

STEVENAGE BOROUGH COUNCIL

**PLANNING AND DEVELOPMENT COMMITTEE
MINUTES**

Date: Thursday, 25 May 2023

Time: 6.30pm

Place: Council Chamber

Present: Councillors: Michael Downing (Chair), Claire Parris (Vice Chair), Julie Ashley-Wren, Forhad Chowdhury, Nazmin Chowdhury, Chris Howells, Graham Lawrence CC, Maureen McKay, Adam Mitchell CC, Claire Parris, Ellie Plater, Carolina Veres, Graham Snell and Anne Wells

Start / End Start Time: 6.30pm
Time: End Time: 9.15pm

1 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Apologies for absence were received from Councillor Rob Broom.

There were no declarations of interest.

2 MINUTES - 4 APRIL 2023

It was **RESOLVED:** That the Minutes of the Meeting of the Committee held on 4 April 2023 be approved as a true record of the proceedings and be signed by the Chair.

At this juncture the Chair paid tribute to former Councillor John Gardener who had recently passed away.

3 UPDATE - NORTH OF STEVENAGE RM COUNTRY PARK

The Assistant Director (Planning & Regulatory) gave a verbal update on the timings for the North of Stevenage RM Country Park. He advised there was a provisional date in place on 11th July 2023 and there was work underway on all the Reserved Matters which could be combined. The Council had been in talks with the developers and there was communication with a variety of stakeholder groups and schools.

In response to a question from a Member, the Assistant Director advised that the main interested groups had already been consulted and there was a lot of public consultation that had already been completed. They had asked the consultation to be broadened with more stakeholders and they had met with 4-5 stakeholders and conducted a different consultation. They had also gone back to the developer and asked if the reasons for the deferral could be clarified.

4 PLANNING APPLICATIONS - DEALING WITH LATE REPRESENTATIONS

The Development Manager presented a new procedure on dealing with late representations. He explained a number of Members had approached him with concerns that there was not sufficient time to assess and review the number of late representations that they were receiving. The aim was to introduce a cut-off point 2 working days before the Committee. This helped to avoid issues such as the repetition of comments and reduced the number of late representations. Between the cut off and the Committee date, late representations would only be accepted under special circumstances, such as facts that hadn't been considered by Officers, concerns raised against the report, or other issues that the Committee had to be notified of.

A Member agreed this was a good policy to have and suggested there should be a practice so it can be amended where necessary. Another Member added that the beginning stage was crucial, and we needed to ensure representations had been sent out and contacted the people who wanted to have a point of view. The Development Manager advised that representations were sent in the post, if they had been informed of interested parties, they would keep people as informed as possible and ensured the agenda was posted. He added that if someone had missed the opportunity to comment but wanted to, the system was flexible and would factor in certain circumstances as it was important that everyone's voice was heard.

It was **RESOLVED:** That the Committee approved the new procedure on dealing with late representations as set out in the report.

5 **22/00245/FPM - ALBANY HOUSE, CARTWRIGHT ROAD, STEVENAGE**

The Committee considered a report in respect of application 22/00245/FPM seeking the demolition of the existing building and the construction of a new food store, petrol filling station, commercial unit, together with associated car parking, servicing, and landscaping.

The Principal Planning Officer gave a presentation which included the photos of the site plan, the surrounding area and CGI imaging of the proposed development. The application was located within the Pin Green industrial estate which was the second largest employment area in Stevenage. It was a low-density area with small/medium sized industrial buildings and some offices. The land was square and surrounded by industrial units and a residential area to the south.

The current plot contains a 2-storey office building and a warehouse which were deteriorated, outdated, and were insufficient and unsuitable to the previous business who had relocated elsewhere leaving the site vacant. The application proposes the demolition of the existing buildings and the construction of:

- A Morrisons food store with an in-store café, Home Delivery and Click and Collect.
- A small Garden Centre,
- A six-pump petrol filling station and kiosk,
- A Commercial Unit,
- A car park with 243 spaces, including 14 disabled, 14 parent and child, and 4

- electric charging spaces
- Vehicular access to the car park via Wedgewood Way
- A dedicated service road within the application site allowing access to the delivery yard

The food store was clad in light grey to reduce the mass impact and dark grey cladding to show a clear entrance. This was consistent with other retail buildings. The petrol station would be in the Morrisons dark green.

The application included offsite highway improvements in line with a Section 278 agreement with Hertfordshire County Council (HCC) Highway Authority, which comprised of:

- A 3m shared footway/cycleway leading from the vehicular access down to Martins Way to meet the existing cycle path
- A tactile crossing point to site access junctions, which would link with the existing pedestrian link to the residential area at Wedgewood Road/Cartwright Road
- Improvements to the existing bus stop on Cartwright road which incorporated raised accessibility kerbs and a shelter

The Chair invited Ed Kemsley of Peacock and Smith, a supporter, to address the Committee.

Mr Kemsley stated he had correspondence with Hertfordshire County Council (HCC) and Stevenage Borough Council (SBC) to ensure this application was acceptable. It was in his opinion that the application would not harm the economic prosperity of Stevenage as it had clear and significant economic benefits. This included the provision of 190 jobs and an estimated increase in local spend of £475,000 per year, as well as 240 construction jobs. He informed Members this new store supported an area of Stevenage that only had a small convenience store, creating more sustainable shopping patterns and was supported by local residents. He highlighted the concerns raised by Tesco which had been considered by retail consultants, two senior barristers and SBC Officers. He also highlighted Cycling UK who had objections prior to discussions with HCC Highways Authority and the provision of a cycle path which aligned with HCC standards and was a significant improvement for cycle infrastructure.

