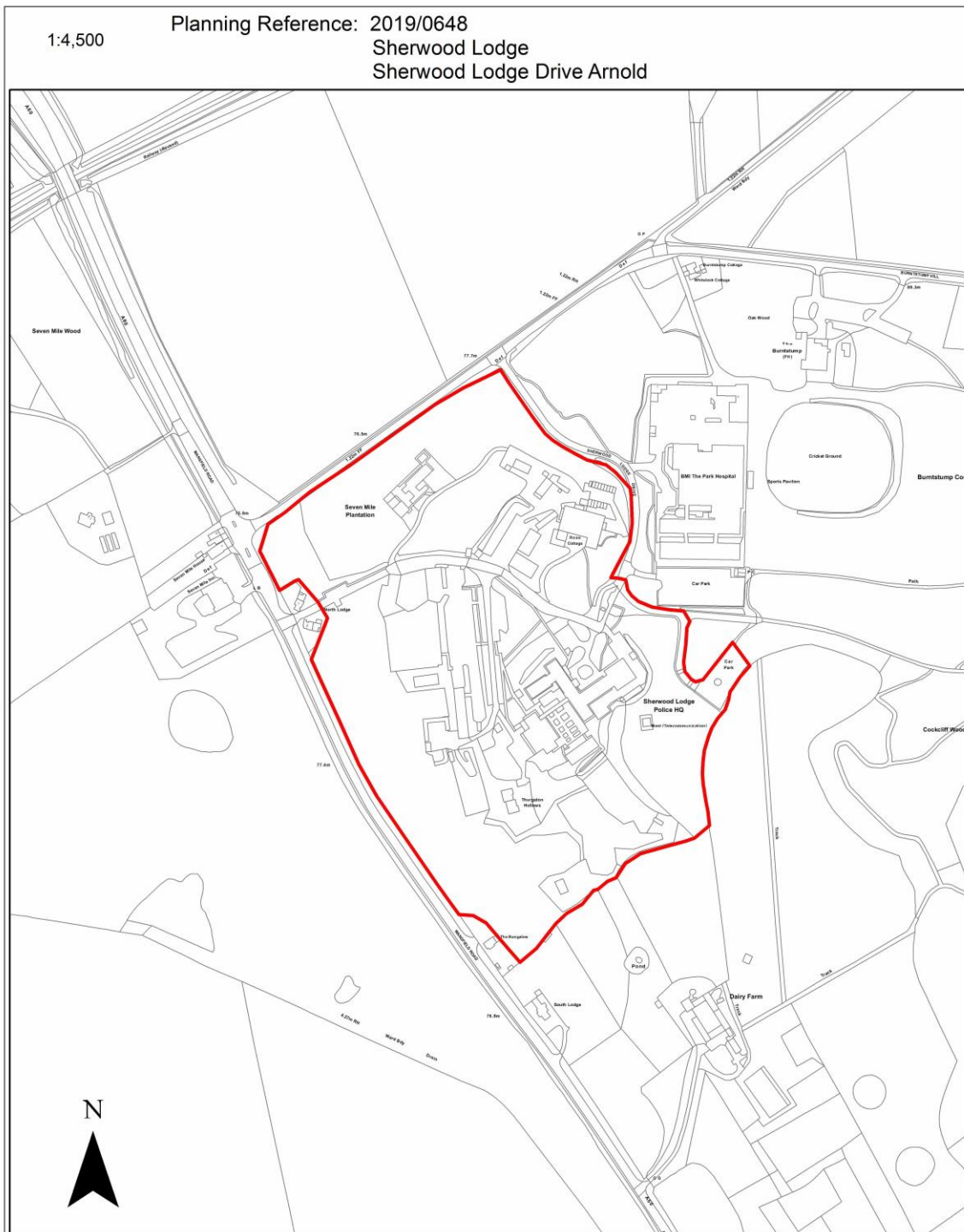


## Planning Report for 2019/0648



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**Report to Planning Committee**

**Application Number:** 2019/0648

**Location:** Sherwood Lodge Sherwood Lodge Drive Arnold

**Proposal:** Development of 3 storey building to include training centre, control room, canteen, gym/multi-use facility, changing rooms and associated accommodation. Reconfiguration of existing car parking and creation of new parking and access routes and demolition of 4no. ancillary buildings

**Applicant:** Nottinghamshire Police & Nottinghamshire Fire and Rescue.

**Agent:** Lambert Smith Hampton

**Case Officer:** Kevin Cartwright

**1.0 Site Description**

- 1.1 The site has an area of 13.2 hectares and consists of the existing Nottinghamshire Police Headquarters at Sherwood Lodge which is situated within the Green Belt.
- 1.2 The Park Hospital is located to the north-east and the Burntstump Country car park to the east of the site. To the west of the site are two properties at North Lodge.
- 1.3 The site is bounded by the A60 Mansfield Road to the west and Burnstump Hill to the north. Access to the site is via Sherwood Lodge Drive access road from Burntstump Hill which also serves the The Park Hospital and Country Park Car Park.
- 1.4 Along the northern and western boundaries of the site running roughly parallel with the adjacent roads are a number of trees that are the subject of the Sherwood Estate/Kighill Wood Tree Preservation Order (TPO).
- 1.3 The redline application site area that is subject to this application, consists of the main and ancillary buildings on site and extensive car parking areas. There are a number of trees throughout the site that are not the subject of the TPO.

