

PLANNING STATEMENT

**GTX0000 Project Wide
Gartree 2
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S3 Suitable for Review and Comment
11/08/2021
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**Land to the South of HMP Gartree
Welland Avenue
Market Harborough
Leicestershire
LE16 7RP**

Job No 200GH200

August 2021

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1. Introduction

- 1.1 This Planning Statement has been prepared to support an outline planning application for a new Category B Training Prison and associated ancillary facilities at land to the south of HMP Gartree, Market Harborough, Leicestershire, LE16 7RP submitted by Cushman & Wakefield on behalf of the Ministry of Justice (MoJ). The application is an outline planning application with all matters reserved except access and scale.
- 1.2 The application site comprises 28.9ha of land, illustrated on the Site Location Plan which accompanies this application.

Description of Development

- 1.3 The description of the proposed development is as follows:

Outline Planning Application with all matters reserved except for means of access and scale for the construction of a new Category B prison of up to 82,555sqm GEA within a secure perimeter fence together with access, parking, landscaping and associated engineering works on land adjacent to HMP Gartree, Gallow Field Rd, Market Harborough, Leicestershire LE16 7RP

Application Documents

- 1.4 This planning Statement should be read in conjunction with the plans and documents submitted with the application (a list of these is provided at Appendix A).

Environmental Impact Assessment (EIA)

- 1.5 A formal EIA screening exercise has been undertaken with the LPA to confirm that the development proposal does not require an EIA to be undertaken to support the application.

2. Site and Surrounding Area

The Application Site

- 2.1 The application site comprises 28.9ha of land in MoJ ownership.
- 2.2 The development site is situated to the South of HMP Gartree (a Category B Prison) and comprises three land parcels (see figure 1). Parcel 1 comprises farmland to the south of Welland Avenue, Parcel 2 is open space to the north of Welland Avenue and Parcel 3 is an area of open space which has been identified as having potential for amenity/play space for the Gartree estate (see Section 2.6 of this Statement). The site is accessed via a farm (track) from Welland Avenue.



Figure 1: Site Location

- 2.3 The development site is mostly flat with a gentle slope on the west side. The site comprises part of the former RAF Market Harborough base (the current HMP Gartree is also built on the former RAF base).
- 2.4 The land to the south of HMP Gartree and south of Welland Avenue (Parcel 1) is currently in use as farmland with isolated trees and hedgerows. There is a beck running through the site (which will be diverted). To the north is HMP Gartree, to the east is an internal access road leading to the existing prison with farmland beyond this. To the south is farmland and to the west is Welland Avenue (with land parcel 2 beyond this) and the Gartree estate – a collection of houses formerly in MoJ’s ownership and connected to HMP Gartree but now in private ownership.
- 2.5 The land parcel to the north of Welland Avenue (Parcel 2) is open space used informally for recreation by the neighbouring Gartree Estate. To the east of this land is a large storage depot (related to HMP Gartree) with the former Prison Officer’s Club and training facility beyond this. To the north is a public footpath (to be retained) and to the west is farmland. To the south is Parcel 1.

- 2.6 Parcel 3 was identified following feedback from public consultation. Parcel 3 comprises a small parcel of land within the Gartree Estate. This land has been identified as having potential for an informal play space/recreational space for the estate and is included in the red line boundary for the site.
- 2.7 Parcel 1 will encompass the main prison site. The site is identified as being within the open countryside on the Harborough Local Plan proposals map but is not allocated for development. Parcel 2 is allocated for open space within the Harborough Local Plan (Policy GI2). This land will remain in open space. Parcel 3 is also allocated for open space within the Harborough Local Plan (Policy GI2).

Site Analysis

- 2.8 The application site does not lie in a 'sensitive area' for the purposes of Environmental Impact Assessment (i.e. SSSI, National Park, AONB, World Heritage Sites, Scheduled Monuments and European Sites). The site is not a designated Nature Conservation site (i.e. SSSI, local nature reserve etc.). There are two ponds on the site which have been tested for the presence of Great Crested Newts (GCN). No newts were found at the site. A series of ecological surveys have been undertaken for the site which have confirmed the presence of a colony of badgers at the site. Further details of the ecological surveys undertaken is provided at paragraph 6.8 of this report.
- 2.9 There are no listed buildings on the site or within close proximity to it. The site is not in a conservation area nor does it include or form part of a Scheduled Monument. The site is a former WW II Airfield and as such has a historical significance and potential for archaeological importance. An Archaeological Report, Geophysical Survey and Trial Trenching have been undertaken at the site. These reports form part of the planning application submission.
- 2.10 The application site is within an area at low risk of flooding from rivers or reservoirs (Flood Zone 1). Land in Flood Zone 1 is considered suitable for the development of all forms of land use.

Surrounding Area

- 2.11 HMP Gartree is a Category B mens prison in Leicestershire approximately 5km south east of Market Harborough. Junction 20 of the M1 is approximately 19km to the south west of the site. Lubenham Village is situated approximately 3km to the south of the application site. Foxton Village is situated 2km to the north east of the site.
- 2.12 The prison opened in 1965 on the site of former RAF Market Harborough. The prison was purpose built and comprises a mix of 2 and 3 storey buildings. The prison is surrounded by a security fence with an outer security fence facing the application site. Vehicular access to the prison is via Gallow Field Road. HGV access to the MoJ storage depot is via Gallow Field Road, Foxton Road and Welland Avenue.
- 2.13 The closest railway station to the site is Market Harborough (5km). This provides mainline services to London and the south east as well as the midlands and north. There is a regular bus service (hourly) from Market Harborough Railway Station to HMP Gartree.

Planning History

- 2.14 There is no significant recent planning history related to the proposed development site. Harborough District Council online planning records identify applications related to the operational use of HMP Gartree, these are included at Appendix B.

- 2.15 It is understood that proposals are currently being prepared for a houseblock expansion within the secure boundary of HMP Gartree. These proposals will be the subject of a separate planning application.

3. Development Proposals

3.1 The description of the proposed development is as follows:

Outline Planning Application with all matters reserved except for means of access and scale for the construction of a new Category B prison of up to 82,555sqm GEA within a secure perimeter fence together with access, parking, landscaping and associated engineering works on land adjacent to HMP Gartree, Gallow Field Rd, Market Harborough, Leicestershire LE16 7RP.

3.2 The indicative site layout proposes a range of buildings and facilities typical of a Category B Training Prison prison, including:

- Seven new houseblocks each accommodating up to 245 prisoners (1,715 prisoners in total), totalling c.53,122 sqm GEA
- Supporting development including kitchen, workshops, kennels, entrance resource hub, central services Hub and support buildings, totalling c. 29,433 sqm GEA
- Ancillary development including car parking (c. 523 spaces), internal road layout and perimeter fencing totalling 1463 linear meters enclosing a secure perimeter area of 11.69 ha.
- The house blocks will be four storeys in height, whilst the other buildings will range from one to three storeys.

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3.4 Other development proposed includes kennels, polytunnels, car parking (c. 523 spaces), internal road layout and perimeter fencing. A bicycle shelter is also proposed.

3.5 The new prison will be designed and built to be highly sustainable and to exceed local and national planning policy requirements in terms of sustainability. MoJ's aspirations include targeting near zero carbon operations, 10% biodiversity net gain, and at least BREEAM 'Excellent' certification, with endeavours to achieving BREEAM 'Outstanding'.

Form of the Application

3.6 As set out within the description of development outline planning permission is sought for the new prison development. The application is submitted in outline to establish the principle of the development. The outline application will consider the means of access and the scale of the development with other matters including appearance, landscaping and layout to be considered as part of a subsequent reserved matters planning application.

3.7 The new prison will be located on land to south of HMP Gartree.

3.8 The prison will consist of a number of buildings as follows:

- An Entrance Resource Hub (ERH), comprising visitor facilities and administrative space;
- A support building, providing space for administrative and FM functions;
- A central service hub, providing educational, health, multi-faith and staff facilities;
- A kitchen block;

- 2 x workshop buildings;
- A care and segregation unit (CASU); and
- 7 x 'T60' houseblocks, each with a capacity of up to 245 prisoners.

- 3.9 The application proposes a maximum floorspace amount of 82,555sqm (GEA). This is expected to be provided across 14 buildings, laid out as suggested on the Indicative Site Layout Plan. The total floorspace has been calculated as the GEA of each building.
- 3.10 The indicative building parameters are shown in Table 1 (below), and these, alongside the indicative site layout, has formed the basis for various technical assessments including the Landscape and Visual Impact Assessment.

Building	Number of buildings proposed	Indicative Building Parameters	
		GEA (sqm)	Storeys
Entrance Resource Hub (ERH)	1	4729	3
Support Building	1	797	2
Central Services Hub	1	5668	2
Kitchen	1	2393	2 (with mezzanine)
Workshops	2	13,308	2
Care and Separation Unit (CASU)	1	1125	1
Houseblocks	7	53,122	4
Total	14	81,143	

Table 1 – Indicative Floorspace Areas.

- 3.11 The site is broadly split into the public zone and the secure area. The public zone comprises the car parking area and pedestrian access points up to the entrance plaza outside the ERC.
- 3.12 The secure compound area of the site will be enclosed by a perimeter fence extending to 5.2m high. The fence will comprise a steel post and weldmesh panel fence with 2.4m high steel sheet in an inner concrete apron.
- 3.13 The fence will not be externally lit, instead lit internally, whilst CCTV cameras will be mounted on columns inside the secure perimeter.
- 3.14 The ERH forms part of the external secure line and includes the gatehouse that monitors vehicles entering the secure compound including prisoner transfers and deliveries to the facilities on site such as the kitchen or workshop. There will be various internal fences and gates separating buildings and creating zones within the secure compound. The illustrative site layout plan suggests how this may be laid out however this will be confirmed as part of a reserved matters application.
- 3.15 The site access point will be located off Welland Avenue. The entrance has been designed to ensure suitable visibility splays are achieved for all vehicles likely to visit the site. The position of the access on Welland Avenue has sited as far away as possible from the Gartree estate to minimise impacts from vehicular traffic.
- 3.16 The car park for both staff and visitors will be located in front of the Entrance Resource Hub. It will provide 523 parking spaces, which has been calculated on the basis of assumptions over staff and visitor numbers based on evidence from other facilities as well as consideration of

shift patterns, the availability of public transport and anticipated modal split amongst staff.

