirement – DS05 applies	No change
U2	No specified requirement – DS05 applies	No change

55. Policy DS05 stipulates the educational contributions required from development. However, if the Inspectors consider it helpful, the following could be added to SA01/ GG1, HB1, HH1, HH2 and TB1:

‘Development of the site must contribute to the reasonable costs of the provision of primary and secondary education expansion, as necessary’

Matter 6, Issue 1, Question 12

Q12. In relation to education provision, how has the Flinders Chase Local Plan Education Strategy [HDC18] taken into account the sustainability implications of school places, in terms of accessibility, including ability of children to walk to school etc, as well as potential changes in demographics and the availability of school places within existing facilities?

56. The Education Delivery Strategy has been prepared using a robust methodology which is outlined in section 6 of the document [HDC 18]. It explains how potential changes in demographics and the availability of school places within existing facilities were taken into account.

57. Flinders Chase worked closely with Leicestershire County Council School Place Planning team to model the demographic forecasts for school place

demand in place planning areas and assess the impact of future housing development.

58. School-by-school pupil forecasts, which are based on birth data, GP registrations, birth rates, migration and admissions trends, were used as the basis for the pupil demand modelling.
59. Any planned changes to existing education infrastructure capacity were factored into the education demand model before the impact of additional pupil yield from housing was applied. This includes any current plans for expansions in capacity or any likely school closures. Demand was assessed across pupil planning areas for primary and secondary education.
60. The build trajectories for individual site allocations and residential-led schemes that have recently secured planning consent were included in the education demand model. Pupil yield was based on the pupil yield factors applied by Leicestershire County Council for each phase of education. A two-year lag is applied to the primary and secondary pupil yield to reflect that pupil demand takes time to begin to materialise from completed housing and is skewed towards the youngest age range in the early years of housing schemes.
61. The education demand model accounts for projected capacity that is likely to be available for new housing developments and identifies when this capacity will be exhausted across a pupil planning area. The model then identifies the scale and timing for when additional pupil capacity for each phase of education is required for each pupil planning area.
62. The final stage reviewed the scale and locations where additional capacity is required and assessed the optimum sites and type of expansion or new provision that is required to mitigate the effects of development, provide sustainable locations for school places and ensure existing and new school provision is financially viable.

Sustainability Considerations

63. The existing education infrastructure was reviewed within defined distances of each housing allocation. This ensures that education places are available at the most accessible locations to support sustainable travel options. Where there are no places in sustainable locations for early years or primary phase pupils, new provision tends to be recommended, so long as it would be at a scale that is likely to result in schools that are financially sustainable.

64. For early years there are no statutory travel distances, but existing providers within one mile of each site allocation were assessed. If there are no existing providers within one mile, the nearest early years provider was reviewed in terms of capacity. New or expanded provision has then been proposed at the most sustainable site to each housing allocation.
65. For the primary phase all schools within two miles (the statutory walking distance for schools) have been reviewed or the nearest school, where there are no schools within two miles. The primary education infrastructure requirements account for these schools and propose expansions or new schools to maximise sustainable travel options and ensure existing and new schools are financially sustainable.
66. For the secondary phase all existing schools within three miles of the site allocations (the statutory home to school travel distance for secondary) have been reviewed. New secondary schools require large scale development to be financially viable, so any new secondary provision has been concentrated on expansions to existing schools. Any new provision on strategic development sites is concentrated on flexible all-through school models that can upscale over time.
67. There are no statutory travel distances for post-16 so additional demand is modelled on a whole-district basis. Post-16 learners travel longer distances and overwhelmingly by bus to access their chosen specialist provision.
68. All pupils attending SEND specialist schools are entitled to free home to school transport. Additional demand for these places has been modelled on a district-wide basis and pupils will be placed in existing and new SEND specialist provision that best meets their needs.

Ability of Children to Walk to School

69. The Education Delivery Strategy is based on providing school places in sustainable locations. This will usually be within existing primary or secondary schools close to housing allocations. For larger developments, new primary school provision is proposed where this can be supported at a scale that could reach two forms of entry over the longer term.
70. New primary schools are proposed within the Strategic Development Areas and in Scaptoft and Thurnby, where there are high levels of cumulative new housing planned. This strategy will ensure that the number of children who can walk, scoot or cycle to school is maximised and parents/guardians have a reasonable level of choice over school places.

Matter 6, Issue 1, Question 13

Q.13 What is the relationship between the County and District councils in relation to the setting of planning obligations, their collection and the implementation of the necessary infrastructure? Should detailed pro rata infrastructure requirements be included within the Plan, or is it appropriate to rely on a document which, once the Plan has been adopted will have the status of a material consideration?

71. Harborough District Council is the local planning authority and is responsible for securing planning obligations through the development management process. Leicestershire County Council is the infrastructure provider and consultee for matters including education and highways and advises on the infrastructure requirements and contributions necessary to mitigate the impact of development. The respective responsibilities are complementary: the County identifies and delivers the relevant infrastructure, while the District secures the necessary obligations through planning permissions and Section 106 agreements, having regard to the Regulation 122 tests.
72. Leicestershire County Council's current published Planning Obligations Policy remains the policy adopted in July 2019. LCC consulted on proposed changes to that policy in 2024, including changes to education, early years, highways and sustainable transport contributions. Those proposals have not been adopted and therefore do not constitute current policy. The proposed changes principally concern the methodology and cost assumptions used to calculate contributions and do not alter the infrastructure requirements identified in the Harborough Infrastructure Delivery Plan.
73. The Council considers that it is neither necessary nor appropriate for the Local Plan to contain every detailed pro rata infrastructure contribution. The Plan should establish the infrastructure requirements necessary to support the proposed growth and provide sufficient certainty to demonstrate that the allocations are deliverable. The Infrastructure Delivery Plan and Infrastructure Delivery Schedule provide the supporting evidence on infrastructure need, indicative costs, delivery responsibility, funding and phasing. The HDC12 viability evidence considers the cumulative implications of infrastructure and other policy requirements.
74. The detailed calculation of an individual planning obligation is appropriately undertaken at the planning application stage. This allows the obligation to reflect the final development quantum, the capacity and

requirements of the relevant infrastructure provider, the latest cost information and the detailed phasing and delivery arrangements. Contributions can be secured through Section 106 and, where appropriate, Section 278 agreements.

75. The Council's existing Planning Obligations SPD provides further guidance on the implementation of planning obligations. Following adoption of the new Local Plan, the SPD would not form part of the development plan and could not introduce new policy requirements. It may nevertheless continue to be a material consideration to the extent that it is consistent with the adopted Plan. Any future guidance would similarly be subordinate to the adopted development plan and could not be relied upon to establish infrastructure requirements necessary to demonstrate the Plan's soundness.
76. The Council considers that the appropriate approach is for the Plan to establish the infrastructure requirements and principles for securing contributions, the IDP to provide the detailed evidence of infrastructure need, cost, funding and delivery, and the Section 106/278 process to establish the final obligation for individual developments.
77. This approach provides the necessary certainty to demonstrate that the Plan is deliverable while allowing infrastructure providers to update detailed contribution methodologies and costs over the Plan period.

Matter 6, Issue 1, Question 14

Q14. The NPPF paragraph 114 is clear that when assessing sites, the cost-effective mitigation of significant impacts on the transport network in terms of capacity and congestion, or on highway safety, should be ensured whether at the plan making or planning application stage. Is the Plan supported by an adequate, easily accessible costed evidence base which demonstrates that this is the case and which sets out clearly how the Council has approached the issue of costings and need, with particular reference to its objective of reducing reliance on the private car. Is this presented in a manner which would avoid a 'paper chase' exercise and has it been agreed with the relevant highway authorities?

78. Yes. The Council considers that the Local Plan is supported by an adequate and proportionate costed transport evidence base which identifies the impacts of planned growth, the mitigation required and the estimated costs of that mitigation.

79. The evidence has been consolidated through the examination process and is now presented principally through HDC10 Transport Topic Paper (Part 1), HDC14 Transport Topic Paper (Part 2), HDC19 Joint Transport Evidence – Costing Mitigation and HDC13 Preliminary Scheme Design (Local Highways). These documents should be read alongside the Infrastructure Delivery Plan and its Infrastructure Delivery Schedule.
80. The evidence follows a clear two-stage approach. HDC19 - The Joint Transport Evidence (JTE) provides the strategic assessment of cumulative impacts and identifies potential mitigation. The JTE then provides budget cost estimates and an apportionment methodology for the strategic mitigation measures. HDC14 explains how this evidence has been applied to Harborough growth. The Council subsequently commissioned HDC13 to undertake a more detailed assessment of the local highway measures, including preliminary designs and cost estimates, to test their deliverability and refine the mitigation package.
81. The approach is therefore not simply based on identifying highway capacity problems and requiring developers to resolve them at application stage. The Plan evidence identifies the strategic transport impacts and the infrastructure required to mitigate them, with costs incorporated into the Council's infrastructure and viability work. For example, HDC14 identifies an apportioned JTE off-site highway mitigation package of approximately £4.52 million, while the subsequent preliminary scheme design identifies a wider local highway mitigation package of up to approximately £8.22 million, subject to the preliminary nature of the designs and cost estimates.
82. The evidence also addresses the Council's objective of reducing reliance on the private car. The JTE mitigation methodology adopts a sustainable transport hierarchy, with active travel and public transport measures considered before road-based capacity improvements. HDC14 confirms that the spatial strategy seeks to support shorter journeys and greater opportunities for walking, cycling and public transport, and that road-based measures are considered after sustainable modes have been explored.
83. The Transport Topic Paper (Part 2) draws the evidence together. HDC14 provides a consolidated explanation of the methodology, identifies the principal source documents and brings together the strategic and local highway evidence. The underlying JTE costing report provides the detailed cost and apportionment tables, while HDC13 provides the more detailed scheme-level information. The IDP then provides the corresponding infrastructure delivery information.

84. There has been extensive engagement with the relevant highway authorities. The JTE was prepared as joint transport evidence with the support of Leicestershire County Council, and the mitigation packages were developed through that process. HDC14 confirms that the modelling and assessment parameters used for HDC13 are aligned with the JTE evidence agreed by LCC.
85. The Council acknowledges that HDC13 had not been subject to LCC's full review by the date of publication of HDC14. The Council has nevertheless continued to work with LCC and has identified that it may be necessary to respond to LCC's comments. This is consistent with the August 2026 Statement of Common Ground (HDC9), which records the ongoing joint work between HDC and LCC and the agreed transport policy modifications.
86. For the strategic road network, the position is separately addressed through the Statement of Common Ground with National Highways. National Highways agreed that no further evidence was required to support the Local Plan.
87. Overall, the Council considers that the evidence demonstrates that the significant transport impacts of the Plan's growth have been identified, that costed mitigation has been established at the plan-making stage, and that the Plan provides an appropriate framework for securing further site-specific mitigation through Transport Assessments and planning applications where required.

Matter 6, Issue 1, Question 15

Q15. Given the Council's vision-based approach to accessibility and potential impacts on transport infrastructure, what confidence is there that the impacts can be mitigated? How has the costing of highway mitigation measures following the submission of the Plan impacted on the potential viability of the Plan? What, if any, is the significance to the strategy of the Plan given that a sizable body of the detailed transport costings postdate the Reg 19 version of the Plan and the submission version?

88. The Council considers that there is a reasonable degree of confidence that the transport impacts arising from the planned growth can be appropriately mitigated. The transport evidence has included from the

strategic assessment of accessibility and network impacts, through identification of mitigation, to preliminary scheme design and costing.

89. HDC10 sets out the overall transport strategy and the relationship between the spatial strategy, accessibility and the transport network. HDC14 brings together and updates this evidence, including the assessment of the Plan's cumulative impacts. HDC19 provides the updated Joint Transport Evidence, including the costing and apportionment of strategic mitigation measures, while HDC13 develops the principal local highway interventions through preliminary design and costing. This work, undertaken collaboratively with Leicestershire County Council, provides a more developed understanding of the mitigation required and how it can be delivered and funded.
90. The later evidence serves to confirm the Plan's chosen growth strategy and its deliverability. It provides greater certainty regarding the nature, scope and cost of measures that had previously been identified at a more strategic level. The revised highway costings are lower than previously estimated, providing a more favourable basis for assessing infrastructure requirements and increasing confidence in potential deliverability.
91. The revised highway costings have been incorporated into HDC12 *Updated Local Plan Viability* which assesses the cumulative effect of infrastructure and policy requirements and provides the basis for considering they can be accommodated within development viability. The Plan is assessed against the latest available evidence, rather than relying on earlier cost estimates. The refinement of transport costs demonstrates that the cumulative infrastructure requirements can reasonably be funded by the development identified in the Plan.
92. The Council has not treated the Reg 19 cost estimates as fixed where better evidence has subsequently become available. The transport evidence has been refined as would be expected as preliminary schemes are developed and more robust cost information becomes available. HDC19 and HDC13 therefore provide the most up to date and robust basis for assessing the infrastructure requirements.
93. There is an important distinction between establishing the strategic soundness of the transport strategy at plan-making stage and progressing individual highway schemes towards detailed design and final costing. HDC13 is expressly a *Preliminary Scheme Design* and reflects this distinction.

94. The Council considers that the transport evidence is the product of ongoing refinement rather than any change capable of affecting the Plan's strategy. The latest evidence provides the Council with greater confidence that the identified transport impacts can be mitigated, that the mitigation has been costed on the most up to date basis, and that its implications have been taken into account in the updated viability evidence.
95. The Regulation 19 evidence identified the transport impacts and the broad mitigation requirements. The subsequent work has refined the scope and costs of those measures. HDC12 tests the Plan against the best available current evidence, including the updated transport costs. It is not necessary for every individual highway scheme to have reached detailed design and final costing at Regulation 19 for the Plan to be sound, provided that the Plan identifies the necessary mitigation and the evidence demonstrates that it is capable of being delivered and funded.

Matter 6, Issue 1, Question 16

Q16. As such, is the evidence relating to both the direct and non-direct impacts of the quantum and location of development consistent with the delivery of the strategic sites? Specifically, what evidence is there that the infrastructure, including mitigation measures, associated with the strategic housing and mixed-use sites and the two strategic warehousing sites at Magna Park can be delivered together with the required infrastructure in a timely fashion?

96. Yes. The Council considers that the evidence demonstrates that the direct and cumulative impacts arising from the quantum and location of development have been assessed and that the necessary infrastructure and mitigation can be delivered alongside the strategic sites.
97. The transport evidence considers both the site-specific impacts of individual allocations and the cumulative impacts of the Plan as a whole. HDC10 establishes the strategic transport context, HDC14 brings together the updated assessment of cumulative impacts, HDC19 identifies and costs the strategic transport mitigation required as a consequence of planned growth, including the apportionment of costs between developments, and HDC13 provides further detail through preliminary design and costing of the principal local highway interventions.
98. This evidence is supported by the Updated Infrastructure Delivery Plan and Infrastructure Delivery Schedule (HDC11 and HDC11A). These

documents identify the infrastructure required to support planned growth, its indicative cost, delivery responsibility, anticipated funding sources and, where available, its relationship with development phasing. The IDP therefore provides the link between the transport evidence and the practical delivery of infrastructure alongside the allocated sites.

99. For the strategic housing and mixed-use sites, infrastructure requirements are considered in combination rather than in isolation. Transport mitigation, education, utilities and other infrastructure requirements are reflected in the updated IDP and viability evidence. Infrastructure will be secured through an appropriate combination of developer contributions, Section 106 and Section 278 agreements, public funding and infrastructure-provider investment. The detailed timing and trigger points for individual measures will be established through the planning application process, having regard to the phasing and scale of each strategic site.
100. The two strategic warehousing allocations at Magna Park have similarly been considered within the cumulative transport assessment. HDC19 identifies the strategic transport mitigation arising from the planned growth, while HDC15 provides the specific Statement of Common Ground in relation to strategic warehousing and the A5. This provides further evidence of engagement with the relevant highway authorities and infrastructure providers in relation to the transport implications of the warehousing strategy.
101. The evidence also recognises the cumulative interaction between the strategic sites. The impacts of individual sites cannot be considered solely on a site-by-site basis. HDC19 provides the strategic cumulative assessment and cost apportionment, while HDC13 tests the principal local highway measures in greater detail. This provides a basis for ensuring that the costs of strategic mitigation are appropriately attributed to the development generating the need, rather than leaving cumulative impacts to be addressed retrospectively.
102. The strategic sites are capable of being phased, with infrastructure provision linked to the scale and timing of development. Where infrastructure is necessary to mitigate an identified impact, appropriate planning obligations and other funding arrangements can be secured through the development management process, with delivery triggers applied where necessary. This provides the mechanism for ensuring that infrastructure is provided at the appropriate stage of development rather than relying on its delivery at the end of the development period.

103. The evidence has been developed collaboratively with Leicestershire County Council as the relevant local highway authority. HDC9 records the position reached between HDC and LCC on the transport evidence and the continuing work to resolve detailed matters. The subsequent transport evidence has further refined the mitigation requirements and associated costs. The Council therefore considers that there is an appropriate evidence base and delivery framework for taking the strategic sites forward.
104. The Council recognises that some infrastructure requirements, particularly detailed highway schemes, will necessarily be refined as individual sites progress through planning and detailed design. This does not mean that the infrastructure requirements are unknown. The Plan evidence identifies the infrastructure required, the IDP identifies its delivery context, and the transport evidence provides the technical and costing basis for the principal mitigation measures.
105. Overall, the Council considers that the evidence demonstrates that the quantum and spatial distribution of development, including the strategic housing, mixed-use and Magna Park warehousing allocations, can be accommodated within the transport and wider infrastructure network, subject to the phased delivery of the identified mitigation and infrastructure. The evidence provides a sound, proportionate basis for concluding that the strategic sites can be delivered alongside the infrastructure necessary to support them.

Matter 6, Issue 2: Viability

The Council's response:

Matter 6, Issue 2, Question 1

Q1. Criterion 6 (5) of Policy DS05 suggests that the policies of the Plan have been viability tested. Is the evidence underpinning the Viability Assessment (VA), including the Addendum [HDC12] consistent with the NPPF and PPG? Are the assumptions appropriate to Plan making?

- What is the relationship between the contingency fees set within the VA models and inherent risk associated with the profit margins set for market housing?
- Namely, what is the difference in policy requirements between extant and emerging policy in relation to infrastructure and other s106 requirements?
- Is there an extant requirement for funding for cemetery and burial requirements? If so, what is it and how is it to be sourced?

106. The January 2025 Whole Plan Viability Assessment (INF-NLP3), hereafter referred to as the *January 2025 VA*) and subsequent addendum reports have been prepared with reference to the NPPF, PPG and relevant RICS guidance on assessing viability in planning. The methodology, principal assumptions and approach to assessing the cumulative impact of the emerging Local Plan's requirements are set out in Chapter 2 of the January 2025 VA.

107. The October 2026 Addendum, prepared by Aspinall Verdi and appended to this Hearing Statement 6, updates the viability evidence to reflect revised infrastructure requirements and costs, including those identified through the updated IDS [HDC11a]. It also considers the implications of the updated national planning policy context. The assessment has been prepared having regard to the NPPF applicable to the examination and the relevant transitional arrangements.

108. The VA and subsequent addenda provide an appropriate evidence base for assessing whether the emerging Plan's policy requirements are justified and deliverable. The assessments consider the cumulative impact of policy requirements, infrastructure costs and other development costs on viability, rather than treating individual requirements in isolation. The October 2026 Addendum updates the evidence to reflect revised infrastructure requirements and costs and assesses their implications for the viability of the Plan and its strategic allocations.

109. The relationship between contingency allowances and developer profit is considered in the January 2025 VA and the October 2026 Addendum. These allowances address different, although related, aspects of development risk and are considered within the overall appraisal methodology.
110. The contingency allowance provides for unforeseen costs arising during the development process, including potential increases in construction costs or other costs that cannot be fully established at the plan-making stage. The assumed developer profit represents the return required to incentivise development, taking account of the risks associated with bringing a scheme forward. Profit and contingency therefore serve distinct purposes and are not interchangeable. However, the two must be considered in the round, to ensure that the risk element of any given development appraisal is not over-emphasised or double counted
111. The viability methodology considers these allowances alongside the other assumptions affecting development costs and returns. The contingency allowance addresses potential unforeseen expenditure, while the profit margin reflects the return required to undertake development. Their respective functions are therefore distinct, and their combined effect must be assessed in the context of the overall appraisal rather than treating both as equivalent allowances for the same risk. However, it is again noted that the two have, and must always, be considered 'in the round' to establish an appropriate balance.
112. In preparing the January 2025 VA, Aspinall Verdi had regard to existing Section 106 obligations and contributions and worked with Council planning officers to ensure that the allowances adopted in the assessment were proportionate and reasonable. The assessment considered the cumulative effect of policy requirements and development costs expected to apply to new development.
113. The emerging Local Plan continues the established approach of securing necessary infrastructure and mitigation through appropriate planning mechanisms, including Section 106 planning obligations where the relevant statutory tests are satisfied. Such obligations must be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.
114. The October 2026 Addendum updates the viability evidence to reflect the revised infrastructure requirements identified through the updated IDS [HDC11a]. Strategic infrastructure costs are therefore reflected in the

updated viability evidence, while site-specific obligations will continue to be determined through the development management process, having regard to the impacts and requirements of individual proposals. The Council's approach distinguishes between costs already incorporated into the Plan's infrastructure assumptions and additional site-specific obligations, avoiding double counting.

