

**MEETING OF THE CABINET**

**TUESDAY, 24 MARCH 2026**

**ADDITIONAL PAPERS**

## **CONTENTS**

<b>Item</b>		<b>Pages</b>
7.	<b>LEGACY FUND GRANT</b>	
	March 2026 - Scrutiny comments table for Cabinet - Legacy Fund Grant - from Corp SC	3 - 6
8.	<b>STENSON SQUARE GARDENS - PRESENTATION OF DESIGNS POST PUBLIC ENGAGEMENT AND APPROVAL TO FUND AND SUBMIT PLANNING APPLICATIONS</b>	
	Addendum Cabinet item 8	7 - 8
9.	<b>FREEPORT – CHANGE OF ACCOUNTABLE BODY</b>	
	Additional Paper - EMF transfer of accountable body	9 - 10
11.	<b>LEICESTER &amp; LEICESTERSHIRE AUTHORITIES STATEMENT OF COMMON GROUND – STRATEGIC DISTRIBUTION</b>	
	Cabinet 24March25 Update Sheet_ St B8 SoCG Update FINAL 12 03 26 (PDF) Extract of Local Plan Committee Minutes - 18 March 2026	11 - 22
13.	<b>BIODIVERSITY DUTY REPORT</b>	
	March 2026 - Scrutiny comments table for Cabinet - Biodiversity	23 - 24

## LEGACY FUND GRANT AND CLOSED CHURCHYARDS/CEMETERIES GRANT SCHEME

Comments on the Legacy Fund Grant and closed Churchyards/Cemeteries Grant Scheme report made by Corporate Scrutiny Committee at its meeting on 19 March 2026

Date considered by Cabinet: 24 March 2026

	Comments/recommendations from scrutiny	Advice provided by officers at the Scrutiny meeting	Cabinet response
C1	<b>Legacy fund:</b> Members welcomed the scheme and recognised the positive opportunity for communities across the district. The significant amount of work by officers in developing the framework was also acknowledged and the transparency of scoring was welcomed.	Officers confirmed the scheme was designed to be robust, fair and aligned to strategic priorities.	
C2	<b>Scale of funding:</b> some concerns were raised that limiting the grant to £250k would be problematic to the delivery of larger scale projects such as the Ashby Canal restoration. There was a risk that funding would not achieve meaningful outcomes.	The Portfolio Holder confirmed that the cap was to ensure the fund was distributed fairly across the district rather than being exhausted by a few large schemes. It was also confirmed that there was the ability to review or enhance funding levels in the future should the opportunity arise.	
C3	<b>Governance and decision making:</b> Members sought clarity on 'enhanced due diligence' and 'member oversight' as referenced within the scheme. Some initial concern was raised around the approval of grants by Cabinet. Comments were also raised about reputational risk if funding decisions were perceived as unfair or politically influenced.	Officers clarified the process which would be undertaken by officers and signed off by Cabinet, for those grants over a certain threshold, in accordance with the award of grants withing the Council's Constitution. It was confirmed that it would be the Members role to set the framework, not determine individual awards. It was acknowledged that any conflicts of interest would be managed through the Code of Conduct.	Agenda Item 7.

C4	<p><b>Cross-party oversight and transparency:</b> Members sought clarity on the process regarding cross-party oversight. They also felt that the scoring of applications should be published so that unsuccessful applicants could understand outcomes.</p>	<p>Officers confirmed that the reference to cross-party oversight would be provided via the scrutiny process. The commitment to transparency was supported by officers and the portfolio holder but further checks on data protection considerations would be required before publishing full scoring information.</p>	
C5	<p><b>Potential bias towards larger organisations:</b> Concerns were raised that the grant scoring criteria could unintentionally favour larger established organisations and disadvantage smaller community groups. Members stressed the importance of ensuring equitable access across communities.</p>	<p>Officers acknowledged concern as a valid point and would be considered by Cabinet before final approval.</p>	
C6	<p><b>Application process:</b> Members felt strongly that support should be available for inexperienced or new groups, who had not applied for a grant during the application process.</p>	<p>Officers confirmed that support would be provided and groups will be given sufficient preparation time as part of the process. Officers would ensure clear communication and guidance to accompany the launch of the scheme.</p>	
C7	<p><b>Staffing and administration:</b> Members questioned if the allocated funds for administering the fund was sufficient and if the new community focus officer role would be absorbed entirely by administering the scheme. They felt this role should be undertaking community focus work which was the intention of the new post within the budget.</p>	<p>Officers confirmed the administrative arrangements were still being developed and the capacity would be reviewed once the demand was understood. The Portfolio Holder gave assurances that adequate resources would be provided.</p>	