## **2.0 Relevant Planning History**

- 2.1 2015/0300 – Create new windows openings to rear elevation. Granted 15<sup>th</sup> June 2015.
- 2.2 2015/004 – Timber constructed heat cabin for Biomass boilers. Granted 28<sup>th</sup> April 2015.
- 2.3 2014/1376 - Timber constructed heat cabin for Biomass boilers. Granted 16<sup>th</sup> March 2015.
- 2.4 2012/1418 – Two temporary 10m steel storage containers to be retained on permanent basis. Granted 24<sup>th</sup> January 2013.
- 2.5 2011/0727 - Erect 3m fence and gates around car park and canopy to the rear of building. Granted 30<sup>th</sup> August 2011.
- 2.6 2010/0214 – Retain Modular building. Granted 6<sup>th</sup> May 2010.
- 2.7 2009/0189 – External refurbishment. Granted 6<sup>th</sup> April 2009.

## **3.0 Proposed Development**

- 3.1 The application proposes the construction of a three storey building to include training centre, control room, canteen, gym/multi-use facility, changing rooms and associated accommodation, reconfigure the existing car park and the creation of new car parking and access routes and the demolition of four ancillary buildings.
- 3.2 The proposed development seeks to create a shared headquarters campus for the Police and Fire and Rescue services in Nottinghamshire at Sherwood Lodge.
- 3.3 The new building would be located to the south-east of the two existing main buildings and courtyard. It would have a footprint of 2,525sqm and a gross internal floor area of approximately 5,200sqm. It would be up to three storeys in height.
- 3.4 The building would accommodate a mixture of different functions. The ground floor would accommodate the canteen facilities, gym and multi-purpose hall and office. The first floor would accommodate the police training and conference functions. The second floor would accommodate a control room and support facilities.
- 3.5 The new building has been designed to use clay multi-brickwork to all facades. The large areas of brickwork would have panels of projecting headers to provide visual interest. In addition there would be areas of standing seam copper cladding to further contrast and break up the areas of brick work.
- 3.6 There would be new elements of hard surfacing throughout the site to facilitate improvements to the car parking including the formation of a new

circulation route from the existing car park on the west of the site to serve the new building. The current parking provision on site would be increased from 450 parking spaces to a total of 940 spaces including 24 disabled spaces and 12 Electric Vehicle charging points. An additional 20 cycle parking spaces would be provided adjacent to the entrances to buildings and shower/locker rooms.

- 3.7 In addition to the construction of the new building there would be a comprehensive refurbishment of the existing buildings to facilitate the joint headquarters. External concrete panels would be removed and replaced with curtain wall panels to provide additional light to the first floor.
- 3.8 A new landscaped courtyard would be formed between the existing buildings on site and the new building including a covered walkway at ground level to link the new building to the courtyard. The courtyard would function as an informal meeting and breakout area.
- 3.9 The courtyard surface materials would be coloured tarmac broken up by concrete block paviors.
- 3.10 There would be other small structures/buildings associated with the development including a bin store, 5no. storage containers, pedestrian and vehicular security barriers, lighting and CCTV which would be both wall and pole mounted.
- 3.11 The development also involves the demolition of a number of small ancillary buildings within the site which are no longer fit for purpose these include a locker room building, former stable block, gym and office building.

#### **4.0 Consultations**

- 4.2 Adjoining neighbours have been notified and a Site Notice has been posted. 1no. letter of representation have been received as a result. In summary issues raised relate to:

Construction traffic along Sherwood Lodge Drive. Any damage should be made good.

Any construction traffic should not obstruct Sherwood Lodge Drive.

- 4.3 Natural England – no comments to make on this application.
- 4.4 Nottinghamshire County Council Highways: No objection subject to a number of conditions including securing off-site highway improvement works to the A60 Mansfield Road-Burntstump Hill signalised junction.
- 4.5 Rights of Way – no public rights of way are affected by this proposal.
- 4.6 Gedling Borough Council Economic Development – a local labour agreement is required.

- 4.7 Gedling Borough Council Scientific Officer – no objection, requests conditions relating to electric vehicle charging points and construction management plan.
- 4.8 Gedling Borough Council Public Protection – Support the application. The new food business operator would need to contact Public Protection regarding food hygiene requirements.
- 4.9 Tree Officer – No objection, requests conditions relating to an Arboricultural Method Statement and Tree Protection Plan.
- 4.10 Seven Trent – Foul drainage is proposed to connect into the public sewer which will be subject to a formal section 106 sewer connection approval. Surface water is proposed to discharge to swales, infiltration basins and soakaways, which we have no comment.

## **5.0 Assessment of Planning Considerations**

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that ‘if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise’.
- 5.2 The most relevant national planning policy guidance in the determination of this application is contained within the National Planning Policy Framework 2019 (NPPF) and the additional guidance provided in the National Planning Practice Guidance (NPPG).

## **6.0 Development Plan Policies**

- 6.1 The following planning policies are relevant in the consideration of this application.