- 3.17 The car park will include 16 accessible car parking spaces located close to the entrance building, 53 electric vehicle charging spaces and 27 spaces set aside for car sharing users.
- 3.18 A 51 space covered cycle parking area will be positioned on the plaza outside the entrance building.
- 3.19 The wider red line boundary includes land to the north of Welland Avenue which will be used for an area of biodiversity net gain enhancement. This is so that it includes all of the land required for compensatory landscape planting and ecological enhancement, delivering a minimum 10% biodiversity net gain on site.

4. Pre- Application Meetings and Consultation

- 4.1 The 2011 Localism Act (part 6 chapter 4) sets out how developers should consult local communities before submitting planning applications for certain developments. Section 122 introduced a requirement upon prospective developers to consult local communities before submitting applications for certain developments. The Act requires a prospective developer to carry out Pre-Application consultation by publicising a proposed application for planning permission in order to bring it to the attention of the majority who live at, or otherwise occupy premises in the vicinity.
- 4.2 A pre-application meeting was held with the Local Planning Authority Harborough District Council (HDC) on 25th September 2020. The Local Highways Authority - Leicestershire County Council (LCC) also attended this meeting. Details of this meeting and written feedback are provided in section 4.5 (below).
- 4.3 A series of meetings have been held with the Local Planning Authority - Harborough District Council (HDC) and the Local Highways Authority - Leicestershire County Council (LCC). A list of the meetings held is detailed below:
- Meeting with Chief Executive of HDC and Leader of the Council – 14th June 2021.
 - Meeting with Chief Executive and LCC and Leader of the Council – 25th June 2021.
 - Meeting with Chief Executive of HDC – 19th August 2021
 - Meeting with HDC to discuss viewpoints for Landscape and Visual Impact Assessment (LVIA) – 8th June 2021.
 - Meetings with LCC Highways (HDC also in attendance) to discuss highways matters – 11th November 2020, 3rd June 2021 and 5th August 2021.
 - Meeting with County Ecologist (LCC) to discuss ecological matters – 15th July 2021.
- 4.4 Meetings have also been held with ward and parish Councillors. The details of these meetings and subsequent feedback are detailed in the Statement of Community Involvement (SCI) which accompanies this application.

Pre-Application Meeting and Feedback

- 4.5 A pre- application meeting was held with HDC on 25th September 2020 (LCC Highways officers were also in attendance. Written feedback was provided on 9th October 2021. This identified the following planning constraints:
- Badger Setts known to be located on site;
 - Great Crested Newts (GCN) – control ponds to the east of the application site have been created as mitigation for a large residential development to the south of the site (known as the Airfield Farm site).
 - Site is a former World War II Airfield and there is therefore potential for archaeological finds.

- Site is within the open countryside (but not within the Green Belt) and therefore Landscape and Visual Impact will need to be carefully considered (particularly night-time visual impact and use of lighting).
- The associated increase in traffic will impact on local pinch points and the associated traffic analysis will need to carefully consider whether traffic will increase through the villages of Lubenham and Foxton.

4.6 Details of Pre-Application advice received is provided in the Statement of Community Involvement submitted with this application. Advice received from HDC confirmed the following:

- The site is contrary to Local Plan policy (within the open countryside) and therefore justification is needed as to why the proposed prison is needed in this location. The feedback states that any justification should be based on the need for prison spaces and the specific reasons why this site is preferable to others being considered.
- Notwithstanding the above, the socio economic benefits of the scheme are recognised and the principle of development is deemed acceptable to HDC subject to receipt of the detailed reports and information submitted with the planning application.
- There are no designated heritage assets on or adjacent to the site but, notwithstanding this, the site was a WWII Airfield and therefore a desk based Archaeological report is required.
- Highway Issues – the need to ensure traffic does not use the residential part of Welland Avenue was identified. The need to ensure the development does not exacerbate existing highway issues including rat runs: from the A6/A427 Roundabout through Great Bowden, from the A6 through Foxton Village and from the A4304 turning left into Lubenham and along Foxton Road. This should be reflected in any adjustment to traffic modelling.
- Landscape and Visual Impact – advice stated that a Landscape Visual Impact Assessment would be required to assess the landscape visual impact.
- Ecology – Badgers and GCN identified as the key ecological constraints.

Local Community and Stakeholder Public Consultation (Summer 2021)

4.7 The pre-application public consultation for this site ran from 28th June 2021 – 2nd August 2021. The consultation involved a series of online meetings, webinars and a face to face event held on 21st July 2021 at Lubenham Village Hall. A separate online meeting was held for residents of the Gartree Estate on 7th July 2021 to discuss their specific concerns (as the closest residents to the application site. Feedback received and analysis is detailed in the SCI submitted with this application).

4.8 Across the consultation period a total of 387 responses, including 117 responses from residents in Harborough and 78 responses from an IP address in Vancouver, Canada. Whilst all comments have been accepted and reviewed, those from people living in Harborough have been prioritised. Full analysis of the comments received is provided in the SCI.

4.9 The main issues raised from the Harborough residents responses are summarised as follows.

- Traffic - commented on most frequently. Comments were centred around how traffic levels could increase as a result of these proposals. Respondents cited concerns about already high traffic levels, increased traffic through Foxton and Lubenham Villages and concerns

about traffic passing Foxton Primary School. A specific concern of residents of the Gartree Estate was the potential for traffic to pass through their estate to get to Gallow Field Road. The need for road improvements to the junction of Gallowfield Road and B6047 was identified.

- Pressure on Local Services – particularly healthcare, education and utilities.
- Construction – concerns about disruption (noise/traffic) during the construction period.
- Loss of greenspace.
- Concerns about the impact on local wildlife – particularly badgers.
- Impact of the proposals on house prices.
- Concerns that the benefits to the local area (i.e. job creation) will not benefit local people.
- Concerns regarding the visual impact of the prison (particularly at night).
- Concerns regarding the potential for overlooking from the new houseblocks (to the Gartree Estate).
- The need for the new prison to meet BREEAM Standards and to include electric vehicle charging points.

5. Planning Policy Context

5.1 As required by section 38 of the Planning and Compulsory Purchase Act 2004, planning applications must be determined in accordance with relevant policies set out in the appropriate development plan, unless material considerations indicate otherwise. The main planning policies at a national and local level relevant to the determination of this application are summarised and explained in this section.

5.2 The development plan for Harborough District Council ('the Council') is the Harborough Local Plan 2011-2031(adopted April 2019) and the Lubenham Neighbourhood Development Plan 2016 – 2031(adopted March 2017). The National Planning Policy Framework (NPPF 2021) is also a material consideration in the determination of planning applications. There are no relevant adopted Supplementary Planning Documents (SPD's).

Harborough Local Plan 2011-2031

5.3 The Local Plan proposals map shows that HMP Gartree and the proposed development site are within the open countryside (but not within the Green Belt). Land Parcel 2 (open space) and Land Parcel 3 are allocated for open space Policy GI2.

5.4 The relevant Local Plan policies are as follows:

5.5 **Policy SSI:** Identifies the settlement hierarchy. The application site is situated within the open countryside.

5.6 **Policy GD3:** states that new development in the countryside will be permitted for a restricted number of uses (i.e. agricultural, horticultural uses etc).

5.7 **Policy GI2** states that the district's open space, sport and recreational facilities will be safeguarded and enhanced through improvements to their quality and use. Development which would result in the loss or reduction of defined open space, will not be permitted unless it can be demonstrated that:

- A robust assessment clearly demonstrates that the space or recreational facility is surplus to local requirements and will not be needed in the-long term in accordance with local standards; or
- Replacement areas will be at least equivalent in terms of quality, quantity and accessibility, and there will be no overall negative impact on the provision of open space in accordance with local standards; or
- The proposal is for alternative recreational provision which meets evidence of local need in such a way as to outweigh the loss.

5.8 **Policy GD1:** reiterates paragraph 11 of the NPPF in respect of sustainable development.

5.9 **Policy GD5:** states that development should be located and designed in such a way that it is sensitive to its landscape setting and character.

5.10 **Policy GD8:** states that development will be permitted where it achieves a high standard of design including meeting key criteria. Inter alia part e) states that development should be designed to minimise impact on the amenity of existing and future residents by:

- i. not having a significant adverse effect on the living conditions of existing and new residents through loss of privacy, overshadowing and overbearing impact, and

- ii. not generating a level of activity, noise, vibration, pollution or unpleasant odour emission, which cannot be mitigated to an appropriate standard and so would have an adverse impact on amenity and living conditions.
- 5.11 **Policy HC1** states that development affecting heritage assets and their settings will be appraised in accordance with National Policy and be permitted where they protect, conserve or enhance the significance, character, appearance and setting of the asset, including where possible better revealing the significance of the asset and enabling its interpretation.
- 5.12 **Policy CC1** relates to mitigating climate change. The policy states that major development will be permitted where it can demonstrate (inter alia) the extent to which it meets relevant best practice accreditation schemes to promote the improvement in environmental and energy efficiency performance.
- 5.13 **Policy CC3** states that new development should take place in the areas at lowest risk of flooding. The policy also identifies the need for a Flood Risk Assessment to accompany a planning application for major development.
- 5.14 **Policy CC4** states that all major development must incorporate Sustainable Drainage Systems (SUDs).
- 5.15 **Policy IN2** states that proposals should seek to maximise the use and efficiency of existing transport facilities and where necessary provide mitigating measures to deal with the impacts of development on the transport network, both within and outside the District.
- 5.16 **Policy GI15** states that development will be permitted where there is no adverse impact on the conservation of priority species and (inter alia) unavoidable loss or damage to habitats, sites or features is addressed through mitigation, relocation, or as a last resort compensation to ensure there is no net loss of environmental value.

