



CABINET – 26 MAY 2026

**RESPONSE TO BOROUGH OF OADBY AND WIGSTON
REGULATION 19 LOCAL PLAN CONSULTATION AND
DECLARATION OF UNMET HOUSING NEED**

**JOINT REPORT OF THE DIRECTOR OF GROWTH, ENVIRONMENT
AND TRANSPORT AND THE DIRECTOR OF CHILDREN AND
FAMILY SERVICES**

PART A

Purpose of the Report

1. The purpose of this report is to advise the Cabinet of the progress of the Oadby and Wigston Borough Council's Local Plan and to set out the County Council's proposed response to its Regulation 19 consultation. The report also sets out the County Council's position on the matter of the Oadby and Wigston Borough Council's declared unmet housing need.

Recommendations

2. It is recommended that:
 - a) The proposed timetable for the progression of the Oadby and Wigston Borough Council (OWBC) Local Plan is noted;
 - b) The declaration of an unmet housing need in OWBC is noted;
 - c) The County Council's formal response to the OWBC's Local Plan Regulation 19 consultation, set out in paragraphs 33 to 60, and the Appendix to this report be approved, noting in particular:
 - i. That the County Council is considering the draft Local Plan as presented to it, and it considers that it is for OWBC to demonstrate to the Inspector(s) at the Plan's Examination in Public why the Local Plan has been positively prepared in respect of the local housing need requirement (LHN), i.e. that the OWBC will need to demonstrate that there is a substantive evidence base to justify its conclusion that OWBC is unable to meet its LHN as calculated by the national standard method, based solely on highway reasons;

- ii. That the County Council has no fundamental issue with the Local Plan's Spatial Strategy, but as the Local Transport Authority (LTA) it considers that the transport evidence presented by the OWBC is not sufficiently granular in detail to be able to conclude that the OWBC's highway network would be severely congested if the area delivered housing over the Local Plan period equivalent to that calculated by the standard method;
- iii. The County Council's formal position on the matter of the OWBC's declaration of an unmet housing need, set out in paragraphs 46 to 57 of the report;
- d) The Director of Growth, Environment and Transport, following consultation with the relevant Cabinet Lead Members, be authorised to work with OWBC and other partners within the Leicester and Leicestershire Housing Market Area (HMA) to seek to agree to the most appropriate approach to addressing the OWBC's declaration of an unmet housing need and work through any substantive issues to resolution, to demonstrate effective and on-going joint working.

Reasons for Recommendation

- 3. The County Council's response sets out the key comments for consideration by OWBC in progressing its new Local Plan, seeking to influence the content of the Local Plan in the interests of local communities, including ensuring that the Local Plan provides an as robust as possible policy platform for securing the provision of the infrastructure and services that are required to support its successful delivery.
- 4. On 25 March 2026, new regulations came into force, which meant that the Duty to Co-operate would no longer apply to new, or emerging Local Plans. Notwithstanding this change, the National Planning Policy Framework (NPPF) (December 2024) still requires "maintaining effective co-operation" across administrative boundaries (paragraphs 26-29). Inspectors are expected to continue to examine plans in line with these policies.
- 5. The County Council is considering the draft Local Plan as presented to it. It does not intend to do any work of its own to demonstrate whether and if more than 240 homes per annum could be provided for and neither is it raising this as a matter in its proposed consultation response. Nevertheless, it is important that OWBC and other partners understand the County Council's position on this matter, in order to facilitate effective and ongoing joint working.

Timetable for Decisions (including Scrutiny)

- 6. OWBC has outlined a timetable for the submission of its Local Plan. It is anticipated that following the Regulation 19 Pre-Submission consultation and subject to approval of OWBC, the Local Plan would be submitted to the Secretary of State for examination by 12 June 2026.

