Site Options for a new Prison on St Helena

Additional sites considered and rejected include:

- **Bunker's Hill (at the end of a proposed CDA):** the site at the lower end of the CDA (overlooking Rupert's) would not be level and the costs of utilities/road to this site would be high
- **Ladder Hill (adjacent to Ladder Hill Fort Batteries):** excluded because Ladder Hill Fort is still under consideration as a 5-star hotel site
- **Shooting range site:** Not suitable due to road length and sensitive wire bird area.

Summary of primary considerations:

NOMS (National Offenders Management Service) Compliance: The first criterion to be finalised is the extent of NOMS compliance for St Helena. This will dictate the site size, including buildings, outside recreational areas, and car-parking. Based on current understanding of likely NOMS requirements for St Helena, and the need for future-proofing, it is estimated that 3 acres of land is required, which includes a small prison farm.

SHG Planning Regulations: NOMS requirements will dictate the extent to which the project would achieve fitness for purpose, including security, operational management, provisions for disabled prisoners, fire resistance and evacuation, human rights, etc. But SHG building regulations (structural integrity, fire resistance, etc.) must also be satisfied.

Programming issues: A new, relatively level site would provide the least programming difficulties and duration. Availability of infrastructure (water, electricity, sewage and access) will influence the programming. Planning requirements and environmental issues need to be taken into account.

Costs: A new fairly-level site would provide the best value for money in terms of cost for a NOMS-compliant building and security areas, plus space for future expansion. The latter would also have the shortest overall programme duration, (a modular design will be looked at, but may be more costly)

Current recommendation:

Three new potential sites has been identified during a visit by the council members. The corner at the Met station road, west of the met station and opposite the goat pens west of the met station.

All sites are suitable locations. A report by the Environmental Department is awaited to support decision making.

Highest acceptability
Medium acceptability
Lowest acceptability

Decision Criteria		Corner of Met station road and Haul road	West of Met station	Goat pen area
NOMS Compliance..	General compliance	• NOMS security compliance will require substantial land. Permission will be easily obtained. • All sites would comply with the NOMS standard (subject to design).		
	Site layout			
SHG planning regulations	Fitness for purpose	• New builds could achieve full NOMS compliance, but a new design will require ***a new planning application***		
	Structural integrity	• New walls can be designed and built to achieve adequate structural integrity		
	Land slope / terrain	• Site is fairly level and at a reasonable distance from residences and proposed recreational ground, but close to the haul road. The land slopes a bit more than the others	• Site large and a more level site can be chosen than on the others. The prison can be discretely located.	• Site is fairly level but narrower than the other sites. It is closer to residential area, but sufficiently far away. More slop than West of the met station site.
	Operational impact on adjacent land users	• It will not be close enough to the met station to have an impact. The new sport field will be in the vicinity, but can be suitably far away • Airport development area. Aerodrome security with regards to height restrictions come into play. The height restrictions should not affect up to a double storey structure. • Further studies to be done with regard a prison farm (farm not in the project scope at this time) • In potential millennium forest area.	• Site is agricultural land and a portion is currently leased to a private individual • It will not be close enough to the met station to have an impact. The new sport field will be in the vicinity, but can be suitably far away • Airport development area. Aerodrome security with regards to height restrictions come into play. The height restrictions should not affect up to a double storey structure. • Further studies to be done with regard a prison farm (farm not in the project scope at this time)	• It will not be close enough to the met station to have an impact. The new sport field will be in the vicinity, but can be suitably far away • Airport development area. Aerodrome security with regards to height restrictions come into play. The height restrictions should not affect up to a double storey structure. Further studies to be done with regard a prison farm (farm not in the project scope at this time)
	Services (utilities)	• Utilities are nearby (met station). 3-phase power is adequate, but water supply and sewerage may need upgrading	• Utilities are nearby (met station). 3-phase power is adequate, but water supply and sewerage may need upgrading. • Further away from utilities than Corner of Met station road and Haul road site.	• Utilities are nearby (but further away than the others). Will need to be run from the closest residential area
	Aesthetics	• New build on new site can be designed to meet aesthetic requirements		
	Security	• New sites should have sufficient space to avoid security concerns for Category B and other lower category prisoners		
Operational consideratio ns	Prisoner management	• New sites will enable all prisoner management and control issues to be addressed		
	Prisoner control	• New sites will enable all prisoner management and control issues to be addressed		
	Time to court and police station	• 35 minutes (on new Haul road)		
Programming considerations	Layout plans	• Site selected to be large enough and level ground to enable NOMS compliance and to meet other SHG site-specific planning regulations (percentage of built area compared to plot size, car-parking space, etc.)		
	Detailed designs	• Fairly level, empty site • Sub-ground conditions considered suitable for creating level site and installing sub-ground services/utilities • Design can be complimentary to the environment. • Design can be green design up to a point. No solar panels due to the air access restrictions.		
	Planning Approvals	• Planning will consider adjacent land users (wire bird and conservation area, meteorological and other international experiments, etc.) ; it is not likely to create a significant delay to, or even preclude, issue of Planning Approval for this site • Close to haul road • New design will entail new planning application, but application for new site will be easier than for constrained site in existing residential area • NCA area		
	Procurement Mobilise to St Helena	• Specialist works (security systems, doors, etc.) will require offshore specialist contractor		

	Construction	• Slightly harder site to clear than West of Met station site	• Easiest and quickest site to clear	• Road construction through agricultural area • Upgrade of track longer than other sites
Cost Considerations	Access roads	• [redacted]	[redacted]	• [redacted]
	Services	• [redacted]	• [redacted]	• [redacted]
	Construction Cost	• Construction [redacted] • Earthworks [redacted] • Contingency [redacted]	• Construction [redacted] • Earthworks [redacted] • Contingency [redacted]	• Construction [redacted] • Earthworks [redacted] • Contingency [redacted]
	Total Cost	• [redacted]	• [redacted]	• [redacted]