



CABINET – 26 OCTOBER 2021

**RESPONSE TO THE OADBY AND WIGSTON BOROUGH COUNCIL
NEW LOCAL PLAN ISSUES AND OPTIONS CONSULTATION**

REPORT OF THE CHIEF EXECUTIVE

PART A

Purpose of the Report

1. The purpose of this report is to advise the Cabinet on the content of Oadby and Wigston Borough Council's New Local Plan Issues and Options document and to seek approval for comments to be submitted to the Borough Council as the views of the County Council.
2. The detailed comments are set out in the Appendix to this report and key comments are highlighted in paragraphs 35 to 87 below.

Recommendations

3. It is recommended that:
 - a) The comments set out in the Appendix to this report be forwarded to Oadby and Wigston Borough Council (Oadby and Wigston BC) as the views of the County Council on the New Local Plan Issues and Options document;
 - b) Oadby and Wigston BC be advised that the County Council considers that partnership working arrangement between the Borough Council, the County Council and other partners, need to be formalised early in the preparation of its new Local Plan.

Reasons for Recommendation

4. The proposed response sets out key comments for consideration by Oadby and Wigston BC in preparing its new Local Plan. It seeks to ensure alignment with the strategic outcomes of the County Council's Strategic Plan, the Leicester and Leicestershire Strategic Growth Plan (SGP), and to influence the content of the Local Plan in the interests of local communities, including to ensure that the Local Plan provides as robust as possible policy framework for securing the provision of the infrastructure and services required to support its successful delivery.

5. The County Council wishes to formalise partnership working arrangements with Oadby and Wigston BC in recognition of the preparatory work required to be undertaken with other districts in the South of the County and with Leicester City Council.

Timetable for Decisions (including Scrutiny)

6. Consultation responses are required to be submitted to Oadby and Wigston BC by 29 October 2021.

Policy Framework and Previous Decisions

7. The Council's Strategic Plan (2018 to 2022) "Working together for the benefit of everyone" was approved by the County Council in July 2020 (having been revised in light of the Council's declaration on climate change). It has five strategic outcomes, with the delivery of 'Affordable and Quality Homes' and 'Strong Economy' most directly affected by Oadby and Wigston BC's emerging Local Plan.
8. In 2018 the County Council, Leicester City Council, the seven district councils in Leicestershire, and the Leicester and Leicestershire Enterprise Partnership, approved the Leicester and Leicestershire Strategic Growth Plan (SGP) which provides the long-term vision for planned growth for the area up to 2050.
9. For the southern parts of Leicestershire, which includes Oadby and Wigston Borough, the foci for growth set out in SGP are:
 - Leicester, our 'Central City';
 - The A46 Priority Growth Corridor;
 - The A5 Improvement Corridor; and
 - Managed growth for Lutterworth, Hinckley and Market Harborough.
10. The essential infrastructure to support the delivery of growth shown on the SGP strategy diagram for the wider southern parts of Leicestershire are:
 - M1 Leicester Western Access and M1 North Leicestershire extra capacity;
 - a new Junction 20a on the M1;
 - A46 Priority Growth Corridor;
 - A5 Expressway; and
 - rail improvements.
11. The Leicester and Leicestershire Strategic Transport Priorities (LLTSTP) was approved by the Cabinet on 20 November 2020. This document was developed by the county and city councils alongside the SGP to ensure the long-term development needs and associated transportation requirements are co-ordinated.
12. In November 2020 Midlands Connect Published the A46 Phase 2 Study. Taking into account the SGP, the study showed a road of 'Expressway' standard is not needed around the South and East of Leicester to serve people making long

distance trips but confirmed a lower standard of road is still required to support new housing and economic development delivered in accordance with the spatial distribution of housing set out in the SGP.