115. Cemetery and burial provision is an established infrastructure requirement supported by the existing policy framework and evidence base. Adopted Local Plan Policy GI3 (Cemeteries) seeks to ensure that sufficient burial provision continues to be available within the District. The Harborough Cemetery and Burial Strategy identifies existing capacity and future requirements, and developer contributions provide a mechanism for funding the necessary provision. The adopted *Harborough Final Open Space Policy and Guidance 2026 (accompanying appendices to HDC 4A)*, provides an updated and transparent basis for calculating contributions towards cemetery and burial provision. The guidance identifies a provision standard of 0.35 hectares per 1,000 population and provides for cemetery and burial ground provision to be secured normally through off-site contributions rather than on-site provision.
116. Table 7 of the adopted guidance sets out the following contribution rates for cemetery and burial provision where provision is not made on site:
- £97 per person in the new development, where the contribution is used to enhance existing provision.
 - £106 per person in the new development, where the contribution is used to provide new cemetery or burial facilities.
117. These rates provide a defined basis for calculating contributions according to the additional population generated by a development and the nature of the provision required. The guidance also allows contributions to be calculated pro rata where provision is made partly on site and partly through an off-site contribution.
118. The cemetery and burial contribution requirements have been incorporated into the Council's updated infrastructure cost assumptions. The IDS [HDC11a] applies the contribution rates set out in the adopted 2026 guidance to establish a planning obligation allowance for cemetery and burial provision for each site allocation. These allowances form part of the infrastructure cost assumptions in HDC11a and have been carried through into the October 2026 viability appraisals. The costs of cemetery

and burial provision are therefore explicitly accounted for in the updated viability evidence and are not an additional, unaccounted-for cost.

Matter 6, Issue 2, Question 2

Q2. On the basis that the Council has now confirmed that it intends to collect a CIL [HDC6], how does this impact on any of the assumptions set out within its evidence base? Should this be taken into account within the VA with particular reference to the site allocations which specifically set out identified infrastructure?

119. The future adoption or otherwise of a CIL Charging Schedule does not materially impact the conclusions drawn in the January 2025 VA or subsequent addenda. The implementation of a CIL charge would represent a change in the mechanism through which contributions for certain infrastructure are secured, but the January 2025 VA and subsequent addenda assume that developer contributions are secured through S106 agreements, as is the current process.
120. The CIL viability evidence recommends that strategic sites are exempt from CIL charges, to avoid circularity whereby CIL monies are collected and subsequently required to support infrastructure delivery in relation to said sites. As such, it is assumed that the strategic sites with significant policy requirements for infrastructure will deliver these requirements through S106 obligations.
121. Where other site allocations specifically set out identified infrastructure requirements, these are generally limited to minor interventions such as connection to existing road networks, retention of public rights of way, or various site specific assessments, such as transport, flood and noise impact assessments. The cost for provision of this type of intervention is included within the January 2025 VA through the generous allowances made for external works, as well as the allowances made for professional fees. Additionally, S106 allowances per unit are made within the typology appraisals for other requirements which would be secured as developer obligations.
122. As mentioned above, the adoption or otherwise of a CIL Charging Schedule would just result in an adjustment of the mechanism through which contributions are secured and does not materially affect the outcomes of the January 2025 VA or subsequent addenda.

Matter 6, Issue 2, Question 3

Q3. Is there any inconsistency between the assumptions made within the VA, including the most up to date version, and individual policies, such as the threshold at which contributions are to be sought from developments?

123. There is no inconsistency between the January 2025 VA and the individual policies in relation to the threshold at which contributions are sought from developments. Appendix 1 of the January 2025 VA provides a comprehensive policies matrix which sets out the assumptions made in relation to individual policies.
124. In relation to the thresholds specifically, the VA assesses smaller typologies (i.e. 5-units) which are below the threshold at which contributions would be sought for affordable housing. However, these typologies include allowances for S106 obligations, ensuring alignment with policies which require contributions for non-major development.
125. Where site allocations specifically set out identified infrastructure requirements, these are generally limited to minor interventions such as connection to existing road networks, retention of public rights of way, or various site specific assessments, such as transport, flood and noise impact assessments.
126. The cost for provision of this type of intervention is included within the January 2025 VA through the generous allowances made for external works, as well as the allowances made for professional fees. Additionally, S106 allowances per unit are made within the typology appraisals for other requirements which would be secured as developer obligations.

Matter 6, Issue 2, Question 4

Q4. Reference is made to other external funding sources to help bridge any capacity funding gap. What are these, and how realistic is this assumption?

127. The January 2025 VA (INF-NLP3) and the October 2026 addendum have demonstrated that the integral and fundamental infrastructure outline in the IDS (HDC11a) is viable without other funding sources, however the Council recognises that external funding can help address infrastructure funding gaps and support the delivery of planned growth. In relation to

Land South of Gartree Road (OA1), the site's designation as a Government Accelerator Site provides a specific focus for engagement with government to accelerate housing delivery and address infrastructure constraints. Homes England is developing a business case for the infrastructure required to support LSGR, including education provision. This represents active work to establish the infrastructure requirements and explore appropriate funding solutions; it should not, however, be interpreted as confirmation that funding has been awarded.

128. A range of external funding sources may be available to supplement developer contributions and public-sector investment, subject to programme eligibility, business case approval and funding availability. These include:

- Central government programmes: relevant departmental capital programmes and competitive funding for education, transport, health and other strategic infrastructure, together with funding associated with housing delivery and economic growth.
- Homes England: potential grant and loan support for housing and enabling infrastructure, including land remediation and preparation, infrastructure investment and measures to unlock stalled or complex sites. Its funding mechanisms include capital grants, development finance and loans, and the National Housing Bank provides additional routes for debt, equity and guarantees to support housing and infrastructure delivery. The Social and Affordable Homes Programme may also support eligible affordable housing provision.
- Sport England and National Lottery funding: competitive grants, including Sport England's Movement Fund and other relevant facilities programmes, may support eligible sports facilities and community participation projects.
- Other public-sector and infrastructure funding: potential contributions from the utility providers and other infrastructure partners, depending on their statutory responsibilities, investment programmes and the requirements of individual schemes.

129. These sources provide realistic opportunities to reduce infrastructure funding gaps, particularly where investment unlocks housing delivery and supports government priorities. However, the availability of funding varies by programme, and awards are subject to eligibility, competing demands, deliverability and value-for-money assessments. The October 2026 VA Addendum appended to this Hearing Statement confirms that the 'integral' and 'fundamental' infrastructure identified in the Infrastructure Delivery Strategy (IDS) is viable. The Plan's delivery is not considered to be reliant

on securing these unconfirmed external funding to provide this infrastructure. Any funding secured through these sources would provide further opportunities to support infrastructure delivery and reduce funding pressures.

130. Specifically for LSGR (OA1), the Government Accelerator Site designation and Homes England's ongoing work on a site specific infrastructure business case provide a credible basis for pursuing targeted investment, including towards education infrastructure. The Council will continue to engage with Homes England and relevant infrastructure providers to identify funding opportunities and develop an appropriate funding package. The delivery strategy must nevertheless be based on the identified infrastructure requirements and funding that can be evidenced, with any future external funding improving the scope for delivery and reducing pressure on developer contributions rather than being assumed to bridge the funding gap in advance of confirmation.

Matter 6, Issue 2, Question 5

Q5. Paragraph 12 of our Panel Note 6 [ID7] requested a detailed addendum to the VA be provided, which did not defer to other documents, setting out costs linked to individual policies, including site specific allocations. Paragraph 52 of the Council's response [ID7] agreed to provide a clear and transparent assessment. Notwithstanding the receipt of the Viability Addendum [HDC12], this has not been provided.

Consequently, is the strategy of the Plan justified, including the provision of affordable housing at 40%?

131. The Council acknowledges the Panel's request in paragraph 12 of Panel Note 6 [ID7] for a detailed addendum to the Viability Assessment, setting out transparently the costs associated with individual policies and site-specific allocations, without deferring to other documents. The Council agreed to provide this assessment in its response at paragraph 52 of [ID7].
132. The initial Viability Addendum [HDC12] considered the implications of the updated IDP costs for the overall viability of the Plan. However, due to the time constraints and information available at that stage, it did not include a full reassessment of the strategic site allocations or provide the detailed, standalone assessment requested by the Panel.
133. To address this, Aspinall Verdi has prepared the further addendum report, dated October 2026, which is appended to this Hearing Statement.

This provides an updated assessment of the strategic sites previously identified as marginally viable and considers the implications of updated infrastructure costs for the viability of the Plan, including the costs associated with individual policies and site-specific allocations. Chapter 5 of the October 2026 addendum sets out the conclusions on the overall viability of the Plan, the proposed 40% affordable housing requirement and the updated viability position of the strategic allocations.

134. The updated assessment confirms that the Plan remains viable at 40% affordable housing for non-strategic housing development, having regard to the geographical distribution of the proposed allocations. It also confirms that Scaptoft East (S1) and the Market Harborough Cluster (MH1, MH2 and MH3) remain viable at 40% affordable housing, taking account of the updated infrastructure requirements.

Strategic Site	Original Viability Conclusion	Current Position	Current Max Viable Affordable Housing Level	Material Change Since Submission?
OA1	Marginal at 40% AH	Marginal at 35% AH	35%	Yes
S1	Marginal at 40% AH	Viable at 40% AH	40%	Yes
MH1,2,3	Viable at 40% AH	Viable at 40% AH	40%	No

135. In relation to LSGR (OA1), the January 2025 WPVA identified the site as marginally viable at 40% affordable housing. The October 2026 Addendum has updated the assessment to reflect the latest infrastructure requirements, particularly education provision, alongside updated market values and development costs. This indicates a more marginal viability position, with the revised assessment identifying the site as marginally viable at 35% affordable housing.

136. This represents a refinement of the original viability conclusion in response to updated evidence, rather than a fundamental change in the assessment of the site's viability. The revised assessment identifies 35% affordable housing as the maximum level that can currently be supported on a marginally viable basis. The Council considers that this evidence should be reflected in the policy approach to LSGR (OA1), rather than retaining a 40% requirement that the updated assessment does not demonstrate to be viable.

137. The Council's proposed approach is to establish a policy target of 35% affordable housing at LSGR (OA1), with a policy floor of 25%. The policy should require the development to achieve as close to the 35% target as is demonstrated to be viable through the application-stage assessment. This would provide a clear policy expectation while allowing the affordable housing provision to respond to the viability evidence available when the development proposals are brought forward. It would also maintain the objective of securing the greatest reasonable level of affordable housing without compromising the deliverability of the allocation.
138. The Council will continue to engage with the site promoter and relevant infrastructure providers as the proposals are developed. This will enable the viability position to be reviewed in the light of any further robust evidence, including updated land cost information, and provide an opportunity to maximise affordable housing and infrastructure provision where justified.
139. Overall, the October 2026 Addendum provides the further assessment requested by the Panel and demonstrates that the Plan's viability conclusions have been reviewed in the light of updated infrastructure requirements and other relevant assumptions. The evidence supports the retention of the 40% affordable housing requirement for non-strategic development and for S1 and MH1–MH3, while identifying a revised, evidence-based approach for LSGR/OA1. The Council considers that the strategy of the Plan remains justified, subject to the proposed refinement of the affordable housing requirement for LSGR (OA1).

Matter 6, Issue 2, Question 6

Q6. We note that a number of individual infrastructure improvements, including public transport and walking improvements have been removed from the update to the IDP with costs apportioned to each site as set out on page 18 of the Transport Topic Paper Part Two [HDC14]. Is this approach transparent, easily accessible and effective? How would this effect the objective of realistically mitigating the impacts of development through reducing reliance on the private car as referenced in [TRP-NLP5]. Moreover, is it appropriate that no costs at plan making stage be accrued to any works on the Strategic Road Network (SRN)⁴? How would this impact on the costs to be accrued in s106 and s278 agreements?

140. In relation to transport, the IDP (Feb 2025) [INF-NLP1] and IDP (March 2026) [INF-NLP2] contained transport infrastructure and costs based on a draft version of the Harborough Strategic Transport Impact Assessment (HSTIA). This was not intended. The IDP therefore included schemes and costs that did not align with the evidence in the HSTIA [TRP-NLP2]. The updated IDP [HDC11 and HDC11A] corrects this, so the IDS (HDC11A) aligns with the published HSTIA evidence [TRP-NLP2]. These are factual changes to align the public transport and walking and cycling measures in the IDP with the published evidence, rather than changes to the infrastructure package itself as identified in the HSTIA. This is why the IDP update appears to have so many changes, including to costs etc (e.g. see [HDC11](#) table 1 and 3).

141. For the avoidance of doubt, all of the walking and cycling, public transport and travel planning measures identified in Table 4.2, Table 4.4 and Table 4.6 of the HSTIA [TRP-NLP2] are correctly included in the updated IDP and identified as 'integral' [HDC11A]. This approach ensures the impacts of development are mitigated and provide genuine travel choice as far as possible. This is consistent with the approach set out in the Transport Topic Paper (Part 2) [HDC14] – see para 5.32 for active travel (i.e. walking and cycling) and para 5.49 for public transport (i.e. buses and travel planning) which explain these HSTIA measures are 'integral' to the delivery of the plan in the updated IDP because they:

- Are directly related to proposed site allocations;
- Provide access between the site and key destinations (e.g. town centres, schools, shops etc.).
- The delivery of sustainable transport is strongly supported by national and local policy, and
- They help to ensure travel choice and a degree of modal shift, as well as, potential site-specific transport visions.

142. Beyond these factual changes to the IDP, the only element of the HSTIA mitigation that has been removed in the IDP update is the 'Junction Improvement Measures' in Leicestershire as explained on page 18 of the Transport Topic Paper (Part 2) [[HDC14](#)]. Paragraph 5.71 of the Transport Topic Paper (Part 2) explains the off-site road improvement measures have been removed from the updated IDP as they have been superseded by the completion of the JTE and the subsequent Preliminary Scheme Design (Local Highway) which refines the highway mitigation package [[HDC13](#)].
143. The HSTIA junction improvement measures have therefore been removed from the IDP (as set out in table 1 of [HDC11](#)) and replaced with the off-site highway infrastructure required to mitigate the cumulative residual highway (road) impacts identified in the Preliminary Scheme Design (Local Highway) ([HDC13](#) Appendix C). These schemes are based on location specific modelling and informed by the strategic JTE modelling.
144. The removal of the HSTIA off site highway mitigation package as explained on P.18 of the Transport Topic Paper (Part 2) and replacing it with the highway schemes from the Preliminary Scheme Design (Local Highway) ([HDC13](#) Appendix C) does not impact the sustainable transport mitigation package or the plans ability to encourage modal shift.
145. For matters relating to the approach to the SRN please see the Council's response to Matter 10, Issue 1, Policy DM06 Transport and Accessibility, Question 1 (para 50-52), Question 6 and Question 11.
146. It is important to note the plan identifies limited growth in the vicinity of the SRN, apart from Strategic Distribution at Magna Park (MP1 and MP2). If any SRN contributions were sought through the planning application process, contributions would be proportionate to the scale of growth.

Matter 6, Issue 2, Question 7

Q7. Criterion 6 (5) of DS05 sets out the possibility of site-specific VAs to be provided in exceptional circumstances. What is the evidence on which the Plan is predicated, and do the relevant policies make clear that the role for VA is primarily at plan making stage so that the price paid for land reflects policy requirements and that the review process is not seen as a mechanism to obviate developer risk?

147. The Council consider that the Plan is underpinned by proportionate and robust whole-plan viability evidence, assessing representative development typologies and key strategic sites. The January 2025 WPVA and subsequent addenda assess the viability and deliverability of the Plan's affordable housing and other policy requirements. The relevant conclusions are set out in Chapter 8 of the January 2025 WPVA and Chapter 5 of the October 2026 Addendum report appended to this Hearing Statement. The updated evidence confirms that the Plan's policy requirements are viable and its development strategy deliverable.
148. For Land South of Gartree Road (LSGR, OA1), the October 2026 Addendum reflects updated infrastructure requirements, particularly education provision, and revised market values and development costs. It identifies 35% affordable housing as the maximum level supportable on a marginally viable basis, compared with 40% in the January 2025 WPVA. The Council proposes a 35% target and a 25% policy floor, requiring provision to be as close to the target as viability permits. This evidence-led adjustment establishes a realistic and deliverable requirement while maximising affordable housing provision.
149. The Council's position is that viability should be addressed principally at plan-making stage, with land values reflecting the Plan's policy requirements. Consistent with paragraph 58 of the NPPF, DS05 restricts site-specific viability assessments to exceptional circumstances. Exceptional circumstances may include demonstrable abnormal site costs, such as significant contamination or remediation requirements; or significant changes in site or economic circumstances since the viability evidence was prepared. In each case, the Council would request the applicant to demonstrate that the circumstances materially affect viability and were not adequately accounted for in the assumptions underpinning the Plan. The Council considers this approach provides the necessary certainty that the Plan's requirements will be delivered, while allowing flexibility only where properly justified.

Matter 6, Issue 2, Question 8

Q8. In the context of a plan where transport issues are fundamental to its delivery, such as Magna Park (policies MP1 and MP2) and policy DS02-Land South of Gartree Road, together with cross boundary impacts, it is vital that there is reasonable certainty at a plan level that there is or will be access to funding to mitigate the impacts of transport as well as deliver the other strategic infrastructure requirements. Without this the strategy of the Plan may be undermined and the development proposed not be deliverable. Were a developer to be unable to demonstrate that such developments were viable, with the associated strategic infrastructure, how should a decision maker react?

150. The Council recognises that the delivery of the Plan's strategy depends on the timely provision of the infrastructure necessary to support planned growth, including transport infrastructure and mitigation of cumulative and cross-boundary impacts. The updated IDP evidence (HDC11 and HDC11a) identifies and prioritises the infrastructure required to support the Plan, while the October 2026 VA Addendum demonstrates that the infrastructure identified as fundamental and integral to its delivery, including transport infrastructure, is viable. Taken together, this provides a robust evidence base and a reasonable basis for concluding that the Plan's infrastructure requirements can be funded and delivered over the Plan period as a whole.

151. Where a developer claims that a development is not viable with the infrastructure required, the decision maker should consider the evidence pragmatically and proportionately, having regard to the Plan's overall strategy and prospects for delivery. Consistent with the approach to plan viability, the assessment should distinguish between uncertainty that may reasonably evolve over the Plan period and evidence of a fundamental obstacle to delivery. An individual viability concern does not, in itself, undermine the soundness of the Plan; the key consideration is whether the evidence demonstrates a material threat to the deliverability of the development or the Plan's wider strategy.

Matter 6, Issue 2, Question 9

Q9. Overall, do the policies of the Plan provide the framework to ensure that the necessary infrastructure is to be delivered over the lifetime of the development so as to result in sustainable development?

152. Yes. The Council considers that the Plan's policies, read as a whole and supported by the IDP, viability evidence and associated delivery mechanisms, provide an appropriate framework for securing the infrastructure necessary to support planned growth and achieve sustainable development over the Plan period.
153. The Plan identifies the infrastructure requirements associated with its growth strategy and provides a policy framework for securing appropriate infrastructure provision, having regard to the needs arising from development, the timing of provision and the responsibilities of relevant infrastructure providers. The IDP identifies the infrastructure required to support planned growth, while the viability evidence considers the cumulative implications of infrastructure costs and policy requirements for development deliverability.
154. The Council recognises that infrastructure requirements, costs and funding arrangements may evolve over the lifetime of the Plan. The evidence has therefore been reviewed to take account of updated infrastructure requirements, particularly in relation to transport and education provision, and their implications for development viability. The viability implications review is set out in the October 2026 Addendum report appended to this Hearing Statement.
155. The updated viability assessment confirms that the Plan remains viable overall, with the 40% affordable housing requirement supported for non-strategic housing development, having regard to the geographical distribution of the proposed allocations. Scraftoft East (S1) and the Market Harborough strategic allocations (MH1, MH2 and MH3) also remain viable at 40% affordable housing, taking account of the updated infrastructure requirements.
156. For Land South of Gartree Road (OA1), the updated assessment identifies a more marginal viability position, with the site marginally viable at 35% affordable housing. The Council proposes to reflect this evidence through a 35% affordable housing target, with a policy floor of 25%,

requiring provision to be as close to the 35% target as is demonstrated to be viable through the application-stage assessment. This represents a proportionate response to the updated infrastructure costs and provides a framework for maximising affordable housing provision without prejudicing the deliverability of the allocation or the infrastructure necessary to support it.

157. The Council's approach does not rely on viability evidence alone to secure infrastructure delivery. The Plan's policies provide the basis for identifying and addressing infrastructure requirements arising from development, while the IDP and ongoing engagement with infrastructure providers inform delivery priorities, funding opportunities and the timing of provision. Infrastructure is projected to be funded through a combination of developer contributions, public-sector investment and relevant external funding programmes, as appropriate to the infrastructure concerned. Where funding or delivery arrangements need to be refined, these can be progressed through the implementation of the Plan and the development-management process.
158. The Council also recognises that infrastructure delivery will take place over the Plan period and that the detailed sequencing of provision will need to respond to the phasing of development, the availability of funding and the requirements of infrastructure providers. This does not undermine the overall strategy, provided that necessary infrastructure is identified, coordinated and secured at the appropriate stages of development.
159. In summary the Council considers that the Plan provides a sound and proportionate framework for ensuring that infrastructure requirements are addressed alongside planned growth and that development can be delivered sustainably. The October 2026 Addendum validates that the viability implications of updated infrastructure costs have been considered and that the Plan's policy approach remains deliverable overall, subject to the proposed refinement of the affordable housing requirement for OA1. The Council will continue to work with infrastructure providers, delivery partners and site promoters to support timely infrastructure provision and to maximise opportunities for securing the funding necessary to deliver the Plan's growth strategy.