Lubenham Neighbourhood Development Plan

- 5.17 This application site also sits within the defined Lubenham Neighbourhood Development Plan area. The Lubenham Neighbourhood Development Plan states that the separation of Lubenham from Gartree is important in order to maintain the rural setting and identity of the settlement. The application site is located partly within this defined Area of Separation. Policy LNP01 of the Lubenham Neighbourhood Development Plan states:
- 5.18 *‘The open character of the Lubenham & Gartree Area of Separation, as defined on Map 2, shall be maintained, to preserve a visual separation from the settlement of Market Harborough and retain the distinctive character and separate identities of Lubenham and Gartree. Development within this area will be permitted if (a) it would not diminish the physical or visual separation between built up areas associated with these settlements; and (b) it would not compromise, either alone or in conjunction with other existing or proposed development, the effectiveness of the Area of Separation in protecting the identity and distinctiveness of these settlements. Any development proposal within the Area of Separation must be accompanied by an analysis and proposals for mitigation of likely impact on settlement setting and the objective of visual separation, giving specific attention to use of location, design and landscaping appropriate to the character of the area.’*

National Planning Policy Framework (NPPF 2021)

- 5.19 The NPPF sets a presumption in favour of sustainable development and a positive approach to planning as a means of supporting the country’s economic and housing growth, whilst protecting the environment.

- 5.20 **Paragraph 8** of the NPPF advises that there are three overarching objectives to sustainable development – economic, social and environmental. It advises that these objectives are interdependent and should be pursued in mutually supportive ways. The three objectives are defined as follows:
- a) **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity, and identifying and co-ordinating the provision of infrastructure;
 - b) **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
 - c) **An environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimise waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 5.21 **Paragraph 81** of the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity.
- 5.22 **Paragraph 82** of the NPPF identifies clear economic objectives for planning policy. The paragraph states that Local Planning Authorities should:
- a) Set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;
 - b) Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
 - c) Seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and
 - d) Be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.
- 5.23 **Paragraph 92** of the NPPF requires planning policies and decisions to aim to achieve healthy, inclusive and safe places.
- 5.24 **Paragraph 96** of the NPPF states that to ensure faster delivery of other public service infrastructure such as further education colleges, hospitals and criminal justice accommodation, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.
- 5.25 **Paragraph 106(a)** of the NPPF states that planning policies should support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

- 5.26 **Paragraph 107** of the NPPF outlines that parking standards for residential and non-residential development should consider the accessibility of the development, the type, mix and use of development, the availability of and opportunities for public transport, local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 5.27 **Paragraph 110** of the NPPF states that Local Authorities should consider appropriate opportunities to promote sustainable transport given the type of development and location. Decisions should consider if safe and suitable access to the site can be achieved for all users, as well as if an impact from the development on the transport network or highway safety can be cost effectively mitigated.
- 5.28 **Paragraph 111** of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.29 **Paragraph 112** of the NPPF states that developments should give priority to pedestrian and cycle movements and have access to high quality public transport facilities, create safe and secure layouts, which minimise conflicts between traffic and cyclists or pedestrians, and consider the needs of people with disabilities by all modes of transport.
- 5.30 **Paragraph 119** of the NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 5.31 **Paragraph 127** of the NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.32 **Paragraph 130** of the NPPF states that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime do not undermine the quality of life or community cohesion and resilience.
- 5.33 **Paragraph 161** of the NPPF states that Local Planning Authorities should apply a sequential risk based approach to the location of development taking into account all sources of flood risk and the current and future impacts of climate change.
- 5.34 **Paragraph 174** of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by (inter-alia) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- 5.35 **Paragraph 194** states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

6. Supporting Technical Assessments

- 6.1 This application is submitted with a package of supporting information to confirm site constraints and opportunities that have in turn informed the proposed development. A summary of these is provided for information below:

Air Quality Assessment (Ramboll, 2021)

- 6.2 An Air Quality Assessment of the proposed development to consider potential impacts to air quality during the construction and operational phases.
- 6.3 The air quality impacts associated with the proposed development of the site have been assessed and can be summarised as follows:

Construction Phase (Dust)

- 6.4 The assessment of potential impacts to air quality during the construction phase has identified that the activities, together with the location of nearby sensitive receptors results in a medium risk of impacts in the absence of suitable mitigation. The report states that mitigation should be provided through a series of standard measures (including implementing a Construction Management Plan and monitoring air quality daily). With the mitigation in place, the construction phase effects would be not significant.

Road Traffic Impacts (Emissions)

- 6.5 The development operational impact assessment modelling has been conducted, utilising traffic flows provided for two scenarios; without the development and with development plus cumulative developments. Concentrations of NO₂, PM₁₀ and PM_{2.5} have been predicted for a number of worst case locations representing existing properties adjacent to the road network. The modelling has indicated that the predicted concentrations would be well below the relevant objectives at all existing receptor locations with the proposed development and cumulative developments in place. The impact of the development and cumulative development traffic on air quality is considered to be negligible at all receptor locations. Concentrations at the proposed prison buildings would be expected to meet all relevant NAQOs. Air quality at the site would therefore be suitable for the proposed development without the need for mitigation.
- 6.6 Mitigation measures to reduce the direct impacts of the development on air quality concentrations are not required, but additional transport related mitigation measures will be employed to reduce emissions from the development in accordance with the Harborough Local Plan.
- 6.7 Overall, it is concluded that there are no air quality constraints to the proposed development

Ecology (CGO Ecology, 2021)

- 6.8 A series of Ecological Surveys have been undertaken for the site including: Preliminary Ecological Survey and Addendum, Great Crested Newt (GCN) Surveys, Badger Surveys, Reptile Surveys and an Invasive Non-Native Species Survey. The surveys identified the presence of a colony of badgers. No other species of note were identified although it has been agreed to join a district licencing scheme for GCN due to the potential presence of GCN in receptor ponds off site. These ponds were not part of the GCN survey as the ecologist was unable to gain permission to access them.

- 6.9 The key findings of the ecological surveys are summarised below:
- 6.10 **Badgers** – The badger surveys (including a Bait Marking Survey) identified two main badger setts, a subsidiary and four outliers. To accommodate the proposed development a programme of licenced sett closure, badger exclusion, replacement sett construction and habitat creation will be needed. New badger setts will be provided as part of the proposed development (details of the design of the badger setts are included in this planning application).
- 6.11 **Invasive Non Native Species Survey** – effectively these are plants and animals identified as Schedule 9¹ Species (i.e. illegal to release/plant or allow to spread). Of these few were identified. Several isolated wall cotoneaster shrubs on the northern fringes of the site. Pheasant was recorded, which is likely to be added to Schedule 9 by Defra soon. The only other notable INNS plant was ground-elder, which is present on the Welland Avenue verge. There are rows of non-native black poplar, Lombardy black poplar and Leyland cypress on site, but no other non-native trees were observed.
- 6.12 **Reptile Survey** – no reptiles were found on any of the survey visits. There are no extensive areas of habitat suitable for reptiles at the site. Further surveys not required.
- 6.13 **GCN** – No newts identified at the site but potential for GCN offsite. Project to join existing district licencing scheme to offset this.

Flood Risk Assessment (Hydrock, 2021)

- 6.14 A detailed assessment of flood risk has identified that the site is within Flood Zone 1 and is at low risk of flooding from all sources assessed. In accordance with the NPPF and NPPG, the application of the Sequential and Exception Tests are not required.
- 6.15 Given the low risk of flooding identified at the site, no specific flood resistance or resilience measures are considered necessary. It has also been demonstrated that a means of safe access and egress is possible to and from the site; and, that the proposed development is not considered to increase flood risk within the catchment through a loss of floodplain storage.
- 6.16 A Drainage Strategy has been prepared separately for the site and is included with the Planning Application submission.
- 6.17 The Flood Risk Assessment demonstrates that, in respect of flood risk, the proposed development of the site with a new prison meets the flood risk requirements of the NPPF:
- Is suitable in the location proposed.
 - Will be adequately flood resistant and resilient.
 - Will not place additional persons at risk of flooding and will offer a safe means of access and egress.
 - Will not increase flood risk elsewhere as a result of the proposed development through the loss of floodplain storage or impedance of flood flows.
 - Will put in place measures to ensure surface water is appropriately managed.

¹ Wildlife and Countryside Act 1981 (as amended) Schedule 9 species.

Heritage Impact Assessment (The Heritage Advisory, 2021)

- 6.18 The Heritage Impact Assessment concludes that the implementation of proposals is considered a fundamental improvement of the application site and its immediate locale where this has been subject to an ongoing period of neglect and associated dereliction. Given the proposed location to the south of an existing prison site, proposals are therefore considered a logical continuation of this with respect to both use and form. Therefore, the majority of impacts resulting from the implementation of the scheme are considered beneficial. Where some, limited harm is anticipated with respect to the identified non-designated heritage asset, this will be substantially outweighed by the public benefits resulting from the development.

