

11th September 2026

Your ref Harborough Local Plan Evidence Base – IDP
Our ref 304015-00

Harborough Infrastructure Delivery Plan (IDP)

Stage 2: Infrastructure Schedule – Update Summary Note (September 2026)

Examination Library Reference - HDC 11

1.1 Introduction

This note accompanies the September 2026 update to the Harborough Infrastructure Delivery Plan (IDP) Stage 2 Infrastructure Schedule. Together they are referenced in the examination library as HDC-11. This note explains the scope and basis of the changes made since the previous update and should be read alongside the updated Infrastructure Schedule.

The Stage 2 Infrastructure Schedule was originally published in December 2024 and subsequently updated in February 2025 and March 2026. Those earlier updates comprised limited factual and administrative changes and did not alter the overall conclusions, recommendations or outcomes of the IDP. The September 2026 update similarly does not represent a fundamental reassessment of the IDP. However, it incorporates a more substantive review of selected infrastructure requirements, informed by updated transport, education, open space and sports evidence and by ongoing engagement with infrastructure providers, particularly Leicestershire County Council.

The September 2026 update provides an updated and more detailed assessment of the relevant infrastructure requirements while maintaining the established IDP framework, methodology and overall conclusions. No changes have been required to the health or utilities infrastructure entries, which remain substantial components of the Infrastructure Schedule. The overall scale and distribution of growth assessed through the IDP also remain unchanged. The updated evidence has not identified any infrastructure constraint that would prevent or materially prejudice delivery of the proposed growth strategy, and the IDP's overall conclusion remains that the infrastructure required to support the emerging Local Plan can be delivered over the plan period.

The purpose of this update is to ensure that the Infrastructure Schedule remains current, accurate, evidence-led and appropriately aligned with the latest available information supporting the emerging Local Plan. The IDP is intended to operate as a live evidence document, capable of being refined as infrastructure evidence, development trajectories and delivery arrangements evolve. Updating the Schedule to reflect material changes in the available evidence is therefore an integral part of

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maintaining a robust and effective infrastructure evidence base, both through examination and during subsequent plan implementation.

The opportunity has also been taken to make a limited amendment to the format and structure of the Infrastructure Schedule to improve its clarity, consistency and usability, having regard to the Planning Advisory Service (PAS) *Infrastructure Delivery Plans: Guidance for Plan-Making* (February 2026). An infrastructure sub-type field has been introduced for each infrastructure type, enabling entries to be categorised in greater detail. For example, education entries are now identified by sub-type, including 'Early Years', 'Primary' and 'Secondary'. This provides a clearer and more accessible means of identifying and reviewing individual infrastructure requirements. The structural and formatting changes do not alter the methodology, infrastructure requirements or overall conclusions of the IDP.

This update is focused specifically on the Infrastructure Schedule and does not constitute a full reissue of the broader Stage 2 IDP report. The following elements of the IDP remain valid and continue to provide the relevant overarching evidence and conclusions:

- the overarching conclusions of the Stage 1 baseline assessment report;
- the overarching conclusions of the Stage 2 Infrastructure Schedule report;
- the scale and distribution of planned growth assessed through the IDP;
- the methodology used to identify and assess infrastructure requirements;
- the approach to infrastructure prioritisation and delivery;
- the assessment of health and utilities infrastructure requirements; and
- the overall conclusion that infrastructure requirements do not present a fundamental constraint to delivery of the emerging Local Plan.

The September 2026 update should therefore be read as a targeted and evidence-led refinement of the Infrastructure Schedule within the established IDP framework, rather than as a reconsideration of the infrastructure conclusions previously reached. It updates those infrastructure elements for which new or improved evidence is available while retaining the established evidence, methodology and conclusions where no material change has been identified.

1.2 Evidence Review

Updates have been made through a review of the following updated evidence and/or information. The recent transport and education evidence was supplied directly by Harborough District Council for the purposes of this update and is to be made available through the Local Plan Examination Library alongside this note and the updated Infrastructure Schedule:

- The Harborough Local Road Network Assessment and Infrastructure Delivery Plan Support document, both prepared by Systra in August 2026;

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- The Harborough and Oadby & Wigston Local Plan Housing Scenario Summary Impact of growth on Education Provision: Primary, Secondary, Sixth Form, Early Years Education and SEND prepared by Flinders Chase/HDC in September 2026;
 - Harborough District Council Open Space Policy and Guidance Implementation Plan (2026);
 - Sport England Sports Facility Calculator outputs generated on 8 July 2026, incorporating the latest population projections and facility cost assumptions available within the calculator; and
 - Playing Pitch and Outdoor Sports Facilities Strategy (PLC, October 2024).

1.3 Education Infrastructure Update

The education infrastructure entries have been reviewed and updated to reflect the latest education evidence, including the Harborough and Oadby & Wigston Local Plan Housing Scenario Summary Impact of growth on Education Provision (HDC & Flinders Chase September 2026) and the associated pupil demand modelling. The review has refined the scale, timing, location and phasing of primary and secondary education provision to reflect updated development trajectories, forecast pupil demand and the capacity of existing schools.

There have been four primary education schemes added and two removed, together with one secondary education scheme added and seven removed from the September 2026 IDS. The greater number of removals than additions should not be interpreted as a reduction in the education infrastructure required to support the Local Plan. Rather, the changes reflect the more detailed assessment of existing school capacity and forecast demand undertaken through the updated education evidence, together with changes in the preferred location, scale and timing of provision.

The updated evidence identifies areas where previously identified expansion schemes are no longer required because existing school capacity is now considered sufficient to accommodate forecast demand. It also identifies circumstances where a previously identified requirement is more appropriately addressed through an alternative scheme, revised location, different scale of provision or different phasing.