Harbrough District Council Local Plan Viability

Harbrough District Council Local Plan Viability

January 2025 Whole Plan Viability Assessment – Market
Conditions, Viability and Strategic Site Addendum

14th October 2026

Quality Assurance

Date of Report	January 2025 Whole Plan Viability Assessment - Market Conditions, Viability and Strategic Site Addendum
Version	V4
Filename and path	L:_Client Projects\2401 Harborough WPV_Harborough DC_Reports\2610 Strategic Site Addendum Report\261009 Harborough WPV Strategic Site Viability Update Addendum_Harborough DC_v4.docx
Prepared by	Adam Baker, Associate Director
Checked by	Parm Dosanjh, Executive Director
Date	14 th October 2026
Authorised by	Parm Dosanjh, Executive Director
Date	14 th October 2026

Limitation

This report has been prepared on behalf of and for the exclusive use of Aspinall Verdi Limited's Client and it is subject to and issued in connection with the provisions of the agreement between Aspinall Verdi Limited and its Client. Aspinall Verdi Limited accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report by any third party.

Contents

Report

1	Introduction	4
	Harborough Local Plan EiP – Matters, Issues and Questions (MIQs)	4
	RICS Practice Statement	6
	Report Structure	7
2	Market Condition Overview	8
	Residential Value Summary	8
	Build Cost Summary	9
	Land Value Summary	9
	Developers Profit and Contingency	10
	Local Plan Policies & Associated Cost Assumption Summary	10
	MIQ Related Context & Conclusions	12
3	Harborough Infrastructure Delivery Plan (IDP)	14
	Infrastructure Delivery Plan (February 2025)	14
	Updated Infrastructure Delivery Plan, September 2026	14
4	Updated Strategic Site Assessment	16
	Strategic Site Appraisal Assumptions	17
	Strategic Site Viability Results	19
	Strategic Site Conclusions	20
5	Overall Conclusions and Summary of Recommendations	21

Tables & Figures

Figure 2.1 - January 2025 WPVA, Value Zones and Proposed Allocation Sites	12
Table 3.1 - IDP Cost Comparison	15
Table 4.1 - Strategic Site Revised Viability Assumptions	17
Table 4.2 - Revised S106 Infrastructure Assumptions	17
Table 4.3 - Strategic Site Appraisal Summary	19

Appendices

Appendix 1 – Strategic Site Appraisals
--

1 Introduction

- 1.1 AspinallVerdi produced a Whole Plan Viability Assessment (WPVA) on behalf of Harborough District Council (the Council), dated January 2025, to provide an evidence base to assist in identifying the viability impacts of emerging planning policies. The WPVA comprised a full viability assessment of the draft policies and proposed site allocations in the emerging Harborough Local Plan 2020 – 2041.
- 1.2 The emerging Local Plan sets a blanket target of 40% affordable housing provision on development across the District. The Council's existing policy is 40% across the District, and we understood the Council's preference was to retain the same blanket rate moving forward for ease of implementation, subject to the outcome of the WPVA.
- 1.3 AspinallVerdi's January 2025 WPVA provided a series of conclusions and recommendations regarding the level of policy contributions and affordable housing sought through the emerging Local Plan, and its corresponding impact on viability.
- 1.4 Our assessment split the District into three broad 'value zones' (lower, medium and higher value). The viability of all the typologies tested in the medium and higher value areas was positive, with most typologies providing a significant buffer, even when accounting for all policy costs and the 40% affordable housing target.
- 1.5 Our sensitivity analysis showed that even with shifting market conditions, these typologies remained viable. Conversely, challenging viability conditions were identified in the lower value greenfield typologies and brownfield typologies.
- 1.6 Despite challenging viability within lower value greenfield and brownfield typologies, our January 2025 WPVA concluded the Council could seek to retain a blanket target rate of 40% affordable housing across the District, due to the vast majority of proposed allocations being situated within the medium and higher value greenfield context.
- 1.7 The emerging Local Plan went to Regulation 19 consultation in March 2025. Following approval at Extraordinary Council on 16th March 2026, Harborough District Council formally submitted the Harborough Local Plan 2020-2041 to the Secretary of State for Examination in Public (EiP) on 17 April 2026.
- 1.8 The National Planning Policy Framework (NPPF) was significantly updated in August 2026. However, the Local Plan has been prepared and will be examined under the December 2023 NPPF in accordance with the transitional arrangements set out in the previous NPPF.

Harborough Local Plan EiP – Matters, Issues and Questions (MIQs)

- 1.9 In advance of Examination in Public, scheduled for Autumn 2026, we have been provided with a copy of Panel Note 8 – Stage 2 Matters, Issues and Questions (MIQs).
- 1.10 Matter 6 of the MIQs considers the following:

'Whether the Plan is justified, effective and consistent with national policy in relation to the timely provision of Strategic Infrastructure?'
- 1.11 Under Matter 6, Issue 1 relates to Supporting Strategic Infrastructure, whilst Issue 2 pertains to Viability. AspinallVerdi has supported the Council in producing responses to

the Issues and Questions relating to Matter 6, which is provided separately to this addendum report.

- 1.12 However, at Matter 6, Issue 2, Question 5 of this section, it is noted that the Planning Inspectorate requested a detailed addendum to the January 2025 WPVA to be provided, which did not defer to other documents, setting out costs linked to individual policies, including site specific allocations.
- 1.13 Additionally, Matter 7, 'Additional Site-Specific Questions', requests an update in respect of the previously identified marginal viability position for the proposed strategic site allocations at Land South of Gartree Road Strategic Development Area and Scraptoft East, Land between Scraptoft and Bushby.
- 1.14 AspinallVerdi previously provided a summary note which considered the Council's updated Infrastructure Delivery Plan (IDP) costs in the round (HDC12). However, this did not comprise a full re-assessment of the strategic sites referenced above due to time constraints and information availability at the time.
- 1.15 As such, we have produced this standalone addendum report to address the questions posed by the Planning Inspectorate in relation to those strategic sites which were previously identified as 'marginally viable', as well as other overarching questions around the costs linked to individual policies and site-specific allocations.
- 1.16 We have therefore undertaken updated viability appraisals for the following strategic sites.
- Land South of Gartree Road Strategic Development Area: 4,000 units
 - Scraptoft East Land between Scraptoft and Bushby: 950 units
 - Market Harborough Cluster: 1,700 units
- 1.17 As was the case when our initial WPVA was produced in January 2025, we note that the testing of the Land South of Gartree Road site includes the whole of the site (i.e., including units expected to be delivered outside the plan period), as well as units in Oadby & Wigston, due to Infrastructure interdependencies.
- 1.18 Testing the site in totality ensures infrastructure which may be required on either side of the district boundary does not have a disproportionate effect on viability either in a positive or negative manner.
- 1.19 For example, if a school is required on the Harborough side of the site, where only around three quarters of the units are proposed, this would deflate viability compared to the inflation of viability on the Oadby & Wigston side of the boundary, where no such requirement would exist.
- 1.20 The purpose of this addendum report is primarily to provide an updated viability assessment of the following Strategic Sites proposed for allocation through the emerging Harborough Local Plan.
- 1.21 However, within our Market Conditions Overview, we consider changes to market conditions in the round, and whether this is likely to have any material impact on the conclusions drawn in relation to the typology appraisals undertaken as part of our January 2025 WPVA.
- 1.22 We also consider areas of the MIQs which relate to the conclusions reached in our January 2025 WPVA and subsequent addendums.

- 1.23 We note that our January 2025 WPVA, subsequent addendum reports, and this addendum report are referenced within the responses provided separately via the Council in relation to Matter 6 - Whether the Plan is justified, effective and consistent with national policy in relation to the timely provision of Strategic Infrastructure?
- 1.24 We recommend that both this addendum and the Council's written responses to Matter 6 are therefore considered in conjunction, as we have sought to avoid significant repetition of analysis contained within this addendum report for the purposes of supporting the Council's written responses to the MIQs.

RICS Practice Statement

- 1.25 Our viability assessment has been carried out in accordance with the RICS¹ Financial Viability in Planning: Conduct and Reporting Professional Standard (1st Edition, May 2019).
- 1.26 Our study has also been carried out in accordance with the RICS Assessing Viability in Planning under the National Planning Policy Framework 2019 for England Professional Standard (1st edition, March 2021), having regard to the latest revisions to the National Planning Policy Framework (NPPF, last updated August 2026) and the Planning Practice Guidance (PPG).
- 1.27 We note that the new NPPF is a material consideration for decision-making purposes. However, this should not impact the progress of the emerging Harborough Local Plan, which is proceeding through the transitional arrangements set out in the December 2024 NPPF, therefore referring back to the December 2023 NPPF.

Objectivity, Impartiality and Reasonableness

- 1.28 We have carried out our review in collaboration with the Council as LPA and in consultation with industry (Registered Providers, developers and landowners). At all times we have acted with objectivity, impartially and without interference when carrying out our viability assessment and review.
- 1.29 At all stages of the viability process, we have advocated reasonable, transparent and appropriate engagement between parties.

Conflicts of Interest

- 1.30 We confirm that we have no conflict of interest in providing this advice and we have acted independently and impartially.

RICS Valuation – Global Standards

- 1.31 This report and the accompanying appraisals have been prepared in line with RICS valuation guidance. However, it is first and foremost an evidence base to support the new Local Plan. The appraisals are not 'Red Book'² valuations and should not be relied upon as such.

¹ Royal Institution of Chartered Surveyors

² RICS Valuation, Global Standards 2024.

Report Structure

1.32 The remainder of this addendum report is structured as follows:

- Chapter 2: Market Conditions Overview
- Chapter 3: Harborough Infrastructure Delivery Plan
- Chapter 3: Strategic Site Assessment Appraisal Assumptions
- Chapter 4: Strategic Site Viability Results
- Chapter 5: Strategic Site Conclusions and Recommendations

2 Market Condition Overview

- 2.1 The subsequent sections set out market changes to values and development costs in the period since the January 2025 WPVA was published.
- 2.2 The primary purpose of this is to establish the need for adjustments to assumptions within our updated strategic site assessment.
- 2.3 However, this also seeks to address the following areas of the MIQs which reference viability either directly, or as part of a separate matter, as summarised below:
- Matter 6, Issue 2, Question 1:
‘Criterion 6 (5) of Policy DS05 suggests that the policies of the Plan have been viability tested. Is the evidence underpinning the Viability Assessment (VA), including the Addendum [HDC12] consistent with the NPPF and PPG? Are the assumptions appropriate to Plan making?’
 - *What is the relationship between the contingency fees set within the VA models and inherent risk associated with the profit margins set for market housing?*
 - Matter 6, Issue 2, Question 3:
‘Is there any inconsistency between the assumptions made within the VA, including the most up to date version, and individual policies, such as the threshold at which contributions are to be sought from developments?’
 - Matter 6, Issue 2, Question 5:
‘Paragraph 12 of our Panel Note 6 [ID7] requested a detailed addendum to the VA be provided, which did not defer to other documents, setting out costs linked to individual policies, including site specific allocations. Paragraph 52 of the Council’s response [ID7] agreed to provide a clear and transparent assessment. Notwithstanding the receipt of the Viability Addendum [HDC12], this has not been provided. Consequently, is the strategy of the Plan justified, including the provision of affordable housing at 40%?’
 - Matter 8, Issue 1, Question 2:
‘Is the proportion of affordable housing sought viable, both by itself and in combination with other planning requirements in the Plan?’

Residential Value Summary

- 2.4 We have sought to establish the overall changes in values in Harborough District between the point at which housing data was analysed in relation to the January 2025 WPVA, and the present day. The Residential Market Paper, which is appended to the main WPVA, was produced in April 2024. As such, we have used this as the point from which to establish market value changes.
- 2.5 We have reviewed the Land Registry data for April 2024 to July 2026 (the latest available data point) for Harborough and found that prices (all house types) have grown by 3.04%.

- 2.6 We note that the greenfield typologies primarily comprise housing development, with a small proportion of flatted units (c. 10%). As such, in the round, the all house types price growth of 3.04% is broadly illustrative of the price changes which are most relevant to the types of development anticipated through the emerging Local Plan allocations.
- 2.7 For the purposes of our updated strategic site testing, we have adjusted our sales value assumptions in line with the House Price Index.

Build Cost Summary

- 2.8 We have sought to establish the overall changes in build costs between the point at which cost data was analysed in relation to the January 2025 WPVA and the present day. The build cost assumptions relied upon for the WPVA were assessed in September 2024. As such, we have used this as the point from which to analyse changes in average values.
- 2.9 According to the Build Cost Information Service (BCIS) All In Tender Price Index (All in TPI), costs have increased by 5.04% between Q3 2024 and Q3 2026.
- 2.10 As such, it is evident that the value increases seen in Harborough District since the residential market data was captured and analysed have broadly kept pace with cost inflation in the period since that data was sourced.
- 2.11 When comparing average sales value increases for all property types to the All-in TPI increases, All-in TPI growth is c. 2% higher than average value growth.
- 2.12 For the purposes of our updated strategic site testing, we have adjusted the base build cost allowances in line with increases in the All-In TPI.
- 2.13 Our January 2025 viability appraisals included sensitivity analysis which illustrated that there was viability headroom against which changes in viability could be withstood. As noted previously, the majority of planned development in the emerging Harborough Local Plan is situated in the Medium and Higher Value Areas, on greenfield sites.
- 2.14 With the exception of greenfield sites under 50 units in the medium value area, which reflects a limited number of potential allocations, and was marginal when tested in January 2025, the remainder of the greenfield medium and higher value typologies were all show to remain viable with cost increases. The majority of these typologies could viably withstand increases of at least 4% in build costs, with some able to withstand significantly larger increases, without considering the impact of value increases (discussed above).
- 2.15 As such, we do not consider the impact of the identified value and cost changes to materially impact the outcomes drawn in our January 2025 WPVA, with the 40% affordable housing target remaining appropriate in relation to the planned growth, which is situated almost entirely in places where 40% affordable housing and all other policy requirements.

Land Value Summary

- 2.16 As you can see from the above, house price growth in Harborough has broadly kept pace with build cost increases, and therefore the increases in costs are generally cancelled out by the increase in values. Given that development land is valued on a

residual basis (having regard to values and costs), this should not have a dramatic effect on the land market.

- 2.17 We have not adjusted our BLV's for the purposes of re-assessing the strategic sites on this basis.

Developers Profit and Contingency

- 2.18 Whilst developer expectations are a due consideration, these must be balanced with the interests of the planning authority, per the viability PPG. Given the make-up of Harborough in particular, i.e., largely greenfield, we are content with the 17.5% level being reflective of development risk. The approach is consistent with several of the surrounding authority areas, notwithstanding some of the areas noted in consultation feedback which pointed to where 20% had been adopted, i.e., Birmingham (which comprises considerably more previously developed land and is therefore inherently riskier).
- 2.19 For the affordable tenure types, we have used 6% profit on value (where applicable). This is considered to be an industry accepted standard and the PPG states a lower percentage than 15-20% is more appropriate for affordable housing as it carries less risk when there is a guaranteed, known end value.
- 2.20 Developers profit is a reward for risk. The environment for house-building is inherently risky due to land acquisition, planning, development/construction and market risks. That said, the house-building industry is inherent to the UK economy and therefore government tends to intervene to ensure the stability of the industry (e.g. Help to Buy, Stamp Duty holiday etc). To this effect, we note the recent announcements regarding the new Your First Home scheme, which is intended to support the demand side of house-building.
- 2.21 We do not consider that the current environment entails significantly more risk than in January 2025, when we prepared our original report. However, it is important that the Council monitors the economy. Increases in inflation and consequent returns to higher interest rates (however caused) could result in a slow-down in the housing market, creating the potential for greater risk and therefore profit expectations.
- 2.22 We also note the allowances for contingency within our appraisals also reflect additional acknowledgement of market risk factors, with allowances of 2.5% for greenfield typologies and 5% for brownfield typologies, which comprises higher development risk.
- 2.23 As such, in the round, our January 2025 WPVA profit and contingency allowances are considered to strike an appropriate balance.
- 2.24 We have not adjusted our profit or contingency allowances for the retesting of the strategic sites as we consider our allowances to remain reasonable in the round for the testing of strategic sites.

Local Plan Policies & Associated Cost Assumption Summary

- 2.25 The following sub-sections focus on the policies within the emerging Local Plan, their impact on viability and commentary on any changes in conditions since the January 2025 WPVA.

Future Homes Standards (FHS) / Part L 2025 Updates, Biodiversity Net Gain (BNG) and Building Safety Levy (BSL)

- 2.26 In respect of the above, the emerging Local Plan does not seek to go over and above building regulations.
- 2.27 The emerging Local Plan seeks BNG at 10%, which is in line with the statutory minimum and was costed within our appraisal assumptions for the January 2025 WPVA. Where there are references to BNG within the Regulation 19 consultation responses, these state that the cost of BNG credits is in excess of the allowance made within our viability testing.
- 2.28 To clarify, it is the default expectation that BNG will be delivered on-site, with credits only required in exceptional circumstances. As such, the allowances made in the January 2025 WPVA remain appropriate.
- 2.29 The January 2025 WPVA made explicit allowances for the Part L / FHS 2025 updates. Whilst these updates only come into effect at the end of 2026, the allowances made in the WPVA were based on the assumption that any housing delivery would be subject to these regulations.
- 2.30 Further, the industry standard assumptions for the uplift have not significantly changed in the period since January 2025. We therefore consider the assumptions relied upon remain appropriate.
- 2.31 As set out above, in the period since January, there have not been any marked shifts in the industry standard assumptions for either of the above policy costs. Therein, we consider the assumptions previously relied upon to remain reasonable. It was contended within Regulation 19 Consultation responses that the WPVA did not adequately consider the emerging policy costs discussed above. However, as evidenced in the assessment itself, specific allowances were made for both BNG and FHS/Part L 2025 updates.
- 2.32 Notwithstanding the above, the January 2025 WPVA did not include an allowance for the BSL. As at January 2025, it was unclear if and when the BSL would be mandated. However, as of the 1st October 2026, the BSL has come into force. Nonetheless, the viability buffers identified in the medium and higher value greenfield typology sensitivity analysis within the January 2025 WPVA allow for shifts in costs and values whilst remaining viable.
- 2.33 Work is currently ongoing regarding the potential to introduce CIL within Harborough. Emerging viability testing, which includes the BSL at the rates published by the Government, shows there is scope for a CIL rate to be introduced in the medium and higher value zones for greenfield development. As such, there is clearly a sufficient buffer within the 2025 WPVA to account for the omission of the BSL, and we therefore consider the conclusions reached in respect of our typology appraisals to remain reasonable.
- 2.34 We have included the BSL rates for Harborough within our updated strategic site testing, with other inputs remaining unchanged.

Accessibility and Housing Standards

- 2.35 The emerging Local Plan's approach to accessible housing is in line with both national guidance and local need. The policies relating to accessible housing mandate that all

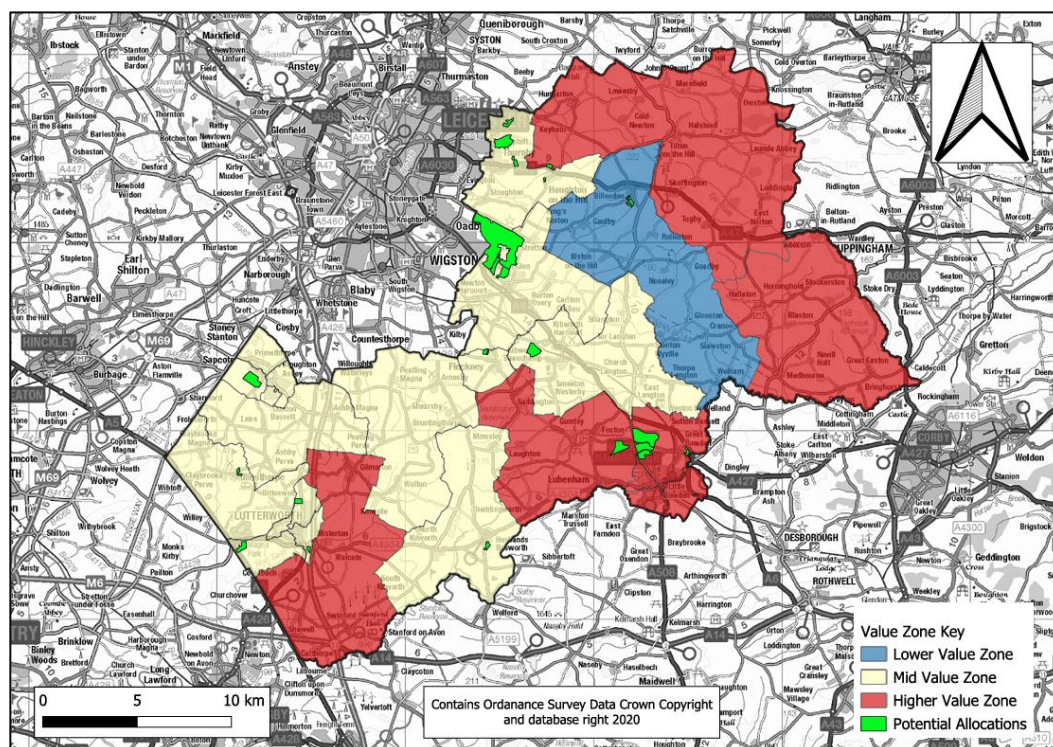
housing should be delivered to category M4(2), while percentages of schemes of a certain size must also provide category M4(3)A (Wheelchair Adaptable) and M4(3)B (Wheelchair Accessible) housing.

