



Land South of Dearne Valley Parkway

Health Impact Assessment

On behalf of **Equites Newlands (Goldthorpe) Ltd**

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EXECUTIVE SUMMARY

The importance of healthy communities is a theme running through national, regional and local planning policy. This Health Impact Assessment (HIA) has been prepared on behalf of Equites Newlands (Goldthorpe) Ltd to determine the potential health impacts of proposed employment development on Land South of Dearne Valley Parkway, South Yorkshire.

The Site is located to the north-west of Bolton upon Dearne / Goldthorpe: a settlement located between Barnsley (9.5km to the west of the Site) and Doncaster (12.5km to the east of the Site) in South Yorkshire, within the administrative area of Barnsley Metropolitan Borough Council. This HIA has been prepared in support of a hybrid planning application for employment development and associated infrastructure. The outline element of the planning application is for up to 204,000 square metres Gross Internal Area for Storage and Distribution (Use Class B8) and General Employment (Use Class B2) space, with ancillary offices and gatehouses. The full element of the planning application is for engineering infrastructure works comprising the access roads; earthworks to create the development platform plots/bunding; drainage and culvert works; a flood compensation area; and strategic landscaping areas.

This HIA has identified and assessed the potential health effects of the Development and provides recommendations that aim to maximise health gains and remove or mitigate potential adverse impacts on health. The assessment has used guidance which sets out key themes under which health impacts should be assessed. The HIA concludes that the Development would result in no adverse effects and some positive health effects.

1 INTRODUCTION

1.1 Overview

- 1.1.1 This Health Impact Assessment (HIA) has been prepared on behalf of Equites Newlands (Goldthorpe) Ltd (the Applicant) in support of a hybrid planning application for employment development and associated infrastructure (the Development) on Land South of Dearne Valley Parkway, South Yorkshire (the Site).
- 1.1.2 The HIA identifies and assesses the potential health effects of the Development and ensures that Barnsley Metropolitan Borough Council (BMBC) can fully consider the health implications of the Development as part of the planning decision-making process. The structure of the HIA is set out in Table 1.1 below.

Table 1.1: Contents of this HIA

Chapter	Content
Executive Summary	Summary of the HIA
Chapter 1	Description of the Site and the Development, the requirement for HIA and a summary of relevant planning policy
Chapter 2	Outline of the assessment methodology
Chapter 3	Description of the baseline health conditions
Chapter 4	HIA
Chapter 5	Conclusions

1.2 Site Context and Description

- 1.2.1 The Site (see Appendix A – Site Location Plan) is located to the south of Dearne Valley Parkway and is north-west of Bolton upon Dearne / Goldthorpe: a settlement located between Barnsley (9.5km to the west of the Site) and Doncaster (12.5km to the east of the Site) in South Yorkshire, within the administrative area of BMBC.
- 1.2.2 The north of the Site is bound by the A635 Dearne Valley parkway (along which lies a residential dwelling, external to the Site boundary) and the south of the Site is bound by Carr Head Lane. To the east, the Site is bound by the ALDI Goldthorpe Distribution Centre, with Goldthorpe Industrial Estate beyond. To the west, the Site is bound by open fields. Dearne Community Children’s Centre and residential development of Bolton upon Dearne are situated to the south-east of the Site. To the south, the Site borders Green Belt, beyond which lies the Royal Society for the Protection of Birds (RSPB) Dearne Valley Old Moor and Bolton Ings Reserves site.
- 1.2.3 The Site does not lie within an Air Quality Management Area (AQMA). The closest AQMA to the Site is AQMA No.7, located approximately 3.5km to the north-east.
- 1.2.4 The local road network includes the A635 Doncaster Road to the north and the A6195 to the west. There are a number of bus stops within proximity of the Site that serve several local routes. The bus network predominately provides a connection from the north of the Site to Barnsley Town Centre, however, also provides services to Grimethorpe. The local bus stops and their associated services are set out in Table 1.2 below.

Table 1.2 Local Bus Services

Bus Stop	Distance from the Site	Bus Services
Billingley, Billingley Green Lane	150m to the north	X19 208
Highgate, Dudley Drive	500m to the north-west	218
Darfield, Balkley Lane	1.53km to the east	218a

- 1.2.5 Goldthorpe, and Bolton upon Dearne train stations are 1.6km to the north-east and 2.5km to the south-east of the Site, respectively. The stations are located on the Wakefield Line and are operated by Northern Railway who run an hourly service Monday to Sunday, southbound to Sheffield and Rotherham and northbound to Leeds and Wakefield Westgate.
- 1.2.6 The Site extends to 85.31 hectares (ha) and is irregular in shape, comprising several agricultural fields, separated by hedgerows and the Carr Dike. The majority of the Site is allocated for employment development under Policy ES10 ‘Land South of Dearne Valley Parkway’ of the Barnsley Local Plan (adopted 3rd January 2019)ⁱ; a portion of the western part of the Site falls within Green Belt. The area of the Site within the Green Belt will not be used for built form, but rather landscape mitigation and sustainable drainage systems (SuDS) features such that they will not constitute ‘inappropriate development’, as based on the definition contained in the National Planning Policy Framework (NPPF)ⁱⁱ.
- 1.2.7 The Site is flat, with few discernible landscape features of note within or surrounding the Site. The land within the Site is classified as mostly Grade 3b, with a small area of Grade 2 in the centre of the Site and pockets of Grade 3a in the east and south-east within the Agricultural Land Classification (ALC) system. Grade 3b denotes agricultural land of moderate quality whilst Grades 2 and 3a denote land of good quality, known as Best and Most Versatile (BMV) land.
- 1.2.8 Currently, there is no vehicular access to the Site. Pedestrian access is via Public Right of Way (PRoW) Dearne UD 15 (see Figure 1.1 below). National Cycle Route (NCR) 62 passes to the south of the Site.

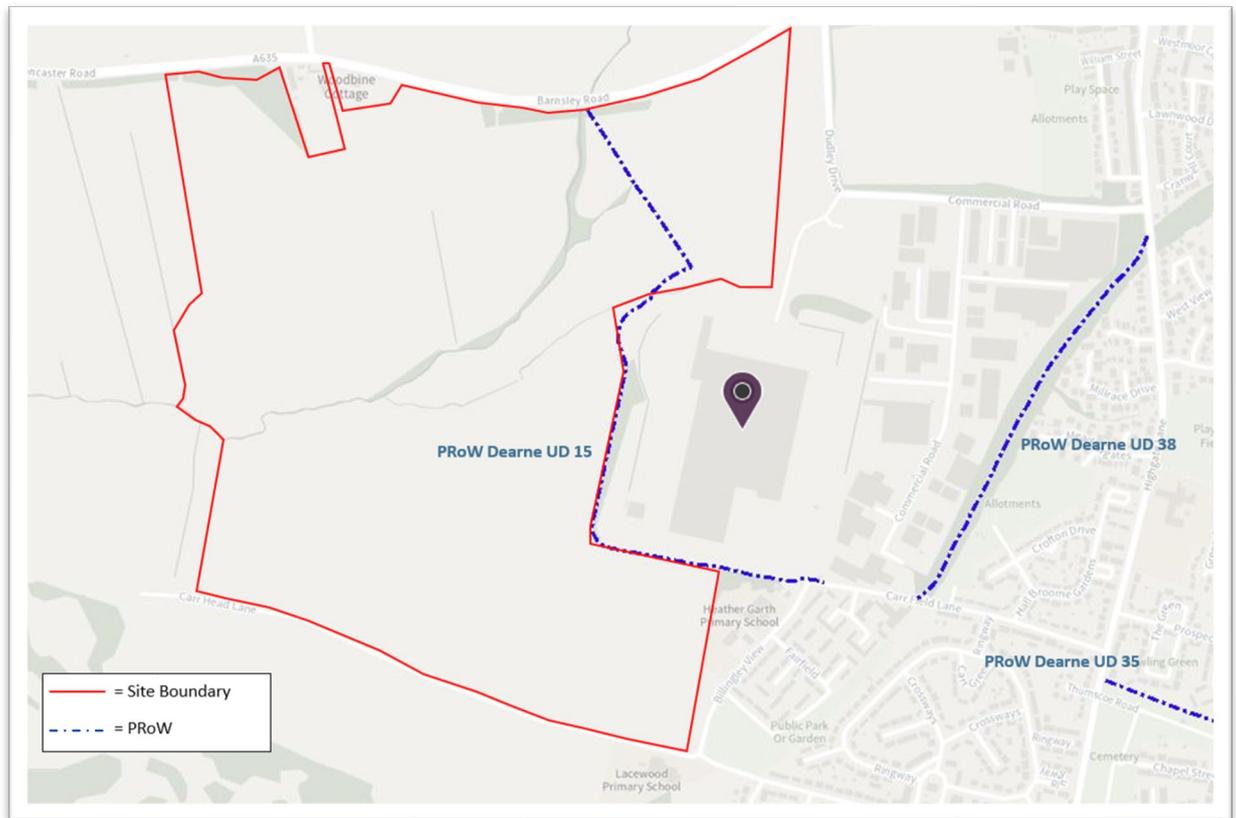


Figure 1.1 Public Rights of Way Mapping (source BMBC online mappingⁱⁱⁱ)

1.3 The Development

- 1.3.1 The Applicant is submitting a hybrid planning application for an employment development and associated infrastructure. The outline element is for up to 204,000 sqm Gross Internal Area (GIA) for Storage and Distribution (Use Class B8) and General Employment (Use Class B2) space, with ancillary offices and gatehouses. The full application element is for engineering infrastructure works to support the Development, comprising the access roads, earthworks to create the Development plots/bunding, drainage and culvert works, flood compensation area and strategic landscaping areas.
- 1.3.2 The Development will comprise four development plateau areas which are divided into four development plots (Plots 1 to 4) (see Appendix B – Parameters Plan). In line with the Goldthorpe Masterplan Framework^{iv}.
- 1.3.3 The proposed vehicular access for the Site will be via a new roundabout from A635 Barnsley Road at the northern boundary of the Site. Planning permission for the roundabout was secured in February 2022 (ref: 2021/1511) and its construction is complete. PRoW Dearne UD 15, from which pedestrian access is currently taken, will be retained and upgraded to provide a 2m wide access for pedestrians.
- 1.3.4 As shown on Appendix B, structural landscaping will be introduced throughout the Site surrounding the four development plots with additional strategic landscape screening located in the north-west region of the Site, on the western boundary of Plot 1, as well as south of Plots 3 and 4. A smaller area of strategic landscaping will be provided to the north-west of Plot 2.

- 1.3.5 As set out in the Energy and Sustainability Statement that has been submitted in support of the planning application, the Development will include various sustainability measures which conform to national and local policy and will be delivered in accordance with high environmental and quality standards. In addition, the Development will provide 5% active and 20% passive electric vehicle (EV) charging points which will be provided in each of the four plots delivered on the Site. The use of EV will be encouraged via a sustainable travel plan to be developed as part of future reserved matters applications.
- 1.3.6 The Development will provide high levels of natural sunlight, through effective window design and 15% roof lights to the warehouse space to reduce the need for artificial lighting. The Development will also implement the requirements of the Energy Performance of Buildings Directive and assess the operational energy performance of the building, targeting an 'A' rated Energy Performance Certificate (EPC). The buildings delivered as part of the Development will be built in accordance with the requirements of a low energy building, the air tightness characteristics will be addressed. The buildings will achieve high air tightness standards to mitigate air leakage.

1.4 Requirement for HIA and Guidance Considerations

- 1.4.1 The World Health Organisation (WHO) defines health as *"A state of complete physical, mental, and social wellbeing and not merely the absence of disease or infirmity"*^v.
- 1.4.2 There is no statutory requirement to carry out HIA, however, the importance of healthy communities is a theme running through national and local planning policy, and HIAs are increasingly recognised as having an important contribution towards establishing the potential impacts and benefits of schemes and policies. HIA is concerned with improving health and reducing health inequalities. HIA can be of different complexities and durations from desk-based up to comprehensive (full), for which there are different accepted methodologies.
- 1.4.3 Stantec have reviewed the BMBC Local Validation Requirements checklist^{vi} which requires a HIA to be submitted for large scale non-residential schemes of 5,000 sqm or more. As the Development will provide up to 204,000 GIA of commercial floorspace, it would exceed this threshold and therefore this HIA has been prepared in support of the planning application. Further, Stantec have reviewed the requirements set out in the BMBC Local Plan. Policy D1 - High Quality Design and Place Making requires that all new development is expected to be of high-quality design and will be expected to contribute to place making and be of high quality, contributing to a healthy, safe and sustainable environment.
- 1.4.4 Applying best practice and national policy, the Applicant has considered the impact of the Development on health. The relevant planning policy relating to health is summarised hereafter.

1.5 National Legislation and Regulation

Health and Social Care Act^{vii}

- 1.5.1 Health and Social Care Act (2012) introduced a duty upon local authorities to *'take such steps as it considers appropriate for improving the health of the people in its area'*. This can include requiring HIA for policies, plans and projects.

National Planning Policy Framework

- 1.5.2 The NPPF identifies the key principles in relation to health that local planning authorities should consider. In particular, Chapter 8 of the NPPF 'Promoting healthy and safe communities' states that decisions should aim to achieve the following key features to a healthy and safe community:

'promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'

- 1.5.3 To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

'plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.'

1.6 Local Planning Policy and Guidance

Barnsley Local Plan 2019-2033

- 1.6.1 The Barnsley Local Plan was adopted in January 2019 by BMBC and sets out the Council's strategic vision and priorities for housing, employment and commercial development for the Borough over the period to 2033.
- 1.6.2 The policies relevant to human health in BMBC's Local Plan that informed this HIA comprise:
- **Policy GD1 General Development:** which states that proposals for development will be approved if:
 - "There will be no significant adverse effect on the living conditions and residential amenity of

- existing and future residents; and*
- *Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated.”.*
 - **Policy ES10 Land South of Dearne Valley Parkway:** states that the Development will be subject to the production of a phased Masterplan Framework and will be expected to provide an Air Quality Assessment to assess the impacts of traffic emissions within AQMAs along the A635 and other strategic road links to the A1/M and M1. Any adverse impacts on air quality should be mitigated in accordance with Policy AQ1 (below);
 - **Policy D1 High Quality Design and Place Making:** states through its layout and design, development should contribute to place making and be of a high quality that contributes to a healthy, safe and sustainable environment. Development should promote safe, secure environments and access routes with priority for pedestrians and cyclists;
 - **Policy GS2 Green Ways and Public Rights of Way:** states that that where development affects an existing Green Way or Public Right of Way, it must:
 - Protect the existing route within the development; or
 - Include an equally convenient and attractive alternative route;
 - **Policy Poll1 Pollution Control and Protection:** states that development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, small, dust, vibration light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or people;
 - **Policy AQ1 Development in Air Quality Management Areas:** states that development which impacts on areas sensitive to air pollution¹ in AQMAs will be expected to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development in terms of air quality (including residents, employees, visitors and customers), taking into account any suitable and proportionate mitigation required for the development.

Goldthorpe Masterplan Framework^{viii}

- 1.6.3 As discussed within Policy ES10 Land South of Dearne Valley Parkway, the Site is allocated as an employment site. The proposed masterplan framework for Goldthorpe (ES10) was adopted on Thursday 30th September 2021 following community consultation events between January and March of 2021. The consultation events comprises question and answer sessions on highways, transport and ecology focussed.

Barnsley Health and Wellbeing Strategy 2021 - 2030^{ix}

- 1.6.4 Barnsley's Health and Wellbeing Strategy sets out the priorities for reducing inequalities in health and wellbeing, and for improving the health and wellbeing of the people of Barnsley. The strategy sets out ambitions and actions across three broad domains across the life course that influence the determinants of health and can be seen below:

¹ Areas sensitive to air pollution include (but are not limited to) the Borough's air quality management areas; "exceedance" areas within the Borough derived from the national assessment of air pollution by DEFRA and reported to the European Union; and housing within 20 metres of roads > 10k AADT (as defined within the Barnsley MBC Air Quality and Emissions Technical Planning Guidance document).

- Starting well;
- Living well; and
- Ageing well.

Barnsley Joint Strategic Needs Assessment^x

1.6.5 The BMBC Joint Strategic Needs Assessment (JSNA) sets out a review of the health inequalities in the Borough of Barnsley. It includes information identifying the health and wellbeing needs of the residents of Barnsley.

1.7 Technical Standards and Guidance

NHS England Healthy New Towns^{xi}

1.7.1 NHS England launched the Healthy New Towns programme in 2015 to explore how the development of new places could provide an opportunity to create healthier and connected communities with integrated and high-quality services. This resulted in the adoption of the following 10 principles for healthy places:

- i. Plan Ahead Collectively;
- ii. Assess Local Health and Care Needs and Assets;
- iii. Connect, Involve and Empower People and Communities;
- iv. Create Compact Neighbourhoods;
- v. Maximise Active Travel;
- vi. Inspire and Enable Healthy Eating;
- vii. Foster Health in Homes and Buildings;
- viii. Enable Healthy Play and Leisure;
- ix. Develop Health Services That Help People Stay Well; and
- x. Create Integrated Health.

1.7.2 These ten principles were developed and culminated in the publishing of four reports in 2019. The first, *“Putting Health into Place Principles 1-3: Plan, Assess and Involve^{xii}”* is most appropriate to HIA. It advocates a thorough understanding of baseline health conditions and circumstances of an area so that design can incorporate and embed opportunities to improve health outcomes. It provides guidance for establishing the processes that lead to impact and how these can be measured.

IEMA Impact Assessment Outlook Journal: Health Impact Assessment in Planning, October 2020^{xiii}

1.7.3 This is a selection of thought pieces featuring case studies by practitioners working in health, planning and impact assessment. It includes ideas for best practice and shows the direction of travel for embedding health and wellbeing in placemaking and integrating health impact with other impact

assessments including Environmental Impact Assessment. The discussions in this collection of papers have influenced the assessment within this report.

Public Health England, Health Impact Assessment in Spatial Planning, October 2020^{xiv}

- 1.7.4 This guidance from Public Health England (PHE) was created in collaboration with national, regional and local experts in planning, public and environmental health, and HIA. The guidance demonstrates HIAs as an essential tool to ‘health-proof’ spatial plans and to identify opportunities to deliver safer and healthier places and improve public health and wellbeing, and ultimately reduce inequalities.

National Design Guide^{xv}

- 1.7.5 The National Design Guide was first published in October 2019. It emphasises the importance of considering both physical and mental health to achieve well-designed developments. For example, the National Design Guide makes mention to ‘*healthy, comfortable and safe internal and external environment*’ in order to promote quality of life for a development’s occupants and users as well as to the beneficial impacts of compact and walkable neighbourhoods on health and wellbeing.

2 ASSESSMENT METHODOLOGY

2.1 Overview

2.1.1 The objectives of this HIA are as follows:

- To identify potential positive or negative health impacts associated with the construction and operational phases of the Development;
- To identify opportunities for improving health and promoting health equality; and
- To identify opportunities to mitigate negative impacts on health and reduce health inequalities.

2.1.2 As identified in Chapter 1, the BMBC Local Validation Requirements checklist requires a HIA to be submitted for large scale non-residential schemes of 5,000 sqm or more. As the proposal will provide up to 204,000 sqm of GIA of commercial floorspace, it would exceed this threshold. Accordingly, a HIA has been undertaken.

2.1.3 The principles of the Healthy Urban Development Unit (HUDU) Healthy Urban Planning Checklist^{xvi} and Rapid HIA^{xvii} have formed the basis for this assessment, as BMBC have no specific methodology. The HUDU is used to support the NHS to create healthy, sustainable communities. The HUDU Checklist is nationally recognised as an appropriate assessment tool for both rural and urban developments, which is regularly updated to reflect advances in how health and well-being are measured. A copy of the checklist is provided at Appendix C and the Rapid HIA tool is provided in Appendix D.