Conversely, the updated evidence identifies locations where additional capacity remains necessary and where new or revised infrastructure entries are therefore required. The September 2026 IDS has been amended accordingly to reflect the current evidence on forecast demand, school capacity and the anticipated timing of housing delivery.

The changes therefore represent a refinement and rationalisation of individual Infrastructure Schedule entries rather than a reduction in the overall education infrastructure required to support planned growth. Previous entries have been removed only where the pupil modelling evidence indicates that a separate scheme is no longer required, has been superseded or consolidated within a revised provision strategy, or is more appropriately addressed through another identified education solution.

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Where the updated evidence continues to identify a requirement for additional education capacity, the relevant infrastructure entry has been retained or revised to reflect the latest information on the scale, location and anticipated timing of provision.

The review has also resulted in a number of individual entries being refined to improve the accuracy of the Infrastructure Schedule. This includes:

- updating target opening dates for school expansions and new schools to reflect the anticipated phasing of housing development;
- updating land requirements and the scale of proposed provision where supported by the latest education evidence;
- introducing new or revised education schemes where the latest demand modelling identifies a requirement for additional provision; and
- removing previous entries where the updated demand and capacity assessment indicates that a separate expansion or contribution is no longer required, or where the requirement is more appropriately addressed through an alternative education scheme.

Tables 1 and 2 provide a summary of the education schemes removed from and added to the Infrastructure Schedule as part of the September 2026 update. The changes improve the accuracy and clarity of individual Schedule entries without introducing new strategic infrastructure requirements or changing the IDP's overall conclusions.

The removal of individual entries should be understood in the context of the updated education evidence as a whole. The September 2026 IDS represents the Council's current assessment of the infrastructure required to support planned development, having regard to updated pupil demand modelling, existing school capacity, development trajectories and the proposed phasing of education provision.

The Education Strategy provides the evidence base for determining the detailed form, location, scale, funding and timing of education provision. These matters will continue to be refined through ongoing engagement with Leicestershire County Council and other relevant organisations as housing delivery progresses and individual development proposals come forward.

1.4 Transport Infrastructure Update

The transport infrastructure entries have been reviewed and updated to reflect the latest Systra work. This has provided an updated package of mitigation linked to the proposed Local Plan growth, including amendments to individual local road improvement schemes and the removal or consolidation of entries where supported by the evidence. There have been 27 schemes added and 41 schemes removed from the September 2026 IDS. Examples of changes include:

- Addition of schemes found to be required, such as the inclusion of the land widening and flaring on approaches to the B6047 / Leicester Lane / Gallow Field Road in Market Harborough;

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- Updating indicative costs for schemes, such as the walking and cycling measures for site MH1 with latest indicative costings totalling £1.916million in the September 2026 IDS and previous costed at an estimate of £1.472million; and
- Removal of schemes no longer required, such as the removal of junction improvement measures to support site B1 in Billesdon from the September 2026 IDS, previously included in the March 2026 IDS.

Table 1 provides a summary of all schemes that have been removed from within the Infrastructure Schedule as part of the September 2026 update. Table 2 provides a summary of all schemes which have been added to the Infrastructure Schedule as part of the September 2026 update. The changes improve the accuracy of individual Schedule entries without introducing new strategic infrastructure requirements or changing the IDP's overall conclusions. Where no change was identified within the updated evidence base, the existing infrastructure entries have been retained and remain unchanged.

The changes reflect updated evidence and development assumptions rather than the identification of new strategic transport constraints. The review has established clear pathways to agreeing further detail on the form, location, funding and delivery of provision with Leicestershire County Council and other relevant organisations in due course, through ongoing engagement and the planning application processes for sites.

1.5 Community and Green Infrastructure Update

The community facilities, open space and sports infrastructure entries have been reviewed and updated where the latest available evidence indicates changes to scheme requirements, costs, phasing or delivery arrangements. The resulting changes are limited and do not materially alter the overall community, open space or sports infrastructure requirements identified through the IDP. Updates relate to revised scheme costs, phasing information and delivery arrangements. Examples of changes include:

- Updating the anticipated costs for indoor sports facilities following changes to the costing assumptions available within the calculator, such as for site BA1 where the anticipated cost increased marginally to £470,005;
- Updating contributions to onsite and offsite delivery of public open space within developments, and associated cost changes in line with the HDC Open Space Policy and Guidance Implementation Plan 2026, such as for site M2 where contributions to parks and gardens, amenity green space, natural and semi natural space, children and young people provision and allotments/community gardens have been revised and an updated anticipated cost of £260,015; and
- Updating the delivery of cemetery and burial provision onsite in line with the HDC Open Space Policy and Guidance Implementation Plan 2026, such as for site F1 and the amended provision of 0.12075ha of land.

Table 1 provides a summary of all schemes that have been consolidated within the Infrastructure Schedule as part of the September 2026 update. For Green Infrastructure, no entries have been

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removed or added, only consolidated within the Schedule. The changes improve the accuracy of individual Schedule entries without introducing new strategic infrastructure requirements or changing the IDP's overall conclusions. Where no change was identified within the updated evidence base, the existing infrastructure entries have been retained and remain unchanged.

The changes reflect updated evidence and development assumptions rather than the identification of new strategic community or green infrastructure constraints. The review has established clear pathways to agreeing further detail on the form, location, funding and delivery of provision with relevant organisations in due course, through ongoing engagement and the planning application processes for sites.