<b>C8</b>	<b>Closed Churchyards and cemeteries grant:</b> Clarification was sought on application timelines and communication with parishes.	Officers confirmed that the details were still being developed. It was confirmed that officers would engage with parish clerks and issue clear guidance once the scheme was finalised.	
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**CABINET, TUESDAY 24 MARCH 2026**

**ADDENDUM TO AGENGA ITEM 8 – STENSON SQUARE GARDENS**

Since the publication of the Cabinet agenda recommendations 3,4 and 5 have been amended to include reference to approval of a sum of £276,258 moving from the development pool to the active pool.

The revised recommendations should read as outlined below (red text where change from report pack recommendations).

**THAT CABINET**

**1) NOTES THE FEEDBACK FROM THE COMMUNITY ENGAGEMENT SESSION CARRIED OUT 8 OCTOBER 2025**

**2) CONSIDERS THE COMMENTS AND RECOMMENDATIONS OF THE COMMUNITY SCRUTINY COMMITTEE ON 25 FEBRUARY 2026**

**3) APPROVES THAT A SUM OF £276,258 IS MOVED FROM THE DEVELOPMENT POOL TO THE ACTIVE PROGRAMME IN THE CAPITAL PROGRAMME AS OUTLINED IN SECTION 4.0 OF THE REPORT**

**4) AGREES TO APPOINT ARUP TO PROVIDE DESIGN SERVICES FOR RIBA STAGE 4 OF THE STENSON GARDENS PUBLIC REALM PROJECT TO A POINT WHERE TENDERS FOR CONSTRUCTION HAVE BEEN OBTAINED WITHIN THE AGREED BUDGET OF £276,258**

**5) DELEGATES AUTHORITY TO THE DIRECTOR OF PLACE (IN CONSULTATION WITH THE PORTFOLIO HOLDER) TO APPOINT CONSULTANTS TO PREPARE AN OUTLINE PLANNING APPLICATION FOR THE FORMER COUNCIL OFFICES SITE WITHIN THE AGREED BUDGET OF £276,258**

**6) DELEGATES AUTHORITY TO THE DIRECTOR OF PLACE (IN CONSULTATION WITH THE PORTFOLIO HOLDER) TO SUBMIT AN OUTLINE PLANNING APPLICATION FOR PLANNING CONSENT FOR RESIDENTIAL USE ON THE FORMER COUNCIL OFFICES SITE**

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Likely to contain exempt information under paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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**Cabinet**

**24 March 2025**

**UPDATE**

**Item 11 – Leicester & Leicestershire Authorities Statement of Common Ground – Strategic Distribution**

Appendix A of this item contains the Statement of Common Ground (SoCG) itself.

Subsequent to the publication of the agenda papers, a final version of the SoCG was circulated to the Leicester and Leicestershire authorities. This final version is appended to this update note.

The final version includes the following **minor** updates **which do not affect its substantive content**:

- a) the title has been updated from January to March 2026
- b) a weblink to the previous 2021 SoCG has been deleted from paragraph 3.1 as it is not currently available on the Strategic Growth Plan website
- c) A weblink to the Need and Apportionment Study has been added to paragraph 4.3
- d) 'Appendix 2 - Updated Monitoring Data' is now fully populated
- e) Figures from Table A in Appendix 2 have been inserted into paragraph 4.5

There is **no change** to the report recommendation as a result.

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## **Leicester & Leicestershire Authorities - Statement of Common Ground relating to Strategic Warehousing Need (March 2026)**

### **1.0 The Leicester and Leicestershire HMA and FEMA**

- 1.1 The Leicester and Leicestershire Housing Market Area (HMA) and Functional Economic Area (FEMA) covers the administrative areas of eight local planning authorities and two highways and transport authorities. The eight local planning authorities responsible for plan making are:
- Blaby District Council
  - Charnwood Borough Council
  - Harborough District Council
  - Hinckley & Bosworth Borough Council
  - Leicester City Council (Unitary)
  - Melton Borough Council
  - North West Leicestershire District Council, and
  - Oadby & Wigston Borough Council.
- 1.2 The two upper tier authorities in Leicester and Leicestershire (L&L), with statutory responsibilities for highways, transport, education, social care, flooding, minerals & waste planning and public health are:
- Leicester City Council (Unitary), and
  - Leicestershire County Council.
- 1.3 This Statement has been prepared jointly by the eight plan making authorities and Leicestershire County Council as an additional signatory given their statutory responsibilities, hereafter referred to as “the Authorities”. The Map in Appendix 1 shows the location and administrative areas covered by this statement. The [Housing & Economic Needs Assessment 2022](#) (HENA) identifies this area as the Leicester & Leicestershire HMA and FEMA.

