



COMMITTEE DATE 22/03/2023 **WARD** Sutton Junction & Harlow Wood

APP REF V/2022/0796

APPLICANT Mr Steve Wallace.

PROPOSAL Erection of a New Planetarium & Science Discovery Centre, including Conversion and use of Subterranean Reservoir, External Works and Landscaping.

LOCATION Sherwood Observatory, Coxmoor Road, Sutton in Ashfield, NG17 5LF.

WEB-LINK <https://www.google.com/maps/place/Coxmoor+Rd,+Sutton-in-Ashfield/@53.1140363,-1.2226442,202m/data=!3m1!1e3!4m5!3m4!1s0x487995f1c6f2800f:0x6423ec83f13d5564!8m2!3d53.1203739!4d-1.228095>

BACKGROUND PAPERS A, B, C, D, E, F & K.

App Registered: 01/11/2022 **Expiry Date:** 31/01/2023

Consideration has been given to the Equalities Act 2010 in processing this application.

This application has been referred to Planning Committee due to public interest.

The Application

This is an application to erect a new planetarium building at the existing Sherwood Observatory site. The proposal will see the re-use of the existing subterranean reservoir to create a STEM (science, technology, engineering and mathematics) environment to enhance regional learning opportunities and increase the leisure offer to visitors, by providing educational and interactive spaces via a new planetarium, exhibition spaces, classrooms, conference rooms and external telescope deck for use by schools, community groups and wider members of the public.

Improvements to the sites access are to be delivered and an increase in the capacity of off-road parking is also proposed. The building is contemporary in design and incorporates renewable energy sources such as solar panels and air source heat pumps.

Consultations

A site notice has been posted together with individual notifications to nearby properties, in addition to a notice being published in the local press.

The following responses have been received:

ADC Tree Officer:

- The supplied arboricultural survey is to industry standard ,however it has not been "read in" to the development proposal in any meaningful way at this stage.
- Although in principle no objections are raised to the proposal, in order to fully understand the impact of the proposal on trees on site an arboricultural impact assessment, tree protection plan, tree removal plan and details of an arboricultural method statement should be submitted.

ADC Environmental Health:

- Sufficient information has been received regarding contamination on site.
- An advisory note should be attached to any favourable decision.

ADC Place and Regeneration:

- An increase in cycle parking provision would be welcomed.
- The footways near parking bays could be realigned.
- Outdoor seating / picnic areas would be beneficial.
- Native hedgerow planting around the planetarium pathways would enhance the scheme..

ADC Housing:

- No affordable housing contributions required as part of this application.

Environment Agency:

- No formal comments to make - The development falls within flood zone 1 and therefore no fluvial flood risk concerns.

- Informative provided relating to foul drainage.

Local Lead Flood Authority:

- No objection.

Severn Trent Water:

- Foul water is proposed to connect into a sewage treatment plant, which we have no comment.
- Surface water is proposed to discharge into a soakaway, which we have no comment.
- Informatives are advised.

Nottinghamshire County Council Highways:

Comments Dated 02/12/2022:

- Red line might include some adopted highway – should be revised.
- New hedgerow planting in the highway extent would not be supported.
- A new 2m-3m wide footpath/cycle footway should be provided between the site entrance and exit.
- Exit point is not quite 6m wide.
- Reorientation of 'disabled' parking bay symbols required.
- A marked pedestrian crossing should be shown on the access road near spaces 1 and 7 to aid pedestrian movement.
- Where are the 8 electric vehicle charging points located?
- Visibility splays on exit appears to cross third party land.
- Comments relating to the Travel Plan:
 - Reference is made within the Travel Plan to 'volunteers' and 'staff'. Will any staff be employed?
 - Travel plan should cover a 5 year period following occupation.
 - Travel survey to take place 3 months after opening.

- Annual monitoring report should be produced and sent to NCC within 1 month of data collection.

Comments Dated 02/03/2023:

- No objection subject to conditions.
- The updated Travel Plan is now acceptable.
- Correct highway boundary now shown and other revisions to layout such as amended access widths.
- Although a widening of the footway along the front of the site would be preferable, not providing this would not warrant a refusal of the application.

