



Leicester  
City Council

## MINUTES EXTRACT

Minutes of the Meeting of the  
STRATEGIC PLANNING AND REGENERATION SCRUTINY COMMITTEE

Held: THURSDAY 20 JUNE 2002 at 5.30pm

P R E S E N T :

Councillor Hunt - Chair  
Councillor Soulsby - Labour Spokesperson

Councillor Blackmore (for Cllr. Henry)      Councillor Sood  
Councillor Hunter                                      Councillor Thomas

ALSO PRESENT:

Councillor Kavia - Cabinet Lead Member for Strategic Planning and Regeneration

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**1. DECLARATIONS OF INTEREST**

Members were asked to declare any interests they may have in the business to be discussed and/or indicate that Section 106 of the Local Government Finance Act 1992 applied to them.

There were no declarations made.

**8. SUPPLEMENTARY PLANNING GUIDANCE: VEHICLE PARKING STANDARDS ENERGY EFFICIENCY & RENEWABLE ENERGY IN NEW DEVELOPMENTS**

The Service Director, Planning and Sustainable Development submitted a report seeking the views of members on the proposed amendments to the Draft Supplementary Planning Guidance (SPG) on "Vehicle Parking Standards" and "Energy Efficiency and Renewable Energy in New Developments".

Vehicle Parking Standards

Members of the Committee commented about the absence of parking standards for park and ride car parks and whether this was fully compatible with Council policy on bus lanes and park and ride facilities. Officers in reply stated this Guidance complemented the Local Transport Plan, It was also expected that new large developments would need to produce travel plans to

show how they intended to reduce car travel as well as meet the parking standards. This may also include contributions to park and ride schemes.

The representation from Wyggeston and Queen Elizabeth 1 College regarding the level of cycle parking raised a number of issues. It was felt that for schools and colleges to achieve the level of cycle journeys, the target would not be feasible unless the Council provided a more coherent network of cycle paths. Officers noted the safer routes scheme in Evington was working well and had reduced car journeys to school; it was also intended to cover the City in similar cycle networks although there was a high cost to do this and would therefore take a number of years before this happened.

Members of the Committee recognised the difficulties of implementing such transport schemes due to cost and ensuring that parents feel it is safe to let their children cycle to school. Officers from the Environment, Regeneration and Development and Education Departments commented on the need to work together to achieve this, partly through consultation with parents and through working with children.

Members of the Committee commented further that there was a good opportunity to plan now for linear cycle routes for any new schools that were to be built in the City in the future.

#### Energy Efficiency and Renewable Energy in New Developments

The Committee made a number of comments, as follows:-

- There was doubt whether 20% of the City's energy requirements could be from renewable sources by 2020.
- There was further potential for the use of solar technology at the Ashton Green development.
- Pollution from cars was made worse in high density areas with traffic calming creating health problems.
- There was not enough promotion of the use of energy efficient appliances / facilities. Examples were given, such as Council housing not making enough use of solar technology and Council vehicles not using alternatives to petrol.
- The document was welcomed, particular emphasis was given to developing south facing buildings like those in Krefeld.
- The use of combined heat and power plants was encouraged.
- There should be better promotion of the energy advice facilities available.

Officers in reply, stated that the 20% target by 2020 was being reviewed but it was noted there were a number of opportunities including the purchase of renewable energy that could assist with the target. Energy efficiency

opportunities under consideration for Ashton Green were its high density, good public transport facilities and possibly photovoltaic cells on roofs and / or district heating. The design brief for the development was currently under discussion. Area Traffic Control were undertaking a project currently, named HEAVEN which was looking at traffic pollution in higher density areas. There were opportunities being looked at for combined heat and power such as the use of heat from the Walkers factory to provide heat to the Ashton Green development. Officers agreed there was a need to advertise further the services of the Energy Advice Centre.

**RESOLVED:**

that the comments made by the Committee be submitted for consideration by Cabinet.