Examination of the Harborough Local Plan 2020-2041

Stage 2 Matters, Issues and Questions (MIQs)

Written Statement by Harborough District Council

ADDENDUM TO MATTER 10, ISSUE 1: POLICY DM06 TRANSPORT AND ACCESSIBILITY

This Addendum has been prepared following publication of the following updates:

- **HDC34: Preliminary Scheme Design (Local Highway) 191126 Issue** (supersedes HDC13) and associated Addendum Report [HDC35]
- **HDC46: Updated IDS including costs from Preliminary Scheme Design (updated HDC34 and HDC35)** (supersedes HDC11A)
- **Cumulative Transport Cost Viability Addendum, November 2026** (supplements HDC29)

All references to 'Preliminary Scheme Design (Local Highway)' in the Council's Stage 2, Matter 10 MIQ response [WS10/1] should be read as referring to the updated report in HDC34 not HDC13 which is now superseded. Similarly references to HD11A in WS10/1 should be read as referring to HDC46 which is the updated IDS.

The new evidence principally affects the Council's MIQ response to Matter 10, Issue 1, Policy DM06 Transport and Accessibility Question 10. The response to this question below therefore explains the impact of the additional evidence in an updated response below.

The Council's response:

Matter 10, Issue 1, Policy DM06 Transport and Accessibility

Q10. Where mitigation is required, does the evidence demonstrate that the funding can be secured either through s106/s278, CIL or other sources of funding? TRP NLP2 (January 2025) suggests at least £91 million of transport costs related to the Plan, excluding on-site costs for the largest sites, and strategic infrastructure. Similarly, the more recent TRP- NLP4 (April 2026) suggests a cost of almost £84 million over the Plan period for transport mitigation excluding a new junction on the M1. The most recent evidence set out in the Transport Topic Paper- Part Two suggests a figure of £46,647,698 [HDC10]. However, this figure only relates to integral and fundamental schemes. Why is there such a difference in costs and what is the significance thereof in ensuring that the developments proposed in the Plan can be delivered and are consistent with the objectives of the NPPF?

1. Yes. Further evidence has been produced at the request of the Panel. At the time of publication on 11 Sept 2026, the Preliminary Scheme Design (Local Highway) report [HDC13] had not been approved by Leicestershire County Council (LCC) as the Local Transport Authority (LTA). Since this time, the Council and the LTA have carried out an iterative review and a Statement of Common Ground (23 Nov 2026) [HDC44] confirms the LTA is content this evidence is fit for purpose and proportionate to the plan-making stage. The updated Preliminary Scheme Design (Local Highway) report dated 19 Nov 2026 that the LTA is content with has been published [HDC34]. An addendum [HDC35] summarises the iterative process and identifies where amendments have been carried out.

2. Appendix C of the Report [HDC34] identifies 12 junctions where measures are required to mitigate the cumulative impacts of planned growth on the LRN. All of these junctions were identified in the original report [HDC13] the only addition is A4303/A426 junction (note: this is not 'new' to the local plan process - it was identified the HSTIA 2025 [TRP-NLP2]). In this respect, the LRN mitigation package in the final report [HDC34] is not materially different to the original report. The Addendum [HDC35] explains the iterative review process. However, the overall conclusions remain substantially unchanged and demonstrate that for all junctions, either no mitigation is needed, or suitable and proportionate mitigation can be identified to address the Local Plan impacts.

3. It should be noted the overall cost of the LRN mitigation package has increased. This is primarily because the LTA requested that HDC followed a different costing methodology (consistent with the approach used for other local plans in the area) rather than a substantial change to the mitigation package itself. The cost methodology adopted in HDC34 is set out in Section 4.3. The cost estimates include allowances for unknowns such as utilities and factor in a substantial optimum bias to ensure they are robust. The overall cost of the LRN mitigation package in the updated report [HDC34] comes to £14,728,870

compared to approximately £8.5m (upper end of the range) in the original report (see Appendix C of HDC13). The updated IDS [HDC46] has been updated accordingly and all of the LRN schemes from HDC34 are identified as 'integral' and programmed for delivery from 2035 reflecting the findings of the JTE (Stage 2) [TRP-NLP5] that by 2036 the impact of local plan growth on junctions and delay metrics is relatively limited.