Nottinghamshire County Council Planning Policy:

- No concerns for mineral safeguarding.
- The closest existing bus stops are located on Searby Road, Sutton in Ashfield and are approximately 1.5km from the centre of the site.
- It is unlikely a commercial operator will divert bus services to the site.
- However, in the future Demand Responsive Transport (DRT) could be utilised to make this site more accessible and promote the use of sustainable transport for visitors and employees.
- No contributions towards local bus service provision will be sought.
- Request a condition requiring a new DRT bus stop within the site.

Resident Comments:

14 representations have been received, 13 supporting the proposal and 1 neither objecting or supporting, with the representations raising the following points:

- Brilliant opportunity.
- Fantastic idea.
- Wonderful unique addition to the District.
- Project will enhance the visitor economy for Ashfield.
- Will benefit local economy and people.
- Much needed educational and inspirational facility.
- Will provide an equality of learning for all.
- Encourages young people to take an interest in science and technology.
- Will complement redevelopment of the facilities at King's Mill Reservoir.
- Will significantly increase traffic.

- Vehicle headlights shine in to properties.
- Altering a view.
- Impact on house prices.

Policy

Under the Planning and Compulsory Purchase Act 2004, section 38(6) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Therefore, the starting point for decision-making are the policies set out in the Ashfield Local Plan Review 2002 (saved policies). The National Planning Policy Framework (NPPF) is a material consideration.

Having regard to Section 38 of the Planning and Compulsory Purchase Act 2004 the main policy considerations are as follows:

Ashfield Local Plan Review (ALPR) (2002) as amended by 'saved policies' 2007:

ST1 – Development.

ST4 – Remainder of the District.

EV2 – Countryside.

EV4 – Mature Landscape Area.

EV6 – Local Nature Reserves & Sites of Importance for Conservation & Geological Significance.

EV8 – Trees and woodlands.

National Planning Policy Framework (NPPF) (2021):

Para 2 – Achieving sustainable development.

Part 8 – Promoting healthy and safe communities.

Part 9 – Promoting sustainable transport.

Part 11 – Making effective use of land.

Part 12 – Achieving well designed places.

Part 15 – Conserving and enhancing the natural environment.

Part 16 – Conserving and enhancing the historic environment.

Relevant Planning History

V/2003/0149 – Workshop and improved access – FULCC.

V/2018/0094 – Change of use of land to car park – Withdrawn.

V/2018/0310 – Change of use of land to car park – FULCC.

Material Considerations:

- Principle of Development.
- Operation of the Facility.
- Visual and Residential Amenity.
- Healthy & Sustainable Development.
- Ecology and Natural Environment.
- Historic Environment.
- Highway Safety and Transport.
- Other.
- Conclusions.

Section 70(2) of the Town and Country Planning Act 1990 provides that, in dealing with proposals for planning permission, regard must be had to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that, if regard is to be had to the development plan for any determination, then that determination must be made in accordance with the plan, unless material considerations indicate otherwise. Therefore, the starting point for decision-making are the policies set out in the Ashfield Local Plan Review 2002 (saved policies).

The National Planning Policy Framework (NPPF) is a material consideration. The policies in the development plan have to be considered in relation to their degree of consistency with the provisions of the NPPF (NPPF paragraph 219). This will depend on the specific terms of the policies and of the corresponding parts of the NPPF when both are read in their full context. An overall judgement must be formed as to whether or not development plan policies, taken as a whole, are to be regarded as out of date for the purpose of the decision.

Principle of Development:

The site is located on Coxmoor Road, in an area designated as Countryside (Policy EV2). As such policy ST4 sets out that given the location of the application site, permission will only be given for:

- Sites allocated for development;
- Development appropriate to the Countryside (Policy EV2).

Policy EV2 Countryside identifies that planning permission will only be given for 'appropriate' development. Development must be located and designed so as not to adversely affect the character of the countryside, in particular its openness. The NPPF in paragraph 174 (b) also recognises the intrinsic character and beauty of the countryside. Consequently, the Policy is broadly consistent with the NPPF.

Under Policy EV2 appropriate development includes uses for tourism (b), the re-use of existing buildings (e) and new buildings which are essential to a countryside location and the need for the development in the proposed location has been established (d).

The proposal is for a new planetarium and science discovery centre at the site of the existing Sherwood Observatory and seeks to create a STEM (science, technology, engineering and mathematics) environment to enhance regional learning opportunities and increase the leisure offer to visitors, by providing educational and interactive spaces via a new planetarium, exhibition spaces, classrooms, conference rooms and external telescope deck. Associated facilities will also be provided such as a café, restrooms and internal elevator. The proposal will utilise the existing subterranean Victorian reservoir.