2.1.4 A letter setting out the scope of the HIA (see Appendix E – HIA Scoping Letter) was submitted to BMBC on 18th January 2023 establishing the proposed methodology and scope of the desk-based HIA. A pre-application advice request response was received from BMBC on 22nd February 2023 (see Appendix F – Pre-Application Advice Request Response) which acknowledged and accepted the proposed methodology and scope for this HIA.

2.2 Baseline Conditions

2.2.1 This HIA includes a high-level assessment of the baseline conditions within the BMBC administrative area in Chapter 3.

Health Conditions

2.2.2 Utilising the information from PHE's latest report for Barnsley (2019)^{xviii} (see Appendix G – Local Authority Health Profile: Barnsley), Chapter 3 provides a summary of the latest health profile at Borough level.

2.2.3 At the local level, the baseline conditions of health are identified for the local area using the English Index of Multiple Deprivation^{xix} (IMD) at small areas (or neighbourhoods) which are also known as Lower Super Output Areas (LSOAs) which on average contain around 1,500 people. There are 32,844 of these neighbourhoods across England as a whole. The Site falls across three LSOAs, Barnsley 025A, 020B and 022C, shown at Figure 2.1 below.

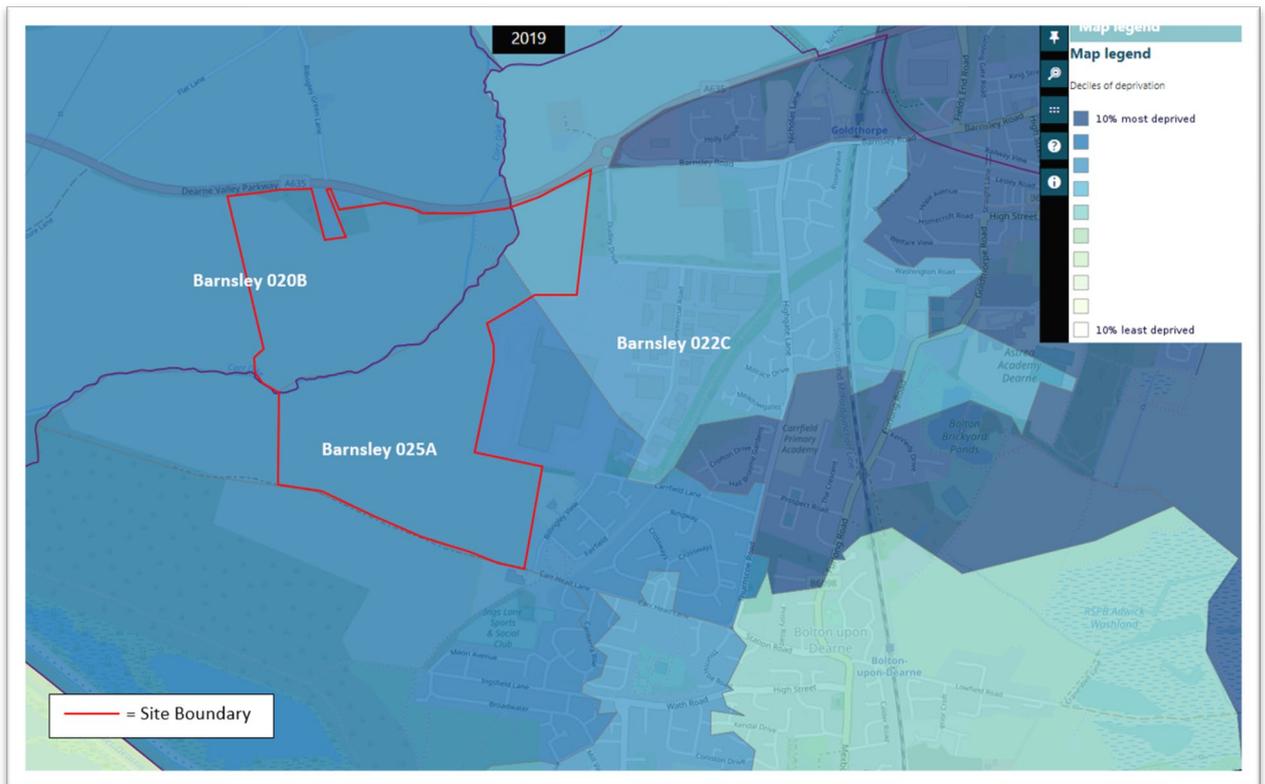


Figure 2.1 English Index of IMD Ranking for the Site Location

2.3 Health Impact Assessment

HUDU Healthy Urban Planning Checklist

2.3.1 The latest (third) version of the HUDU Healthy Urban Planning Checklist was updated in April 2017 (see Appendix C – HUDU Healthy Urban Planning Checklist). In this assessment, the checklist has been used as a desktop assessment to screen the health impacts of the Development. The HUDU checklist is divided into four main themes:

- i. Healthy housing;
- ii. Active travel;
- iii. Healthy environment; and
- iv. Vibrant neighbourhoods.

2.3.2 Each theme contains several questions focused on a planning issue and several related health and wellbeing issues as set out in Table 2.1.

Table 2.1: Themes within the HUDU Healthy Urban Planning Checklist

Theme	Planning Issue	Health and Wellbeing Issue
Healthy Housing	<ul style="list-style-type: none"> ■ Housing design ■ Accessible housing 	<ul style="list-style-type: none"> ■ Lack of living space – overcrowding

Theme	Planning Issue	Health and Wellbeing Issue
	<ul style="list-style-type: none"> ▪ Healthy living ▪ Housing mix and affordability 	<ul style="list-style-type: none"> ▪ Unhealthy living environment – daylight, ventilation, noise ▪ Excess deaths due to cold / overheating ▪ Injuries in the home ▪ Mental illness from social isolation and fear of crime
Active Travel	<ul style="list-style-type: none"> ▪ Promoting walking and cycling ▪ Safety ▪ Connectivity ▪ Minimising car use 	<ul style="list-style-type: none"> ▪ Physical inactivity, cardiovascular disease and obesity ▪ Road and traffic injuries ▪ Mental illness from social isolation ▪ Noise and air pollution from traffic
Healthy Environment	<ul style="list-style-type: none"> ▪ Construction ▪ Air quality ▪ Noise ▪ Contaminated land ▪ Open space ▪ Play space ▪ Biodiversity ▪ Local food growing ▪ Flood risk ▪ Overheating 	<ul style="list-style-type: none"> ▪ Disturbance and stress caused by construction activity ▪ Poor air quality - lung and heart disease ▪ Disturbance from noisy activities and uses ▪ Health risks from toxicity of contaminated land ▪ Physical inactivity, cardiovascular disease and obesity ▪ Mental health benefits from access to nature and green space and water ▪ Opportunities for food growing – active lifestyles, healthy diet and tackling food poverty ▪ Excess summer deaths due to overheating
Vibrant Neighbourhoods	<ul style="list-style-type: none"> ▪ Healthcare services ▪ Education ▪ Access to social infrastructure ▪ Local employment and healthy workplaces ▪ Access to local food shops ▪ Public buildings and spaces 	<ul style="list-style-type: none"> ▪ Access to services and health inequalities ▪ Mental illness and poor self-esteem associated with unemployment and poverty ▪ Limited access to healthy food linked to obesity and related diseases ▪ Poor environment leading to physical inactivity ▪ Ill health exacerbated through isolation, lack of social contact and fear of crime

2.3.3 With the exception of the ‘Healthy Housing’ theme, each theme from the HUDU Healthy Urban Planning Checklist is considered to be of relevance to the Development and are relevant to the Rapid HIA.

The HUDU Rapid Health Impact Assessment Tool

2.3.4 The latest version of the HUDU Rapid HIA Tool was updated in October 2019 (see Appendix D – HUDU Rapid HIA Toolkit). The rapid assessment tool is designed to assess the likely health impacts of development plans and proposals. The tool, set out in Chapter 4, identifies 11 topics of broad determinants. These are:

- i. Housing design and affordability;
- ii. Access to healthcare services and social care services and other social infrastructure;
- iii. Access to open space and nature;
- iv. Air quality, noise and neighbourhood amenity;
- v. Accessibility and active travel;
- vi. Crime reduction and community safety;

- vii. Access to healthy food;
- viii. Access to work and training;
- ix. Social cohesion and inclusive design;
- x. Minimising the use of resources; and
- xi. Climate change.

2.3.5 The Rapid HIA Tool provides criteria that the Development has been assessed against to identify the impact it will have on health and wellbeing. For each theme, an assessment has been completed to establish the baseline of the existing situation, an evidence base around health impacts associated with a health priority, and identification of likely effects (adverse and beneficial). Recommendations for mitigation and monitoring have also been made. The assessment is found in Chapter 4 of this report.

Limitations and Constraints

2.3.6 For the purposes of this HIA, the following topics are excluded from the Rapid HIA as they are not applicable to the Development:

- **Housing design and affordability** is omitted on the basis that the Development relates to the provision of employment floorspace and does not include residential dwellings;
- **Access to health and social care services and other social infrastructure** is omitted as it is assumed that employees involved in both construction and operation of the Development will continue to access health care services closer to their own residences where they are already registered and that this will not result in a material effect on the local community. It is anticipated that the contractor(s) and operator will implement suitable health safety protocols to limit the impact of emergency requirements;
- **Social cohesion and inclusive design** is omitted from the assessment. As stated above, the Development will provide storage / distribution facilities and will not provide residential dwellings; and
- **Access to Healthy Food** is also omitted from the assessment as the Development does not facilitate the supply of local food; comprise a range of retail uses including food stores; and does not provide any hot food takeaways.

Data Sources

2.3.7 The HIA is based on the best available information from a variety of sources including drawing upon a wealth of professional expertise and information from the following planning application documents:

- Design and Access Statement^{xx};
- Economic Statement^{xxi};
- Energy and Sustainability Statement^{xxii};
- Environmental Statement (ES)^{xxiii};
- Framework Travel Plan^{xxiv};

- Social Value Framework^{xxv};
- Statement of Community Involvement (SCI)^{xxvi}; and
- Transport Assessment^{xxvii}.

3 BASELINE CONDITIONS

3.1 Overview

3.1.1 This chapter summarises the baseline information collated regarding the local population and indicators of human health.

3.2 Demographic profile

3.2.1 The majority of the Site sits in the Dearne South Ward. According to the Office for National Statistics (ONS) mid-year population estimate, there are approximately 12,459 people living in the ward, of which 6,075 are males (48.76%) and 6,384 are females (51.24%)^{xxviii}. 7,803 (62.63%) of these individuals are of working ages (16 to 64 years of age).

3.2.2 As outlined in the methodology, the Site is situated within LSOAs Barnsley 025A, 020B and 022C. These LSOAs are ranked 4,655, 5,212 and 7,909 out of 32,844 LSOAs, respectively. LSOA Barnsley 025A and 020B are ranked amongst the 20% most deprived neighbourhoods in the country. Barnsley 022C is amongst the 30% most deprived neighbourhoods in the country.

Deprivation Levels

3.2.3 Table 3.1 below details how the LSOAs are ranked, both overall and by each deprivation domain, against all the LSOAs within England. Figure 2.1 above shows the Site in relation to the local LSOAs.

Table 3.1: English Index of Multiple Deprivation (IMD) ranking for the Site location.

Domain of Deprivation (Rank out of 32,844 where 1 is the most deprived)	Barnsley 025A	Barnsley 020B	Barnsley 022C
Overall IMD Rank	4,655	5,212	7,909
IMD Percentage	<i>20% most deprived</i>	<i>20% most deprived</i>	<i>30% most deprived</i>
Income Rank	6,469	7,022	7,560
Income Percentage	<i>20% most deprived</i>	<i>30% most deprived</i>	<i>30% most deprived</i>
Employment Rank	2,324	3,320	4,755
Employment Percentage	<i>10% most deprived</i>	<i>20% most deprived</i>	<i>20% most deprived</i>
Education, Skills and Training Rank	1,770	3,738	6,026
Education Percentage	<i>10% most deprived</i>	<i>20% most deprived</i>	<i>20% most deprived</i>
Health Deprivation and Disability Rank	3,341	4,470	6,213
Health Percentage	<i>20% most deprived</i>	<i>20% most deprived</i>	<i>20% most deprived</i>
Crime Rank	11,614	4,723	10,500
Crime Percentage	<i>40% most deprived</i>	<i>20% most deprived</i>	<i>40% most deprived</i>
Barriers to Housing and Services Rank	31,145	22,691	27,293
Barriers to Housing and Services Percentage	<i>10% least deprived</i>	<i>40% least deprived</i>	<i>20% least deprived</i>
Living Environment Rank	29,822	22,506	27,310
Living Environment % Percentage	<i>10% least deprived</i>	<i>40% least deprived</i>	<i>20% least deprived</i>

- 3.2.4 The LSOAs in which the Site finds itself are among the lowest ranking for employment, crime, education skills and training, and health.

3.3 Local Health Profile

- 3.3.1 This section is informed by the PHE Local Authority profile for Barnsley, shown at Appendix G.

Health Inequalities

- 3.3.2 The health of people in Barnsley is varied compared with the England average. Approximately 21.9% (9,595) of children within Barnsley live in low-income families, which is slightly higher than the England average. Life expectancy for both men and women is lower than the England average. Life expectancy is 9.8 years lower for men and 9.0 years lower for women in the most deprived areas of Barnsley than in the least deprived areas.

Adult Health

- 3.3.3 The rate for alcohol-related harm hospital admissions is 856 per 100,000 people, higher than the average for England. This represents 2,085 admissions per year. The rate for self-harm hospital admissions is 333 per 100,000 people, higher than the average for England. This represents 790 admissions per year. Estimated levels of excess weight in adults (aged 18+) are higher than the England average. The estimated level of physically active adults (aged 19+) is lower than the England average. The rate of new sexually transmitted infections is lower than the England average. The rates of violent crime (hospital admissions for violence) and under 75 mortalities from cardiovascular diseases are higher than the England average. The estimated diabetes diagnosis rate is higher than the England average, where 82.4% of those suspected with diabetes were officially diagnosed with the disorder. In terms of adult obesity, 69.7% of the local population were diagnosed as being overweight or obese, which is higher than the England average.

Open Space Facilities

- 3.3.4 The following recreational and open space areas are available within a 2km radius of the Site:

- Open Space and Recreational Areas:
 - Mansion Park;
 - Brookfield's Park;
 - Broomhill Recreation Ground;
 - Wath Main Pit Head Winding Wheel;
 - Wath Park;
 - Phoenix Park;
 - Thurnscoe Park;
 - Manvers Lake;
 - RSPB Dearne Valley – Old Moor;
 - Gypsy Marsh Nature Reserve;

- RSPB Dearne Valley – Wombwell Ings;
- RSPB Dearne Valley – Little Houghton;
- Sandhill Golf Club;
- Playground;
- Adwick Washland Nature Reserve;
- Barnburgh Colliery Woodland; and
- Waterfront Golf.

3.4 Public Consultation

3.4.1 A public engagement and consultation exercise has been carried out during the pre-application period and has informed the evolution of the Development. The Applicant's consultation programme had a number of key objectives, such as:

- To encourage engagement from the local community, including residents, interest groups, councillors and businesses;
- To provide the community with a genuine opportunity to provide feedback on the plans; and
- To allow the community to become actively involved in the process.

3.4.2 Engagement activities included:

- Pre-applications discussions with BMBC prior to the start of the consultation period;
- Advanced notification of the community consultation process was issued to relevant stakeholders on Thursday 22nd December 2022. The letter invited recipients to attend the public exhibition and offered a meeting with the project team, in the event that they could not attend the public exhibition;
- A further letter to announce the launch of the consultation was sent to stakeholders and other identified groups on Tuesday 10th January 2023;
- An invitation newsletter was distributed to 297 households and business in the local area (including the Heather Garth Primary Academy School) providing information about the Applicant, the Development and how to take part in the consultation programme. The catchments for distributing the invitations were agreed in advance with relevant officers from BMBC (see figure within Section 3.5 of the SCI that has been submitted in support of the planning application). The invitation newsletters were distributed by first class post on Tuesday 10th January 2023; A detailed press release was issued to the local media publications providing information of the background to the Site, details of the virtual consultation, a brief overview of the proposals, benefits of the Development, and contact information;
- A project website was created to display information about the proposals, hosted at <https://goldthorpe.consultationonline.co.uk>, which provided information about the vision for the Site, the background to the Site's allocation in the Goldthorpe Masterplan Framework, employment figures and opportunities, plans for landscaping the Site, benefits to the local communities, and highways; and

- A public exhibition was held on Thursday 19th January 2023 from 14:00 – 19:00 at the Goldthorpe Library. Members of the project team were available to answer any questions on the day.
- 3.4.3 Overall, 179 visitors viewed the consultation website during the consultation period. The consultation received 13 responses via the consultation website and email inbox. None were received via post. The low response rate would usually indicate a lack of interest amongst the community and/or consultation fatigue due to earlier consultations conducted by BMBC^{xxix} regarding the Site's allocation.
- 3.4.4 At the time of writing, no response has been received from Heather Garth Primary Academy School. However, the School, in addition to other local residents and properties in the area, have been identified on BMBC's planning register as neighbours of the Development, and as such, may respond during the formal consultation process of the planning application.

4 HIA ASSESSMENT MATRIX

4.1.1 The tables below set out the potential health and wellbeing impacts associated with the Development during its construction and operational phases. As set out in the Assessment Methodology section in Chapter 3, the tables have been adapted from the HUDU Rapid Health Impact Assessment Tool.

4.1 Access to Open Space and Nature

Table 4.1 Access to Open Space and Nature

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain and enhance existing open and natural spaces?	Yes ✓ No N/A	The Development includes green infrastructure that has been designed to create a sense of place and integrates into the existing landscape. The Green Infrastructure can be experienced by future users of the Development via the footway / cycleway that transects the Development in a north-to-south direction. Trees and planted areas are known to contribute to positive health and mental wellbeing ^{xxx} .	Positive ✓ Negative Neutral Uncertain	Ensure the proposed footway / cycleway are built to a high-quality.
In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	Yes ✓ No N/A	The Development includes new pedestrian routes for future users to use for physical activity and leisure.	Positive ✓ Negative Neutral Uncertain	N/A
Does the proposal provide a range of play spaces for children and young people?	Yes No ✓ N/A	The Development does not include formal recreation play areas due to the commercial (employment) nature of the Development.	Positive Negative Neutral ✓ Uncertain	N/A
Does the proposal provide links between open and natural spaces and the public realm?	Yes ✓ No N/A	The Development includes landscaping that will comprises planting of trees, hedgerows and shrubs (and other habitats) on the Site. The new planting will line the new footway / cycleway route that will transect the Development, and would lead to natural spaces.	Positive ✓ Negative Neutral Uncertain	N/A

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Are the open and natural spaces welcoming and safe and accessible for all?	Yes ✓ No N/A	The Development is a landscape-led design, comprising the conservation of existing hedgerows and trees where possible, reinforced by significant new tree, hedgerow and scrub planting, with a cycle and walking route that transects the Site north to south.	Positive Negative Neutral ✓ Uncertain	N/A
Does the proposal set out how new open space will be managed and maintained?	Yes ✓ No N/A	The landscaping proposed within the Site will be managed sustainably and to a high standard during the lifetime of the Development, which would be secured via planning condition.	Positive ✓ Negative Neutral Uncertain	Landscaping management measures to be secured via planning condition.