13. On 22 June 2021 the Cabinet received a report regarding the Leicester and Leicestershire Statement of Common Ground Relating to Housing and Employment Land Needs (SoCG) and noted that the County Council was a signatory to the document as a factual statement, i.e. not necessarily supporting the content of the emerging Charnwood Local Plan but agreeing the needs, theoretical supply, scale of unmet need from Leicester City, and process by which unmet need would be addressed. This SoCG, prepared to accompany the Charnwood Local Plan process, also provides an up to date context for the current stage of the Hinckley and Bosworth Local Plan process. A signed SoCG by all partners was required by Charnwood Borough Council ahead of taking its emerging Local Plan to its Council meeting on 10 June 2021.
14. In September 2021 Leicester City Council consulted on the preparation of its Local Transport Plan (LTP4) and workplace parking levy. Connectivity of proposals in Oadby and Wigston Borough with the City's LTP4 and the soon to be emerging Local Transport Plan for the County will be essential.

Resource Implications

15. The revised capital programme for 2021-25 as presented in the Medium Term Financial Strategy report on this agenda now stands at £539m over the four year period. This latest position includes £166m currently unfunded from borrowing (hopefully contained to internal borrowing against cash balances but the risk of having to undertake borrowing externally is increasing).
16. Within the programme, a significant list of schemes and activities linked to supporting both housing and economic growth are included. However, the proposals from the emerging and updated district council Local Plans will lead to a demand for further schemes to be delivered, and as such further substantial pressures on the County Council's financial resources.
17. Further schemes can only be accommodated when sufficient confidence can be obtained that developer funding will be forthcoming to repay the County Council's investment.
18. The scale of the infrastructure, and the need for much of it to be needed in advance of development, will put pressure on the County Council to cash flow it in advance of funding being received from developers. However, given the wider pressures on the County Council's financial position, there is limited scope for this and there will inevitably be a need for prioritisation.
19. It is of paramount importance that early engagement and close working is undertaken between the County Council and other partners in the delivery of infrastructure and related proposals to help to partially mitigate some of these risks.

20. It is also crucial that there is flexibility wherever possible around timing of spend and what money is spent on as well as ensuring developer contributions to local infrastructure costs can be secured in a coordinated and equitable manner.
21. The Government's ambitions in the Planning White Paper (August 2020) will also need to be factored into the delivery of emerging Local Plans, necessitating adjustment and perhaps major changes to the mechanisms used to secure and deliver infrastructure.
22. The Director of Corporate Resources and the Director of Law and Governance have been consulted on the content of this report.

Circulation under the Local Issues Alert Procedure

23. This report will be circulated to all Members.

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PART B

Background

24. The preparation of Local Plans involves various stages of consultation. This consultation from Oadby and Wigston BC is known as a “Regulation 18” Issues and Options consultation and forms an early stage in local plan making. Comments received will inform the Borough Council’s policy recommendations ahead of a further Regulation 18 consultation on the Preferred Options, expected in May-June 2022. A Pre-Submission Consultation known as a “Regulation 19” will follow in May-June 2023. Once submitted to the Secretary of State and agreed by the Planning Inspectorate, the new Local Plan will replace the current adopted Local Plan 2019-2031. Adoption of the Local Plan is anticipated by December 2023.
25. The Borough of Oadby and Wigston Local Plan 2011 to 2031 is the current adopted Local Plan for the Borough and was adopted on 16 April 2019. It provides relatively up to date planning policy steer until the emerging new Local Plan comes forward.
26. The Government’s Planning White Paper, considered by the Cabinet on 18 September 2020, proposes ‘end to end’ reform of the current planning system in England. Local Plans are proposed for retention but with a greater role and tighter timeframe. Once the consultation responses have been considered by Government legislative change and revision to national planning policy will take place and will impact on plan making processes. The timescale for these changes is not yet known, however, it is understood Government will make an announcement on planning reforms later in the autumn.
27. In December 2020 the Government announced a new Standard Method for the calculation of local housing need, which included a 35% uplift for the 20 largest cities and urban areas in England, including Leicester. For the Leicester and Leicestershire Housing Market Area (HMA) this gives an indicative housing need figure of 5,520 per year 2020-2036. Whilst the figures in the districts remain largely the same, the need in Leicester has increased by about 10,000 homes (600 homes per year).