As such it is considered that the proposed new building for leisure and tourism uses would meet the criteria to be considered an 'appropriate' form of development. However a proposal must still be designed and located in a way which does not adversely affect the character of the countryside.

Operation of the Facility:

The new planetarium seeks to utilise the existing subterranean Victorian reservoir for classrooms, exhibition hall, meeting/conference room, store, elevator and plant room. Welfare facilities such as w/c's and baby changing will also be provided at this level alongside the main entrance lobby and visitor reception. The first floor will provide additional meetings rooms and w/c's, access into the planetarium dome, a café and additional stores.

The Observatory will not be open for general public access, it will only be open to the public for scheduled events and pre-booked visits. Events would consist of

school/group visits, planetarium shows, open evenings/solar days and members evenings. Although some events such as school visits would be during the day (9:30am to 2:30pm) many of the events would be in the evenings simply due to the nature/function of the site.

There will be a cap on the number of tickets available for each event, and when patrons arrive to the site they would be managed by the reception area. Events will continue to be staffed by volunteers but there will also be two paid members of staff, one undertaking administrative/marketing duties and another to run the Planetarium (although volunteers will also present the Planetarium shows). The on-site café will also only be open when events are on and there will be no general access by the public.

All vehicular activities for visitors, staff, events, and educational purposes will be conducted through a new one-way road within the site, which will serve dedicated car parking, coach drop-off, motorbike bays, cycle storage, and electric vehicle charging infrastructure. This will be discussed further below in the highway section.

Visual and Residential Amenity:

Given the buildings design and function it will be of varying heights, reaching approximately 6.25m to the top of the flat roof section, with its highest point being approximately 11.2m to the top of the new planetarium dome from ground level.

The new planetarium building will sit atop of the existing reservoir structure and will utilise a proposed material palette consisting of facing concrete walls, glazing and anthracite planetarium dome, with the existing red brick reservoir remaining as existing. Although these could be viewed as a contemporary mix of materials, it is considered to provide a complementary juxtaposition to the re-use of the existing Victorian reservoir. The proposed green roof and bunding around the base of the building are also considered to help the building assimilate with its surroundings.

The closest residential property is located approximately 40+m (from property to external balcony area) to the west of the application site. It is acknowledged that the proposal will increase the capacity of visitors to the site at any given time, however the operation of the site will remain unchanged in that attendance to the events would need to be pre-booked with there being a cap on ticket numbers, with events continuing to operate during the day and evenings. Due to the increased 'scale' of operations at the site it is possible that nearby residents may notice increased levels of activity associated with the site, however given the site's use, area topography, distance to nearby residents and boundary treatments, it is considered there shall be no detrimental impact upon the character and amenity of the area or any residents within the wider area.

Healthy & Sustainable Development:

The National Planning Policy Framework (NPPF) identifies that the planning system should seek to provide social and recreational facilities for communities to promote social interaction and facilitate different members of the community meeting. The construction of the new planetarium building will provide the opportunity for communities to come together and meet likeminded people who share common interests, therefore promoting social interaction. It will also provide a STEM environment to assist with the learning and development of school groups and increase the District / Counties leisure offer overall.

In addition to the social, recreational and educational benefits associated with the proposal, the development also seeks to incorporate features to increase the buildings sustainability and green credentials.

The flat roof shall comprise of a green sedum roof to add to the site's overall biodiversity. Photovoltaic panels will be installed to provide a clean renewable energy source for the operation of the building going forward, and air source heat pumps are to be used as the primary heating source. Additionally 4 louvres will be sited on the roof to provide natural ventilation for the café and meeting rooms below.

4 electric vehicle (EV) charging points for patrons and staff are to also be installed on site, with 4 further spaces having the cable infrastructure installed to facilitate the installation of additional charging points at a later date if required. Covered cycle parking is also provided to encourage and support a modal shift away from the use of petrol engines, to both reduce carbon emissions and improve local air quality.