1.6 Overall Costs Update & Relationship with Viability Evidence

Infrastructure costs have been updated to reflect the best available information at the time of publication. Whilst a number of individual cost estimates have been removed, replaced or refined, the overall change is relatively modest in the context of an infrastructure programme exceeding £300 million and does not materially alter the scale, nature or deliverability of the infrastructure required to support the proposed development strategy. The March 2026 IDP (Exam Library Ref INF NLP2) identified total infrastructure costs of approximately £339 million, compared with an updated estimate of approximately £319 million in the September 2026 IDS (Exam Library Ref HDC-11), using the upper value where cost ranges have been identified. This represents a reduction of approximately £20 million (around 6%). These totals exclude projects where costs have not yet been defined and are recorded as “*subject to scope and scale*” or “*to be determined*”. The changes principally reflect updated technical evidence relating to transport and education infrastructure, together with revisions to the underlying assumptions summarised in Section 1.2. Table 3 of this note provides a summary of all infrastructure projects where costs have changed as part of the September 2026 update.

The costs recorded within the September 2026 IDS represent either the estimated cost of infrastructure required to support planned development or, where available, the estimated proportion of that cost attributable to development based on relevant standards, methodologies or funding formulae. These figures are indicative and should not be interpreted as final developer contribution requirements. The level of developer contributions will ultimately be determined through the planning application process, having regard to the statutory tests for planning obligations, site-specific circumstances, viability considerations and the cumulative impacts of development.

The September 2026 IDS has been provided to the Council's viability advisers, Aspinall Verdi, to ensure that the revised infrastructure costs and delivery assumptions are reflected within the separate whole-plan viability update (Exam Library Ref HDC-12). The September 2026 IDS represents the best available infrastructure evidence at the date of publication and should therefore be read alongside the viability evidence. The findings and conclusions of the viability assessment are not considered in detail within this note. Aspinall Verdi have separately prepared the *Viability Assessment – IDP Update Addendum* (September 2026) which covers currently viability considerations in more detail.

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When considering the infrastructure costs presented within the September 2026 IDS, it is important to recognise that the Schedule is intended to provide a comprehensive and evolving record of the infrastructure required to support planned growth. The total cost identified within the IDS should therefore not be interpreted as equivalent to the infrastructure cost burden assessed through the viability evidence. The IDS includes all known infrastructure requirements associated with planned growth, irrespective of funding source or delivery mechanism, whereas the viability assessment focuses on those infrastructure requirements that are necessary to support and enable development and are reasonably expected to be funded through development-related contributions. As a result, not all projects identified within the IDS are reflected within the viability assessment.

For example, the IDS appropriately includes strategic utility infrastructure, such as wastewater treatment works upgrades identified through Anglian Water's Asset Management Plan (AMP) programme, because these schemes are necessary to accommodate growth. However, such projects are funded directly by Anglian Water through customer charges and investment programmes rather than through developer contributions. Their inclusion within viability testing would therefore result in double counting and would not provide an accurate assessment of development viability.

Similarly, the IDS includes a number of projects that are classified as beneficial rather than fundamental infrastructure requirements. Whilst these schemes may deliver wider community benefits, support corporate objectives and enhance facilities for existing residents, they are not considered essential to support and enable development and are therefore excluded from viability testing. Notable examples include several outdoor sports facility improvement projects, including proposed upgrades to rugby, tennis and cricket facilities, where the precise scope and specification of improvements have yet to be determined. The exclusion of such projects from viability testing does not diminish their potential value or desirability; rather, it reflects the distinction between infrastructure that is necessary to support and enable development and infrastructure that may be delivered as funding opportunities, priorities and delivery mechanisms evolve over the plan period.

The viability evidence focuses on those infrastructure requirements that are necessary to support and enable delivery of the proposed development strategy, together with appropriate allowances for planning obligations and developer contributions. Consequently, the infrastructure costs tested through the viability assessment represent only a proportion of the total costs identified within the IDS. The viability conclusions should be considered in the context of the specific infrastructure assumptions included within the viability modelling rather than the overall IDS cost total. The updated infrastructure assumptions have been reviewed by Aspinall Verdi and the conclusions of that assessment should be read alongside this note.

1.7 Overall Position

The September 2026 update establishes a robust, proportionate and transparent evidence base to support the planning, prioritisation and delivery of the infrastructure required to facilitate the growth strategy set out in the emerging Local Plan. Unlike earlier updates, which were principally concerned with factual corrections and incremental changes, the September 2026 update incorporates

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substantive evidence-led revisions to infrastructure requirements, together with improvements to the structure, presentation and transparency of the Infrastructure Schedule.

The updated Infrastructure Schedule demonstrates that the infrastructure required to support the scale, distribution and timing of the proposed growth can be delivered over the plan period. Importantly, no infrastructure constraint has been identified that would prevent or materially prejudice delivery of the proposed growth strategy. This remains consistent with the conclusions reached through previous iterations of the IDP and Infrastructure Schedule, while the additional evidence and analysis undertaken since those earlier assessments have materially strengthened the basis for that conclusion.

The September 2026 update provides significantly greater clarity and certainty regarding the infrastructure requirements, delivery mechanisms, timing and cost assumptions associated with key strategic infrastructure. This is particularly the case in relation to transport and education, where more detailed analysis and engagement have enabled the scale, phasing and nature of infrastructure requirements to be refined. The technical development and refinement of mitigation measures has also resulted in some reductions in the overall infrastructure cost position. This provides increased confidence that the infrastructure solutions identified in the Schedule are appropriately defined and that the associated cost allowances represent a proportionate and evidence-based assessment at this stage of plan preparation.

The updated evidence provides a clearer and more defensible basis for demonstrating infrastructure deliverability. It demonstrates that infrastructure requirements have been identified through proportionate evidence gathering, that the principal strategic infrastructure requirements are understood, and that appropriate mechanisms for their delivery can be established through the planning process, developer contributions and other sources of funding where required.

