

Application Number 21/01028/OUTMAJ (Chorley Borough Council)

Address Land Adjacent to HMP Garth and HMP Wymott,
Leyland

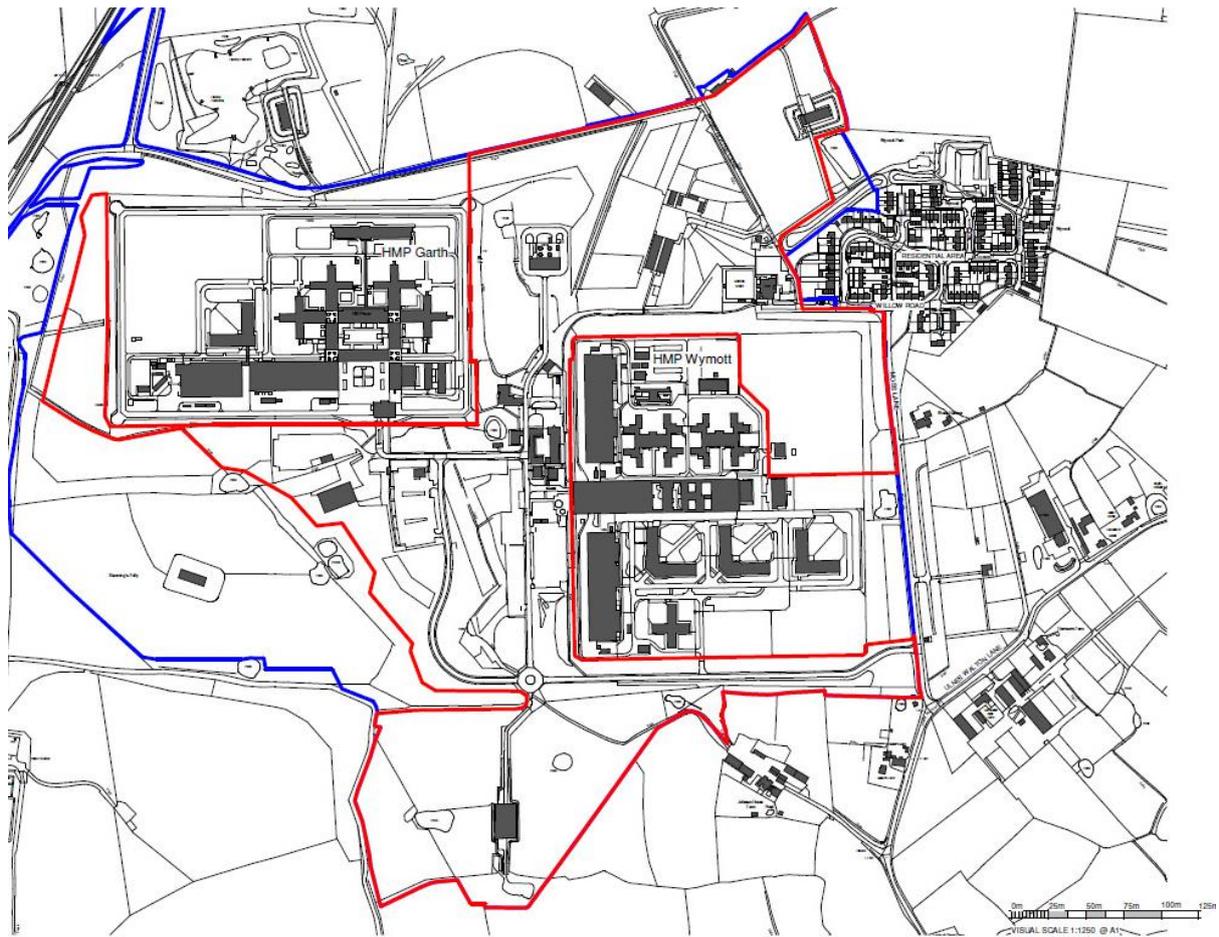
Applicant Ministry of Justice

Agent Miss Claire Pegg
1 Marsden Street
Manchester

Development Hybrid Application for the erection of a new Prison
within Chorley Councils area – full description set out
below

Officer Recommendation **The views set out in full in the recommendation
section below be submitted to Chorley Borough
Council as determining Authority**

Location Plan



1.0 Recommendation

1.1 That Chorley Borough Council be advised that South Ribble Borough Council would request that the following points are taken fully into account as part of the processing and determination of this application.