Ecology and Natural Environment:

Ecology

The application site itself is subject to no wildlife designations, although it is sited immediately adjacent to the Coxmoor Golf Club Local Wildlife Site (LWS). Habitats within the application site have been regularly cut-back and recently cleared leading to the formation of large areas of bare earth and the regrowth of colonising plant species. Habitats are generally denser along the raised earth banking covering the reservoir and at the outer fringes of the site adjacent to hedgerows. The site is separated from the golf course by a native species broadleaved woodland.

There are several trees scattered across the site which will be required to be removed to facilitate the development, although most of the trees were identified as being Category 'U'. A native hawthorn hedgerow separates the site from Coxmoor Road. To mitigate any required tree removal it is proposed to replant a new hedgerow and 5 new trees along the main elevation fronting Coxmoor Road.

Bat surveys were undertaken at the site, and although some bats were observed in flight during the surveys, no bats were seen to exit and / or enter the buildings on site. Nevertheless any external lighting is to be carefully designed in accordance with

Bat Conservation Trust and the Institute of Lighting Professionals guidelines to avoid impact on existing trees and potential flight zones. External lighting at the site will be kept to a minimum to avoid light pollution not only to benefit wildlife but also to avoid any undue effects on to the work carried out by the observatory.

The application site falls outside of the defined ppSPA (possible potential Special Protection Area) for Nightjar's and Woodlarks. However the habitats on site are considered to be sub-optimal for display flight, breeding, feeding and ground nesting for these two species.

Nevertheless the development offers the opportunity to incorporate permanent bird nesting features for other species within the new building, in addition to the proposed replacement tree planting and further hedgerow planting.

Trees

Trees and hedgerows on site appear to have not been regularly maintained due to their current health, structure and density, with the hedgerows displaying extensive gapping and fragmentation.

8 individual trees and 1 group of trees within the site are to be removed which have been identified as being C2 and U category trees. Boundary trees and hedgerows are to be retained and protected during construction works in accordance with BS 5837: 2012. For the avoidance of doubt category C2 and U trees are defined as follows:

- C2 – Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm.
- U – Those trees in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years.

As previously identified new tree and hedgerow planting are proposed at the site to help mitigate against the tree removal.

Historic Environment:

One of the principle elements of the proposal is the re-use of the existing subterranean Victorian Reservoir. Currently the reservoir comprises a large circular shaped earth-covered structure with an entrance providing access into the reservoir located in the south-eastern elevations. The banking has been 'cut-away' to help form this entrance. The only other access in to the existing structure is via a hole in the roof of the structure which would have previously provided access into the reservoir via the externally sited pumping station, prior to the more recent doorway opening being created to the south-east as discussed. At the time of the Council's site visit (January 2023) the external pumphouse on top of the reservoir was under demolition.

Internally the reservoir structure comprises a lattice of tall brick arches and arched brick ceiling. Many calcium stalactite type formations have formed below the roof archways due to the wet and damp conditions. The internal floor also comprises of visible bricks, but in areas is subject to a thin covering of a wet clay-like sediment.

Although the reservoir is not currently formally identified on the Council's local heritage list as a non-designated heritage asset it is considered that it would appear to meet the Council's designation criteria. The structure is considered to represent a utility feature of historic interest, with its significance deriving from its rarity and integrity. The applicant claims the reservoir is structurally sound and there is no evidence to dispute this fact.

The NPPF describes a heritage asset as an irreplaceable resource which should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. In addition the significance of a heritage asset should be enhanced by putting them to a viable use consistent with their conservation to provide wider social, cultural, economic and environmental benefits (paragraphs 190 and 190 respectively).

It is considered that the proposed development will help to retain the asset and put it to a viable use which will ensure its long term retention and also facilitate public access to view the heritage asset, which are considered to be positive aspects of the scheme.

Coxmoor Road forms a prominent escarpment within the local landscape, with there being far reaching views. The new planetarium building will be located in an elevation position atop the existing reservoir structure. Given the location of the site and proximity to nearby heritage assets, coupled with there being limited indivisibility, it is considered that the proposal will not have any detrimental harm to the setting and/or significance of any other nearby heritage assets.

Highway Safety & Transport:

Currently the existing observatory site utilises an area of land to the north for vehicle parking, which is leased from the Coxmoor Golf Club. As part of the new development the proposal has been designed to ensure sufficient parking provision can be provided to meet visitor demand to the planetarium. However it is understood that the land leased from the Golf Club is still available for use as an overflow car park should this be required for any reason.