The Chair thanked Mr Kemsley for his contribution to the meeting.

The Chair then invited Jill Borchers on behalf of Cycling UK Stevenage, an objector, to address the Committee.

Ms Borchers stated Cycling UK Stevenage had made submissions to the applicant but only some had been addressed. They had 3 objections to this application as it does not meet Policy SP6 of the Local Plan. The shared cycle link that was proposed was not in line with the Local Plan and there was not a safe route into the car park. The cycle parking lockers provided were out of site at the side of the building and it was unsafe and unwelcoming to use and this should be moved closer to the store. There was also no segregated cycleway between Gresley Way and

Martins Way and cyclists would have to share the main road carriageway. The shared use cycleway should extend to cover the entire cycle network.

The Chair thanked Ms Borchers for her contribution to the meeting.

The Principal Planning Officer responded to points raised by the speaker as follows:

- This development was liable for Community Infrastructure Levy (CIL) payments. HCC Highways Authority had indicated there would be projects that could be contributed by CIL money to improve the cycle networks around the site included in the North Central Growth and Transport Plan. The money generated from CIL would contribute to direct offsite improvements to improve the immediate connections of both cycle connections to developments in the North and West of Stevenage, as well as improving the bus routes.
- The application had received a lot of public support
- There had been objections from the Tesco in the Town Centre
- There had been legal advice to assess development matters against the Local Plan and the NPPF
- The application would be sent to the Secretary of State, which was a standard process when there was a departure from the development plan
- The evidence submitted supported the fact that the economic benefits outweighed the industrial uses, and this was a material consideration in favour of the application.
- The application was acceptable on all other development matters.

A Member highlighted the SB7 bus which was the only bus service to operate in this area and worked on a one-way system. She queried whether there had been discussion with HCC about passenger transport to accommodate residents. The Committee were advised that the Bus Users Group had informed Officers that the route only goes one way and there was only one bus that serviced that stop. The HCC Highway Authority and Passenger Transport Authority had linked this with how CIL money could be spent. The Highways Authority suggested a public transport infrastructure condition including the bus services and bus stop and there could be discussions on this with CIL to improve the current conditions.

A few Members raised concerns regarding Wedgewood Way. In response, the Officers advised that the proposed access arrangement was subjected to a Stage 1 Road Safety Audit required under the Section 278 agreement of the Highways Act. There were no plans to widen the road and the 3m footway involves the removal of the verge, not narrowing the road. HCC Highway Authority had considered traffic lights, but they were deemed not necessary for this junction. A trip generation exercise had been completed by HCC and they concluded it was satisfactory. There were conditions suggested by HCC to be imposed regarding the cycle spaces, location, crossing, shared footway/cycleway and the bus stop. Wider developments identified by the Council could be potentially funded by CIL, such as the SB7 bus service. The Assistant Director (Planning & Regulatory) also advised that there was a condition to look at cycle parking more. The car access points and buses, other than necessary improvements, were deemed acceptable to HCC.

A Member asked whether the trees shown in the original plans were retained. The

Principal Planning Officer advised the mature trees on the site boundary would be retained and there would be soft landscaping around the edge. There would be 6 trees planted in the car park to support urban sustainable drainage and aid surface runoff.

Another Member asked where the disabled parking was located and whether the amount was within current guidelines. The Principal Planning Officer advised the policy requirement was that 6% of parking spaces should be accessible, therefore the 15 located at the front of the store entrance meant the application was policy compliant in terms of accessible parking spaces.

A Member asked a range of questions and in response the Principal Planning Officer advised that:

- The commercial unit was a small shop that was up to Morrisons to let out to other businesses.
- There was a suggested planning condition asking the number of bike spaces which HCC Highway Authority had asked for more details on. The cycle lockers at the back of the commercial unit were for staff. There were hoop style bike spaces located around the site and the number was policy compliant, but this could be improved.
- Morrisons only install rapid EV chargers as they would only be used for short periods of time. They had initially proposed 4, with 10% of parking spaces that could be converted in the future. The demand will be monitored over time in line with the Travel Plan in the Section 106 Agreement.
- Morrisons only allow residents to park for free in the car park when the store was part of a mixed-use area or the land had existing rights. Since neither was the case, the parking was for customers only.

Another Member asked whether there was provision for solar panels or a green roof. It was advised that there were solar panels on the roof and a potential air source heat pump. Morrisons had a target to become carbon neutral by 2040.

It was **RESOLVED**: That, subject to the applicant first entering into a Section 106 agreement, the application 22/00245/FPM be **GRANTED** planning permission subject to no intervention from the Secretary of State and the following conditions and reasons set out in the report:

1. The development hereby permitted shall be carried out in accordance with the following approved plans: PL_01B; PL_02B; PL_03E; PL_04D; PL_05D; PL_06E; PL_07C; PL_08C; PL_09D; PL_10D; PL_11C; PL_12A; T656_03C; T656_02A; 2124-21-03 REV P8; 20-3631_E63-EX01; 2124-21-02; T656_06; 9602-WML-00-XX-CA-C-0001 P02; 9602-WML-ZZ-XX-DR-C-0801 P02; 9602-WML-ZZ-XX-DR-C-0802 P02; 9602-WML-ZZ-XX-DR-C-0805 P05; 9602-WML-ZZ-XX-DR-C-0825 P03; 9602-WML-ZZ-XX-RP-C-9001 P02; 9602-WML-ZZ-XX-RPC-9002 P03; 9602-WML-ZZ-XX-DR-C-0805 P06; 9602-WML-ZZ-XX-DR-C-0825 P04; 9602-WML-ZZ-XX-RP-C-9002 P04
2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

3. No site clearance or construction work relating to this permission shall be carried out except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0800 and 1300 on Saturdays, unless otherwise agreed in writing by the Local Planning Authority. These times apply to work which is audible at the site boundary.