### **6.2 National Planning Policy Framework 2019**

Sets out the national objectives for delivering sustainable development. Sections 8 (Promoting healthy and safe communities), 12 (Achieving well-designed places), 13 (Protecting Green Belt land) and 15 (Conserving and enhancing the natural environment) are particularly relevant.

### **6.3 Greater Nottingham Aligned Core Strategy Part 1 Local Plan**

Policy A: Presumption in Favour of Sustainable Development – a positive approach will be taken when considering development proposals

Policy 1: Climate Change – all development will be expected to mitigate against and adapt to climate change including with respect to flood risk.

Policy 2: The Spatial Strategy – states that sustainable development will be achieved through a strategy of urban concentration with regeneration.

Policy 3: Green Belt – sets out that the principle of the Nottingham Derby Green Belt will be retained.

Policy 10: Design and Enhancing Local Identity – sets out the criteria that development will need to meet with respect to design considerations.

Policy 12: Local Services and Healthy Lifestyles – sets out the criteria that new, extended or improved community facilities should meet.

Policy 17: Biodiversity – sets out the approach to ecological interests.

#### 6.4 Local Planning Document (Part 2 Local Plan) 2018

The Local Planning Authority adopted the Local Planning Document (LPD) on the 18th July 2018. The relevant policies to the determination of this application are as follows:

LPD 4: Surface Water Management – sets out the requirements for surface water drainage

LPD 14 – Replacement of Buildings within the Green Belt – sets the threshold for replacement buildings at no more than 50% larger than originally constructed. Additionally, all buildings are expected to satisfy a number of criteria in relation to design, impact on heritage, views and openness of the Green Belt or the reasons for including land within it.

LPD 18: Protecting and Enhancing Biodiversity – sets out the criteria for protecting designated site, including Local Wildlife Sites.

LPD 19: Landscape Character and Visual Impact – states that planning permission will be granted where new development does not result in a significant adverse visual impact or a significant adverse impact on the character of the landscape.

LPD 32: Amenity – planning permission will be granted for proposals that do not have a significant adverse impact on the amenity of nearby residents or occupiers.

LPD48: Local Labour Agreements – to enable local people to benefit from a proposed development through access to on-site training and/or jobs created by the end use of the development.

LPD 57: Parking Standards – sets out the requirements for parking.

LPD 61: Highway Safety – states that planning permission will be granted for developments that do not have a detrimental impact upon highway safety, movement and access needs.

### 7.0 Planning Considerations

#### Principle of Development

- 7.1 The site is located within the Green Belt and accordingly the relevant national and local planning Green Belt policies apply. Paragraph 134 of the National Planning Policy Framework states that the Green Belt serves five purposes:
- a) to check the unrestricted sprawl of large built-up areas;*
  - b) to prevent neighbouring towns merging into one another;*
  - c) to assist in safeguarding the countryside from encroachment;*
  - d) to preserve the setting and special character of historic towns; and*
  - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*
- 7.2 Paragraph 145 of the National Planning Policy Framework states that *a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt*. A number of exceptions are listed however the development proposed does not fall within any of these categories.
- 7.3 Paragraph 146 of the National Planning Policy Framework states that *certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it*. Again, the development proposed does not fall within any of these categories.
- 7.4 The development proposed is therefore inappropriate development within the Green Belt. Paragraph 143 of the National Planning Policy Framework states *that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances*. Paragraph 144 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

#### Very Special Circumstances

- 7.5 A number of considerations have been advanced by the Applicant in support of the proposed development within this location and these are summarised as follows:
- Co-location of Police and Fire and Rescue
- 7.6 The development provides the opportunity for the Nottinghamshire Fire and Rescue Service currently operating from their HQ at Bestwood Lodge Drive, Arnold, to relocate to Sherwood Lodge to deliver a joint central headquarters for the benefit of both Nottinghamshire Police and Nottinghamshire Fire and Rescue.
- 7.7 The proposal provides the opportunity to deliver improved facilities at the site for both authorities to promote an efficient and effective approach to encourage joint working practices. The collaboration presents a number of benefits not only financially but also establishes a strong partnership to address the communities' safety. It is believed that the most practical,

achievable and affordable option is the delivery of new joint facilities to meet the future needs of both authorities.

- 7.8 The new building would provide a single large police control room in one location to replace the current split between Sherwood Lodge and the Northern Control Centre and Mansfield Police Station. The existing control room would then be converted to form part of the new training centre.
- 7.9 Overall, the development supports the emergency services with improved operational capabilities to facilitate rapid deployments with access to all parts of the county. It will allow the Police to manage effective briefing and debriefing of staff, improve the ease of access to specialist equipment, and improve facilities for new recruits and on-going training. The development will promote an improved efficiency of daily tasks with the Police and Fire and Rescue Service based in the same location resulting in significant reductions in costs due to improved and multi-functional facilities to make the best use of the site and to fulfil the emergency services duty to serve the community's needs and adhere to statutory requirements.