- 2.36 These policy expectations were tested using explicit evidence based cost allowances within the January 2025 WPVA. There have been no changes in industry standard assumptions for the costs of providing these dwellings since January 2025, meaning the allowances adopted are considered to remain reasonable based on current day conditions.

MIQ Related Context & Conclusions

- 2.37 We refer back to the introduction to this chapter, where we referenced various parts of the MIQS which we have sought to address.
- 2.38 Our January 2025 WPVA, and subsequent addendum reports and analysis have all been undertaken in accordance with the RICS 'Financial Viability in Planning: Conduct and Reporting Professional Standard (1st Edition, May 2019)'. Our WPVA was also carried out in accordance with the RICS Assessing Viability in Planning under the National Planning Policy Framework 2019 for England Professional Standard (1st edition, March 2021), having regard to the latest revisions to the National Planning Policy Framework (NPPF, December 2023 – as remains relevant policy under transitional arrangements) and the Planning Practice Guidance (PPG).
- 2.39 Another key area of the MIQs relates to the Council's proposed 40% affordable housing target, and whether this remains justified. In this regard, we set out the value zones identified within our January 2025 WPVA below:

Figure 2.1 - January 2025 WPVA, Value Zones and Proposed Allocation Sites



Source: AspinallVerdi, January 2025.

- 2.40 As noted earlier in this chapter, the vast majority of proposed allocations are in the Medium and High Value Zone, and there is only one potential brownfield allocation across the District, which is within the lower value area shown above.
- 2.41 Further, we note the Billesdon Ward, which makes up the entirety of the Lower Value Zone. The size and rural nature of this ward means that the actual values achieved by new-build developments may vary when delivered.
- 2.42 While it is not practical to include a granular analysis of ward specific trends within a Whole Plan Viability Assessment, we have undertaken further analysis of the nature of the transactions and listings identified within Billesdon. Our analysis identified minimal transactions or listings within the ward, particularly those of a new-build specification.
- 2.43 As such, we advise that whilst on the basis of the evidence alone the ward is situated within the Lower Value Zone. It is likely that there may be potential for schemes within or adjacent to existing settlements to achieve values in excess of those tested for the purpose of our typology appraisals.
- 2.44 In terms of the appraisal outcomes in the context of present day market conditions, our January 2025 viability appraisals included sensitivity analysis which illustrated that there was viability headroom against which changes in viability could be withstood.
- 2.45 With the exception of greenfield sites under 50 units in the medium value area, which reflects a limited number of potential allocations, and was marginal when tested in January 2025, the remainder of the greenfield medium and higher value typologies were all shown to remain viable with cost increases. These typologies could viably withstand increases of at least 4% in build costs, with some able to withstand significantly larger increases, without accounting for value increases (which were identified at 3.04% increase).
- 2.46 As such, we do not consider the impact of the identified value and cost changes to materially impact the outcomes drawn in our January 2025 WPVA, with the 40% affordable housing target remaining appropriate in relation to the planned growth, which is situated almost entirely in places where 40% affordable housing and all other emerging policy requirements were found to be viable.
- 2.47 This conclusion section hopefully sufficiently addresses the questions posed within Matter 6, Issue 2 and Matter 8, Issue 1, which relate to the appropriateness of the viability methodology and the Council's blanket affordable housing target of 40%.

3 Harborough Infrastructure Delivery Plan (IDP)

- 3.1 The following sections are largely in line with the previous viability addendum provided, titled '*HDC12 - Harborough District Council Local Plan Viability January 2025 Whole Plan Viability Assessment – IDP Update Addendum.*'
- 3.2 However, given the reiteration in the MIQs (at Matter 6, Issue 2, Question 5) that the Planning Inspectorate require an addendum which did not defer to other documents, we have included the contents of HDC12 for completeness within this addendum, such that all commentary is included within one document.

Infrastructure Delivery Plan (February 2025)

- 3.3 During our January 2025 WPVA, we had regard to the Council's emerging Infrastructure Delivery Plan (IDP), which was subsequently published in full in February 2025.
- 3.4 The IDP was split into two parts. Stage 1, the Baseline Infrastructure Needs Assessment, was completed in July 2024, in advance of the publication of the proposed Submission Draft Local Plan.
- 3.5 This set out a baseline understanding of infrastructure capacity and needs within Harborough, and anticipated infrastructure implications for future growth across the District. This part of the IDP informed decisions on the preferred growth strategy for the new Local Plan.
- 3.6 Stage 2 comprised the Infrastructure Assessment and set out specific infrastructure schemes currently anticipated to be required to support the growth proposed in the Local Plan. Stage 2 of the IDP set out further details on infrastructure costings, delivery mechanisms and prioritisation.
- 3.7 Our January 2025 WPVA considered specific costings associated with infrastructure schemes relating to strategic sites. Our approach involved collaboration with site promoters and the Council to ensure a reasonable and proportionate level of cost for infrastructure and S106 requirements was included in our testing on a strategic site specific basis.
- 3.8 Our assessment also included S106 allowances for our typology testing to account for developer obligations which may be sought.

Updated Infrastructure Delivery Plan, September 2026

- 3.9 There were subsequent updates to the IDP, such that the most accurate current-day infrastructure requirements arising from the emerging Local Plan can be fully understood.
- 3.10 In this context, we were instructed to consider the updated IDP costings and whether there is likely to be any material impact on the viability of the plan as a result.
- 3.11 The updated IDP includes a review of infrastructure capacity and needs, as well as providing an updated position in respect of specific infrastructure schemes anticipated to be required to support the growth proposed in the Local Plan.

- 3.12 We compare the overall costs arising from the February 2025 IDP and the Updated September 2026 IDP in Table 1.1.

Table 3.1 - IDP Cost Comparison

Cost	February 2025 IDP	September 2026 IDP	Difference
Total Cost	£339,453,640	£319,537,976	-£19,915,664

Source: Harborough District Council, September 2026.

- 3.13 The above illustrates that there has been an overall reduction of c. £19.9m / 6% in infrastructure requirements since the February 2025 IDP.
- 3.14 In addition to the above, the education costs, which form a significant part of the overall infrastructure requirement, include the costs attributable to Oadby & Wigston, a neighbouring borough. As such, the total costs provide a worst case scenario, and would further decrease when attributed only to the requirements emerging from the planned growth in Harborough.
- 3.15 Whilst we reiterate that our January 2025 WPVA illustrated the plan to be viable and deliverable, the updated position set out in the September 2026 IDP indicates there is further viability headroom.
- 3.16 We note that the figures referenced above are subject to change, as requirements and schemes evolve. However, we consider that the reduced overall infrastructure cost requirements indicate that there will be increased viability headroom in the round.

Updated IDP Summary and Conclusions

- 3.17 Overall, the updated September 2026 IDP points to a reduced overall infrastructure cost over the plan period, relative to the February 2025 IDP. The overall reduction in costs amounts to c. £19.9m / 6%.
- 3.18 We consider that the impact on the viability of the plan can be viewed favourably in this regard.
- 3.19 The education costs, which form a significant part of the overall infrastructure requirement, include the costs attributable to Oadby & Wigston, a neighbouring borough. As such, the total costs provide a worst case scenario, and would further decrease when attributed only to the requirements emerging from the planned growth in Harborough.
- 3.20 Whilst we reiterate that our January 2025 WPVA illustrated the plan to be viable and deliverable, the updated position set out in the September 2026 IDP indicates there is likely to be further viability headroom, particularly on sites where viability was strongest, i.e., higher value zone greenfield development.
- 3.21 This will ultimately allow for flexibility and pragmatism moving forward, as development schemes are worked up in more detail and ultimately delivered.
- 3.22 Notwithstanding the overarching conclusions, we go on to consider the updated viability position of the proposed strategic allocations in the following sections.

4 Updated Strategic Site Assessment

- 4.1 This section sets out the viability and delivery re-assessment that we have undertaken in respect of the emerging strategic sites. We have undertaken updated appraisals for the following sites:
- Land South of Gartree Road Strategic Development Area: 4,000 units
 - Scraftoft East, Land between Scraftoft and Bushby: 950 units
 - Market Harborough Cluster: 1,700 units
- 4.2 Land South of Gartree Road and Scraftoft East are both located within the mid value zone, as defined earlier within this addendum. Conversely, Market Harborough Cluster is located in the higher value zone.
- 4.3 We again note that Land South of Gartree Road is a cross-boundary strategic site, which spans into the neighbouring borough of Oadby & Wigston. As was the case when our initial WPVA was produced in January 2025, we note that the testing of the Land South of Gartree Road site includes the whole of the site (i.e., including units expected to be delivered outside the plan period), as well as units in Oadby & Wigston, due to infrastructure interdependencies.
- 4.4 Testing the site in totality ensures infrastructure which may be required on either side of the district boundary does not have a disproportionate effect on viability either in a positive or negative manner.
- 4.5 Given the nature of strategic sites, a varying level of information is available in relation to each site. We have previously held consultations with the strategic site promoters for each of the sites, where information around anticipated trajectories, site-specific infrastructure and abnormal costs, and other estimated costs were provided.
- 4.6 We were previously provided with limited information in relation to certain specific viability inputs. For example, we have not received any information in relation to land values, option agreements or minimum land values.
- 4.7 We approached the promoters of all the strategic sites over the course of August and September 2026, offering an opportunity to provide any updated information relating to their sites. No further information has presently been received in relation to land values or land agreements, although one promoter commented that our adopted BLV of £100,000 per acre was considered reasonable.
- 4.8 We strongly encourage those who have not yet engaged to provide evidence regarding their option agreements and minimum land values. The collaboration is crucial to the successful planning and development of these strategic sites.
- 4.9 We do not consider assessments of sites of this nature to be final at any given point, as they comprise a snapshot in time. However, in particular relation to the Council's revised IDP, we appreciate it is pragmatic to produce updated appraisals that reflect the latest anticipated policy costs, infrastructure requirements, and costs anticipated from any other site-specific allocation requirements, as requested through the MIQs.

Strategic Site Appraisal Assumptions

- 4.10 The testing undertaken previously relied on a combination of S106 cost information provided by Harborough District Council and on and off-site infrastructure costs provided by site promoters.
- 4.11 We moderated the above costs to ensure no double counting of key infrastructure costs, as well as costs for items such as professional fees and external works.
- 4.12 Specifically in relation to the Land South of Gartree Road Strategic Development Area, the original viability assessment included infrastructure cost assumptions provided by the site promoter in October 2024, which were a high level estimate at that point in time. They were apportioned by time period by Aspinall Verdi.
- 4.13 The Applicants have subsequently been engaged with the two Planning Authorities, the County Council and other stakeholders through a pre-application process to define the infrastructure provision within the scheme and its timing. We understand that this is an ongoing process.
- 4.14 As discussed in the previous sections of this addendum, we consider that a large number of the assumptions made within our January 2025 LPVA remain reasonable.
- 4.15 We set out the assumptions which have been revised against those within the January 2025 LPVA in Table 4.1.

Table 4.1 - Strategic Site Revised Viability Assumptions

Item	Baseline Assumption	Comments
Sales Values	3.04% increase	Increased from April 2024 assumptions in line with HPI growth for flats and houses.
Build Costs	5.04% increase	Indexed from September 2024 in line with BCIS All-In TPI.
Building Safety Levy	£29.47 psm	Taken from HM Government Building Safety Levy: Guidance

Source: AVL, 2026.

- 4.16 In terms of assumptions for S106 costs, we have applied the costs set out in Table 4.2 for the purposes of our updated strategic site testing:

Table 4.2 - Revised S106 Infrastructure Assumptions

Site(s)	IDP Cost Total	Comments
Land South of Gartree Road (O1)	£125,008,979 adjusted to £97,666,479	Cost includes education provision for sites within Oadby & Wigston (£110,100,000). When adjusting the education contributions proportionately the total cost for education reduce to £93,034,500. We have also removed the allowance for Walking and Cycling

Site(s)	IDP Cost Total	Comments
		Infrastructure (£10,277,000), as the site promoter infrastructure costs include estimated allowances for active travel.
Scraptoft East (S1)	£17,811,827	In line with September 2026 IDP.
Market Harborough Cluster (MH1,2 & 3)	£71,345,184	In line with September 2026 IDP.

Source: Harborough District Council, September 2026.

- 4.17 We note that the promoters of the various sites were offered the opportunity to provide updated information in relation to the sites, if this was available. However, it has been determined that the previously relied upon estimated infrastructure costs remain appropriate to rely on for the purposes of the updated appraisals.
- 4.18 As such, we have retained the assumptions for on and off-site infrastructure provided previously by the promoters in support of the January 2025 WPVA.
- 4.19 We have had regard to the latest Infrastructure Delivery Plan (IDP) produced in September 2026 in support of the emerging Harborough Local Plan. This reflects and updated set of S106 costs for each of the strategic sites.
- 4.20 One of the key drivers in terms of policy costs for all the strategic sites is the requirement for substantial education contributions. As such, the allowances adopted are considered to be a current 'worst case' scenario.
- 4.21 In the context of the strategic sites specifically, we also note the further allowances for on and off-site infrastructure, which in the plan making context provide a further 'pot' through which required infrastructure can be provided.
- 4.22 To some degree, there is always likely to be an element of crossover between S106/278 and on/off-site infrastructure. For example, items such as road improvements or junction upgrades often required through S106 agreements could be taken to fall under either heading. As such, in the round we consider the total allowances per unit (£39,000 - £73,000) to be generous and reflective of a worst-case scenario.
- 4.23 In the absence of minimum land values / BLV information, and the scale and nature of the strategic sites, we have used generic strategic site assumption of £100,000 per acre (10x multiplier on EUV).
- 4.24 The following figure provides a summary of our strategic site appraisal outputs. A full copy of our strategic site appraisals are provided at Appendix 1.

Strategic Site Viability Results

Table 4.3 - Strategic Site Appraisal Summary

Appraisal Ref:	S1 - Land Between Scraftoft & Bushby	MH1, MH2 & MH3 - Market Harborough Cluster	O1 - Land South of Gartree Road & East of Oadby - Entire Allocation
Scheme Typology:	Flats / Houses	Flats / Houses	Flats / Houses
No Units:	950	1700	4000
Location / Value Zone:	Medium	High	Medium
Greenfield/Brownfield:	Greenfield	Greenfield	Greenfield
Notes:	No S106 or on-site infrastructure info provided by promotor - relied upon HDC S106 & Off site mitigation, as well as 20k per unit for on-site infrastructure	HDC Off-Site Mitigation Costs/ s278 Relied Upon - Site Promotor S106 and On-site infrastructure costs relied upon, Promotor FHS&M4 costs removed to avoid double counting	HDC S106 and Off-Site Mitigation Costs Relied Upon - Site Promotor On-site infrastructure costs relied upon
Total GDV (£)	249,751,443	522,635,624	1,095,681,496
Policy Assumptions	-	-	-
AH Target % (& mix):	40%	40%	35%
Affordable Rent:	50%	50%	50%
Social Rent:	25%	25%	25%
First Homes:	0%	0%	0%
Other Intermediate (LCHO/Sub-Market etc.):	25%	25%	25%
Site Specific S106 (£ per unit)	18,749	41,968	24,417
On Site Infrastructure (£ per unit)	20,000	31,062	30,760
Sub-total CIL+S106+Infrastructure (£ per unit)	38,749	73,030	55,177
Profit KPI's	-	-	-
Developers Profit (% on OMS)	17.5%	17.5%	17.5%
Developers Profit (% on AH)	6.0%	6.0%	6.0%
Developers Profit (% blended)	14.57%	14.59%	15.12%
Developers Profit (% on costs)	17.95%	18.40%	17.70%
Developers Profit Total (£)	36,379,243	76,229,610	163,822,471
Land Value KPI's	-	-	-
RLV (£/acre (net))	157,551	245,331	19,805
RLV (£/ha (net))	389,308	606,212	48,938
RLV (% of GDV)	3.70%	5.30%	0.52%
RLV Total (£)	9,246,071	27,691,773	5,592,863
BLV (£/acre (net))	100,000	100,000	100,000
BLV (£/ha (net))	247,100	247,100	247,100
BLV Total (£)	5,868,625	11,287,528	28,240,000
Surplus/Deficit (£/acre) [RLV-BLV]	57,551	145,331	(80,195)
Surplus/Deficit (£/ha)	142,208	359,112	(198,162)
Surplus/Deficit Total (£)	3,377,446	16,404,245	(22,647,137)
Plan Viability comments	Viable	Viable	Marginal

Source: 261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1.

Strategic Site Conclusions

- 4.25 We have carried out an updated viability assessment of the strategic sites, namely:
- Land South of Gartree Road Strategic Development Area: 4,000 units
 - Scraftoft East, Land between Scraftoft and Bushby: 950 units
 - Market Harborough Cluster: 1,700 units
- 4.26 The updated appraisals indicated the Scraftoft East (S1) and Market Harborough Cluster (MH1,2&3) sites to be viable at 40% affordable housing provision, with the inclusion of the updated IDP costs.
- 4.27 Given the viability outcomes, the placemaking premium attached to the delivery of strategic sites and the lack of information provided in respect of land values. We consider the 40% affordable housing policy target remains reasonable for the Scraftoft East (S1) and Market Harborough Cluster (MH1,2&3) sites.
- 4.28 However, our assessment showed the impact of the updated IDP / policy costs on the Land South of Gartree Road site to be a reduction in the viable level of affordable housing. As such, a reduced affordable housing provision of 35% affordable housing is shown to be marginally viable.
- 4.29 Specifically in relation to the Land South of Gartree Road Strategic Development Area, the original viability assessment included infrastructure cost assumptions provided by the site promoter in October 2024, which were a high level estimate at that point in time. They were apportioned by time period by Aspinall Verdi.
- 4.30 The Applicants have subsequently been engaged with the two Planning Authorities, the County Council and other stakeholders through a pre-application process to define the infrastructure provision within the scheme and its timing. We understand that is an ongoing process
- 4.31 We recommend that there is continued collaboration between the Council, site promoter and relevant infrastructure providers as the scheme is brought forward. This will enable the viability position to be reviewed in the light of any further robust evidence, including updated land cost information, and provide an opportunity to maximise affordable housing and infrastructure provision where justified and viable.
- 4.32 We strongly encourage those who have not yet engaged to participate in these discussions and provide transparency regarding their option agreements, minimum land values, and any potential infrastructure costs. The collaboration is crucial to the successful planning and development of these strategic sites.

5 Overall Conclusions and Summary of Recommendations

- 5.1 This addendum report is intended to provide a proportionate and pragmatic review of the viability evidence produced in support of the emerging Harborough Local Plan, ensuring it remains an appropriate source of evidence.
- 5.2 Whilst this report has fully re-assessed certain elements of the emerging Harborough Local Plan, we considered that other elements could be dealt with through analysis of general cost and value shifts.
- 5.3 We refer to the letter written to the Planning Inspectorate on 15 July 2026 by the Minister of State for Housing and Planning, Matthew Pennycook. The broad themes of the letter discuss the need to look at a local plan period as a whole, whilst bearing in mind that there will inevitably be economic fluctuations over its lifetime.
- 5.4 The letter goes on to note that where a robust evidence base exists, and there is a reasonable basis for concluding that allocations are capable of delivery over the plan period as a whole, it is expected that concerns regarding deliverability and viability are to be approached pragmatically.
- 5.5 In regard to the above, we note that any viability assessment is undertaken at a point in time, and is therefore subject to change over time. The purpose of a plan making viability assessment is to assess the viability of proposed development across the lifetime of a plan in a proportionate way.
- 5.6 Our January 2025 WPVA included an assessment of varying development typologies, produced to reflect planned development over the local plan period on small and medium sites across various development scenarios (i.e., greenfield / brownfield and lower value / higher value areas).
- 5.7 We have reviewed the viability of these by considering changes in market conditions more generally, as well as reviewing any changes in policy position which could result in additional or adjusted cost implications.
- 5.8 In the context of the typologies, we also refer back to the conclusions of the January 2025 LPVA, referring to the viability headroom (i.e., surplus above the Benchmark Land Value (BLV)). The majority of planned development in Harborough District over the emerging Local Plan period is situated on greenfield sites in the medium and higher value areas.
- 5.9 Our appraisals for these typologies illustrated positive viability outcomes, meeting emerging policy requirement with significant viability buffers in most cases.
- 5.10 Our review of market changes over the past year illustrates that there have not been significant adjustments in costs and values, nor have industry standard assumptions for other development and policy costs shifted markedly.
- 5.11 At a high level, this clearly illustrates that market conditions do not appear to have changed such that the findings of the January 2025 LPVA should be considered to be out of date, nor that the typology viability testing requires updating.
- 5.12 Where there have been changes, these are likely to have minimal, if any, effect on the viability of sites likely to be allocated in the emerging Harborough Local Plan.
- 5.13 There is no evidence that viability will have materially changed in the high or medium value greenfield context. As such, the policy expectations set out in the emerging Local Plan remain reasonable in the context of cost and value changes.

