

**CABINET – 7 FEBRUARY 2025****RESPONSE TO THE OADBY AND WIGSTON LOCAL PLAN (2020-2041) REGULATION 19 PRE-SUBMISSION CONSULTATION DRAFT****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 Pre-Submission Draft Local Plan (2020-2041) and to approve the proposed response as the views of the County Council. The Cabinet is also asked to note Oadby and Wigston's decision to pause the progress on their Plan.

Recommendations

2. It is recommended that the Cabinet:
 - a) Approves the County Council's response to Oadby and Wigston Borough Council's Draft Local Plan consultation, set out in paragraphs 35 to 61 inclusive, and the appendix to this report;
 - b) Notes that given the significant factors that affect the Plan from a transport perspective, the County Council considers that the Plan, in its current form, fails to meet the National Planning Policy Framework (NPPF) tests of soundness insofar as its Effectiveness and Consistency with national policy;
 - c) Notes the decision of Oadby and Wigston Borough Council to pause progress on its new Local Plan following the close of the Regulation 19 consultation, in order to consider the requirements of the new National Planning Policy Framework.

Reasons for Recommendation

3. The County Council's response will set out key comments for consideration by Oadby and Wigston Borough Council in progressing its new Local Plan. It seeks to ensure alignment with 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 an as robust as possible policy platform for securing the provision of the infrastructure and services required to support its successful delivery.

4. The newly published National Planning Policy Framework (December 2024) has increased the number of homes Oadby and Wigston need to plan for by 142 dwellings per year. Oadby and Wigston Borough Council does not consider it is possible to submit its Local Plan 'as-is' by the government deadline of 12 March 2025. It is still important for the County Council to submit duly made representations with the six-week consultation period and to provide Oadby and Wigston Borough Council with comments. This will support the Borough Council in evolving its Local Plan and as it assesses whether there is sufficient land and infrastructure to enable the accommodation of more homes.

Timetable for Decisions (including Scrutiny)

5. The County Council's consultation response is required to be submitted to Oadby and Wigston Borough Council ahead of the close of consultation on 21 February 2025.

Policy Framework and Previous Decisions

6. 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. The SGP identifies five key growth areas, most pertinent to the Borough of Oadby and Wigston are 'Leicester Our Central City' and the A46 Priority Growth Corridor.
7. The Leicester and Leicestershire Strategic Transport Priorities (LLTSTP) was approved by the Cabinet on 20 November 2020. This document has a plan period to 2050 and 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.
8. In 2021, the Council and its partners (Leicester City Council, the seven district councils and the Leicester and Leicestershire Enterprise Partnership (LLEP)), commissioned the Leicester and Leicestershire Housing and Economic Needs Assessment (HENA). The HENA, published in June 2022, provides evidence that across Leicester and Leicestershire, the projected housing need from 2020 to 2036 is 91,400 dwellings and employment land need from 2021 to 2036 is 344 hectares.
9. In October 2021, the Cabinet approved the County Council's response to the Oadby and Wigston Borough Council New Local Plan Issues and Options Consultation.
10. In September 2022 the Cabinet approved the County Council becoming a signatory to a Statement of Common Ground (SoCG) relating to Housing and Employment Land Needs (June 2022), setting out how the City Council's identified unmet needs would be accommodated in the County. Oadby and Wigston BC approved the SoCG at its Council meeting in July 2022.

11. In November 2022 the Cabinet received a paper setting out the financial implications for the Council of delivering sustainable and inclusive growth and the approach and principles that it is proposed the Council would adopt to address and manage these risks.
12. In October 2024 the Cabinet received a paper on the Strategic Planning Issues associated with the emerging Charnwood Local Plan. This included principles for future engagement of the LHA in other local plan processes in light of the County Council's experience of the Local Plan for Charnwood Borough.
13. In December 2024 the Cabinet received a paper on the Provisional Medium Term Financial Strategy 2025/26 – 2028/29. This outlined that it is critical for Local Plans to be prepared with sufficient evidence to secure contributions and delivery for critical infrastructure and it is necessary for the district councils to work with the County Council to ensure Local Plans include policies that balance the need to support delivery of growth without exposing the County Council to further financial risk.
14. The Council's Strategic Plan (2022 to 2026) has five strategic outcomes, including 'Strong Economy, Transport and Infrastructure' and a 'Clean, Green Future' to ensure Leicestershire has the infrastructure to meet the demands of a growing population, whilst looking to tackle climate change, biodiversity loss and unsustainable resource usage.

