

STEVENAGE BOROUGH COUNCIL

**PLANNING AND DEVELOPMENT COMMITTEE
MINUTES**

Date: Thursday, 18 June 2020

Time: 6.30pm

Place: Virtual (via Zoom)

Present: Councillors: Simon Speller (Chair), Maureen McKay (Vice Chair),
Doug Bainbridge, Sandra Barr, Michelle Gardner, Jody Hanafin,
Lizzy Kelly, Graham Lawrence, John Lloyd, Graham Snell and
Tom Wren

Start / End Start Time: 6.30pm
Time: End Time: 7.00pm

1 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Apologies for absence were received from Councillors Liz Harrington and Sarah-Jane McDonough.

There were no declarations of interest.

2 MINUTES - 26 MAY 2020

It was **RESOLVED** that the Minutes of the meeting of the Planning and Development Committee held on 26 May 2020 be approved as a correct record and signed by the Chair.

3 19/00283/FP - BARNWELL SCHOOL

The Committee considered an application for the extension and resurfacing of playing courts, erection of 4 no. 8m high floodlights, installation of 4.5m high fencing and siting of storage container.

The application before the Committee was the same as that deferred at its meeting in March 2020. The purpose of the report was to provide further information in respect of the additional consultation that had been undertaken with local residents in respect of the hours of use following numerous objections and a call-in from Councillor Sarah Mead.

The Principal Planning Officer gave an introduction to the Committee and circulated a supporting statement from Mr Tony Fitzpatrick, Head Teacher of Barnwell Middle School.

The Committee was advised that following further consultation, the hours of use had been reduced to take into account the main reasons for objection from the residents and the application was now subject to a condition being imposed stipulating those

hours.

It was **RESOLVED:**

That planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
SSL 2587 03 Rev 04; SSL 2587 04 Rev 02; SSL 2587 07 Rev 02; SSL 2587 02 Rev 01; SSL 2587 06 Rev 01; SSL 2587 01; SSL 2587 02
2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
3. The approved hours of use as outlined in condition 4 shall be for a temporary period of 12 months only following first use of the facilities, the date of which shall first be notified in writing to the Local Planning Authority. On expiration of the 12 month period or before that date the hours of operation shall revert back to those of the school operating times.
4. The sports facility and its associated sports floodlights shall be operated in accordance with the approved Noise Management Plan and only during the following hours (excluding a 30 minute allowance for closure of the facilities after the specified times):

a) 08.30 and 19.00 hours Monday to Friday;
b) 10.00 and 15.00 Saturday.
5. No occupation shall commence of the enhanced games court until a community use agreement has been prepared and a copy of the completed agreement has been provided to the Local Planning Authority. The agreement shall apply to the sport facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review the Local Planning Authority. The development shall not be used at any time other than in strict compliance with the approved agreement.
6. The games court area in regards to surfacing, fencing and line markings shall be carried out in accordance with the approved details and specification as agreed by Sport England.

4 **20/00135/FPM - CAR PARK BOUNDED BY LYTTON WAY, DANESGATE AND LONDON ROAD, STEVENAGE**

The Committee considered an application for the new bus interchange including covered bus waiting area, ancillary accommodation building which consists of a café retail unit, shop mobility store, waiting area and toilet facilities, Lytton Way bus shelters and coach stands, associated vehicle hardstanding, public realm improvements, associated highway works and external stores on London Road.

The application was before the Committee for determination as the application was a major development and the applicant and landowner was Stevenage Borough Council.

The Principal Planning Officer gave an introduction to the Committee. The main issues for consideration in the determination of the application were its acceptability in land use policy terms, impact on visual amenity, impact on amenities, archaeology, parking provision, means of access and highway safety, trees and landscaping, impact on the environment, development and flood risk and ecology and protected species.

Officers advised that the proposed development would create an enhanced public transport hub with improved connections to Stevenage Train Station. As such, the proposal would help to encourage a modal shift away from the private car. The proposal would also meet the requirements of delivery of a new bus facility as part of the wider regeneration programme for Stevenage Town Centre. In addition, the site is in a sustainable location and utilises a brown field site in accordance with the Council's policies and would help to support the delivery of retail and office floorspace in the town centre as well.