4.2 Air Quality, Noise and Neighbourhood Amenity

Table 4.2 Air Quality, Noise and Neighbourhood Amenity

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	<p>Yes ✓</p> <p>No</p> <p>N/A</p>	<p>The Air Quality Chapter of the ES has identified that the construction phase of the Development could give rise to emissions that may cause dust soiling and health effects on sensitive receptors. By adopting appropriate mitigation measures such as suppressing airborne dust with water to reduce any impacts, significant effects are not expected. The full list of mitigation measures are set out in the Air Quality Chapter of the ES that has been submitted as part of the planning application. The potential effects of NO₂, PM₁₀ and PM_{2.5} emissions through the duration of the construction phase are not considered to be significant.</p> <p>A Construction Environmental Management Plan (CEMP) will be prepared prior to the construction phase, which will align with the framework CEMP submitted with the planning application and will include steps to mitigate fugitive dust emissions by setting out measures relating to site management, preparing and maintaining the Site, operating vehicles/plant/machinery and sustainable travel, operations, waste management, earthworks, construction and trackout. Following implementation of the proposed mitigation, significant environmental effects are not anticipated.</p> <p>The Lacewood Primary School and Heather Garth Primary School, located adjacent to the south and east of the Site, respectively, were not scoped into the Air Quality Assessment within the ES that has been submitted with the planning application. Due to their location in relation to the impacted highway network (see Figure 14.3 within the ES), they were not considered as they are located approximately 1km to the south from the closest section of impacted highway. If any emissions to air directly associated with any future plant at any of the units within the Development, a standalone Air Quality Assessment would be</p>	<p>Positive</p> <p>Negative</p> <p>Neutral ✓</p> <p>Uncertain</p>	<p>CEMP to be secured by planning condition (which would align with the Framework CEMP submitted with the planning application) and implemented through the construction phase.</p>

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
		<p>undertaken (provided at an appropriate time) and would consider receptors such as the Lacewood and Heather Garth Primary Schools.</p> <p>Noise and vibration impacts that may arise during the construction phase of the Development will be managed to an appropriate level through the implementation of the CEMP. No significant effects from either construction activity or construction traffic noise have been predicted at the relevant sensitive receptors within the ES that has been submitted with the planning application.</p> <p>Potential odour impacts are not anticipated.</p>		
Does the proposal minimise air pollution caused by traffic and energy facilities?	<p>Yes ✓ No N/A</p>	<p>Pollutant emissions associated with the operation of plant and vehicles could be expected during the construction phase of the Development. Plant and Non-Road Mobile Machinery (NRMM) would be operated in line with the CEMP (which will align with the framework CEMP submitted with the planning application) to ensure pollutant emissions are reduced and avoided where possible. NRMM will be maintained to a good condition and engines will not be left to idle. Construction vehicle emissions will be managed through the implementation of the CEMP and operation of Heavy Goods Vehicles (HGVs) will be dispersed across the working day to avoid a concentration of released pollutants and noise.</p> <p>The Air Quality Chapter in the ES considers the emissions borne of traffic associated with the operational phase, which are not considered to be significant following the implementation of the mitigation measures that are proposed in the ES. Car parks for all buildings will have EV charging points; EVs reduce emissions to air (compared to combustion engines) and would reduce the likelihood of associated impacts.</p> <p>As set out in the Framework Travel Plan that has been submitted as part of the planning application package, the encouragement of active travel</p>	<p>Positive Negative Neutral ✓ Uncertain</p>	<p>CEMP to be secured by planning condition (which would align with the Framework CEMP submitted with the planning application) and implemented through the construction phase;</p> <p>Encouragement of active travel for employees during the operational phase to reduce impacts from increased traffic;</p>

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
		<p>for future employees of the Development will aid in further reducing emissions from operational traffic.</p> <p>Air Source Heat Pumps (ASHPs) are proposed to heat the office areas and as set out in the DAS, the buildings (which will be applied for with future Reserved Matters applications) will be designed to support PV installation, which will reduce emissions to air associated with fossil fuel combustion. The implementation of the above measures will minimise pollution caused by traffic and energy facilities.</p>		<p>Implementation of the Framework Travel Plan to encourage uptake of non-car transport modes; and</p> <p>Implementation of energy efficiency measures set out in the Energy and Sustainability Statement</p>
Does the proposal minimise noise pollution caused by traffic and commercial uses?	<p>Yes ✓ No N/A</p>	<p>The DAS sets out that new earthworks mounding will be formed along the Site boundaries, which will assist in mitigating noise impacts. No significant noise effects related to construction have been identified in the ES that has been submitted with the planning application.</p> <p>During the operational phase, no significant noise effects are anticipated. The Noise and Vibration Chapter of the ES that has been submitted with the planning application sets out that Applicant has committed to providing noise insulation (e.g., enhanced glazing and alternate methods of providing ventilation in relevant habitable rooms, where suitable) to those properties identified as requiring specific mitigation. These measures would also minimise any noise impacts at night, where internal noise levels within bedrooms is of primary importance. This commitment would be secured via Section 106 Agreement. Furthermore, the Development will include a 5m noise barrier to the north of Plot 1 with further specific measures to be agreed as part of future reserved matters applications.</p>	<p>Positive ✓ Negative Neutral Uncertain</p>	<p>Implementation of the Framework Travel Plan to encourage uptake of non-car transport modes (and subsequent reduction in private car use);</p> <p>Noise insulation measures to be installed at sensitive receptors identified in the Noise and</p>

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
		<p>The Framework Travel Plan proposes a number of measures to reduce the potential impacts of the Development. It contains a variety of measures to reduce single occupancy trips for future employees of the Development and therefore minimise the number of vehicles on the local network which will in turn minimise the noise pollution created.</p>		<p>Vibration Chapter of the ES to mitigate noise effects (secured via Section 106 Agreement).</p>

4.3 Accessibility and Active Travel

Table 4.3 Accessibility and Active Travel

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal address the ten Healthy Street indicators?	Yes No N/A ✓	N/A	Positive Negative Neutral ✓ Uncertain	N/A
Does the proposal prioritise and encourage walking for example, through the use of shared spaces?	Yes ✓ No N/A	<p>Barnsley’s JSNA sets out that adults within Barnsley undertake smaller amounts of physical activity when compared with the England averages:</p> <ul style="list-style-type: none"> ■ 62.7% of Barnsley’s adults undertake ≤150 minutes of physical activity per week (compared with the England average of 66.4%); and ■ 28.7% of Barnsley’s adults undertake ≤30 minutes of physical activity per week (compared with the England average of 22.9%). <p>The Development will include pedestrian routes, allowing future employees and users of the Development opportunities to exercise and lead healthy lives. The existing PRow on the Site and movement routes to provide access to Bolton upon Dearne and Goldthorpe will be integrated with footpaths / cycle paths. The PRow on the southern-eastern boundary will be upgraded as part of the Development, the location of the PRow can be seen in Figure 1.1 of this HIA.</p> <p>The Framework Travel Plan will encourage sustainable modes of active and public transport from staff, reducing the reliance on the private vehicle. A Travel Guide will be provided to all future employees of the Development. The likely contents of the Travel Guide will include cycling and walking maps for the local area.</p>	Positive ✓ Negative Neutral Uncertain	Implementation of a Framework Travel Plan and distribution of a Travel Guide to all future employees of the Development.

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
		<p>The occupier of each plot within the Development will appoint an Occupier Travel Plan Coordinator (OTPC) (if required) ² at the signing of leases who will produce an Occupier Travel Plan (OTP) for their respective unit and would be agreed with BMBC three months prior to occupation.</p>		
<p>Does the proposal prioritise and encourage cycling (for example by providing secure cycle parking, showers and cycle lanes)?</p>	<p>Yes ✓ No N/A</p>	<p>Please see the response above this cell. The Framework Travel Plan submitted as part of the planning application package sets out measures to reduce the reliance on the private vehicle. The Applicant will appoint a Framework Travel Plan Coordinator (FTPC) prior to marketing the units to potential future occupiers. The FTPC will have the responsibility of ensuring that the pre-occupation actions and measures are delivered and will communicate the requirement to implement this Framework Travel Plan. The FTPC will communicate with future occupiers the potential obligations (see footnote 2 above) to prepare an OTP. The FTPC role will cease following the occupation of the final unit and once all the pre-occupation actions and measures assigned to the FTPC (set out within the Framework Travel Plan) have been implemented.</p> <p>Measures within the OTP include the dissemination of a Travel Guide to all future members of staff and will provide information on public transport and active modes of transport. A OTPC will be appointed to manage the Travel Plan over its lifespan.</p> <p>Cycle parking spaces (and electric bike charging stations) will be provided on the Site and will be detailed within future Reserved Matters Applications. The Development will provide showers, changing and locker facilities to support active travel for future employees.</p>	<p>Positive ✓ Negative Neutral Uncertain</p>	<p>The employee Travel Guide will contain advice and maps that identify existing local cycle routes and other cycle facilities.</p>

² The FTPC will communicate with future occupiers the potential obligations to prepare an Occupier Travel Plan if their land use/unit exceeds the indicative thresholds for requiring a Travel Plan listed in Appendix A of the BMBC's Sustainable Travel SPD (2022). The illustrative masterplan contained within Appendix A of the Framework Travel Plan shows that all units would each exceed the 5,000 sqm threshold that would trigger the production of a Travel Plan.

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
		<p>The use of cycle parking spaces will be monitored by the OTPC, and if necessary, cycle parking provision will be increased to match identified demand. Washing facilities and changing rooms will be provided and will be detailed at the Reserved Matters stage. Cycle information and guidance will be contained within the Travel Guide to support and encourage cycling. The FTP also includes measures such as the provision of a bike pump and repair stand for unexpected repairs.</p>		
<p>Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?</p>	<p>Yes ✓ No N/A</p>	<p>The footpath / cycleway that forms part of the Development will link into existing routes within the wider locality.</p>	<p>Positive Negative Neutral ✓ Uncertain</p>	<p>N/A</p>
<p>Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?</p>	<p>Yes ✓ No N/A</p>	<p>During the construction phase, construction traffic will be managed in accordance with the Construction Traffic Management Plan (CTMP), which will form part of the CEMP (which will align with the Framework CEMP submitted with the planning application) and would be secured by planning condition.</p> <p>Once operational, vehicles on the Site will be subject to limited speeds and will have a distinct separation from pedestrian routes to improve the pedestrian experience and safety. The Development will include appropriate paving/road design, signalling and landscaping, to ensure separation between traffic and the pedestrian realm, to help reduce road injuries.</p>	<p>Positive ✓ Negative Neutral Uncertain</p>	<p>CEMP to be secured by a planning condition (which will align with the Framework CEMP submitted with the planning application) and implemented throughout the construction phase.</p>
<p>Is the proposal well connected to public transport, local services and facilities?</p>	<p>Yes ✓ No N/A</p>	<p>As stated in the DAS, bus travel is available in proximity to the Site. The X19, 208, 218 and 218a bus services run along the A635 to the north of the Site, stopping at the Billingley Green Lane, Highgate Dudley Drive, and the Darfield Balkley Lane bus stops. A permeable link into the Site will be provided via the A635 to facilitate bus use and safe access to the Development.</p>	<p>Positive ✓ Negative Neutral Uncertain</p>	<p>N/A</p>

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
		<p>The PRow on the Site will be upgraded to provide a 2m wide access for pedestrians on a safer surface, facilitating a pedestrian connection between the Development and the wider area.</p> <p>Residential areas in west Goldthorpe, west Bolton-upon-Deerne and Billingley village are located within 2km walking distance of the Site (the Chartered Institution of Highways and Transportation (CIHT)^{xxxi} suggests 2km as the preferred maximum walking distance for commuting). A footway is provided on the northern side of the A635 between Hollygrove Roundabout and Cathill Roundabout. At Hollygrove Roundabout, dropped kerbs and pedestrian refuge islands are provided on Barnsley Road, Dudley Drive and A635 (west) arms. This allows for pedestrian access between Goldthorpe and the Site via Barnsley Road or Dudley Drive/Commercial Road, where footways are provided. Street lighting is provided along the routes between the Site and Goldthorpe. Town and villages such as Goldthorpe, Thurnscoe, Mexborough and Wombwell are located within 8km cycling distance of the Site (8km is typically considered to be acceptable for a range of journey purposes).</p> <p>Goldthorpe and Bolton-upon-Deerne are the nearest rail stations to the Site. The stations are located on the Wakefield Line and are operated by Northern Railway who run an hourly service Monday to Sunday, southbound to Sheffield and Rotherham and northbound to Leeds and Wakefield Westgate.</p> <p>The Development is well connected to the wider area.</p>		
Does the proposal seek to reduce car use by reducing car parking provision, supported by the controlled parking zones, car clubs and travel plans measures?	Yes ✓ No N/A	<p>The Development will provide parking in line with BMBC's requirements and within their standards.</p> <p>The Framework Travel Plan submitted as part of the planning application will encourage sustainable modes of active and public</p>	Positive ✓ Negative Neutral Uncertain	Implementation of a Framework Travel Plan and distribution of Travel Guide to all

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
		transport from staff, reducing reliance on the private vehicle. A Travel Guide will be provided to all future employees of the Development, disseminating information on public transport and active modes of transport. A OTPC will be appointed to manage the Travel Plan over its lifespan (anticipated to be five years from first occupation).		future employees of the Development. The employee Travel Guide will contain advice and maps that identify existing local cycle routes and other cycle facilities to reduce reliance on the private vehicle.
Does the proposal allow people with mobility problems or a disability to access buildings and places?	Yes ✓ No N/A	The design of the Development will incorporate measures to ensure that all users and employees will have access to the facilities, regardless of ability.	Positive ✓ Negative Neutral Uncertain	N/A

4.4 Crime Reduction and Community Safety

Table 4.4 Crime Reduction and Community Safety

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate elements to help design out crime?	<p>Yes ✓ No N/A</p>	<p>Table 3.1 within this HIA sets out that there are high levels of crime within the area.</p> <p>The Development has incorporated several measures into the design to create an environment that will contribute to a safe environment for all users, simultaneously discouraging crime within the Development.</p> <p>Section 10 of the DAS explains that natural surveillance has been a key factor in the overall design of the Site and the positioning of the offices overlooking the proposed car parking will offer a high degree of visual control. Formal surveillance will be in the form of an extensive closed-circuit television (CCTV) system. Boundary protection and gatehouse / barrier control will be provided to all service yard areas.</p> <p>The lighting strategy sets out that the Development will introduce external lighting for car and lorry parking, at loading bays and around the peripheries of the buildings. The lighting strategy for the Development will be designed to provide a safe environment for workers, vehicles, cyclists and pedestrians whilst avoiding light pollution.</p>	<p>Positive ✓ Negative Neutral Uncertain</p>	N/A
Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	<p>Yes ✓ No N/A</p>	<p>As set out above, the Development will include new artificial light sources to provide a safe environment for workers, vehicles, cyclists, and pedestrians.</p>	<p>Positive ✓ Negative Neutral Uncertain</p>	N/A

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal include attractive, multi-use public spaces and buildings?	Yes ✓ No N/A	The Development provides new pedestrian routes, open to both future users of the Development, and local residents.	Positive Negative Neutral ✓ Uncertain	N/A
Has engagement and consultation been carried out with the local community?	Yes ✓ No N/A	As set out in Section 3.4 of this HIA, thorough public engagement and consultation has been carried out as part of the application.	Positive ✓ Negative Neutral Uncertain	N/A

4.5 Access to Healthy Food

4.5.1 Access to Healthy Food has been scoped out of this HIA due to the following questions not being relevant to the Development.

Table 4.5 Access to Healthy Food

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal facilitate the supply of local food, i.e. allotments, community farms and farmers' markets?	Yes No N/A ✓	N/A	Positive Negative Neutral ✓ Uncertain	N/A
Is there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	Yes No N/A ✓	N/A	Positive Negative Neutral ✓ Uncertain	N/A
Does the proposal avoid contributing towards an over-concentration of hot food takeaways in the local area?	Yes No N/A ✓	N/A	Positive Negative Neutral ✓ Uncertain	N/A

4.6 Access to Work and Training

Table 4.6 Access to Work and Training

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal provide access to local employment and training opportunities, including temporary construction and permanent 'end-use' jobs?	<p>Yes ✓</p> <p>No</p> <p>N/A</p>	<p>Table 3.1 within this HIA sets out that there are high levels of deprivation within the income; employment, and education, skills; and training domains, with each LSOA ranking as some of the most deprived in England. In addition, BMBC's JSNA sets out that 5.8% of Barnsley's 16- and 17-year-olds are not in education, employment, or training, which is slightly higher than the England average of 5.5%.</p> <p>The socio-economics chapter of the ES demonstrates that the construction phase of the Development will support up to 1,349 direct FTE jobs across all construction disciplines; up to 715 of these will provide employment for the local community. Up to 286 of indirect FTE jobs will be supported, resulting in a net employment effect of up to 1,001 FTE jobs to the local community. Jobs generated during the construction phase will generate Gross Added Value (GVA). The Developments' net direct construction job creation of up to 715 jobs could generate a GVA of up to approximately £31.9 million per annum (equivalent of up to £54.3 million in total over the construction phase). The Development's net indirect job creation of up to 286 jobs could generate GVA of up to £15.5 million per annum (equivalent of up to £26.3 million in total over the construction phase). In total, the Development's net employment effect to the BMBC area (up to 1,001 FTE jobs) would provide GVA of up to £47.4 million per annum, equivalent of up to £80.6 million in total over the construction phase.</p> <p>The Development will provide up to 204,000 sqm of commercial floorspace. The total net employment created for local residents is up to 1,198 FTE jobs. The total indirect employment to the BMBC area created by the Development is up to 479 FTE jobs, resulting in a total of up to 1,677 FTE jobs through the operational phase. The net additional</p>	<p>Positive ✓</p> <p>Negative</p> <p>Neutral</p> <p>Uncertain</p>	<p>Commit to sourcing construction workforce from the local area where possible (e.g., working with Enterprising Barnsley to run employment fairs); and</p> <p>Consider whether any apprenticeship positions could be provided.</p>

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
		<p>employment effect created by the Development will generate a GVA of up to £70.1m per annum, of which up to £44.2m is attributable to direct employment and up to £25.9m attributable to indirect employment.</p> <p>The Development could contribute to ameliorating the income; employment; and education, skills and training domains within the LSOAs in which the Site finds itself. The Development would provide FTE jobs across all phases, potentially minimising the levels of deprivation within these domains, which could have a subsequent effect on the other domains of deprivation.</p> <p>The Development will provide beneficial impacts regarding social value as detailed by the Construction Phase Social Value Framework submitted as part of the application. The Applicant has proposed that a Construction Employment and Skills Plan (ESP) to be secured via a suitably worded planning condition.</p>		
Does the proposal provide childcare facilities?	<p>Yes</p> <p>No</p> <p>N/A ✓</p>	The Development does not provide childcare facilities.	<p>Positive</p> <p>Negative</p> <p>Neutral ✓</p> <p>Uncertain</p>	N/A
Does the proposal include managed and affordable workspace for local businesses?	<p>Yes ✓</p> <p>No</p> <p>N/A</p>	The Development will provide up to 204,000 sqm of commercial floorspace, which includes ancillary offices, general offices of different sizes, which has been assessed as part of the socio-economics ES chapter. The Development will not include managed and affordable workspace for local businesses.	<p>Positive</p> <p>Negative</p> <p>Neutral ✓</p> <p>Uncertain</p>	N/A
Does the proposal include opportunities for work for local people via local procurement arrangements?	<p>Yes ✓</p> <p>No</p> <p>N/A</p>	As stated above, the construction phase will provide opportunities for local people and the jobs will be temporary. The operational phase of the Development will provide up to 1,677 full time employment jobs; these jobs will be permanent. Additionally, the Development will provide jobs	<p>Positive ✓</p> <p>Negative</p> <p>Neutral</p> <p>Uncertain</p>	Commit to sourcing construction workforce from the local area where

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
		<p>during the maintenance and upkeep of the green infrastructure that form the central and western areas of the Site.</p>		<p>possible (e.g., working with Enterprising Barnsley to run employment fairs);</p> <p>Consider whether any apprenticeship positions could be provided; and</p> <p>Consider local procurement arrangements.</p>

4.7 Minimising the Use of Resources

Table 4.7 Minimising the Use of Resources

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal make best use of existing land?	Yes ✓ No N/A	The Site comprises agricultural land, mostly of ALC Grade 3b, with pockets of Grade 3a in the east and south-east, and a small area of Grade 2 land in the centre of the Site. However, as the Site is allocated for employment related development in the BMBC Local Plan, it is reasonable to assume that the Site would have always been brought forward for development, rendering the Site's future agricultural potential as low.	Positive Negative Neutral ✓ Uncertain	N/A
Does the proposal encourage recycling (including building materials)?	Yes ✓ No N/A	<p>The Energy and Sustainability Statement submitted as part of the planning application package sets out that construction will incorporate the use of recycled materials where possible and consider using materials that go through less energy intensive processes and can be sourced locally. The DAS demonstrates that the Development includes the use of carpets with 80% recyclable yarns, recycled material partitions, and a recyclable frame and envelope. Construction related waste will be minimised where possible, would only be sent to landfill as a last resort and managed in line with the CEMP (secured via planning condition).</p> <p>All waste producers, through the Duty of Care Regulations, are expected to adhere to the principles of the Waste Hierarchy to ensure waste minimisation prior to re-use, recycling and recovery. Provisions for commercial waste and recycling collection will be made to ensure convenient and easy access to waste and recycling facilities. A Framework Waste Strategy has been submitted with the planning application and sets out measures to minimise waste.</p> <p>The Development will incorporate a large number of materials that can be reused at the end of the life.</p>	Positive ✓ Negative Neutral Uncertain	CEMP to be secured by a planning condition and implemented throughout the construction phase.