- 5.14 We do note that in the context of brownfield development, a more flexible approach may need to be taken to policy requirements, and subsequently at the decision taking stage, to ensure the viability and deliverability of this type of development. Albeit, we note that there are limited likely allocations of this nature.
- 5.15 For the strategic sites which are proposed for allocation in the emerging Harborough Local Plan, we have undertaken a more comprehensive contemporary review, recognising the importance of these sites in relation to the deliverability of the plan in the round, and in line with the requests and questions set out within the MIQs.
- 5.16 For the strategic sites we have considered the latest available market evidence, the most recent Infrastructure Delivery Plan (IDP), dated September 2026, and produced updated appraisals to ensure these key sites remain viable and deliverable.
- 5.17 The updated appraisals indicated the Scraftoft East (S1) and Market Harborough Cluster (MH1,2&3) sites to be viable at 40% affordable housing provision, with the inclusion of the updated IDP costs.
- 5.18 Given the viability outcomes, the placemaking premium attached to the delivery of strategic sites and the lack of information provided in respect of land values. We consider the 40% affordable housing policy target remains reasonable for the Scraftoft East (S1) and Market Harborough Cluster (MH1,2&3) sites.
- 5.19 However, our assessment showed the impact of the updated IDP / policy costs on the Land South of Gartree Road site to be a reduction in the viable level of affordable housing. As such, a reduced affordable housing provision of 35% affordable housing is shown to be marginally viable.
- 5.20 Specifically in relation to the Land South of Gartree Road Strategic Development Area, the original viability assessment included infrastructure cost assumptions provided by the site promoter in October 2024, which were a high level estimate at that point in time. They were apportioned by time period by Aspinall Verdi.
- 5.21 The Applicants have subsequently been engaged with the two Planning Authorities, the County Council and other stakeholders through a pre-application process to define the infrastructure provision within the scheme and its timing. We understand that is an ongoing process.
- 5.22 We recommend that there is continued collaboration between the Council, site promoter and relevant infrastructure providers as the scheme is brought forward. This will enable the viability position to be reviewed in the light of any further robust evidence, including updated land cost information, and provide an opportunity to maximise affordable housing and infrastructure provision where justified and viable.
- 5.23 With larger sites of a strategic nature, it is to be expected that information will be developed over time and it is unlikely that a fully detailed and accurate appraisal of large scale schemes would be able to be produced at the plan making stage.
- 5.24 As such, continued dialogue enables the process from plan making through to consent and implementation to be as smooth as possible. We would therefore advise the conclusions regarding the strategic sites be kept under review and updated as further information becomes available. This will ensure that the Council(s) are able to maximise the public benefit (S106/Affordable Housing/Infrastructure) the schemes provide, whilst avoiding setting policy requirements at a level which renders schemes unviable and ultimately stymies development.

Appendix 1 – Strategic Site Appraisals

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Appraisal Ref: **S1 - Land Between Scraftoft & Bushby** (see Typologies Matrix)
 Scheme Typology: **Flats / Houses**
 Site Typology: **Medium** No Units: **950**
 Notes: **No S106 or on-site infrastructure info provided by promotor - relied upon HDC S106 & Off site mitigation, as well as 20k per unit for c**
 Location / Value Zone: **Greenfield/Brownfield: Greenfield**

ASSUMPTIONS - RESIDENTIAL USES													
Total number of units in scheme		950 Units											
AH Policy requirement (% Target)		40%											
Open Market Sale (OMS) housing		60%											
AH tenure split %													
Open Market Sale (OMS)													
Affordable Rent:		50.0%											
Social Rent:		25.0%											
First Homes:		0.0%											
Other Intermediate (LCHO/Sub-Market etc.):		25.0%											
		100% 100.0%											
CIL Rate (£ psm)		0.00 £ psm											
Unit mix -		OMS Unit mix%		MV # units		AH mix%		AH # units		Overall mix%		Total # units	
1 bed House		0.0%		0.0		0.0%		0.0		0%		0.0	
2 bed House		25.0%		142.5		30.0%		114.0		27%		256.5	
3 bed House		40.0%		228.0		30.0%		114.0		36%		342.0	
4 bed House		15.0%		85.5		5.0%		19.0		11%		104.5	
5 bed House		5.0%		28.5		5.0%		19.0		5%		47.5	
1 bed Flat		5.0%		28.5		20.0%		76.0		11%		104.5	
2 bed Flat		10.0%		57.0		10.0%		38.0		10%		95.0	
3 bed Flat		0.0%		0.0		0.0%		0.0		0%		0.0	
Total number of units		100.0%		570.0		100.0%		380.0		100%		950.0	
Net area per unit		(sqm)		(sqft)		Net to Gross %				Gross (GIA) per unit		(sqm)	
OMS Unit Floor areas -													
1 bed House		0.0		0						0.0		0	
2 bed House		70.0		753						70.0		753	
3 bed House		93.0		1,001						93.0		1,001	
4 bed House		120.0		1,292						120.0		1,292	
5 bed House		163.0		1,755						163.0		1,755	
1 bed Flat		50.0		538		90.0%				55.6		598	
2 bed Flat		61.0		657		90.0%				67.8		730	
3 bed Flat		0.0		0		90.0%				0.0		0	
Net area per unit		(sqm)		(sqft)		Net to Gross %				Gross (GIA) per unit		(sqm)	
AH Unit Floor areas -													
1 bed House		0.0		0						0.0		0	
2 bed House		70.0		753						70.0		753	
3 bed House		93.0		1,001						93.0		1,001	
4 bed House		120.0		1,292						120.0		1,292	
5 bed House		163.0		1,755						163.0		1,755	
1 bed Flat		50.0		538		90.0%				55.6		598	
2 bed Flat		61.0		657		90.0%				67.8		730	
3 bed Flat		0.0		0		90.0%				0.0		0	
Total Gross Floor areas -		OMS Units GIA				AH units GIA				Total GIA (all units)			
		(sqm)		(sqft)		(sqm)		(sqft)		(sqm)		(sqft)	
1 bed House		0		0		0		0		0		0	
2 bed House		9,975		107,370		7,980		85,896		17,955		193,266	
3 bed House		21,204		228,238		10,602		114,119		31,806		342,357	
4 bed House		10,260		110,438		2,280		24,542		12,540		134,979	
5 bed House		4,646		50,004		3,097		33,336		7,743		83,340	
1 bed Flat		1,583		17,043		4,222		45,448		5,806		62,490	
2 bed Flat		3,863		41,585		2,576		27,723		6,439		69,308	
3 bed Flat		0		0		0		0		0		0	
		51,531		554,677		30,757		331,063		82,288		885,740	
AH % by floor area:		37.38% AH % by floor area (difference due to mix)											
Open Market Sales values (£) -		£ OMS (per unit)		£ psm		£ psf		All Values Increase by 3.04%		total MV £ (no AH)			
				#DIV/0!		#DIV/0!		Per Strategic Site Addendum Report		0			
1 bed House		0								0			
2 bed House		252,448		3,606		335				64,752,912			
3 bed House		340,032		3,656		340				116,290,944			
4 bed House		427,616		3,563		331				44,685,872			
5 bed House		592,480		3,635		338				28,142,800			
1 bed Flat		195,776		3,916		364				20,458,592			
2 bed Flat		236,992		3,885		361				22,514,240			
3 bed Flat		0		#DIV/0!		#DIV/0!				0			
										296,845,360			
Affordable Housing values (£) -		Aff. Rent £		% of MV		Social Rent £		% of MV		First Homes £*		% of MV	
1 bed House		0		55%		0		50%		0		70%	
2 bed House		138,846		55%		126,224		50%		176,714		70%	
3 bed House		187,018		55%		170,016		50%		238,022		70%	
4 bed House		235,189		55%		213,808		50%		250,000		70%	
5 bed House		325,864		55%		296,240		50%		250,000		70%	
1 bed Flat		107,677		55%		97,888		50%		137,043		70%	
2 bed Flat		130,346		55%		118,496		50%		165,894		70%	
3 bed Flat		0		55%		0		50%		0		70%	
												* capped @£250K	

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: **Flats / Houses** No Units: **950**
 Site Typology: Location / Value Zone: **Medium** Greenfield/Brownfield: **Greenfield**
 Notes: **No S106 or on-site infrastructure info provided by promotor - relied upon HDC S106 & Off site mitigation, as well as 20k per unit for c**

GROSS DEVELOPMENT VALUE				
OMS GDV - (part houses due to % mix)				
1 bed House	0.0	@	0	-
2 bed House	142.5	@	252,448	35,973,840
3 bed House	228.0	@	340,032	77,527,296
4 bed House	85.5	@	427,616	36,561,168
5 bed House	28.5	@	592,480	16,885,680
1 bed Flat	28.5	@	195,776	5,579,616
2 bed Flat	57.0	@	236,992	13,508,544
3 bed Flat	0.0	@	0	-
	570.0			186,036,144
Affordable Rent GDV -				
1 bed House	0.0	@	0	-
2 bed House	57.0	@	138,846	7,914,245
3 bed House	57.0	@	187,018	10,660,003
4 bed House	9.5	@	235,189	2,234,294
5 bed House	9.5	@	325,864	3,095,708
1 bed Flat	38.0	@	107,677	4,091,718
2 bed Flat	19.0	@	130,346	2,476,566
3 bed Flat	0.0	@	0	-
	190.0			30,472,534
Social Rent GDV -				
1 bed House	0.0	@	0	-
2 bed House	28.5	@	126,224	3,597,384
3 bed House	28.5	@	170,016	4,845,456
4 bed House	4.8	@	213,808	1,015,588
5 bed House	4.8	@	296,240	1,407,140
1 bed Flat	19.0	@	97,888	1,859,872
2 bed Flat	9.5	@	118,496	1,125,712
3 bed Flat	0.0	@	0	-
	95.0			13,851,152
First Homes GDV -				
1 bed House	0.0	@	0	-
2 bed House	0.0	@	176,714	-
3 bed House	0.0	@	238,022	-
4 bed House	0.0	@	250,000	-
5 bed House	0.0	@	250,000	-
1 bed Flat	0.0	@	137,043	-
2 bed Flat	0.0	@	165,894	-
3 bed Flat	0.0	@	0	-
	0.0			-
Other Intermediate GDV -				
1 bed House	0.0	@	0	-
2 bed House	28.5	@	176,714	5,036,338
3 bed House	28.5	@	238,022	6,783,638
4 bed House	4.8	@	299,331	1,421,823
5 bed House	4.8	@	414,736	1,969,996
1 bed Flat	19.0	@	137,043	2,603,821
2 bed Flat	9.5	@	165,894	1,575,997
3 bed Flat	0.0	@	0	-
	95.0	380.0		19,391,613
Sub-total GDV Residential				
	950			249,751,443
AH on-site cost analysis:				
	572 £ psm (total GIA sqm)		EMV (no AH) less £GDV (inc. AH)	47,083,917
			49,573 £ per unit (total units)	
Grant				
	380	AH units @	0 per unit	-
Commercial / Employment Land				
	0	Hectares		-
Commercial / Employment Land Value				
	0.00	Acres @	0 per acre	-
Total GDV				
				249,751,443

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: **Flats / Houses** No Units: **950**
 Site Typology: Location / Value Zone: **Medium** Greenfield/Brownfield: **Greenfield**
 Notes: **No S106 or on-site infrastructure info provided by promotor - relied upon HDC S106 & Off site mitigation, as well as 20k per unit for c**

DEVELOPMENT COSTS									
Initial Payments -									
Statutory Planning Fees (Residential)									(147,059)
Planning Application Professional Fees, Surveys and reports									(440,000)
CIL (Mrkt only + garages)		55,259 sqm		0.00 £ psm					-
	CIL analysis:	0.00% % of GDV		0 £ per unit (total units)					
Site Specific S106/278 Contributions	Year 1			0					-
Includes S106 and S278 Costs	Year 2			0					-
	Year 3			0					-
Total	Year 4			0					-
	Year 5			0					-
£17,811,827	Year 6			0					-
Total per unit	Year 7			0					-
£18,749	Year 8			0					-
	Year 9			0					-
	Year 10			0					-
	Year 11			0					-
	Year 12			0					-
	Year 13			0					-
	Year 14			0					-
	Year 15			0					-
	Year 16			0					-
	Year 17			0					-
	Year 18			0					-
	Year 19			0					-
	Year 20			0					-
	Year 21			0					-
	Year 22			0					-
	Year 23			0					-
	Years 1-23	950 units @		18,749 per unit					(17,811,827)
	Sub-total								(17,811,827)
	S106 analysis:	749,972 £ per ha	7.13% % of GDV	18,749 £ per unit (total units)					
AH Commuted Sum		82,288 sqm (total)		0 £ psm					-
	Comm. Sum analysis:	0.00% % of GDV							
Construction Costs -									
Site Clearance, Demolition & Remediation		58.69 ac @		0 £ per ac (if brownfield)					-
Site Infrastructure costs -	Total								(19,000,000)
	Infra. Costs analysis:	800,000 £ per ha	7.61% % of GDV	20,000 £ per unit (total units)					
Build Costs									
	Base Build Increased by 5.04%								
	Per Strategic Site Addendum Report								
1 bed House		- sqm @		1,450 psm					-
2 bed House		17,955 sqm @		1,450 psm					(26,026,706)
3 bed House		31,806 sqm @		1,450 psm					(46,104,451)
4 bed House		12,540 sqm @		1,450 psm					(18,177,382)
5 bed House		7,743 sqm @		1,450 psm					(11,223,156)
1 bed Flat		5,806 sqm @		1,629 psm					(9,458,239)
2 bed Flat		6,439 sqm @		1,629 psm					(10,490,047)
3 bed Flat		- sqm @		1,629 psm					-
	82,288								
Garages for 3B House (Mrkt only)	228	20% units @		18 sqm @	10,000	Per Garage			(456,000)
Garages for 4B House (Mrkt only)	86	100% units @		18 sqm @	10,000	Per Garage			(855,000)
Garages for 5B House (Mrkt only)	29	150% units @		32 sqm @	10,000	Per Garage			(427,500)
	3,728								
External works		123,218,482 @		10.0%					(12,321,848)
	Ext. Works analysis:			12,970 £ per unit (total units)					

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: **Flats / Houses** No Units: **950**
Site Typology: Location / Value Zone: **Medium** Greenfield/Brownfield: **Greenfield**
Notes: No S106 or on-site infrastructure info provided by promotor - relied upon HDC S106 & Off site mitigation, as well as 20k per unit for c

Policy Costs on design -					
Net Biodiversity costs		950 units @		1,196 £ per unit	(1,136,200)
M4(2) Category 2	All Units	831 units @	100% @	1,400 £ per unit	(1,163,750)
M4(3)a Category 3 Housing	10% Housing Units	75 units @	10% @	12,000 £ per unit	(90,060)
M4(3)a Category 3 Flats	10% Flatted Units	20 units @	10% @	8,500 £ per unit	(16,958)
M4(3)b Category 3 Housing	25% Social Rent Hc	17 units @	25% @	27,000 £ per unit	(112,219)
M4(3)b Category 3 Flats	25% Social Rent Fl	7 units @	25% @	8,500 £ per unit	(15,141)
Part L/FHS 2025 & Net Zero	All Houses	751 units @		6,000 £ per unit	(4,503,000)
Part L/FHS 2025 & Net Zero	All Flats	200 units @		2,250 £ per unit	(448,875)
		51,531 sqm @		29 £ per sqm	(1,518,623)
		units @	4 flats per charger	0	-
Water Efficiency		950 units @		10 £ per unit	(9,500)
Sub-total					(9,014,325)
Policy Costs analysis: (design costs only)				9,489 £ per unit (total units)	
Contingency (on construction)		163,554,656 @	2.5%		(4,088,866)
Professional Fees		163,554,656 @	6.0%		(9,813,279)
Disposal Costs -					
OMS Marketing and Promotion		186,036,144 OMS @	1.50%	2,937 £ per unit	(2,790,542)
Residential Sales Agent Costs		186,036,144 OMS @	1.00%	1,958 £ per unit	(1,860,361)
Residential Sales Legal Costs		186,036,144 OMS @	0.50%	979 £ per unit	(930,181)
Affordable Disposal Costs		380 AH	750.00	lump sum	(10,000)
Empty Property Costs			0		-
Disposal Cost analysis:				5,885 £ per unit (exc. EPC)	
Interest (on Development Costs) -					
		7.50% APR	0.604% pcm		(1,186,393)
Developers Profit -					
Profit on OMS		186,036,144	17.50%		(32,556,325)
Profit on First Homes		0	10.00%		-
Margin on AH		63,715,299	6.00% on AH values		(3,822,918)
Commercial Land Profit		0	10.00%		-
Profit analysis:		249,751,443	14.57% blended GDV	(36,379,243)	
		202,633,165	17.95% on costs	(36,379,243)	
TOTAL COSTS					(239,012,408)

RESIDUAL LAND VALUE (RLV)					
Residual Land Value (gross)					10,739,036
SDLT		10,739,036 @	HMRC formula		(526,452)
Acquisition Agent fees		10,739,036 @	1.0%		(107,390)
Acquisition Legal fees		10,739,036 @	0.5%		(53,695)
Interest on Land		10,739,036 @	7.50%		(805,428)
Residual Land Value					9,246,071
RLV analysis:		9,733 £ per plot	389,308 £ per ha (net)	157,551 £ per acre (net)	
			194,654 £ per ha (gross)	78,775 £ per acre (gross)	
				3.70% % RLV / GDV	

BENCHMARK LAND VALUE (BLV)					
Residential Density		40.0 dph (net)			
Site Area (net)		23.75 ha (net)	58.69 acres (net)		
Net to Gross ratio		50%			
Site Area (gross)		47.50 ha (gross)	117.37 acres (gross)		
Density analysis:		3,465 sqm/ha (net)	15,093 sqft/ac (net)		
		20 dph (gross)			
Benchmark Land Value (net)	6,178 £ per plot	247,100 £ per ha (net)	£100,000 £ per acre (net)		5,868,625

BALANCE			
Surplus/(Deficit)	142,208 £ per ha (net)	57,551 £ per acre (net)	3,377,446

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: Flats / Houses
Site Typology: Location / Value Zone: Medium
Notes: No Units: 950
 Greenfield/Brownfield: Greenfield
 No S106 or on-site infrastructure info provided by promotor - relied upon HDC S106 & Off site mitigation, as well as 20k per unit for c

SENSITIVITY ANALYSIS

The following sensitivity tables show the balance of the appraisal (RLV-BLV £ per acre) for changes in appraisal input assumptions above.
 Where the surplus is positive (green) the policy is viable. Where the surplus is negative (red) the policy is not viable.

TABLE 1

		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))	57,551	10%	15%	20%	25%	30%	35%	40%
CIL £ psm 0.00	0.00	394,440	338,506	282,521	226,468	170,312	114,029	57,551
	10.00	382,003	326,747	271,431	216,038	160,551	104,923	49,098
	20.00	369,558	314,971	260,324	205,603	150,777	95,808	40,630
	30.00	357,113	303,194	249,218	195,159	140,994	86,680	32,148
	40.00	344,649	291,404	238,093	184,701	131,199	77,540	23,657
	50.00	332,180	279,603	226,963	174,239	121,393	68,389	15,143
	60.00	319,707	267,801	215,823	163,757	111,574	59,219	6,618
	70.00	307,212	255,975	204,668	153,272	101,744	50,042	(1,921)
	80.00	294,717	244,149	193,508	142,766	91,897	40,843	(10,485)
	90.00	282,204	232,304	182,328	132,255	82,042	31,630	(19,065)
	100.00	269,683	220,452	171,143	121,723	72,163	22,405	(27,663)
	110.00	257,151	208,585	159,937	111,182	62,275	13,154	(36,281)
	120.00	244,602	196,706	148,724	100,623	52,368	3,887	(44,924)
	130.00	232,047	184,812	137,489	90,048	42,441	(5,399)	(53,593)
	140.00	219,469	172,905	126,243	79,461	32,499	(14,705)	(62,286)
	150.00	206,885	160,979	114,981	68,847	22,537	(24,038)	(71,007)
	160.00	194,278	149,043	103,697	58,219	12,549	(33,396)	(79,758)
	170.00	181,660	137,081	92,402	47,574	2,541	(42,779)	(88,539)
	180.00	169,022	125,110	81,080	36,901	(7,490)	(52,189)	(97,396)
	190.00	156,366	113,113	69,739	26,207	(17,546)	(61,630)	(107,427)
	200.00	143,696	101,097	58,380	15,490	(27,630)	(71,102)	(117,770)
	210.00	130,997	89,064	46,995	4,750	(37,745)	(80,609)	(128,161)
	220.00	118,283	77,002	35,582	(6,020)	(47,891)	(90,153)	(138,603)
	230.00	105,546	64,917	24,146	(16,821)	(58,070)	(99,909)	(149,110)
	240.00	92,780	52,808	12,682	(27,653)	(68,285)	(111,097)	(159,676)
	250.00	79,992	40,674	1,189	(38,519)	(78,540)	(122,348)	(170,317)

TABLE 2

		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))	57,551	10%	15%	20%	25%	30%	35%	40%
S106/278 Contributions (Rate / Unit) £18,749	1,000	646,051	590,357	534,645	478,924	423,196	367,442	311,671
	5,000	589,527	533,806	478,054	422,300	366,512	310,705	254,862
	10,000	518,750	462,961	407,163	351,326	295,453	239,533	183,550
	15,000	447,783	391,930	336,042	280,100	224,091	167,996	111,783
	20,000	376,609	320,650	264,627	208,523	152,312	95,947	39,358
	25,000	305,162	249,051	192,842	136,495	79,960	23,149	(34,091)
	30,000	233,372	177,034	120,539	63,820	6,761	(50,814)	(110,961)
	35,000	161,114	104,455	47,526	(9,802)	(67,741)	(131,264)	(202,041)
	40,000	88,235	31,080	(26,540)	(84,880)	(151,863)	(223,704)	(301,297)
	45,000	14,482	(43,453)	(102,793)	(172,760)	(245,752)	(325,000)	(407,552)
	50,000	(60,542)	(123,207)	(193,954)	(268,186)	(348,702)	(431,471)	(515,744)
	55,000	(143,859)	(215,448)	(291,008)	(372,460)	(455,426)	(539,802)	(626,073)
	60,000	(237,241)	(314,227)	(396,261)	(479,381)	(563,861)	(650,082)	(718,493)
	65,000	(337,824)	(420,062)	(503,336)	(587,920)	(674,114)	(781,204)	(818,043)
	70,000	(443,901)	(527,307)	(611,980)	(698,157)	(786,255)	(1,380,755)	(2,017,594)