1. Highways/ Access -we seek assurance that the impact of the proposal in terms of the adjacent highway network and junctions within South Ribble are fully considered having regard to existing and committed development. That more sustainable pedestrian and cycle routes to the prisons are explored and in association with we would seek financial contributions for the creation/enhancement of these routes as part of the Boroughs green link network.
2. Economic considerations – while welcoming economic investment in the area as a whole we would wish to see full adherence to principles of social and community value, employing local people at the prison and the creation of apprenticeships along with use of local businesses in the supply chain of goods and services.
3. Green Belt -that the ‘very special circumstances’ that need to be demonstrated to allow such development in the Green Belt are fully explored and found to be robust given the pressure on the Central Lancashire Green Belt
4. We would welcome further discussion and engagement as the detail is worked up and would be happy to meet HM Justice representatives to discuss our concerns and suggestions above.

2.0 Introduction

2.1 Chorley Borough Council are currently processing a planning application for a new Category C prison which will be sited adjacent to the existing Wymott and Garth prisons off Moss Lane at Ulnes Walton. The views of South Ribble Borough Council as neighbouring authority are being sought.

2.2 The application has the following description.

Hybrid planning application seeking: Outline planning permission (with all matters reserved except for means of access, parking and landscaping) for a new prison (up to 74,531.71 sqm GEA) (Class C2A) within a secure perimeter fence following demolition of existing buildings and structures and together with associated engineering works; Outline planning permission for a replacement boiler house (with all matters reserved except for access); and Full planning permission for a replacement bowling green and club house (Class F2(c)) on land adjacent to HMP Garth and HMP Wymott, Leyland

3.0 Planning Application

3.1 The application was submitted following a public consultation exercise by the Ministry of Justice in June this year followed by a request for a Screening Opinion to seek a view whether the development was required to submit an Environmental Impact assessment. It was determined that this was not a development that required an Environmental Impact Assessment.

3.2 The proposal comprises the following elements:

The proposal is for a Category C resettlement prison into a 43.5-hectare site. It will have 7 separate blocks, with each block holding around 240 prisoners. Each block will have 4 floors

with 60 prisoners per floor. The overall capacity of the prison is 1,715. It will be located on land to the north of Wymott and East of Garth.

3.3 Support buildings are also proposed including a reception area, kitchens, workshops, a visitor's hall and offices. These buildings will range from 1 storey to 4 storeys.

3.4 The plans also include dog kennels, only to be used in the daytime for when prison dogs are on site, for the dogs to leave with handlers at night. Areas of polytunnels for gardening, an outdoor family area that can be used by visitors and prisoners during visiting times. 500 parking spaces are proposed for visitors and staff. The whole prison site will be surrounded by secure fencing and a road for security patrols.

3.5 The existing boiler house will be re-located as will the Wymott Bowling Club to facilitate the development.

3.6 The site is in the Green Belt.

3.7 It is advised that the new prison will be designed and built to be highly sustainable and to exceed local and national policy in terms of sustainability.

3.8 The application is accompanied by the usual wide array of supporting documents covering a wide range of topic areas.

3.9 To put the scale of development in context HMP Garth comprises an 850 capacity category B men's prison and HMP Wymott comprises a category C men's training prison with a capacity of 1,200. It is advised that there is a demand for a prison in the North-West and out of the options available the others have been discounted and this is the favoured site.

4.0 Access and Highways

4.1 Local access to the prisons is off Ulnes Walton Lane which runs to the east of the prison from Leyland in the north to a junction with the A581 (Southport Road) at Ulnes Walton in the south.

4.2 The development will support 858 staff. The new prison is proposed to take vehicular and pedestrian access via a new priority junction off Moss Lane, North of the existing HMP Garth and Wymott prisons internal access road

4.3 The Transport Assessment confirms most trips are forecasted to be generated by the development are by car, both by staff and visitors. It is forecast that the proposed development would generate up to 223 and 253 two-way vehicle trips during am and pm peak hours.

4.4 Junction modelling has demonstrated that all accessed junctions will operate within acceptable capacity thresholds, except for Ulnes Walton Lane/A581 where a potential issue has been identified.