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate sustainable design and construction techniques?	Yes ✓ No N/A	A CEMP will be secured by planning condition (and will align with the Framework CEMP submitted with the planning application) which will set out how the construction phase of the Development will meet the planning policy requirements related to sustainable construction development techniques. The DAS also sets out measures to incorporate sustainable design techniques such as using the BREEAM specification to reduce the environmental burden of buildings, aiming to achieve a minimum BREEAM rating of 'Excellent'. The proposed buildings which will be applied for under subsequent Reserved Matters Applications will be future-proofed for the transition to zero carbon, including significant provision for EV charging, electric bike charging points, renewable energy technologies and an 'A' rated EPC. Building roofs will be ready for the installation of PV panels. The Development will also minimise operational water use with measures such as the use of percussion (push) water saving taps	Positive ✓ Negative Neutral Uncertain	CEMP to be secured by a planning condition (which will align with the Framework CEMP submitted with the planning application) and implemented throughout the construction phase.

4.8 Climate Change

Table 4.8 Climate Change

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate renewable energy?	Yes ✓ No N/A	Each building (which will be applied for under subsequent reserved matters applications) is expected to include renewable energy technologies including solar PV panels and ASHPs. The Development will have an 'A' rated EPC and a minimum BREEAM rating of 'Excellent'.	Positive ✓ Negative Neutral Uncertain	N/A
Does the proposal ensure that buildings and public spaces are designed to respond to winter and summer temperatures, i.e. ventilation, shading and landscaping?	Yes ✓ No N/A	The Development will demonstrate best practice performance for fabric and engineering services and will conform to appropriate Building Regulations. Buildings will be thermally efficient, easily regulated in terms of temperature, and well designed. New planting will provide natural cooling and channel surface water runoff. Buildings will be designed to adapt to climatic extremes by reducing water consumption, reducing overheating, and improving ventilation.	Positive ✓ Negative Neutral Uncertain	N/A
Does the proposal maintain or enhance biodiversity?	Yes ✓ No N/A	Biodiversity will be enhanced across the Site through SuDS, landscaping and planting schemes that create opportunities for plant and animal species to flourish and promote the achievement of biodiversity net gain. Any new planting for the Site would be appropriate for the Site. New habitat on site would be created on the Site in line with local and national planning policy. Enhancements for specific species groups will be provided, such as bird boxes to increase the number of nesting sites, deadwood features to allow willow tit to nest within the created wet woodland areas, bat boxes to increase the number of roosting sites and native planting to increase foraging opportunities for birds and mammals that may use the Site.	Positive ✓ Negative Neutral Uncertain	Landscape Ecological Management Plan (LEMP) will be secured via a planning condition.
Does the proposal incorporate sustainable urban drainage techniques?	Yes ✓ No N/A	The Development will use SuDS techniques to help tackle surface water run-off problems at source using features such as soakaways, permeable pavements, grassed swales, infiltration trenches, ponds and	Positive ✓ Negative Neutral	N/A

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
		wetlands to attenuate flood peak flows, produce water quality improvements and environmental enhancements.	Uncertain	

5 CONCLUSION

- 5.1.1 An assessment of the potential health effects of the Development has been undertaken using best practice guidance. Relevant local and national policy, and baseline conditions have been identified which has helped focus the assessment of effects undertaken using the HUDU Rapid HIA Tool.
- 5.1.2 The performance of the Development has been assessed against the following key health themes:
- i. Access to open space and nature;
 - ii. Air quality, noise and neighbourhood amenity;
 - iii. Accessibility and active travel;
 - iv. Crime reduction and community safety;
 - v. Access to healthy food;
 - vi. Access to work and training;
 - vii. Minimising the use of resources; and
 - viii. Climate change.
- 5.1.3 As identified in Chapter 2 of this Assessment, whole themes and parts of themes have been scoped out of the assessment as not relevant given the proposed use of the Site. These themes are as follows:
- Housing design and affordability;
 - Access to health and social care services; and other social infrastructure;
 - Social cohesion and inclusive design; and
 - Access to Healthy Food.
- 5.1.4 As shown in the assessment in Chapter 4, the Development is considered to have neutral and positive health effects in relation to the key health themes. No negative effects on health have been identified.
- 5.1.5 The Development will provide up to 204,000 sqm GIA of employment floorspace on land partly allocated for employment in the Barnsley Local Plan. A LEMP will be produced to ensure the long-term management of the habitats created within the Development, creating a diverse and enhanced area that future employees and users of the Site can use and enjoy.
- 5.1.6 The Development will provide a variety of economic benefits including the production of up to 1,349 direct FTE jobs during the construction period; up to 715 of these will provide employment for the local community. Up to 286 indirect FTE jobs will be supported (i.e., in the supply chain), resulting in a net employment effect of up to 1,001 FTE jobs to the local community. During the operational phase, the total net employment created for local residents will be up to 1,198 FTE jobs. The total indirect employment to the BMBC administrative area is up to 479 FTE jobs,

resulting in a total of up to 1,677 FTE jobs through the operational phase, in an area deprived of employment and training opportunities.

5.1.7 Table 5.1 below sets out potential mitigation and enhancement measures that have been identified. These measures will be secured through conditions attached to the planning consent.

Table 5.1: Recommended Mitigation or Enhancement Actions for the Development

Health Theme	Recommended Mitigation or Enhancement Action
Access to open space and nature	<ul style="list-style-type: none"> ▪ Ensure the proposed footway / cycleway is built to a high quality; and ▪ Landscaping management measures to be secured via planning condition.
Air quality, noise and neighbourhood amenity	<ul style="list-style-type: none"> ▪ CEMP to be secured by planning condition (which would align with the Framework CEMP submitted with the planning application) and implemented through the construction phase; ▪ Encouragement of active travel for employees during the operational phase to reduce impacts from increased traffic; ▪ Implementation of the Framework Travel Plan to encourage uptake of non-car transport modes; ▪ Implementation of energy efficiency measures set out in the Energy and Sustainability Statement; and ▪ Noise Insulation measures to be installed at sensitive receptors identified in the Noise and Vibration Chapter of the ES to mitigate noise effects (secured via Section 106 Agreement).
Accessibility and active travel	<ul style="list-style-type: none"> ▪ Implementation of a Framework Travel Plan and distribution of Travel Guide to all future employees of the Development; ▪ The employee Travel Guide will contain advice and maps that identify existing local cycle routes and other cycle facilities to reduce the reliance on the private vehicle; and ▪ CEMP to be secured by a planning condition and implemented throughout the construction phase.
Crime reduction and community safety	<ul style="list-style-type: none"> ▪ No mitigation has been proposed for this theme. See Section 10 of the DAS that has been submitted with the planning application with regard to the Crime Prevention Strategy.
Access to work and training	<ul style="list-style-type: none"> ▪ Commit to sourcing construction workforce from the local area where possible (e.g., working with Enterprising Barnsley to run employment fairs); ▪ Consider whether any apprenticeship positions could be provided; ▪ Consider local procurement arrangements
Minimising the use of resources and	<ul style="list-style-type: none"> ▪ CEMP to be secured by a planning condition (which will align with the Framework CEMP submitted with the planning application) and implemented throughout the construction phase.
Climate change.	<ul style="list-style-type: none"> ▪ A LEMP will be secured via a planning condition.

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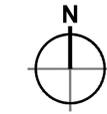
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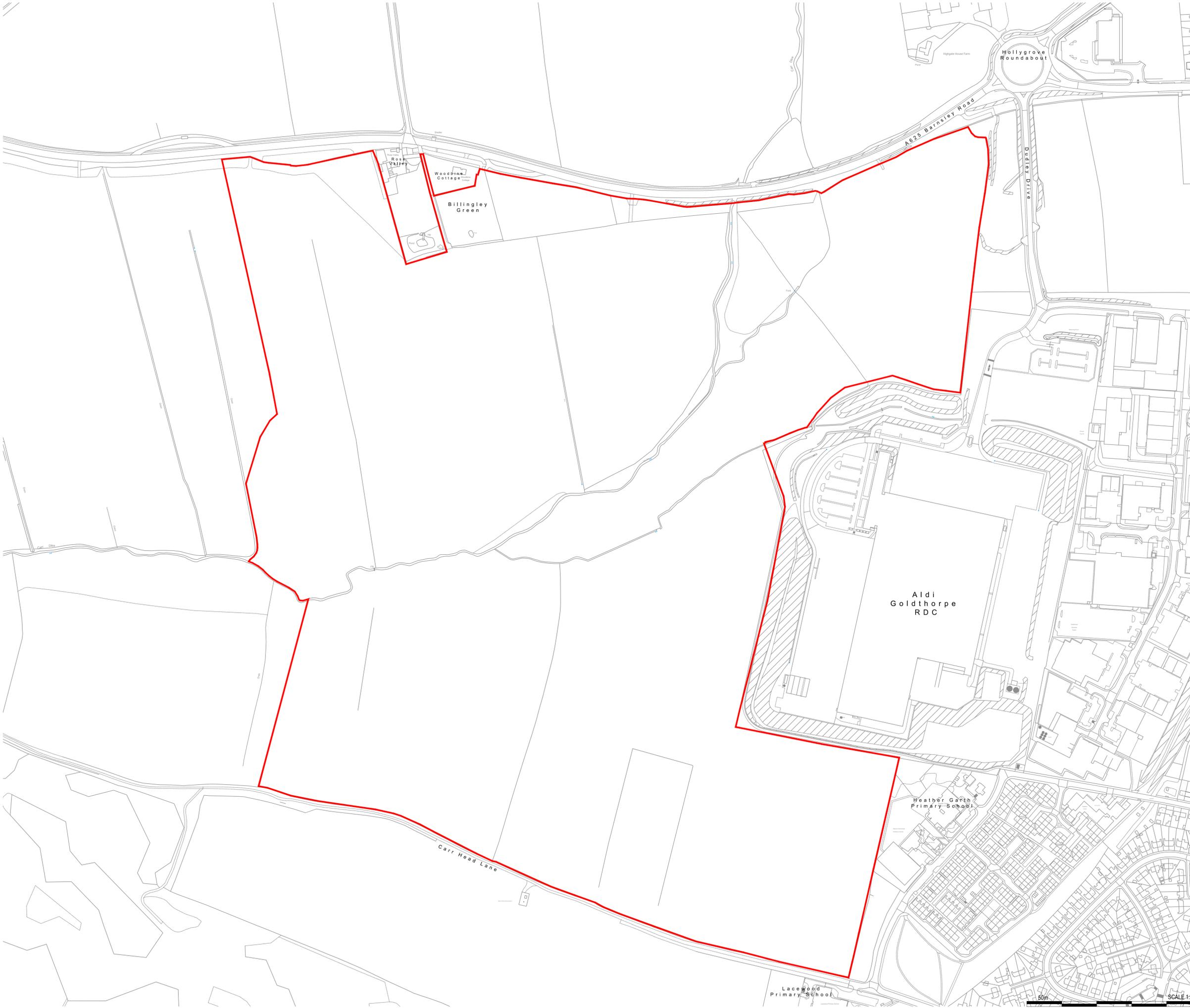
Appendix A Site Location Plan

- Dimensions are in millimeters, unless stated otherwise.
 - Scaling of this drawing is not recommended.
 - It is the recipient's responsibility to print this document to the correct scale.
 - All relevant drawings and specifications should be read in conjunction with this drawing.



Key

— Planning Application Boundary 210.81 ac 85.31 ha



Site boundary to be confirmed by the client

rev	amendments	by	ckd	date
A	Initial Issue	SS	SM	07.11.23

Barnsley Road, Goldthorpe
 Location Plan



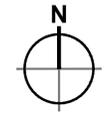
Drawing Status:	Planning
Drawn / Checked:	SS / SM
Date:	07/11/2023
Scale:	1:2500 A1
Drawing no:	Revision:
22081 P0501	B

PLANNING
 THIS DRAWING IS FOR PLANNING CONSIDERATION ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE

50m SCALE 1:2500

Appendix B Parameters Plan

- Dimensions are in millimeters, unless stated otherwise.
 - Scaling of this drawing is not recommended.
 - It is the recipient's responsibility to print this document to the correct scale.
 - All relevant drawings and specifications should be read in conjunction with this drawing.



- Key**
- Planning Application Boundary 210.81 ac 85.31 ha
- Parameters Key**
- Development Plot Boundary
 - Green and Blue infrastructure
 - Strategic Landscape screening
 - Estate Road infrastructure
 - ➔ Indicative access points (subject to reserved matters)
 - Safeguarded land

Development Schedule						
Zone	Plot Size NDA (ha)	Maximum GIA Floor Space (m ²)	Plateau Height (in meters above ordnance datum)	Maximum Finished Floor Level (in meters above ordnance datum) [+1.000m above proposed plateau]	Maximum Building Height Measured to roof / highest point (in meters above ordnance datum)	Ridge Height (above F.F.L. level)
Zone 1	11.35	204,000m² Total Area distributed across Zones 1, 2, 3 & 4	24.50	25.50	43.50	18.00
Zone 2	8.46		25.00	26.00	44.00	18.00
Zone 3	17.92		33.70	34.70	52.70	18.00
Zone 4	6.29		33.70	34.70	52.70	18.00
Total	44.02					

The use class applied for is primarily Class B8 with up to 30% of the floorspace being for Class B2 together with ancillary office space

For the avoidance of doubt, the information shown within the development plots is indicative only, and will be subject to subsequent Reserved Matters Applications



Roundabout delivered under a separate planning application [Ref. No. 2021/1511]

50m SCALE 1:2500

PLANNING

THIS DRAWING IS FOR PLANNING CONSIDERATION ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE

rev	amendments	by	ckd	date
Barnsley Road, Goldthorpe				
Parameters Plan				
Newark Bascom, Caferenta Way, Newark, Nottinghamshire NG24 2TN t. +44 (0)1636 653027 e. info@umcarchitects.com				
Drawing Status:		Planning		
Drawn / Checked:		SS / SM		
Date:		07/11/2023		
Scale:		1:2500 A1		
Drawing no:		Revision:		
22081	P0520	E		

Appendix C HUDU Healthy Urban Planning Checklist

Purpose of the checklist

The checklist aims to promote healthy urban planning by ensuring that the health and wellbeing implications of local plans and major planning applications are consistently taken into account. By bringing together planning policy requirements and standards that influence health and wellbeing the checklist seeks to mainstream health into the planning system.

The checklist was originally developed in 2012 by representatives from the six London Olympic and Paralympic Host Boroughs, the local NHS, the NHS London Healthy Urban Development Unit, Greater London Authority and Groundwork London. This third edition has been fully updated to be consistent with [The London Plan](#), the Spatial Development Strategy for London consolidated with alterations since 2011, published in March 2016. This will be referred to simply as the London Plan 2016. From this date, the formal alterations to the London Plan form part of the statutory development plans for London Boroughs.

Who is the checklist for?

The [National Planning Policy Framework \(March 2012\)](#) promotes a collaborative approach to health and planning whereby local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population and the barriers to improving health and well-being (paragraph 171). The supporting online [Planning Practice Guidance](#) refers to the use of health impact assessment as a useful tool to assess the impacts of development proposals.

The checklist supports this collaborative approach and encourages different stakeholders to work together to address the health impacts of plans and development proposals. As such, the checklist could be used by:

- Developers, to screen and scope the health impacts of development proposals;
- Planning officers, to help identify and address the health impacts of plans and development proposals;
- Public health and environmental health professionals, to comment and scrutinise plans and development proposals;
- Neighbourhood forums, community groups and housing associations to comment on major planning applications to help foster community engagement

To create and develop healthy and sustainable places and communities, the Marmot Review of Health Inequalities in England '[Fair Society Healthy Lives](#)' recommends that the planning system should be fully integrated with transport, housing, environmental and health policy.

Therefore, the checklist will also be of interest to environmental health officers concerned with environmental impacts and risks, transport planners concerned with promoting active travel and housing officers seeking to ensure that new housing is affordable and accessible.

What is healthy urban planning?

Healthy urban planning aims to promote healthy, successful places for people to live and work in. This can be achieved by providing the homes, jobs and services that people need, reducing environmental risks and delivering well designed buildings and urban spaces which will create the conditions for healthy, active lifestyles. In addition to access to healthcare services, a number of other factors are known to influence a person's health status and lifestyle, including economic, environmental and social conditions. These factors are referred to as the wider or social determinants of health.

Healthy urban planning seeks to highlight and promote the role of planning to influence these social determinants of health. In many ways, planners already 'do' health, by promoting sustainable development and travel, enhancing green spaces, reducing pollution and protecting residential amenity. However, healthy urban planning goes further by explicitly recognising the role of planning and by using health issues as a way to promote good planning and design and raise standards. Poorly planned and designed buildings and spaces could deter healthy lifestyles and exacerbate poor physical and mental health. The principles of healthy urban planning apply to both new development and urban regeneration programmes such as housing estate renewal schemes.

Local authorities are responsible for a number of regulatory functions, which are separate from planning controls, such as building regulations, traffic regulations, environmental protection and a range of licensing regimes. The checklist refers only to planning controls, although other regulatory controls, particularly environmental protection, food premises licensing and traffic regulations are closely related and required in order to achieve a 'healthy' development.