Policy Framework and Previous Decisions

7. Details of relevant previous decisions and the related policy framework are set out in the original report.

Resource Implications

8. The County Council has committed significant resources to engaging in, and supporting, a collaborative approach to strategic planning in order to facilitate the delivery of growth within the County and to mitigate the negative impacts of development, to the extent that it is reasonably possible to do.
9. As set out in the report to the Cabinet in December 2025 on Strategic Spatial and Transport Planning, securing the delivery of infrastructure, transport or otherwise (such as education, waste and health), to support the needs of Leicester and Leicestershire's growing population is becoming ever more challenging, particularly where strategic transport and education infrastructure is required to seek to mitigate the cumulative impacts of development sites across a relatively wide area of the County. The County Council seeks to achieve a more coordinated approach to locations for growth and prioritisation of its delivery relative to the prioritisation of investment in the infrastructure and services necessary to support it.
10. As part of seeking to provide necessary infrastructure to support new and existing communities appropriately, the County Council recognises that having up to date Local Plans in place underpinned by appropriate policies and delivery strategies is the most effective way to fund and deliver infrastructure, maximising the contribution from the development industry and minimising potential negative impacts of unplanned growth.
11. The Director of Corporate Resources has been consulted on this report.

Legal Implications

12. The preparation and examination of Local Plans is governed by a statutory framework, associated regulations, and national policy and guidance, including the NPPF. In determining whether a Local Plan is "sound", the appointed Inspector(s) will consider, amongst other matters, whether the Plan has been positively prepared, is justified, effective and consistent with national policy.
13. The County Council's proposed response to the OWBC's Regulation 19 Local Plan consultation has been prepared having regard to this legislative and policy framework and reflects the County Council's role as LTA and its wider statutory responsibilities, including in respect of education and infrastructure planning.
14. The County Council must ensure that its representations are robust, evidence-based and consistent with the statutory tests and relevant national policy, noting that it will ultimately be for the Inspector(s) at Examination in Public to determine the soundness of the Plan.

15. There is a risk that, if the Local Plan is found unsound at Examination in Public, this may have implications for the delivery of development and associated infrastructure within the area. The County Council's response is intended to ensure that its statutory responsibilities and interests are appropriately represented in that process.
16. The Chief Legal Officer and Monitoring Officer has been consulted on this report.

Circulation under the Local Issues Alert Procedure

17. This report will be circulated to all Members.

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PART B

Background

18. The current OWBC Local Plan was adopted by OWBC in April 2019 and it covers the Plan period 2011 to 2031. A Local Authority seeks to keep its Local Plan up to date, otherwise it is at risk of unsustainable and un-planned development.
19. The preparation of new Local Plans involves various stages of consultation. This consultation from OWBC is known as a 'Regulation 19' consultation. It commenced on 17 April 2026 and will close on 29 May 2026.
20. This consultation builds on previous rounds of publication to develop the new Local Plan, in which the Council has responded to, these being:
 - a) Regulation 18A – Issues and Options (Autumn 2021).
 - b) Regulation 18B – Preferred Options (Spring 2024).
 - c) Regulation 19 – Pre-Submission Draft (Winter 2024).
21. This new Regulation 19 consultation is an updated version of the 'paused' Regulation 19 Pre-Submission Local Plan carried out in January to February 2025.
22. In the County Council's response to the previous Regulation 19 consultation that was reported to the Cabinet in February 2025, it was noted that OWBC had decided to pause progress on its Local Plan to consider updated housing requirements as set out in the new NPPF (December 2024). Nevertheless, the report set out that given the significant factors that were affecting the Local Plan from a transport perspective, the Plan in its current form, failed to meet the NPPF tests of soundness insofar as its effectiveness and consistency with national policy.
23. The NPPF sets out the presumption in favour of sustainable development for plan-making (paragraph 11 a) and b) i and ii). It states that all plans should promote a sustainable pattern of development that seeks to: meet the development needs of the area, align growth and infrastructure, improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects. It goes on to state that strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - i) The application of policies in this NPPF that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
 - ii) Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

24. Paragraph 36 of the NPPF sets out the tests of soundness for Local Plans and SDSs. All four tests of soundness need to be met. The first test is being 'Positively prepared' which entails providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that an unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.
25. Further references of direct relevance from the NPPF includes paragraph 129 regarding achieving appropriate densities, which refers to planning policies supporting development that makes efficient use of land taking into account various factors. These include local market conditions and viability and the availability and capacity of infrastructure and services (both existing and proposed) as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use.