### **2.0 Purpose**

- 2.1 In accordance with Paragraph 25 of the NPPF (2024) the key strategic matters addressed in this statement are: the Duty to cooperate and joint working, the L&L strategic warehousing floorspace need to 2046 and the apportionment of strategic warehousing need up to 2046.

### **3.0 Background and Context**

- 3.1 In 2021 the Authorities published Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change (2021) which informed an agreed Leicester & Leicestershire Authorities - Statement of Common Ground relating to Strategic Warehousing & Logistics Need (September 2021). The 2021 SoCG set out the L&L need for strategic warehousing at the time and next steps to ensure the needs of the sector are appropriately planned for, including the following:

*“The Authorities remain committed to cooperating on strategic cross boundary matters, including agreeing the distribution of large warehousing need”*

- 3.2 This SoCG (2026) replaces the previous SoCG (2021) capturing the outcomes of the further joint work and agrees the apportionment of strategic warehousing need

across L&L for further testing through plan-making. This Statement will be reconfirmed and updated as necessary.

3.3 Strategic Warehousing facilities are defined as those units with floorspace equal to or greater than 9,000 square metres (sqm) in total.

#### 4.0 **Key Strategic Matters on Which Authorities Agree**

##### Duty to Cooperate and Joint Working

4.1 The Authorities agree there is a long track record of effective joint working on strategic matters across L&L. The authorities have continuously engaged with each other on the strategic matters set out in this Statement and through the preparation of local plans across the area. This commitment is most clearly evidenced through:

- The continued function of the L&L Members Advisory Group and Strategic Planning Group,
- The joint preparation of evidence including Warehousing & Logistics in L&L Managing Growth and Change (2021) and L&L Strategic Distribution Floorspace Need Update and Apportionment (2025),
- The agreement of a Joint Statement of Common Ground relating to strategic warehousing and logistics need (Sept 2021), and
- The preparation of this Statement.

4.2 More information and details of engagement will be set out in individual authorities' Duty to Cooperate Statements (or equivalent) that accompany local plans. Authorities will continue to work jointly on an ongoing basis.

##### L&L Strategic Warehousing Need to 2046

4.3 The Authorities agree the [Leicester & Leicestershire: Strategic Distribution Floorspace Needs Update and Apportionment \(Oct 2025\)](#) (hereafter referred to as 'the Study') is the most up-to-date cooperatively produced evidence on the needs of the strategic warehousing sector to inform planning across L&L.

4.4 Based on the Study the Authorities agree that L&L needs to provide for 3,969,400sqm of additional floorspace between 2023 and 2046 (1,349,600sqm rail-served and 2,619,800sqm road-served), after allowing for land recycling, as per Table 1 below:

*Table 1: Supply-Demand Balance (2023-46) (sqm.)*

	Rail-Served	Road-Served	Total
Gross Need	5,256,000		
Land Recycling	-1,286,000		
Additional Floorspace Required	1,349,600	2,619,800	3,969,400
Completions 2023/24	0	112,500	112,500
Commitments April 2024	0	797,700	797,700
Balance	1,349,600	1,709,600	3,059,200

Source: Icenl 2025

- 4.5 The Study has a base date of 1 April 2023. After updating the monitoring to 1 April 2025 (see Appendix 2) the Authorities agree that this updated position leaves a balance of 1,349,600 sqm at rail-served sites and 1,692,174 sqm at road-served sites to be planned for to 2046. Appendix 2 will be updated annually.
- 4.6 To 2046 the Study identifies a (theoretical) maximum floorspace capacity across L&L as a whole of 5,905,500sqm compared to the additional floorspace required to 2046 of 3,969,400sqm.
- 4.7 The Authorities intend that the additional floorspace required of 3,969,400sqm of strategic warehousing floorspace (2023 – 2046) will be met in L&L. The Authorities are not aware of any unmet need from neighbouring areas for strategic warehousing floorspace that should be accommodated in L&L.