A new access is to be provided which will facilitate the operation of a one-way vehicle 'loop' road through the site serving car parking, coach drop-off, motorbike bays, cycle storage, and electric vehicle charging infrastructure. The existing access will continue to operate to serve access from Coxmoor Road into the area of land to the north (leased from Coxmoor Golf Club) and to facilitate access to Western Power to a nearby sub-station.

It has been forecasted that up to 38 car parking spaces are required on site on the busiest days for open days/evening events. Coaches/minibuses are understood to only be used by school trips and occasional group visits. These visits would not coincide with any other visitor events/session, so car parking spaces would 'double-up' as coach parking bays. Currently school visit via coach have to stop in front of the site on Coxmoor Road for children to disembark, so the proposed access and parking arrangements are considered to be a significant improvement from a highway safety perspective.

4 motorcycle parking bays are to be provided, and visitor cycle parking in the form of Sheffield style stands provide space for a total of 10 cycles. An additional 4 cycle spaces are proposed for use by staff.

It is understood the events at the site will be timetabled with breaks in between sessions to ensure that earlier visitors will have vacated the site prior to other visitors arriving for later sessions. This will ensure an appropriate level of parking remains available.

It has been anticipated that circa 2-5 deliveries to the site will be required each week, likely by small goods vehicles, however provision has been made for large HGV access (including coaches), which has been supported by vehicle tracking plans.

A bin store is located adjacent to the main building, in a central location within the site so that refuse vehicles can stop within the site on collection days. Again vehicle tracking plans have been provided to support refuse vehicle manoeuvrability.

Following the consultation process the Highway Authority raise no objections to the proposed development subject to conditions and previously suggested an events management plan may be appropriate to be conditioned.

Nottinghamshire County Council's Transport and Travel Services Team have, within their consultation response, requested a condition requiring that a Demand Responsive Transport (DRT) bus stop has been provided within the site. It is considered that this request is premature, but in any event provision has been made on the submitted layout plan for the siting of a DRT bus stop, demonstrating that one can be implemented in the future if/when needed.

Overall it is considered that the proposed development would not cause any significant harm to highway safety, or detrimentally affect the capacity of the local highway network.

Other:

Drainage

The application site is located within Flood Zone 1, and drainage details have been submitted with the application. It is proposed to utilise soakaways to discharge surface water, with the top of any soakaway being no higher than the base level of

the reservoir. This will ensure that during any extreme storm event(s) that the water level in the soakaways is no higher than the base level of the existing structure.

It is understood the nearest public sewer is located approximately 700m away from the site, and due to this it is proposed to install a 18,000 litre sealed storage tank below ground to accommodate foul drainage from the proposed planetarium building and existing observatory. The applicant anticipates this would require emptying once a week, but could vary depending on visitor number during any given period. In any event monitoring of the tank is to be undertaken.

Consultation comments from the Local Lead Flood Authority, Severn Trent Water and the Environment Agency confirm they have no objections/no comments to make regarding these proposals. Informative notes have been suggested by these consultees.

Ground Investigations

A 'Phase 1 Geo-Environmental Desk Study' and 'Phase 2 Geo-Environmental Assessment' have been undertaken. These reports detail ground investigations and infiltration testing etc undertaken at the site. It also details historic coal mine working up to depths of 630m, concluding that any ground movement due to coal mining activity up to the early 1960's should have stopped.

These 2 reports have been reviewed by the Council's Environmental Health team who consider that sufficient information has been submitted regarding ground investigations/contamination. They suggest an advisory note to the applicant regarding ground works.

Conclusion:

Given the design, scale and function of the proposed development it is considered that the proposal would constitute an 'appropriate' form of development which would not cause undue harm to the character and openness of the Countryside.

The site will not be open for general public access and will only be open to the public for scheduled events and pre-booked visits, with there being a cap on the number of tickets available for each event, such as for school visits. If a special event is to be held then an event management plan should be agreed to ensure adequate overflow parking is arranged and highway safety is maintained.

Although the level of activity at the site is likely to increase as a result of the proposal, it is considered that given the sites use, area topography, distance to nearby residents and boundary treatments, there shall be no detrimental harm to the living conditions of nearby residents.

All vehicular activities for visitors etc will be conducted through a new one-way road within the site, which will serve dedicated car parking, coach drop-off, motorbike

bays and cycle storage. As such it is considered that there shall be no significant impact upon highway safety or the capacity of the local highway network.