The approach is consistent with the expectations of pragmatism and proportionality set out by Matthew Pennycook MP in his letter to the Planning Inspectorate of 15 July 2026¹. The September 2026 update reflects a proportionate approach to infrastructure evidence at this stage of the plan, focusing on the infrastructure requirements necessary to support the proposed growth strategy while recognising that detailed design, costs, phasing and delivery arrangements will continue to be refined as individual schemes progress.

The Infrastructure Schedule should continue to be regarded as a point-in-time assessment of the best available evidence at the date of publication. Further refinement of individual infrastructure requirements, costs, delivery mechanisms or timing is an inherent feature of infrastructure planning and can reasonably be expected as the evidence base develops, development trajectories become clearer and individual schemes progress through design, planning and implementation. Such refinement does not undermine the robustness of the current position; rather, it provides the necessary

¹ Local Plan examinations: letter to the Interim Chief Executive of the Planning Inspectorate (July 2026)

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flexibility to respond to changing circumstances while maintaining a clear strategic framework for infrastructure delivery.

Overall, the September 2026 Infrastructure Schedule provides a robust, proportionate and sufficiently detailed basis for demonstrating that the infrastructure required to support the proposed scale and distribution of growth is capable of being delivered over the plan period. The evidence submitted to the examination provides a substantially strengthened basis for the Infrastructure Schedule and supports the conclusion that infrastructure considerations do not present a fundamental barrier to the soundness or deliverability of the proposed Local Plan.

Table 1: Previous entries which have been removed from or consolidated within the September 2026 IDS version from the March 2026 IDS version

Infrastructure type	Previous scheme ref	Site policy ref	Previous scheme description	Location	Previous cost	Outcome	Notes
Education	ED12	MH1, MH2 and MH3	Provision of Early Years facility, preferably on the same site as the primary school identified in ED11 where possible to accommodate pupil demand arising from the new developments in the vicinity.	Market Harborough	Subject to scope and scale	Removed	Entry has been removed from the September 2026 IDS.
Education	ED8	L1 and L2	Extension to the Sherrier Church of England Primary School within Lutterworth by one form entry to accommodate pupil demand arising from new developments in the vicinity.	Lutterworth	£2,010,816.00	Removed	Entry has been removed from the September 2026 IDS.
Education	ED24	U1 and U2	Expansion to Ullesthorpe Primary School by 0.5 of a form entry to accommodate pupil demand arising from the new developments.	Ullesthorpe	£502,704	Removed	Entry has been removed from the September 2026 IDS.
Education	ED20	B1, B2 and B3	Contribution towards new secondary school and post 16 provision at a suitably identified school.	Billesdon	£391,708.80	Removed	Entry has been removed from the September 2026 IDS.
Education	ED15	F1	Contribution towards either the expansion of Kibworth Mead Academy or towards the new secondary provision and post-16 provision at Market Harborough or Oadby (identified in ED8 and ED12) to accommodate pupil demand arising from the new development.	Fleckney	£810,420 or £932,640	Removed	Entry has been removed from the September 2026 IDS.
Education	ED21	GB1 and GB2	Contribution towards new secondary school and post 16 provision at a Market Harborough secondary school.	Great Bowden	£621,760.00	Removed	Entry has been removed from the September 2026 IDS.
Education	ED17	GG1	Contribution towards the provision of secondary education and post-16 education facilities within Oadby (identified in ED8).	Great Glen	£2,487,040.00	Removed	Entry has been removed from the September 2026 IDS.
Education	ED23	HB1	Contribution towards new secondary school and post 16 provision at a Market Harborough secondary school.	Husbands Bosworth	£653,158.88	Removed	Entry has been removed from the September 2026 IDS.
Education	ED22	HH1 and HH2	Contribution towards the provision of secondary education and post-16 education facilities within Oadby (identified in ED7).	Houghton on the Hill	£643,832.48	Removed	Entry has been removed from the September 2026 IDS.
Education	ED9	L1 and L2	Contribution towards secondary school and post 16 secondary school provision or for extending an existing local secondary school to accommodate pupil demand arising from new development in the vicinity.	Lutterworth	£1,728,896.00	Removed	Entry has been removed from the September 2026 IDS.
Education	ED6	TB1, S1 and S3	Contribution towards secondary school and post 16 secondary school provision to accommodate pupil demand arising from new developments in the vicinity.	Thurnby, Bushby and Scraftoft	£6,527,933.1 or £5,308,750	Removed	Entry has been removed from the September 2026 IDS.
Education	ED25	U1 and U2	Contribution towards new secondary school and post 16 provision at a Lutterworth secondary school.	Ullesthorpe	£497,408.00	Removed	Entry has been removed from the September 2026 IDS.

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Infrastructure type	Previous scheme ref	Site policy ref	Previous scheme description	Location	Previous cost	Outcome	Notes
Transport	TR71	B1	Junction Improvement Measures to support the delivery of the site	Billesdon	£136,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR75	B2	Junction Improvement Measures to support the delivery of the site	Billesdon	£28,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR77	B3	Travel Planning Measures to support the delivery of the site	Billesdon	£6,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR55	BA1	Junction Improvement Measures to support the delivery of the site	Broughton Astley	£3,348,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR59	F1	Junction Improvement Measures to support the delivery of the site	Fleckney	£339,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR82	GB1	Junction Improvement Measures to support the delivery of the site	Great Bowden	£158,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR86	GB2	Junction Improvement Measures to support the delivery of the site	Great Bowden	£897,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR63	GG1	Junction Improvement Measures to support the delivery of the site	Great Glen	£2,313,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR97	HB1	Junction Improvement Measures to support the delivery of the site	Husbands Bosworth	£1,324,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR90	HH1	Junction Improvement Measures to support the delivery of the site	Houghton on the Hill	£193,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR94	HH2	Junction Improvement Measures to support the delivery of the site	Houghton on the Hill	£58,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR67	K1	Junction Improvement Measures to support the delivery of the site	Kibworth	£2,713,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR29	L1	Junction Improvement Measures to support the delivery of the site	Lutterworth	£2,918,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR5	L2	Any future requirement to increase capacity at M1 J20 could potentially be impaired by allowing development up to the boundary of the SRN on the M1 J20 / Swinford Road site. No such capacity increase is required or forecast by National Highways at present but consideration should be given to the potential impact of safeguarding land adjacent to the SRN.	Lutterworth	Subject to scope and scale	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR32	L2	Junction Improvement Measures to support the delivery of the site	Lutterworth	£2,445,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR36	MH1	Junction Improvement Measures to support the delivery of the site	Market Harborough	£1,735,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR40	MH2	Junction Improvement Measures to support the delivery of the site	Market Harborough	£5,898,000	Removed	Entry has been removed from the September 2026 IDS.

