



SMALL SECURE HOUSEBLOCK PROJECT

HMP Ranby

DEVELOPMENT & PLANNING | BIRMINGHAM

Title: HMP Ranby - Supporting Statement

Revision: P01

Date: 20-03- 2024

Security Classification: OFFICIAL

Planning Application for Construction of Temporary Vehicular and Pedestrian Access to Construction Site at HMP Ranby, Straight Mile, Retford, Nottingham, DN22 8EU

This application seeks planning permission for the formation of a temporary access to a construction site within HMP Ranby required to develop a new houseblock within the closed Prison wire at the Site.

This application is submitted by Cushman & Wakefield on behalf of the Ministry of Justice UK (MoJ) via the Planning Portal (PP-12831053).

This report is structured as follows:

- Site and Surroundings (including planning history):
- Development Proposals:
- Review of Planning Policy:
- Planning Assessment:

This supporting Statement should be read in conjunction with the plans and documents submitted with the application.

A corresponding S184 application has been prepared for submission to Nottinghamshire County Council (as highway authority) under reference number (BS232218).

Application Content

The application is accompanied by the following documents:

- The relevant application form and Certificate.
- This supporting statement.
- Drawings.

- Site Location Plan (BakerHicks, 2024) – drawing ref. 284014_8442- BHK- 000- ZZ- D- A-1002
- Proposed Site Plan (BakerHicks, 2024) drawing ref. 284014_8442-BHK-081-XX-D-C-4600 P02
- Proposed Site Layout Plan (BakerHicks, 2024) – drawing ref. 284014_8442-BHK-081-XX-D-C-4610 P01
- Proposed Visibility Splays Sheet (BakerHicks, 2023) – drawing ref. 284014_8442-BHK-081-XX-D-C-4640 P01
- Proposed Swept Path Analysis Sheet P01 (BakerHicks, 2023) – drawing ref. 284014_8442-BHK-081-XX-D-C-4630 P01
- Proposed Road Marking and Adoption extents Sheet (BakerHicks, 2023) – drawing ref. 284014_8442-BHK-081-XX-D-C-4620 P01
- HMP Ranby Tree Removal Plan (Laing O' Rourke, 2024) – drawing ref. 284014_8442-LOR-XXX-XX-D-X-1003 P03 (P&C)

- Reports.
 - Site Entrance Proposal Transport Statement (Laing O' Rourke, 2024) – report ref. 284014_8442-LOR-XXX-XX-T-J-0006 P02

The plans listed above and underlined (and marked 'official sensitive') should not be made available to the public for national security reasons associated with HMP Ranby.

The requisite application fee of [REDACTED] (excluding. VAT) has been paid via the Planning Portal.

Site Location

The development site is situated within HMP Ranby, a Category C men's prison located near the village of Ranby in Nottinghamshire.

As shown on the submitted Site Location Plan the proposed temporary entrance will be located within the southwestern end of the prison estate; between the existing prison car park and the A620 (Straight Mile Road), contained within the ownership boundary of the prison.

The temporary access is proposed within an extended stretch of straight road with a minimal gradient, resulting in excellent visibility into and out of the Site.

The land north of the proposed temporary entrance is predominantly comprised of the wider prison estate and agricultural land. South of the A620 located on the opposite side of the road to the prison is another smaller residential estate on Beechwood Drive (located approx. 100m west of the proposed temporary access). An existing road access to HMP Ranby learning centre can also be found off the A620, (approx. a further 160m west) of the temporary access site via an unnamed road.

The existing prison entrance is located (approx. 350m further eastwards up the A620). The existing prison entrance serves all vehicles visiting site, including staff and visitor cars, FM deliveries and trade contractors including all traffic visiting and leaving the residential estate on Pilgrim Close.

Proposed Development

The proposed development comprises:

- Creation of a new temporary access road and associated junction into HMP Ranby to be removed upon completion of construction works.
- Incorporation of a new suitably designed temporary pedestrian footway to be fully reinstated upon completion of construction works
- Removal of hedgerow and replacement planting (trees and hedgerow) upon completion of construction works.