Urban design and healthy urban planning

Healthy urban planning means good planning and high quality urban design. Good design and good planning can help reduce health care costs over time by preventing ill-health from risks attributed to urban planning, including air pollution, road injuries, worklessness and poor housing. Good design also generates financial, social and environmental value. A well designed 'healthy' development will add economic value by increasing sales and lettings of residential units and producing higher returns on investment.

'Active Design' is a key element of healthy urban planning. Design has a crucial role to support activity in buildings and places in response to rising levels of obesity and related chronic diseases. New York City has produced [Active Design Guidelines](#), which provides guidance on creating healthier buildings, streets, and urban spaces. The Guidelines demonstrate that active design will help to reduce energy consumption, increase sustainability, and be cost effective. It is recognised that active design can also address mental health and wellbeing.

Bringing together policy requirements, standards and assessments

The checklist aims to bring together key policy requirements and standards, which influence health and wellbeing to assist the decision-making process. A ‘healthy’ development can be achieved when these requirements and standards are met and exceeded.

The [London Plan 2016](#) provides a strong policy framework for integrating health and spatial planning. It seeks to improve health and address health inequalities by requiring new developments to be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities ([Policy 3.2](#)).

The checklist refers to London Plan policies and standards set out in Mayoral supplementary planning guidance, notably the quality and design standards in the [Housing Supplementary Planning Guidance \(2016\)](#). This guidance updates London housing standards to reflect the implementation of the Government’s new national technical standards. In addition to these standards the checklist also includes good practice standards which seek to ‘raise the bar’ and demonstrate that a development has fully considered health and wellbeing issues.

There are a range of national standards and assessments which when used together constitute healthy urban planning, such as the [Housing - Optional Technical Standards](#), [Lifetime Homes](#) and [Lifetime Neighbourhoods](#), [Building for Life](#) and [Secured by Design](#). These assessments are illustrated in Figure 1.

Figure 1 – Assessments and standards



Much of the information needed to complete the checklist will be contained in documents submitted with a planning application required to validate the application (see Table 1 below). The checklist seeks to bring together existing information and assessments to demonstrate that health, as a material planning consideration, has been addressed.

Table 1 - Planning application information requirements

	Air Quality assessment	Biodiversity and ecology report	Housing Optional Technical Stand's	Design and Access Statement	Flood risk assessment	Landscaping Strategy	Noise impact assessment	Open space assessment	Planning Statement	Regeneration statement	Retail impact assessment	Sustainability statement	Transport Assessment and Travel Plan
Healthy homes			✓	✓					✓	✓		✓	
Active Travel				✓					✓				✓
Healthy environment	✓	✓	✓		✓	✓	✓	✓	✓			✓	
Vibrant neighbourhoods				✓		✓			✓	✓	✓		

The Growth and Infrastructure Act 2013 introduced measures to speed up the planning application process. The amount of information submitted with a planning application has been reduced to a 'reasonable' level and design and access statements are now only required for major applications.

When to use the checklist?

The [Mayor of London's Social Infrastructure Supplementary Planning Guidance \(May 2015\)](#) describes three types of health impact assessment (HIA): a 'full' HIA involves comprehensive analysis of all potential health and wellbeing impacts; a 'rapid' HIA is a less resource intensive process, involving a more focused investigation of health impacts; and a 'desktop' assessment which draws on existing knowledge and evidence, often using published checklists. It suggests that the Healthy Urban Planning Checklist could be used as a 'desktop' assessment tool.

The checklist can be used to ensure that health and wellbeing issues are embedded into local plans, masterplans and major planning applications.

The checklist should be customised for local use to reflect local circumstances and priorities and could be used:

- as part of a Local Plan review to ensure that health and wellbeing issues are identified and addressed
- to screen possible health impacts as part of Health Impact Assessment, Integrated Impact Assessment or Environmental Impact Assessment processes
- to accompany a planning application, subject to local policy guidance and validation requirements
- by internal and external consultees to comment on and scrutinise major development proposals
- to help develop a neighbourhood plan and neighbourhood 'health' projects.

It is important that the use of the tool is monitored and evaluated. The checklist could be periodically reviewed by local health and wellbeing boards and recommendations could outline where further evidence is needed, using the Joint Strategic Needs Assessment or action supported by wider public health initiatives. The [Public Health Outcomes Framework](#) could be used to measure impacts and assess the effectiveness of the checklist. At a local level, the checklist should be updated by local authority planning departments to ensure that the national, regional and local policy and guidance references are up to date.

Neighbourhood planning

Neighbourhood planning was introduced as part of the Localism Act 2011. In London, neighbourhood forums can draw up a neighbourhood development plan. A proportion of Community Infrastructure Levy (CIL) funding can be spent on local community priorities. Therefore, local communities have a greater opportunity to shape local policy and infrastructure priorities and influence development proposals. This checklist could be used to help develop a neighbourhood plan, including identifying possible neighbourhood CIL 'health' projects and as a resource to help community groups comment on a planning application.

The planning application process

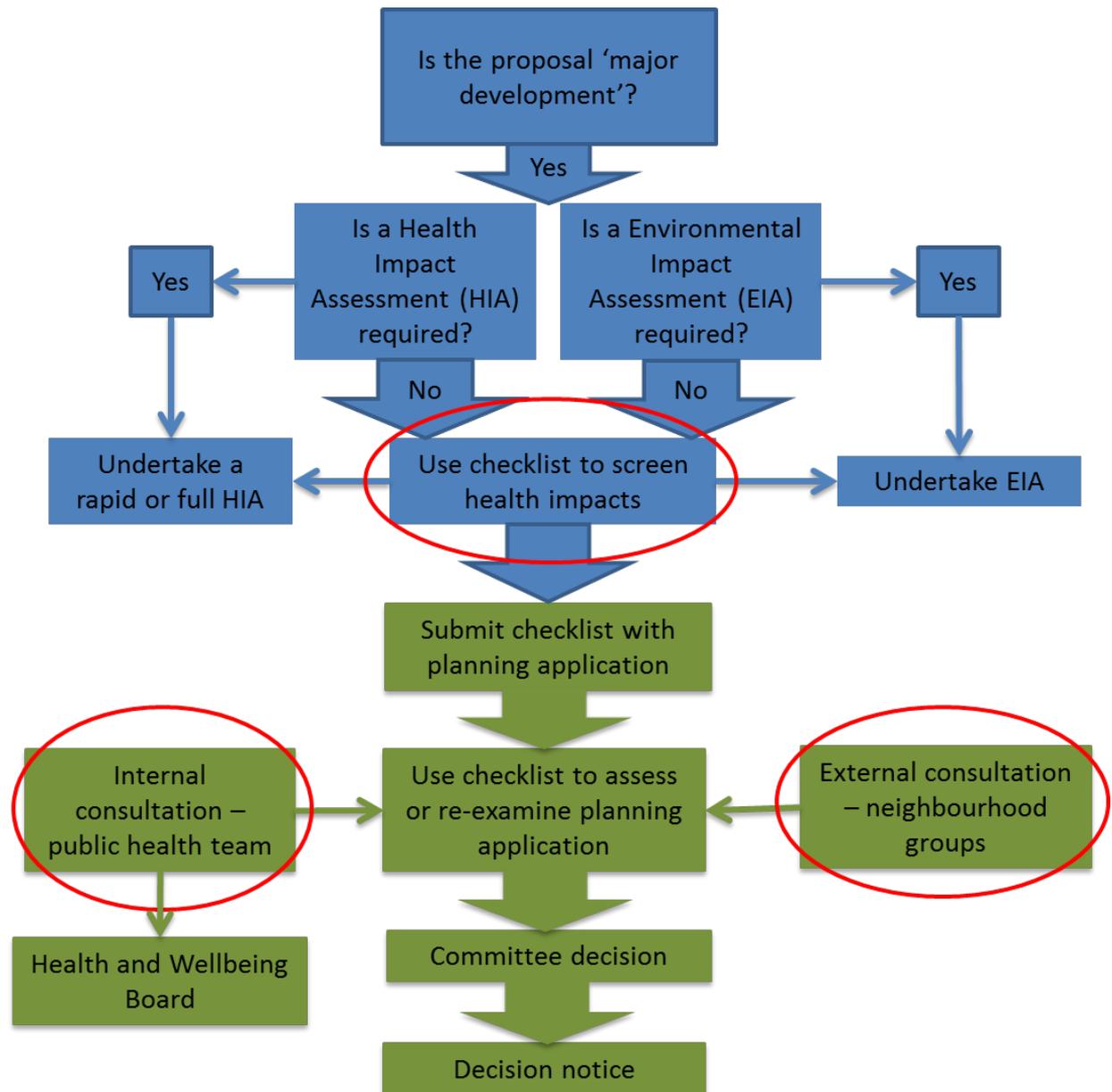
It is intended that the checklist should be applied to major development proposals comprising 10 or more residential units (or a site area of 0.5 hectares or more), or 1,000 square metres or more of non-residential floorspace (or a site area of 1.0 hectares or more). The checklist is most effective when used throughout the lifecycle of a development proposal from pre-application discussions to the determination of a planning application. At the pre-application stage, there is more scope to influence the design, layout and composition of a development proposal.

For large scale development proposals a Health Impact Assessment (HIA) may be required, with a full assessment providing information on health needs and priorities, including

community engagement, and setting out a detailed assessment of health impacts and proposed mitigation and enhancement measures. For large scale development proposals such as strategic planning applications referred to the Mayor of London, it is recommended that other assessment tools, such as the [HUDU Rapid HIA Tool](#) is used.

Figure 2 below illustrates how the checklist could be used as part of the planning application process. Three key areas where the checklist could be used are highlighted.

Figure 2 - the planning application process



How to use the checklist

The checklist is divided into four themes. Each theme contains a number of questions focused on a planning issue. Under each theme there are a number of related health and wellbeing issues many of which are identified in local joint strategic needs assessments and health and wellbeing strategies, such as those related to:

- Obesity and diseases related to physical inactivity and poor diet
- Excess winter deaths
- Air and noise pollution
- Road safety
- Social isolation

Theme	Planning issue	Health and wellbeing issue
1. Healthy housing	<ul style="list-style-type: none"> • Housing design • Accessible housing • Healthy living • Housing mix and affordability 	<ul style="list-style-type: none"> • Lack of living space - overcrowding • Unhealthy living environment – daylight, ventilation, noise • Excess deaths due to cold / overheating • Injuries in the home • Mental illness from social isolation and fear of crime
2. Active travel	<ul style="list-style-type: none"> • Promoting walking and cycling • Safety • Connectivity • Minimising car use 	<ul style="list-style-type: none"> • Physical inactivity, cardiovascular disease and obesity • Road and traffic injuries • Mental illness from social isolation • Noise and air pollution from traffic
3. Healthy environment	<ul style="list-style-type: none"> • Construction • Air quality • Noise • Contaminated land • Open space • Play space • Biodiversity • Local food growing • Flood risk • Overheating 	<ul style="list-style-type: none"> • Disturbance and stress caused by construction activity • Poor air quality - lung and heart disease • Disturbance from noisy activities and uses • Health risks from toxicity of contaminated land • Physical inactivity, cardiovascular disease and obesity • Mental health benefits from access to nature and green space and water • Opportunities for food growing – active lifestyles, healthy diet and tackling food poverty • Excess summer deaths due to overheating
4. Vibrant neighbourhoods	<ul style="list-style-type: none"> • Healthcare services • Education • Access to social infrastructure • Local employment and healthy 	<ul style="list-style-type: none"> • Access to services and health inequalities • Mental illness and poor self-esteem associated with unemployment and poverty • Limited access to healthy food linked to obesity and related diseases • Poor environment leading to physical

Theme	Planning issue	Health and wellbeing issue
	workplaces <ul style="list-style-type: none"> • Access to local food shops • Public buildings and spaces 	inactivity <ul style="list-style-type: none"> • Ill health exacerbated through isolation, lack of social contact and fear of crime

It may be the case that not all the issues and questions will be relevant to a specific plan or development proposal and the user should select and prioritise the issues accordingly. Some issues may be directly related to an individual development, others may be relevant at a neighbourhood level where the cumulative impact of development can contribute to a healthy neighbourhood.

Each section summarises the impact on health. Under each theme, key questions are asked linked to policy requirements and standards. The checklist identifies why each issue is important to health and wellbeing. An appendix providing general policy references and sources of evidence is provided. This should be supplemented with local information.

The checklist aims to ensure a development proposal is as ‘healthy’ as possible, by achieving as many ‘Yes’ ticks and avoiding ‘No’s. A ‘No’ gives a warning that an aspect of a development may need to be reconsidered. Local circumstances may justify why a scheme cannot meet the expected standard.

Where the response to a question is unclear or not known, more information may be required. The checklist can stimulate discussions and negotiations on planning applications, supported by internal and external consultation and supporting information, for example from public health officers.

Note on Code for Sustainable Homes and Lifetime Homes Standards

Following the technical housing standards review, the Government has withdrawn the Code for Sustainable Homes, aside from the management of legacy cases.

Legacy cases are those where residential developments are legally contracted to apply a code policy (e.g. affordable housing funded through the national Affordable Housing Programme 2015 to 2018, or earlier programme), or where planning permission has been granted subject to a condition stipulating discharge of a code level, and developers are not appealing the condition or seeking to have it removed or varied. In these instances, it is possible to continue to conduct code assessments.

Details of the new approach to the setting of technical housing standards in England were announced on 27 March 2015 and a new set of streamlined national technical standards were published. The Code for Sustainable Homes is now no longer Government policy and has been archived.

The Government has also withdrawn the Lifetime Homes concept. However, many local planning policies will continue to require Lifetime Homes standards in new developments. However, as of October 2015, the London Plan will no longer be linked to Lifetime Homes standards. In particular, the requirement in London Plan Policy 3.8 B(c) that ‘all new housing is built to The Lifetime Homes standard’ is replaced by ‘ninety percent of new housing meets Building Regulation requirement M4 (2) “accessible and adaptable dwellings”’. The Healthy Urban Planning Checklist has been updated to include the modified London Plan requirements.

Theme 1: Healthy Housing

Issue	Key questions	Yes /No / Not relevant Comment	Policy requirements and standards	Why is it important
a. Healthy design	Does the proposal meet all the standards for daylight, sound insulation, private space and accessible and adaptable dwellings?		<p>London Plan Policy 5.2 Minimising carbon dioxide emissions and Housing SPG Standard 35: zero carbon residential buildings from 2016 and non-domestic buildings from 2019.</p> <p>Housing SPG Standard 29 on dual aspect and Standard 32 on daylight and sunlight.</p> <p>Housing SPG Standard 4 on communal open space, supported by London Plan Policy 2.18, Standards 1 and 2 on defining good places, and Standard 3 on public open space.</p> <p>Housing SPG Standards 26 and 27 on minimum provision of private (amenity) open space.</p> <p>London Plan Policy 3.8 Housing choice and Housing SPG Standard 11 on access require 90% of new homes meet Building Regulation M4(2) ‘accessible and adaptable dwellings’.</p> <p>Sound insulation and noise - London Plan Policy 7.15 and Housing SPG Standard 30 on noise.</p> <p>Housing SPG Standards 8 and 9 on entrance and approach.</p>	<p>Satisfying these standards can help meet carbon dioxide emissions targets.</p> <p>Good daylight can improve the quality of life and reduce the need for energy to light the home.</p> <p>The provision of an inclusive outdoor space, which is at least partially private, can improve the quality of life.</p> <p>Improved sound insulation can reduce noise disturbance and complaints from neighbours.</p>

Theme 1: Healthy Housing

Issue	Key questions	Yes /No / Not relevant Comment	Policy requirements and standards	Why is it important
b. Accessible housing	<p>Does the proposal provide accessible homes for older or disabled people?</p> <p>Does the proposal ensure that every non-ground floor dwelling is accessible by a lift that can accommodate an ambulance trolley?</p>		<p>London Plan Policy 3.8 and Housing SPG Standard 11 on access require 10 per cent all new housing to be designed to be wheelchair accessible or easily adaptable such that they meet Building Regulation M4(3) 'wheelchair user dwellings'.</p> <p>Housing SPG Standards 15 and 16 relate to the provision of lifts. Good practice standard - the provision of an ISO standard 13 person lift in a configuration which can accommodate a trolley bed (see Department of Health Technical Memorandum 08-02: Lifts).</p>	<p>Accessible and easily adaptable homes can meet the changing needs of current and future occupants.</p> <p>One of the main methods of transportation of immobile patients is by trolley bed. Non-ground floor dwellings should be accessible by a lift that can accommodate an ambulance trolley.</p>
c. Healthy living	<p>Does the proposal provide dwellings with adequate internal space, including sufficient storage space and separate kitchen and living spaces?</p> <p>Does the proposal encourage the use of stairs by ensuring that they are well located, attractive and welcoming?</p>		<p>London Plan Policy 3.5 (Table 3.3 - minimum space standards for new dwellings) and Housing SPG Standard 24 on dwelling space standards.</p> <p>Housing SPG Standard 25 - dwellings should accommodate the furniture, access and activity space requirements relating to the declared level of occupancy.</p> <p>Also, Housing SPG Standard 28 on privacy and Standard 31 on ceiling heights.</p> <p>Housing SPG Standards 12 to 16 relate to shared internal circulation, cores and lifts.</p>	<p>Sufficient space is needed to allow for the preparation and consumption of food away from the living room to avoid the 'TV dinner' effect.</p> <p>Rather than having lifts at the front and staircases at the back of buildings, it is preferable to have them located at the front to encourage people that can to use them.</p>

Theme 1: Healthy Housing

Issue	Key questions	Yes /No / Not relevant Comment	Policy requirements and standards	Why is it important
d. Housing mix and affordability	Does the proposal provide affordable family sized homes?		<p>London Plan Policy 3.8 Housing choice.</p> <p>London Plan Policy 3.11 Affordable housing targets seeks to maximise affordable housing provision and to ensure an average of at least 17,000 more affordable homes per year in London over the term of the London Plan. 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale.</p> <p>The Mayor's Homes for Londoners: Affordable Homes Programme 2016-21 is a £3bn fund to help start building at least 90,000 affordable homes by 2021.</p>	<p>The provision of affordable housing can create mixed and socially inclusive communities. The provision of affordable family sized homes can have a positive impact on the physical and mental health of those living in overcrowded, unsuitable or temporary accommodation.</p> <p>Both affordable and private housing should be designed to a high standard ('tenure blind').</p>

Theme 2: Active Travel

Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
a. Promoting walking and cycling	Does the proposal promote cycling and walking through measures in a travel plan, including adequate cycle parking and cycle storage?		London Plan Policy 6.3 (C) Travel plans London Plan Policy 6.9 Cycling. London Plan Policy 6.10 Walking. London Plan - Parking Addendum to Chapter 6 on cycle parking : Table 6.3 Cycle parking minimum standards. Housing SPG Standards 20 and 21 on cycle storage.	A travel plan can address the environmental and health impacts of development by promoting sustainable transport, including walking and cycling. Cycle parking and storage in residential dwellings can encourage cycle participation.
b. Safety	Does the proposal include traffic management and calming measures and safe and well lit pedestrian and cycle crossings and routes?		London Plan Policy 6.9 Cycling. London Plan Policy 6.10 Walking.	Traffic management and calming measures and safe crossings can reduce road accidents involving cyclists and pedestrians and increase levels of walking and cycling.
c. Connectivity	Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks and public transport?		London Plan Policy 6.9 Cycling - Map 6.2 Cycle superhighways . London Plan Policy 6.10 Walking - Map 6.3 Walk London Network . Green Infrastructure: The All London Green Grid SPG (March 2012). Transport for London Legible London . Transport for London Bus Service Planning Guidelines .	Developments should prioritise the access needs of cyclists and pedestrians. Routes should be safe, direct and convenient and barriers and gated communities should be avoided. Developments should be accessible by public transport.