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Infrastructure type	Previous scheme ref	Site policy ref	Previous scheme description	Location	Previous cost	Outcome	Notes
Transport	TR44	MH3	Junction Improvement Measures to support the delivery of the site	Market Harborough	£4,846,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR25	OA1	Junction Improvement Measures to support the delivery of the site	Oadby	£7,280,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR17	S1	Junction Improvement Measures to support the delivery of the site	Scraptoft	£2,037,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR21	S2	Junction Improvement Measures to support the delivery of the site	Scraptoft	£348,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR110	TBC - Land East of Market Harborough Road	Walking and Cycling Infrastructure Measures to support the delivery of the site	Lutterworth	£347,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR111	TBC - Land East of Market Harborough Road	Public Transport Infrastructure Measures to support the delivery of the site	Lutterworth	£44,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR112	TBC - Land East of Market Harborough Road	Travel Planning Measures to support the delivery of the site	Lutterworth	£34,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR113	TBC - Land East of Market Harborough Road	Junction Improvement Measures to support the delivery of the site	Lutterworth	£1,103,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR114	TBC - Land off Harborough Drive	Walking and Cycling Infrastructure Measures to support the delivery of the site	Fleckney	£40,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR115	TBC - Land off Harborough Drive	Public Transport Infrastructure Measures to support the delivery of the site	Fleckney	£16,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR116	TBC - Land off Harborough Drive	Travel Planning Measures to support the delivery of the site	Fleckney	£14,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR117	TBC - Land off	Junction Improvement Measures to support the delivery of the site	Fleckney	£160,000	Removed	Entry has been removed from the September 2026 IDS.

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Infrastructure type	Previous scheme ref	Site policy ref	Previous scheme description	Location	Previous cost	Outcome	Notes
		Harborough Drive					
Transport	TR45	TBC - Land off Kettering Road	Public Transport Infrastructure Measures to support the delivery of the site	Market Harborough	£35,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR46	TBC - Land off Kettering Road	Travel Planning Measures to support the delivery of the site	Market Harborough	£11,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR47	TBC - Land off Kettering Road	Junction Improvement Measures to support the delivery of the site	Market Harborough	£243,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR51	TBC - Land off Leicester Road	Junction Improvement Measures to support the delivery of the site	Market Harborough	£92,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR121	TBC - Land off Wistow Road, Kibworth	Junction Improvement Measures to support the delivery of the site	Kibworth	£606,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR106	TBC - Land South of Lutterworth Road	Walking and Cycling Infrastructure Measures to support the delivery of the site	Lutterworth	£25,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR107	TBC - Land South of Lutterworth Road	Public Transport Infrastructure Measures to support the delivery of the site	Lutterworth	£98,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR108	TBC - Land South of Lutterworth Road	Travel Planning Measures to support the delivery of the site	Lutterworth	£26,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR109	TBC - Land South of Lutterworth Road	Junction Improvement Measures to support the delivery of the site	Lutterworth	£2,471,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR125	TBC - Magna Park	Junction Improvement Measures to support the delivery of the site	Lutterworth	£9,410,000	Removed	Entry has been removed from the September 2026 IDS.
Transport	TR101	U1	Junction Improvement Measures to support the delivery of the site	Ullesthorpe	£337,000	Removed	Entry has been removed from the September 2026 IDS.

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Infrastructure type	Previous scheme ref	Site policy ref	Previous scheme description	Location	Previous cost	Outcome	Notes
Transport	TR105	U2	Junction Improvement Measures to support the delivery of the site	Ullesthorpe	£562,000	Removed	Entry has been removed from the September 2026 IDS.
Green infrastructure	GI61	B1	0.033ha of additional childrens and young people place space delivered onsite	Billesdon	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI80	B1	0.039ha of additional allotments / community gardens delivered onsite	Billesdon	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI57	BA1	0.328ha of additional childrens and young people place space delivered onsite	Broughton Astley	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI76	BA1	0.382ha of additional allotments / community gardens delivered onsite	Broughton Astley	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI58	F1	0.104ha of additional childrens and young people place space delivered onsite	Fleckney	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI77	F1	0.121ha of additional allotments / community gardens delivered onsite	Fleckney	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI62	GB2	0.059ha of additional childrens and young people place space delivered onsite	Great Bowden	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI81	GB2	0.068ha of additional allotments / community gardens delivered onsite	Great Bowden	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI59	GG1	0.276ha of additional childrens and young people place space delivered onsite	Great Glen	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI78	GG1	0.322ha of additional allotments / community gardens delivered onsite	Great Glen	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI64	HB1	0.0725ha of additional childrens and young people place space delivered onsite	Husbands Bosworth	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI83	HB1	0.085ha of additional allotments / community gardens delivered onsite	Husbands Bosworth	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.