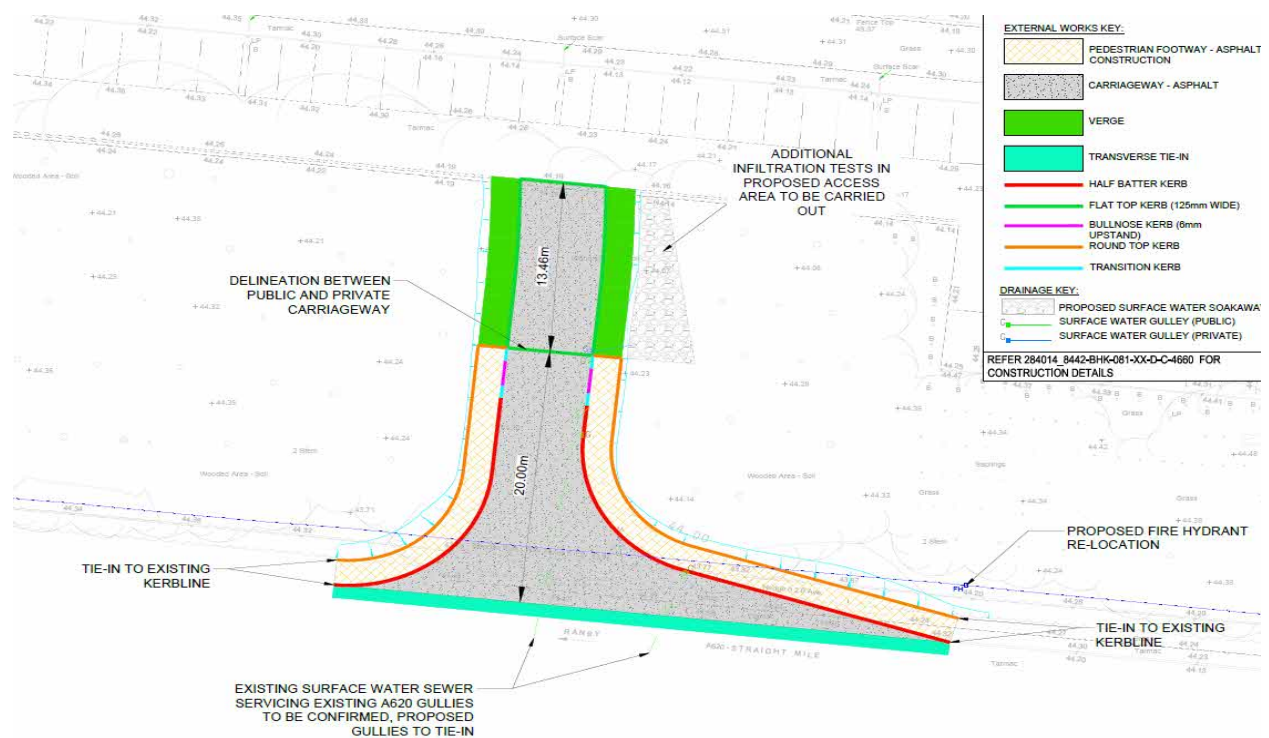


Figure 1 – Proposed Site Layout

Proposed Temporary Access Junction & Road

The application incorporates the erection of a temporary junction and access road connecting to the A620 (Straight Mile Road). In accordance with Lawful Development Certificate ref: 23/00724/CTP issued on the 12th of June 2023, the temporary access will enable the construction works required for the development of 2no. two-storey Modular House Blocks and associated Plant Compound at the Site.

The temporary site access has been proposed to segregate construction traffic from routine prison traffic and pedestrians. This will reduce the risk of congestion backing up on to the highway and improve highway and pedestrian safety overall. If the existing Prison access were used for construction traffic it would also result in the loss of a significant amount of car parking that would need to be provided on a temporary basis within the prison site. This would significantly increase the cost of construction and extend the length of the construction programme.

During the enabling works there is expected to be approximately 40. no construction staff on site daily. This will rise to approximately 120 no. staff at the peak of main works and contractor parking will be established within the closed prison estate. The predominant use of the temporary access will include personal vehicles, small goods vehicles and heavy goods vehicles associated with the construction phase.

The accompanying Transport Statement prepared by (Laing' O Rourke, 2024) provides details of the number and type of vehicle movements proposed, including a detailed summary of the forecast number of movements per day for each category of vehicle during enabling and main works.