#### Alternative Sites

- 7.10 A review was undertaken by the applicants in relation to alternative sites to accommodate the needs of emergency services. No other option was found to have better access to all parts of the County than currently exists from Sherwood Lodge.
- 7.11 As a key function of the emergency services is to respond to incidents in a timely manner on a 24/7 basis this is a key factor and weighs in favour of this site.
- 7.12 The Sherwood Lodge site is significantly larger than the Bestwood Lodge site as such provides the greatest opportunity to promote joint working. Bestwood Lodge would not be of sufficient size to accommodate the additional services and staff.
- 7.13 The current Police control rooms are split between Sherwood Lodge and Mansfield, with neither being of sufficient size to accommodate the required number of staff, the preferred option is to deliver a large central control room to accommodate all staff on a single site as this is the most efficient option and efficient use of resources whilst providing a better service.

#### The Planning Balance

- 7.14 Paragraph 144 of the National Planning Policy Framework states that *when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.*
- 7.15 It is therefore necessary to determine whether the considerations advanced by the applicant clearly outweigh the harm that would arise to the Green Belt



from this inappropriate development, and therefore whether they constitute the very special circumstances that would be necessary to allow the development to be permitted.

- 7.16 The proposal would result in encroachment into the countryside and would therefore be contrary to the purpose of the Green Belt as set out by Paragraph 134 of the National Planning Policy Framework. The development would also have an impact upon the openness of the Green Belt, in both a visual and a spatial sense, due to its location and its scale.
- 7.17 The new building has been sympathetically designed to minimise its impact. It would be located adjacent to the existing main buildings on the site. The heavily wooded nature of the site would ensure that the new building as per the existing would not be readily visible.
- 7.18 The same can be said for the works to the car park and revised circulation route and other ancillary works within the site as these are clearly of a lesser magnitude/extent than the proposed three storey building.
- 7.19 Whilst the existing screening due to the heavily/densely wooded nature of the application site would help to mitigate the impact on openness it cannot be regarded as very special circumstances.
- 7.20 The development provides the opportunity for the Nottinghamshire Fire and Rescue service currently operating from the headquarters at Bestwood Lodge Drive, approximately 5 miles south of the application site, to relocate to Sherwood Lodge to deliver a joint central headquarters. There would be improved facilities on site for both emergency services and promote an efficient approach encouraging joint working practices to the benefit of community safety as a whole.
- 7.21 The new building would provide a single large police control room in one location to replace the current split between Sherwood Lodge and the Northern Control Centre and Mansfield Police Station. The existing control room would then be converted to form part of the new training centre.
- 7.22 It is clear that the proposal seeks to expand the existing operation which would provide significant benefits to the operation of the emergency services which in turn provides significant benefits to the wider community in terms of improved public safety and operational efficiency.
- 7.23 On balance it is considered that these factors advanced by the Applicant in support of the development should be given substantial weight. The operational benefits of the proposal outweigh the harm that would be caused to the Green Belt in terms of its inappropriateness and the impact the development has upon openness. It is therefore considered that very special circumstances have been demonstrated subject to consideration of any other potential harm.

### Other Harm – Impact on the landscape character and visual amenity

- 7.24 Aside from Green Belt considerations it is necessary to access whether the impact on the surrounding landscape would be acceptable.
- 7.25 The application site falls within policy zone SPZ3 (Papplewick Wooded Estatelands) of the Greater Nottingham Landscape Character Assessment. The area is characterised by predominantly arable farming, with small intermittent areas of woodland. The application site and land around Burntstump Country Park being one such woodland.
- 7.26 The surrounding landscape has a moderate sensitivity to development due to its undulating landform resulting in development often being readily visible. The exceptions to this are the screening provided by interspersed areas of woodland.
- 7.27 Whilst it is accepted that a number of trees would be removed to facilitate the development, the integrity of the woodland would not be lost as the trees removed are located predominantly within the main body of the site. The protected trees around the boundary of the site fronting Mansfield Road and Burntstump Hill would remain. As such the development would be well screened from public vantage points and would therefore have limited impact on the landscape character and visual amenity.
- 7.28 The proposed extension can be seen as a logical addition to the existing built form on the site and would not have an undue impact on the predominantly rural appearance of the surrounding area. In light of the above matters the proposed development is considered to accord with the objectives of the landscape strategy.

### Sherwood Forest Special Protection Area

- 7.29 With regards to the Special Protection Area, paragraph 3.17.3 in the Council's Aligned Core Strategy (ACS) (2014) states 'Whilst this is not a formal designation, it does mean that these areas are under consideration by the Joint Nature Conservation Committee, and may be declared a proposed Special Protection Area in due course. The Aligned Core Strategies and Infrastructure Delivery Plan therefore take a precautionary approach and treat the prospective Special Protection Area as a confirmed European Site. The infrastructure Delivery Plan sets out requirements for a range of mitigation measures as recommended in the Habitats Regulation Assessment Screening Record. A decision on the extent of any possible Special Protection Area is not known'.
- 7.30 Natural England's current position in respect of the Sherwood Forest Region is set out in an advice note to Local Planning Authorities (March 2014) regarding the consideration of the likely effects on the breeding population of nightjar and woodlark in the Sherwood Forest Region. While no conclusion has been reached about the possible future classification of parts of Sherwood Forest as a Special Protection Area (SPA) for its breeding bird (nightjar and woodlark) interests, Natural England advise those affected Local Planning Authorities (LPAs) to be mindful of the Secretary of State's decision

in 2011, following Public Inquiry, to refuse to grant planning permission for an Energy Recovery Facility at Rainworth where the potential impacts on these birds and their supporting habitats was given significant weight.