Resource Implications

15. There are no resource implications arising from the recommendations in this report. The Council has committed significant resources to engaging in and supporting a collaborative approach to strategic planning, which is intended to facilitate the delivery of growth within the County and mitigate the negative impacts of development.
16. The Council's current Capital Programme includes over £200m to fund infrastructure projects that support growth in the County.
17. Delivering infrastructure (highways, schools and some community facilities) has required significant Council forward-funding and in the current financial climate this approach is no longer possible.

Circulation under the Local Issues Alert Procedure

18. This report will be circulated to all Members.

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PART B

Background

19. The preparation of Local Plans involves various stages of consultation. This consultation from Oadby and Wigston Borough Council is known as a 'Regulation 19' consultation. It opened on 10 January 2025 and will close on 21 February 2025.
20. This consultation builds on previous rounds of publication to develop the new Plan, in which the Council responded to, these being:
 - Regulation 18A – Issues and Options (Autumn 2021)
 - Regulation 18B – Preferred Options (Spring 2024)
21. The key comments from the Council in the response to the Regulation 18B consultation included:
 - Highlighting the Plan having an important role to play in pivoting the Housing Market Area to the Strategic Growth Plan spatial vision
 - A lack of reference being made to the South East Leicestershire Transport Study and South of Leicester Local Cycling and Walking Infrastructure Plan
 - A greater focus should be placed on seeking to create a more sustainable and active pattern of travel within the Borough.
 - That the plan period and the apportioned unmet need figure of 52 homes per year for the entire plan period was considered sensible; however, it was likely that the unmet housing need figure for the borough would increase in the 2036 to 2041 period.
22. In December 2024 a revised National Planning Policy Framework (NPPF) was published. The revised NPPF largely confirms the changes proposed in the Government's consultation held between July and September 2024. One matter of particular relevance for Oadby and Wigston is around transitional arrangements. Oadby and Wigston Borough Council had previously been able to proceed under the transitional arrangements consulted on in summer 2024 as the housing number in its Local Plan fell within 200 dwellings of the standard method number. However, in the revised transitional arrangements in the new NPPF, Oadby and Wigston's housing requirement must be 80% of the new standard method number of 382 and this threshold is not met.
23. All changes to the NPPF are immediate, other than those relating to plan-making as set out in the transitional arrangements. In effect Oadby and Wigston Borough Council would therefore need to consider both the December 2023 and December 2024 versions of the NPPF.
24. On 16 January 2025, Oadby & Wigston Borough Council announced that it had been forced into pausing its progress on the new Local Plan due to the new Government requirement to deliver 382 new homes per year, rather than the 240 per year previously required. Oadby and Wigston Borough Council has stated that the pause will allow the Council to assess whether there is sufficient land infrastructure to enable the borough to accommodate the increased

number of homes. It is likely to set the adoption of the plan back around 18 months. It is anticipated that the Borough Council will carry out a further Regulation 19 consultation in early 2026, ahead of submission of the Local Plan to the Secretary of State by June 2026. Once agreed by the Planning Inspectorate and adopted, the document will replace the current Local Plan dated 2019.

Duty to Co-operate

25. It is recognised that should a Housing Market Area (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 Cooperate, set out in the Localism Act 2011 and National Planning Policy Framework (NPPF) (December 2024). The duty remains in place until such point Government determines otherwise.
26. 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 provision. To avoid this, ongoing commitment from all the local authorities to joint working 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.
27. The SoCG relating to Housing and Employment Land Needs (June 2022) for the Leicester and Leicestershire area was guided by the [officer] Strategic Planning Group and Members' [Planning] Advisory Group which consisted of representatives from the County Council, Leicester City Council, and the seven district councils. The SoCG sets out the City Council's identified unmet need of 18,700 homes and 23 hectares of employment land for the period 2020-2036 to be accommodated in the County. The SoCG was agreed by all partner authorities.
28. The Charnwood Local Plan 2021-2037 Examination is ongoing, however Inspectors have confirmed in writing, following hearing sessions in October 2022, that they have "no reason to disagree with the Housing and Economic Needs Assessment conclusion that the standard method establishes a minimum local housing need of 91,408 dwellings across the Housing Market Area (HMA) to 2036...Based on the evidence at this stage and pending further testing of housing delivery through the Leicester Local Plan Examination, we consider that a figure of 18,700 dwellings represents a reasonable working assumption for the scale of Leicester's unmet housing need from 2020 – 2036."
29. This Regulation 19 consultation was produced on the basis of Oadby and Wigston Borough Council adopting the housing figures contained in the agreed SoCG as the basis for the housing requirement in its Local Plan (5,040 dwellings over the plan period, equivalent to 240 dwellings per annum).