The development for which this new access is required will start with enabling works from April 2024 followed by main works from September 2024. Project completion is currently planned for the summer of 2026 at which time the temporary access will be removed as soon as reasonably practicable, the site will be fully reinstated to its original condition before the development was carried out with replacement tree and hedgerow planting.

Further details on the management on the maintenance of the proposed temporary access road will be provided during the planning application determination period.

Tree Removal

The submitted Tree Removal Plan indicates where trees have been removed within the site. In accordance with MoJ Policy tree loss will be replaced at a ratio of 1:1 on site within the site boundary of HMP Ranby.

Proposed Hedgerow Removal

In line with proposed Visibility Splays 44.18 metres of hedge is to be removed and reinstated after the completion of construction works within the Site. An additional 33.35m of adjoining hedgerow will also be trimmed to 0.26m high to achieve the desired junction visibility splays.

All hedgerow proposed for removal will be replaced at a ratio of 1:1 within the clearance site upon completion of construction works.

Planning Policy Context

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.

The National Planning Policy Framework (NPPF) and any relevant Supplementary Planning Documents ('SPDs') are material considerations in the determination of planning applications.

Bassetlaw District Local Development Framework (Adopted 2011) forms the development plan for the district. Bassetlaw Council is also in the process of developing a new local plan 2020-2038, which is currently undergoing independent examination before adoption.

Bassetlaw District Local Development Framework (Adopted 2011)

Policy DM9b: Green Infrastructure, Biodiversity Geodiversity, Landscape, Open Space and Sports Facilities (Section B) Biodiversity and Geodiversity is relevant to the assessment of this application.

“Development proposals will be expected to take opportunities to restore or enhance habitats and species’ populations and to demonstrate that they will not adversely affect or result in the loss of features of recognised importance, including:

- i. Protected trees and hedgerows.*

Development that will result in the loss of such features may be supported where replacement provision is made that is considered to be of equal or greater value than that which will be lost and which is likely to result in a net gain in biodiversity. Where new development may have an adverse impact on such features, alternative scheme designs that minimise impact must be presented to the Council for consideration before the use of mitigation measures is considered. Where sufficient mitigation measures cannot be delivered, compensation measures must be provided as a last resort.”

Policy DM12b: Flood Risk, Sewerage and Drainage (Section B) Sewerage and Drainage is relevant to the assessment of this application.

“Proposals for new development (other than minor extensions) will only be supported where it is demonstrated to the Council’s satisfaction that the proposed development will not exacerbate existing land drainage and sewerage problems in these areas.

All new development (other than minor extensions) will be required to incorporate Sustainable Drainage Systems (SuDS) and provide details of adoption, ongoing maintenance and management. Proposals will be required to provide reasoned justification for not using SuDS techniques, where ground conditions and other key factors show them to be technically feasible. Preference will be given to systems that contribute to the conservation and enhancement of biodiversity and green infrastructure in the District.”

Policy DM13a: Sustainable Transport (Section A) General Principles is relevant to the assessment of this application.

“Development proposals will be expected to:

- i. Minimise the need to travel by private car.*
- ii. Provide linkages, or develop new, footways, cycle paths and bridleways giving access, to key local facilities (especially town centres); and*
- iii. Provide appropriate facilities to support access to high-quality public transport. Optimisation of the highway network and highway capacity improvements should only be considered once the above criteria have been addressed.”*

National Planning Policy Framework (NPPF)

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.

Paragraph 8 of the NPPF illustrates the three overarching objectives of achieving sustainable development. It states “The objectives are interdependent and need to be pursued in mutually supportive ways. The objectives are defined as follows:

- 1) 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.
- 2) 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

3) 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.”

Paragraph 108 sets out the planning requirements of new development proposals relating to highways and states that:

“(a) the potential impacts of development on transport networks can be addressed.

(b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.

(c) opportunities to promote walking, cycling and public transport use are identified and pursued.

(d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

(e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”

Paragraph 100 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.”