Cross-boundary Cooperation and Declaration of Unmet Housing Need

26. On 25 March 2026, new regulations came into force which meant that the 'Duty to Co-operate' would no longer apply to new, or emerging, Local Plans. Notwithstanding this change, the NPPF (December 2024) still requires "maintaining effective co-operation" across administrative boundaries (paragraphs 26–29). Inspectors are expected to continue to examine plans in line with these policies. In this context, SoCGs remain an appropriate method to document cross-boundary strategic matters, record areas of agreement and disagreement, and set out next steps, demonstrating that effective and on-going joint working has taken place. This is particularly important for the County Council due to its responsibilities for highway and education matters, given the scale and criticality of the associated infrastructure dependencies.
27. In February 2026, prior to OWBC declaring an unmet housing need, the Cabinet approved the County Council becoming a signatory to a SoCG produced by the Leicester and Leicestershire local authorities relating to housing distribution following the NPPF and new Standard Method published in December 2024. The SoCG sets out the authorities' agreement that the Updated Housing Distribution Paper sets out the apportionment of Leicester City's unmet housing need across the Leicester and Leicestershire HMA, arising from application of the new Standard Method up to 2046. In the case of OWBC, it signed the SoCG in February 2026, setting out that:
 - a) OWBC has undertaken additional evidence gathering on housing capacity to assess developable and deliverable land within the Borough in light of the increase in LHN from 189 to 389 homes per year.
 - b) Based on the evidence available at the stage of writing this SoCG, and for the purposes of this SoCG only, it is assumed that OWBC can meet its own housing need from a land supply perspective but cannot accommodate any unmet need from Leicester City.
 - c) Further work is still being carried out by OWBC to assess the Borough's ability to accommodate the uplifted LHN, and once complete, the HMA authorities will need to consider its implications.

28. The Government calculated that LHN for OWBC is 389 dwellings per annum (or 6,613 homes over the plan period). OWBC has however, now formally declared an unmet housing need. It has published its own transport evidence that suggests that to deliver more than 240 homes per annum would have a severe impact on its highway network and that it would be contrary to the vision and spatial objectives for the Local Plan (see the overarching response set out further on in this report for the LTA's position on the OWBC's transport evidence). Therefore, OWBC considers that an evidenced unmet need exists of 149 dwellings per annum (or 2,533 homes over the plan period) and that this will need be redistributed around the Leicester and Leicestershire HMA. OWBC considers that delivering the higher number would lead to highway impacts to an unacceptable degree.
29. For a Local Plan to be found 'sound', it should be positively prepared and provide a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that an unmet need from neighbouring areas is accommodated where it is practical to do so, and that it is consistent with achieving sustainable development. This is set out in the Localism Act 2011 and NPPF (both the December 2023 and 2024 iterations).

Overview of Content of Oadby and Wigston Borough Council's Pre-Submission Draft Local Plan

30. The Local Plan sets out a strategy covering the period 2025 to 2042 and a housing target of 240 homes per annum over the 17-year period, which gives a total of 4,080 homes.
31. The SDS sets out an approach to encourage and enable the provision of new additional homes. In addition to the already-committed development, there are six new allocation sites which will contribute 3,015 homes:
- a) Land North of Newton Lane, Wigston - 900 homes.
 - b) Wigston Meadows Phase 3, Wigston – 500 homes.
 - c) Land North of Glen Gorse Golf Course, Wigston – 130 homes.
 - d) Land South of Gartree Road Strategic Development Area – at least 850 (as part of cross-boundary site in Harborough District, for 4,000 homes in total).
 - e) Land East of Stoughton Road, Oadby – 500 homes.
 - f) Land South of Sutton Close, Oadby – 135 homes.
32. In terms of employment, the OWBC's strategy for the Local Plan period is to effectively retain and roll forward the current Local Plan employment allocations. Therefore, no further land will be allocated for employment development.