Archaeology (Orion, 2021)

- 6.19 A Phase 1 Archaeological Desk-Based Assessment has been prepared for the site. The survey concluded that a review of the available evidence has confirmed that the study site has a low potential to contain finds and features from all periods, with the exception of the post-medieval period where there is a known potential for airfield features at the east of the study site. Below ground heritage assets are unlikely to be a design constraint to the proposed development. The potential removal of upstanding airfield features could be mitigated through an appropriate programme of historic building recording.
- 6.20 Discussions with the County Archaeologist (LCC) resulted in a request for further fieldwork to be undertaken at the site. A Geophysical Survey has been undertaken and a series of trial trenches are in the process of being excavated. Any findings will be carefully recorded. The results of the Geophysical Survey informed the Trial Trenching areas. A separate report detailing the finding of the Trial Trenching will be submitted to the Council (shortly after submission of the planning application).

Landscape Visual Impact Assessment (Pegasus, 2021)

- 6.21 A Landscape and Visual Impact Assessment (LVIA) has been prepared to determine the likely landscape and visual effects of the proposed development.
- 6.22 It is considered that the vast majority of likely effects are limited to those major adverse effects on more sensitive, local visual receptors including users of the public right of way network to the north and east of the site. This is due to combinations of proximity, sensitivity, the scale of the proposed development; in contrast to the other landscape and visual effects identified.
- 6.23 Given the scale and form of the proposed development is likely to result in change to an area already characterised by prison development, in combination with a notable reduction in identified effects further from the site, on balance, the remaining landscape and visual effects are not likely to be significant. Furthermore, the proposals for green infrastructure and landscaping will deliver enhancements as part of the landscape strategy, in terms of the physical landscape and landscape character.

Socio-Economic Statement (Mace, 2021)

- 6.24 A Socio-Economic Assessment has been undertaken to define the social and economic impact of the proposed development at the local level and for the wider region during the construction and operational phases of development.
- 6.25 The construction phase of the prison could support the creation of 76 (net) temporary direct, Full Time Equivalent (FTE), jobs and generate £72.8 million (net) direct Gross Value Added

(GVA). In addition to these direct impacts, the construction of the proposed development could support a total of 23 (net) indirect and induced jobs at local and regional level and an additional £21.8 million (net) indirect and induced GVA at local and regional level. These indirect and induced impacts would be due to the supply chain involved with the construction of the Proposed Development, and the expenditure of construction staff within the economy. All construction impacts would be temporary, aligned to the period of the construction spend and delivery.

- 6.26 Based on comparison data from the MoJ the proposed development could employ 778 staff employed directly at the prison; this data suggests that that 737 of these could be undertaken by people residing within a 40-mile radius.
- 6.27 The expenditure of the prison itself once operational could lead to a series of additional indirect impacts, including £13.7 million (net with inflation) indirect annual spend with £2.7 million (net with inflation) retained locally, and 276 indirect jobs, of which 46 could be expected to be undertaken by local labour. There is also forecasted that regional supply-chain spend could equal £17.5 million (net with inflation) per annum spend. Further economic impacts could be expected to result from the expenditure of prison staff and visitors within the economy. These induced impacts could include £12.1 million (net with inflation) induced spend per annum with 236 induced jobs supported.
- 6.28 The proposed development is located adjacent to existing prison facilities; therefore, based on information from The Effect of Custodial Properties on House Prices study it is unlikely that it would have a long-term impact on the rental or selling of residential property in the local area.
- 6.29 The proposed development will have a positive impact on the number of prison places available in the local area, and due to being newly designed, would also result in improved facilities being available to prisoners, supporting their effective rehabilitation and increased safety.
- 6.30 Community services within the local and regional area (e.g. those offering housing, employment, physical and mental health support) may also benefit. This is due to the larger ration of staff to inmates and the number of prison staff that would be based locally for a category B prison (rather than category C).

Sustainability Statement (Mace, 2021)

- 6.31 The Sustainability Statement sets out the sustainable design and construction measures included in the new prison and demonstrates that the proposed development is considered highly sustainable, as measured against all relevant local and national planning policy.
- 6.32 The new prison has been registered and will be assessed against the latest BREEAM 2018 New Construction scheme, under the 'prison' assessment category. A BREEAM Pre-Assessment report has been prepared and outlines a possible route to achieving a BREEAM 'Excellent' score with endeavours to achieve BREEAM 'Outstanding'.
- 6.33 Other key features of the sustainability strategy are outlined as follows:
- **Energy Efficiency:** High fabric energy efficiency, air source heat pumps, photovoltaic panels and energy efficient lighting, appliances, and equipment will be specified to assist in achieving the MoJ's target to be net zero carbon ready.
 - **Biodiversity and Ecology:** Existing ecology will be protected where possible and ecological enhancements will be implemented to target 10% biodiversity net gain.

- **Water Efficiency:** Flow control devices and water efficient fixtures and fittings will be installed to reduce water consumption in line with BREEAM Wat 01 requirements.
- **Waste and Recycling:** Construction waste will be minimised by applying modern methods of construction, and at least 95% of waste will be diverted from landfill. During operation there will be a designated Waste Management Unit which will provide facilities for the separation, recycling and disposal of solid waste streams generated across the site.
- **Pollution:** Measures will be implemented to minimise noise, air and light pollution both during construction and operation.
- **Sustainable Transport:** Sustainable modes of transport will be encouraged for staff and visitors through the provision of cycle storage facilities and electric vehicle charging points in line with planning requirements.
- **Flood Risk and SUDs:** The proposed development site lies in a low flood risk zone and will benefit from Sustainable Urban Drainage Systems (SuDS).
- **Health and Wellbeing:** The promotion of health and wellbeing for future occupants has been a fundamental consideration in the design of this new prison, particularly in terms of thermal, acoustic and visual comfort, site safety and security and promoting active modes of travel.
- **Materials:** New materials will be selected based on their environmental impact and responsible suppliers will be used. The new building materials will be sourced locally where possible to reduce transportation pollution and support the local economy.

Transport Assessment (Atkins, 2021)

- 6.34 A Transport Assessment Outline Travel Plan and Construction Traffic Management Plan have been prepared by Atkins. Pre-Application scoping discussions were undertaken with Leicestershire County Council (LCC) at the start of the project, and dialogue with the Highways authority and the Local Planning Authority (HDC) has continued.
- 6.35 The TA evaluates the transportation aspects of the development and considers the existing highway network and sustainable transport provision within the vicinity.
- 6.36 It is proposed to take vehicular and pedestrian access via a new access from Welland Avenue. Traffic will be encouraged to turn left out of the new prison access (using traffic calming measures) to seek to minimise traffic using the residential (unadopted) section of Welland Avenue as a rat run.
- 6.37 The Transport Assessment demonstrates that the majority of trips forecast to be generated by Gartree 2 would be undertaken by car. It is forecast that the proposed development would generate up to 226 and 257 two-way car trips during the development AM and PM peak hours. The trip generation has been estimated using operational information about staff numbers and shift patterns, and takes into account the current travel characteristics for the area. The estimated traffic flows for the AM and PM peak trip generation hours were distributed onto the local network based on 2011 census Journey to Work data and online journey planning software.

6.38 The traffic impact assessment demonstrates that:

- The Proposed Site Access / Welland Avenue priority junction is forecast to operate within acceptable thresholds of capacity across all scenarios and time periods assessed.
- The Gallow Field Road / Foxtan Road junction is forecast to operate within acceptable thresholds of capacity. In addition, there has been zero PIAs recorded at this location within the latest five year period (2016 – 2020) and there is an existing school safety zone in place which restricts vehicle speeds to 20mph during the AM and PM School Peaks. In addition, the proposed development peak occurs outside of the network peak hour and the Foxtan Primary School operational hours. Therefore, it is not considered that the additional vehicle trips at this location would require any mitigation as a result of the development proposals.
- The B6047 Harborough Road / Leicester Lane / Gallow Field Road junction is forecast to operate within acceptable thresholds of capacity. However, during pre-application scoping discussions with LCC, the highway authority identified a perceived highway safety issue at this location. Therefore, Atkins have obtained the latest PIA data for the B6047 Harborough Road / Leicester Lane/ Gallow Field Road junction from LCC. The PIA data demonstrates that there has been one 'slight' accident recorded at this location within the latest five year period (2016 – 2020). The severity and frequency of the PIAs at this location is not considered to be a significant highway safety concern.

6.39 The evidence presented within the TA therefore demonstrates the proposed development would not have a material detrimental effect on the existing highway network.

Tree Survey and Arboricultural Impact Assessment (Tyler Grange, 2020)

6.40 A tree survey was completed in accordance with BS5837 in November 2020. A measured topographical survey was used to inform the location of trees and their surrounding context.

6.41 A total of 55 trees were surveyed as individual trees and 16 tree groups and 3 hedges were also identified. The tree cover comprises a mix of field boundary individual tree and groups, hedgerows, internal stands of dense scrubs / shrubs and roadside trees.

6.42 None of the trees surveyed were considered to be of 'high' arboricultural value (Category A) and no tree veteran or ancient trees in terms of age class were identified. There are therefore no trees of such significant merit that represent a major constraint to development on the site.

6.43 A Landscape Plan has been prepared as part of the application. This includes new soft landscaping across the application site and within the wider ownership boundary of the site. The development will deliver substantial new soft landscaping, including new street trees, woodlands and parkland planting. The extent of new planting is considered proportionate to compensate for the required tree losses and offers benefits in terms of extending and diversifying the current arboricultural resource.

Agricultural Land Assessment

6.44 DEFRA Spatial Map confirms the Agricultural Land Classification of the site which is identified as Grade 3 (good to moderate quality). It has been agreed with the HDC that an Agricultural Land Quality Assessment is not required for this application (as part of the pre-application process).