Prior to Commencement

4. Prior to the commencement of the use hereby permitted, visibility splay(s) shall be provided in full accordance with the details indicated on the approved plan number T656_02A. 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.
5. Prior to the commencement of the development hereby permitted (excluding demolition), a scheme for pedestrian access from the proposed supermarket to all car parking spaces shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Prior to first use of the development, the scheme shall be completed in accordance with the approved details.
6. No demolition or development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan / Statement shall include details of:
 - a. Construction vehicle numbers, type, routing;
 - b. Access arrangements to the site;
 - c. Traffic management requirements
 - d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
 - e. Siting and details of wheel washing facilities;
 - f. Cleaning of site entrances, site tracks and the adjacent public highway;
 - g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
 - h. Provision of sufficient on-site parking prior to commencement of construction activities;
 - i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
 - j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.
7. Prior to the commencement of the development hereby permitted (excluding demolition), details of the public transport infrastructure shall be submitted to and approved in writing by the Local Planning Authority. This infrastructure shall comprise of but is not limited to the following:
 - i. Details of bus stop facilities to include raised height kerbs and shelter and real-time information (within the site), where agreed;

- ii. A programme for the delivery of the public transport infrastructure.
Prior to first use of the development the public transport infrastructure shall be implemented.
8. Prior to the commencement of the development hereby permitted (excluding demolition), a final design of the drainage scheme for the site shall be 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 scheme shall include the following:
- updated surface water drainage calculations and modelling for all rainfall events up to and including the 1 in 100 year + 40% climate change event;
 - the water quality treatment provision should be quantitatively demonstrated that it is suitable for the pollution hazard level by the Simple Index Approach, This will need to be demonstrated for the roof water and surrounding hardstanding drainage systems;
 - an updated full detailed surface water drainage plan showing the proposed discharge points, the location of the proposed SuDS features, any pipe runs and size; detailed engineering drawings of the proposed SuDS features including their, size, volume, depth and any inlet and outlet features including any connecting pipe runs. This should include the provision of Tree Pits integrated into the drainage strategy;
 - An updated surface water exceedance diagram that includes the Commercial Unit; and
 - evidence that the proposed CCTV drainage survey of the surrounding surface water sewerage network which it is proposed to discharge into has been undertaken, and that this has shown that the drainage proposals for this site can be accommodated.
9. No demolition or development shall commence until a detailed Site Waste Management Plan (SWMP) has been submitted to and approved in writing by the Local Planning Authority. The SWMP shall detail how waste materials generated as a result of the proposed demolition and/or construction works will be disposed of, and the level and type of soil to be imported to the site as part of the development.
10. No development, including site clearance, shall commence until the trees shown to be retained on the site, as identified on the approved plans, or subsequently approved landscaping scheme, have been protected by fencing or other means of enclosure in accordance with BS:5837:2012. Such protection shall be maintained until the conclusion of all site and building operations.

Development above Slab Level

11. Notwithstanding the details shown in this application, the treatment of all boundaries including details of any walls, fences, gates or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to above ground works. The approved boundary treatments shall be completed before the use hereby permitted is commenced or before the building(s) is occupied.

12. Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed scheme for the offsite highway improvement works as indicated on drawing number T656_03C have been submitted to and approved in writing by the Local Planning Authority.
13. No development shall take place above slab level until there has been submitted to and approved by the Local Planning Authority a scheme of soft and hard landscaping, details of the treatment of all hard surfaces and the treatment of all boundaries including details of any walls, fences, gates or other means of enclosure. The scheme shall include details of all existing trees and hedgerows on the land and details showing all trees to be removed, or retained, together with details of all new planting to take place including species, size and method of planting. The approved boundary treatments shall be completed before the use hereby permitted is commenced or before the building(s) is occupied.

Prior to first use

14. Prior to the first 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 T656_02A. 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.
15. Prior to the first use 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 T656_03C only. Any other access(es) or egress(es) shall be permanently closed, and the footway / highway verge shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority, concurrently with the bringing into use of the new access.
16. Prior to the first use of the development hereby permitted the proposed access / onsite car and cycle parking / servicing / loading, unloading / turning shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
17. Prior to the first use of the development hereby permitted, the development shall include provision for 4 of the car parking spaces to be designated for plug-in Electric Vehicles (EV) and served by EV ready charging points and 10% of all spaces to be passive (i.e. ducting to be provided).
18. Prior to the first 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 brought into use and thereafter retained for this purpose.
19. Prior to first use of the development hereby permitted, the external lighting to

the site shall be installed, maintained and operated in accordance with the details on drawing numbers 20/3631_E63/EX01 Rev A. There shall be no other sources of external illumination.