#### Apportionment of Additional Floorspace Required to 2046

- 4.8 The Authorities agree that the Study gives strategic guidance on the distribution of future growth and provides a basis and methodology for the apportionment of need which is robust and effective. The study sets out the apportionment by District / Borough as per Table 2 below:

*Table 2: Apportionment by District / Borough (Sqm)*

District / Borough *	Completions + Commitments		Residual Need Apportioned		Total	Apportionment incl. completions + commitments
	Rail	Road	Rail	Road		
North West Leicestershire	-	221,100	240,000	1,093,600	<b>1,554,700</b>	<b>39%</b>
Harborough	-	257,000	-	566,400	<b>823,400</b>	<b>21%</b>
Hinckley & Bosworth	-	327,000	-	428,800	<b>755,800</b>	<b>19%</b>
Blaby	-	105,100	650,000	0	<b>755,100</b>	<b>19%</b>
Charnwood	-	0		80,500	<b>80,500</b>	<b>2%</b>
<b>Total</b>	<b>-</b>	<b>910,200</b>	<b>890,000</b>	<b>2,169,200</b>	<b>3,969,400</b>	

Source: Icen analysis

\* District / Borough figures are made up of figures for more than one distinct Area of Opportunity (AO), in some cases.

- 4.9 The Authorities agree the figures in the total column of Table 2 are the agreed apportionment of strategic warehousing floorspace need for each authority for the period 2023-2046. These figures will be tested through each Local Planning Authority's plan making process. The rail served need for Blaby would need to be tested through the DCO process (see para 4.14-4.18 below).
- 4.10 The authorities are preparing plans with different plan periods and agree that the figures in Table 2 will be pro-rated based on the plan period of the relevant authority. Authorities not listed in Table 2 have been apportioned zero floorspace.

#### NWLDC Apportionment

- 4.11 NWLDC is preparing a new Local Plan for the period 2023-2042. Strategic warehousing sites have been identified for allocation in the Regulation 19 version of

the Local Plan<sup>1</sup>. There are sufficient, suitable sites to deliver c756,775sqm of floorspace, meeting the pro-rata apportionment figure for the A/M42 location but not meeting the pro-rata apportionment figures for the M1 J23a & J24/A50 J1 location and for the Bardon area (M1 J22) due to planning constraints and an insufficient supply of available, suitable sites at those locations.

4.12 NWLDC's intended approach is to:

- Allocate suitable sites for strategic warehousing, as described above
- Include a criteria-based policy for proposals on unallocated sites
- Re-evaluate the position when the new Plan is reviewed<sup>2</sup>. This would include an assessment of a) any newly available land in the locations where there is a shortfall; and b) any updated assessment of needs.

4.13 The authorities support and agree NWLDC's approach, which equates to a supply of 12 years (2024 to 2036) based on the pro-rata apportionment figures in Table 2 above. The Authorities agree this is an appropriate way forward in the context of the challenges of planning long-term for this sector, as outlined in para 5.1 below.

#### Hinckley National Rail Freight Interchange (HNRFI)

4.14 The Development Consent Order (DCO) for the HNRFI proposal, mostly located in Blaby District, was refused in March 2025. The DCO application was refused on the basis of most notably insufficient transport modelling evidence assessing the impacts at M1 J21/M69 J3: non-compliance with the road safety requirements; and the highways safety impacts on the village of Sapcote. However, the decision letter agrees that there is a need for the rail-served Proposed Development.

4.15 Whilst not undermining the scale of the issues for refusal, the Study does not dismiss this location and considers that a further application for the Strategic Rail Freight Interchange (SRFI) in the location could be submitted through the DCO process. The proposal could therefore still come forward within the Study period to 2046.

4.16 The Authorities agree that apart from this location and land around East Midlands Airport there are no further rail-served opportunities within the Study area. Given this and the continuing national policy support for SRFI's and the role they play in transferring freight from road to rail, the ability of this site to be rail-served needs to be retained and safeguarded for the future. Proposals for solely road-based strategic B8 floorspace through the Local Plan or speculative planning applications in this location would undermine the identified need for rail-based strategic B8 floorspace and will not be supported.