TABLE 3

		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))	57,551	10%	15%	20%	25%	30%	35%	40%
Profit 17.5%	15.0%	496,673	435,060	373,395	311,662	249,826	187,863	125,706
	16.0%	455,780	396,438	337,045	277,585	218,020	158,329	98,444
	17.0%	414,887	357,817	300,696	243,507	186,215	128,796	71,182
	18.0%	373,994	319,196	264,346	209,429	154,409	99,262	43,920
	19.0%	333,101	280,574	227,997	175,352	122,603	69,728	16,658
	20.0%	292,208	241,953	191,647	141,274	90,797	40,194	(10,604)

TABLE 4

		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))	57,551	10%	15%	20%	25%	30%	35%	40%
BLV (£ per acre) 100,000	100,000	394,440	338,506	282,521	226,468	170,312	114,029	57,551
	110,000	384,440	328,506	272,521	216,468	160,312	104,029	47,551
	120,000	374,440	318,506	262,521	206,468	150,312	94,029	37,551
	130,000	364,440	308,506	252,521	196,468	140,312	84,029	27,551
	140,000	354,440	298,506	242,521	186,468	130,312	74,029	17,551
	150,000	344,440	288,506	232,521	176,468	120,312	64,029	7,551
	160,000	334,440	278,506	222,521	166,468	110,312	54,029	(2,449)
	170,000	324,440	268,506	212,521	156,468	100,312	44,029	(12,449)
	180,000	314,440	258,506	202,521	146,468	90,312	34,029	(22,449)
	190,000	304,440	248,506	192,521	136,468	80,312	24,029	(32,449)
	200,000	294,440	238,506	182,521	126,468	70,312	14,029	(42,449)
	210,000	284,440	228,506	172,521	116,468	60,312	4,029	(52,449)
	220,000	274,440	218,506	162,521	106,468	50,312	(5,971)	(62,449)
	230,000	264,440	208,506	152,521	96,468	40,312	(15,971)	(72,449)
	240,000	254,440	198,506	142,521	86,468	30,312	(25,971)	(82,449)
	250,000	244,440	188,506	132,521	76,468	20,312	(35,971)	(92,449)

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology:

Flats / Houses

No Units: 950

Site Typology:

Location / Value Zone:

Medium

Greenfield/Brownfield:

Greenfield

Notes:

No S106 or on-site infrastructure info provided by promotor - relied upon HDC S106 & Off site mitigation, as well as 20k per unit for c

TABLE 5

		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))	57,551	10%	15%	20%	25%	30%	35%	40%
Density (dph) 40.0	20	147,220	119,253	91,261	63,234	35,156	7,014	(21,225)
	22	171,942	141,179	110,387	79,557	48,671	17,716	(13,347)
	24	196,664	163,104	129,513	95,881	62,187	28,417	(5,469)
	26	221,386	185,029	148,639	112,204	75,703	39,119	2,408
	28	246,108	206,954	167,765	128,528	89,218	49,820	10,286
	30	270,830	228,880	186,891	144,851	102,734	60,521	18,163
	32	295,552	250,805	206,017	161,175	116,249	71,223	26,041
	34	320,274	272,730	225,143	177,498	129,765	81,924	33,918
	36	344,996	294,656	244,269	193,821	143,281	92,626	41,796
	38	369,718	316,581	263,395	210,145	156,796	103,327	49,673
	40	394,440	338,506	282,521	226,468	170,312	114,029	57,551

TABLE 6

		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))	57,551	10%	15%	20%	25%	30%	35%	40%
Build Cost 100% (105% = 5% increase)	90%	617,102	560,350	503,597	446,820	390,032	333,210	276,361
	92%	572,704	516,132	459,552	402,944	346,318	289,651	232,939
	94%	528,244	471,850	415,436	358,986	302,504	245,973	189,377
	96%	483,721	427,491	371,238	314,936	258,587	202,171	145,656
	98%	439,123	383,047	326,934	270,766	214,528	158,203	101,736
	100%	394,440	338,506	282,521	226,468	170,312	114,029	57,551
	102%	349,653	293,851	237,972	182,001	125,895	69,606	13,036
	104%	304,746	249,053	193,264	137,340	81,236	24,859	(31,928)
	106%	259,710	204,094	148,356	92,433	36,256	(20,315)	(77,503)
	108%	214,504	158,942	103,205	47,223	(9,134)	(66,056)	(128,058)
	110%	169,105	113,552	57,760	1,615	(55,060)	(114,862)	(183,589)
	112%	123,475	67,868	11,931	(44,503)	(102,213)	(170,332)	(241,556)

TABLE 7

		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))	57,551	10%	15%	20%	25%	30%	35%	40%
Market Values 100% (105% = 5% increase)	80%	(340,742)	(368,456)	(396,367)	(424,499)	(452,915)	(481,654)	(510,822)
	82%	(244,338)	(275,742)	(308,559)	(341,633)	(374,949)	(408,566)	(442,628)
	84%	(156,413)	(190,008)	(224,477)	(260,317)	(298,220)	(336,745)	(375,610)
	86%	(76,745)	(110,051)	(147,425)	(185,522)	(224,767)	(265,989)	(309,671)
	88%	(7,249)	(42,165)	(77,347)	(115,220)	(157,236)	(200,323)	(245,295)
	90%	61,018	22,735	(15,731)	(54,454)	(93,548)	(138,824)	(186,034)
	92%	128,505	86,763	44,888	2,827	(39,491)	(82,194)	(129,866)
	94%	195,461	150,210	104,853	59,361	13,682	(32,282)	(78,670)
	96%	262,037	213,244	164,374	115,388	66,259	16,923	(32,733)
	98%	328,340	275,985	223,565	171,064	118,434	65,646	12,614
	100%	394,440	338,506	282,521	226,468	170,312	114,029	57,551
	102%	460,368	400,855	341,296	281,674	221,970	162,164	102,196
	104%	526,175	463,075	399,923	336,725	273,461	210,104	146,621
	106%	591,879	525,178	458,437	391,655	324,816	257,898	190,870
	108%	657,497	587,199	516,860	446,490	376,069	305,577	234,993
	110%	723,045	649,151	575,209	501,244	427,236	353,165	279,009
	112%	788,541	711,031	633,498	555,930	478,330	400,675	322,942
	114%	853,988	772,865	691,737	610,564	529,363	448,118	366,805
	116%	919,381	834,668	749,917	665,158	580,350	495,508	410,609
	118%	984,761	896,417	808,072	719,697	631,302	542,856	454,364
	120%	1,050,081	958,149	866,188	774,210	682,205	590,174	498,082

TABLE 8

		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))	57,551	10%	15%	20%	25%	30%	35%	40%
Grant (£ per unit) -	5,000	401,546	349,184	296,785	244,333	191,812	139,206	86,466
	10,000	408,651	359,861	311,037	262,177	213,273	164,311	115,265
	15,000	415,756	370,528	325,274	280,006	234,701	189,359	143,971
	20,000	422,862	381,186	339,510	297,805	256,096	214,356	172,591
	25,000	429,967	391,844	353,721	315,597	277,454	239,308	201,143
	30,000	437,061	402,502	367,931	333,361	298,790	264,219	229,634
	35,000	444,154	413,143	382,131	351,120	320,106	289,088	258,070
	40,000	451,247	423,782	396,317	368,853	341,388	313,923	286,458
	45,000	458,340	434,422	410,503	386,585	362,659	338,732	314,805
	50,000	465,433	445,061	424,675	404,289	383,903	363,516	343,116
	55,000	472,526	455,684	438,838	421,992	405,134	388,265	371,396

NOTES

Cells highlighted in yellow are input cells

Cells highlighted in green are sensitivity input cells

Figures in brackets, thus (00,000.00), are negative values / costs

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Appraisal Ref: **MH1, MH2 & MH3 - Market Harborough Cluster** (see Typologies Matrix)
 Scheme Typology: **Flats / Houses** No Units: **1700**
 Site Typology: Location / Value Zone: **High** Greenfield/Brownfield: **Greenfield**
 Notes: **HDC Off-Site Mitigation Costs/ s278 Relied Upon - Site Promotor S106 and On-site infrastructure costs relied upon, Promotor FHS**

ASSUMPTIONS - RESIDENTIAL USES									
Total number of units in scheme		1,700 Units							
AH Policy requirement (% Target)		40%							
Open Market Sale (OMS) housing		60%							
AH tenure split %		Open Market Sale (OMS)		Affordable Rent:		50.0%		75.0% % Rented	
				Social Rent:		25.0%			
				First Homes:		0.0%			
				Other Intermediate (LCHO/Sub-Market etc.):		25.0%		10.0% % of total (>10% First Homes PPG 023)	
				100%		100.0%			
CIL Rate (£ psm)		0.00 £ psm							
Unit mix -		OMS Unit mix%		MV # units		AH mix%		AH # units	
1 bed House		0.0%		0.0		0.0%		0.0	
2 bed House		25.0%		255.0		30.0%		204.0	
3 bed House		40.0%		408.0		30.0%		204.0	
4 bed House		15.0%		153.0		5.0%		34.0	
5 bed House		5.0%		51.0		5.0%		34.0	
1 bed Flat		5.0%		51.0		20.0%		136.0	
2 bed Flat		10.0%		102.0		10.0%		68.0	
3 bed Flat		0.0%		0.0		0.0%		0.0	
Total number of units		100.0%		1,020.0		100.0%		680.0	
								1,700.0	
OMS Unit Floor areas -		Net area per unit		Net to Gross %		Gross (GIA) per unit			
		(sqm)		(sqft)		(sqm)		(sqft)	
1 bed House		0.0		0		0.0		0	
2 bed House		70.0		753		70.0		753	
3 bed House		93.0		1,001		93.0		1,001	
4 bed House		120.0		1,292		120.0		1,292	
5 bed House		163.0		1,755		163.0		1,755	
1 bed Flat		50.0		538		55.6		598	
2 bed Flat		61.0		657		67.8		730	
3 bed Flat		0.0		0		0.0		0	
AH Unit Floor areas -		Net area per unit		Net to Gross %		Gross (GIA) per unit			
		(sqm)		(sqft)		(sqm)		(sqft)	
1 bed House		0.0		0		0.0		0	
2 bed House		70.0		753		70.0		753	
3 bed House		93.0		1,001		93.0		1,001	
4 bed House		120.0		1,292		120.0		1,292	
5 bed House		163.0		1,755		163.0		1,755	
1 bed Flat		50.0		538		55.6		598	
2 bed Flat		61.0		657		67.8		730	
3 bed Flat		0.0		0		0.0		0	
Total Gross Floor areas -		OMS Units GIA		AH units GIA		Total GIA (all units)			
		(sqm)		(sqft)		(sqm)		(sqft)	
1 bed House		0		0		0		0	
2 bed House		17,850		192,136		14,280		153,709	
3 bed House		37,944		408,426		18,972		204,213	
4 bed House		18,360		197,625		4,080		43,917	
5 bed House		8,313		89,480		5,542		59,654	
1 bed Flat		2,833		30,498		7,556		81,327	
2 bed Flat		6,913		74,414		4,609		49,610	
3 bed Flat		0		0		0		0	
		92.214		992,580		55,038		592,429	
								147,252	
								1,585,008	
AH % by floor area:						37.38% AH % by floor area (difference due to mix)			
Open Market Sales values (£) -		£ OMS (per unit)		£ psm		£ psf		All Values Increase by 3.04%	
				#DIV/0!		#DIV/0!		Per Strategic Site Addendum Report	
1 bed House		0						total MV £ (no AH)	
2 bed House		298,816		4,269		397		137,156,544	
3 bed House		396,704		4,266		396		242,782,848	
4 bed House		515,200		4,293		399		96,342,400	
5 bed House		685,216		4,204		391		58,243,360	
1 bed Flat		216,384		4,328		402		40,463,808	
2 bed Flat		267,904		4,392		408		45,543,680	
3 bed Flat		0		#DIV/0!		#DIV/0!		0	
								620,532,640	
Affordable Housing values (£) -		Aff. Rent £		% of MV		Social Rent £		% of MV	
								First Homes £*	
								% of MV	
1 bed House		0		55%		0		70%	
2 bed House		164,349		55%		149,408		70%	
3 bed House		218,187		55%		198,352		70%	
4 bed House		283,360		55%		257,600		70%	
5 bed House		376,869		55%		342,608		70%	
1 bed Flat		119,011		55%		108,192		70%	
2 bed Flat		147,347		55%		133,952		70%	
3 bed Flat		0		55%		0		70%	

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: **Flats / Houses** No Units: **1700**
 Site Typology: Location / Value Zone: **High** Greenfield/Brownfield: **Greenfield**
 Notes: **HDC Off-Site Mitigation Costs/ s278 Relied Upon - Site Promotor S106 and On-site infrastructure costs relied upon, Promotor FHS**

GROSS DEVELOPMENT VALUE				START TIM (COM)
OMS GDV - (part houses due to % mix)				
1 bed House	0.0	@	0	-
2 bed House	255.0	@	298,816	76,198,080
3 bed House	408.0	@	396,704	161,855,232
4 bed House	153.0	@	515,200	78,825,600
5 bed House	51.0	@	685,216	34,946,016
1 bed Flat	51.0	@	216,384	11,035,584
2 bed Flat	102.0	@	267,904	27,326,208
3 bed Flat	0.0	@	0	-
	1,020.0			390,186,720
Affordable Rent GDV -				
1 bed House	0.0	@	0	-
2 bed House	102.0	@	164,349	16,763,578
3 bed House	102.0	@	218,187	22,255,094
4 bed House	17.0	@	283,360	4,817,120
5 bed House	17.0	@	376,869	6,406,770
1 bed Flat	68.0	@	119,011	8,092,762
2 bed Flat	34.0	@	147,347	5,009,805
3 bed Flat	0.0	@	0	-
	340.0			63,345,128
Social Rent GDV -				
1 bed House	0.0	@	0	-
2 bed House	51.0	@	149,408	7,619,808
3 bed House	51.0	@	198,352	10,115,952
4 bed House	8.5	@	257,600	2,189,600
5 bed House	8.5	@	342,608	2,912,168
1 bed Flat	34.0	@	108,192	3,678,528
2 bed Flat	17.0	@	133,952	2,277,184
3 bed Flat	0.0	@	0	-
	170.0			28,793,240
First Homes GDV -				
1 bed House	0.0	@	0	-
2 bed House	0.0	@	209,171	-
3 bed House	0.0	@	250,000	-
4 bed House	0.0	@	250,000	-
5 bed House	0.0	@	250,000	-
1 bed Flat	0.0	@	151,469	-
2 bed Flat	0.0	@	187,533	-
3 bed Flat	0.0	@	0	-
	0.0			-
Other Intermediate GDV -				
1 bed House	0.0	@	0	-
2 bed House	51.0	@	209,171	10,667,731
3 bed House	51.0	@	277,693	14,162,333
4 bed House	8.5	@	360,640	3,065,440
5 bed House	8.5	@	479,651	4,077,035
1 bed Flat	34.0	@	151,469	5,149,939
2 bed Flat	17.0	@	187,533	3,188,058
3 bed Flat	0.0	@	0	-
	170.0	680.0		40,310,536
Sub-total GDV Residential				522,635,624
AH on-site cost analysis:				97,897,016
665 £ psm (total GIA sqm)				EMV (no AH) less EGDV (inc. AH)
				57,586 £ per unit (total units)
Grant				-
680 AH units @ 0 per unit				-
Commercial / Employment Land				-
5 Hectares				-
Commercial / Employment Land Value				-
12.36 Acres @ 0 per acre				-
Total GDV				522,635,624

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: Flats / Houses
Site Typology: Location / Value Zone: High
Notes: No Units: 1700
Greenfield/Brownfield: Greenfield
HDC Off-Site Mitigation Costs/ s278 Relied Upon - Site Promotor S106 and On-site infrastructure costs relied upon, Promotor FHS

DEVELOPMENT COSTS										ST.
Initial Payments -										
Statutory Planning Fees (Residential)										(250,559)
Planning Application Professional Fees, Surveys and reports										(750,000)
CIL (Mkrt only + garages)		98,884 sqm			0.00 £ psm					-
	CIL analysis:	0.00% % of GDV			0 £ per unit (total units)					-
Site Specific S106/278 Contributions	Year 1				0					-
	Year 2				0					-
	Year 3				0					-
	Year 4				0					-
	Year 5				0					-
	Year 6				0					-
	Year 7				0					-
	Year 8				0					-
	Year 9				0					-
	Year 10				0					-
	Year 11				0					-
	Year 12				0					-
	Year 13				0					-
	Year 14				0					-
	Year 15				0					-
	Year 16				0					-
	Year 17				0					-
	Year 18				0					-
	Year 19				0					-
	Year 20				0					-
	Year 21				0					-
	Year 22				0					-
	Year 23				0					-
	Years 1-23	1,700 units @			41,968 per unit					(71,345,184)
	Sub-total									(71,345,184)
	S106 analysis:	1,561,847 £ per ha	13.65% % of GDV		41,968 £ per unit (total units)					-
AH Commuted Sum			147,252 sqm (total)		0 £ psm					-
	Comm. Sum analysis:		0.00% % of GDV							-
Construction Costs -										
Site Clearance, Demolition & Remediation		112.88 ac @			0 £ per ac (if brownfield)					-
Site Infrastructure costs -										
	Total									(52,805,369)
	Infra. Costs analysis:	1,155,984 £ per ha	10.10% % of GDV		31,062 £ per unit (total units)					-
Build Costs										
	Base Build Increased by 5.04%									
1 bed House	Per Strategic Site Addendum Report	-	sqm @		1,450 psm					-
2 bed House		32,130	sqm @		1,450 psm					(46,574,106)
3 bed House		56,916	sqm @		1,450 psm					(82,502,702)
4 bed House		22,440	sqm @		1,450 psm					(32,527,947)
5 bed House		13,855	sqm @		1,450 psm					(20,083,543)
1 bed Flat		10,389	sqm @		1,629 psm					(16,925,270)
2 bed Flat		11,522	sqm @		1,629 psm					(18,771,663)
3 bed Flat		-	sqm @		1,629 psm					-
		147,252								-
Garages for 3B House (Mkrt only)	408	20% units @			18 sqm @	10,000	Per Garage			(816,000)
Garages for 4B House (Mkrt only)	153	100% units @			18 sqm @	10,000	Per Garage			(1,530,000)
Garages for 5B House (Mkrt only)	51	150% units @			32 sqm @	10,000	Per Garage			(765,000)
		6,671								-
External works		220,496,231	@		10.0%					(22,049,623)
	Ext. Works analysis:				12.970 £ per unit (total units)					-

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: Flats / Houses
Site Typology: Location / Value Zone: High
Notes: No Units: 1700
Greenfield/Brownfield: Greenfield
HDC Off-Site Mitigation Costs/ s278 Relied Upon - Site Promotor S106 and On-site infrastructure costs relied upon, Promotor FHS

Policy Costs on design -							
Net Biodiversity costs			1,700 units @		1,196 £ per unit		(2,033,200)
M4(2) Category 2	All Units	1,488 units @		100% @		0 £ per unit	-
M4(3)a Category 3 Housing	10% Housing Units	134 units @		10% @		0 £ per unit	-
M4(3)a Category 3 Flats	10% Flatted Units	36 units @		10% @		0 £ per unit	-
M4(3)b Category 3 Housing	25% Social Rent Ho	30 units @		25% @		0 £ per unit	-
M4(3)b Category 3 Flats	25% Social Rent Fla	13 units @		25% @		0 £ per unit	-
						0	-
Part U/FHS 2025 & Net Zero	All Houses	1,343 units @				0 £ per unit	-
Part U/FHS 2025 & Net Zero	All Flats	357 units @				2,250 £ per unit	(803,250)
		92,214 sqm @				29 £ per sqm	(2,717,537)
		units @		4 flats per charger		0	-
Water Efficiency		1,700 units @				10 £ per unit	(17,000)
	Sub-total						(5,570,987)
	Policy Costs analysis: (design costs only)				3,277 £ per unit (total units)		
Contingency (on construction)		300,922,210 @			2.5%		(7,523,055)
Professional Fees		300,922,210 @			6.0%		(18,055,333)
Disposal Costs -							
OMS Marketing and Promotion		390,186,720 OMS @			1.50%	3,443 £ per unit	(5,852,801)
Residential Sales Agent Costs		390,186,720 OMS @			1.00%	2,295 £ per unit	(3,901,867)
Residential Sales Legal Costs		390,186,720 OMS @			0.50%	1,148 £ per unit	(1,950,934)
Affordable Disposal Costs		680 AH			750.00	lump sum	(10,000)
Empty Property Costs					0		-
	Disposal Cost analysis:					6,892 £ per unit (exc. EPC)	
Interest (on Development Costs) -			7.50% APR		0.604% pcm		(3,656,544)
Developers Profit -							
Profit on OMS		390,186,720			17.50%		(68,282,676)
Profit on First Homes		0			10.00%		-
Margin on AH		132,448,904			6.00% on AH values		(7,946,934)
Commercial Land Profit		0			10.00%		-
	Profit analysis:	522,635,624			14.59% blended GDV	(76,229,610)	
		414,218,486			18.40% on costs	(76,229,610)	
TOTAL COSTS							(490,448,097)