Overview of content of Oadby and Wigston Pre-Submission Draft Local Plan

30. The new draft Local Plan covers the period 2020 – 2041, and will replace the existing Local Plan adopted in 2019, which covers the period 2011 – 2031.
31. In the context of the approved Strategic Growth Plan, the Local Plan provides the overall strategic and spatial vision for the Borough and seeks to provide a broad indication of the overall scale of development in the Borough and the level of infrastructure needed to support it, whilst seeking a balance between protection of the Borough's environmental and historical assets, continuing socio-economic development, and improving the quality of life for all.
32. The Local Plan takes account of Leicester City Council's declared unmet housing needs. The Plan takes the agreed figure of 240 homes per annum from the Leicester and Leicestershire Authorities - Statement of Common Ground relating to Housing and Employment Land Needs (June 2022) and uses this as the basis for the 21-year period to give a total of 5,040 homes.
33. The Plan highlights eight housing site allocations on the periphery of the urban area, comprising around 3,500 homes; approximately 1,800 homes on four new sites in Wigston, and around 1,700 homes on four new sites in Oadby. The remaining 1,500 or so homes are taken account of through completions, committed development, lapse rates and supply buffers.
34. There are no additional retail and / or employment allocations required over the plan period.

Overarching response to the submission draft Local Plan document

35. At this stage of local plan-making, the comments of the Council need to focus on compliance and tests of soundness. Paragraph 36 of the NPPF sets out that for a Local Plan to be found 'sound' it needs to be Positively Prepared, Justified, Effective, and Consistent with National Policy.
36. The Council's position can be summarised as follows:
 - It is understood and noted that Oadby and Wigston Borough Council will be pausing its plan following this current Regulation 19 consultation to consider updated housing requirements.
 - It is considered that the Regulation 19 draft still fails to capture the crucial 'gateway' role that the Plan needs to play in pivoting the HMA to the Strategic Growth Plan's (SGP) spatial vision, especially in respect of:
 - i. cross-boundary site assessment and delivery (including in respect of optimising transport connectivity by active and sustainable means)
 - ii. any safeguarding of land required to provide for transport connectivity (including through proposed allocation sites)
 - iii. how the role of the borough's 'town centres' might have to adapt/evolve/flex/grow to provide for the future needs of residents of strategic growth areas in adjoining districts
 - The Plan fails to provide an overall framework for dealing with the clusters of allocated sites (Cluster A: AP1, AP3 and AP8 and Cluster B: AP5, AP7)

and AP6). This is considered necessary to ensure good place making is undertaken and achieved. To highlight this point, for Cluster B which is adjacent or close to an anticipated allocated strategic site for 4,000 new homes and other facilities expected to come through in Harborough District Council's Regulation 19 Local Plan, allocation AP5 for 850 homes is referred to as part of the strategic site with Harborough District, yet the collective role of the three allocations in close proximity to each other in Oadby and Wigston Borough and interplay with the anticipated allocation in Harborough District needs to be clearly articulated.

- The Local Transport Authority (LTA) recognises the importance of a Planned approach, as it represents the best opportunity to seek to meet the needs of Leicester and Leicestershire's growing and changing population in a managed way. It therefore continues to commit significant resources to support district councils in the successful development and adoption of Local Plans, including to seek to ensure that sustainable growth is delivered in reality and that there is a robust policy basis for the LTA to seek developer contributions and Government funding towards transport interventions required to enable growth.
- Policy wording needs to be strengthened to ensure development takes measures to reduce downstream flood risk overall. Some policy wording is weaker than guidance documents.
- It should be made clearer in the site allocation policy wording / requirements that the two large strategic development clusters will require full hydraulic models of the ordinary watercourses rather than relying on strategic level surface water flood mapping. This may need to be commissioned by Oadby and Wigston Borough Council with the support of the Lead Local Flood Authority (LLFA).
- The Plan needs to reflect a change in required education requirements, up from 5 to 6 forms of entry primary school provision, to take account of planned homes in the Borough. Extensive discussions have taken place and continue to be held to ensure policies and allocations are able to be delivered whilst providing sufficient education provision.
- The policy text around Improving Health and Wellbeing is very much supported and reflects constructive discussions between the two Council's albeit there are some suggested amendments to the section around Health Impact Assessments.
- The County Council considers that given the significant factors that affect the Plan from a transport perspective, the Plan in its current form fails to meet the NPPF tests of soundness insofar of its:
 - i. Effectiveness – it fails to provide a coherent policy basis to ensure that transport interventions necessary to enable the Plan's site allocations are deliverable over its time period and it also fails to deal with cross-boundary strategic transport matters, rather they seemingly have been deferred to the development management process.
 - ii. Consistency with national policy – it provides no coherent policy basis for enabling the delivery of transport interventions to achieve sustainable development in reality.