With regards to visual amenity, officers considered that the proposal would deliver a high quality, contemporary design bus interchange and would create a landmark feature as viewed from Lytton Way. It would not, subject to a number of appropriate conditions, have a detrimental impact on the amenities of nearby residential properties. In addition, the committee was advised that through condition, the development should not have a detrimental impact on any potential archaeological remains. Officers also advised the committee that whilst the development would result in the loss of a public car park, there would be sufficient capacity within existing car parks such as St George's Way Multi-Storey which would absorb the loss of such parking.

Officers reported that the plans and transport assessment submitted with the application identified the vehicular access and egress into the site. It was also noted that there would be additional bays on Lytton Way outside of the Arts and Leisure Centre building. The scheme also incorporates a new Toucan crossing across Lytton Way to connect the bus interchange with Stevenage Train Station. This new crossing would require the narrowing of Lytton Way to two lanes at the point of the crossing allowing pedestrians to safely cross the dual carriageway. Pedestrians would also still be able to use the footbridge and route through the Leisure Centre. The Committee was advised that the Highways Authority raised no objection to the development.

The Principal Planning Officer also advised the Committee that whilst some existing trees had been removed, sufficient replacement planting would be provided via a landscaping strategy which would be secured by a condition. The Committee was also advised that there would be, subject to conditions, no issues with contamination, would have an acceptable drainage strategy and it would not harm any local ecology or wildlife.

Members expressed concern regarding the safety for pedestrians using the Lytton Way crossing. Officers confirmed that safety aspects including those for pedestrians and also ensuring that buses were able to wait safely and not obstruct or interfere with the proposed crossing would be considered as part of the Section 278 agreement under the Highways Act 1980 between the applicant and Hertfordshire County Council.

In response to a question regarding provision for cyclists, officers confirmed that there would be improved access for cyclists in and out of the development with extensive improvements to the public realm. In relation to the additional storage area under the footbridge which runs up to the Arts and Leisure building officers confirmed that this was to replace the storage being lost which was currently provided within shipping containers and these are to be removed as part of the development proposal. Pedestrian and cycle access would remain in this area.

In relation to parking provision, it was noted that the 14 disabled parking bays which were positioned on Old London Road would be replaced by six new spaces at the northern end. Although a reduction in spaces, the proposed scheme would be more accessible to users with a disability with the provision of a disabled toilet and a Shop Mobility unit. In addition there are also disabled parking facilities across the Town. In relation to general car parking availability members were advised that there was still capacity throughout the town centre despite the reduction in numbers immediately around the proposed development. Concern was expressed that there was a potential for town centre overspill parking which could affect some parts of Bedwell Ward. Officers advised that in response to a suggestion by members they would look into the possibility of a potential CIL and/or S106 contribution towards a residents parking permit scheme in the area for future town centre developments.

The Committee was informed that following consultation with the Council's Arboricultural Manager, no concerns had been raised with regard to the required removal of trees and vegetation subject to a proposed landscaping strategy which would help to compensate for the removed trees. In response to a question, officers confirmed that a number of trees had already been removed from the site and although acceptable to the Arboricultural Manager the issue of the early removal of the trees would be addressed with the relevant Council department.

In response to a question officers advised that although this application was not a carbon neutral development, the nature of the application would help the Council's aspirations to become a carbon neutral town by 2030.

Officers also agreed that although this development was to be considered on its own merits, that they would take on board a Member's concern regarding the potential clash between this development and the previously approved planning development on the Matalan site.

It was **RESOLVED:**

That planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with the

following approved plans:

TV-SGP-AA-00-DR-A-2060 P5; STV-SGP-Z0-ZZ-DR-A-1000 P7; STV-SGP-Z0-ZZ-DR-A-1601 P6; STV-SGP-AA-00-DR-A-2120 P8; STV-SGP-AA-R1-DR-A-2021 P2; STV-SGP-AA-R2-DR-A-2020 P7; STV-SGP-AA-ZZ-DR-A-2800 P7; 500 P03; LA1 P6; 6301 P01; 6302 P01; 6701 P01; LONRD-01A; LONRD/02A; STV-SGP-Z0-XX-DR-A-1602; STV-SGP-Z0-XX-DR-A-1603; STV-SGP-Z0-DR-A-1001 3; STV-SGP-Z0-ZZ-DR-A-1002 P3; STV-SGP-Z0-ZZ-DR-A-1003 P2; STV-SGP-Z0-ZZ-DR-A-1004 P1; STV-SGP-Z0-ZZ-DR-A-1005 P1; STV-SGP-Z0-ZZ-DR-A-1605 P4; STV-SGP-Z1-ZZ-DR-A-2640 P6; STV-SGP-Z1-ZZ-DR-A-2600 P7; STV-SGP-Z0-ZZ-DR-A-1606; STV-SGP-Z1-ZZ-DR-A-2740 P6; STV-SGP-Z1-ZZ-DR-A-2700 P5; STV-WYG-Z0-00-DR-E-960002 P01.

- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 3 Prior to occupation of the development hereby permitted, samples of the materials to be used in the construction of the hardsurfacing areas, including roads, footpaths and bus apron, hereby permitted shall have been submitted to and approved in writing by the local planning authority. The external surfaces of the development shall be carried out in accordance with the approved details. Furthermore, all hard surfacing comprised in the details for the public realm works shall be carried out within three months of the first occupation of the building(s) or the completion of the development, whichever is the sooner.
- 4 The external surfaces of the building, canopy and bus shelters hereby permitted shall be constructed in accordance with the details specified in the application submission.
- 5 Prior to occupation of the development hereby permitted, a detailed landscaping scheme (including street furniture) and management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall be implemented in accordance with the approved details within three months of the first occupation of the building(s) or the completion of the development, whichever is the sooner. The approved scheme will thereafter be managed in accordance with the approved scheme.
- 6 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building(s) or the completion of the development whichever is the sooner.
- 7 Any trees or plants comprised within the scheme of landscaping, which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

- 8 No development shall commence until a revised Construction Management Traffic Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the construction of the development shall be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall address the following:-
- (i) Phasing of the development of the site, including all highway works
 - (ii) Construction vehicle numbers, type, routing;
 - (iii) Traffic and pedestrian management requirements;
 - (iv) Construction and storage compounds (including areas designated for car parking);
 - (v) Siting and details of wheel washing facilities;
 - (vi) Cleaning of site entrances, site tracks and the adjacent public highway;
 - (vii) Timing of construction activities to avoid school pick up/drop off times;
 - (viii) Provision of sufficient on-site parking prior to commencement of construction activities;
 - (ix) Hoarding, fencing, gates and any necessary footway closures.
- 9 No drainage system relying on infiltration shall be constructed without the prior written approval of the Local Planning Authority. This drainage system shall thereafter be implemented in accordance with the approved details.
- 10 No piling using penetrative methods shall take place other than in accordance with a piling scheme which has been submitted to and approved in writing by the Local Planning Authority. The piling scheme shall be carried out in accordance with the approved details.
- 11 A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of the permitted development.
- 12 The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment & Drainage Strategy, produced by WYG Engineering, Job No. A114385-1, dated 14 April 2020:
- 1. Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off rate of 6 l/s up to and including the 1 in 100 year event plus 40% of climate change event.

2. The surface water run-off from the site will discharge into the existing Thames Water sewer.
3. Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event providing a minimum of 294m³ (or such storage volume agreed with the LLFA) of total storage volume in SuDS features, permeable paves areas and attenuation tank.

The drainage scheme shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing by the Local Planning Authority.

- 13 No development shall place until a detailed surface water drainage scheme for the site based on the principles as set out in condition 12, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied. The surface water drainage scheme shall include

1. Shallow infiltration testing to be carried out to BRE Digest 365 standards to determine feasibility of discharging via infiltration in accordance with the discharge hierarchy.
2. Confirmation of Thames Water agreement that they have capacity in their network to accept the proposed flows and volumes from the development.
3. A final detailed drainage plan including the location and provided storage volumes of all SuDS features, pipe runs, invert levels, flow control structure and discharge points. If areas are to be designated for informal flooding, these should also be shown on a detailed site plan with its volume and depth.
4. Detailed, updated post development calculations/modelling in relation to surface water for all rainfall events up to and including the 1 in 100 year + 40% climate change event. This should include a total discharge rate of 6 l/s. Appropriate half drain down times for all infiltration features and the attenuation tank should be identified.
5. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs. This should include details regarding the connection into the existing surface water sewer.
6. Final exceedance flow paths for surface water for events greater than the 1 in 100 year including climate change allowance identified on the drawing.
7. Final detailed management plan to secure the operation of the scheme throughout its life.