4.17 However, the Authorities agree that any fresh DCO application must overcome technical challenges, for a strategic rail-served facility meeting the definition of a SRFI, to be an appropriate approach in this location.

4.18 This Statement does not infer support from the relevant Local Authorities for a future rail-served strategic B8 proposal in this location. Each authority will respond to any proposal, through the NSIP/DCO process as appropriate.

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<sup>1</sup> North West Leicestershire DC's Local Plan Committee 19 November 2025

<sup>2</sup> In accordance with NPPF (Dec 2024) Para 34 reviews should be completed no later than 5 years from the adoption date of the plan.

## Transport

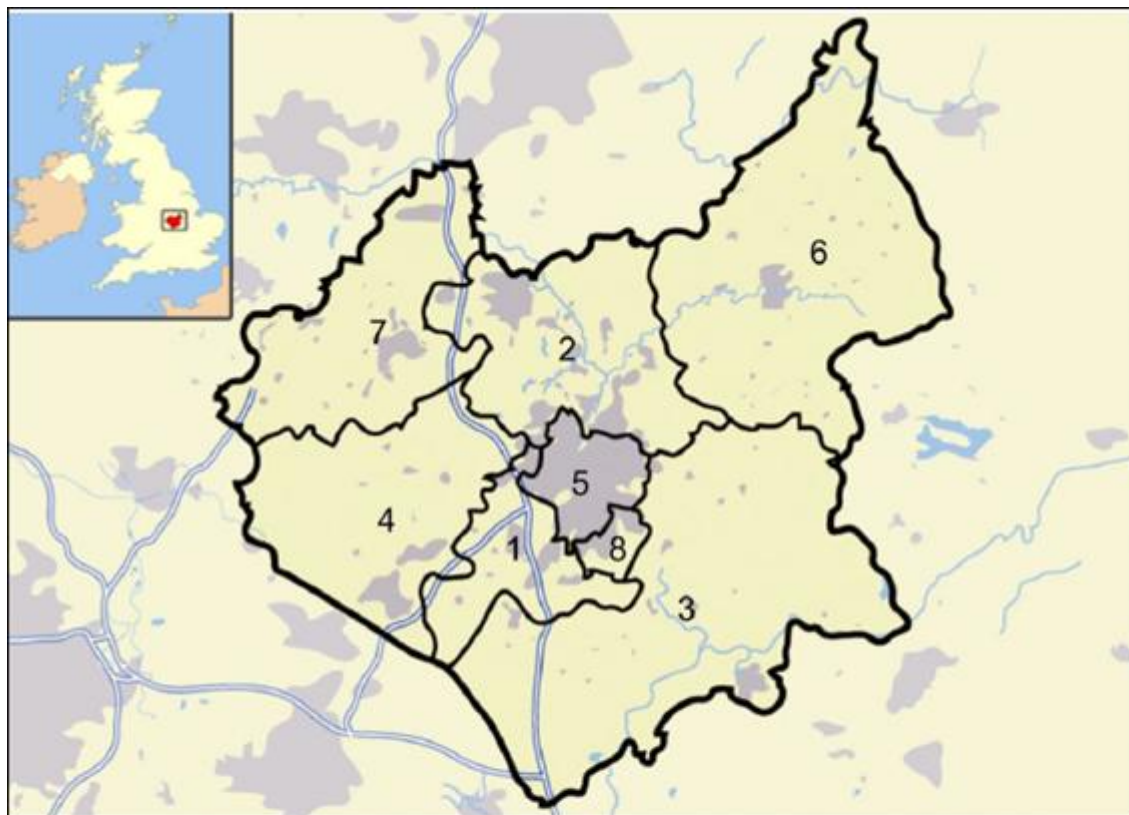
- 4.19 Leicestershire County Council, as the Local Highway Authority, has raised concerns about the ability of the County's road network, and in particular the Strategic Road Network (for which National Highways is the Highway Authority), to accommodate the quantum of strategic warehousing identified. However, it does not wish to frustrate the completion of this SoCG and instead reserves its right to pursue those concerns as appropriate if and when specific sites are brought forward through plan-making and/or as planning applications (including as Nationally Significant Infrastructure Projects - NSIP). The other authorities note and accept the County Council's position.
- 4.20 The authorities agree the ability of the county's road network, and particularly the Strategic Road Network, to accommodate the quantum of need will be challenging. The figures in Table 2 will therefore need to be tested through each Authority's local plan making process (and DCO process, as appropriate) with the involvement of the relevant transport authorities.