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Green infrastructure	GI63	HH1	0.055ha of additional childrens and young people place space delivered onsite	Houghton on the Hill	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI82	HH1	0.064ha of additional allotments / community gardens delivered onsite	Houghton on the Hill	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI60	K1	0.328ha of additional childrens and young people place space delivered onsite	Kibworth	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI79	K1	0.382ha of additional allotments / community gardens delivered onsite	Kibworth	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI71	L1	0.185ha of additional allotments / community gardens delivered onsite	Lutterworth	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI52	L1	0.159ha of additional childrens and young people place space delivered onsite	Lutterworth	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI53	L2	0.062ha of additional childrens and young people place space delivered onsite	Lutterworth	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI72	L2	0.072ha of additional allotments / community gardens delivered onsite	Lutterworth	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI54	MH1	4.888ha of additional childrens and young people place space delivered onsite	Market Harborough	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI73	MH1	0.201ha of additional allotments / community gardens delivered onsite	Market Harborough	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI55	MH2	0.345ha of additional childrens and young people place space delivered onsite	Market Harborough	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI74	MH2	0.403ha of additional allotments / community gardens delivered onsite	Market Harborough	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI56	MH3	0.141ha of additional childrens and young people place space delivered onsite	Market Harborough	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.

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Green infrastructure	GI75	MH3	0.483ha of additional allotments / community gardens delivered onsite	Market Harborough	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI51	OA1	2.76ha of additional childrens and young people place space delivered onsite	Oadby	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI70	OA1	3.22ha of additional allotments / community gardens delivered onsite	Oadby	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI68	S1	0.765ha of additional allotments / community gardens delivered onsite	Scraptoft	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI49	S1	0.66ha of additional childrens and young people place space delivered onsite	Scraptoft	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI50	S2	0.12ha of additional childrens and young people place space delivered onsite	Scraptoft	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI69	S2	0.141ha of additional allotments / community gardens delivered onsite	Scraptoft	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI48	TB1	0.086ha of additional childrens and young people place space delivered onsite	Thurnby and Bushby	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI67	TB1	0.1ha of additional allotments / community gardens delivered onsite	Thurnby and Bushby	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI65	U1	0.021ha of additional childrens and young people place space delivered onsite	Ullesthorpe	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI84	U1	0.024ha of additional allotments / community gardens delivered onsite	Ullesthorpe	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI66	U2	0.035ha of additional childrens and young people place space delivered onsite	Ullesthorpe	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.
Green infrastructure	GI85	U2	0.040ha of additional allotments / community gardens delivered onsite	Ullesthorpe	Subject to scope and scale	Consolidated	Separate children's play-space or allotment entry to have been absorbed into the remaining site-level public open-space entry included within the September 2026 IDS.

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Table 2: New entries which have added to the September 2026 IDS version

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Infrastructure type	New scheme ref	Site policy ref	New scheme description	Location	New cost
Education	ED2	HH1, HH2, TB1	Houghton-on-the-Hill CofE Primary (Alternative scheme to provide places at new Scraptoft Primary)	Houghton-on-the-Hill	£0.3m (temp) £1.0m (permanent)
Education	ED3	HB1	Husbands Bosworth CofE Primary	Husbands Bosworth	£1.0m
Education	ED10	OA1, AP3,AP4,AP5,AP6	New Primary at Land South of Gartree Rd (LSGR Primary 1)	Oadby	£14.1m
Education	ED7	AP1 AP2	Glenmere Primary or The Meadow Primary	East Wigston	£11.1m
Education	ED19	AP1 AP2	Expansion of Wigston Academy	Wigston	£5.3m
Transport	TR10	Smaller Allocations	High Street/The Square (Provide widening for right turn traffic into Coventry Road)	Market Harborough	£512,698.
Transport	TR11	Smaller Allocations	Leicester Road and High Street from Bill Crane Way down to Woodmarket (Signalise High Street/Stoney Hollow Junction)	Lutterworth	£708,437.
Transport	TR12	Smaller Allocations	Market Harborough Station Mobility Hub	Market Harborough	£1,124,855.
Transport	TR13	Smaller Allocations	Route AF (Lutterworth)	Lutterworth	£56,008,197.
Transport	TR14	Smaller Allocations	Route AH (Harborough Road)	Market Harborough	£4,375,814.
Transport	TR15	Smaller Allocations	Route AI (Great Bowden Road)	Great Bowden	£5,646,101.
Transport	TR16	Smaller Allocations	Route AK (A47 – Thurnby)	Thurnby	£6,537,022.
Transport	TR17	Smaller Allocations	A426 Lutterworth Road / Gilmorton Lane / Church Lane (full signalisation, with lane widening Gilmorton Lane)	Dunton Bassett	£400,000 – £580,000
Transport	TR18	Smaller Allocations	A4303 Coventry Road / Hunter Boulevard (lane widening on the A4303 Coventry Road (W))	Lutterworth	£350,000 - £500,000
Transport	TR19	Smaller Allocations	A6 Harborough Road / B582 New Street (signal optimisation and lane widening)	Market Harborough	£300,000 - £500,000
Transport	TR20	Smaller Allocations	A6 Harborough Road / New Road (signalisation of the junction and an additional lane on the A6)	Kibworth	£900,000 - £1,300,000
Transport	TR21	Smaller Allocations	A6 Harborough Road / B6047 Melton Road	Market Harborough	TBC
Transport	TR22	Smaller Allocations	A6 Leicester Road / Marsh Drive / Church Road (full signalisation)	Kibworth	£475,000 - £685,000