Planning Assessment

Transport and Highways

The temporary access road and junction has been designed to meet the standards of the Nottinghamshire highways guidance in accordance with the following plans:

Proposed Visibility Splays Sheet - drawing ref. 284014_8442-BHK-081-XX-D-C-4640 P01,
Proposed Swept Path Analysis Sheet Plan – drawing ref. 284014_8442-BHK-081-XX-D-C-4630 P01
Proposed road marking Plan and Proposed Adoption Extents Plan – drawing ref. 284014_8442-BHK-081-XX-D-C-4620 P01.

The proposed temporary access road and junction details have already been submitted to Nottinghamshire County Council, as highways authority under application reference (BS232218).

The proposed temporary access has been designed to ensure that it does not have a detrimental effect on the detriment of the existing highway safety. The proposals also incorporate a new suitably designed pedestrian footway to enable the safe, direct and easy movement of pedestrians across the junction. The proposals are therefore compliant in accordance with policy DM13a.

Drainage

As shown on the *Proposed Site Plan – drawing ref. 284014_8442-BHK-081-XX-D-C-4610 P01* the proposed temporary access will connect to the existing surface water sewer servicing the A620 and tie into the existing

gullies at the site. Additional soakaways are also proposed and will be supported by further infiltration testing within the proposed access site.

The proposal has demonstrated that a suitable drainage system is proposed that will not exacerbate existing land drainage and sewerage problems at the site in accordance with policy DM12b.

Biodiversity and Ecology

A preliminary Ecological Appraisal (PEA) and Preliminary Roost Assessment (PRA) was undertaken on all on site trees on the 27th of September 2023. A ground level inspection was conducted by a suitably qualified ecologist to confirm the potential for on-site trees to support roosting bats following the ground level inspection.

Page. 12, table 3.2 of the report confirmed that existing Broadleaved Woodland located within the western site boundary comprised a mature and semi-mature Leyland Cypress species tree line, which is a non-native species of local ecological importance only.

Appendix 3, Table A3.1 shows a detailed summary of the results of the PRA which concluded that no preliminary roost features were identified within the mature Leyland Cypress which were found to have 'low' bat roost potential but confirmed that the trees were of an age and species that may support roosting bats. Tyler Grange recommended that works to the trees could therefore start under a watching brief from a suitably qualified ecologist.

In accordance with recommendations within the PEA the supervised tree felling of trees from the application site was undertaken by Bioscan (UK) Ltd from 19th to 21st February 2024. The supervision was undertaken by Oliver Bevan *MEnvSci* on 19th, 20th and 21st February. Prior to felling, the ecologist erected a supplied bat box at HMP Ranby. Following this, the ecologist assessed each tree to be felled from ground level, to ascertain whether there had been any significant change in the bat roosting potential since the previous assessment.

The results of the supervised tree felling concluded that there was no change in the status of trees to be felled was noted upon inspection. No bats, or evidence of roosting bats was identified in association with any of the trees over the course of felling. Trees to be felled were largely lacking visible potential roost features, which was confirmed once section felled. Two bird boxes were identified, and the ecologist monitored each box for 1 hour prior to felling. The bird boxes were confirmed unoccupied by nesting birds and lowered to the ground by the arboriculturists. The ecologist re-erected these boxes on retained trees at HMP Ranby. It has now been confirmed that no further action regarding roosting bats or nesting birds within trees within the application site is required.

In accordance with MoJ Policy all felled trees will be replaced at a ratio of 1:1 on site within the site boundary of HMP Ranby.

The isolated area of hedgerow proposed for removal will be fully reinstated at a ratio of 1:1 within the clearance site upon completion of construction works at the site. The proposals are therefore compliant with policy DM9b.

Conclusion

This application seeks permission for:

“The Construction of Temporary Access to Construction Site at HMP Ranby, Straight Mile, Retford, Nottingham, DN22 8EU”

This statement has considered the site and surroundings, the detail of the proposed development and assessed the proposal against the relevant planning policy.

Consideration has been given to the potential impact of the development, including on the surrounding area, the local highway network and the existing arboricultural and ecology on the Site.

The principle of the proposed development is considered acceptable and compliant with policies contained within the adopted development plan and NPPF. A full range of robust technical reports have been submitted alongside this application. These reports demonstrate how the proposed development has considered and responded to the site’s constraints, its surroundings, and any potential environmental impacts.

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

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

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.

If you have any questions in relation to this matter, please do not hesitate to contact me as the Town Planning advisor for this project.

Yours sincerely,



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