RESIDUAL LAND VALUE (RLV)							
Residual Land Value (gross)							32,187,527
SDLT		32,187,527 @			HMRC formula		(1,598,876)
Acquisition Agent fees		32,187,527 @			1.0%		(321,875)
Acquisition Legal fees		32,187,527 @			0.5%		(160,938)
Interest on Land		32,187,527 @			7.50%		(2,414,065)
Residual Land Value							27,691,773
	RLV analysis:	16,289 £ per plot	606,212 £ per ha (net)		245,331 £ per acre (net)		
			285,629 £ per ha (gross)		115,593 £ per acre (gross)		
					5.30% % RLV / GDV		

BENCHMARK LAND VALUE (BLV)							
Residential Density		37.2 dph (net)					
Site Area (net)		45.68 ha (net)			112.88 acres (net)		
Net to Gross ratio		47%					
Site Area (gross)		96.95 ha (gross)			239.56 acres (gross)		
	Density analysis:	3,224 sqm/ha (net)			14,042 sqft/ac (net)		
		18 dph (gross)					
Benchmark Land Value (net)	6,640 £ per plot	247,100 £ per ha (net)			£100,000 £ per acre (net)		11,287,528

BALANCE							
Surplus/(Deficit)		359,112 £ per ha (net)			145,331 £ per acre (net)		16,404,245

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: Flats / Houses
Site Typology: Location / Value Zone: High
Notes: No Units: 1700
Greenfield/Brownfield: Greenfield
HDC Off-Site Mitigation Costs/ s278 Relied Upon - Site Promotor S106 and On-site infrastructure costs relied upon, Promotor FHS

SENSITIVITY ANALYSIS								
The following sensitivity tables show the balance of the appraisal (RLV-BLV £ per acre) for changes in appraisal input assumptions above. Where the surplus is positive (green) the policy is viable. Where the surplus is negative (red) the policy is not viable.								
TABLE 1								
Affordable Housing - % on site 40%								
Balance (RLV - BLV £ per acre (n))	145,331	10%	15%	20%	25%	30%	35%	40%
CIL £ psm 0.00	0.00	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	10.00	529,887	465,137	400,212	335,054	269,573	203,613	136,903
	20.00	518,053	453,899	389,565	324,991	260,073	194,649	128,422
	30.00	506,190	442,638	378,893	314,898	250,541	185,643	119,887
	40.00	494,303	431,349	368,194	304,775	240,971	176,590	111,293
	50.00	482,392	420,033	357,466	294,618	231,358	167,490	102,633
	60.00	470,455	408,690	346,705	284,423	221,705	158,334	93,902
	70.00	458,491	397,317	335,912	274,188	212,006	149,120	85,091
	80.00	446,498	385,912	325,083	263,914	202,255	139,844	76,194
	90.00	434,473	374,472	314,215	253,596	192,450	130,498	67,202
	100.00	422,415	362,997	303,302	243,224	182,587	121,075	58,101
	110.00	410,320	351,480	292,345	232,805	172,657	111,568	48,882
	120.00	398,186	339,918	281,342	222,323	162,657	101,969	39,529
	130.00	386,012	328,312	270,281	211,781	152,579	92,267	30,027
	140.00	373,794	316,659	259,168	201,172	142,416	82,451	20,375
	150.00	361,528	304,946	247,987	190,485	132,160	72,505	10,586
	160.00	349,207	293,179	236,740	179,716	121,796	62,417	644
	170.00	336,833	281,344	225,420	168,858	111,318	52,168	(9,469)
	180.00	324,395	269,442	214,017	157,896	100,707	41,747	(19,755)
	190.00	311,894	257,465	202,522	146,825	89,952	31,170	(30,206)
	200.00	299,315	245,401	190,927	135,630	79,033	20,424	(40,819)
	210.00	286,659	233,246	179,223	124,297	67,927	9,491	(51,468)
	220.00	273,916	220,990	167,397	112,807	56,642	(1,644)	(62,117)
	230.00	261,076	208,618	155,432	101,140	45,176	(12,963)	(72,816)
	240.00	248,130	196,123	143,314	89,275	33,511	(24,464)	(83,529)
	250.00	235,066	183,488	131,023	77,206	21,625	(36,000)	(94,284)
TABLE 2								
Affordable Housing - % on site 40%								
Balance (RLV - BLV £ per acre (n))	145,331	10%	15%	20%	25%	30%	35%	40%
S106/278 Contributions (Rate / Unit) 41,968	1,000	1,084,374	1,019,764	955,155	890,546	825,932	761,317	696,702
	5,000	1,031,948	967,333	902,716	838,093	773,470	708,847	644,224
	10,000	966,320	901,685	837,050	772,415	707,768	643,117	578,462
	15,000	900,560	835,904	771,235	706,567	641,877	577,182	512,467
	20,000	834,640	769,943	705,227	640,495	575,743	510,961	446,140
	25,000	768,520	703,752	638,961	574,137	509,271	444,354	379,363
	30,000	702,134	637,270	572,362	507,398	442,357	377,216	311,934
	35,000	635,421	570,413	505,329	440,141	374,810	309,287	243,499
	40,000	568,279	503,047	437,680	372,126	306,330	240,189	173,524
	45,000	500,543	434,964	369,161	303,048	236,474	169,204	100,779
	50,000	431,992	365,897	299,400	232,313	164,301	94,735	22,232
	55,000	362,310	295,358	227,649	158,736	87,738	12,967	(66,439)
	60,000	290,882	222,430	152,411	79,630	2,515	(77,930)	(169,334)
	65,000	216,586	145,217	70,438	(8,755)	(89,601)	(183,417)	(280,614)
	70,000	137,027	60,122	(20,177)	(101,759)	(197,607)	(295,192)	(395,047)
TABLE 3								
Affordable Housing - % on site 40%								
Balance (RLV - BLV £ per acre (n))	145,331	10%	15%	20%	25%	30%	35%	40%
Profit 17.5%	15.0%	653,183	581,641	509,929	437,992	365,748	293,055	219,652
	16.0%	608,591	539,525	470,292	400,832	331,065	260,849	189,923
	17.0%	563,998	497,410	430,654	363,671	296,382	228,643	160,195
	18.0%	519,405	455,295	391,016	326,511	261,699	196,437	130,466
	19.0%	474,813	413,179	351,378	289,350	227,016	164,232	100,738
	20.0%	430,220	371,064	311,740	252,190	192,332	132,026	71,010
TABLE 4								
Affordable Housing - % on site 40%								
Balance (RLV - BLV £ per acre (n))	145,331	10%	15%	20%	25%	30%	35%	40%
BLV (£ per acre) 100,000	100,000	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	110,000	531,702	466,352	400,835	335,091	269,040	202,540	135,331
	120,000	521,702	456,352	390,835	325,091	259,040	192,540	125,331
	130,000	511,702	446,352	380,835	315,091	249,040	182,540	115,331
	140,000	501,702	436,352	370,835	305,091	239,040	172,540	105,331
	150,000	491,702	426,352	360,835	295,091	229,040	162,540	95,331
	160,000	481,702	416,352	350,835	285,091	219,040	152,540	85,331
	170,000	471,702	406,352	340,835	275,091	209,040	142,540	75,331
	180,000	461,702	396,352	330,835	265,091	199,040	132,540	65,331
	190,000	451,702	386,352	320,835	255,091	189,040	122,540	55,331
	200,000	441,702	376,352	310,835	245,091	179,040	112,540	45,331
	210,000	431,702	366,352	300,835	235,091	169,040	102,540	35,331
	220,000	421,702	356,352	290,835	225,091	159,040	92,540	25,331
	230,000	411,702	346,352	280,835	215,091	149,040	82,540	15,331
	240,000	401,702	336,352	270,835	205,091	139,040	72,540	5,331
	250,000	391,702	326,352	260,835	195,091	129,040	62,540	(4,669)

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: Flats / Houses
Site Typology: Location / Value Zone: High
Notes: No Units: 1700
 Greenfield/Brownfield: Greenfield
 HDC Off-Site Mitigation Costs/ s278 Relied Upon - Site Promotor S106 and On-site infrastructure costs relied upon, Promotor FHS

TABLE 5		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))		10%	15%	20%	25%	30%	35%	40%
Density (dph) 37.2	145,331							
	20	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	22	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	24	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	26	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	28	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	30	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	32	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	34	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	36	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	38	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	40	541,702	476,352	410,835	345,091	279,040	212,540	145,331
TABLE 6		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))		10%	15%	20%	25%	30%	35%	40%
Build Cost 100% (105% = 5% increase)	145,331							
	90%	751,706	685,952	620,163	554,331	488,447	422,495	356,446
	92%	710,011	644,384	578,709	512,977	447,174	381,266	315,211
	94%	668,184	602,671	537,090	471,434	405,666	339,745	273,611
	96%	626,212	560,788	495,275	429,647	363,861	297,857	231,556
	98%	584,067	518,697	453,209	387,557	321,685	255,507	188,880
	100%	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	102%	499,076	433,689	368,077	302,155	235,776	168,703	100,478
	104%	456,126	390,645	324,847	258,590	191,646	123,589	53,554
	106%	412,792	347,113	280,982	214,163	146,263	76,488	3,218
	108%	368,957	302,942	236,248	168,498	98,960	26,163	(51,362)
	110%	324,476	257,905	190,292	120,969	48,585	(28,330)	(108,974)
	112%	279,124	211,647	142,516	70,495	(5,831)	(84,774)	(175,517)
TABLE 7		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))		10%	15%	20%	25%	30%	35%	40%
Market Values 100% (105% = 5% increase)	145,331							
	80%	(363,949)	(397,008)	(430,387)	(464,231)	(498,583)	(533,578)	(569,431)
	82%	(243,452)	(282,253)	(321,374)	(360,885)	(400,889)	(441,525)	(482,935)
	84%	(125,917)	(170,404)	(215,175)	(260,300)	(305,875)	(352,042)	(398,944)
	86%	(23,427)	(66,485)	(111,472)	(162,169)	(213,270)	(264,911)	(317,238)
	88%	72,847	25,500	(22,558)	(70,866)	(122,797)	(179,866)	(237,569)
	90%	160,612	111,821	61,702	9,924	(43,355)	(97,058)	(159,708)
	92%	241,376	190,160	138,199	85,093	30,223	(26,930)	(85,751)
	94%	318,666	264,260	209,406	153,900	97,381	39,161	(21,660)
	96%	394,046	336,126	277,906	219,269	160,003	99,749	37,801
	98%	468,262	406,667	344,858	282,750	220,224	157,051	92,832
	100%	541,702	476,352	410,835	345,091	279,040	212,540	145,331
	102%	614,591	545,432	476,146	406,681	336,970	266,924	196,367
	104%	687,081	614,078	540,973	467,730	394,296	320,582	246,479
	106%	759,291	682,414	605,455	528,387	451,169	373,732	295,971
	108%	831,277	750,518	669,681	588,761	507,714	426,494	345,019
	110%	903,090	818,431	733,711	648,916	564,013	478,972	393,724
	112%	974,765	886,198	797,582	708,904	620,130	531,237	442,175
	114%	1,046,336	953,856	861,333	768,752	676,097	583,338	490,432
	116%	1,117,821	1,021,425	924,983	828,497	731,947	635,306	538,541
	118%	1,189,235	1,088,915	988,551	888,150	787,697	687,167	586,531
	120%	1,260,590	1,156,342	1,052,056	947,736	843,370	738,941	634,414
TABLE 8		Affordable Housing - % on site 40%						
Balance (RLV - BLV £ per acre (n))		10%	15%	20%	25%	30%	35%	40%
Grant (£ per unit) -	145,331							
	5,000	548,452	486,518	424,462	362,239	299,806	237,072	173,887
	10,000	555,189	496,667	438,053	379,325	320,450	261,382	202,035
	15,000	561,925	506,797	451,612	396,348	340,989	285,508	229,862
	20,000	568,655	516,916	465,141	413,318	361,436	309,481	257,433
	25,000	575,376	527,019	478,642	430,236	381,801	333,323	284,796
	30,000	582,097	537,107	492,113	447,104	402,081	357,044	311,985
	35,000	588,809	547,189	505,560	463,930	422,301	380,660	339,018
	40,000	595,516	557,250	518,984	480,719	442,453	404,187	365,921
	45,000	602,223	567,308	532,390	497,472	462,554	427,636	392,718
	50,000	608,919	577,347	545,776	514,193	482,608	451,018	419,418
	55,000	615,612	587,383	559,138	530,886	502,620	474,338	446,046

NOTES

Cells highlighted in yellow are input cells
 Cells highlighted in green are sensitivity input cells
 Figures in brackets, thus (00,000.00), are negative values / costs

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Appraisal Ref: **O1 - Land South of Gartree Road & East of Oadby - Entire Allocation** (see Typologies Matrix)
 Scheme Typology: **Flats / Houses** No Units: **4000**
 Site Typology: Location / Value Zone: **Medium** Greenfield/Brownfield: **Greenfield**
 Notes: **HDC S106 and Off-Site Mitigation Costs Relied Upon - Site Promotor On-site infrastructure costs relied upon**

ASSUMPTIONS - RESIDENTIAL USES																			
Total number of units in scheme		4,000 Units																	
AH Policy requirement (% Target)		35%																	
Open Market Sale (OMS) housing		Open Market Sale (OMS)		65%															
AH tenure split %		Affordable Rent:		50.0%		75.0% % Rented													
		Social Rent:		25.0%															
		First Homes:		0.0%															
		Other Intermediate (LCHO/Sub-Market etc.):		25.0%		8.8% % of total (>10% First Homes PPG 023)													
				100%		100.0%													
CIL Rate (£ psm)		0.00 £ psm																	
Unit mix -		OMS Unit mix%		MV # units		AH mix%		AH # units		Overall mix%		Total # units							
1 bed House		0.0%		0.0		0.0%		0.0		0%		0.0							
2 bed House		25.0%		650.0		30.0%		420.0		27%		1,070.0							
3 bed House		40.0%		1,040.0		30.0%		420.0		37%		1,460.0							
4 bed House		15.0%		390.0		5.0%		70.0		12%		460.0							
5 bed House		5.0%		130.0		5.0%		70.0		5%		200.0							
1 bed Flat		5.0%		130.0		20.0%		280.0		10%		410.0							
2 bed Flat		10.0%		260.0		10.0%		140.0		10%		400.0							
3 bed Flat		0.0%		0.0		0.0%		0.0		0%		0.0							
Total number of units		100.0%		2,600.0		100.0%		1,400.0		100%		4,000.0							
OMS Unit Floor areas -		Net area per unit		(sqm)		(sqft)		Net to Gross %		Gross (GIA) per unit		(sqm)		(sqft)					
1 bed House		0.0		0						0.0		0							
2 bed House		70.0		753						70.0		753							
3 bed House		93.0		1,001						93.0		1,001							
4 bed House		120.0		1,292						120.0		1,292							
5 bed House		163.0		1,755						163.0		1,755							
1 bed Flat		50.0		538		90.0%				55.6		598							
2 bed Flat		61.0		657		90.0%				67.8		730							
3 bed Flat		0.0		0		90.0%				0.0		0							
AH Unit Floor areas -		Net area per unit		(sqm)		(sqft)		Net to Gross %		Gross (GIA) per unit		(sqm)		(sqft)					
1 bed House		0.0		0						0.0		0							
2 bed House		70.0		753						70.0		753							
3 bed House		93.0		1,001						93.0		1,001							
4 bed House		120.0		1,292						120.0		1,292							
5 bed House		163.0		1,755						163.0		1,755							
1 bed Flat		50.0		538		90.0%				55.6		598							
2 bed Flat		61.0		657		90.0%				67.8		730							
3 bed Flat		0.0		0		90.0%				0.0		0							
Total Gross Floor areas -		OMS Units GIA		(sqm)		(sqft)		AH units GIA		(sqm)		(sqft)		Total GIA (all units)		(sqm)		(sqft)	
1 bed House		0		0				0		0				0		0			
2 bed House		45,500		489,758				29,400		316,459				74,900		806,217			
3 bed House		96,720		1,041,085				39,060		420,438				135,780		1,461,524			
4 bed House		46,800		503,751				8,400		90,417				55,200		594,168			
5 bed House		21,190		228,087				11,410		122,816				32,600		350,903			
1 bed Flat		7,222		77,739				15,556		167,439				22,778		245,178			
2 bed Flat		17,622		189,684				9,489		102,138				27,111		291,822			
3 bed Flat		0		0				0		0				0		0			
		235,054		2,530,105				113,314		1,219,706				348,369		3,749,811			
AH % by floor area:																			
Open Market Sales values (£) -		£ OMS (per unit)		£ psm		£ psf		All Values Increase by 3.04%		Per Strategic Site Addendum Report		total MV £ (no AH)							
1 bed House		0		#DIV/0!		#DIV/0!						0							
2 bed House		252,448		3,606		335						270,119,360							
3 bed House		340,032		3,656		340						496,446,720							
4 bed House		427,616		3,563		331						196,703,360							
5 bed House		592,480		3,635		338						118,496,000							
1 bed Flat		195,776		3,916		364						80,268,160							
2 bed Flat		236,992		3,885		361						94,796,800							
3 bed Flat		0		#DIV/0!		#DIV/0!						0							
												1,256,830,400							
Affordable Housing values (£) -		Aff. Rent £		% of MV		Social Rent £		% of MV		First Homes £*		% of MV		Other Int. £		% of MV			
1 bed House		0		55%		0		50%		0		70%		0		70%			
2 bed House		138,846		55%		126,224		50%		176,714		70%		176,714		70%			
3 bed House		187,018		55%		170,016		50%		238,022		70%		238,022		70%			
4 bed House		235,189		55%		213,808		50%		250,000		70%		299,331		70%			
5 bed House		325,864		55%		296,240		50%		250,000		70%		414,736		70%			
1 bed Flat		107,677		55%		97,888		50%		137,043		70%		137,043		70%			
2 bed Flat		130,346		55%		118,496		50%		165,894		70%		165,894		70%			
3 bed Flat		0		55%		0		50%		0		70%		0		70%			

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: **Flats / Houses** No Units: **4000**
 Site Typology: Location / Value Zone: **Medium** Greenfield/Brownfield: **Greenfield**
 Notes: **HDC S106 and Off-Site Mitigation Costs Relied Upon - Site Promotor On-site infrastructure costs relied upon**

GROSS DEVELOPMENT VALUE				
OMS GDV - (part houses due to % mix)				
1 bed House	0.0	@	0	-
2 bed House	650.0	@	252,448	164,091,200
3 bed House	1,040.0	@	340,032	353,633,280
4 bed House	390.0	@	427,616	166,770,240
5 bed House	130.0	@	592,480	77,022,400
1 bed Flat	130.0	@	195,776	25,450,880
2 bed Flat	260.0	@	236,992	61,617,920
3 bed Flat	0.0	@	0	-
	2,600.0			848,585,920
Affordable Rent GDV -				
1 bed House	0.0	@	0	-
2 bed House	210.0	@	138,846	29,157,744
3 bed House	210.0	@	187,018	39,273,696
4 bed House	35.0	@	235,189	8,231,608
5 bed House	35.0	@	325,864	11,405,240
1 bed Flat	140.0	@	107,677	15,074,752
2 bed Flat	70.0	@	130,346	9,124,192
3 bed Flat	0.0	@	0	-
	700.0			112,267,232
Social Rent GDV -				
1 bed House	0.0	@	0	-
2 bed House	105.0	@	126,224	13,253,520
3 bed House	105.0	@	170,016	17,851,680
4 bed House	17.5	@	213,808	3,741,640
5 bed House	17.5	@	296,240	5,184,200
1 bed Flat	70.0	@	97,888	6,852,160
2 bed Flat	35.0	@	118,496	4,147,360
3 bed Flat	0.0	@	0	-
	350.0			51,030,560
First Homes GDV -				
1 bed House	0.0	@	0	-
2 bed House	0.0	@	176,714	-
3 bed House	0.0	@	238,022	-
4 bed House	0.0	@	250,000	-
5 bed House	0.0	@	250,000	-
1 bed Flat	0.0	@	137,043	-
2 bed Flat	0.0	@	165,894	-
3 bed Flat	0.0	@	0	-
	0.0			-
Other Intermediate GDV -				
1 bed House	0.0	@	0	-
2 bed House	105.0	@	176,714	18,554,928
3 bed House	105.0	@	238,022	24,992,352
4 bed House	17.5	@	299,331	5,238,296
5 bed House	17.5	@	414,736	7,257,880
1 bed Flat	70.0	@	137,043	9,593,024
2 bed Flat	35.0	@	165,894	5,806,304
3 bed Flat	0.0	@	0	-
	350.0	1,400.0		71,442,784
Sub-total GDV Residential				
	4,000			1,083,326,496
AH on-site cost analysis:				
	498 £ psm (total GIA sqm)		EMV (no AH) less £GDV (inc. AH)	173,503,904
			43,376 £ per unit (total units)	
Grant				
	1,400	AH units @	0 per unit	-
Commercial / Employment Land				
	5	Hectares		-
Commercial / Employment Land Value				
	12.36	Acres @	1,000,000 per acre	12,355,000
Total GDV				
				1,095,681,496

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: Flats / Houses
Site Typology: Location / Value Zone: Medium Greenfield/Brownfield: Greenfield
Notes: HDC S106 and Off-Site Mitigation Costs Relied Upon - Site Promotor On-site infrastructure costs relied upon