The development will help to retain the Victorian reservoir as a heritage asset and put it to a viable use which will ensure its long term retention and also facilitate public access.

In addition to the social, recreational and educational benefits associated with the proposal, the development also seeks to incorporate features to increase the buildings sustainability and green credentials such as the use of a green roof, solar panels, air source heat pumps and electric vehicle charging points. New tree and hedgerow planting is also proposed along the site frontage with Coxmoor Road.

Therefore based on the above, it is recommended that this application be granted planning permission, subject to the below conditions:

Recommendation: Grant planning permission, subject to the below conditions:

CONDITIONS

1. The development hereby approved shall be begun before the expiration of 3 years from the date of this permission.
2. This permission shall be read in accordance with the following plans:
 - a. Site Location Plan, Drawing No.20188-00-001_P4, Received 09/01/2023.
 - b. Proposed Site Location Plan, Drawing No.20188-00-002_P4, Received 09/01/2023.
 - c. Proposed Site Layout Plan, Drawing No.20188-70-001_P18, Received 07/03/2023.
 - d. Proposed Elevations, Drawing No's.20188-21-003_P1, 20188-21-002_P1, 20188-21-004_P1 and 20188-21-001_P1, Received 01/11/2022.
 - e. Proposed Flood Plans, Drawing No's.20188-20-004_P7 and 20188-20-005_P8, Received 01/11/2022.
 - f. Proposed Drainage Details SPO-HSP-XX-XX-DR-C-1001 Rev.P02, Received 01/11/2022.

The development shall thereafter be undertaken in accordance with these plans unless otherwise agreed in writing by the Local Planning Authority.
3. The materials and finishes to be used for the external elevations/roof of the proposal shall match those as identified on the submitted 'Material Schedule', Received 01/11/2022.

4. If during construction works any potential land contamination or unusual odour is encountered, all construction works shall cease immediately and not resume until either:
 - a) The potential contamination has been assessed and a remediation scheme has been submitted to and approved in writing by the Local Planning Authority.
 - Or
 - b) The timescales for submission of a remediation scheme and details of works which may be carried out in the interim have been agreed in writing by the Local Planning Authority.

If potential contamination is identified the development shall not be occupied until land contamination is fully remediated in accordance with a remediation scheme which shall first be submitted to and approved in writing by the Local Planning Authority. A post completion verification report, including results of sampling and monitoring carried out, shall then be submitted to and approved in writing by the Local Planning Authority demonstrating that the site remediation criteria have been addressed.

5. No part of development hereby permitted, including site clearance works shall commence until such time that a comprehensive Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. As a minimum the Plan should include details about: -

- the parking of vehicles of site operatives and visitors
- the proposed routing of construction traffic
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of dust and dirt during construction
- a scheme for recycling/disposing of waste resulting from clearance/demolition and construction works

Thereafter the CTMP shall be strictly adhered to throughout the construction period.

6. No part of the development hereby permitted shall be brought into first use until such time that the parking and access arrangements, as shown on

drawing 20188-70-001_P17 have been implemented to the satisfaction of the Local Planning Authority.

7. The site access arrangements shall not be brought into use until the visibility splays shown on drawing number 20188-70-003_P2 are provided. The area within the visibility splays referred to in this condition shall thereafter be kept free of all obstructions, structures or erections exceeding 0.6 metres in height for the life of the development.
8. The Travel Plan uploaded 11 January 2023 shall be implemented in accordance with the timetable set out in that plan unless otherwise agreed in writing by the local planning authority.
9. Prior to the hereby approved development being brought in to use an Event Management Plan shall be submitted to and agreed in writing by the LPA which shall detail how visitors to the site are to be managed during any event held at the planetarium/observatory. The development shall thereafter be operated in accordance with this Event Management Plan in perpetuity.
10. Prior to the hereby approved development being brought in to use, details shall be submitted to the Local Planning Authority and approved in writing in relation to the type and number of bird and bat boxes/bricks which are to be installed within/on the new building or elsewhere within the site. The boxes/bricks shall thereafter be installed in accordance with the approved details and maintained in perpetuity.
11. Prior to the hereby approved development being brought in to use details shall be submitted to and approved in writing by the Local Planning Authority in relation to areas of hard and soft landscaping. All planting, seeding or turfing indicated on the approved landscaping scheme shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants 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 the Local Planning Authority gives written consent to any variation.
12. The trees and hedgerows on site shall be protected during any construction work/site clearance in accordance with the details contained within the submitted 'Tree Survey' (Dated October 2022, Report Ref: 22-85-PHA).