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Transport	TR23	Smaller Allocations	A6 Leicester Road / Wistow Road (lane widening on all arms of the roundabout)	Kibworth	£600,000 - £860,000
Transport	TR24	Smaller Allocations	A6 / Station Road (Archers Roundabout) (signalisation and lane widening on Station Road South)	Great Glen	£800,000 - £1,150,000
Transport	TR25	Smaller Allocations	B582 / Manor Road / Manor Road Extension (signalised crossroads with stage sequencing revised to allow both Manor Road arms to run simultaneously)	Oadby	£700,000 - £1,001,000
Transport	TR26	Smaller Allocations	B582 Gartree Road / Gartree Road / A582 (signalisation of the roundabout, combined with a 50m flare lane on Gartree Road)	Oadby	£500,000 - £700,000
Transport	TR27	Smaller Allocations	B6047 / Leicester Lane / Gallow Field Road (lane widening and flaring on approaches)	Market Harborough	£650,000 - 940,000
Transport	TR28	Smaller Allocations	A47 / Colchester Road / Goodwood Road	Leicester City	£1,062,500.
Transport	TR29	Smaller Allocations	A47 Uppingham Road / Scraptoft Lane	Leicester City	£1,062,500.
Transport	TR30	Smaller Allocations	A563 / Colchester Road	Leicester City	£400,000.
Transport	TR31	TB1	Walking and Cycling Infrastructure Measures to support the delivery of the site	Lutterworth	£823,000.
Transport	TR32	TB1	Public Transport Infrastructure Measures to support the delivery of the site	Lutterworth	£1,483,000.
Transport	TR33	TB1	Travel Planning Measures to support the delivery of the site	Lutterworth	£141,000.
Transport	TR34	S1	Walking and Cycling Infrastructure Measures to support the delivery of the site	Lutterworth	£97,000.
Transport	TR35	S1	Public Transport Infrastructure Measures to support the delivery of the site	Lutterworth	£225,000.
Transport	TR36	S1	Travel Planning Measures to support the delivery of the site	Lutterworth	£22,000.

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Table 3: Previous ‘Anticipated Cost’ values which have been amended within the September 2026 IDS version from the March 2026 IDS version

Infrastructure type	Previous Scheme Reference	Current Scheme Reference	Previous Site Reference	Current Site Reference	Changed field	Previous value	Current value
Education	ED2	ED25	TB1, S1 and S3	TB1, S1, and S2	Anticipated cost	Subject to scope and scale	£6,527,933.1 or £5,308,750
Education	ED13	ED2	BA1	BA1	Anticipated cost	£2,984,805.	£7.5 million
Education	ED16	ED17	GG1	GG1	Anticipated cost	£3,045,360.	£2,487,040.
Education	ED18	ED2	K1	BA1	Anticipated cost	£2,984,805.	£7.5 million
Education	ED8	ED21	L1 and L2	L1 and L2	Anticipated cost	£2,010,816.	£11.8 million
Education	ED10	ED7	MH1, MH2 and MH3	MH1, MH2 and MH3	Anticipated cost	£12,942,780.	14.1 million
Education	ED3	ED11	OA1	OA1	Anticipated cost	£9,136,080.	£14.1 million
Education	ED1	ED25	TB1, S1 and S2	TB1, S1, and S2	Anticipated cost	£9,516,750.	£6,527,933.1 or £5,308,750
Education	ED14	ED14	BA1	BA1	Anticipated cost	£2,566,600.14 or £2,953,670.88	£5.3 million
Education	ED19	ED20	K1	K1	Anticipated cost	£2,566,600.14 or £2,953,670.88	£5.3 million
Education	ED9	ED21	L1 and L2	L1 and L2	Anticipated cost	£1,728,896.	£11.8 million
Education	ED11	ED22	MH1, MH2 and MH3	MH1, MH2 and MH3	Anticipated cost	£10,569,920.	£39.1 million
Education	ED7	ED24	OA1	OA1	Anticipated cost	£7,720,704.8	£43.9 million
Transport	TR78	TR78	B3	B3	Anticipated cost	£14,000.	£6,000.
Transport	TR56	TR56	F1	F1	Anticipated cost	£29,000.	£42,000.
Transport	TR57	TR57	F1	F1	Anticipated cost	£30,000.	£38,000.
Transport	TR58	TR58	F1	F1	Anticipated cost	£11,000.	£19,000.
Transport	TR60	TR60	GG1	GG1	Anticipated cost	£373,000.	£627,000.
Transport	TR61	TR61	GG1	GG1	Anticipated cost	£156,000.	£224,000.
Transport	TR89	TR89	HH1	HH1	Anticipated cost	£10,000.	£16,000.
Transport	TR64	TR64	K1	K1	Anticipated cost	£1,995,000.	£1,959,000.
Transport	TR31	TR31	L2	L2	Anticipated cost	£11,000.	£16,000.
Transport	TR33	TR33	MH1	MH1	Anticipated cost	£1,472,000.	£1,916,000.
Transport	TR34	TR34	MH1	MH1	Anticipated cost	£124,000.	£164,000.
Transport	TR35	TR35	MH1	MH1	Anticipated cost	£19,000.	£25,000.
Transport	TR37	TR37	MH2	MH2	Anticipated cost	£5,004,000.	£3,831,000.
Transport	TR38	TR38	MH2	MH2	Anticipated cost	£304,000.	£278,000.
Transport	TR39	TR39	MH2	MH2	Anticipated cost	£56,000.	£32,000.
Transport	TR41	TR41	MH3	MH3	Anticipated cost	£3,894,000.	£4,597,000.
Transport	TR42	TR42	MH3	MH3	Anticipated cost	£263,000.	£346,000.