Key transport Comments

37. There are a number of significant factors that affect the Local Plan from a transport perspective. These are set out in the following paragraphs.
38. **Position with regard to the development of transport evidence:** It is recognised that the district council had little or no choice in terms of options for new site allocations due to the size and nature of the district, and that, under the current system of spatial planning, in two-tier administrative areas housing number requirements are specified at a district level and need to be met within those boundaries where suitable space is available to do so. Thus, no separate transport testing of the Plan's proposed spatial strategy has been undertaken, as simple land availability has been the determining factor in setting the Plan's spatial strategy.
39. However, in general terms the strategy has been tested as part of wider work looking at the transport impacts of growth across the south of Leicestershire¹. Emerging evidence from that wider study work is showing that growth in the district combined with proposed growth elsewhere across the south of Leicestershire, most notably in Harborough district, will have a significant impact on the district's road network, especially the A6 corridor. This includes cumulative and cross-boundary impacts, including on routes within the district of Harborough and the City of Leicester.
40. The published Plan fails to acknowledge such impacts; indeed it is materially inaccurate in saying at paragraph 4.2.23: (NB: LTA **highlighting**)
- “The South Leicestershire Transport Study and wider Leicester and Leicestershire Strategic Transport Study recognise that although there will be increased traffic levels on the surrounding roads and junctions of each allocated growth area, **the impact on the highway network will not be significant**. However, certain levels of mitigation will be needed.”*
41. Aside from its inaccuracy, this statement is also unhelpful. If it remains unaltered, it risks undermining from the outset LTA discussions with developers about contributions towards measures required to address cumulative impacts, and thus in turn has the potential to undermine the Plan's effective delivery from a transport perspective.
42. **Position with regard to the Plan's underlying transport strategy:** Given that the Plan presently fails to accurately acknowledge the impacts of growth on the district's road network, it is thus unsurprising that it fails to provide a coherent policy approach that seeks to address the issue of transport impacts.

¹ South Leicestershire Joint Transport Evidence (JTE). The JTE has its genesis in the completion of the South Leicestershire Local Plan Making Statement of Common Ground, which the Cabinet agreed the County Council to become a signatory to in [December 2021](#). It covers the districts of Harborough, Oadby and Wigston, Blaby and Hinckley and Bosworth.

43. This is frustrating and disappointing given that this Plan should have built on and reflected the work done to date by the LTA to underpin the delivery of the current Plan. That is through:
- a piece of work called the South East Leicestershire Transport Study (SELTS)² (which will ultimately be subsumed into a South East Leicester Multi-Modal Area Investment Plan (SEL MMAIP); and
 - latterly the adoption of the South of Leicester Local Cycling and Walking Infrastructure Plan (LCWIP).
44. Neither of these is integrated into the Plan, in the way that, for example, the Melton Mowbray Transport Strategy is integrated into the Melton Local Plan. In the absence of such it is presently not apparent from reading the Plan what the strategy is for addressing the transport impacts of its growth proposals nor how any strategy's delivery would be aligned to the delivery of the proposed site allocations.
45. Given its relatively compact geography, there was a real and genuine opportunity for the Plan to embrace and embed a 'sustainable travel borough' ethos; it is disappointing and frustrating that this opportunity has been ignored as it could have evolved as a key defining feature of this Plan.
46. The absence of a coherent policy approach to dealing with the Plan's transport impacts risks undermining its effective delivery and could have wider implications for the effective delivery of emerging Local Plans in adjoining areas, most particularly in Harborough district.
47. It also does not comply with the County Council's third local plan engagement principle approved by the Cabinet in October 2024, i.e. the Plan does not have sufficient policies to reflect the challenges of that plan, specific to highways and transport.
48. Furthermore, policies that reference (non-specifically to transport or otherwise) cumulative and cross-boundary impacts and/or developer contributions are presently weakly worded, lack clarity and use varying language/terminology. Experiences with the Charnwood Local Plan have demonstrated the legality issues involved with seeking to collect Section 106 contributions towards transport measures required to deal with cumulative impacts, even where there are clearly worded Plan policies. Essentially such contributions have to be considered against the 'CIL tests' and to be lawful it must be possible to demonstrate that they are:
- a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.

