

**Item 7****ENVIRONMENT, FLOODING AND CLIMATE CHANGE OVERVIEW AND SCRUTINY COMMITTEE - 26 JANUARY 2026****CLIMATE RESEILIENCE DELIVERY PLAN****MINUTE EXTRACT**

The Committee considered a report of the Director of Environment and Transport which was presented the Climate Resilience Delivery Plan. A copy of the report marked 'Agenda Item '11' is filed with these minutes.

Arising from the discussion, the following points were made:

- (i) A Member supported the idea of creating a Sustainable Drainage Systems (SuDS) asset list, citing examples where uncertainty over ownership caused significant delays in resolving issues. It was suggested that building a register would support efficiency, flood response, and clarity for residents.
- (ii) It was highlighted that the priority was to improve records for SuDS that the County Council were responsible for; SuDS now featured more prominently in designs and maintaining accurate information on location, type, and maintenance requirements was considered important. This would commence with SuDS installed as part of the Melton Mowbray Distribution Road project.
- (iii) It was suggested that the design guide for Highways had been updated to support environmentally beneficial drainage systems, and improved registers would help prepare the Authority for any future changes nationally that might require it to manage SuDS, although this would require additional budget.
- (iv) Officers acknowledged the challenges when SuDS were managed by private management companies as there was no guarantee on accuracy of records, especially with older developments. Work was ongoing to build clearer records through planning consultations. It was suggested that working with Local Planning Authorities would support better data collection in future.
- (v) A Member raised concerns around the difficulties in identifying riparian landowners and enforcing their responsibilities, especially where watercourses ran through new developments. It was suggested that these should be highlighted through the planning process, so that future owners were informed and aware of their responsibility when buying a property. It was acknowledged that although enforcement powers existed, engaging directly with the landowner was generally more productive.

- (vi) In response to a query around how many planning applications the authority had recommended for refusal on flooding grounds, it was noted that these figures were not immediately available. However, the Director of Environment and Transport stated that applications often went through many stages during the application process, and as a result any initial objections often led to revised applications, rather than a refusal.
- (vii) A Member commented that recommendations encouraging reduced private car use and flexible working could conflict with the administration's desire for more office based working and emphasised that, unless evidence showed greater office attendance was beneficial for residents, the environmental benefits outlined in the Climate Resilience Delivery Plan should be considered as a priority.
- (viii) A query was raised as to whether any work had been undertaken to compare the carbon impact of empty office buildings being heated and lit against multiple employees working from home and heating separate properties. It was noted that the Department had previously attempted to model this, but there were many factors that impacted the outcome, such as energy efficiency, vehicle types and distance travelled to work. It was noted that more recent data suggested that daily round trip of 15km was generally the distance for people to travel to work before working from home became a net benefit.

**RESOLVED:**

- a) That the report on the Climate Resilience Delivery Plan be noted;
- b) That the comments now made be forwarded to the Cabinet for consideration at its meeting on 3 February.