4.5 It is advised that the Ministry of Justice are working collaboratively with Lancashire County Council (LCC) to find a solution at this location and to agree input to the County Council's Strategy for the wider A581 corridor, as well as the mitigation in other key locations. They conclude that the applicants; their highway consultants and LCC agree issues are not insurmountable and highway solutions will be secured by Section 106 and Section 78 highway agreements.

5.0 Landscaping

5.1 Landscaping is one of the matters being applied for at this stage. It is advised that the strategy has been developed in response to the site's existing character and seeks to protect

and reinforce habitats and vegetation where possible, maximising biodiversity net gain and providing appropriate mitigation for any ecology, landscape and visual impacts.

5.2 Furthermore, opportunities for new and enhanced screening along the north and north-east of the new prison has been a key factor in preparing the illustrative layout. This has allowed for a continuous tree screen of varying depth to be proposed entire northern boundary with a larger area of new woodland planting in the north-east area.

6.0 Material Considerations

6.1 This application falls to be determined by Chorley Brough Council in accordance with the Policies in the Chorley Local Plan and the Central Lancashire Core Strategy.

6.2 The siting of the prison is such that it isn't likely to be seen to any great extent from any vantage point from South Ribble, the development being sited in excess of 1 km from any given point in South Ribble Borough. However, in the wider context the area in which the prison is located can only be accessed from two directions which is from either end of Ulnes Walton/School Lane. School Lane in South Ribble feeds into Ulnes Walton Lane adjacent to the Borough Boundary. In South Ribble Borough this would mean additional traffic would be accessing from either Slater Lane or Dunkirk Lane to then link into School Lane/Ulnes Walton Lane.

6.3 In terms of traffic generation, we would therefore seek assurances that the impact of the additional traffic and the impact on highway capacity/junction safety is fully considered in relation to these areas. This is particularly the case given that the Test Track is now under construction which will use in part Dunkirk Lane to facilitate access. We would therefore expect a robust assessment of not only the impact of the prison; but also committed developments and those under construction to be considered in assessing the impact of the development on relevant junctions and highway network within South Ribble. It is evident that given the shift patterns within the prison the traffic tends to result in much busier peaks in the local highway network compared to the conditions found throughout the rest of the day

6.4 It is also the case that there is no pedestrian footway for significant lengths of Ulnes Lane and School Lane only has a footway to one side and therefore this provides an opportunity for improving sustainable walking and cycling access to the site. The housing areas of Moss Side has always proved popular with prison employees and there is considerable scope to improve walking and cycling links from Leyland to the prison site(s). There is already an informal route from Nixon Lane in Leyland down to the prison on an old farm track. This would make for an excellent corridor for walking and cycling from Leyland to the prison but would need improvement to make it attractive for users. We would really like to see consideration of such improvements as part of the wider plan. In this regard given the prisons very close proximity to the wider Leyland urban area, which encompasses a far larger population than adjacent areas in Chorley Borough it is considered reasonable and appropriate to seek financial contribution from this development towards Green link provision.

7.0 Economic Considerations

7.1 There will clearly be economic benefits for South Ribble through job creation which is in close proximity to major settlements. South Ribble is very ambitious on community and social value and we would like to see a firm commitment from HM Justice on meeting these aspirations in any new development. In particular we would like a focus on ensuring local people can access the new jobs including the provision of training and apprenticeships. We share a Supplementary Planning Document with colleagues in Chorley which requires the submission of and adoption of employment and skills plans. We would also like to see particular support so that local businesses can be part of the development not only during construction but also once open with a focus on local supply chain.

8.0 Green Belt

8.1 The site is within the Green Belt, which is shared across Central Lancashire with Chorley, Preston and South Ribble. Clearly, the proposal is contrary to Green Belt policy unless very special circumstances can be demonstrated. We would of course expect such justification to be robust in any planning submission arising as we are facing considerable pressure on our joint Green Belt.

9.0 Conclusion

9.1 This is a significant proposal within Chorley Borough that is within the Green Belt and South Ribble's views are being sought in respect of the application as part of the determination process. This report sets out the area's where this authority seeks clarification and further assurances. Following discussion at the Planning Committee these points and any additional matters raised by Members will be forwarded to Chorley Borough Council for due consideration.