20. Prior to the first use of the development hereby permitted, the offsite highway improvement works referred to in condition 12 shall be completed in accordance with the approved details.
21. No part of the development hereby permitted shall be brought into use prior to the implementation of the approved Travel Plan and dated March 2022 (or implementation of those parts identified in the approved Travel Plan as capable of being implemented prior to first use). Those parts of the approved Travel Plan that are identified therein as being capable of implementation after first use shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is operational.
22. Prior to the first use of the development hereby permitted, a management and maintenance plan for the approved SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- provision of a complete set of as built drawings, including the final drainage layout for the site drainage network;
 - maintenance and operational activities;
 - arrangements for adoption; and,
 - any other measures necessary to secure the operation of the scheme throughout its lifetime.
- The approved plan shall be fully implemented from the date of approval and thereafter for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

General Compliance

23. The development hereby permitted shall be carried out in accordance with the ecological mitigation and enhancement measures as detailed in the 'Extended Phase 1 Habitat Survey And Bat Inspection Of Building – March 2021 (Minor Updates March 2022)'. This document shall be adhered to at all times during construction, including site clearance works, and during occupation of the development.
24. All planting, seeding and turfing comprised in the approved landscaping details as specified in condition 13 of this approval shall be carried out in the first planting and seeding seasons following the first use of the site or the completion of the development whichever is the sooner.
25. All hard surfacing comprised in the approved landscaping details as specified in condition 13 of this approval shall be carried out prior to the first use of the site or the completion of the development, whichever is the sooner.
26. Any trees or plants comprised within the approved plans or subsequently approved landscaping scheme, 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.

27. No tree shown retained on the approved plans, or subsequently approved landscaping scheme, shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped within five years of the completion of development without the written approval of the Local Planning Authority.
28. Within the areas to be fenced off in accordance with condition 10, there shall be no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit and no dumping of toxic chemicals will be permitted and no retained trees shall be used for winching purposes.
29. All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird nesting season cannot be 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.
30. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 31 which is subject to the approval of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 31.
31. In the event that contamination is found at any time when carrying out the approved development that was not previously identified, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historic environment must be prepared and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
32. In the event that contamination is found at any time when carrying out the

approved development that was not previously identified, as required under condition 30, the approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

33. A limited archaeological watching brief shall be undertaken in those areas of the site that are currently not occupied by buildings in accordance with the recommendations of the Historic Environment Desk Based Assessment by SLR ref. 406.01490.00032.
34. The measures to address adaptation to climate change as set out within the Sustainability Statement by DDA shall be implemented and permanently maintained in accordance with the approved details.
35. The development to which this permission relates shall be carried out in accordance with the recommendations set out within the Phase 2 Ground Investigation by ARC Environmental as approved or any alternatives to be submitted to and approved by the Local Planning Authority.
36. The development to which this permission relates shall be carried out in accordance with the recommendations set out within the Noise Report by Acoustic Control Engineers and Consultants ref. B5484 2022-03-07 R as approved or any alternatives to be submitted to and approved by the Local Planning Authority.
37. Unless otherwise agreed in writing by the Local Planning Authority, the food store and commercial unit shall operate between the hours of 06.00 and midnight Monday to Saturday and 10.00 to 16.00 on Sunday and the petrol filling station 06.00 to midnight Monday to Sunday.
38. No internal alterations shall be carried out so as to provide additional floorspace, without the prior written agreement of the Local Planning Authority.
39. Notwithstanding the provisions of Article 3 of the Town and Country Planning Use Classes Order 1987 (as amended), and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any Orders revoking or re-enacting these Orders) this permission shall only permit the use of the premises as approved under this planning permission and for no other use or purpose, including any use or purpose within the same use Class.

The Committee considered a report in respect of application 22/00239/FPM seeking the variation of condition number 2 (approved plans) attached to planning permission reference number 19/00474/FPM to provide additional lifts, stair cores and amend balconies to provide metal balustrading.

The Development Manager gave a verbal presentation and noted that the application, also known as the Icon Site, was located close to the roundabout junction of Lytton Way and Fairlands Way. This was a redevelopment of the site and the construction of 7 apartment blocks with a communal garden area and external parking area.

The Development Manager informed the Committee there were new fire safety regulations under the building regulations which required two cores. This meant that there needed to be two sets of stairs and lifts, and therefore the developer had to expand some of the building to accommodate for this. There were also changes to the balconies which went from glass balustrading to metal in order to meet the new regulations.

The Development Manager reminded Members that the initial application 19/00474/FPM was appealed and granted in 2022 therefore if Members did refuse the applicant can still build out the approval as it was registered under the previous fire regulations.

The Chair invited Colin Campbell of Hill Residential Ltd, a supporter, to address the Committee.

Mr Campbell informed Members that this application arose from the desire to meet the most up to date fire safety standards. The previous application anticipated some fire safety changes and met these, however there were more changes that were unforeseen at the time. The developer wanted this to be a responsible development that was future proofed and gave authorities and residents comfort in knowing it was safe. In buildings over 30m tall there was a requirement to incorporate two lift and stair cores and they had worked hard to minimise the impact. Four of the 7 blocks needed a slight adjustment which was a 1.3% increase on site and the layout had changes slightly to ensure symmetry but included minor changes. In addition to this, the 2023 regulation identified glazing on balconies as a combustible material so it was changed to metal.

The Chair thanked Mr Campbell for his contribution to the meeting.

A few Members raised concerns regarding the increase in building size. It was advised that the cores take up a lot of space and by adding in an additional core it would compromise the size of the flats. To ensure the flats still met the national space standards they had to increase the blocks to do that. There were no additional units, no change to the housing mix, no change to the bedroom numbers, and no change to the building height. The footprint isn't changing, only the central area was increasing to facilitate the additional core. This would not impact any amenity space and the basement car parks had to be amended to meet the cores.