Overview of content of Oadby and Wigston Borough Council’s New Local Plan Issues and Options document

28. The consultation documents set out what Oadby and Wigston BC consider are the key challenges for the Borough during the period up to 2041 and offers a set of potential options that may be chosen to address these challenges.
29. The documents highlight non-strategic (local) challenges as well as strategic challenges covering policy areas such as housing, employment, economy, environment and sustainability and (green) infrastructure.
30. At this early stage it is mainly exploratory, with Oadby and Wigston BC seeking views from partners, other stakeholders, businesses and communities on

various aspects of planning policy to inform the next stage which will be a further Regulation 18 consultation on the Preferred Options, expected in May-June 2022. This needs to be borne in mind in the breadth and broad nature of the responses given at this stage.

Duty to Cooperate

31. It is recognised that should a HMA authority identify, quantify and provide robust evidence to demonstrate an unmet need, it is incumbent upon the HMA authorities to jointly resolve any cross-boundary matters with HMA partners under the Duty to Co-operate. Whilst it is acknowledged that Government intends to reform the planning system and in summer 2020 consulted on a White Paper – Planning for the Future, there is yet no formal timetable for such reforms. The Duty to Cooperate is key to the ongoing success of the SGP. Without the SGP and without a clear aligned approach to delivery, Leicestershire faces high levels of speculative/indiscriminate development with the consequent high risk of inadequate highway and education infrastructure. To avoid this, ongoing commitment from all the local authorities to the SGP is therefore crucial, as is their support for a collaborative and coordinated approach to the defining and allocating of infrastructure funding requirements of Local Plans.
32. All ten partners to the SGP also signed up to a Joint Position Statement relating to Leicester’s Housing and Employment Land Needs in September 2020. This set out how the local authorities and the LLEP will continue to work together to accommodate unmet need for housing and employment land identified in the draft City of Leicester Local Plan.
33. In April 2021, the County Council became a signatory to a Statement of Common Ground (SoCG) prepared by the Leicester and Leicestershire local planning authorities and the County Council, guided by the Strategic Planning Group and Members’ Advisory Group to support the Charnwood Local Plan process. In becoming a signatory to the SoCG, the County Council was not necessarily giving support to the content of the emerging Charnwood Local Plan. The key strategic matters covered in the SoCG under the Duty to Co-operate are; Leicester and Leicestershire Housing and Employment Needs to 2036; Unmet Need to 2036; and the process of apportioning unmet need to 2036.
34. A future SoCG for Leicester and Leicestershire dealing with the apportionment of unmet need from the City to the district councils will be informed by strategic evidence work currently being undertaken by partners in Leicester and Leicestershire to inform future infrastructure and growth, and work the City Council is undertaking to maximise the growth it is able to accommodate without adversely affecting the environment and quality of place. It is expected this will be available in winter 2021/2022 and will be the subject of a report to the Cabinet.

Response to the New Local Plan Issues and Options document

35. The County Council welcomes the opportunity to comment on Oadby and Wigston BC's Issues and Options consultation at this early stage of plan making.
36. The close working Oadby and Wigston BC have with other partners in the Leicester and Leicestershire Housing Market Area is recognised, supported and commended.
37. The comments of the County Council in response to the 179 questions posed in the consultation are set out in the Appendix to this report. The consultation covers an extensive range of issues on aspects of plan making and explores views on possible content of the emerging new plan. A summary of the key issues raised is set out below, covering:
- *Overarching response*
 - *Housing*
 - *Employment*
 - *Retail*
 - *Green Infrastructure*
 - *Flood Risk*
 - *Habitat and Biodiversity*
 - *Climate Change*
 - *Highways Capacity, Infrastructure Need and Sustainable Transport*
 - *Developer Contributions*
 - *Viability*
 - *High Quality Communications*
 - *Education*
 - *Local Green Spaces*
 - *Tourism*
 - *Electric vehicle car parking*
 - *Community facilities*
 - *Cemetery and Burial Space*
 - *Conservation Areas*
 - *Masterplanning*