7. Project Objectives and Need Assessment

- 7.1 The prison population is currently forecast to increase over the next 10 years reaching unprecedented levels by the end of the decade. The MOJ and its executive agency, Her Majesty's Prison and Probation Service (HMPPS) is embarking on a programme of prison expansion, delivering over 18,000 additional prison places through a portfolio of programmes and projects, including the 10,000 Additional Prison Places Programme, first announced by the Prime Minister in August 2019.
- 7.2 That commitment was part of the Conservative manifesto (2019) which confirmed the Government would 'add 10,000 more prison places, with £2.75 billion already committed to refurbishing and creating modern prisons'.
- 7.3 The Government announced in June 2020², that four new prisons would be built across England over the next six years as part of the 10,000 Additional Prison Places Programme.
- 7.4 These 10,000 additional prison places are a major step in a multi-billion-pound programme to deliver modern prisons that will help boost rehabilitation and reduce reoffending, providing improved security and additional training facilities to help offenders find employment on release. The Government has made it clear that the four new prisons form a major part of plans to transform the prison estate and create environments where offenders can be more effectively rehabilitated and turned away from crime for good. The Government has also stated that as well as providing a boost to our Criminal Justice System (CJS) and contributing to its reform, the four new prisons will create thousands of new permanent jobs and send a clear signal that the Government can and will continue to invest in the vital national infrastructure this country needs.
- 7.5 The Four New Prisons will help to address the forecast increased demand for prison places by delivering an additional 6,366 places. Construction of the Four New Prisons is currently planned to be completed between 2025-2026. Following analysis of current and future national demand for additional prison places, two of these New Prisons are proposed to be built in the North of England and two in the South, targeting areas of greatest forecast demand and supporting the construction industry and local economies. Outline planning permission to build a new Category C Resettlement Prison at Full Sutton in East Yorkshire has already been secured, this will be the first of the Four New Prisons (application ref. 18/04105/STOUT).
- 7.6 The proposed new prison adjacent to HMP Gartree is the only one of the four new prisons to be a Category B Training Prison (the other three proposed prisons will be Category C (resettlement prisons). The need for a Category B mens Training Prison has been identified by MoJ. This prison will serve a national demand for places and will typically house inmates who are serving fixed sentences of 4yrs+ sentences (as opposed to the current Gartree prison where many prisoners are serving indeterminate life sentences).

² <https://www.gov.uk/government/news/four-new-prisons-boost-rehabilitation-and-support-economy>

Project Objectives

- 7.7 The New Prisons programme aligns with the HMPPS Business Strategy: Shaping our Future³ and vision of 'working together to protect the public and help people lead law-abiding and positive lives', and delivers against the four HMPPS principles:
- Enable people to be their best.
 - Transform through partnerships.
 - Modernise our estates and technology.
 - An open, learning culture.
- 7.8 The Project is also strongly aligned with MoJ's guiding principles and is central to delivering two of the three MoJ Priority Outcomes set out in the MoJ Outcome Delivery Plan 2021 – 2022.⁴:
- Protect the public from serious offenders and improve the safety and security of our prisons.
 - Reduce reoffending.

Sufficient Prison Places To Meet Long-Term Forecast Demand

- 7.9 The prison population is forecast to rise significantly during the 2020s, putting sustained pressure on the estate over the rest of this decade and beyond⁵. The projected demand will soon outstrip supply and is primarily driven by:
- flagship Government policies to reform the CJS such as the impact of 23,400 more police officers;
 - changes to sentencing;
 - an ongoing increase in the number of long-sentenced offenders; and
 - court recovery following the Coronavirus pandemic.
- 7.10 As outlined in the Prison Population Projections 2020 to 2026 (PPP 2020-2026), the rate of police recruitment and their subsequent focus, along with reforms to the CJS is forecast to lead to significantly more arrests, charges and sentences and a similarly significant increase in demand for prison places – well beyond existing capacity. The Government needs to ensure there is sufficient capacity to hold the additional prisoners that will come from this.
- 7.11 This challenging demand profile will be exacerbated by the rate of court recovery dealing with the increase in backlog of cases from the COVID pandemic; an increase in Crown Court capacity over the next few years to drive down the backlog of cases will drive a further increase in demand over the next five years as there is more capacity to sit more cases, and more prisoners enter the system as set out in PPP 2020-2026⁶.
- 7.12 It is therefore of critical importance to the CJS across England and Wales that additional prison places are provided at speed to meet demand over the next five years and beyond.

³ <https://www.gov.uk/government/publications/hmppps-business-strategy-shaping-our-future>

⁴ <https://www.gov.uk/government/publications/ministry-of-justice-outcome-delivery-plan/ministry-of-justice-outcome-delivery-plan-2021-22#c-priority-outcomes-delivery-plans>

⁵ <https://www.gov.uk/government/statistics/prison-population-projections-2020-to-2026>

⁶ <https://www.gov.uk/government/statistics/prison-population-projections-2020-to-2026>

Prisoners in the Right Type of Prison at the Right Time

- 7.13 In the recent past, there has been an imbalance between the needs of prisoners and the types and locations of prisons they are held in. A need has been identified by MoJ for the new Category B Training Prison.
- 7.14 The New Prisons Programme is focused on delivering the right type of prisons at the right time. Historically the prison estate has built Category C prisons to Category B standards, this allows flexibility to hold Category B prisoners should this cohort increase. This programme has taken the approach to design each prison specifically for the cohort it is being built to hold. This enables the establishments to better meet the distinct services that each cohort needs, which in turn transforms our prisons into places of rehabilitation. Category B training prisons have more heavy/complex industry workshops, feature longer educational courses and have a higher demand for inpatient facilities than resettlement prisons.
- 7.15 Due to the long-term sentences of prisoners held in Category B Training Prisons they are utilised as a national resource, rather than a regional resource like resettlement prisons. The site adjacent to HMP Gartree is strategically located near to the centre of the country enabling prisoner transport from a large area. Further to this the proposed prison is adjacent to an existing Category B Training prison, this provides opportunities for HMPPS to increase efficiencies, share resources, and capitalise on economies of scale which will be developed further as part of operational discussions.
- 7.16 After serving part of their sentences in a Category B Training prison, prisoners would, providing they meet the required criteria, be moved to either a Category C training prison or to a Category C resettlement prison to serve the remainder of their sentence preparing them to reintegrate into society.
- 7.17 Alongside ongoing work to reconfigure existing places, the Four New Prisons will seek to remedy and continue to avoid such imbalance by constructing one Category B Training prison and three Category C Resettlement prisons to meet long-term demand.

Better Design, Safety and Security, Reduced Rates of Reoffending and Improved Life Chances for Offenders

- 7.18 The four new prisons have been designed to hold prisoners in an environment specifically suited to meet their rehabilitative needs, that enables a regime specifically designed to address their offending behaviour. This design will also significantly improve levels of safety for both prisoners and staff when compared to prisons of the same category within the existing estate.
- 7.19 Examples of this improved design are the removal of galleried landings in the houseblocks by using closed landings instead. As well as improved sightlines, a prison officer sat at the central desk of a houseblock has clear sightlines to the end of each of the short 3 corridors which leads to improved direct supervision. Reducing overcrowding in the estate by providing additional capacity through building the four new prisons also improves safety and security for both prisoners and staff by enabling them to be held or work in conditions more appropriate when compared with the physical limitations of the existing prison estate.

- 7.20 Elements are consistent with guidance from the Towards Humane Prisons paper from the International Committee of the Red Cross⁷ and the Rehabilitation by Design Paper⁸.

Contributing To Building Back Better And Levelling Up

- 7.21 Based on comparison data from the MoJ the proposed new prison has the potential to employ 778 staff employed directly at the prison; this data suggests that that 737 of these would be undertaken by people residing within a 40-mile radius.
- 7.22 The construction phase of the prison is likely to generate £72.8 million (net) direct Gross Value Added (GVA).
- 7.23 Through the construction of this new prison, MoJ will create opportunities for people, including ex-offenders and prisoners Released on Temporary Licence (ROTL), to be trained and upskilled in construction. The expenditure of the prison itself once operational would likely lead to a series of additional indirect impacts, including £13.7 million (net with inflation) indirect annual spend with £2.7 million (net with inflation) retained locally, and 276 indirect jobs, of which 46 is expected to be undertaken by local labour. There is also forecasted that regional supply-chain spend could equal £17.5 million (net with inflation) per annum spend. The proposed prison will therefore deliver a wider economic boost, including to areas important to the Governments Levelling Up initiative.

Capacity and Site Selection Criteria

Capacity and Type

- 7.24 The proposed new prison on land adjacent to HMP Gartree will be a Category B Training Prison to accommodate 1,715 adult male prisoners within a secure perimeter. Category B Training Prisons are secure prisons for inmates serving long (defined) sentences. Category B Training Prisons provide facilities for inmates to learn new skills and study (through distance learning).
- 7.25 This type of prison has a national remit and meets a national requirement for additional prison places within Category B.
- 7.26 HMPPS has conducted extensive confidential research and development work, which has indicated that the maximum efficiency for construction cost and operations of the current prison design would be derived from 1,468-1,715 place prisons. The proposed new prison on land adjacent to HMP Gartree will comprise seven houseblocks with a proposed capacity of 1,715 prisoners.

Demand/Location

- 7.27 As a national service, HMPPS uses individual prisons' capacity to meet national and wider geographical demand. When considering surplus demand for Category B prison places it serves a national requirement (as opposed to lower category prisons C and D which serve a regional requirement).

⁷ <https://www.icrc.org/en/publication/4286-towards-humane-prisons>

⁸ https://gb.gleeds.com/globalassets/news--media/videos/rehabilitation-by-design/rehabilitation-by-design_full-report.pdf

7.28 Internal modelling has indicated that, if the MoJ did nothing to expand the existing estate save for new prisons already under construction, Category B Training demand would outstrip capacity by c. 2,140 nationally in April 2027. Further to this a Category B Training Prison provides crucial flexibility as it can house Category C cohorts, should the forecast population change in the future.