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Infrastructure type	Previous Scheme Reference	Current Scheme Reference	Previous Site Reference	Current Site Reference	Changed field	Previous value	Current value
Transport	TR43	TR43	MH3	MH3	Anticipated cost	£66,000.	£43,000.
Transport	TR22	TR22	OA1	OA1	Anticipated cost	£10,633,000.	£10,277,000.
Transport	TR23	TR23	OA1	OA1	Anticipated cost	£1,244,000.	£1,077,000.
Transport	TR24	TR24	OA1	OA1	Anticipated cost	£246,000.	£140,000.
Transport	TR16	TR16	S1	S1	Anticipated cost	£56,000.	£62,000.
Transport	TR13	TR13	TB1	TB1	Anticipated cost	£304,000.	£13,000.
Transport	TR48	TR48	TBC - Land off Leicester Road	MH5	Anticipated cost	£75,000.	£102,000.
Transport	TR49	TR49	TBC - Land off Leicester Road	MH5	Anticipated cost	£7,000.	£9,000.
Transport	TR50	TR50	TBC - Land off Leicester Road	MH5	Anticipated cost	£9,000.	£14,000.
Transport	TR118	TR118	TBC - Land off Wistow Road, Kibworth	K2	Anticipated cost	£405,000.	£441,000.
Transport	TR119	TR119	TBC - Land off Wistow Road, Kibworth	K2	Anticipated cost	£410,000.	£41,000.
Transport	TR120	TR120	TBC - Land off Wistow Road, Kibworth	K2	Anticipated cost	£31,000.	£26,000.
Transport	TR122	TR122	TBC - Magna Park	MP1	Anticipated cost	£886,000.	£107,000.
Transport	TR123	TR123	TBC - Magna Park	MP1	Anticipated cost	£1,595,000.	£207,000.
Transport	TR124	TR124	TBC - Magna Park	MP1	Anticipated cost	£147,000.	£24,000.
Community facilities	C25	C25	B1	B1	Anticipated cost	£9,936.	£10,377.6
Community facilities	C26	C26	HB1	HB1	Anticipated cost	£21,735.	£17,388.
Community facilities	C24	C24	B1, B2, B3	B1, B2, B3	Anticipated cost	£62,753.	£62,337.
Community facilities	C20	C20	BA1	BA1	Anticipated cost	£473,025.	£470,005.
Community facilities	C21	C21	F1	F1	Anticipated cost	£149,308.	£101,917.
Community facilities	C25	C25	GB1 & GB2	GB1 & GB2	Anticipated cost	£99,971.	£98,947.
Community facilities	C22	C22	GG1	GG1	Anticipated cost	£398,155.	£395,793.
Community facilities	C27	C27	HB1	HB1	Anticipated cost	£104,732.	£103,896.
Community facilities	C26	C26	HH1 & HH2	HH1 & HH2	Anticipated cost	£103,434.	£102,895.
Community facilities	C23	C23	K1	K1	Anticipated cost	£473,025.	£470,005.
Community facilities	C18	C18	L1 & L2	L1 & L2	Anticipated cost	£318,524.	£316,635.
Community facilities	C19	C19	MH1, MH2, MH3	MH1, MH2, MH3	Anticipated cost	£1,343,772.	£1,682,121.
Community facilities	C17	C17	OA1	OA1	Anticipated cost	£1,194,464.	£1,187,379.

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Community facilities	C16	C16	S1 & S2	S1 & S2	Anticipated cost	£1,120,026.	£1,113,168.
Community facilities	C15	C15	TB1	TB1	Anticipated cost	£124,640.	£123,686.
Community facilities	C28	C28	U1 & U2	U1 & U2	Anticipated cost	£79,631.	£79,158.
Green infrastructure	GI14	GI14	B1	B1	Anticipated cost	£96,600.	£102,305.
Green infrastructure	GI10	GI10	BA1	BA1	Anticipated cost	Subject to scope and scale	£320,876.
Green infrastructure	GI86	GI86	District wide	District wide	Anticipated cost	£1,455,000.	£1,055,000.
Green infrastructure	GI11	GI11	F1	F1	Anticipated cost	£301,875.	£320,867.
Green infrastructure	GI17	GI17	GB1	GB1	Anticipated cost	£30,187.5	£31,535.
Green infrastructure	GI18	GI18	GB2	GB2	Anticipated cost	£171,062.5	£181,686.
Green infrastructure	GI21	GI21	HB1	HB1	Anticipated cost	£211,312.5	£179,507.
Green infrastructure	GI19	GI19	HH1	HH1	Anticipated cost	£161,000.	£171,228.
Green infrastructure	GI20	GI20	HH2	HH2	Anticipated cost	£48,300.	£51,124.
Green infrastructure	GI5	GI5	L1	L1	Anticipated cost	£462,875.	£75,377.
Green infrastructure	GI6	GI6	L2	L2	Anticipated cost	£181,125.	£192,589.
Green infrastructure	GI7	GI7	MH1	MH1	Anticipated cost	£503,125.	Subject to scope and scale
Green infrastructure	GI2	GI2	S1	S1	Anticipated cost	£1,911,875.	£311,379.
Green infrastructure	GI3	GI3	S2	S2	Anticipated cost	£352,187.5	£373,917.
Green infrastructure	GI1	GI1	TB1	TB1	Anticipated cost	£251,562.5	£266,918.
Green infrastructure	GI22	GI22	U1	U1	Anticipated cost	£60,375.	£64,192.
Green infrastructure	GI23	GI23	U2	U2	Anticipated cost		£106,870.

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Infrastructure type	Previous Scheme Reference	Current Scheme Reference	Previous Site Reference	Current Site Reference	Changed field	Previous value	Current value
Green infrastructure	GI38	GI38	B1	B1	Anticipated cost	£14,683.2	£17,884.8
Green infrastructure	GI34	GI34	BA1	BA1	Anticipated cost	£145,302.5	£45,885.
Green infrastructure	GI45	GI45	HB1	HB1	Anticipated cost	£32,119.5	£25,695.6
Green infrastructure	GI32	GI32	MH2	MH2	Anticipated cost	£152,950.	£260,015.