Overarching response

38. Given the geographical location of the Borough there are likely to be transport interactions between further growth in the Borough and neighbouring administrative areas and vice-versa (a key reason why the South East Leicester Transport Strategy Area (SELTSA) work was initiated in respect of the current Local Plan). This is particularly the case with Leicester City, where maintaining effective transport connectivity to the range of economic and social services and opportunities that it provides will continue to be important for current and future residents of the Borough. In that regard, there may be opportunities to build on measures being delivered by Leicester City Council as part of its Transforming Cities Fund projects.

39. The proposed new end date of the Plan to 2041 enables the proposals of the Strategic Growth Plan (SGP) to be tested and taken on board in the new Local Plan. This entails a shift in emphasis to provide an increased scale of housing and employment in the south and east of the County, including delivering growth in the Priority Growth Corridor to the south and east of the City. As such, it is anticipated that the emerging new Local Plan will refer to how the growth proposals in the Priority Growth Corridor are linked to future growth in Oadby and Wigston Borough, and it envisaged that the SGP will provide the mechanism for distributing future growth arising from this borough which it cannot accommodate in the future longer term due to being geographically constrained.
40. The new Local Plan will need to acknowledge the ongoing Covid-19 pandemic and current uncertainties over the long-term implications this will have on society, including on transport provision and travel behaviour (encompassing trends such as increased home working). The emerging evidence relating to these potential long-term implications will need to be reviewed and incorporated as necessary as the development of the plan progresses.
41. The new Local Plan will need to embrace carbon reduction and link to the Transport Decarbonisation Plan where possible.
42. With regards to spatial distribution which is influenced by the geographical realities of the Borough, the new Local Plan should seek to locate as much of the Borough's future growth in sustainable locations, i.e. in areas that have close proximity to existing employment, shops, leisure, etc. Where it is necessary to allocate further greenfield sites, these should be in locations capable of being served by cycling and walking infrastructure and be viable and sustainable in financial terms going forward.
43. Passenger transport services should reflect the ambitions of the National Bus Strategy 'Bus Back Better'. A Bus Service Improvement Plan (BSIP) is currently being prepared which will set out in more detail how, working in collaboration with local bus operators, it will be seeking to improve bus services across Leicestershire.
44. There is a growing evidence base for the creation of places in which most of people's daily needs can be met within a short walk or cycle ('twenty minute neighbourhood'), allowing people to become more active, improve their mental and physical health; reduce traffic; improve air quality and benefit economically. This can also benefit local shops and businesses, allow people to see more of their neighbours and communities and strengthen community cohesion and social connectivity. The compact nature of the Borough provides a good opportunity to explore a more connected place to live.
45. With regards to the scale of future growth the latest Standard Method needs to be the starting point. The Housing and Employment Needs Assessment (HENA) which is currently being undertaken across Leicester and Leicestershire is likely to provide significant evidence. Also evidence on whether the Borough's highway and transport system would be capable of

accommodating need, which could be influenced by cumulative impacts of growth in neighbouring areas.

46. If evidence suggests that the Borough is unable to meet its housing need and therefore has unmet need, the County Council would expect the Borough to work with partners in the Housing Market Area (HMA) to assess how best that unmet need should be met across the wider HMA, being mindful of the direction of travel set out for the future spatial distribution of new housing in the Strategic Growth Plan.
47. In terms of the Borough contributing towards Leicester City's unmet housing and employment need the findings of the HENA plus further up to date evidence work currently in preparation will inform whether this is appropriate. Given the geographical constraints and urban nature of the Borough there are likely to be limited opportunities in addition to accelerating the delivery of proposals already planned for in the adopted Local Plan.