Site Selection and Alternative Sites

7.29 The site selection strategy for the 10,000 Additional Prisoner Places Programme balances a number of important considerations. Sites within MoJ ownership and suitable for development were identified, alongside other government owned land.

7.30 In addition, an extensive market search was undertaken by C&W informed by a requirement circulated to over 600 agents, a desktop search over multiple online databases and contact with commercial property agents to identify potential options.

7.31 Both the government land and market site search were informed by the following criteria:

7.32 Mandatory Requirements:

- Minimum 12ha developable area; and
- In the preferred area of search, and requirement for at least one location in each region (North & South).

7.33 Secondary Requirements:

- Sufficiently flat;
- Have good strategic access to public transport and the motorway/trunk road network;
- Accessible for construction without major enhancement of transport infrastructure;
- Not significantly overlooked so as not to compromise security;
- Capable of connection to utilities without unreasonable cost; and
- Outside floodplains.

7.34 Tertiary Requirements:

- Previously developed / brownfield;
- A suitable shape for prison development;
- Ease of recruitment for prison operatives;
- Manageable in terms of ground conditions / contamination;
- Not prejudiced by major ecological or historic designations; and
- Not affected by significant public rights of way or other similar issues.

7.35 Land in MoJ ownership was considered as priority sites given the potential for quicker delivery to meet challenging delivery programme and avoid additional costs and time delays associated with the purchase of land. A site search for privately owned sites was conducted by Cushman and Wakefield on behalf of the MOJ in early 2020 within the parameters identified by the MOJ, however this search did not bear fruit due to a combination of cost, timescales required to acquire privately owned sites or not fulfilling the required criteria.

- 7.36 On a national scale, several sites were shortlisted against the criteria above and four sites were selected for further consideration. Others were discounted, for example due to site constraints, areas of flood risk, infrastructure requirements, contamination issues, and accessibility.
- 7.37 In addition, the site search for a site for a new Category B prison required a location easily accessible to the north and south to serve a national remit. The application site fulfils these criteria.
- 7.38 The proposed site satisfies many of the site search criteria and is situated in a region where substantial demand for additional prison places is expected. The site is already owned by the MoJ.

8. Planning Assessment

- 8.1 This section evaluates the proposed development against relevant planning policy, material considerations and technical assessments undertaken to support the planning application. Pre-application consultation, public consultation and stakeholder engagement has assisted in informing the proposed development.
- 8.2 As a matter of law, applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Development Plan is the Harborough Local Plan 2011-2031(adopted April 2019) and the Lubenham Neighbourhood Development Plan (2016 - 2031). There are no specific planning policies that are directly related to prison development in the Development Plan. Paragraph 96 of the NPPF supports the delivery of new prison infrastructure through collaborative working between local planning authorities and delivery partners and statutory bodies.

Open Countryside

- 8.3 The application site comprises 3 parcels of land:
- Parcel 1 (the prison site) is not allocated for development in the Local Plan. The site is identified as being within the open countryside. Local Plan Policy GD3 identifies acceptable uses within the open countryside which does not include the proposed use. The proposed prison site is therefore contrary to local plan policy GD3. Notwithstanding this, the socio economic benefits of the proposal (detailed at Section 6.24 of this Statement) including the creation of 778 new jobs, of which an estimated 737 could be taken up by people living within 40 mile radius of the site will outweigh the non-compliance with policy. This was confirmed by HDC in the pre-application response dated 9th October 2021.
 - Parcels 2 and 3 are allocated for open space in the Local Plan. Policy G12 states that open space should be retained in situ where possible and replaced where it is to be developed. Parcels 2 and 3 will remain as open space. Parcel 2 (land to the north of Welland Avenue) will be enhanced as an area for biodiversity net gain for the wider prison development. The open nature of parcel 2 will be retained and it will remain open for all to use. As part of the public consultation events many residents of the Gartree Estate confirmed that they used the area informally to walk their dogs. The land will continue to be available for this purpose. Parcel 3 (open space within the Gartree Estate) will also remain open space. There are currently discussions with the Gartree Estates residents over whether the land would benefit from some enhancement such as planting/or potentially play equipment. Parcels 2 and 3 are therefore in compliance with Local Plan Policy G11.
- 8.4 The proposed development will maintain a significant distance between settlements and will not compromise any existing gaps. The LVIA confirms only limited significant effects to local visual receptors. The landscape strategy will deliver enhancements to the physical landscape and landscape character. It is considered that the impacts to local receptors are acceptable and sufficient mitigation is delivered through the proposals set out in the landscape strategy. The proposed development is therefore considered to be in accordance with Lubenham Neighbourhood Plan Policy LNP01.

Principle of Development

- 8.5 HDC has confirmed in Pre Application advice that the principle of development in the context of the NPPF could be considered acceptable subject to appropriate technical assessment and information to justify the proposed location.
- 8.6 This assessment and justification is set out in this statement, and technical work submitted with the application.
- 8.7 The NPPF is clear that the purpose of the planning system is to contribute towards achieving sustainable development, at a very high level to meet the needs of the present without compromising the ability of future generations to meet their own needs. The needs for a new prison in this location is set out at Section 7 of this Statement. The proposed development will contribute to the identified need to increase prison capacity and provide 1,715 additional spaces in support of the government's commitment to deliver 18,000 new prison places.
- 8.8 The site will make effective use of land in accordance with paragraph 119 of the NPPF, providing a new prison adjacent to an existing facility to meet the identified need for additional prison capacity.
- 8.9 The proposed development is an operational prison and while design requirements are prescribed by the use, the high-quality design has considered the setting and location, and respects the scale, materials and landscape of the surrounding area as far as possible. The proposed development is future proofed to provide a modern fit for purpose facility. Consideration has been given to the inclusion of measures to create a sustainable development to achieve a minimum BREEAM 'Excellent' rating with endeavours for 'Outstanding'.
- 8.10 Connectivity and pedestrian routes in the local area will be protected, and access and links to the highways network have been considered to make sure the new centre is successfully integrated.
- 8.11 The proposed scheme is supported by technical assessment. Development of the submitted masterplan has been informed by this assessment and feedback from Pre-Application, public and stakeholder consultation.
- 8.12 The proposed development is compliant with the NPPF presumption in favour of sustainable development to positively plan development to meet present and future needs and compliant with Local Plan Policy GD1 which reiterates this part of the Statement.
- 8.13 It is therefore considered that proposals comply with Local Plan Policies GD1 and GI12 of the Local Plan, paragraph 96 of the NPPF and that the benefits of the proposed development will outweigh non-compliance with Local Plan Policy GD3.

Need for New Prison Capacity

- 8.14 The need for additional prison capacity is identified in Section 7 of this report. The long-term prison population is expected to increase over the 6-year projection horizon, as published in prison population projections on gov.uk on 26 November 2020. The recruitment of an extra 20,000 police officers is likely to increase charge volumes and the future prison population.
- 8.15 The government's commitment to create 18,000 additional prison places through the construction of new prisons, and expansion and refurbishment of existing prisons by the mid-2020s will support this.

- 8.16 MoJ analysis of the future prison population has identified a need for a Category B mens training prison in a central location as it is national requirement.

Economic Sustainability

- 8.17 The proposed development will meet the economic objective of the NPPF to help build a strong responsive and competitive economy (paragraph 81). The proposed development will provide up to 737 new jobs during construction, long term maintenance and additional employment in the supply chain. The economic benefits of this proposal are identified in the Socio Economic Statement which accompanies this application summarised at section 6.24-6.30 of this report.
- 8.18 The construction of the new accommodation and ancillary services will create some opportunities for people to be trained in construction and provide opportunities for businesses, helping boost the local economy.
- 8.19 Social value targets will be in place, driving benefits for the local community and economy in Market Harborough.
- 8.20 The additional places programme includes expanding the current estate, bringing back into use places through refurbishment, and building new prisons, and demonstrates a clear commitment from the government to the UK construction sector and its determination to support the construction industry with a clear pipeline of work and investment following the COVID-19 pandemic.
- 8.21 The development supports the economic objectives of the NPPF as set out in paragraph 8 and is compliant with paragraph 81.

Social Sustainability

- 8.22 Improving public outcomes and environmental benefits is a key objective of the NPPF and the scheme will make a significant contribution. Providing the necessary capacity within existing prisons through the provision of new houseblocks and ancillary facilities will play a critical role in making communities safer. The accommodation delivered by the application proposal will provide modern, efficient facilities to rehabilitate offenders and assist in reducing reoffending.
- 8.23 In recognition of the impact an increase in police officers would have on demand for prison places, the Prime Minister has announced funding for 18,000 new modern, efficient and decent prison places.
- 8.24 The proposed development is part of a programme that will:
- Ensure we meet our public protection obligations;
 - Put the estate on a sustainable footing;
 - Deliver the places we need at an acceptable standard of decency;
 - Achieve lower levels of violence; and
 - Focus on supporting rehabilitation
- 8.25 All local 'blue light' emergency services have been consulted and detailed operational planning with these agencies will continue to manage demand from the new prison without impact on

services for residents. NHS England provide primary health services in prisons, rather than local GP practices, and have also been consulted.

- 8.26 The MoJ are implementing an additional £100m investment in new measures to stop drugs entering prisons, including designing all new prisons with additional security to deter the smuggling of contraband, such as bar-less windows which further reduces risk of items being passed in or out of cells. A purpose-built facility will support the rehabilitation of prisoners.
- 8.27 It is considered that the application proposal is in accordance with paragraphs 8 and 92 of the NPPF.