REASONS

1. To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended.
2. To ensure that the development takes the form envisaged by the Local Planning Authority when determining the application.
3. To ensure the satisfactory appearance of the development.

4. To ensure that contaminated land is properly treated and made safe and to safeguard the health and safety of future occupiers.
5. To reduce the possibility of deleterious material being deposited on the public highway (loose stones etc.) in the general interests of highway safety.
6. In the interests of highway safety.
7. In the interests of highway safety.
8. To promote travel by more sustainable means.
9. In the interest of highway safety.
10. To reduce the impact of the development on habitats and species.
11. To ensure the satisfactory overall appearance of the completed development and to help assimilate the new development into its surroundings.
12. To ensure safe tree/hedge retention during development.

INFORMATIVES

1. The applicant/developer is strongly advised to ensure compliance with all planning conditions, if any, attached to the decision. Failure to do so could result in LEGAL action being taken by the Ashfield District Council at an appropriate time, to ensure full compliance. If you require any guidance or clarification with regard to the terms of any planning conditions then do not hesitate to contact the Development & Building Control Section of the Authority on Mansfield (01623 450000).
2. Government guidance contained within the national Planning Practice Guidance (Water supply, wastewater and water quality - considerations for planning applications, paragraph 020) sets out a hierarchy of drainage options that must be considered and discounted in the following order:
 1. Connection to the public sewer
 2. Package sewage treatment plant (adopted in due course by the sewerage company or owned and operated under a new appointment or variation)
 3. Septic Tank

Foul drainage should be connected to the main sewer. Where this is not possible, under the Environmental Permitting Regulations 2010 any discharge of sewage or trade effluent made to either surface water or groundwater will need to be registered as an exempt discharge activity or hold a permit issued

by the Environment Agency, addition to planning permission. This applies to any discharge to inland freshwaters, coastal waters or relevant territorial waters.

Please note that the granting of planning permission does not guarantee the granting of an Environmental Permit. Upon receipt of a correctly filled in application form we will carry out an assessment. It can take up to 4 months before we are in a position to decide whether to grant a permit or not.

Domestic effluent discharged from a treatment plant/septic tank at 2 cubic metres or less to ground or 5 cubic metres or less to surface water in any 24 hour period must comply with General Binding Rules provided that no public foul sewer is available to serve the development and that the site is not within an inner Groundwater Source Protection Zone.

A soakaway used to serve a non-mains drainage system must be sited no less than 10 metres from the nearest watercourse, not less than 10 metres from any other foul soakaway and not less than 50 metres from the nearest potable water supply.

Where the proposed development involves the connection of foul drainage to an existing non-mains drainage system, the applicant should ensure that it is in a good state of repair, regularly de-sludged and of sufficient capacity to deal with any potential increase in flow and loading which may occur as a result of the development.

Where the existing non-mains drainage system is covered by a permit to discharge then an application to vary the permit will need to be made to reflect the increase in volume being discharged. It can take up to 13 weeks before we decide whether to vary a permit.

3. For the use or reuse of sewer connections either direct or indirect to the public sewerage system the applicant will be required to make a formal application to the Company under Section 106 of the Water Industry Act 1991. They may obtain copies of our current guidance notes and application form from either our website (www.stwater.co.uk) or by contacting our Developer Services Team (Tel: 0800 707 6600).
4. 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.

5. The submitted drainage details are considered to be acceptable in principle from a planning perspective. Precise detail of drainage should be suitably inspected during construction by the appointed Building Control body.
6. 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 email hdc.north@nottscc.gov.uk for details.
7. Please note that any relevant details submitted in relation to a reserved matters or discharge of condition planning application are unlikely to be considered by the Highway Authority until after the relevant technical approval is issued.
8. It is an offence under S148 and S151 of the Highways Act 1980 to deposit mud on the public highway and as such you should undertake every effort to prevent it occurring.
9. Information in relation to sensitive lighting can be found here: <https://theilp.org.uk/publication/guidance-note-8-bats-and-artificial-lighting/>