Housing

48. Affordable housing provision should be guided by the most up to date assessment of need, if there is evidence of greater need in specific areas of the Borough these figures should inform provision.
49. With regards Gypsy and Traveller Need, the criteria-based policy in the current plan is still deemed fit for purpose and should be applied to any private applications brought forward. Joint provision of transit sites across Leicestershire would alleviate some of the need and issues caused by unauthorised camping. A continued monitoring of the needs for Gypsy and Traveller families is supported.
50. With regards to older persons housing, a commitment to 'whole life', 'whole community' and dementia friendly design is sought; and they transfer to other vulnerable adult populations.
51. The County Council has assessed a need for 1500 units of Extra Care Housing across the County by 2037, a need of approximately 150 units in Oadby and Wigston Borough by 2037. Extra Care Housing and Supported Living would benefit from being located within close walking distance of facilities.
52. The County Council would support the inclusion of specialist housing for working age adults living with vulnerabilities alongside younger adults transitioning from the County Council's Children and Family Services to Adult Services. Community allotments which bring communities together, provide access to green space and horticulture are also supported.
53. The cut off/trigger to require older people's housing may seem counter intuitive given the high projected increase in this age group and relatively low housing numbers provided in the last 5-10 years?

54. In addition, increasing the opportunity for people to stay in their own homes and maintain a level of independence, is strongly associated with increased wellbeing. An emphasis is sought on the need for more flexible housing which can be easily adapted when required.

Employment

55. The HENA will provide a consistent up to date evidence base for housing and employment needs in Leicester and Leicestershire. As with new housing the Borough's highways and transport system needs to be capable of accommodating employment need, which could be influenced by cumulative impacts of growth in neighbouring areas.
56. Employment land needs to be accessible, for our working age population to have access to 'good work'. Accessibility considerations should focus around bus routes, opportunity to travel actively, type of business and shift patterns and the opportunity to embed the businesses within the local community.
57. It is recommended that with the full impact of the pandemic as yet undetermined that a more up to date local employment land study is carried out after the end of the furlough scheme to gain insight into the impact for demand for business premises locally.
58. Reference needs to be made to warehousing and logistics and the Leicester and Leicestershire joint evidence approach through Duty to Co-operate to ensure continued long term strategic and collaborate planning which benefits communities and businesses within the Borough.
59. Given the limited access available to the Borough and current constraints within strategic infrastructure it is important to create and maintain as broad a mix of employment opportunities as possible. This should include the availability of modern well equipped start-up and progression units that will enable new businesses to be established and grow adding to the long term economic wellbeing of the area.
60. Where possible existing employment areas should be protected subject to them remaining economically viable.

Retail

61. The move to online shopping and closure of bank/building societies is likely to impact the retail hierarchy specified in the Local Plan. The increase in the number of vacant units may provide an opportunity to re-use vacant floorspace for the Creative sector or small makers.
62. In general, the County Council would wish to see new retail provision in existing centres, this approach should help to minimise trips. The town centres should adapt and become places where people go for experiences such as dining, drinks, small business collaboration units and events. Town centres are often the focus for tourism, but other than the Framework Knitters Museum there is

little to attract visitors to the town centres. The Racecourse at Oadby attracts a large number of visitors who arrive by car or coach and leave without visiting the town centres.

Green Infrastructure

63. The County Council would wish to see consideration around making green infrastructure accessible to all. Alongside maximising existing and developing new green infrastructure, there should be consideration of how those experiencing health inequality access country parks etc.
64. Green wedges are a local policy tool in Leicester and Leicestershire and their longevity into the future is sought given the green corridor they provide into the City. It is recognised that change may need to be identified to Green Wedges in light of the need to maximise the use of land for growth within the City whilst minimising environmental harm, and given the extension of Green Wedges into urban areas in surrounding districts change may be required. Support is given to the use of the shared methodology for reviewing Green Wedges.

Flood Risk

65. The current Strategic Flood Risk Assessment was undertaken in 2014 and it is recommended this is updated as a number of changes have been made to national policy and guidance surrounding surface water management and flood risk.