4. These off-site LRN schemes are expected to be funded through a combination of S106, S278 and CIL. The Cost Apportionment Note (HDC46B) has sought apportion the costs of the off-site cumulative LRN mitigation to the clusters of sites identified in Policy DS05. The LRN mitigation generally falls along 2 broad corridors:

    - The A426 (Lutterworth) Corridor, and
    - The A6 corridor

5. Table 2 in HDC46B identifies the proportionate impact of each of the site clusters in Policy DS05 on the 12 LRN junctions that require mitigation in the Preliminary Scheme Design (Local Highway) Report [HDC34]. This table is produced below for convenience with a 'Total' column added:

Cluster Sites Contribution (£)				
Cluster Site Names	**Cluster Site Refs**	**Lutterworth Corridor**	**A6 Corridor**	**Total**
Scraptoft, Thurnby & Bushby	**S1, S2 & TB1**	£6,369 (0.2%)	£667,125 (5.5%)	**£673,494**
Oadby and Great Glen	**OA1 & GG1**	£74,341 (2.9%)	£5,904,892 (48.6%)	**£5,979,233**
Market Harborough	**MH1, MH2 & MH3**	£103,452 (4.0%)	£3,441,469 (28.3%)	**£3,544,921**
Magna Park	**MP1 & MP2**	£1,278,827 (49.7%)	£34,705 (0.3%)	**£1,313,532**
	Apportioned Costs by Site Clusters	**£1,462,989 (57%)**	**£10,048,191 (83%)**	**£11,511,180**
	Total Highway Mitigation Package	**£2,570,857**	**£12,158,013**	**£14,728,870**

6. The table shows the total cost of the LRN package for the District as a whole is £14,728,870 as identified in Appendix C of the updated Preliminary Scheme Design (Local Highway) report [HDC34]. Using the apportionment methodology

above the site clusters in Policy DS05 account for about 78% of the impacts at junctions requiring LRN mitigation. When the costs are apportioned on this basis it leads to £11,511,180 (of the total £14,728,870 LRN mitigation package) being assigned to these site clusters.

7. The updated Viability Assessment: Strategic Site Appraisals Addendum, November 2026 includes a site specific appraisal for the 3 strategic areas:

    - S1 – Scraptoft East (950 homes)
    - OA1 – Land South of Gartree Road (4,000 homes)
    - MH1, MH2 and MH3 – Market Harborough North (1,700 homes)

8. Table 3.2 of the updated Viability Assessment: Strategic Site Appraisals Addendum (November 2026) demonstrates the cumulative LRN mitigation costs in the above table (from HDC46B) have been taken into account. Appendix 2 of the Viability Assessment: Strategic Site Appraisals Addendum (November 2026) shows the cumulative LRN costs along with other infrastructure costs, including the active travel, public transport and travel planning costs for each strategic site (from the HSTIA [TRP-NLP2] and Updated IDS [HDC46]) have been taken into account. The updated Viability Assessment indicates there is no change to the conclusions of the viability assessment, and the sites remain viable/marginally viable taking these costs into account.

9. For site S1 - Scraptoft East the 'Total' costs for the Scraptoft, Thurnby Bushby site cluster (£673,494) has been included in the viability assessment for this site and the allocation remains viable. For OA1 – Land South of Gartree Road the 'Total' costs for the Oadby and Great Glen site cluster (£5,979,233) has been included in the viability assessment for this site and the allocation remains marginally viable. For MH1, MH2 & MH3 the 'Total' costs for the Market Harborough site cluster (£3,544,921) has been included in the viability assessment of this site and it remains viable. This amounts to a total of £10,197,648 towards LRN mitigation costs that has therefore been included in the updated viability assessment for strategic sites and they remain viable/marginally viable. When compared to the total £14,728,870 LRN mitigation costs for the District as a whole, this would leave just £4,531,222 to be contributed from all of the other developments in the District.

10. The A6 is a key corridor that requires transport mitigation. The total cost of the LRN mitigation for the A6 corridor is £12,158,013. The evidence in the table above shows the site clusters account 83% of the LRN impact at the junctions requiring mitigation along the A6 corridor. The latest viability assessment for the strategic sites demonstrates that the 3 strategic sites remain viable/marginally viable when whilst making an 83% contribution (£10,048,191) towards the £12,158,013 LRN mitigation package on the A6 Corridor, leaving just £2,109,822 from other sources. Beyond the strategic sites within the site specific viability assessments, other significant development is identified along the A6 corridor

including GG1 (400 homes) and K1 (475 homes) which could contribute. Taken together the evidence demonstrates the package of LRN mitigation in the Preliminary Scheme Design (Local Highway) is viable through a combination of S106, S278 and CIL.

11. The evidence above demonstrates that significant impacts from local plan development on the transport network can be cost effectively mitigated to an acceptable degree as required by NPPF paragraph 114(d).