- 7.31 In light of this decision the Advice Note recommends a precautionary approach should be adopted by LPAs which ensures that reasonable and proportionate steps have been taken in order to avoid or minimise, as far as possible, any potential adverse effects from development on the breeding populations of nightjar and woodlark in the Sherwood Forest area. This will help to ensure that any future need to comply with the provisions of the 2010 Regulations is met with a robust set of measures already in place. However unlike the Council's ACS, Natural England's Standing Advice Note does not recommend that the Sherwood Forest Region should be treated as a confirmed European site.
- 7.32 Having regard to evidence submitted to the inquiry in 2010, the site is not located within a core ornithological interest for breeding nightjar and woodlark area but is situated within an indicative 5km buffer zone. The precise extents of any buffer zones are not known and therefore it is considered that the proposal would have a minimal variance with Paragraph 3.17.3 of the Council's ACS and the benefits of the scheme would outweigh any harm identified.
- 7.33 In terms of the legal background, a potential Special Protection Area (pSPA) does not qualify for protection under the Habitats Regulations until it has been actually designated as a SPA. Furthermore, the site does not qualify for protection under the NPPF as paragraph 176 refers to pSPAs and footnote 59 explicitly states that pSPAs are sites on which the Government has initiated public consultation on the case for designation. This has not occurred and therefore the Sherwood Forest Region does not qualify for special protection and a risk based approach is not necessary to comply with the Habitat Regulations or the NPPF.

#### Residential Amenity

- 7.34 The application site is located in a somewhat isolated rural location. Whilst there are two residential properties to the west of the application site the separation distance and extensive tree belt would effectively screen the development and provide a suitable buffer.
- 7.35 Whilst the proposed development would result in an intensification of use of the site it is not considered that noise and increased activity created by additional vehicle movements to and from the site would result in an undue impact in the amenity of neighbouring occupiers.
- 7.36 I am satisfied that given the location of the proposed development in relation to the adjacent properties, the application proposals will not have a detrimental impact in terms of overlooking, over shadowing or over bearing impact. In this regard I am satisfied that the proposed development is in accordance with Policy LPD32.

## Ecology

- 7.37 The site is characterised as an area of mature broadleaved and coniferous plantation woodland, punctuated by occasional open clearings of grassland and small areas of formal soft landscaping. As such there is the opportunity for protected species to be present. The applicants have submitted an ecological assessment based on a number of protected species surveys of both the site and the buildings.
- 7.38 The findings of the submitted ecology report and associated surveys are that there are no badgers, great crested newts or reptiles on the site. There is no evidence of roosting bats within the trees likely to be affected by the proposals.
- 7.39 There was however the presence of foraging bat species present due to the large number of trees on the site. A further bat survey was undertaken which concludes that there is a need for the installation of bat boxes on retained woodland trees to create additional roosting habitat and the production of a lighting strategy to avoid significant light spill into the retained woodland areas and ensure dark foraging resources are provided. These can be secured through appropriately worded conditions.
- 7.40 In relation to birds a range of species has been identified within the Sherwood Lodge site, particularly within the woodlands to the south as they provide appropriate habitats.
- 7.41 The proposed development would result in the loss of a number of trees which, in the absence of mitigation, would create a net loss of nesting and foraging resources for the local bird population.
- 7.42 Additionally, unrestrained artificial light spill would have a negative impact on birds resulting disturbance and potential displacement.
- 7.43 The ecological assessment proposes the following mitigation measures to ensure a net gain in habitat resource post development:
- (i) Measures to reduce the impacts of artificial lighting post-development.
  - (ii) Installation of a range of bat and bird boxes.
  - (iii) Measures to enhance the ecological value of the wider woodland resource post-development including the creation of deadwood habitats, removal of invasive plant species and the planting of understorey trees and shrubs.
- 7.44 Natural England's Standing Advice for protected species states that it may not be possible to avoid affecting a protected species on a proposal site, but the harm caused must be reduced as much as possible. The Standing Advice identifies compensation must:
- make sure that no more habitat is lost than is replaced, which means there's no net loss

- provide for like-for-like habitat replacements, which are located next to or near existing species population (check distances in the relevant species standing advice) and in a safe position to provide a long-term home
  - provide for a better alternative habitat in terms of quality or area, compared to what will be lost
  - include proposals to make sure habitats are still connected to allow normal species movement.
- It is considered that the proposed mitigation measures comply with the above requirements and is acceptable in this regard.

7.45 The application has been assessed in accordance with Natural England's Protected Species Decision Checklist that forms part of the Standing Advice and it is concluded that planning permission maybe granted subject to appropriate conditions. Therefore, subject to a condition securing the above compensatory measures it is considered that the scheme is acceptable in relation to impact on protected species. As such the proposal is considered to accord with ACS Policy 10.