Overarching Response to the Submission Draft Local Plan Document

33. For the avoidance of doubt, given the exceptional circumstance where this Local Plan is being brought forward on the basis of not providing for the OWBC's LHN requirement, this response is without prejudice to any position that the County Council might reach in respect of particular planning applications coming forward through the development management process.
34. The County Council is considering the draft Local Plan as presented to it. It is for OWBC to demonstrate to the Inspector at the Plan's Examination in Public why the Local Plan has been positively prepared in respect of LHN requirement, that is to demonstrate that there is a substantive evidence base to justify its conclusion that OWBC is unable to meet its LHN as calculated by the national standard method, based solely on highway reasons.
35. The County Council raises no fundamental issue with the Local Plan's SDS, as given the predominantly urban nature of OWBC there are extremely limited options in any event. However, as the LTA, it considers that the transport evidence presented by OWBC is not sufficiently granular in detail to be able to reach such a definitive conclusion that the OWBC's highway network would be severely congested if the area delivered housing over the Local Plan period equivalent to that calculated by the standard method.
36. The LTA welcomes in principle that this latest draft of the Local Plan now contains reference to development being brought forward on the boundary between OWBC and the District of Harborough in such a way to act as a first phase of a much greater vision for the south east of Leicester that will unlock significant strategic infrastructure, including highways, that will help mitigate the impacts of growth on OWBC (and more widely) in the longer-term. However, this draft Local Plan still fails to set out a clear and coherent policy basis for seeking to limit the impacts of future growth on the OWBC's road network (and more widely). That is, it still fails to set out a clear overall short-term to long-term 'transport strategy', including a funding mechanism, that would, amongst other things, support the delivery of strategic transport infrastructure in practice.
37. Furthermore, whilst the LTA also welcomes that certain changes have been made to the Local Plan to reference a Community Infrastructure Levy (CIL) that could help to support the delivery of transport interventions, although it lacks consistent references to a CIL, and the wording is not positively stated.
38. Both the failure to set out a clear strategy for dealing with its transport impacts and the lack of positivity in respect of how that strategy will be funded appears to run the risk of undermining the Local Plan's effective delivery. To seek to address this, the LTA would welcome the opportunity to work with OWBC to agree the proposed Main Modifications to the Local Plan, in order to ensure that the Local Plan can be found to be 'sound' insofar as its effectiveness and consistency with national policy. In the absence of such proposed Main Modifications the LTA's view would be that the Local Plan is unsound in these regards.

39. It is considered by the County Council that Policy 5 on Climate Change should be updated to reflect the County Council's new Climate Resilience Delivery Plan, which has replaced its Net Zero Action Plan. It is deemed that the Local Plan should make further references to climate change adaptation.
40. It is considered by the County Council that Policy 6 on Flood Risk and Sustainable Water Management requires amendment. The current wording continues to fall below the recommendations of the standing advice on preparing a flood risk assessment, whilst suggestions are made on revised text around surface water runoff rates.
41. County Council officers continue to work with OWBC on the policy wording around Health Impact Assessments and the wording that is presented which represents a uniform one-step approach that outlines the requirement of a Health Impact Assessment on development across the Leicestershire County area.
42. The approach taken to planning for future education provision in Leicestershire is set out in the School Places Strategy 2026-2031 (February 2026) and will be reflected in the next update to the Leicestershire Planning Obligations Policy (July 2019). The approach involves consideration of the cumulative impact of the whole range of proposed residential allocations and the proposed trajectories for those allocations in a specific borough or district council. This is used to arrive at requirements for additional pupil places, expressed as additional forms of entry to expand existing schools, or new schools required. Cross-boundary residential allocations and the potential impacts of residential allocations close to administrative boundaries are taken into consideration in arriving at confirmed education requirements.
43. Education officers have provided advice on a scale of provision of 240 dwellings per annum as set out in the Regulation 19 Local Plan and informed by housing trajectories provided by OWBC. For the cross-boundary strategic allocation with Harborough District Council at Land South of Gartree Road (Policy AP4 in the OWBC's Regulation 19 Local Plan), advice from Education has been based on an Urban and Civic School Trajectory from late 2025.
44. Education officers are of the view that the OWBC's Regulation 19 Local Plan embraces within policy wording the advice provided on education requirements arising from the proposed residential allocations in all respects other than for Land South of Gartree Road where the education requirements for the site are continuing to evolve.
45. Land South of Gartree Road (Allocation Policy 4) is a key allocation site which forms part of a cross-boundary development (with Harborough District) of 4000 homes in total. Positive master planning is considered essential to ensure that cross-boundary development is delivered within a consistent framework; to enable vision-led transport planning in accordance with the NPPF; to underpin the assessment of the development's impacts on infrastructure and services, including highways and transport, and education, and to demonstrate as to whether such impacts can be mitigated; to avoid land-locking development

elsewhere in the Strategic Growth Plan Priority Growth Corridor and to ensure improvements are made to multi-modal transport connectivity around the south and east of Leicester in the interests of achieving sustainable development. The County Council has consistently advised on the importance of this site as a 'gateway' to the delivery of the Strategic Growth Plan.