Habitat and Biodiversity

66. The policy approach should be updated to tackle national and local biodiversity action plan species and habitats most in decline. The policy needs to take account of the approaching biodiversity net-gain arrangements which are expected to become a mandatory 10 per cent on most developments later this year.
67. Oadby and Wigston BC is strongly recommended to work in partnership with other local planning authorities in Leicestershire setting out local policies towards Biodiversity Net Gain and Local Nature recovery. This will include land within the Borough for Biodiversity offsetting or offsite enhancements, but will also need to consider sites outside the constraints of the borough for investment in wider County/regional priorities for Local Nature Recovery.

Climate Change

68. Up to date national planning policy and guidance on climate change should be embraced. Consideration should be given to links with health inequality with climate change and associated changing exposure to extreme temperatures, increased exposure to UV and air pollution, pollen, flooding etc having a high risk of impacting on physical and mental health, particularly on the most vulnerable.

Highways Capacity, Infrastructure Need and Sustainable Transport

69. The Leicester and Leicestershire Strategic Growth Plan (SGP) sets out that in order for the Housing Market Area (HMA) to accommodate the levels of growth that the area needs to/is required to take, strategic road and rail infrastructure investment is likely to be required.
70. All areas of the HMA are facing highways and transport challenges to the delivery of future growth. The scale of investment required is beyond that within the gift of the LHA to deliver and/or will be able to fund its delivery.
71. Rather, HMA partners as a whole need to continue to take a coordinated approach to developing the evidence-based case both to identify more particularly the infrastructure investments required, and to make the case for their delivery either through *national* delivery programmes and bids to Government. The new Local Plan needs to do more to set the context around the HMA growth pressures faced; the infrastructure challenges that this presents (which do give rise to some of the existing issues in the Borough, e.g. the relative lack of suitable orbital routes around the south and east of the City); and how HMA partners are working to tackle such problems, not just at the HMA level but at a more local level through the joint evidence work that the Borough is seeking to undertake with neighbouring districts. Subject to the outcomes of evidential work at the HMA level, traffic conditions in the Borough would likely benefit from such, for example through the delivery of any new road around the south and east of Leicester required to open up development in the SGP Priority Growth Corridor.
72. Additionally, the LHA would expect the new Plan to provide a robust policy basis for seeking to secure developer contributions towards highways and transport measures required to support the area's growth and, subject to evidence, towards the mitigation of cross-boundary impacts.
73. Consideration must be given to sustainable travel modes and behaviour change techniques to encourage and embed mode shift to sustainable travel modes.

Developer Contributions

74. All schools in Oadby are on constrained sites to expand or would exceed County Council capacity limits. Some schools in Wigston may be on constrained sites with no chance of increasing in size. As such the County Council would look to either a new school site where cumulative numbers of dwellings warrant this or in the case of a single large development (700 dwellings) a new primary school on the site. The County Council welcomes the opportunity to discuss specific school sites and their ability or inability to expand.

Viability

75. It is important a whole Plan Viability Assessment is developed to ensure policies are realistic and viable.
76. To inform a whole Plan Viability Assessment it will be important to have a robust, evidence-based assessment of the highways and transport impacts of the new Plan's development proposals and the mitigation measures required within the Borough and potentially beyond its boundaries too.

High Quality Communications

77. The County Council supports promoting high quality digital infrastructure to all new build developments, in order to reduce the need to travel, support higher levels of home working and inward investment and improve economic competitiveness.

Education

78. At present there are no issues in the borough at the time of first entry to schools. Increases in the number of future dwellings in certain areas could lead to issues arising. Future proposed developments should take into account the County Council's response to the call for sites consultation, which sets out where new extensions to existing schools and new schools would be required.

Local Green Spaces

79. The County Council in its role as Local Highways Authority notes that land within the Wigston railway triangle is designated as Local Green Space, and that Midlands Connect and Network Rail (to be subsumed as part of Great British Rail) are currently pursuing studies related to seeking to improve rail connectivity between Leicester (and beyond) and what additional rail capacity might be required in the Leicester area to facilitate new rail services and provide enhanced scope for more freight to be carried by rail. Any works required to track layouts in and around the Leicester area have yet to be confirmed, but it is potentially possible that works could be required at the South Wigston junction.