#### Tree Impact

- 7.46 The proposal would result in the removal of a number of trees from the site. However, the scheme has been designed to protect all fully mature and veteran trees within close proximity of the development footprints and minimise losses of mature and established trees.
- 7.47 This is achieved by:
- (i) utilising gaps in woodland edges and targeting younger trees or trees of lower value when designing/locating the car parking areas.
  - (ii) use of non-dig construction techniques for parking bays when adjacent to retained trees.
  - (iii) Appropriate design and construction of the circulation road layouts to avoid impact on valuable/mature trees.
- 7.48 Whilst a number of trees would be removed to facilitate the development the majority of these trees are moderate to low value. These trees are either non-native or young/early mature trees located within the footprint of the eastern arm of the circulation road to the new building.
- 7.49 Only one fully mature high value tree is proposed to be removed as part of the development. This tree is located within the footprint of the circulation road to the new building.
- 7.50 The table below sets out the quanta of trees to be removed:

VALUE CLASSES	APPROXIMATE NUMBER OF INDIVIDUAL TREES REMOVED IN ACCORDANCE WITH AGE CLASS				
	Young to Early Semi-Mature	Semi-Mature to Late Semi-Mature	Early Mature	Mature	Fully Mature & Veteran
TPO Trees	3	4	2	0	0
Category A Trees (High Value)	0	0	0	1	0
Category B Trees (Moderate Value)	40	133	31	3	0
Category C Trees (Low Value)	106	6	0	3	0
Category U Trees (Negligible Value)	3	2	0	0	0
<b>TOTALS</b>	<b>152</b>	<b>145</b>	<b>34</b>	<b>6</b>	<b>0</b>
Percentage	45%	43%	10%	2%	0%

- 7.51 Of the total trees proposed to be removed 45% are within the young to early semi-mature age ranges and 43% within the semi-mature to late semi-mature ages ranges accounting for the majority of the all trees to be removed. In comparison only 10% would be early mature.
- 7.52 The proposed development has been designed to minimise losses of mature and established trees and would result in minimal impact on the character and appearance of the area when viewed from public vantage points as the trees around the boundary of the site would be unaffected.
- 7.53 The compensatory measures to address any potential ecological impact would also serve to improve the retained trees/woodland areas including removal of non-native species shrubs, planting of native shrub understorey species and the creation of deadwood habitats.
- 7.54 It is considered that the proposed tree removal, on balance, subject to appropriate protection and ecological compensatory measures are considered acceptable and accord with policy LPD 19 of the adopted Local Plan.

### Flooding & Drainage

- 7.55 A flood risk assessment and drainage strategy has been submitted with the application as the site exceeds one hectare. The site is located within flood zone 1 and is therefore at low probability of flooding (less than 1 in 1,000 annual probability of flooding).
- 7.56 Whilst the end use, a Police and Fire and Rescue Head Quarters, may be regarded as highly vulnerable to flooding as the site is within Flood Zone 1 the development is regarded as appropriate and no flood risk mitigation measures need to be put in place.

- 7.57 In relation to surface water drainage due to the permeable nature of the underlying geology it is intended that surface water disposal would be via infiltration systems. This would include a soak away to the south of the site and swales alongside the car parking and new circulation road feeding into an infiltration basin. This information can be secured through an appropriately worded condition.
- 7.58 Foul sewerage would be served by a connection to the existing mains sewerage network. As such the proposal would accord with policy LPD 4 of the adopted local plan.

#### Highways and Parking

- 7.59 The planning application is accompanied by a Transport Assessment to assess the impact of the proposed development in relation to the surrounding highway network. The Highway Authority has assessed this document and considers that, subject to an improvement to the A60/Burntstump signalised junction to allow vehicles in the northbound carriageway turning right to wait without restricting the free flow of northbound through movements, the scheme is acceptable.
- 7.60 Car parking and internal movements within the site would be improved by the formation of a circulation route that links the car parks and the new building. The operation on site is unique and does not relate directly to any of the uses set out in Parking Provision Supplementary Planning Document. As such there is no minimum parking requirement prescribed in the document. In these circumstances parking provision is assessed on a site specific basis.
- 7.61 Parking provision within the site would increase from 450 spaces to a total of 940 including 24 disabled spaces. This proposed increase in provision addresses the identified parking shortfall associated with the existing operation and activity and provides appropriate provision in relation to proposed development.
- 7.62 The Highway Authority has concluded that they have no objection to the proposal subject to the imposition of appropriate conditions to secure the improved right turn from the A60 and parking and turning within the site to serve the development. The proposal is therefore considered to be in full conformity with the objectives of the Supplementary Planning Document and complies with policies LPD57 and LPD61.

#### Others Matters

- 7.63 An objection has been raised with regards to the impact of the application upon the shared access road, Sherwood Lodge Drive, during the construction phase. Concern has been raised in relation to potential damage and blocking of the shared access.
- 7.64 Any damage to the shared private driveway is a private legal matter.
- 7.65 A Construction Ecological Management Plan has been submitted by the applicant which outlines appropriate working methods and mitigation

measures which will be undertaken throughout the construction phase of the proposed development in order to mitigate adverse impacts to habitats.

- 7.66 The applicant has confirmed that the main build is likely to take around 60 weeks and would welcome an appropriately worded condition to secure employment and training opportunities for local people in accordance with policy LPD48.

## **8.0 Conclusion**

- 8.1 Having regard to the above considerations, whilst the application consists of inappropriate development within the Green Belt and the proposal would have an impact upon openness, very special circumstances have been provided that in the planning balance outweigh the harm to the Green Belt by virtue of its inappropriateness, impact upon openness and the impact upon landscape and visual amenity. On balance I am of the opinion that the proposal is in accordance with the National Planning Policy Framework, Policy 3, 10, 12, and 17 of the Aligned Core Strategy 2014, policies LPD4, LPD14, LPD18, LPD19, LPD32, LPD 48, LPD57 and LPD61 of the Local Planning Document 2018.