Another Member asked whether there was one entry to the site. It was advised that there was exiting access over the bridge and one existing vehicular access. They were adding other pedestrian accesses but there was only one vehicular access approved at the appeal.

It was **RESOLVED**: That the application 23/00239/FPM be **GRANTED** planning permission subject to the following conditions and reasons set out in the report:

1. The development hereby permitted shall begin not later than 3 years from the date of the appeal decision APP/K1935/W/20/3255692 whereby planning permission was granted on 15th July 2022.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

502686-IWD-00-DR-A-2101_P1; 502686-IWD-XX-XX-DR-A-2320_P1 A3; 502686-IWD-B1-00-DR-A-2200_P2; 502686-IWD-B1-01-DR-A-2201_P2; 502686-IWD-B1-02-DR-A-2202_P2; 502686-IWD0B1-06-DR-A-2206_P2; 502686-IWD-B1-07-DR-A-2206_P2; 502686-IWD-11-DR-A-2211_P2; 502686-IWD-B1-12-DR-A-2213_P2; 502686-B1-13-DR-A-2213_P2; 502686-IWD-B1-XX-DR-A-2310_P2; 502686-IWD-B1-XX-DR-A-2311_P2; 502686-IWD-B1-XX-DR-A-2312_P2; 502686-IWD-B2-XX-DR-A-2310_P1; 502686-IWD-B2-XX-DR-A-2311_P1; 502686-IWD-B2-XX-DR-A-2312_P1; 502686-IWD-B3-00-DR-A-2200_P2; 502686-IWD-B3-01-2201_P2; 502686-IWD-B3-02-DR-A-2202_P2; 502686-IWD-B3-11-DR-A-2211_P2; 502686-IWD-B3-12-DR-A-2212_P2; 16-019 D – 314; 502686-IWD-B3-XX-DR-A-2310_P2; 502686-IWD-B3-XX-B3-DR-A-2311_P2; 502686-IWD-B3-XX-DR-A-2312_P2; 502686-IWD-B4-00-A-2200_P4; 502686-IWD-B4-01-DR-A-2201_P3; 502686-IWD-B4-02-DR-A-2202_P4; 502686-IWD-B4-2211-DR-A-2211_P4; 502686-IWD-B4-12-DR-A-2212_P4; 16-019 D-413; 502686-IWD-B4-XX-DR-A-2310_P3; 502686-IWD-B4-XX-DR-A-2311_P3; 502686-IWD-B4-XX-DR-A-2312_P3; 502686-IWD-B5-XX-DR-A-2310_P2; 502686-IWD-B5-XX-DR-A-2311_P2; 502686-IWD-B5-XX-DR-A-2312_P2; 16-019 D 500 C04, 16-019 501 C03, 16-019 D 502 C03, 16-019 D 503 C03, 16-019 D 504 C02, 502686-IWD-B6-00-DR-A-2200_P7; 502686-IWD-B6-01-DR-A-2201_P8; 502686-IWD-B6-02-A-2202_P6; 502686-IWD-B6-06-DR-A-2206_P4; 502686-IWD-B6-07-DR-A-2207_P3; 502686-IWD-B6-11-DR-A-2211_P5; 502686-IWD-B6-12-DR-A-2212_P5; 502686-IWD-B6-XX-DR-A-2310_P3; 502686-IWD-B6-XX-DR-A-2311_P3; 502686-IWD-B6-XX-DR-A-2312_P3; 16-019 D 700 C05, 16-019D 701 C04, 16-019 D 701 C04, 16-019 D 702 C04, 16-019 706 C02, 16 019 D 707 C02, 16-019 D 708 C03, 16-019 D 709 C02; 502686-IWD-B7-XX-DR-A-2310_P2; 502686-IWD-B7-XX-DR-A-2312_P2; 2660-LA-01E, 2660-LA-02E, 2660-DT.01.

3. Upon commencement of construction works the methods of construction and all associated mitigation measures as detailed in the approved Construction Method Statement (CMS) as submitted and approved under planning reference 23/00054/COND shall be strictly adhered too until conclusion of all site and building operations unless otherwise agreed in writing by the Local Planning Authority.

4. No development, excluding demolition and site clearance, shall commence until all trees within the development which are to be retained as identified in the Tree Protection Plan (Plan 67135-02, Appendix 4 of the Arboricultural Impact Assessment (AIA) dated 31/10/2018 reference 67135 (V2)) have been protected by fencing or other means of enclosure in accordance with Appendix 4 and 8 of the AIA. Tree protection measures shall be retained until conclusion of all site and building operations. Within the tree protection areas, there shall be no alterations to the ground level and they shall be kept clear of vehicles, materials, surplus soil, temporary buildings, plant and machinery
5. No development apart from demolition and site preparation works shall take place until the final design of the surface water drainage schemes and their maintenance regimes have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and be retained thereafter.
6. Prior to commencement of works above slab level, a scheme for protecting the proposed dwellings from noise from road, rail and air transport sources shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and be retained thereafter.
7. Prior to commencement of works above slab level, samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.
8. Prior to commencement of work above slab level, details of any external lighting, including the intensity of illumination and predicted light contours, shall be submitted to and approved in writing by the Local Planning Authority. Any external lighting shall accord with the approved details and be retained thereafter.
9. Prior to commencement of works above slab level, an energy strategy to achieve 65% carbon reduction against Part L of the Building Regulations 2013 when assessed using SAP10 emission factors shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and retained thereafter in accordance with the approved details of the energy strategy and in accordance with the water consumption targets contained within the Whitecode Design Associated Energy Strategy 10293-S-ENER- 0001 Revision 5 dated 30 July 2019.
10. Prior to the commencement of works above slab level, details of the ramped access into the amenity garden to the south of block 7 shall be submitted to and approved in writing by the Local Planning Authority. The ramped access shall be carried out in accordance with the approved details prior to the first use of the amenity garden and be retained thereafter.