Matters Concerning Unmet Housing Need

46. Consideration of the OWBC's Regulation 19 Local Plan within the context of the guidance provided in the NPPF indicates that the Local Plan does not provide for the scale of housing provision indicated within the Plan period. Provision should be made for objectively assessed need as per the Standard Method published alongside the NPPF in December 2024. For OWBC this would entail the Local Plan providing for 389 dwellings per annum (dpa) (6,613 homes over the plan period) rather than 240 dpa (4,080 homes over the plan period), a difference of 149 dpa. This difference has been declared by OWBC as an unmet need.
47. Ideally, increased housing provision should be sought in the Regulation 19 Local Plan. However, an exception is sought in recognition of the geographically constrained size and the nature and character of OWBC; past annual housing completions achieved; the importance of access to key services in Leicester City for communities within OWBC and in Harborough District and Blaby District; the natural and built assets located within OWBC; and the transport challenges increased housing provision presents, which all point to the consideration of taking a longer-term view.
48. This longer-term view would look to take forward evidential work on a 'greater than district' geographic scale to identify long-term solutions across the HMA as agreed by the County Council's Cabinet in December 2025. This evidence would inform the preparation of the first SDS for Leicester, Leicestershire and Rutland.
49. The LTA has considered the draft Local Plan as presented to it. It does not intend to do any work of its own to demonstrate whether and if more than 240 homes per annum could be provided for and neither has it raised this as a matter in its proposed consultation response set out in this report. It also does not consider that seeking further transport work to be undertaken in this regard would be the most beneficial way forward, rather the most beneficial way forward is as set out below in paragraphs 50 to 54.
50. Regarding education matters, County Council officers have been working collaboratively with OWBC to identify education solutions on the basis of the future SDS and the 240 dpa as set out in the draft Local Plan. Any deviation from this overall figure, proposed location of development and/or alterations to housing trajectories would require consideration from officers, with any impacts and potential solutions needing to be fully assessed. This work has not been undertaken to date.

51. Under the presently prevailing spatial planning arrangements in Leicester and Leicestershire, this would represent an unmet housing need of potentially up to 149dpa (i.e. 389-240dpa). However, further to the Strategic Spatial and Transport Planning report to the Cabinet in December 2025, the County Council is working with Leicester City Council and Rutland County Council to take forward the development of an SDS.
52. A key reason as to why the Government has introduced SDSs as part of its wide-ranging planning reforms, is that delivering the housing need in England cannot be met without planning for growth on a larger than local scale, and that a nationally consistent system is needed to address the problem and set a planning framework that provides for the amount of development the Country needs. SDSs thus enable planning over a greater spatial area than a Local Plan based on a district boundary. Specifically in respect of OWBC, that means a Leicester, Leicestershire and Rutland SDS would not start from the position of attempting to allocate 390dpa in such a small, land-availability and infrastructure availability constricted area as OWBC.
53. Instead, informed by evidence, such as the scheme identification and development work approved by the Cabinet in December 2025, the development of the SDS will provide for the opportunity to plan for meeting the area's housing and other needs, including enabling infrastructure such as transport and education provision, in a holistic way across the entire Leicester, Leicestershire and Rutland area. Thus, the concept of an unmet housing need at a district level would no longer exist.
54. The Government has yet to make clear how the transition from current rounds of Local Plans (adopted and emerging, such as the OWBC's Local Plan), to a future SDS will work in practice. Nevertheless, it seems clear that Local Plans will not run for the full course of their intended lifetime, such as until 2042 in the case of the OWBC's Local Plan. Although the LTA's formal Regulation 19 response does not explicitly acknowledge this, nevertheless the response is implicitly based on the assumption that the Local Plan will have a relatively short shelf life; hence why, the LTA's view is that it would be most beneficial to focus time and resources on, amongst other things, taking forward evidential work to identify and underpin delivery of longer-term strategic transport interventions that address the current lack of orbital transport connectivity to the south and east of the City of Leicester (this is opposed to expending time and resources on more granular evidence work to establish more definitively the extent of any 'OWBC unmet housing need').
55. Until the SDS supersedes the Local Plans across Leicester, Leicestershire and Rutland, over that relatively short-term the mitigation of the transport impacts of growth on OWBC will be focused around bringing forward improvements to active travel, reflecting the South Leicester Area Cycling and Walking Infrastructure Plan; sustainable travel, including to reflect the Leicestershire Bus Service Improvement Plan and the approach taken to recent service reviews across Leicestershire; highway capacity improvements where necessary and achievable; and ensuring the Local Plan at the least does not fetter the bringing forward of longer-term strategic transport interventions and