**Recommendation: Grant Planning Permission subject to the following conditions:**

### **Conditions**

- 1 The development must be begun not later than three years beginning with the date of this permission.
- 2 This permission shall be read in accordance with the Location Plan Drawing No. JHQ-YMD-01-ZZ-DR-A-0100-S1 Rev P2, Site Layout Drawing No. JHQ-HWA-ZZ-XX-DR-C-5003 Rev P05, Proposed Site Plan 1 of 2 Drawing No. JHQ-YMD-01-ZZ-DR-A-0103-S1 Rev P2, Proposed Site Plan 202 Drawing No. JHQ-YMD-00-ZZ-DR-A-0104-S1 Rev P2, New Build and Courtyard Drawing No. JHQ-YMD-00-ZZ-DR-A-0106-S1 Rev P1, New Build Ground Floor 1 of 2 Drawing No. JHQ-YMD-01-GF-DR-A-0200-S1 Rev P2, New Build Ground Floor 2 of 2 Drawing No. JHQ-YMD-01-GF-DR-A-0201-S1 Rev P2, New Build First Floor Drawing No. JHQ-YMD-01-01-DR-A-0202-S1 Rev P2, New Build Second Floor Drawing No. JHQ-YMD-01-02-DR-A-0203-S1 Rev P2, New Build Roof Layout 1 of 2 Drawing No. JHQ-YMD-01-03-DR-A-0204-S1 Rev P2, New Build Roof Layout 2 of 2 Drawing No. JHQ-YMD-01-03-DR-A-0205-S1-Rev P2, New Build Elevations 1 of 2 Drawing No. JHQ-YMD-01-ZZ-DR-A-0300-S1 Rev P2, New Build Elevations 2 of 2 Drawing No. JHQ-YMD-01-ZZ-DR-A-0301-01, New Build Covered Walkway Drawing No. JHQ-YMD-01-ZZ-DR-A-0210-S1 Rev P2, External Lighting and CCTV Layout Drawing No. NTBS3133-GLE-02-ZZ-DR-E-5000 Rev P2, Bin Store Drawing No. JHQ-YMD-01-ZZ-DR-A-0211-S1 Rev P1, Compound and Fencing JHQ-HWA-ZZ-XX-DR-C-0012 Rev P01. The development shall thereafter be undertaken in accordance with these plans/details.
- 3 No above ground construction works in relation to the new building shall commence until details of the proposed external facing materials to be used in the development have been submitted to and approved in writing by the Local



Planning Authority. The development shall only be undertaken in accordance with the approved details.

- 4 No development shall commence on site in connection with the development thereby approved (including demolition, with the exception of the removal of the temporary building Meadowview any tree works with the exception of those trees identified for removal in the submitted Arboricultural Survey and Impact Assessment dated June 2019, fires, soil moving, temporary access construction and/or widening or any operations involving the use of motorised vehicles or construction machinery) until a detailed Arboricultural Method Statement (AMS) in accordance with BS5837:2012 Trees in relation to design, demolition and construction - Recommendations has been submitted to and approved in writing by the Local Planning Authority and any protective fencing is erected as required by the AMS.

The AMS shall include full details of the following:

- a) Timing and phasing of Arboricultural works in relation to the approved development.
- b) Details of a tree protection scheme in accordance with BS5837:2012: which provides for the retention and protection of trees, shrubs and hedges adjacent to the site.
- c) Details of any construction works required within the root protection area of trees, hedges or shrubs adjacent to the site, as defined by BS5837:2012.
- d) Details of the arrangements for the implementation, supervision and monitoring of works required to comply with the Arboricultural Method Statement.

The development shall thereafter be undertaken in accordance with the approved Arboricultural Method Statement.

- 5 Prior to the new circulation road hereby approved being brought into use details of the surface water drainage for the road shall be submitted to and approved in writing by the local planning authority. The development shall be undertaken in accordance with the approved details.
- 6 Prior to the first use of the building hereby permitted the Electric Vehicle Charging Points as indicated on the approved layout plan Drawing No. JHQ-HWA-ZZ-XX-DR-C-5003 RevP05 shall be installed and available for use. The EV charging points, or any replacement units, shall be retained for the life of the development.
- 7 Prior to the first use of the building hereby permitted details of bat and bird boxes to be installed at appropriate locations within the site shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include location and type of bat and bird boxes. The development shall be undertaken in accordance with the approved details and shall be retained for the life of the development.

8 The development hereby permitted shall be undertaken in accordance with the Construction Ecological Management Plan dated June 2019.

9 Notwithstanding the submitted details prior to the occupation of the development hereby permitted a Habitat/Landscape Creation Scheme and Biodiversity Management Plan shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:

1. Enhancement of the existing woodland through thinning and/or coppicing;
2. Control of any invasive non-native shrubs;
3. Planting of replacement native shrub and understorey species;
4. Creation of rides and/or clearings;
5. Creation of deadwood habitats
6. Creation of refugia for amphibians and reptiles.