Theme 2: Active Travel

Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
d. Minimising car use	Does the proposal seek to minimise car use by reducing car parking provision, supported by the controlled parking zones, car free development and car clubs?		<p>London Plan Policy 6.13 Parking - Table 6.2 Car parking standards (Parking addendum to chapter 6).</p> <p>Housing SPG Standards 17 to 19 on car parking provision.</p>	<p>Space for pedestrians and cyclists should be given priority over commercial and private vehicles. Maximum car parking levels allows for provision to be reduced as far as practicable.</p> <p>Car clubs can be effective in reducing car use and parking demand at new residential developments.</p>

Theme 3: Healthy Environment

Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
a. Construction	Does the proposal minimise construction impacts such as dust, noise, vibration and odours?		<p>London Plan Policy 5.3 Sustainable design and construction.</p> <p>London Plan Policy 5.18 Construction, excavation and demolition waste.</p> <p>The Control of Dust and Emissions During Construction and Demolition SPG (July 2014).</p> <p>Housing SPG Standard 34 on environmental performance.</p>	<p>Construction sites can have a negative impact on an area and can be perceived to be unsafe. Construction activity can cause disturbance and stress, which can have an adverse effect on physical and mental health.</p> <p>Mechanisms should be put in place to control hours of construction, vehicle movements and pollution.</p> <p>Community engagement before and during construction can help alleviate fears and concerns.</p>
b. Air quality	Does the proposal minimise air pollution caused by traffic and energy facilities?		<p>London Plan Policy 7.14 Improving air quality.</p> <p>At least 'air quality neutral' - Housing SPG Standard 33 on air quality.</p> <p>London Plan Policy 5.10 Urban greening.</p> <p>London Plan Policy 5.3 Sustainable design and construction.</p>	<p>The long-term impact of poor air quality has been linked to life-shortening lung and heart conditions, cancer and diabetes.</p>

Theme 3: Healthy Environment

Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
c. Noise	Does the proposal minimise the impact of noise caused by traffic and commercial uses through insulation, site layout and landscaping?		<p>London Plan Policy 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.</p> <p>Limit the transmission of noise to sound sensitive rooms - Housing SPG Standard 30 on noise.</p>	Reducing noise pollution helps improve the quality of urban life.
d. Open space	<p>Does the proposal retain or replace existing open space and in areas of deficiency, provide new open or natural space, or improve access to existing spaces?</p> <p>Does the proposal set out how new open space will be managed and maintained?</p>		<p>London Plan Policy 7.1 Lifetime neighbourhoods.</p> <p>London Plan Policy 7.18 Protecting open space and addressing deficiency, Table 7.2 Public open space categorisation.</p> <p>London Plan Policy 7.19 Biodiversity and access to nature.</p> <p>Housing SPG Standards 3 and 4 on communal and public open space.</p>	<p>Access to open space has a positive impact on health and wellbeing. Living close to areas of green space, parks, woodland and other open space can improve physical and mental health regardless of social background.</p> <p>To maintain the quality and usability of open spaces an effective management and maintenance regime should be put in place.</p>

Theme 3: Healthy Environment

Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
e. Play space	Does the proposal provide a range of play spaces for children and young people?		<p>London Plan Policy 3.6 Children and young people’s play and informal recreation facilities.</p> <p>Shaping Neighbourhoods: Play and Informal Recreation SPG (Sept 2012) - quantity Benchmark Standard of a minimum of 10 square metres per child regardless of age (4.24) and accessibility to play space Benchmark Standard (Table 4.4).</p> <p>Housing SPG Standard 5 on play space.</p>	<p>Regular participation in physical activity among children and young people is vital for healthy growth and development.</p> <p>The location of play spaces should be accessible by walking and cycling routes that are suitable for children to use.</p>
f. Biodiversity	Does the proposal contribute to nature conservation and biodiversity?		<p>London Plan Policy 7.19 Biodiversity and access to nature. Table 7.3 - London regional Biodiversity Action Plan habitat targets for 2020.</p> <p>Housing SPG Standard 40 on ecology.</p>	<p>Access to nature and biodiversity contributes to mental health and wellbeing.</p> <p>New development can improve existing, or create new, habitats or use design solutions (green roofs, living walls) to enhance biodiversity.</p>
g. Local food growing	Does the proposal provide opportunities for food growing, for example by providing allotments, private and community gardens and green roofs?		<p>London Plan Policy 5.10 Urban greening.</p> <p>London Plan Policy 7.22 Land for food.</p> <p>London Plan Policy 5.11 Green roofs and development site environs.</p>	<p>Providing space for local food growing helps promote more active lifestyles, better diets and social benefits.</p>

Theme 3: Healthy Environment

Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
h. Flood risk	Does the proposal reduce surface water flood risk through sustainable urban drainage techniques, including storing rainwater, use of permeable surfaces and green roofs?		<p>London Plan Policy 5.3 Sustainable design and construction.</p> <p>London Plan Policy 5.11 Green roofs and development site environs.</p> <p>London Plan Policy 5.13 Sustainable drainage.</p> <p>Flooding and drainage - Housing SPG Standards 38 and 39.</p>	<p>Flooding can result in risks to physical and mental health. The stress of being flooded and cleaning up can have a significant impact on mental health and wellbeing.</p> <p>It is likely that increasing development densities and building coverage coupled with more frequent extreme weather events will increase urban flood risk.</p>
i. Overheating	Does the design of buildings and spaces avoid internal and external overheating, through use of passive cooling techniques and urban greening?		<p>London Plan Policy 5.3 Sustainable design and construction.</p> <p>London Plan Policy 5.9 Overheating and cooling.</p> <p>London Plan Policy 5.10 Urban greening.</p> <p>London Plan Policy 5.11 Green roofs and development site environs.</p> <p>Overheating - Housing SPG Standards 36.</p>	<p>Climate change with higher average summer temperatures is likely to intensify the urban heat island effect and result in discomfort and excess summer deaths amongst vulnerable people.</p> <p>Urban greening - tree planting, green roofs and walls and soft landscaping can help prevent summer overheating.</p>

Theme 4: Vibrant Neighbourhoods

Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
a. Health services	Has the impact on healthcare services been addressed?		<p>London Plan Policy 3.17 Health and social care facilities.</p> <p>NHS London Healthy Urban Development Unit Planning Contributions Tool (the HUDU Model).</p> <p>Social Infrastructure SPG (2015).</p>	Poor access and quality of healthcare services exacerbates ill health, making effective treatment more difficult. The provision of support services and advice on healthy living can prevent ill health.
b. Education	Has the impact on primary, secondary and post-19 education been addressed?		<p>London Plan Policy 3.18 Education facilities.</p>	Access to a range of primary, secondary and post-19 education improves self-esteem, job opportunities and earning capacity.
c. Access to social infrastructure	<p>Does the proposal contribute to new social infrastructure provision that is accessible, affordable and timely?</p> <p>Have opportunities for multi-use and the co-location of services been explored?</p>		<p>London Plan Policy 3.16 Protection and enhancement of social infrastructure.</p> <p>London Plan Policy 7.1 Lifetime neighbourhoods.</p> <p>Social Infrastructure SPG (2015).</p>	<p>Good access to local services is a key element of a lifetime neighbourhood and additional services will be required to support new development. Not doing so will place pressure on existing services.</p> <p>Future social infrastructure requirements are set out in Borough infrastructure plans and developments will be expected to contribute towards additional services and facilities.</p>

Theme 4: Vibrant Neighbourhoods

Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
d. Local employment and healthy workplaces	<p>Does the proposal include commercial uses and provide opportunities for local employment and training, including temporary construction and permanent 'end-use' jobs?</p> <p>Does the proposal promote the health and wellbeing of future employees by achieving BREEAM health and wellbeing credits?</p>		<p>London Plan Policy 4.12 Improving opportunities for all and London Plan Policy 8.2 Planning obligations.</p> <p>London Plan Policy 7.1 Lifetime neighbourhoods.</p> <p>Workplace environment - BREEAM health and wellbeing credits.</p>	<p>Unemployment generally leads to poverty, illness and a reduction in personal and social esteem. Employment can aid recovery from physical and mental illnesses.</p> <p>Creating healthier workplaces can reduce ill health and employee sickness absence.</p>
e. Access to local food shops	<p>Does the proposal provide opportunities for local food shops?</p> <p>Does the proposal avoid an over concentration or clustering of hot food takeaways in the local area?</p>		<p>London Plan Policy 4.7 Retail and town centre development.</p> <p>London Plan Policy 4.8 Supporting a successful and diverse retail sector.</p> <p>London Plan Policy 4.9 Small shops.</p> <p>London Plan Policy 7.1 Lifetime neighbourhoods.</p>	<p>A proliferation of hot food takeaways and other outlets selling fast food can harm the vitality and viability of local centres and undermine attempts to promote the consumption of healthy food, particularly in areas close to schools.</p>

Theme 4: Vibrant Neighbourhoods

Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
f. Public realm	<p>Does the design of the public realm maximise opportunities for social interaction and connect the proposal with neighbouring communities?</p> <p>Does the proposal allow people with mobility problems or a disability to access buildings and places?</p>		<p>London Plan Policy 7.1 Lifetime neighbourhoods.</p> <p>London Plan Policy 7.2 An inclusive environment.</p> <p>London Plan Policy 7.5 Public realm.</p> <p>Shaping Neighbourhoods. Accessible London: Achieving and Inclusive Environment SPG (Oct 2014).</p> <p>Housing SPG Standard 10 on active frontages.</p>	<p>The public realm has an important role to play in promoting walking and cycling, activity and social interaction. It also affects people’s sense of place, security and belonging. It is a key component of a lifetime neighbourhood.</p> <p>Shelter, landscaping, street lighting and seating can make spaces attractive and inviting.</p> <p>Implementing inclusive design principles effectively creates an accessible environment, in particular for disabled and older people.</p>

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Glossary

Amenity (or residential amenity) – is physical external space which is part of the private home and enjoyed by occupiers of the dwelling. The level of enjoyment is also dependent on a number of factors, including daylight/sunlight, air quality, noise and light pollution and visual quality.

Biodiversity – refers to a diverse variety of life (species) in a habitat or ecosystem.

BREEAM - Building Research Establishment Environmental Assessment Methodology is a method of assessing, rating and certifying the sustainability of buildings developed by the Building Research Establishment.

Building Regulations – are standards that apply to most building work with approval required from Building Control Bodies - either the Local Authority or the private sector as an Approved Inspector.

Community Infrastructure Levy (CIL) – is a charge levied on development under the Planning Act 2008 by charging authorities (in London, the boroughs and the Mayor of London) to contribute towards a range of infrastructure, including physical, green and social infrastructure.

Car club - is a service that allows its members to hire a car for short-term use enabling members to have the option of using a car from time to time without having to own one.

Environmental protection - Unitary and district local authorities are responsible for inspections and enforcement duties under the Environmental Protection Act 1990 regarding pollution prevention and control, noise disturbance and contaminated land.

Gated developments - developments that are totally secured from non-residents through the use of controlled access gates.

Green roof or wall - a roof or wall that is intentionally covered with vegetation which can help reduce the causes and effects of climate change locally whilst promoting enhanced biodiversity.

Licensing - Unitary or district local authorities are responsible for a range of licensing regimes, including alcohol, entertainment and food premises under the Licensing Act 2003, gambling premises under the Gambling Act 2005 and houses in multiple occupation under the Housing Act 2004.

Lifetime Neighbourhoods – Lifetime neighbourhoods are places where people are able to live and work in safe, healthy, supportive and inclusive environments with which they are proud to identify. There are numerous design standards and checklists that cover elements of the lifetime neighbourhoods process, including WHO Age Friendly Cities checklist, BREEAM for Communities, and Building for Life.

Pedestrian - refers to a person walking on foot, but also includes those using wheelchairs and mobility scooters.

Planning Obligations (also known as 'Developer Contributions' or 'Section 106 Agreements') are private agreements made between local authorities and developers under section 106 of the Town and Country Planning Act 1990 (as amended). They can be attached to a planning permission to make development acceptable which would otherwise be unacceptable in planning terms. The land itself, rather than the person or organisation that develops the land, is bound by the agreement. Since the introduction of the Community Infrastructure Levy, agreements are focused on site-specific mitigation.

Public realm - the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

Social exclusion/isolation - is a term to describe the effect whereby individuals or entire communities of people are excluded or disadvantaged from access to housing, employment, healthcare and civic engagement.

Sustainable Urban Drainage System (SUDS) - used to describe the various approaches that can be used to manage surface water drainage in a way that mimics the natural environment.

Tenure blind residential development - used to promote integration of different tenures in a single development by designing houses for sale and houses built for affordable or social rent so that they are similar in design and appearance so as to mask the tenures. The conviction is that tenure blind design helps social integration without affecting property prices.

Traffic calming - self-enforcing measures designed to encourage driving at speeds appropriate to local conditions, improve the environment and reduce accidents.

Traffic regulations and highway powers - Unitary and county authorities are responsible for traffic regulations regarding parking, speed limits and crossings under the Road Traffic Regulation Act 1984 and powers under the Highways Act 1980 to maintain and ensure safe public use of local highways. Developer contributions towards highway improvements can be secured under section 278 of the Highways Act.

Travel plan - a plan to manage travel to and from a development site or occupied building, to reduce transport impacts and deliver sustainable transport on an on-going basis.

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Appendix D HUDU Rapid HIA Tool

HUDU Planning for Health

Rapid Health Impact Assessment Tool



Fourth Edition
October 2019

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HUDU Planning for Health

Rapid Health Impact Assessment Tool

Background

The Watch Out for Health guide and checklist was first published in 2008 to help ensure that health was properly considered when evaluating and determining planning proposals, and that where possible development plans and proposals had a positive rather than a negative influence on health.

The assessment tool was completely revised in January 2013 to take into account new legislation and policy changes both nationally and in London that relate to health and spatial planning. This fourth edition has been updated to be consistent with the new National Planning Policy Framework, the London Plan, the NHS Long Term Plan, the Public Health England Strategy 2020 to 2025 and the 25 Year Environment Plan. It also provides additional advice on the health impact assessment process and incorporates other relevant assessment approaches, such as Healthy Streets and Contextual Safeguarding principles.

- *The [National Planning Policy Framework \(NPPF\)](#)*. The new NPPF came into effect in July 2018 and has replaced the 2012 version. An updated version was published in February 2019. The NPPF continues to promote the role of planning to create healthy and safe communities by supporting local strategies to improve health, social and cultural wellbeing for all. It encourages applicants to engage with both non-statutory and statutory consultees in pre-application consultation to resolve issues, such as affordable housing and infrastructure and to secure good design. There is an increased focus on the quality of design of developments includes the buildings and the spaces create places that are safe, inclusive and accessible and which promote health and well-being. The supporting [Planning Practice Guidance](#) on healthy and safe communities encourages local planning authorities to consult the Director of Public Health on planning applications, including at the pre-application stage to identify significant health and wellbeing impacts and necessary mitigation measures, using health impact assessment as a useful tool to do this. To support the NPPF, the Government has published a [National Design Guide](#) which sets out ten characteristics of well-designed places and demonstrates what good design means in practice by providing examples of schemes in England. Many of the characteristics and principles overlap with health and wellbeing and the guide is a useful tool to integrate good design with healthy urban planning principles.
- *The [Localism Act 2011](#)*. The Act enshrines a new layer of development plan called the neighbourhood plan. These are initiated by communities, although they are subject to a formal approval process and a referendum. The Act also enables neighbourhoods to initiate a neighbourhood development order, which allows local people to designate for particular development without it requiring planning permission, and to prepare a neighbourhood plan.

- *The [London Plan](#) and other Mayoral strategies in London.* Along with Local Plans, the London Plan forms part of the statutory development plan for London Boroughs. Health is treated as a cross-cutting issue linking planning and health throughout the London Plan. Underpinning the draft new London plan are six 'Good Growth' policies, including a policy framework to create a healthy city (Policy GG3) which aims to help improve Londoners' health and reduce health inequalities. Delivering Good Growth will involve prioritising health in all London's planning decisions, including through design that supports health outcomes, and the assessment and mitigation of any potential adverse impacts of development proposals on health and health inequality. The plan requires the impacts of new developments on health and wellbeing to be assessed, for example by using health impact assessments. An objective of the Mayor of London's [Health Inequalities Strategy](#) (2018) is to use the planning system to create healthier neighbourhoods and to adopt the Healthy Streets Approach. Healthy Streets Indicators also underpin the Mayor's [Transport Strategy](#) (2018).
- *[Fair Society, Healthy Lives \(the Marmot Review\)](#).* Published in 2010, the review found that individual health is influenced by wider determinants such as income, education, local environmental quality and employment – called the 'social determinants of health'. The review set out six policy objectives for reducing health inequalities including 'to create and develop healthy and sustainable places and communities'. In February 2020 The Institute of Health Equity will publish with The Health Foundation: 'Health Equity in England: The Marmot Review 10 Years On', to examine progress in addressing health inequalities in England and to propose recommendations for future action. Recognising that the NHS could do far more to support good health as well as treat ill health, the Institute published in 2018 [Reducing Health Inequalities Through New Models of Care: A Resource for New Care Models](#)
- *The [Public Health England Strategy 2020 to 2025](#)* sets out how the organisation will work to protect and improve the public's health and reduce health inequalities over the next 5 years. A key role is to shape policy and practice. In 2017, Public Health England published [Spatial Planning for Health: An evidence resource for planning and designing healthier places](#), which assessed the impact of neighbourhood design, housing, transport, the natural environment and the food environment on health.
- *A [Joint Strategic Needs Assessment \(JSNA\) and Joint Health and Wellbeing Strategies](#).* Prepared by local health and wellbeing boards they identify health and wellbeing needs and priorities, inform commissioning plans and the integration of services, and support action across the wider determinants of health. The Government has updated the [Public Health Outcomes Framework](#) indicators for 2019 to 2022. The indicators help identify public health trends and are used to measure progress on local public health plans.
- The [NHS Long Term Plan](#). Published in 2019, the NHS Long Term Plan sets out a 10-year programme of phased improvements to NHS services and outcomes, including improving the quality of care, transforming 'out-of-hospital' and integrated community-based care, increased use of digital technology and an emphasis on prevention. A focus on population health involves a new system hierarchy involving primary care networks serving populations of 30,000 – 50,000 people, local authorities (places) serving

populations of 250,000 – 500,000 people and larger integrated care systems covering populations from 1 – 3 million. The NHS Long Term plan stresses the importance of the NHS and the built environment sector continuing to work together to improve health and wellbeing.

- *The NHS England Healthy New Towns programme* was launched in 2015 to explore how the development of new places could provide an opportunity to create healthier and connected communities with integrated and high-quality services. Key lessons from 10 demonstrator sites have been captured in the [Putting Health into Place](#) publications. The documents set out ten principles for healthy place-making. They advocate a ‘whole systems approach’ to address the root causes and wider determinants of preventable health conditions and poor wellbeing, involving local authorities, NHS organisations, developers, housing associations, and the voluntary community and social enterprise sector. They recognise the need to ensure that health, wellbeing and social connections are prioritised in the master planning and design of places, and that there are long term management solutions in place for public and community spaces.
- [A Green Future: Our 25 Year Plan to Improve the Environment](#). The Government’s 25-year Environment Plan was published in 2018 and sets out government action to help the natural world regain and retain good health. One key area is connecting people with the environment to improve health and wellbeing. It contains actions that are linked to spatial planning such as ensuring access to the natural environment, recognising the physical and mental health benefits of access to nature and the concept of environmental therapies, such as gardening, outdoor exercise and care farming, and encouraging more investment in green infrastructure, including planting one million trees in England’s towns and cities by 2022. It also includes actions to mitigate and adapt to climate change and to minimise waste.