² As included in the Highways and Transport Works Programme approved by the Cabinet in March 2024.

The meeting of these tests can be very difficult to evidence, especially where a location of cumulative transport impact is remote from the sites that are contributing to that impact.

49. Thus, at present, the Plan lacks any coherent approach to seeking to secure developer contributions towards the delivery of transport measures necessary to address cumulative and/or cross-boundary impacts; this poses a significant risk to its effective delivery.
50. It also does not comply with the County Council's fifth engagement principle, i.e. where evidence demonstrates significant cumulative impacts arising from planned growth, the appropriate delivery mechanism for infrastructure which is critical to the successful delivery of the Plan growth is a Community Infrastructure Levy (CIL), which should be developed concurrently with a Local Plan if it is to receive the support of the County Council.
51. **Delivery of sustainable development in accordance with the NPPF:** From a transport perspective, sites within the district might, in general terms, be viewed as being in sustainable locations due to their (relatively) close proximity to ranges of services. Nevertheless a strategy and an effective delivery/funding approach is still necessary to achieve the delivery of the active and sustainable transport interventions necessary to actually provide sufficiently attractive alternative means of travel to the car to where people want to get to.
52. However, the Plan at present lacks this; site allocation policies are, in the main, generic and repetitious of each other in their requirements for transport (i.e. they are not site bespoke) and, as noted in the preceding sub-section are not set in any overall policy framework for addressing the Plan's transport impacts.
53. Additionally, there are clusters of sites adjacent to/at Wigston (sites AP1, 3 and 8 which together total 1750 dwellings) and adjacent to/at Oadby (sites AP5, 6 and 7 which together total 1570 dwellings). These require planning in a coordinated way to seek to ensure that, inter-alia comprehensive approaches can be developed to the delivery of optimal measures to encourage and enable active and sustainable travel:
 - within the sites in totality; and
 - to and from facilities in areas around the sites.
(further to the point made in paragraph 51 about the provision of measures to make a site actually sustainable in reality)
54. And yet, the Plan as drafted provides no effective policy framework for the coordinated development and delivery of these sites clusters. Thus, there appears to be a significant risk that uncoordinated, piecemeal development of these site clusters will likewise deliver piecemeal, uncoordinated active and sustainable transport measures that are not sufficiently attractive to encourage and enable modal shift away from the car in reality.
55. It is questionable therefore the extent to which the Plan as it currently stands is consistent with the NPPF in terms of the delivery of sustainable development.

- In terms of the previous version of the NPPF (December 2023 revision) it does not appear to be consistent with, inter-alia:
 - paragraph 110(c) and (d) as it fails to identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development, nor does it draw on LCWIPs to provide for attractive and well-designed walking and cycling networks; and
 - paragraph 115 in terms of ensuring safe and suitable access to sites can be achieved for all users.
 - With the new version of the NPPF (December 2024) coming into immediate effect for decision making purposes (determining planning applications), in accordance with paragraph 109, a vision-led approach should be used to identify transport solutions that deliver well-designed, sustainable and popular places. The Plan's current absence of a locally specific policy basis for achieving such is likely to result in complications and challenges in seeking to implement the NPPF's requirements through the development management process.
56. The Plan at present also does not comply with the sixth, seventh and eighth of the County Council's engagement principles, i.e. in that active and sustainable travel provision has not been fully and properly considered through the Plan and its development, bringing significant risk that the car will be the mode of travel choice for access to key services and facilities.
57. Further, site AP5 (850 dwellings) is part of a cross boundary site with land in adjoining Harborough district, which in total has the potential to deliver 4000 dwellings³. These sites fall within the Leicester and Leicestershire Strategic Growth Plan 'Priority Growth Corridor' – PGC). Thus, how this site is brought forward and delivered could have significant implications for enabling or frustrating further, future sustainable growth in the PGC; site AP5 should be regarded as a 'gateway' to growth in the PGC.
58. Once again, the Plan as drafted is lacking, because it fails to provide any real recognition of the 'gateway' role that it needs to serve in terms of enabling further, future sustainable growth in the PGC. Whilst this issue might fall without the Local Plan tests of soundness (e.g. because the Strategic Growth Plan is a non-statutory document), it should be a concern to partners across the wider Leicester and Leicestershire Housing Market Area if sites in the district of Oadby and Wigston are delivered in such a way that it comprises or frustrates delivery of further future growth in the PGC from a transport perspective.

