

Charnwood Local Plan 2021-37 Examination: Matter 9 - Viability and Monitoring

**Written Statement on behalf
of Barrow upon Soar Parish
Council**

PLANIT-X TOWN AND COUNTRY
PLANNING SERVICES LTD



Introduction

1. This Statement has been prepared on behalf of Barrow upon Soar Parish Council (BuSPC) in response to the Inspectors' Matters, Issues and Questions for the examination hearings for the Charnwood Local Plan 2021-2037.
2. BuSPC has previously made representations to the Regulation 19 Local Plan consultation in relation to the scale of development proposed for Barrow upon Soar and the lack of mitigating infrastructure improvements.
3. This Statement concerns Inspectors' Matter 9 - Viability and Monitoring.

9.1 Do the site typologies tested in the Viability Study (EB/I&D/1) reflect the type of housing sites expected to be delivered, in terms of their location, land type, density, size and tenure mix?

1. No. The Viability Study assumes an even spread of development- it does not take account of the disproportionate amount of growth directed to Barrow upon Soar or the significant amount of mitigation required.
2. For example, at its meeting of 22 December 2022, Charnwood Borough Council's Plans Committee resolved to grant planning permission, subject to the completion a S106 Agreement and conditions, to: P/21/0760/2 Gladman Developments Ltd Outline planning application for up to 130 new dwellings, with all matters reserved except access- Land south of Melton Road, Barrow Upon Soar (CLP site HA45).
3. The S106 developer contributions are:
 - Primary school £1,944,564.63
 - Primary school transition contributions to be determined
 - Secondary school £388,087.96
 - Post 16 £82,912.83
 - Special school £73,382.96
 - Early years £98,422.00
 - Libraries £3,930
 - Civic amenity £6,717
 - Healthcare £87,068.70
 - Facilities for young people £128,750.00
 - Allotments £15,244.43
 - Outdoor sports facilities £44,464.00
 - Affordable Housing 30%
 - Highways £0
 - Sustainable transport:
 - £52.85 per travel pack = £6,870.50
 - 6 month bus passes (two per dwelling) £360.00 per pass = £93,600.00
 - Sustainable Travel Accreditation and Recognition Scheme £6,000.00
 - 4 bus stops at a cost of £1,500 per stop = £6,00.00
 - Financial contribution for drainage and surfacing of public bridleway unknown
4. The education provisions alone exceed £2,587,361- £19,900 per dwelling.
5. There are no developer contributions or on-site provision for a community centre (Neighbourhood Plan Policy BuS12), indoor sports (CLP Table 11), village car parking (CLP CS1), or significant improvements in sustainable transport (e.g. CLP Appendix 3 - Infrastructure Schedule). There are no contributions to strategic highways improvements.

6. Even the limited S106 package associated with CLP site HA45 far exceeds the assumptions of EB/I&D/1. Even more recent assessments- the Aspinal Verdi Viability Report Transport Costs Addendum 2022 (June 2022 Exam32a) significantly under-estimates the developer contributions. This report assumes an education provision of just £8,525 per unit for large greenfield sites in the wider Charnwood area whereas the actual contribution in Barrow upon Soar exceeds £19,900 per unit.
- 9.3 Have there been any changes in circumstances which could affect the assumptions made in relation to land values, sales values, build costs, developer profit and other inputs to the viability appraisals, for example recent inflationary pressures?
1. Since the Viability Study was undertaken, and even the updated studies, there has been a significant variation in both values and costs. The more recent changes have been to reduce the rate of growth in house prices, as well as to continue the rate of cost inflation. Sales rates have also declined. There are other ongoing economic changes that are directly impacting on the performance of the housing market such as mortgage rates. Consequently, the viability of housing schemes is declining, with cost inflation now outpacing any remaining house price inflation.
- 9.8 Overall, is the Plan viable and deliverable and are the mechanisms for monitoring and review robust and appropriate, including Policy DS2?
1. Given the above, BuSPC believes that the full range of mitigation measures required to support development in Barrow upon Soar makes the proposed allocations undeliverable.
 2. The sites proposed for development are moving ahead of the delivery of the necessary supporting infrastructure. Sites HA45 and HA46 have already been approved by Charnwood Borough Council without provision for a community centre (Neighbourhood Plan Policy BuS12), indoor sports (CLP Table 11), village car parking (CLP CS1), meaningful improvements in sustainable transport (CLP Appendix 3 - Infrastructure Schedule), strategic road improvements or additional wastewater treatment capacity. An application has been submitted for HA48 and pre-application community consultation has already been held about the bulk of development at HA49.