The development shall be undertaken in accordance with the approved details and retained as such for the life of the development.

10 Notwithstanding the submitted details prior to the new building hereby permitted being brought into use an external lighting strategy shall be submitted to and approved in writing by the local planning authority. Such details shall include:

1. Mechanisms/means by which all permanent artificial lighting to be constructed on site shall be designed to negate or minimise light spill into the adjacent woodlands so far as is reasonably practicable.
2. Specific measures to reduce impacts to nocturnal species. The approved details shall be retained for the life of the development.

11 Prior to the commencement of construction of the new building hereby approved details of a local labour agreement in relation to the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The local labour agreement shall be implemented in accordance with the approved details thereafter.

12 The approved building shall not be occupied or be brought into use until the owner or the occupier of the site has appointed and thereafter continue to employ or engage a travel plan coordinator who shall be responsible for the implementation delivery monitoring and promotion of the sustainable transport initiatives set out in the Travel Plan (TP) to be approved and whose details shall be provided and continue to be provided thereafter to the Local Planning Authority (LPA).

13 The Travel Plan Coordinator (TP) shall submit reports to and update the TRICS (Trip Rate Information Computer System) database in accordance with the Standard Assessment Methodology (SAM) or similar to be approved to

the Local Planning Authority (LPA) in accordance with the TP monitoring periods to be agreed. The monitoring reports submitted to the LPA shall summarise the data collected over the monitoring period and propose revised initiatives and measures where travel plan targets are not being met including implementation dates to be approved in writing by the LPA.

- 14 The Travel Plan Coordinator shall within 3 months of occupation produce or procure a full travel plan that sets out final targets with respect the number of vehicles using the site and the adoption of measures to reduce single occupancy car travel to be approved by the Local Planning Authority. The Travel Plan shall be implemented in accordance with the approved timetable and be updated consistent with future travel initiatives including implementation dates to the satisfaction of the Local Planning Authority.
- 15 No part of the development hereby permitted shall be brought into use until the parking, turning and servicing areas are provided in accordance with the approved plans. The parking, turning and servicing areas shall not be used for any purpose other than parking, turning, loading and unloading of vehicles, and shall thereafter be retained for the life of the development.
- 16 Prior to the first use of the hereby approved building the scheme of mitigation at the A60 Mansfield Road/Burntstump Hill signalised junction as shown on the drawing entitled 'Proposed Improvement Works - A60 Mansfield Road-Burnstump Hill T-junction (Option 1)' drawing no. ADC1718-DR-001, revision P4 shall be provided.

## **Reasons**

- 1 In order to comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 For the avoidance of doubt and to define the permission.
- 3 To ensure a satisfactory standard of external appearance.
- 4 To ensure that existing trees on the site are adequately protected.
- 5 To ensure that the drainage scheme is appropriate to meet the needs of the site and approved development.
- 6 To ensure that the development is constructed in an appropriately sustainable manner which takes into consideration air quality in the Borough.
- 7 In the interests of protecting ecological interests on the site.
- 8 In the interests of protecting ecological interests.
- 9 In the interests of enhancing ecological provision on the site.
- 10 In the interests of protecting ecological interests.

- 11 To seek to ensure that the construction of the site employs wherever possible local people and assists economic growth in the area.
- 12 To promote sustainable travel
- 13 To promote sustainable travel
- 14 To promote sustainable travel
- 15 In the interests of Highway safety.
- 16 To ensure that the impacts on the highway network are limited. In the interests of highway safety and the free flow of traffic on the highway.

### **Reasons for Decision**

The application consists of inappropriate development within the Green Belt and the proposal would have an impact upon openness, very special circumstances have been provided that in the planning balance outweigh the harm to the Green Belt by virtue of its inappropriateness, impact upon openness and the impact upon landscape and visual amenity. On balance I am of the opinion that the proposal is in accordance with the National Planning Policy Framework, Policy 3, 10, 12, and 17 of the Aligned Core Strategy 2014, policies LPD4, LPD14, LPD18, LPD19, LPD32, LPD48, LPD57 and LPD61 of the Local Planning Document 2018.

### **Notes to Applicant**

Notes to Applicant: In order to carry out the off-site works required you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order to undertake the works you will need to enter into an agreement under Section 278 of the Act. Please contact Nottinghamshire County Council Highway Development Control (email: [hdc.south@nottscc.gov.uk](mailto:hdc.south@nottscc.gov.uk)) for details. It is strongly recommended that the developer contact the Highway Authority at an early stage to clarify the codes etc. with which compliance will be required in the particular circumstance, and it is essential that design calculations and detailed construction drawings for the proposed works are submitted to and approved by the County Council (or District Council) in writing before any work commences on site. All correspondence with the Highway Authority should be addressed to:- NCC Highways (Development Control, Floor 3), Nottinghamshire County Council, County Hall, Loughborough Road West Bridgford, Nottingham, NG2 7QP

Severn Trent Water advise that although our statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under, The Transfer Of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and you are advised to contact Severn Trent Water to discuss your proposals. Severn Trent will seek to assist you obtaining a solution which protects both the public sewer and the building. There is a 6in water main in the application site. No build over is permitted. I have copied in our clean water asset protection team to make their comments.