11. Prior to commencement of works above slab level, a detailed scheme of Secured by Design Section 2: Physical Security of the Home measure for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved scheme prior to occupation of each block and be retained thereafter.
12. Notwithstanding condition 2 and the details of car and cycle parking shown on the submitted plans, no works shall take place until revised plans, including the details of any external cycle stores, showing the provision of 948 cycle parking spaces together with the details of their type and design have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be fully completed for each block or place and in accordance with the approved details before first occupation of that particular block or phase of the development and be retained thereafter.
13. Notwithstanding condition 2, details of the treatment of all boundaries, including details of any walls, fences, gates or other means of enclosure and timing of their delivery shall be submitted to and approved in writing by the Local Planning Authority prior to any landscaping works take place. The approved boundary treatments shall be completed in accordance with the approved details and be retained thereafter. No part of the development shall be occupied until an Armco or similar barrier has been installed in positions where vehicles may be in a position to drive or roll onto the railway.
14. Prior to the first occupation of any dwelling within the development, written confirmation shall be provided to the Local Planning Authority that either:-
 - i. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or
 - ii. A housing and infrastructure phased plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed, no occupation shall take place than in accordance with the agreed housing and infrastructure phasing plan.
15. Prior to first occupation of any dwelling within the development, details of a scheme to provide at least 20 bird and 30 bat boxes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the timing of provision. The development shall be carried out in accordance with the approved scheme and be retained thereafter.
16. Prior to first occupation of any dwelling within a block, the refuse and recycling stores for that block as shown on the approved plans shall be carried out in accordance with the approved details and be retained thereafter.
17. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported

in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary, a remediation scheme, including a programme for implementation, must be submitted to the Local Planning Authority and approved in writing. Following completion of measures identified in the approved remediation scheme, a verification report must be submitted to the Local Planning Authority for approval.

7 **23/00006/FP - COREYS MILL LANE**

The Committee considered a report in respect of application 22/00006/FP seeking to convert 7 parking layby bays into 15 end on parking bays with additional footpaths and associated works.

The Development Manager gave a presentation and informed Members the additional parking spaces were to compensate for a loss of pay and display spaces lost on North Road. There was also the addition of improved pedestrian connection points and a new pedestrian crossing. There was no impact on trees and no objections from residents.

A Member asked how many spaces were being lost. It was advised that they were losing 8 spaces and gaining 8 spaces. HCC informed SBC they were not allowed to make any net additional parking. In response to an additional question regarding this, the Assistant Director (Planning & Regulation) advised additional spaces weren't allowed in order to support sustainable transportation.

It was **RESOLVED:** That the application 22/00006/FP be **GRANTED** planning permission subject to the following conditions and reasons set out in the report:

1. The development hereby permitted shall be carried out in accordance with the following approved plans: R/163/1; R/163/2.
2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
3. No construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0800 and 1330 on Saturdays. These hours relate to noise which is audible at the site boundary.
4. The development hereby permitted shall not be brought into use until the proposed parking spaces and public footway have been constructed as identified on drawing R/163/1; R/163/2 and the carriageway has been reinstated to the current specification of Hertfordshire County Council and to the Local Planning Authority's satisfaction.
5. The new parking area shall be constructed in a hard surfacing material as

identified on drawing number R/163/1; R/163/2 in accordance with Policy 5 of Hertfordshire's Local Transport Plan 4 (adopted 2018).

8 23/00147/FP - 62 FERRIER ROAD

The Committee considered a report in respect of application 23/00147/FP seeking the change of public amenity land to residential and single-store rear and side extension.

The Planning Officer introduced the item and informed Members this application had been called in by Chells Ward Councillor, Councillor Booth. The application detailed an end terraced dwelling on a long rectangular shaped plot on the corner of a T junction. There was an SBC owned area of grass next to the property which approximately half was included in the change of use of amenity land to residential land. This would be enclosed with wooden fencing, similar to that already enclosing the property, to increase the garden size and to accommodate the extension. The extension still maintained pedestrian access.

The Chair invited Councillor Stephen Booth to address the Committee.

Cllr Booth explained the amenity land in the area contained little grass area. The resident of the property had already created a driveway on the front garden. He stated there had been no consultation with Ward Members and that planning should protect and enhance the environment with the wider community in mind.

The Chair thanked Cllr Booth for his contribution to the meeting.

The Planning Officer informed Members the main consideration was the acceptability of the change of use from amenity land to residential garden. The land was protected by policy NH6 of the Local Plan which stated development of unallocated open space was permitted when the loss was justified, and alternative spaces were available for community use. Planning Officers accepted the grass space could be used as an informal play space for children however it was a small area and was close to the road and therefore not the safest area for children to play. There were larger areas that were found and there were other smaller spaces similar in the residential area so there was deemed to be a sufficient amount of grass space.

The Planning Officer described the wooden fencing that would be used which was similar to the existing fence and other areas and would not have a detrimental effect on the street scene. The extension, which replaced an existing conservatory, was proportionate to the house, respected the character and appearance of the area and would use materials which matched the dwelling. There would be no impact on the daylight into the property, no additional bedrooms or parking spaces needed, and there would be no impact on the visibility of the junction.

