

The Parish Council calls upon the committee to reject the application in full. The application represents an inappropriate development within the Green Belt and the applicant has already failed to demonstrate that very special circumstances apply. A development also at odds with Chorley's local development plan and its green agenda.

Residents have not been consulted about any of the mitigation measures negotiated between LCC and the MoJ, while some of those requested by LCC have not even been offered by the applicant. A prison access route from Cockerbar and traffic calming measures upon Ulnes Walton Lane South have been requested by locals since Garth was opened in 1988 and is still requested, regardless of another prison on the site. With respect, residents feel that this new prison is being hastily imposed upon the Parish, regardless of the consequences to the local community.

Our already busy roads will see substantial increases in traffic volume and its pollution, while LCC are unable to provide data demonstrating that there is actually capacity. Bearing in mind other large builds in the area, such as the 950 housing development at the former Leyland Test Track. National motoring organisations highlight the A581 as one of the UK's most dangerous roads. Far more accidents occur in the Parish than are recorded in official statistics, due to the way such incidents are reported. And speeding an ongoing issue. Reflected in LCC's last speed count, where excessive

speeds in the Parish spiked massively during peak travel hours.

The MoJ's own documents estimate the prison will generate an additional 1,300 car journeys daily when it is operational, 45% via Dunkirk Lane, 55% via the A581, the majority between the already rush hour traffic of 8-9am and 5-6pm. Even with the enhanced bus service from Croston, the MoJ estimate that 100% of all visitor and legal journeys will be by car, only 1% of staff travelling by rail, with the majority travelling from within a 40 mile radius of the site.

Realistically, Garth and Wymott can only be accessed by car or taxi, being in an remote, rural location. With local roads narrow, twisting, with no street lighting in large stretches of the area. The current 112 bus service to the site is underused because of it's impracticality and long journey times. While the enhanced service is only proposed for 5 years of the build and likely to become unsustainable beyond that period. Current rail links fail to meet the criteria set out in the Local Development Plan and are too far away to be taken seriously as a practical option for travel to the site. Footpaths are also rare.

A prison inspection report for Garth in 2019 highlighted that 68% of inmates families also find the location difficult or very difficult to access. With 89% of inmates receiving no visits at all or less than once a week. Bearing in mind that this 3rd prison is supposed to be a resettlement prison, one geared up for family visits.