Other comments

³ The overall site is referred to as 'Stretton Hall'. Stretton Hall is one of seven sites that the Government have identified to date that it believes would benefit from support through the new homes accelerator, which is a joint programme between the Ministry of Housing, Communities & Local Government and Homes England aiming to speed up the delivery of large-scale housing developments across England.

59. Other LTA comments are included in the authority's overall response set out in the appendix. These include comments that have previously been made by LTA officers in response to previous drafts of the Plan, but that have not been acted on by the district council in its preparation of the Regulation 19 version of the Plan.

LTA concluding comments

60. Given the significant factors that affect the Plan from a transport perspective, the LTA considers that the Plan in its current form fails to meet the NPPF tests of soundness insofar of its:
- Effectiveness – it fails to provide a coherent policy basis to ensure that transport interventions necessary to enable the Plan's site allocations are deliverable over its time period and it also fails to deal with cross-boundary strategic transport matters, rather they seemingly have been deferred to the development management process.
 - Consistency with national policy – it provides no coherent policy basis for enabling the delivery of transport interventions to achieve sustainable development in reality.
61. In the absence of an up-to-date local plan, the risk of speculative development coming forward is minimal; within the boundaries of the district, there are no real alternatives to the locations of the proposed allocation sites. Further, the Plan's current weak and incoherent policy framework provides no benefits for the LTA in terms of the development management process and thus conversely its absence would be of no real disbenefit.

Equality Implications

62. There are no equality implications arising from the recommendations in this report. Oadby and Wigston Borough Council is working with the County Council and with other partners in the Leicester and Leicestershire Housing Market Area to provide for the homes and jobs required in the future.

Human Rights Implications

63. There are no human rights implications arising from the recommendations in this report. Oadby and Wigston Borough Council is working with the County Council and with other partners in the Leicester and Leicestershire Housing Market Area to provide for the homes and jobs required in the future.

Environmental Implications

64. The County Council will continue to work closely with Oadby and Wigston Borough Council and other partners to minimise the impact of the planned growth on the environmental assets of Leicester and Leicestershire.

65. 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

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

Background Papers

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

<https://bit.ly/3FbUsNL>

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

<https://bit.ly/3Uj5oxc>

Report to the Cabinet on 20 November 2020: Draft City of Leicester Local Plan 2020 to 2036

<https://bit.ly/3Uj5oxc>

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)

<https://bit.ly/3ueF6S8>

Report to the Cabinet on 26 October 2021: Response to the Oadby and Wigston Borough Council New Local Plan Issues and Options Consultation

<https://bit.ly/4eWRIDO>

Report to the Cabinet on 14 December 2021: South Leicestershire Local Plan Making Statement of Common Ground (November 2021)

<https://bit.ly/3Ujew8K>

Report to the Cabinet on 23 September 2022: Leicester and Leicestershire Authorities – Statement of Common Ground relating to Housing and Employment Land Needs

<https://bit.ly/3EbMySG>

Report to the Cabinet on 25 November 2022: Managing the Risk Relating to the Delivery of Infrastructure to Support Growth

<https://bit.ly/3EN8P9Z>

Report to the Cabinet on 22 October 2024: Strategic Transport Planning Issues Associated with the Emerging Charnwood Local Plan

<https://bit.ly/4h6lZR3>

Report to the Cabinet on 17 December 2024: Provisional Medium Term Financial Strategy 2025/26 – 2028/29

<https://bit.ly/4a3ywSN>

Appendix

Leicestershire County Council Proposed Response to the Oadby and Wigston Borough Council New Local Plan Issues and Options Consultation

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