Tourism

80. Business tourism is the main tourism strength of the Borough, Leicester Conferences in Oadby is one of the largest business tourism venues/complexes and Leicester Racecourse also has a good business tourism offer with corporate entertainment and meeting venues.
81. A new visitor offer is planned for Stoughton Grange, a retail complex and food and drink offer. There is scope to pull this and the existing attractions together to make an appealing cohesive visitor offer.

Electric vehicle car parking

82. To support the mass transition to EVs, charging points should become a standard feature of all new developments.

Community facilities

83. The loss of community facilities can have a substantial impact on people's quality of life, health and wellbeing, including social connectivity and cohesion. A Health Impact Assessment (HIA) would allow a clear, impartial, evidenced-based approach to considering the impact of development and whether mitigating factors to health risk could seek to justify contributions towards community facilities.
84. Early learning facilities in the first instance should be placed on a primary school site, a developer can also build a community use building to be used by a pre-school or build a purpose-built nursery and lease this to a childcare provider.

Cemetery and Burial Space

85. Any specific proposals for a cemetery off Gartree Road would be subject to consideration by the Local Highway Authority; to create a safe site access for vehicles and pedestrians significant investment by the developer could be required to ensure safe access.

Conservation Areas

86. Existing policies 40 and 41 should be retained. The policy context should take into account recent changes to the National Planning Policy Framework and make reference to the special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Masterplanning

87. In providing for large scale change and place making the County Council supports the concept of masterplanning. When undertaken well it should enable the nature of the development to be articulated, help inform the assessment of the development's highways and transport impacts, establish external connectivity needs, and ensure a strategy is in place for the site should external funding opportunities become available and action is required quickly to demonstrate need for funding.

Equality and Human Rights Implications

88. There are no equality and human rights implications arising from the recommendations in this report. Oadby and Wigston BC is working with the County Council and with other partners in the L&L HMA to provide for the homes and jobs required in the future.

Environmental Implications

89. The County Council will continue to work closely with Oadby and Wigston BC and other partners to minimise the impact of the planned growth on the environmental assets of Leicester and Leicestershire.
90. The impact upon the environment is a key consideration in all planning decisions made within the context of an approved or emerging Local Plan, and the County Council will seek to ensure that opportunities are taken to enhance the environment through biodiversity net gain and sustainable forms of development.

Partnership Working and Associated Issues

91. The County Council works closely with the Leicester and Leicestershire Strategic Planning Partnership, which includes Leicester City Council, the seven district councils in Leicestershire and the Leicester and Leicestershire Enterprise Partnership. A strengthening of partnership working is sought to deal with the transport challenges which require a strategy-led approach with multiple partners, both in Oadby and Wigston Borough and the wider area.

Background Papers

Report to Council on 6 December 2017: Strategic Plan and Single Outcomes Framework

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=134&MId=5104&Ver=4>

Report to the Cabinet on 23 November 2018: Leicester and Leicestershire Strategic Growth Plan – Consideration of Revised Plan for Approval

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4603&Ver=4>

Minutes of the County Council meeting held on 15 May 2019 (10 (a) Climate Emergency)

<http://cexmodgov1/ieListDocuments.aspx?CId=134&MId=5112>

Report to the Cabinet on 20 November 2020: Leicester and Leicestershire Strategic Transport Priorities 2020 to 2050

<http://politics.leics.gov.uk/ieListDocuments.aspx?MId=5999>

Report to the Cabinet on 22 June 2021: Urgent action taken by the Chief Executive in relation to the Leicester and Leicestershire Statement of Common Ground relating to housing and employment land needs (March 2021)

<http://politics.leics.gov.uk/ieListDocuments.aspx?MId=6444>

Appendix

Leicestershire County Council Officer Comments on Oadby and Wigston Borough Council's New Local Plan Issues and Options Consultation

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