ideally, wherever possible, actively enables the provision of such. Once again, this position is reflected in the LTA's formal Regulation 19 responses, such as that Main Modifications are required to the Local Plan that set out a clear and coherent policy basis (that is to set out a clear overall 'transport strategy') for seeking to limit the impacts of future growth on the OWBC's road network (and more widely).

56. However, the County Council recognises that should OWBC submit the Local Plan and its associated evidence base for Examination in Public as they stand, it will ultimately be for the appointed Inspector(s) to determine whether there is a substantive evidence base to justify the OWBC's conclusion that it is unable to meet its LHN as calculated by the national standard method, based solely on highway reasons. In the transitional period between plan-making systems and the emergence of SDS, it is unknown what guidance, if any, Inspectors have been given by the Planning Inspectorate. It is thus unknown at this stage how this Local Plan's Inspector will respond to the County Council's position. The County Council is aware that other Local Plans within the HMA have been submitted or are in later stages of development. There are therefore risks, but nevertheless at this stage the approach set out in this report, is considered to be the most positive and appropriate one in the circumstances.
57. In a circumstance where the Inspector(s) was (were) to determine that the evidence was not sufficiently substantive, and more granular work was then to be pursued, whilst the LTA is not speculating on its outcomes, it would need to include a more focused assessment of junctions along key corridors through OWBC, in particular, the A6 and A5199 corridors. Additional data collection (traffic surveys) would be required, and a detailed traffic model of OWBC would need to be built. This would enable a more granular assessment of junctions' performance in terms of their individual capacities and the interactions of queues and delays between them.

Next Steps

58. It is the view of the County Council that the Local Plan in its current form fails to meet the NPPF test of soundness in terms of being effective, consistent with national policy and positively prepared. It is anticipated however, that continued liaison between the County Council and OWBC has the potential to lead to a set of appropriate and satisfactory Main Modifications being agreed, including with regards to Allocation Policy 4 on Land South of Gartree Road Strategic Development Area, and more broadly, the setting out of a clear and coherent policy basis for seeking to limit the impacts of future growth on the OWBC's road network.
59. The County Council will continue to engage with OWBC and other partners in the Leicestershire HMA in seeking to agree to the most appropriate approach to addressing the OWBC's declaration of an unmet housing need.
60. The County Council will also continue to work with OWBC, and other partners where cross-boundary implications are relevant, to agree Main Modifications to the Local Plan as part of the examination process.

Equality Implications

61. There are no equality implications arising directly from the recommendations in this report.

Human Rights Implications

62. There are no human rights implications arising directly from the recommendations in this report.

Environmental Implications

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

Partnership Working and Associated Issues

64. The County Council works closely with the Leicester and Leicestershire Strategic Planning Partnership, which includes OWBC, the other six district councils in Leicestershire, Leicester City Council and the Leicester and Leicestershire Business and Skills Partnership.

Background Papers

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 16 December 2025: Strategic Spatial and Transport Planning

<https://bit.ly/4s1h1Lj>

Report to the Cabinet on 7 February 2025: Response to the Oadby and Wigston Local Plan (2020-2041) Regulation 19 Pre-Submission Consultation Draft

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

Report to the Cabinet on 3 February 2026: Leicester and Leicestershire Authorities – Statement of Common Ground Relating to Housing Distribution

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

Appendix

Response to Oadby and Wigston Regulation 19 Pre-Submission Consultation Draft Local Plan (2025 – 2042) – April 2026

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