- 14 Prior to the commencement of development the scheme for the protection of the existing trees (other than those the removal of which have been approved as part of this permission) shall be implemented in accordance with the details specified in the Arboricultural Impact Assessment (Prepared by WYG, document reference:- A114385 revision P4, dated 09/04/2020) and shall be retained during the construction phase of the development. Within the fenced off areas, there shall be no alteration to the ground levels and they shall be kept clear of vehicles, materials, surplus soils, temporary buildings and machinery.
- 15 Prior to the occupation of the development hereby permitted, a strategy for the siting and maintenance of permanent nesting and roosting boxes within the façade and roof ledges of built structure and/or trees shall be submitted to and approved in writing by the Local Planning Authority. Nesting and roosting boxes shall be provided in accordance with the approved strategy prior to occupation of the bus interchange building.
- 16 All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development within each phase(s), are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.
- 17 No demolition, construction or maintenance activities audible at the boundary and no deliveries of construction and demolition materials shall be undertaken outside the hours 07:30 hours to 18:30 hours Mondays to Fridays, 08:30 hours to 13.00 hours on Saturdays and shall not operate on a Sunday or Bank Holiday.
- 18 If during construction of the development hereby permitted contamination that has not been previously identified has been found to be present in a particular area of the development, then no further development in that phase (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy specifically for the previously unidentified contamination to the Local Planning Authority detailing how it shall be dealt with and obtained written approved from the Local Planning Authority. The remediation strategy shall be implemented as approved.
- 19 Prior to the first occupation and/or use of the development hereby permitted a scheme for the parking of cycles including details of the design, level and siting of the proposed parking shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for that purpose.

- 20 No demolition/development shall take place/commence until an Archaeological Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:
1. The programme and methodology of site investigation and recording'
 2. The programme and methodology of site investigation and recording as suggested by the evaluation;
 3. The programme for post investigation assessment;
 4. Provision to be made for analysis of the site investigation and recording;
 5. Provision to be made for publication and dissemination of the analysis and records of the site investigation;
 6. Provision to be made for archive deposition of the analysis and records of the site investigation;
 7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.
- 21 The demolition/development shall take place/commence in accordance with the programme or archaeological works set out in the Written Scheme of Investigation approved under condition 20
- 22 The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 20 and the provision made for analysis and publication where appropriate.
- 23 The energy efficiency and sustainability measures as detailed in the Design and Access Statement 18-014- Stevenage Bus Interchange Date 06 February 2020 Rev: P3 shall be implemented in accordance with the approved details prior to the first occupation of development. These measures shall thereafter be maintained in accordance with the manufacturer's specifications and permanently retained accordingly.
- 24 Prior to the use of the development hereby permitted, the vehicular access(es) shall be provided and thereafter retained at the position shown on the approved plan drawing number A114385-1_35_12_801 P01 Stage 3 VISIBILITY SPLAYS. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.
- 25 Prior to the commencement of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan number A114385-1_1_35_12_801 P01 Stage 3 VISIBILITY SPLAYS. The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

- 26 Prior to the first occupation/use of the development, a Car Parking Management Plan relating to public car parking (displaced by the proposed bus station), shall be submitted to and approved in writing by the Local Planning Authority. It shall include the following:-
- i. Details of car parking allocation and distribution;
 - ii. Operational details, and integration with other Stevenage Borough Council managed car parks within the town centre area;
 - iii. Monitoring required of the Car Park Management Plan shall be fully implemented before the development is first occupied or brought into use, in accordance with a timeframe agreed by the Local Planning Authority, and thereafter retained for this purpose.
- 27 Prior to the first occupation of the development hereby permitted vehicular and pedestrian (and cyclist) access to and egress from the adjoining highway shall be limited to the access(es) shown on drawing number STV-SGP-Z0-ZZ-DR-A-1000-P6 PROPOSED SITE PLAN only. Any other access(es) or egresses shall be permanently closed, and the footway and highway verge shall be reinstated in accordance with a detailed scheme to be agreed in writing by the Local Planning Authority, concurrently with the bringing into use of the new access.
- 28 Prior to the commencement of development, plans should be submitted to the Local Planning Authority, in consultation with the Highway Authority illustrating the proposed new highway boundary(ies) and/or land for dedication which shall be marked out on site prior to commencement of construction of any part of the development fronting the highway.
- 29 No development shall commence until such time as a Stopping Up Order to remove all highway rights over the land which is designated as public highway within the application boundary has been granted and all highway rights over the aforementioned land have been successfully removed.
- 30 Prior to first use of the bus station, a bus priority scheme on Lytton Way shall be implemented to the satisfaction of the Local Planning Authority, in consultations with the Highways Authority and in accordance with the scheme as illustrated on drawing number TS001-Part 1 Rev C and TS001-Part 2 Rev C.
- 31 Prior to the commencement of development, the scheme as illustrated on drawing number LONRD/03A to introduce parking restrictions and a turning head on London Road shall be implemented and retained thereafter available for that specific use.
- 32 Prior to first use of the bus station, the CCTV cameras as detailed in drawing number STV-WYG-Z0-00-DR-E-960002 P01 shall be implemented in accordance with the approved details. The CCTV system shall thereafter be permanently maintained and retained accordingly.
- 33 Within one month of the commencement of works a Site Waste Management