DEVELOPMENT COSTS						
Initial Payments -						
Statutory Planning Fees (Residential)						(567,959)
Planning Application Professional Fees, Surveys and reports						(1,700,000)
CIL (Mkrt only + garages)		252,058 sqm	0.00 £ psm			-
	CIL analysis:	0.00% % of GDV	0 £ per unit (total units)			-
Site Specific S106/278 Contributions	Year 1		0			-
	Year 2		0			-
	Year 3		0			-
Education Total (Inc Oadby Sites)	Year 4		0			-
£110,100,000	Year 5		0			-
Adjusted Education Total (O1 only)	Year 6		0			-
£93,034,500	Year 7		0			-
Other S106 Costs	Year 8		0			-
£4,631,979	Year 9		0			-
Total	Year 10		0			-
£97,666,479	Year 11		0			-
Total per unit	Year 12		0			-
£24,416.62	Year 13		0			-
	Year 14		0			-
	Year 15		0			-
	Year 16		0			-
	Year 17		0			-
	Year 18		0			-
	Year 19		0			-
	Year 20		0			-
	Year 21		0			-
	Year 22		0			-
	Year 23		0			-
	Years 1-23	4,000 units @	24,417 per unit			(97,666,479)
	Sub-total					(97,666,479)
	S106 analysis:	854,582 £ per ha	9.02% % of GDV	24,417 £ per unit (total units)		
AH Commuted Sum		348,369 sqm (total)	0 £ psm			-
	Comm. Sum analysis:	0.00% % of GDV				-
Construction Costs -						
Site Clearance, Demolition & Remediation		282.40 ac @	0 £ per ac (if brownfield)			-
Site Infrastructure costs -						
	Total					(123,040,236)
	Infra. Costs analysis:	1,076,602 £ per ha	11.36% % of GDV	30,760 £ per unit (total units)		
Build Costs						
	Base Build Increased by 5.04%					
1 bed House	Per Strategic Site Addendum Report	- sqm @	1,450 psm			-
2 bed House		74,900 sqm @	1,450 psm			(108,571,445)
3 bed House		135,780 sqm @	1,450 psm			(196,820,171)
4 bed House		55,200 sqm @	1,450 psm			(80,015,270)
5 bed House		32,600 sqm @	1,450 psm			(47,255,395)
1 bed Flat		22,778 sqm @	1,629 psm			(37,108,881)
2 bed Flat		27,111 sqm @	1,629 psm			(44,168,620)
3 bed Flat		- sqm @	1,629 psm			-
Garages for 3B House (Mkrt only)	1,040	20% units @	18 sqm @	10,000 Per Garage		(2,080,000)
Garages for 4B House (Mkrt only)	390	100% units @	18 sqm @	10,000 Per Garage		(3,900,000)
Garages for 5B House (Mkrt only)	130	150% units @	32 sqm @	10,000 Per Garage		(1,950,000)
	17,004					
External works		521,869,782 @	10.0%			(52,186,978)
	Ext. Works analysis:		13,047 £ per unit (total units)			

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: **Flats / Houses** No Units: **4000**
Site Typology: Location / Value Zone: **Medium** Greenfield/Brownfield: **Greenfield**
Notes: **HDC S106 and Off-Site Mitigation Costs Relied Upon - Site Promotor On-site infrastructure costs relied upon**

Policy Costs on design -						
Net Biodiversity costs			4,000 units @	1,196	£ per unit	(4,784,000)
M4(2) Category 2	All Units	3,513 units @	100% @	1,400	£ per unit	(4,917,500)
M4(3)a Category 3 Housing	10% Housing Units	319 units @	10% @	12,000	£ per unit	(382,800)
M4(3)a Category 3 Flats	10% Flatted Units	81 units @	10% @	8,500	£ per unit	(68,850)
M4(3)b Category 3 Housing	25% Social Rent Hc	61 units @	25% @	27,000	£ per unit	(413,438)
M4(3)b Category 3 Flats	25% Social Rent Fl	26 units @	25% @	8,500	£ per unit	(55,781)
						-
Part L/FHS 2025 & Net Zero	All Houses	3,190 units @		6,000	£ per unit	(19,140,000)
Part L/FHS 2025 & Net Zero	All Flats	810 units @		2,250	£ per unit	(1,822,500)
		235,054 sqm @		29	£ per sqm	(6,927,054)
		units @	4 flats per charger	0		-
Water Efficiency		4,000 units @		10	£ per unit	(40,000)
	Sub-total					(38,551,923)
	Policy Costs analysis: (design costs only)			9,638	£ per unit (total units)	
Contingency (on construction)		735,648,919 @	2.5%			(18,391,223)
Professional Fees		735,648,919 @	6.0%			(44,138,935)
Disposal Costs -						
OMS Marketing and Promotion		848,585,920 OMS @	1.50%	3,182	£ per unit	(12,728,789)
Residential Sales Agent Costs		848,585,920 OMS @	1.00%	2,121	£ per unit	(8,485,859)
Residential Sales Legal Costs		848,585,920 OMS @	0.50%	1,061	£ per unit	(4,242,930)
Affordable Disposal Costs		1,400 AH	750.00		lump sum	(10,000)
Empty Property Costs			0			-
	Disposal Cost analysis:			6,367	£ per unit (exc. EPC)	
Interest (on Development Costs) -		7.00% APR		0.565% pcm		(1,824,334)
Developers Profit -						
Profit on OMS		848,585,920	17.50%			(148,502,536)
Profit on First Homes		0	10.00%			-
Margin on AH		234,740,576	6.00% on AH values			(14,084,435)
Commercial Land Profit		12,355,000	10.00%			(1,235,500)
	Profit analysis:	1,083,326,496	15.12% blended GDV		(163,822,471)	
		925,405,427	17.70% on costs		(163,822,471)	
TOTAL COSTS						(1,089,227,897)

RESIDUAL LAND VALUE (RLV)					
Residual Land Value (gross)					6,453,599
SDLT		6,453,599 @	HMRC formula		(312,180)
Acquisition Agent fees		6,453,599 @	1.0%		(64,536)
Acquisition Legal fees		6,453,599 @	0.5%		(32,268)
Interest on Land		6,453,599 @	7.00%		(451,752)
Residual Land Value					5,592,863
	RLV analysis:	1,398 £ per plot	48,938 £ per ha (net)	19,805 £ per acre (net)	
			14,835 £ per ha (gross)	6,004 £ per acre (gross)	
				0.52% % RLV / GDV	

BENCHMARK LAND VALUE (BLV)					
Residential Density		35.0 dph (net)			
Site Area (net)		114.29 ha (net)	282.40 acres (net)		
Net to Gross ratio		38%			
Site Area (gross)		377.00 ha (gross)	931.57 acres (gross)		
	Density analysis:	3,048 sqm/ha (net)	13,278 sqft/ac (net)		
		11 dph (gross)			
Benchmark Land Value (net)	7,060 £ per plot	247,100 £ per ha (net)	£100,000 £ per acre (net)		28,240,000

BALANCE					
Surplus/(Deficit)		(198,162) £ per ha (net)	(80,195) £ per acre (net)		(22,647,137)

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology: Flats / Houses
Site Typology: Location / Value Zone: Medium Greenfield/Brownfield: Greenfield
Notes: HDC S106 and Off-Site Mitigation Costs Relied Upon - Site Promotor On-site infrastructure costs relied upon

SENSITIVITY ANALYSIS

The following sensitivity tables show the balance of the appraisal (RLV-BLV £ per acre) for changes in appraisal input assumptions above.
 Where the surplus is positive (green) the policy is viable. Where the surplus is negative (red) the policy is not viable.

TABLE 1		Affordable Housing - % on site 35%						
Balance (RLV - BLV £ per acre (n))	(80,195)	10%	15%	20%	25%	30%	35%	40%
CIL £ psm 0.00	0.00	164,976	115,943	66,911	17,879	(31,158)	(80,195)	(133,842)
	10.00	154,213	105,779	57,344	8,905	(39,534)	(87,973)	(142,210)
	20.00	143,450	95,613	47,772	(69)	(47,910)	(95,758)	(150,615)
	30.00	132,684	85,442	38,199	(9,043)	(56,289)	(104,157)	(159,049)
	40.00	121,915	75,271	28,627	(18,020)	(64,678)	(113,200)	(167,522)
	50.00	111,146	65,100	19,051	(27,004)	(73,076)	(122,276)	(176,058)
	60.00	100,377	54,925	9,469	(35,996)	(81,487)	(131,374)	(184,690)
	70.00	89,601	44,744	(119)	(44,996)	(89,915)	(140,495)	(193,374)
	80.00	78,821	34,558	(9,714)	(54,006)	(98,362)	(149,643)	(202,106)
	90.00	68,036	24,365	(19,317)	(63,029)	(107,936)	(158,824)	(210,893)
	100.00	57,245	14,166	(28,930)	(72,065)	(117,741)	(168,051)	(219,738)
	110.00	46,448	3,958	(38,553)	(81,119)	(127,567)	(177,346)	(228,632)
	120.00	35,642	(6,259)	(48,188)	(90,189)	(137,418)	(186,717)	(237,579)
	130.00	24,829	(16,485)	(57,837)	(99,276)	(147,297)	(196,133)	(246,586)
	140.00	14,008	(26,723)	(67,503)	(109,722)	(157,212)	(205,597)	(255,659)
	150.00	3,175	(36,973)	(77,181)	(120,264)	(167,176)	(215,118)	(264,793)
	160.00	(7,668)	(47,238)	(86,874)	(130,832)	(177,205)	(224,699)	(273,995)
	170.00	(18,523)	(57,517)	(96,583)	(141,428)	(187,299)	(234,332)	(283,273)
	180.00	(29,391)	(67,808)	(107,337)	(152,059)	(197,439)	(244,021)	(292,645)
	190.00	(40,274)	(78,115)	(118,605)	(162,736)	(207,628)	(253,773)	(302,146)
	200.00	(51,169)	(88,438)	(129,900)	(173,471)	(217,874)	(263,597)	(311,793)
	210.00	(62,077)	(98,779)	(141,228)	(184,271)	(228,183)	(273,486)	(321,546)
	220.00	(73,002)	(110,610)	(152,595)	(195,119)	(238,546)	(283,449)	(331,399)
	230.00	(83,944)	(122,617)	(164,011)	(206,015)	(248,968)	(293,493)	(341,369)
	240.00	(94,906)	(134,655)	(175,484)	(216,967)	(259,456)	(303,636)	(351,473)
	250.00	(106,852)	(146,731)	(187,020)	(227,983)	(270,019)	(313,914)	(361,747)

TABLE 2		Affordable Housing - % on site 35%						
Balance (RLV - BLV £ per acre (n))	(80,195)	10%	15%	20%	25%	30%	35%	40%
S106/278 Contributions (Rate / Unit) 24,417	1,000	453,352	404,312	355,272	306,232	257,191	208,143	159,095
	5,000	404,141	355,106	306,072	257,037	208,001	158,960	109,920
	10,000	342,605	293,574	244,544	195,514	146,483	97,453	48,419
	15,000	281,038	232,010	182,982	133,954	84,926	35,897	(13,131)
	20,000	219,433	170,404	121,374	72,345	23,316	(25,713)	(74,742)
	25,000	157,780	108,747	59,715	10,679	(38,358)	(87,396)	(142,235)
	30,000	96,075	47,029	(2,029)	(51,113)	(100,375)	(157,541)	(216,184)
	35,000	34,239	(14,882)	(64,080)	(115,579)	(173,139)	(232,353)	(294,484)
	40,000	(27,873)	(77,197)	(130,952)	(188,957)	(248,585)	(311,122)	(380,608)
	45,000	(90,420)	(146,474)	(204,874)	(264,871)	(327,784)	(397,418)	(486,396)
	50,000	(162,130)	(220,870)	(281,204)	(344,466)	(414,227)	(501,973)	(631,150)
	55,000	(236,933)	(297,576)	(361,164)	(431,039)	(517,698)	(644,108)	(906,125)
	60,000	(313,978)	(377,875)	(447,851)	(533,547)	(657,212)	(901,824)	(1,194,173)
	65,000	(394,592)	(464,663)	(549,495)	(670,426)	(897,524)	(1,189,872)	(1,482,220)
	70,000	(481,476)	(565,526)	(683,732)	(893,223)	(1,185,571)	(1,477,920)	(1,770,268)

TABLE 3		Affordable Housing - % on site 35%						
Balance (RLV - BLV £ per acre (n))	(80,195)	10%	15%	20%	25%	30%	35%	40%
Profit 17.5%	15.0%	254,950	200,919	146,888	92,857	38,822	(15,214)	(69,254)
	16.0%	218,960	166,929	114,897	62,866	10,830	(41,207)	(93,247)
	17.0%	182,970	132,938	82,906	32,874	(17,162)	(67,199)	(119,974)
	18.0%	146,981	98,948	50,916	2,883	(45,154)	(93,191)	(147,711)
	19.0%	110,991	64,958	18,925	(27,108)	(73,146)	(122,221)	(175,449)
	20.0%	75,002	30,968	(13,066)	(57,099)	(101,358)	(152,270)	(203,186)

TABLE 4		Affordable Housing - % on site 35%						
Balance (RLV - BLV £ per acre (n))	(80,195)	10%	15%	20%	25%	30%	35%	40%
BLV (£ per acre) 100,000	100,000	164,976	115,943	66,911	17,879	(31,158)	(80,195)	(133,842)
	110,000	154,976	105,943	56,911	7,879	(41,158)	(90,195)	(143,842)
	120,000	144,976	95,943	46,911	(2,121)	(51,158)	(100,195)	(153,842)
	130,000	134,976	85,943	36,911	(12,121)	(61,158)	(110,195)	(163,842)
	140,000	124,976	75,943	26,911	(22,121)	(71,158)	(120,195)	(173,842)
	150,000	114,976	65,943	16,911	(32,121)	(81,158)	(130,195)	(183,842)
	160,000	104,976	55,943	6,911	(42,121)	(91,158)	(140,195)	(193,842)
	170,000	94,976	45,943	(3,089)	(52,121)	(101,158)	(150,195)	(203,842)
	180,000	84,976	35,943	(13,089)	(62,121)	(111,158)	(160,195)	(213,842)
	190,000	74,976	25,943	(23,089)	(72,121)	(121,158)	(170,195)	(223,842)
	200,000	64,976	15,943	(33,089)	(82,121)	(131,158)	(180,195)	(233,842)
	210,000	54,976	5,943	(43,089)	(92,121)	(141,158)	(190,195)	(243,842)
	220,000	44,976	(4,057)	(53,089)	(102,121)	(151,158)	(200,195)	(253,842)
	230,000	34,976	(14,057)	(63,089)	(112,121)	(161,158)	(210,195)	(263,842)
	240,000	24,976	(24,057)	(73,089)	(122,121)	(171,158)	(220,195)	(273,842)
	250,000	14,976	(34,057)	(83,089)	(132,121)	(181,158)	(230,195)	(283,842)

261001 Updated WPV Strategic Site Appraisals_Harborough DC_v0.1

Scheme Typology:

Flats / Houses

No Units: 4000

Site Typology:

Location / Value Zone:

Medium

Greenfield/Brownfield:

Greenfield

Notes:

HDC S106 and Off-Site Mitigation Costs Relied Upon - Site Promotor On-site infrastructure costs relied upon

TABLE 5		Affordable Housing - % on site 35%						
Balance (RLV - BLV £ per acre (n))	(80,195)	10%	15%	20%	25%	30%	35%	40%
Density (dph) 35.0	20	51,415	23,396	(4,622)	(32,641)	(60,662)	(88,683)	(119,338)
	22	66,556	35,736	4,916	(25,905)	(56,728)	(87,551)	(121,272)
	24	81,698	48,075	14,453	(19,169)	(52,794)	(86,420)	(123,206)
	26	96,839	60,415	23,991	(12,433)	(48,860)	(85,288)	(125,140)
	28	111,981	72,755	33,529	(5,697)	(44,926)	(84,156)	(127,074)
	30	127,122	85,094	43,067	1,039	(40,992)	(83,024)	(129,008)
	32	142,263	97,434	52,604	7,775	(37,059)	(81,893)	(130,942)
	34	157,405	109,774	62,142	14,511	(33,125)	(80,761)	(132,875)
	36	172,546	122,113	71,680	21,247	(29,191)	(79,629)	(134,809)
	38	187,688	134,453	81,218	27,983	(25,257)	(78,498)	(136,743)
	40	202,829	146,792	90,756	34,719	(21,323)	(77,366)	(138,677)

TABLE 6		Affordable Housing - % on site 35%						
Balance (RLV - BLV £ per acre (n))	(80,195)	10%	15%	20%	25%	30%	35%	40%
Build Cost 100% (105% = 5% increase)	90%	358,395	308,467	258,538	208,610	158,680	108,748	58,816
	92%	319,743	269,996	220,249	170,500	120,752	71,003	21,254
	94%	281,075	231,508	181,941	132,374	82,807	33,240	(16,327)
	96%	242,392	193,005	143,617	94,230	44,843	(4,544)	(53,931)
	98%	203,693	154,484	105,275	56,066	6,857	(42,354)	(91,567)
	100%	164,976	115,943	66,911	17,879	(31,158)	(80,195)	(133,842)
	102%	126,237	77,380	28,523	(20,339)	(69,219)	(121,068)	(178,186)
	104%	87,474	38,783	(9,923)	(58,664)	(108,737)	(165,591)	(224,135)
	106%	48,650	97	(48,504)	(97,225)	(153,465)	(211,313)	(271,619)
	108%	9,732	(38,724)	(87,297)	(141,777)	(199,101)	(258,363)	(321,449)
	110%	(29,320)	(77,737)	(130,517)	(187,424)	(245,880)	(307,064)	(374,722)
	112%	(68,544)	(119,685)	(176,237)	(234,060)	(294,006)	(358,562)	(434,431)

TABLE 7		Affordable Housing - % on site 35%						
Balance (RLV - BLV £ per acre (n))	(80,195)	10%	15%	20%	25%	30%	35%	40%
Market Values 100% (105% = 5% increase)	80%	(529,043)	(577,730)	(633,762)	(746,695)	(873,743)	(1,000,791)	(1,127,839)
	82%	(424,727)	(460,897)	(505,326)	(562,960)	(642,322)	(785,900)	(929,478)
	84%	(341,902)	(374,997)	(411,197)	(454,832)	(510,655)	(582,380)	(731,117)
	86%	(266,972)	(300,882)	(336,621)	(375,136)	(419,501)	(476,776)	(553,807)
	88%	(195,964)	(232,166)	(269,278)	(307,912)	(349,523)	(396,595)	(457,927)
	90%	(127,272)	(166,182)	(205,732)	(246,223)	(288,233)	(333,436)	(384,740)
	92%	(65,275)	(102,073)	(144,431)	(187,362)	(231,366)	(277,077)	(326,455)
	94%	(7,452)	(46,987)	(86,588)	(130,457)	(176,824)	(224,500)	(274,242)
	96%	50,116	7,444	(35,241)	(77,960)	(124,082)	(173,998)	(225,556)
	98%	107,565	61,718	15,871	(29,980)	(75,843)	(125,222)	(178,815)
	100%	164,976	115,943	66,911	17,879	(31,158)	(80,195)	(133,842)
	102%	222,361	170,144	117,928	65,711	13,492	(38,729)	(90,951)
	104%	279,726	224,326	168,925	113,525	58,121	2,717	(52,687)
	106%	337,076	278,492	219,908	161,321	102,734	44,147	(14,440)
	108%	394,411	332,642	270,872	209,103	147,334	85,565	23,796
	110%	451,732	386,780	321,829	256,878	191,926	126,974	62,019
	112%	509,048	440,912	372,776	304,641	236,505	168,370	100,234
	114%	566,349	495,031	423,714	352,397	281,079	209,762	138,445
	116%	623,648	549,147	474,646	400,146	325,645	251,145	176,644
	118%	680,937	603,255	525,573	447,891	370,208	292,526	214,843
	120%	738,221	657,356	576,492	495,627	414,762	333,898	253,033

TABLE 8		Affordable Housing - % on site 35%						
Balance (RLV - BLV £ per acre (n))	(80,195)	10%	15%	20%	25%	30%	35%	40%
Grant (£ per unit) -	5,000	171,140	125,189	79,239	33,289	(12,661)	(58,611)	(105,317)
	10,000	177,304	134,436	91,567	48,699	5,831	(37,037)	(79,905)
	15,000	183,466	143,678	103,890	64,102	24,314	(15,474)	(55,262)
	20,000	189,627	152,919	116,211	79,504	42,795	6,083	(30,630)
	25,000	195,787	162,160	128,533	94,902	61,268	27,634	(6,007)
	30,000	201,948	171,401	140,851	110,296	79,740	49,175	18,608
	35,000	208,109	180,642	153,166	125,689	98,203	70,714	43,214
	40,000	214,269	189,878	165,481	141,077	116,667	92,244	67,812
	45,000	220,430	199,115	177,796	156,463	135,123	113,772	92,407
	50,000	226,591	208,351	190,105	171,849	153,578	135,293	116,992
	55,000	232,749	217,587	202,414	187,229	172,030	156,812	141,575

NOTES

Cells highlighted in yellow are input cells

Cells highlighted in green are sensitivity input cells

Figures in brackets, thus (00,000.00), are negative values / costs

London | Leeds | Liverpool
Newcastle | Birmingham | Manchester

Property | Infrastructure | Planning
Development | Regeneration

www.aspinallverdi.co.uk