## **5.0 Maintaining and Updating this Statement**

### Planning for Future Needs to 2046

- 5.1 Planning for the future needs of this sector is particularly difficult because it is dynamic and operates on a much wider scale than L&L. Opportunities for development are linked to investment in the Strategic Road Network (SRN), with often limited long-term visibility of sites and it also involves sites that come forward through the separate NSIP/DCO process. All this means it can be challenging to make extended forecasts about long-term need.
- 5.2 The Authorities remain committed to cooperating on a plan-led approach to meet need (as set out in para 4.4). The Authorities agree:
- To test their respective apportionment figures (pro-rated) through their Local Plan preparation,
  - To continue to jointly monitor progress in site allocation, consents and delivery at the L&L level, annually,
  - That they, or successor authorities, will review and update the L&L strategic warehousing wide need and apportionment evidence as appropriate.
- 5.3 A new local planning system will be introduced early in 2026 together with the introduction of Spatial Development Strategies (SDS) through which growth related to strategic matters, such as strategic warehouses, will be distributed across a geography that is yet to be determined. The formal duty to produce a SDS is expected in Spring 2026 through secondary legislation, following royal assent of the Planning and Infrastructure Act.
- 5.4 Government is seeking full coverage of up-to-date local plans, and the local plans scheduled for submission by 31 December 2026 are at an advanced stage of preparation. The Authorities agree that the figures set out in Table 2 (pro-rated) will be tested through each Local Authority's local plan process.
- 5.5 The Authorities agree the Duty to Cooperate and joint working is an ongoing process. The process for updating and maintaining this Statement is outlined in Paragraph 5.2 and will be managed through ongoing joint work between the Authorities.

## Appendix 1 – Location and Administrative Areas



### Key to Map Two

- |  |   |
|--|---|
| 1. Blaby District Council                | 5. Leicester City Council                     |
| 2. Charnwood Borough Council             | 6. Melton Borough Council                     |
| 3. Harborough District Council           | 7. North West Leicestershire District Council |
| 4. Hinckley and Bosworth Borough Council | 8. Oadby and Wigston Borough Council          |

## Appendix 2 – Updated Monitoring Data

### Table A: Supply-Demand Balance (2023-2046) at 1 April 2025

	Rail-Served	Road-Served	Total
Gross Need	5,256,000		
Land Recycling	-1,286,000		
Additional Floorspace Required	1,349,600	2,619,800	3,969,400
Completions 2023/24	0	112,536	112,536
Completions 2024/25	0	18,580	18,580
Commitments April 2025	0	796,510	796,510
Balance	1,349,600	1,692,174	3,041,774

Source: Icenl, updated by LPA Monitoring 2024/25.

### Table B: Supply by District / Borough (2023-2046) (sqm) at 1 April 2025

District / Borough*	A	B		C		D		E		F		G	
	Total (from Table 2)	Completions 23/24		Completions 24/25		Commitments at 1 April 2025 project for delivery to 2046		Allocations in an adopted Plan #		Emerging allocations in a Reg19 plan #		Balance	
		Rail	Road	Rail	Road	Rail	Road	Rail	Road	Rail	Road	Rail	Road
NWLDC	1,554,700	0	0	0	18,580	0	203,047	0	0	0	0	240,000	1,093,073
HDC	823,400	0	59,342	0	0	0	197,696	0	0	0	340,000	0	226,362
H&BBC	755,800	0	53,194	0	0	0	273,767	0	0	0	0	0	428,839
BDC	755,100	0	0	0	0	0	122,000	0	0	0	0	650,000	-16,900
CBC	80,500	0	0	0	0	0	0	0	0	0	0	0	80,500
Leicester	0	0	0	0	0	0	0	0	0	0	0	0	0
MBC	0	0	0	0	0	0	0	0	0	0	0	0	0
O&WBC	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,969,400	0	112,536	0	18,580	0	796,510	0	0	0	340,000	890,000	1,811,874

\* District / Borough figures are made up of figures for more than one distinct Area of Opportunity (AO), in some cases.