Taken together, this legislative and policy context sends a strong signal that local authorities, health and wellbeing boards and NHS commissioners and providers should engage in the planning system to address the health impacts of development and regeneration proposals and improve health outcomes in new and existing communities.

The Rapid HIA tool

The tool is designed to assess the likely health impacts of development plans and proposals, including planning frameworks and masterplans for large areas, regeneration and estate renewal programmes and outline and detailed planning applications. It is partly based on the World Health Organization Publication *Healthy Urban Planning* by Hugh Barton and Catherine Tsourou (2000).

It helps identify those determinants of health which are likely to be influenced by a specific development proposal. It does not identify all issues related to health and wellbeing but focuses on the built environment and issues directly or indirectly influenced by planning decisions. Not all the issues or assessment criteria may be relevant, and the user is encouraged to prioritise specific actions which focus on key impacts.

There is no single definition of HIA, but a common description used is from the World Health Organization as:

“a combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of these effects within the population”.

European Centre for Health Policy, WHO Regional Office for Europe. Gothenburg Consensus Paper (1999)

It is widely recognised that there are three types of health impact assessment:

- A ‘desktop’ assessment which draws on existing knowledge and evidence, often using checklists or templates which provide a broad overview of potential health impacts
- A ‘rapid’ assessment, which is a more resource intensive process, involving a more focused investigation of health impacts and recommending mitigation and enhancement measures
- A ‘full’ assessment which involves comprehensive analysis of all potential health and wellbeing impacts, which may include quantitative and qualitative information, data from health needs assessments, reviews of the evidence base and community engagement.

HUDU has developed this Rapid HIA tool using existing evidence to assess the impacts of a development plan or proposal and recommend measures to mitigate negative impacts and maximise health benefits. New development may generally bring about a number of positive impacts. However, it may also result in consequences that are unintended which may be good or bad for a person's health.

A more comprehensive HIA could use qualitative and/or quantitative methods, including participatory techniques with local communities and organisations and identify the impacts of development on different groups in the community. The assessment should also include arrangements for monitoring and evaluating the impacts and measures.

Potential users of the tool could include:

- *Developers and consultants* formulating a development proposal and assessing the health impacts of a subsequent planning application.
- *Local authorities and NHS organisations* assessing the health impacts of regeneration or development proposals, who may want to scrutinise planning applications to ensure that health impacts are addressed and health benefits maximised. Use of the tool could be coordinated by health and wellbeing boards and be supported by the joint strategic needs assessment.
- *Community, voluntary groups and organisations* such as neighbourhood forums who may want to identify the health impacts of a proposed development or of a proposed neighbourhood plan or development order.

The assessment tool is generic and should be localised for specific use. It is designed to highlight issues and to facilitate discussion. As a rapid assessment tool, its purpose is to quickly ensure that the health impacts of a development proposal are identified, and appropriate action is taken to address negative impacts and maximise benefits. It may be

supplemented by further information, such as a policy and literature review, a needs assessment and community engagement.

The tool overlaps with other assessments and standards, in particular environmental impact assessment and sustainability appraisal (see summary of assessments in Table 1). In London, the Mayor of London has used Integrated Impact Assessments to assess the Mayoral strategies, including the London Plan, which includes an assessment of health impacts.

This tool could be used as a ‘stand-alone’ assessment to assess the impact of large-scale development plans or projects, such as area action plans or masterplans, or large planning applications. Alternatively, it could form part of an integrated impact assessment process. In the case of major planning applications subject to environmental impact assessment (EIA), the environmental statement could include a separate chapter on health impacts using this tool. Cross-references should be made to other relevant chapters in the environmental statement, such as socio-economic impacts, transport, noise and air quality. Incorporating health impacts into EIA also allows the cumulative impacts of other neighbouring developments to be addressed. For example, the cumulative impact of a number of developments might necessitate the need for new health or social infrastructure.

Table 1 Summary of relevant assessments and standards

Assessment	Process
<p>Building Research Establishment Environmental Assessment Method (BREEAM)</p>	<p>A BREEAM assessment should be undertaken for all major development proposals.</p> <p>Building Research Establishment Environmental Assessment Method (BREEAM) assesses the environmental performance of new and refurbished buildings. Based on a common framework of technical standards, versions of BREEAM have been developed to assess all key elements of the built environment including new buildings, masterplanning of new communities or regeneration projects and new homes (the Home Quality Mark (HQM)). The assessment gives buildings a score of pass, good, very good or excellent.</p> <p>https://www.bregroup.com/products/breeam/</p> <p>Note on Code for Sustainable Homes</p> <p>Previous editions of this tool advocated the use of the Code for Sustainable Homes to assess major development proposals. Following the technical housing standards review, the Government has withdrawn the Code for Sustainable Homes, aside from the management of legacy cases.</p> <p>Legacy cases are those where residential developments are legally contracted to apply a code policy (eg. under an affordable housing programme), or where planning permission has been granted subject to a condition stipulating discharge of a code level. In these instances, it is possible to continue to conduct code assessments.</p>

Assessment	Process
Housing standards	<p>The current approach to housing standards in England was announced in March 2015 and comprise a nationally described space standard and optional technical standards. These have been adopted in the London Plan and the Housing Supplementary Planning Guidance 2016</p>
Sustainability appraisal (SA) and Strategic Environmental Assessment (SEA)	<p>Sustainability Appraisal is mandatory under the Planning and Compulsory Purchase Act 2004. Sustainability appraisals incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (commonly referred to as the 'Strategic Environmental Assessment Regulations'). The process seeks to promote sustainable development through the integration of social, environmental and economic considerations in the preparation of development plan documents and supplementary planning documents.</p> <p>SA provides a critical evaluation of the performance of policy against predetermined social, economic and environmental criteria so that the plan's performance can be improved. It usually involves:</p> <ul style="list-style-type: none"> • reviewing current best practice with regard to the subject of the plan • scoping national, regional and local policy guidance • reviewing the plan's assumptions, objectives and forecasts • identifying criteria for appraising the plan's sustainability performance • appraising policies against the criteria (usually in a matrix) • modifying policies in the light of the appraisal • identifying sustainable development indicators (SDI) so the plan's long-term delivery of sustainability can be monitored. <p>https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal</p>
Health Impact Assessment (HIA)	<p>Health Impact Assessment (HIA) is a means of assessing the health impacts of policies, plans and projects using quantitative, qualitative and participatory techniques. It aims to produce a set of evidence-based recommendations to inform decision-making to maximise the positive health impacts and minimise the negative health impacts of proposed policies, plans or projects.</p> <p>It assumes that policies, programs and projects have the potential to change the determinants of health. Changes to health determinants then leads to changes in health outcomes or the health status of individuals and communities.</p> <p>World Health Organization Health Impact Assessment: http://www.who.int/hia/en/</p> <p>Mayor of London Social Infrastructure Supplementary Planning Guidance (May 2015): https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/social-infrastructure</p>

Assessment	Process
	<p>The Public Health (Wales) Act 2017 requires public bodies to carry out health impact assessments in specified circumstances. The Wales Health Impact Assessment Support Unit provide a number of resources https://whiasu.publichealthnetwork.cymru/en/resources?cat=3&keyword=&topics=</p> <p>The International Health Impact Assessment Consortium (IMPACT) is based at the University of Liverpool. A key resource is the Merseyside Guidelines for HIA (2nd edition 2011) https://www.liverpool.ac.uk/population-health-sciences/departments/public-health-and-policy/research-themes/impact/publications/</p>
<p>Mental Well-being Impact Assessment (MWIA) Toolkit</p>	<p>The toolkit helps support national, regional and local services and systems across health, local government, the voluntary, community and private sector to embed mental well-being into their work. It includes an updated evidence base on population characteristics, determinants and protective factors for mental wellbeing. It focuses on the social determinants of mental well-being, such as socio-economic position, environment, transport, education, food, and the understanding of resilience, core economy, social justice and equity.</p> <p>National MWIA Collaborative (England) (2011) Mental Health Wellbeing Impact Assessment: A Toolkit for Well-being (3rd edition)</p>
<p>Integrated Impact Assessment</p>	<p>The Mayor of London has adopted an integrated approach to assessing the impacts of his strategies, which incorporates the following legal requirements: Strategic Environmental Assessment (SEA), Sustainability Appraisal, a Health Impact Assessment (related to the duty to reduce health inequalities as set out in the GLA Act 1999 as amended), an Equalities Impact Assessment, and a Community Safety Impact Assessment.</p> <p>Carrying out an Integrated Impact Assessment (IIA) enables any synergies and cross-cutting impacts of the assessments to be identified.</p> <p>To meet the requirement of the SEA Directive, the significant effects of implementing the London Plan are monitored through a set of key performance indicators, which are reported in the London Plan Annual Monitoring Report (AMR).</p> <p>The IIA approach has been widely used by London boroughs to assess the impacts of their draft Local Plans.</p>
<p>Environmental impact assessment (EIA)</p>	<p>An EIA may be required to identify the environmental effects of a proposed development and ensure that these are thoroughly understood. EIAs are compulsory for certain types of development that include urban development projects where the size of the site is above 0.5ha and where the proposal is likely to have significant environmental impacts.</p> <p>https://www.gov.uk/guidance/environmental-impact-assessment</p>

Assessment	Process
	<p>The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specify 'population and human health' as one of five core 'factors' to be assessed in an environmental impact assessment. Thus, there is a clear requirement to ensure that health effects are considered early in the design process and that any likely significant health effects arising from the project are identified and mitigated. See https://www.gov.uk/government/publications/health-and-environmental-impact-assessment-guide-for-local-teams</p>
<p>Design and access statement (DAS)</p>	<p>A DAS is required for both outline and full planning applications. Statements are documents that explain the design thinking behind the application. This includes how everyone, including disabled people, older people and very young children will be able to use the development.</p> <p>https://www.gov.uk/guidance/making-an-application - Design-and-Access-Statement</p>
<p>Design Code</p>	<p>A design code is a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area. A design code is particularly useful to ensure that good design principles are applied across a number of sites in a masterplan area, or across a large phased development.</p> <p>To support the National Design Guide and National Planning Policy Framework, the Government intend to publish a National Model Design Code, setting out detailed standards for key elements of successful design. It is expected that local planning authorities will develop their own design codes or guides, taking in to consideration the National Model Design Code.</p>
<p>Lifetime Homes and Neighbourhoods, Inclusive and Age-friendly Design</p>	<p>Lifetime Homes is a set of 16 design criteria that can be incorporated into the construction of new homes at minimal cost. In 2015, the Government withdrew the Lifetime Homes concept. The London Plan no longer includes references to Lifetime Homes standards, but now reflects the Building Regulation requirement M4 (2) on accessible and adaptable dwellings.</p> <p>Many local planning policies continue to require Lifetime Homes standards in new developments.</p> <p>http://www.lifetimehomes.org.uk/</p> <p>Lifetime Neighbourhoods places the design criteria of Lifetime Homes into a wider context. It encourages planners to help create environments that people of all ages and abilities can access and enjoy, and to facilitate communities that people can participate in, interact and feel safe.</p> <p>http://www.lifetimehomes.org.uk/pages/lifetime-neighbourhoods.html</p> <p>http://www.communities.gov.uk/publications/housing/lifetimeneighbourhoods</p>

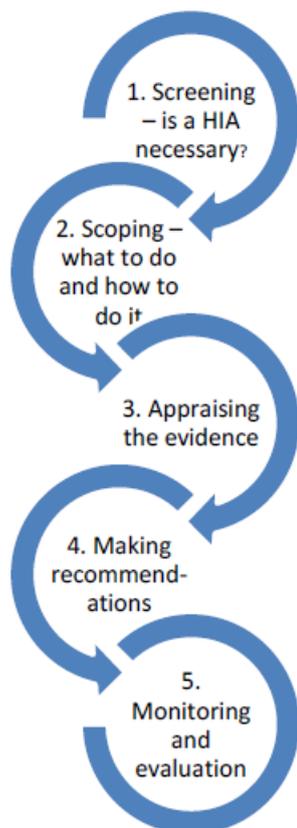
Assessment	Process
	<p>Inclusive and Age-friendly Design</p> <p>Planning Practice Guidance now refers to inclusive and age-friendly design and the issues and principles to be considered, and characteristics of a dementia-friendly community.</p> <p>https://www.gov.uk/guidance/housing-for-older-and-disabled-people#inclusive-design</p> <p>The World Health Organization has established a Global Network for Age-friendly Cities and Communities</p> <p>https://www.who.int/ageing/projects/age_friendly_cities_network/en/</p> <p>The Housing Learning and Improvement Network (LIN) is a leading knowledge hub and has compiled resources on age-friendly communities and design</p> <p>https://www.housinglin.org.uk/Topics/browse/Design-building/Neighbourhoods/</p> <p>The Royal Town Planning Institute has published Dementia and Town Planning: Creating better environments for people living with dementia</p> <p>https://www.rtpi.org.uk/knowledge/practice/dementia-and-town-planning/</p>
<p>Building for Life</p>	<p>Building for Life (BfL), updated in 2012, is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods. BfL12 is a tool that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live. It sets out 12 questions to be addressed when designing new developments, grouped under three broad headings:</p> <ul style="list-style-type: none"> • Integrating into the neighbourhood • Creating a place • Street and home. <p>http://www.designcouncil.org.uk/knowledge-resources/guide/building-life-12-third-edition</p>
<p>Healthy Streets</p>	<p>The Healthy Streets Approach and the 10 Indicators of a Healthy Street were first included in Transport for London policy in the first Health Action Plan in 2014. The Healthy Streets Approach now underpins the Mayor's Transport Strategy (2018), the Mayor's Health Inequalities Strategy (2018) and the new London Plan.</p> <p>https://www.london.gov.uk/what-we-do/health/transport-and-health/healthy-streets</p> <p>The approach aims to deliver a healthier, more inclusive city where people choose to walk, cycle and use public transport. The 10 Healthy Streets Indicators are the key elements of a healthy street environment.</p> <ol style="list-style-type: none"> 1. Pedestrians from all walks of life 2. People choose to walk, cycle and use public transport 3. Clean air 4. People feel safe 5. Not too noisy

Assessment	Process
	<ol style="list-style-type: none"> 6. Easy to cross 7. Places to stop and rest 8. Shade and shelter 9. People feel relaxed 10. Things to see and do <p>A Healthy Streets Toolkit aims to put the approach into practice. It includes an indicator tool and a Healthy Streets Check for Designers tool which aim to embed the approach into initial assessment, project implementation and evaluation.</p> <p>https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets</p>
Contextual Safeguarding	<p>Contextual Safeguarding is a framework for safeguarding children beyond their family settings developed by the University of Bedfordshire. Whilst traditional safeguarding is focused on working with parents, within this new contextual framework the focus is on identifying harm or risk of harm in public spaces and then working in partnership to create safety within those environments. For example, this might include increasing lighting in a stairwell, or closing down a space being used to exploit young people.</p> <p>Planning applications should consider designing spaces to reduce the risk of young people being harmed or exploited (e.g. by reducing hidden or unlit spaces, increasing the number of windows, or providing safe communal facilities and spaces where young people can socialise).</p> <p>Further information and resource can be found on the Contextual Safeguarding website: https://www.contextualsafeguarding.org.uk/</p>
Equalities Impact Assessment	<p>The Equality Act 2010 places a duty on local planning authorities to engage with the local community and other interested parties when developing plan policies and take into account representations made to it when determining a planning application.</p> <p>An equality impact assessment is a process designed to ensure that a policy, project or scheme does not discriminate against any particular group on the basis of certain characteristics, which are defined as:</p> <ul style="list-style-type: none"> • Age • Disability • Ethnicity/Race • Gender/Sex • Gender reassignment • Marriage and Civil Partnership • Pregnancy and maternity • Religion or beliefs and; • Sexual orientation <p>The use of equality impact assessment can help identify disadvantaged or vulnerable groups for the purposes of the health impact assessment and seek to address health inequalities.</p>

Suggested HIA methodology and use of the Rapid HIA tool

The scale and complexity of the development proposal or plan will determine the type of HIA used and the extent of analysis, engagement and assessment. HIA should be used at the earliest possible stage during plan preparation or prior to the submission of a planning application to inform the design, layout and composition of a development proposal.

Whilst there is no single approach or methodology to carry out an HIA, typically, it involves the following key stages, as illustrated in the following diagram.



GLA, Public Health Team

1. Screening - Is a HIA required?
2. Scoping – identifying the type of HIA and what it will focus on
3. Appraising the evidence – gathering evidence and engaging with community groups and local stakeholders
4. Assessing the impacts and making recommendations – using the evidence to assess the impacts and recommend actions to mitigate negative impacts and maximise benefits
5. Monitoring and evaluation – monitoring health impacts and outcomes and ensuring that recommendations are implemented and HIAs are effective.

1. Screening

A requirement for HIA might be set out in the Local Plan and the validation list for planning applications. The Local Plan might specify the types and sizes of development that require HIA. Pre-application discussions should confirm the requirement, or agree a different approach, for example, where HIA could be incorporated into environmental impact assessment. The screening stage may also consider the site context, for example whether the site is located in a deprived or sensitive area, or whether there are likely to be cumulative impacts arising from other developments in the area, or phases of a large development.

2. Scoping

The scoping stage should determine the type of HIA to be used, which will depend on the scale and complexity of the plan or development proposal, the proposed use or uses, the site context and the scale of development in the wider area. For plans and large

development proposals, this should be agreed at the pre-application stage. The geographical scope of the assessment may be influenced by the proximity of existing communities and physical barriers, for example roads, rail, or water.

It should also identify the proposed approach to use local evidence, to identify the groups affected by the proposals, including the existing community and new occupants, and the methods to be used to consult and engage with the local community and stakeholders. The extent of the analysis and level of community engagement should be proportionate to the scale of the development proposal. For example, a desktop assessment could focus on specific issues and impacts using existing evidence, such as a local health profile.

Where a full or rapid HIA is required, a desktop checklist or template, such as HUDU's Healthy Urban Planning Checklist could be used to identify the key issues and impacts and when they are likely to occur, for example at the construction stage, or occupation of the development.

The following diagram indicates the type of HIA that could be used depending on the plan or development proposal.

Screening and scoping – what type of HIA should be used

Plan or development proposal	Suggested type of assessment
Local Plan	Full HIA, Integrated Impact Assessment or incorporate health impacts into Sustainability Appraisal
Major infrastructure project	Full HIA, use rapid HIA to scope issues
Area Action Plan or masterplan	Full HIA, use rapid HIA to scope issues
Neighbourhood Plan	Rapid HIA, or desktop checklist
Large planning applications (applying development thresholds)	Rapid HIA, or incorporated into Environmental Impact Assessment where applicable
Major applications	Rapid HIA, or desktop checklist
Minor applications	Desktop checklist or incorporated into other documents, ie Design and Access Statement
Other developments, for example change of use to A5 use	Desktop assessment or checklist looking at specific issues and impacts

Adapted from GLA Public Health Team 2015

The scoping stage should consider the resources required to conduct an HIA, including the capacity of local public health teams and the local community to inform and scrutinise the assessment. For HIAs on local plans or large development proposals, a steering group could be considered, setting out terms of reference, identifying resources and establishing the time-frames for the assessment.