Environmental Sustainability

- 8.28 The MOJ's commitment to sustainability covers several key targets for all new prisons and prison expansion which exceed local and national planning policy requirements including at least 10% biodiversity net gain, and at least BREEAM 'Excellent' certification with endeavours to achieve BREEAM 'Outstanding'.
- 8.29 Other environmental benefits are examined by the relevant technical reports which accompany this application. The scheme minimises the loss of trees, retains those that are most valuable and provides opportunities for re-provision.
- 8.30 The new prison has been registered and will be assessed against the latest BREEAM 2018 New Construction scheme, under the 'prison' assessment category. A BREEAM Pre-Assessment report has been prepared and outlines a possible route to achieving a BREEAM 'Outstanding' score and the minimum credit requirements. The exact route to certification may vary as the detailed design progresses.
- 8.31 Other environmental benefits are examined by relevant technical reports. The scheme minimises the loss of trees, retains those that are most valuable and provides opportunity for re-provision. The biodiversity net gain assessment submitted as part of the planning application confirms the opportunity to achieve a net gain at the site.
- 8.32 High fabric energy efficiency, air source heat pumps, photovoltaic panels and energy efficient lighting, appliances, and equipment will be specified to assist in achieving the MoJ's target to be net zero carbon ready. An energy metering system and Building Management System (BMS) will be installed so that at least 90% of the estimated annual energy consumption can be assigned to an end-use category and monitored
- 8.33 A site-specific Flood Risk Assessment has been completed and there is deemed to be a low risk of flooding. SuDS such as detention ponds and geocellular attenuation storage are to be incorporated into the drainage design. An Adaptation to Climate Change Strategy is also being developed. Water efficient fixtures and appliances will be specified throughout the new prison in accordance with BREEAM Wat 01 requirements. Water meters will be installed on the mains water supply to each building.
- 8.34 The proposed development is compliant with paragraph 175 of the NPPF to minimise loss of habitats and incorporation of biodiversity improvements.

Design

- 8.35 Whilst it is acknowledged that the detailed design of the proposals is a reserved matter, the initial design process is detailed within Design and Access Statement submitted with this

application. The proposed development will provide a modern prison development which has been designed to be more rehabilitative to residents, more efficient for staff to work in, more welcoming to visitors and considerate to the neighbours and the existing surrounding area.

- 8.36 Consideration has been given to the potential impact of development, including on the local highway network, ecology, landscape and visual receptors. The illustrative Site Layout Plan submitted in support of this application is informed by technical assessment, Pre-Application advice and consultation.
- 8.37 The proposals are therefore in accordance with Local Plan Policies GD5 and GD8 and Paragraph 126 of the NPPF.

Ecology

- 8.38 An Ecological Appraisal has been completed and areas of high ecological value will be retained where possible. At least 10% biodiversity net gain will be achieved at the site.
- 8.39 To accommodate the proposed development a programme of licenced sett closure, badger exclusion, replacement sett construction and habitat creation will be undertaken. New badger setts will be provided as part of the proposed development (details of the design of the badger setts are included in this planning application).
- 8.40 The Landscape Strategy submitted with this application will protect and reinforce existing habitats and vegetation where possible. The proposed soft landscape scheme aims to maximise biodiversity net gain and reflect arboricultural, ecological and landscape/visual requirements.
- 8.41 The proposal is therefore compliant with Local Plan Policy GI15 and paragraph 174 of the NPPF.

Archaeology

- 8.42 An Archaeological Desk Based Study has been undertaken. Following discussions with the County Archaeologist further survey work has been commissioned, a Geophysical Survey has been undertaken and trial trenching is currently underway. The findings of this additional fieldwork will form part of the planning application. A Written Scheme of works for the Geophysical Survey and the Trial Trenching has been agreed with the County Archaeologist. The County Archaeologist has confirmed that notwithstanding the findings of the fieldwork he is content for the findings to be recorded and that the development proposals will not be affected by this work.
- 8.43 It is considered that this is in accordance with Local Plan Policy HC1 and paragraph 194 of the NPPF.

Flood Risk and Drainage

- 8.44 A site-specific Flood Risk Assessment has been completed which confirms a low risk of flooding. SuDS such as detention ponds and geocellular attenuation storage are to be incorporated into the drainage design. An Adaptation to Climate Change Strategy is also being developed as part of the BREEAM assessment.
- 8.45 The proposed development is in compliance with Local Plan Policy CC1 and CC3 and Paragraph 161 of the NPPF.

Transport and Access

- 8.46 The Transport Assessment submitted with the planning application demonstrates that the proposed development will not have a material effect on the existing highway network. Measures (including traffic calming) have been designed to seek to minimise the risk of traffic using the residential (unadopted) part of Welland Avenue.
- 8.47 The evidence presented within the TA therefore demonstrates the proposed development would not have a material detrimental effect on the existing highway network.
- 8.48 The development is in compliance with Local Plan Policy IN2 and Paragraphs 111 and 112 of the NPPF.

Landscape and Visual Impact

- 8.49 The LVIA confirms the vast majority of likely effects will not be significant. The limited significant effects of development (major loss of landscape or irreversible adverse effects), are limited to more sensitive, local visual receptors including users of the public right of way network to the north and east of the site.
- 8.50 The area is already characterised by prison development and although the scale and form of the proposed development will result in change to the area, the remaining landscape and visual effects are not likely to be significant, e.g. will not result in major loss of landscape or irreversible adverse effects.
- 8.51 Proposals for green infrastructure and landscaping as part of the landscape strategy will deliver enhancements to the physical landscape and landscape character.
- 8.52 The landscape strategy is key in responding to the existing site and forms an integral part of the site plan design development. The design approach is to provide an environment that: promotes mental and physical wellbeing, creates an attractive setting, protects and enhances the sites ecology and biodiversity, integrates the site drainage strategy with the layout and landscape and maintains a safe and secure environment.
- 8.53 On balance, the remaining landscape and visual effects are not likely to be significant and therefore the application proposal is compliant with Policies GD5 and GD8 of the Local Plan and Paragraph 127 of the NPPF.

Noise and Air Quality

- 8.54 An Acoustic Survey has been completed and has not identified any significant issues with the site. The Air Quality Assessment identifies suitable mitigation in the construction phase to minimise the impact on air quality. No mitigation is needed for air quality in the operational phase.
- 8.55 The proposed development is compliant with Local Plan Policy GD8 and paragraph 130 of the NPPF.

Sustainable Development – The Planning Balance

- 8.56 The NPPF requires new development to be sustainable and recognises that there are three dimensions to sustainable development - economic, social and environmental and these should

not be considered in isolation. Where sustainable development accords with the Development Plan it should be approved without delay.

- 8.57 There is an imperative need to provide new prison places across the country in modern, sustainable buildings that will deliver positive outcomes. There is an identified need for two new prisons in the south of the country and the application proposal will deliver part of that requirement.
- 8.58 In respect of the principle of development there are no policies in the development plan on new prison development, however paragraph 96 of the NPPF supports the delivery of new prison infrastructure through collaborative working between local planning authorities and delivery partners and statutory bodies.
- 8.59 The proposed development is within the open countryside and therefore Policy GD3 is of relevance. The policy identifies potential acceptable uses for countryside locations. As the proposed use is not identified the proposals are not in compliance with Policy GD3, however, HDC has confirmed that the principle of the development is acceptable as the economic, social and environmental benefits of the proposals outweigh the non-compliance with Policy GD3.
- 8.60 Part of the site (land parcels 2 and 3) are identified as open space in the Local Plan. These areas of land will be retained as open space as part of the development proposals in accordance with the Local Plan Policy GI2.
- 8.61 The proposed development responds to the sustainable development objectives of the NPPF.
- 8.62 The application site represents a sustainable location for the proposed development. The development will be adjacent to an existing prison and capable of sharing certain infrastructure. It is accessible from the strategic highway network and broadly accessible by a choice of means of transport. The principles of achieving sustainable development are set out in the supporting technical work submitted.
- 8.63 The application proposal will bring substantial economic benefits for the District in terms of additional jobs at the construction and operational phases of development, training opportunities and additional spend in area.
- 8.64 The social benefits identified in paragraphs 8.22-8.28 should be given substantial weight in the decision-making process.
- 8.65 The site is not located in an area with an environmental designation which would indicate that development should be restricted in accordance with paragraph 11di) of the NPPF. Development on the least environmentally sensitive sites is considered to represent an environmentally sustainable solution, resulting in reduced pressure for development to occur on sites that are more constrained by environmental factors. The proposed development is on land adjacent to an existing prison and although greenfield, represents a logical extension of the existing development.
- 8.66 The ecological appraisals and surveys that have been carried out in respect of the site have set out suitable mitigation, provide 10% net biodiversity gain and will ensure that the development will not result in any adverse impacts on flora and fauna on the site and surrounding area.
- 8.67 The design approach has ensured that the impact of the proposals have minimised landscape visual impact the remaining landscape and visual effects are not considered to be significant.

- 8.68 Paragraph 111 of the NPPF advises that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.69 The proposed development will not have an adverse impact on the existing highway network.
- 8.70 It is considered that the following planning benefits accrue from the development proposal:
- Delivering new prison places to meet an identified shortage, in the right location;
 - Delivering improved outcomes for prisoners;
 - Delivering substantial opportunities for jobs and training at the construction and operational phase;
 - Delivering 10% net biodiversity gain;
 - Improvements to local infrastructure, and;
 - Delivery of a high-quality sustainable prison that will achieve BREEAM Excellent, with with endeavours to achieving BREEAM 'Outstanding'.
- 8.71 These positive impacts are a material consideration in the decision-making process and are considered to outweigh any negative impacts of the development particularly in relation to the development of a greenfield site and some limited highways and visual impacts.
- 8.72 The assessment concludes that there are no adverse impacts that would significantly and demonstrably outweigh the benefits of the development proposal when assessed against the policies in the NPPF. It is therefore concluded that the proposal is a sustainable form of development to which the presumption in favour should apply.