A Member asked a question regarding a photo of the site showing a car parked on the amenity land, another questioned the dropped kerb. The Planning Officer advised that the owner of the car was unknown to Officers and this would be removed as the owner had no legal right to park there as it was Council owned land.

The dropped kerb was used previously as an access into the back garden but was no longer in use.

A few Members asked questions regarding land sales. In response the Development Manager advised that land sale was not a planning matter therefore no details could be shared. Planning applications were sent in a weekly list to Councillors, but land sales were not included. The Local Plan has not changed on land sales and this could be discussed outside of the committee. The Assistant Director (Planning & Regulatory) advised that there was a subgroup that looked at land sales in the past which could be facilitated for new Members.

A Member asked a question regarding the footprint. The Development Manager advised that the rear extension could be built under permitted development, the main issue was the side extension. The extension was proportionate to the house and met the requirements of the design guide as well as retaining the garden area.

A few Members asked questions regarding consultation on residents. It was also suggested the land could be used for parking bays. In response the Planning Officer advised consultations only had to go to adjoining neighbours who had been consulted and there had been no objections from residents. The Development Manager reminded Members they could not determine an alternative proposal, only the proposal in front of them. He also advised that neighbours get a notification to look at the planning application and it was up to them to look at it. The neighbours had not raised any issues with things such as impact on light and there was a professional judgement that there was no substantial harm.

A Member asked a question regarding the fence and it was advised that there was a condition requiring the fence to be no more than 2m high.

Another Member believed it would have a visual aspect on the corner. She stated that on the fence there was a “do not park here” sign in front of the car parked on the land. Additionally she asked whether a tree surgeon had been out regarding a tree next to the area. The Development Manager advised that Highways had not raised any concerns and they were professional experts. In addition, the Council’s Arboricultural and Conservation Manager was involved in all land sales and had not raised any concerns regarding the tree.

It was **RESOLVED:** That the application 23/00147/FP be **GRANTED** planning permission subject to the following conditions and reasons set out in the report:

1. The development hereby permitted shall be carried out in accordance with the following approved plans: 1456_YPUK_P001; 1456_YPUK_P002_P2; 1456_YPUK_P003; 1456_YPUK_P004; 1456_YPUK_P005_P2; 1456_YPUK_P006_P2.
2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
3. The materials to be used in the construction of the external surfaces of the works hereby permitted shall match the materials used in the construction of

the original dwelling to the satisfaction of the Local Planning Authority.

4. The area of land shown in blue on the approved ' Site Location Plan' located to the east of the curtilage of No.62 Ferrier Road, shall be enclosed with timber fencing no higher than 2m high, unless otherwise agreed in writing by the Local Planning Authority.

9 **22/00674/FP - LAND AT CONIFER WALK/CONIFER CLOSE**

The Committee considered a report in respect of application 22/00674/FP seeking a proposed 3 bedroom detached dwelling and alterations to existing parking area.

The Senior Planning Officer introduced the item which had been called in by a Local Councillor. Site photos were displayed showing the plot and the garages which were owned by 40 and 41 Conifer Walk. There were 3 informal visitor spaces at the front of the plot, however the hardstand belonged to the site, not the garages.

The Chair invited Mr Craig Goode of 39 Conifer Walk, an objector, to address the Committee.

Mr Goode informed Members that residents struggled for parking and the roads were congested, this would only increase with the reduction of visitor parking and a new house. There had been two incidences of emergency vehicles not being able to access Conifer Close and refuse vehicles block the roads on collection days. He stated 42% of parking occupancy ignores the road type, which was two way, and therefore they cannot double park. It was in his view that the dwelling would change the overall characteristics, they would lose Conifer trees and it was against the Local Plan. Additionally, the building was in close proximity to others, it sat over key services and the construction would cause problems with the existing house foundations. Moreover, there was an application for a similar development in the area and that these applications should be heard together.

The Chair thanked Mr Goode for his contribution to the meeting.

The Senior Planning Officer advised that the Highways Authority initially objected due to pedestrian access, however, this was removed as it was historically this way. The Council's Arboricultural and Conservation Manager originally objected to the proposal but after looking at the orientation of the proposed development, deemed the woodland would not be impacted. A tree on adjoining land had a TPO and required work to be done but this was covered under a condition.

The Senior Planning Officer stated the main issues were the acceptability as this was a windfall site due to being undesignated in the Local Plan and it was not previously developed brown land. It had been deemed a suitable location, however the housing delivery test stated there was a 5-year land supply, so the development was not fundamental to meet land supply. Additionally, there was an issue with a lack of appropriate housing mix as Stevenage had a high proportion of 3-bed houses, so this application was not compliant with policy HO9, however it could be deemed partially compliant as it was detached rather than terraced.

The land was not public open space, but privately owned public accessible land. The parking spaces aren't resident or visitor parking but private land. The land was small and had two dwellings either side but was overgrown and was subject to fly tipping. There was an alternative area of open space close by. The proposed dwelling would use similar materials as the residential area it was located in but was in a congested area so was lower in height. The housing size requires two parking spaces which and the need for EV charging points. Residents had raised concerns of the loss of parking spaces, but there were no legal grounds to prevent the loss of spaces. The applicant had allowed one visitor space which included a pay to use EV charging point and there was a condition to ensure this was only available to visitors.

A Member asked whether a section of the garages could be blocked by a fence. The Senior Planning Officer advised that the property had the right to drive over it but could not park on the land. There was an agreement of a 1.8m high fence in a private sale agreement but they cannot put a fence more than 1m high there. Officers also advised that this was also a civil matter between the two parties with respect to the fence.

