

## Appendix 3

### Record of minutes of Scrutiny Meetings - Reg 18 Consultation Sept to Dec 2020

12 <sup>th</sup> October 2020	Economic Development, Transport and Tourism
4 <sup>th</sup> Nov 2020	Housing

#### 1. Economic Development, Transport and Tourism - 20<sup>th</sup> October 2020

##### Responses in blue

- a) The need for more and better public transport particularly in areas of population growth and an infrastructure that enables and encourages more environmentally friendly transportation.

Due to the fact that the local plan is land use plan rather than a transport plan it has limited control over the provision of public transport. However, the local plan will be supported by a infrastructure assessment which will help set out priorities for infrastructure funding linked to growth. The council is also in the process of preparing a replacement local transport plan which will have shape the council's approach to transport priorities in the future.

- b) The enhancement of green public spaces particularly in areas of dense housing.

The local plan can safeguard sites and facilities, and contributions towards site enhancements can be secured. The requirement for development to provide Biodiversity Net Gain will help enhance existing green spaces as well as create new ones as part of new developments.

- c) The wisdom of designating scarce NHS land at the General Hospital site for new housing in view of the growing need for health services and beds, resulting from population increase and ageing. Land owned and being promoted by the NHS Trust. Planning does not have control over the scope of release of the land for development. Ongoing discussions with the NHS about this site.

Removed from housing allocations, but dialogue to continue on future use.

- d) The development of brown field sites including derelict and disused factory buildings for new employment and business opportunities and for other designated purposes.

Independent capacity work has been carried out to look at how we can maximise the use of brownfield within the CDA but at the same time respecting the important historical assets of the city and ensuring that the homes provided are reflective of the city's need.

- e) Enabling development measures designated to create more local jobs, green jobs and business start-ups.

Policies in the draft plan to facilitate new jobs through provision of new employment land and start-up businesses as well as protecting existing employment in residential areas to support local employment. Policies in the plan, particularly climate change and transport ( in

addition to objectives set out in the councils climate change action plan) will aim to ensure that jobs are as green.

- f) Ensuring that accessibility is a thread running through all parts of the Local Plan.

Accessibility is a key theme within the plan. The plan in particular promotes the principle of the '15 minute neighbourhood' which will aim to ensure that all major services are available within a 15 minute walk of where you live. The transportation chapter also has policies which promotes accessibility for all.

- g) Protecting family houses in areas where Houses in Multiple Occupation conversions are adversely impacting upon neighbourhood communities and heritage assets.

Policy Ho10 prevents concentrations of HMOs from developing and existing HMO concentrations from intensifying. Policy Ho09 prevents family houses within HMO Article 4 Direction areas from being converted to flats.

- h) Controlling the numbers of betting shops, massage parlours and food take- away establishments in neighbourhoods with vulnerable populations and/or levels of saturation.

**Betting shops:** Since 2014/ 2015 we have only received one application for a new betting shop. This was in 2021 and was on Granby Street. It involved the relocation of an existing betting shop to a new premises further down the street.

Numbers of physical betting shops are reducing in the City. The issue is going online. Planning policy is about preventing the proliferation of betting shops. If numbers are reducing in the city it will be difficult to demonstrate that there is a proliferation of betting shops. We would not have the evidence to support a more restrictive policy.

**Massage parlours:** Policy TCR05 seeks to direct Massage parlours to shopping centres (town district and local shopping centres where they would cause less disturbance to residential areas.

**Hot Food Takeaways:** Planning and Public Health have thoroughly explored and debated this issue in preparing the Local Plan. A policy would only apply to applications for new HFTs. Food delivery is radically changing the way people can access takeaways (e.g. uber, deliveroo). The physical location of the business is less of a factor in accessing high calorific food than in the past. No longer have to leave home to get a takeaway.

A restrictive policy around secondary schools – would only have a negligible impact on health & wellbeing

- i) That the Director of Planning, Development and Transportation be asked to forward the suggestion of establishing start-up and business development premises to relevant officers for consideration.

Policies within employment chapter address this issue – see e) above

## 2. Housing - 4<sup>th</sup> November 2020

- a) What percentage of the plan would be social housing as opposed to affordable housing or home ownership?

This Social housing will be met through the affordable housing contribution based on the housing mix evidence. Housing provided on council owned sites may be managed by social housing landlords. Affordable housing includes social rent and intermediate rent.

- b) Environmental groups had requested higher housing density in order to create more open space with 100 dwellings per hectare in the Central Development Area and 70 per hectare elsewhere. Additionally, would brownfield sites be developed before greenfield sites and was there any direction on creating housing in such a way as to discourage car use

Local plan suggests minimum densities of 75 dph in CDA and 35 dph elsewhere. This does not preclude schemes coming forward with higher densities subject to adhering to other policies in the plan.

The plan suggests both brownfield and greenfield sites to accommodate growth. However, the aim is that brownfield sites should be developed first subject to viability.

The Transport section in the plan encourages sustainable modes of transport.

- c) Was Student Accommodation built to the same standards as residential accommodation? It was desirable to avoid having to retrofit such accommodation with features such as insulation if they then required to have their use changed, as it had been suggested that such accommodation could be useful to single people within the city.

All new homes will be expected to meet the Nationally Described Space standards. Studios will be exempt from this.

- d) Are there any standards by which we can expect houses to generate some of their own energy.

Policy CCFR01 promotes all development to maximise opportunities to produce and use renewable energy on site, utilising storage technologies.

- e) The Council was constrained by the local plan and what the Government was insisting on. Constituents had expressed the desire for social housing rather than affordable housing as it was not seen as affordable despite its name. As the population grows more people would be unable to afford their own home and would rely on local authorities to provide housing. It was important to take health into the equation and the need for green spaces was seen as important. It was good that Brownfield sites were being considered before Greenfield sites, but further to this an area needs facilities for health and to help the environment

Please see response to (a).

f) How much land in the plan was owned by Leicester City Council? It has not yet been determined how much of the land would be private housing and how much would be social housing. Would the Council Housing Scrutiny and the Housing Lead have a role in determining this.

g) It was important not to lose green areas to housing particularly in Beaumont Leys Ward

All sites have been assessed against the provision of open space within each ward and area, this has been taken into account when allocating sites for development.

Open space is expected to be taken into account within any new development

h) Highways had caused problems on new developments as road layouts had not been consulted on properly. Local Ward Councillors knew their areas best, however, if a site was objected to, then an alternative should be put forward.

Whilst the local plan will set some priorities around transportation requirements, road layouts will ultimately be decided via negotiations with the local highways authority and the site developer. The local plan will require masterplanning for all major developments which will help create suitable highways layouts at an early stage and comments will be allowed on this once an allocation gets to planning application stage.

i) What was the expectation of replacing old housing with new housing

The plan policies do not preclude this.

j) There was a contentious space in Eyres Monsell Ward, and it had been difficult to steer the public towards answering the consultation rather than resorting to petitions and involving the media

Featherstone Drive Open Space – This has been removed from site allocations.

k) It was important for Councillors to engage with constituents as the plan would last for years once adopted.

Noted.