9. Conclusions

- 9.1 This application seeks outline planning permission for:
- 9.2 *Outline Planning Application with all matters reserved except for access and scale for the construction of a new Category B prison of up to 82,555sqm GEA within a secure perimeter fence together with access parking, landscaping and associated engineering works on land adjacent to HMP Gartree, Gallow Field Rd, Market Harborough, Leicestershire LE16 7RP.*
- 9.3 This statement has considered the site and surroundings, the details of the proposed development, and assessed the proposals against the relevant planning policy.
- 9.4 In accordance with best practice, the submitted proposals have been informed by pre-application discussions with officers at Harborough District Council, Leicestershire County Council, key stakeholders, ward councillors, and local residents. Please refer to the accompanying Statement of Community Involvement for further details.
- 9.5 The project team has worked proactively and positively with the LPA to understand and respond to key planning issues before the application has been submitted in order to ensure the faster delivery of key public service infrastructure in accordance with paragraph 96 of the NPPF.
- 9.6 Consideration has been given to the potential impact of development, including on the countryside, local highway network, ecology, landscape and visual receptors, flood risk and drainage and heritage. The illustrative Site Layout Plan submitted in support of this application is informed by technical assessment, pre-application advice and consultation.
- 9.7 The development proposed will provide a new Category B Training prison to meet the need for additional prison capacity across the country. It has been demonstrated that there are no alternative sites nationally capable of accommodating the proposed development, nor is there capacity at any existing Category B Training prisons to enable a reduction in scale.
- 9.8 The proposed development will provide a range of social, economic and environmental benefits which can be summarised as follows:

Economic:

- 76 net FTE jobs during the construction period.
- Estimated £72.8 million GVA (net) during the construction period, with an additional £21.8 million indirect and induced GVA (gross).
- 778 FTE jobs created during the operational stage, with approximately 737 employees likely to reside locally.
- The operational spend of the prison will amount to £13.7 million, with £2.7 million being retained locally supporting 276 jobs at a regional level.
- The operational regional supply chain spend will equate to £17.5 million per annum.
- Expenditure from prison staff and visitors within the local and regional economy will equate to £12.1 million per annum, supporting 236 jobs.

Social:

- Delivering new prison places to meet an identified need, in the right geographical location;

- Providing safe, secure and modern facilities to deliver improved outcomes for prisoners and reduce reoffending rates;
- Local apprenticeship, training and supply chain opportunities will be created throughout the construction and operational stages of the development.
- The appointed contractor will be contractually obliged to meet key performance targets including: a 25% local spend within 25 miles of the site; £50,000 spend with voluntary, community and social enterprises; and at least 1 community project per year.

Environmental:

- The proposed development will make efficient use of land.
 - The design approach has ensured that the impact of the proposals have minimised landscape visual impact the remaining landscape and visual effects are not considered to be significant.
 - Delivery of a high-quality sustainable prison that will achieve BREEAM Excellent, with endeavours to achieve BREEAM 'Outstanding'.
 - The site is not subject to, nor closely located to, any sensitive ecological designations. Impact to protected species has been avoided so far as possible, with suitable mitigation proposed where required.
 - At least 10% biodiversity net gain will be achieved with no offsetting required.
 - High fabric energy efficiency, air source heat pumps, photovoltaic panels and energy efficient lighting, appliances, and equipment will be specified to assist in achieving the MoJ's target to be net zero carbon ready.
 - The site is not at risk of flooding and will not lead to an increase in the risk of flooding elsewhere. The proposed drainage strategy is in accordance with the drainage hierarchy.
 - 10% (53) of the car parking spaces will be set aside for electric vehicle charging points.
 - A further 5% (27) will be set aside for car sharing users.
 - 51 covered cycle parking spaces will be provided.
 - Construction method will make use of modern methods of construction, with associated quicker construction times, lower energy use and stronger green footprint.
 - Retention and improvement of allocated areas of open space in the Local Plan (Land Parcels 2 and 3).
- 9.9 This statement has provided a full, robust and compelling justification of the proposals that are considered to outweigh the non-compliance with Local Plan Policy GD3.
- 9.10 The principle of the proposed development is considered acceptable and compliant with policies contained in the development plan, NPPF and other key material considerations.
- 9.11 A full range of robust technical reports have been submitted alongside this application. These reports, as summarised in section 6 of this report, demonstrate how the proposed development has considered and responded to the site's constraints, its surroundings and any potential environmental impacts.
- 9.12 We therefore conclude that the economic, social and environmental benefits of the new prison outweigh any other harm, the proposed development is acceptable in principle and it will not lead to any significant adverse impacts that would outweigh the benefits of the scheme.

9.13 As a result, we therefore conclude that the proposed development:

- Is compliant with planning policy at a national and local level;
- Will deliver significant social, economic and environmental benefits;
- Will not result in any significant unacceptable, insurmountable adverse impacts; and
- Therefore, comprises sustainable development.

9.14 It is thus considered that there are no policy grounds or material considerations which should prevent planning permission from being granted for the proposed development. The proposed development comprises sustainable development and positively accords with the development plan and this planning application should be approved without delay.

Appendix A

Plans and Documents submitted with the planning application

Site Location Plan
Site Plan as existing.
Site Layout Plan as proposed.
Site Block Plan demolition
Masterplan
Landscape Plan
Long Sections As Existing As Proposed
3D Model Images
Planning Statement
Land Contamination Assessment
Design and Access Statement
Landscape and Visual Impact Assessment
Visual Screening Plans
Transport Assessment
Travel Plan
Socio - Economic Statement
Infrastructure/Utilities Assessment
BREEAM Pre-Assessment
Energy and Sustainability Statement
Lighting Strategy
Ecology Assessment
Badger Survey
Non Invasive Species Survey
Reptile Survey
Badger Bait Marking Survey
Biodiversity Net Gain calculation and plan
Habitat Classification Planting Palate
Tree Survey and Impact Statement
Flood Risk Assessment
Foul Water Drainage Report Foul Water Plan
Drainage Report (including detail on surface water drainage and SUD's)
Air Quality Assessment
Heritage Impact Statement
Archaeology Report
Noise Impact Assessment
Statement of Community Involvement
Construction Traffic Management Plan
Waste Management Strategy

Appendix B

Application Reference	Validation Date	Description of Development	Date of Decision	Decision
09/00109/GOV	29/1/09	Erection of two storey healthcare facility with single storey walkway link at gable end of existing multi faith building	26/3/09	Approved
08/00380/GOV	20/3/08	Erection of workshop building (revised scheme of 07/01153/GOV	14/05/08	Approved
08/00149/GOV	01/2/08	Modernisation of existing accommodation block (D Wing) revised scheme of 07/00128/GOV.	28/03/08	Approved
07/01153/GOV	24/07/07	Erection of a workshop building	18/09/07	Approved
07/00836/FUL	21/06/07	Installation of Satellite Dish	16/08/07	Approved
07/00128/GOV	25/1/07	Erection of a 4 storey extension to accommodation block	14/06/07	Approved
06/01672/GOV	17/11/06	Erection and installation of a temporary perimeter fence and temporary access road.	22/1/07	Approved
06/00260/GOV	20/2/06	Erection of perimeter fence and demolition of existing wall, including extension of prison site to south.	7/8/06	Approved
05/01803/GOV	29/11/05	Erection of single storey extension to visitors centre, extension to existing staff car park, construction of visitors car park, erection of extension to sports hall (revised scheme of 04/01148/GOV)	17/1/06	Deemed Approval
05/00540/GOV	4/4/05	Erection of a 6m high roof mounted aerial mast.	26/5/05	Approved
05/00229/GOV	7/4/05	Erection of a four storey high staircase enclosure to side elevation of B Wing	26/5/05	Approved
04/01148/GOV	13/7/04	Erection of additional ancillary buildings including two storey visitors centre/staff locker building, two storey extension to sports hall, extension to stores, new garage, new two storey education/workshop, new single storey kitchen building, two storey extension to administration building, creation of new visitors car park and replacement of existing perimeter wall with a double fence line.	7/9/04	Approved
03/01867/GOV	9/12/03	Erection of a Bike Shed	3/2/04	Approved
02/00883/GOV	04/9/03	Erection of additional living accommodation (revisions to 02/00883/GOV),	-	No Decision Issued
02/01273/GOV	16/8/02	Installation of generator, construction of new switch room and installation of bulk oil storage tank	11/10/02	Approved
02/00941/GOV	17/6/02	Demolition of a brick flue	12/8/02	Approved
02/00883/GOV	10/6/02	Erection of additional living accommodation.	2/8/02	Approved

Application Reference	Validation Date	Description of Development	Date of Decision	Decision
00/01321/GOV	01/11/00	Temporary car parking for contractors vehicles and pre-fabricated site hut (for a temporary period of 4 years)	10/1/01	Approved
00/01015/GOV	23/8/00	New fire escape and external alterations.	15/9/00	Approved
00/00067/GOV	27/1/00	Removal of 4 no portacabins and erection of security/facility buildings	10/2/00	Approved
98/01066/GOV	25/9/98	Replacement of visitors centre	4/11/98	Approved
97/01283/GOV	10/11/97	Re-roofing on central building	17/2/98	Approved
93/00484/3G	05/4/93	Re-roofing of existing wing	-	No decision issued.
92/01893/3G	26/10/92	Erection of new sports hall	-	No decision issued
92/00014/3G	7/1/92	Siting of two temporary buildings to provide visitors reception centre.	-	No decision issued
MR/00133/LUB	-	The erection of an electricity substation and the formation of an access (00133)	10/12/63	Approved

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