Another Member wanted clarification on the occasional parking space and whether there was a substation. The Senior Planning Officer advised that the visitor space closest to Number 7 was publicly accessible space with an EV charger. There was no substation on the plot, but some believe there were underground channels. The application could not be refused on what could or could not be there, the developer would have to sort that out. In addition, the relevant utility companies had been formally consulted as part of the application process and provided no comments to the application.

A Member asked what the impact would be on the area during the building process. The Senior Planning Officer advised that this would be assessed through the construction management plan and there was a condition imposed to get this information before construction began and went to the Highway Authority to approve. This was not a reason to refuse as it was a temporary matter. The construction management plan aimed to reduce disruption.

It was **RESOLVED**: That the application 22/00674/FP be **GRANTED** planning permission subject to the following conditions and reasons set out in the report:

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
L1200/11-B; L1200/12-B; L1200/01; L1200/02; L1200/13; L1200/14;
L1200/21; L1200/LP;
2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
3. No development shall take place above slab level until a schedule and samples of the materials to be used in the construction of the external surfaces of the dwelling hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

4. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be submitted to and approved in writing by the local planning authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the local planning authority.
5. No demolition or construction work which is audible at the site boundary relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time, except between the hours of 07:30 and 18:00 on Mondays to Fridays and between the hours of 08:00 and 13:00 on Saturdays.
6. Prior to the first occupation of the dwelling hereby permitted the parking provision as shown on approved plan L1200/11-B, shall be constructed, hard surfaced and made ready for use. Any new areas of hardstanding created, or existing areas which are replaced, shall be constructed in a porous material or provision shall be made for a sustainable urban drainage system (SuDS) to be built into the hard surfaced areas. Once provided the parking facilities shall be retained in that form and thereafter be used for the parking of vehicles only.
7. The visitor parking space shown on approved plan L1200/11-B shall be made available for visitors only and shall not be used as additional parking by the occupiers of the dwelling hereby approved.
8. Prior to the occupation of the dwelling house hereby permitted, the parking spaces shown on approved plan L1200/11/B shall be provided with the underlying infrastructure for connection to the electricity network to enable them to be served by an electric vehicle charging point.
9. No development shall take place above slab level until details of measures to address adaptation to climate change have been submitted to and approved in writing by the Local Planning Authority. These measures shall then be implemented and permanently maintained in accordance with the approved details.
10. Prior to the first occupation of the dwelling hereby permitted, the cycle storage as detailed on plan L1200/11-B shall be implemented accordingly. The cycle storage shall be retained and maintained accordingly during the lifetime of the development.
11. Prior to the first occupation of the dwelling hereby permitted, the general waste and recycle store associated with the development hereby permitted shall be implemented in accordance with the details as specified on plan number L1200/11/B.

12. All planting, seeding and turfing shall be carried out in the first planting and seeding seasons following the first use of the site or the completion of the development whichever is the sooner.
13. Any trees or plants comprised within the approved plans 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.
14. All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird nesting season cannot be 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.
15. Prior to the commencement of development, the hazel tree in the adjacent woodland shall be coppiced to the satisfaction of the Local Planning Authority upon submission of an application for works to a tree protected by a Tree Preservation Order.
16. Prior to the first occupation of the dwelling hereby approved, the boundary treatments as shown on approved plan L1200/11/B shall be erected and completed.
17. No development shall take place (including demolition and site clearance) until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter, the construction of the development shall only be carried out in accordance with the approved plan. The Construction Management Plan shall include details of:
 - 1) Construction vehicle numbers, type, routing;
 - 2) Access arrangements to the site;
 - 3) Traffic management requirements;
 - 4) Construction and storage compounds (including areas designated for car parking, loading/unloading and turning areas);
 - 5) Siting and details of wheel washing facilities;
 - 6) Cleaning of site entrances, site tracks and the adjacent public highway;
 - 7) Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
 - 8) Provision of sufficient on-site parking prior to commencement of construction activities;
 - 9) Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
 - 10) where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of

hoarding, pedestrian routes, and remaining road width for vehicle movements.

11) Demolition and construction works between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0800 and 1300 on Saturdays only (These times relate to works which are audible at the boundary)

12) hours of construction operations including times of deliveries and removal of waste;

18. Notwithstanding the provisions of Classes A and B of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting this Order) no extensions or loft conversions including dormer windows / roof extensions shall be constructed on the dwelling hereby approved unless permission is granted on an application made to the Local Planning Authority.

10 **INFORMATION REPORT - DELEGATED DECISIONS**

It was **RESOLVED:** That the Committee note the information report.

11 **INFORMATION REPORT - APPEALS/CALLED IN APPLICATIONS**

It was **RESOLVED:** That the Committee note the information report.

12 **URGENT PART I BUSINESS**

Draft letter to the Secretary of State regarding 5G masts

The Assistant Director (Planning & Regulation) informed the Committee that past Members of the Committee instructed him to draft a letter to the Secretary of State in relation to the 5G masts and the potential restrictive nature on their decision making. This letter would be reshared with new Members and could be published through the Communications team.

In response to questions from Members the Assistant Director (Planning & Regulatory) advised that there had not been a response. He also advised that when the towers are no longer in use the Council had the powers to get them to remove it. The Development Manager also advised that often the mast gets removed and it was turned into a light column.

13 **EXCLUSION OF THE PRESS AND PUBLIC**

Not required.

14 **URGENT PART II BUSINESS**

There was none.

CHAIR