Plan (SWMP) addendum shall be submitted to and approved in writing by the Local Planning Authority, detailing actual waste arising's and how the waste is managed (i.e. re-used, recycled or sent off site for treatment or disposal) and where it is sent to. Further updates should be provided throughout the life of the development at an interim of two months or sooner should the level of waste be considered significant by the developer.

INFORMATIVES

Hertfordshire Highways

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-anddeveloper-information/development-management/highways-development-management.aspx>

AN2) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-anddeveloper-information/development-management/highways-development-management.aspx>

AN3) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-anddeveloper-information/development-management/highways-development-management.aspx>

AN4) Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway

Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-anddeveloper-information/development-management/highways-development-management.aspx>

Thames Water

There are also public sewers crossing or close to the development, therefore, in order to protect the public sewers and to ensure Thames Water can gain access for future repair and maintenance, approval should be sought from Thames Water where the erection of a building would be over the line of, or would come within 3m of a public sewer.

A Groundwater Risk Management Permit from Thames Water will be required for discharging ground water into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 0203 577 9483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk/wastewaterquality.

Environment Agency

The developer should follow the risk management framework provided in CLR11, Model Procedures of Land Contamination, when dealing with land affected by contamination. The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:

- Gov.UK – The Environment Agency's approach to Groundwater protection (2017), Technical Guidance Paper, including CLR 11 and GPLC and use MCERTS accredited methods for testing soils at the site;
- NPPF – Land affected by contamination;
- BS5930:2015 Code of practice for site investigations;
- BS10175:2011 A2:2017 Code of practice for investigation of potentially contaminated sites;
- BS ISO 5667-22:2010 Water quality, sampling, Guidance on the design and installation of groundwater monitoring points;
- BS ISO 5667-11:2009 Water quality, sampling, Guidance on sampling of groundwater's (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality, more monitoring locations may be required to establish the conceptual model).

Community Infrastructure Levy

Stevenage Borough Council adopted a Community Infrastructure Levy (CIL) Charging Schedule at Full Council on 27 January 2020 and started implementing CIL on 01 April 2020.

This application may be liable for CIL payments and you are advised to contact the CIL Team for clarification with regard to this. If your development is CIL liable, even if you are granted an exemption from the levy, please be advised that it is a requirement under Regulation 67 of The Community Infrastructure Levy Regulations 2010 (as amended) that CIL Form 6 (Commencement Notice) must be completed, returned and acknowledged by Stevenage Borough Council before building works start. Failure to do so will mean you risk losing the right to payment by instalments and a surcharge will be imposed. NB. please note that a Commencement Notice is not required for residential extensions if relief has been granted.

Stevenage's adopted CIL Charging Schedule and further details of CIL can be found on the Council's webpages at www.stevenage.gov.uk/CIL or by contacting the Council's CIL Team at CIL@Stevenage.gov.uk.

5 INFORMATION REPORT - DELEGATED DECISIONS

Noted.

6 INFORMATION REPORT - APPEALS/CALLED IN APPLICATIONS

Noted.

7 URGENT PART I BUSINESS

The Assistant Director (Planning and Regulation) updated the Committee on recent developments in respect of the North of Stevenage planning application.

8 EXCLUSION OF THE PRESS AND PUBLIC

Not required.

9 URGENT PART II BUSINESS

None.

CHAIR