# Without planning consent

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EXTRACT of MINUTES of a meeting of the LOCAL PLAN COMMITTEE held in the Stenson House, London Road, Coalville, LE67 3FN on WEDNESDAY, 18 MARCH 2026

Present: Councillor J G Simmons (Chair)

Councillors M Ball, A Barker (substitute for Councillor C A Sewell), D Bigby, P Lees, J Legrys, R L Morris, P Moulton, L Windram and M B Wyatt

In Attendance: Councillor R Sutton

Officers: Ms J Althorpe, Mr B Dooley, Mr C Elston, Mrs C Hammond, Mr T James and Ms S Lee

#### **43 APOLOGIES FOR ABSENCE**

Apologies were received from Councillor S Lambeth and Councillor C Sewell for whom Councillor A Barker was a substitute.

#### **44 DECLARATION OF INTERESTS**

In accordance with the Code of Conduct, members declared the following interests:

All members declared that they had been lobbied without influence by Councillor R Sutton on all items on the agenda.

#### **48 LEICESTER & LEICESTERSHIRE AUTHORITIES STATEMENT OF COMMON GROUND – STRATEGIC DISTRIBUTION**

The Principal Planning Policy Officer presented the report.

At the request of a member, it was minuted that they were not supportive of the draft Statement of Common Ground (SoCG), as it was believed it required further investigation due to the negative impact it would have had on the rural parts of the District. It was added that the Council had worked collaboratively with only two of the seven councils that border the District on the SoCG, which left many areas which the Council did not have much detail on to inform the SoCG. It was emphasised that further investigation should have been carried out before members could have made a well-informed decision.

During discussion, members agreed that it was important to maintain the rural identity of the District but commented that, due to Local Government Reorganisation, it was important to get the Local Plan finalised by the end of the year. It was mentioned that, subject to the officers having the resources once the Local Plan had been submitted, the points raised by members could have been investigated.

Members were thanked for their comments which were to be considered by Council at their meeting on 12 May 2026.

#### **49 LEICESTER & LEICESTERSHIRE AUTHORITIES STATEMENT OF COMMON GROUND – HOUSING DISTRIBUTION UNDER THE NEW STANDARD METHOD**

The Principal Planning Policy Officer presented the report.

A discussion was had during which several questions of clarity were addressed by the planning policy officers. Members expressed concern over whether Oadby and Wigston Borough Council could have met their own housing need and what implications this would have had on this process and the Local Plan.

The Principal Planning Policy Officer responded that, in the event their housing needs were not met, Oadby and Wigston Borough Council would have to have justified their unmet need.

Members were thanked for their comments which were to be considered by Council at their meeting on 12 May 2026.

## BIODIVERSITY DUTY REPORT

Comments on the Biodiversity Duty Report made by Corporate Scrutiny Committee at its meeting on 19 March 2026

Date considered by Cabinet: 24 March 2026

	Comments/recommendations from scrutiny	Advice provided by officers at the Scrutiny meeting	Cabinet response
C1	<b>Local Biodiversity Net Gain (BNG):</b> Members welcomed the commitment that BNG should be delivered locally rather than offset through distant sites. Concerns were raised about the national approach to 'offsetting' and were keen to avoid this.	Officers explained BNG mitigation process is subject to a hierarchy for mitigation starting with on-site being the preference, and confirmed the scheme was designed to incentivise local delivery. They noted that developers were generally keen to provide biodiversity gains on or as near to their sites as possible.	
C2	<b>Strategic Biodiversity:</b> Reference was made to the UK's international commitment to protect 30% of land and sea by 2030 ('30 by 30') and it was suggested that this could be used as a guiding principle locally.	Officers acknowledged the comment.	
C3	<b>Reporting periods/future reporting:</b> Members queried the length of the next reporting period as the legislation allows a future report to be published at any point in the next five years.  Concerns were raised that this could mean a long gap before a report is published especially considering the upcoming Local Government Reorganisation.	Officers confirmed that timelines for future reporting had not yet been agreed, but this was something cabinet would confirm.  It was noted that progress could be communicated through existing council reporting processes.  In light of these comments officers suggest an additional recommendation to provide clarity :	

		4. AGREES THE NEXT REPORTING PERIOD FOR THE NEXT BIODIVERSITY DUTY REPORT TO BE FROM 1 JANUARY 2026 TO 31 DECEMBER 2030.	
<b>C4</b>	<b>Measuring success:</b> Members questioned how success would be measured, and it was suggested that Key Performance Indicators (KPI's) be introduced.	Officers confirmed that BNG was currently measured/reported through a KPI in the planning service, and this would continue. Measuring/reporting on wider actions is something that could be considered.	