

## **Tabled Update for Item 2.6**

### **21/506787/PSINF - HMP Elmley, Church Road, Eastchurch, ME12 4DZ**

#### **1. Highways:**

1.1 An updated Transport Statement was provided to address the clarifications required by KCC Highways. The updated information was considered satisfactory by KCC Highways, though the Highways Officer was still of the opinion that the numbers provided by the Transport Statement were underestimating the impact of visitor trips.

1.2 However, due to the visitor hours and shift patterns for staff, it could not be considered that the development would result in a severe impact to the highway network. Member's attention is drawn to paragraph 111 of the National Planning Policy Framework, which states that:

*'Development should only be prevented or 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'.*

1.3 A technical review of the Highways information submitted by the applicant was also reviewed on behalf of the Local Planning Authority by a Highway consultancy, Project Centre. The Project Centre agree with KCC Highways' assessment and do not consider that the proposal would result in a severe impact on the highway network. The Project Centre's Assessment is appended to this tabled update.

1.4 As noted by Third Parties, the Prison cluster is subject to a number of applications to expand the Prison accommodation. The impacts to the highway were therefore also considered cumulatively. The Project Centre noted that HMP Stanford Hill is a category D prison. Prisoner movements would therefore take place outside of typical peak hours.

1.5 The Project Centre's assessment identified that the prisoner movements are low with up to 38 two-way movements daily. Some advisories by way of condition were listed by the Project Centre. Overall, the proposal was considered to comply with Local Planning Policy.

#### **1.6 Open Space**

1.7 The proposal would see the loss of all-weather full sized adult playing pitch. As explained in the report this would be lost as a result of the siting of the houseblock. The new Multiple Use Games Area and 7 aside pitch would not see an equivalent replacement in terms of scale.

1.8 However, as per the report it is considered that the MUGA and 7- aside football pitch alongside the educational/workshop facilities, and planting areas provide a diverse range of options for outdoor recreation for prisoners. Further, the need for additional prisoner spaces and the ability for this proposal to retain the development within the defined prison walls is considered acceptable.

#### **2. Additional Conditions:**

2.1 (27) Prior to the occupation of the development hereby permitted evidence of the existing mode share shall be submitted to and approved in writing by the Local Planning Authority. The details shall include details of the existing mode share alongside a staff and visitor survey demonstrating who would be willing to make use of a free minibus on the island for the purpose of getting to work or visiting. Should the evidence indicate that the proposed mode share targets within the Travel Plan (submitted as part of application) would not be met and the Local Planning Authority determines that there is sufficient justification, based on the staff survey, then a free mini-bus to serve access by staff or visitors should be provided for collection on the island to the prison site within 12 months of that decision, for so long a time as the prison remains open.

Reason: In the interest of sustainable means of travel.

(28) The approved Travel Plan shall be put into action 6 months prior to occupation of the development hereby approved, and adhered to throughout the life of the development, or that of the Travel Plan (whichever is the shorter).

Reason: To reduce dependency on private car use.

(29) The approved cycle parking facilities as shown on plan 705674-2201-MDG-ZZZ-XX-DR-A-0003-S2-A1800 shall be provided prior to first occupation of the development hereby approved. The cycle facilities shall be retained thereafter, and no development shall be constructed that would preclude access to the cycle parking.

Reason: To reduce dependency on private car use.

**Informative:**

(7) It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.