3. Appraising the evidence

This stage aims to collate evidence and engage with community groups and local stakeholders to inform the assessment and recommendations. The extent of evidence gathering, data analysis and engagement will depend on the scale of the development proposal and the type of HIA used. This stage could involve the following tasks:

- A policy review – a summary of the relevant national and local policy context, for example the local health priorities identified in the joint health and wellbeing strategy.
- A local community profile and baseline identifying key health and wellbeing issues and determinants, and an infrastructure baseline, identifying existing capacity. This will require consultation with infrastructure providers and commissioners and the voluntary sector where appropriate.
- A evidence review using published research or resources, such as [Public Health England's Spatial Planning for Health: An evidence resource for planning and designing healthier places](#), or the evidence summary and references provided in this tool.
- Gathering other evidence used for other assessments to support a development proposal, such as for an Environmental Statement or Transport Statement.
- Community engagement, considering how the proposal might affect different population groups, for example children and young people, older people and people with disabilities and long-term health conditions, certain ethnic minority or religious groups. The impacts might be at different stages of the development, for example during construction. Engagement might also take place with the voluntary sector and local interest groups.

Community engagement

The level of community engagement should be proportionate to the scale and complexity of the development proposal, the local site context and the characteristics of the existing population affected. For masterplans and large phased developments engagement could take place with new occupants as their needs and requirements are likely to be different than those of the existing community. This could include new residents, workers and visitors.

Community engagement can provide the contextual knowledge that is often missing from purely quantitative evidence. It allows people to become involved in assessing the potential impact of a development proposal on their own health and wellbeing while also providing key information on the way in which impacts may be distributed across a whole population. Engagement should be ongoing, particularly during the different phases of large developments.

There are different methods to engage community and stakeholder groups, which vary according to the type of HIA used and the amount of time and resources available.

- Participatory workshops
- Interviews and focus groups
- Recruiting public members to HIA steering groups
- Surveys
- A community led HIA, for example on a neighbourhood plan

Development proposals and local plans are subject to statutory consultation. It may be beneficial to link HIA consultation and engagement with pre-application consultation on development proposals and early consultation on a Local Plan at the issues and options stage. The Council's Statement of Community Involvement provides the minimum standards for public consultation on planning applications and local plans, including details of who should be consulted as well as techniques of community involvement.

Community engagement may be linked to wider regeneration programme, for example a Council estate regeneration scheme. In such instances, engagement on the HIA may form part of wider consultation and engagement. The use of regeneration ballots and charters may encourage community engagement and highlight issues and concerns to be addressed in a HIA.

4. Assessing the impacts and making recommendations

Assessing the impacts of development proposals and plans should be informed by the evidence collating and examined and from feedback from community engagement.

A structured approach using a matrix or template is useful setting out the issue, assessment criteria, the evidence, the potential health impact and recommended action.

This rapid HIA tool provides an assessment matrix in Section 1 based on eleven topics or broad determinants:

1. Housing design and affordability
2. Access to health and social care services and other social infrastructure
3. Access to open space and nature
4. Air quality, noise and neighbourhood amenity
5. Accessibility and active travel
6. Crime reduction and community safety
7. Access to healthy food
8. Access to work and training
9. Social cohesion and inclusive design
10. Minimising the use of resources
11. Climate change

Under each topic Section 2 identifies examples of planning issues which are likely to influence health and wellbeing and provides supporting information and references.

Assessment criteria are suggested derived from the planning issues, but the user is encouraged to add other criteria where necessary. Information and evidence to assess and evaluate the proposal will come from a wide range of sources, including information submitted with a planning application. This could include a planning statement, design and access statement or an environmental statement for applications subject to environmental impact assessment. In some cases, there may be a lack of information and/or data about certain aspects of the proposal. In this case, the impact is likely to be uncertain and more information should be requested.

The planning issues and topics may be assessed according to local priorities and needs, derived from community engagement and a profile of community health and wellbeing needs and assets. In addition, impacts may be short-term or temporary, related to construction or longer-term, related to the operation and maintenance of a development and may particularly affect vulnerable or priority groups of the population, such as older people or black and ethnic minority groups. Some issues may have a local impact, whilst other issues may have a wider or neighbourhood impact.

It may not be possible to quantify the impacts as many of the effects on an individual's or community's health are not easily measurable and many health effects are indirect and take many years to manifest themselves.

Where an impact is identified, actions should be recommended to mitigate a negative impact or enhance or secure a positive impact. Recommended actions on development proposals may require design or layout changes, closer adherence to policy requirements or standards or planning conditions or obligations. In some cases, it may be helpful to identify non-planning measures, such as licencing controls or maintenance arrangements. The matrix should bring together commitments made in other assessments, for example plans to mitigate construction impacts. They can also be an opportunity to 'fill in' any identified gaps within the proposal and readdress any health (or other) inequalities that may be caused. Overall, recommendations need to be achievable and reflective of all available evidence and community views.

A HIA report should summarise the evidence gathered and analysed, describe the stakeholder and community engagement undertaken and explain how the recommendations have either influenced the development proposal or plan or will be implemented in future.

Normally, developers should take ownership of the recommendations and incorporate them into their planning for the design, construction and operation phases of development. Future recommendations and actions may require monitoring and the use of a management plan or governance arrangements to ensure that they are implemented.

5. Monitoring and evaluation

HIAs are a decision-making tool. Their effectiveness in influencing plan making or planning decisions should therefore be monitored and reviewed. This stage is often overlooked.

To ensure that the recommended actions are implemented, monitoring arrangements should be put in place. It is particularly important that actions and obligations are carried forward from a masterplan or outline approval into detailed planning applications. A separate assessment may be needed for each detailed application having regard to the overall framework of actions and recommendations.

Large-scale development proposals phased over a long period time will give rise to potential construction, operational and post-occupation health impacts which may be best monitored and evaluated by way of longer-term health study. A post-occupancy survey of new housing may be recommended to assess the profile of the new population and to reassess the health impacts. Relevant local indicators from the borough's Annual Monitoring Report, Joint

Strategic Needs Assessment or a sustainability appraisal can help monitor health impacts and outcomes.

The following sources provide indicators which could be used to monitor health impacts and outcomes:

- Marmot Indicators 2017 - Institute of Health Equity Briefing
<http://www.instituteofhealthequity.org/resources-reports/marmot-indicators-2017-institute-of-health-equity-briefing>
- Public Health Outcomes Framework (PHOF) data tool.
<https://fingertips.phe.org.uk/profile/public-health-outcomes-framework>
- The Wider Determinants of Health tool <https://fingertips.phe.org.uk/profile/wider-determinants> providing resources and a wider set of indicators relating to the wider determinants of health
- Healthy Streets Indicators
<https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

Quality assurance

It is also useful to evaluate how the information from the HIA was used, and whether it influenced decision making. This will help to assess how effective the HIA process is in influencing decisions.

To ensure a HIA report is of high quality, it is useful to undertake a quality review using a structured tool. This will allow a critical appraisal of the HIA report, the outcome of which can then influence the validity of the recommendations and results, or whether further work needs to be undertaken.

- Quality Assurance Review Framework for Health Impact Assessment (HIA) WHIASU:
<https://whiasu.publichealthnetwork.cymru>
- Screening Record Sheet and Scoping Checklist WHIASU:
<https://whiasu.publichealthnetwork.cymru>
- Ben Cave – A review package for Health Impact Assessments:
<https://www.scams.gov.uk/media/5749/hia-review-package-ben-cave-assoc.pdf>

Consideration could be given to a scoring system to identify and reward a high standard of design, or 'healthy development' principles and use of measures to address adverse impacts. This could build on other standards, such as the Healthy Streets Approach and Building Research Establishment's Home Quality Mark.

Section 1 – HUDU Rapid Health Impact Assessment Matrix

The assessment matrix is designed to rapidly assess the likely health impacts of development plans and proposals, including planning frameworks and masterplans for large areas, regeneration and estate renewal programmes and outline and detailed planning applications. It should be used prospectively at the earliest possible stage during plan preparation, or prior to the submission of a planning application to inform the design, layout and composition of a development proposal.

The matrix does not identify all issues related to health and wellbeing, but focuses on the built environment and issues directly or indirectly influenced by planning decisions. It is generic and should be localised for specific use. Not all the issues or assessment criteria may be relevant and the user is encouraged to prioritise specific actions which focus on key impacts.

The assessment matrix identifies eleven topics or broad determinants. Under each topic, Section 2 of the tool identifies examples of planning issues which are likely to influence health and wellbeing and the section also provides supporting information and references.

Health impacts may be short-term or temporary, related to construction or longer-term, related to the operation and maintenance of a development and may particularly affect vulnerable or priority groups of the population. This should be indicated in the details / evidence section. Where an impact is identified, actions should be recommended to mitigate a negative impact or enhance or secure a positive impact.

Name of assessor / organisation:

Name of project (plan or proposal):

Planning reference (if applicable):

Location of project:

Date of assessment:

1 Housing design and affordability

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal seek to meet all 16 design criteria of the Lifetime Homes Standard or meet Building Regulation requirement M4 (2)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal address the housing needs of older people, ie extra care housing, sheltered housing, lifetime homes and wheelchair accessible homes?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include homes that can be adapted to support independent living for older and disabled people?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal promote good design through layout and orientation, meeting internal space standards?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include a range of housing types and sizes, including affordable housing responding to local housing needs?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal contain homes that are highly energy efficient (eg a high SAP rating)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

2 Access to health and social care services and other social infrastructure

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain or re-provide existing social infrastructure?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal assess the impact on health and social care services and has local NHS organisations been contacted regarding existing and planned healthcare capacity?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include the provision, or replacement of a healthcare facility and does the facility meet NHS requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal assess the capacity, location and accessibility of other social infrastructure, eg primary, secondary and post 19 education needs and community facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal explore opportunities for shared community use and co-location of services?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

3 Access to open space and nature

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain and enhance existing open and natural spaces?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal provide a range of play spaces for children and young people?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal provide links between open and natural spaces and the public realm?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Are the open and natural spaces welcoming and safe and accessible for all?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal set out how new open space will be managed and maintained?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

4 Air quality, noise and neighbourhood amenity

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal minimise air pollution caused by traffic and energy facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal minimise noise pollution caused by traffic and commercial uses?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

5 Accessibility and active travel

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal address the ten Healthy Streets indicators?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal prioritise and encourage walking, for example through the use of shared spaces?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal prioritise and encourage cycling, for example by providing secure cycle parking, showers and cycle lanes?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Is the proposal well connected to public transport, local services and facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal seek to reduce car use by reducing car parking provision, supported by the controlled parking zones, car clubs and travel plans measures?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal allow people with mobility problems or a disability to access buildings and places?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

6 Crime reduction and community safety

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate elements to help design out crime?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include attractive, multi-use public spaces and buildings?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Has engagement and consultation been carried out with the local community and voluntary sector?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

7 Access to healthy food

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal facilitate the supply of local food, for example allotments, community farms and farmers' markets?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Is there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal avoid contributing towards an over-concentration of hot food takeaways in the local area?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

8 Access to work and training

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal provide access to local employment and training opportunities, including temporary construction and permanent 'end-use' jobs?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal provide childcare facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include managed and affordable workspace for local businesses?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include opportunities for work for local people via local procurement arrangements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

9 Social cohesion and inclusive design

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal consider health inequalities by addressing local needs through community engagement?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal connect with existing communities, ie layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include a mix of uses and a range of community facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal provide opportunities for the voluntary and community sectors?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal take into account issues and principles of inclusive and age-friendly design?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

10 Minimising the use of resources

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal make best use of existing land?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal encourage recycling, including building materials?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal incorporate sustainable design and construction techniques?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

11 Climate change

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate renewable energy?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal ensure that buildings and public spaces are designed to respond to winter and summer temperatures, for example ventilation, shading and landscaping?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal maintain or enhance biodiversity?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal incorporate sustainable urban drainage techniques?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

Section 2: Supporting information

General references and resources

[Centre for Urban Design and Mental Health \(2018\) Designing mental health into cities](#)

[Design Council \(2018\) Healthy Placemaking](#)

[Department of Health \(2012\) No health without mental health: implementation framework](#)

[Department of Health and Social Care \(2016\) Public health outcomes framework 2016 to 2019](#)

[Ministry of Housing, Communities & Local Government \(2019\) National Planning Policy Framework](#)

[Ministry of Housing, Communities & Local Government \(2019\) National Design Guide](#)

[The King's Fund / London Healthy Urban Development Unit \(2009\) The health impacts of spatial planning decisions](#)

[The King's Fund \(2013\) Improving the public's health: A resource for local authorities](#)

[The King's Fund \(2018\) Communities and Health](#)

[The King's Fund \(2019\) Creating healthy places: perspectives from NHS England's Healthy New Towns programme](#)

[HM Government \(2018\) 25 Year Environment Plan](#)

[Institute of Health Equity \(2010\) Fair Society Healthy Lives \(The Marmot Review\)](#)

[Institute of Health Equity \(Marmot Indicators\) 2017 - Institute of Health Equity Briefing](#)

[Institute of Health Equity \(2018\) Reducing Health Inequalities Through New Models of Care: A Resource for New Care Models](#)

[NHS England \(2019\) NHS Long Term Plan](#)

[NHS England and NHS Improvement \(2019\) Putting Health into Place](#)

[NHS Sustainable Development Unit](#)

[Public Health England \(2019\) PHE Strategy 2020 to 2025](#)

[Public Health England \(2017\) Spatial planning for health: an evidence resource for planning and designing healthier places](#)

[Town and Country Planning Association \(2019\) The State of the Union: Reuniting Health with Planning](#)

[University of Liverpool International Health Impact Assessment Consortium resources](#)

[Wales Health Impact Assessment Support Unit resources](#)

1 Housing design and affordability



Issues to consider

- Accessible and adaptable dwellings
- Internal space standards, orientation and layout
- Affordable housing and dwelling mix
- Energy efficiency

Potential health impacts

Access to decent and adequate housing is critically important for health and wellbeing, especially for the very young and very old. Environmental factors, overcrowding and sanitation in buildings as well as unhealthy urban spaces have been widely recognised as causing illness since urban planning was formally introduced. Post-construction management also has impact on community welfare, cohesion and mental wellbeing.

Possible effects of planning

Negative effects	Positive effects
<p>A lack of affordable housing within communities may compromise the health of low-income residents as they are likely to spend more on housing costs and less on other health needs.</p>	<p>Making provision for affordable housing has the potential to improve wellbeing, while housing quality can be improved by use of appropriate construction methods. This includes use of good materials for noise insulation and energy-efficiency, and detailed design considerations to make sure that homes are accessible, adaptable and well oriented.</p>
<p>Poor choice of location, design and orientation of housing developments can be detrimental to physical and mental health and safety. Housing that is overcrowded can also affect mental health, and lead to physical illness and accidents.</p>	<p>Providing a sufficient range of housing tenures with good basic services is also essential. Adaptable buildings for community uses such as health, education and leisure can contribute towards a sustainable community.</p> <p>Planning can give consideration to the layout of the space with specific vulnerable groups in mind by providing spaces for communal activities (e.g. study or leisure spaces for young people).</p> <p>It can also design spaces to reduce the risk of young people being harmed or exploited through the maximisation of positive</p>

Negative effects	Positive effects
	guardianships ¹ (e.g. reducing hidden or unlit spaces; increasing windows).
The quality of design, including internal sound insulation, daylighting and provision of private space can influence the health and wellbeing of occupiers.	Providing adaptable homes allows residents to remain in their home despite changing accommodation requirements. In this context, adaptable housing more easily permits care to be provided in the community.

National Planning Policy Framework (2019)

- 5. Delivering a sufficient supply of homes
- 12. Achieving well-designed places
- 8. Promoting healthy and safe communities

London Plan policies (March 2016)

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.7 Large residential developments
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.10 Definition of affordable housing
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 Affordable housing thresholds
- Policy 3.14 Existing housing
- Policy 3.15 Coordination of housing development and investment
- Policy 3.16 Protection and enhancement of social infrastructure

¹ In order to create environments where young people are safe, we all have a role to play. Professionals working in and users accessing communal facilities can positively shape the environment by being a positive 'bystander'. A positive bystander is someone who either intervenes to stop events before they happen, while they are happening, or deals with an outcome after the event. This could involve directly intervening where it is safe to do so, or sharing information so that it can be responded to by others. As someone who is 'on the ground', professionals and users of community facilities have the capacity to notice, report and respond in partnership with others to create safety within a particular environment.

Supporting information

[Office of the Deputy Prime Minister \(2004\) The Impact of Overcrowding on Health and Education](#)

[BRE \(2015\) The cost of poor housing to the NHS](#)

[NHS England \(2016\) Quick Guide: Health and Housing](#)

[Report of the Marmot Review Built Environment Task Group \(2010\)](#)

[Marmot Review Team \(2011\) The Health Impacts of Cold Homes and Fuel Poverty](#)

[World Health Organization \(2011\) Environmental burden of disease associated with inadequate housing](#)

[Mayor of London \(2010\) London Housing Design Guide Interim Edition](#)

[Mayor of London \(2016\) Housing Supplementary Planning Guidance](#)

[Department for Communities and Local Government Code for Sustainable Homes \(archived\)](#)

[Lifetime Homes Foundation, Lifetime Homes Standards and Revised Standards \(2010\)](#)

[Department for Communities and Local Government \(2008\) Lifetime Homes, Lifetime Neighbourhoods: A National Strategy for Housing in an Ageing Society](#)

[Department for Communities and Local Government \(2012\) Investigation into overheating in homes: Literature review and Analysis of gaps and recommendations](#)

[London Assembly \(2011\) Crowded houses, Overcrowding in London's social rented housing](#)

[The City of New York \(2010\) Active Design Guidelines – Promoting physical activity and health in design](#)

[NHS Improvement \(2019\) Homes for NHS staff](#)

2 Access to health and social care services and other social infrastructure



Issues to consider

- Health and social care needs and demand for services
- Capacity of existing facilities and services
- Timing, location and accessibility and developer contributions
- Reconfiguring health and social care services
- Multipurpose buildings and co-location of services
- Access and use of buildings by disabled and older people

Potential health impacts

Strong, vibrant, sustainable and cohesive communities require good quality, accessible public services and infrastructure. Access to social infrastructure and other services is a key component of Lifetime Neighbourhoods. Encouraging the use of local services is influenced by accessibility, in terms of transport and access into a building, and the range and quality of services offered. Access to good quality health and social care, education (primary, secondary and post-19) and community facilities has a direct positive effect on human health. Opportunities for the community to participate in the planning of these services has the potential to impact positively on mental health and wellbeing and can lead to greater community cohesion.

Possible effects of planning

Negative effects	Positive effects
Failing to plan for the social infrastructure needs in an area can exacerbate pressure of existing services and worsen health outcomes and inequalities.	The provision of accessible healthcare services, which include specialist targeted services such as sexual health and child and adolescent mental health services (CAMHS) and other social infrastructure to support population growth and change is an essential component of creating sustainable, healthy communities. The provision of safe social spaces for children and young people associated with their safety, wellbeing, education, and development (e.g. youth centres or sports facilities) should be considered.
The under-provision of key services can contribute towards unnecessary extra travel, which can damage the environment and social cohesion.	The planning system can help modernise facilities and improve the quality of services. Developer contributions can help provide and fund new facilities.
For those with mobility problems, including older people, poor access to local services could limit opportunities for social	Co-locating some services can improve the effectiveness and efficiency of service delivery, for example, primary health and social care, dentistry and pharmacies.

Negative effects	Positive effects
interaction and lead to isolation and depression.	
	Access to a range of education, primary, secondary and post-19 improves self-esteem, job opportunities and earning capability.

National Planning Policy Framework (2019)

- 3. Plan-making
- 4. Decision-making
- 8. Promoting healthy and safe communities

London Plan policies (March 2016)

Policy 3.16 Protection and enhancement of social infrastructure

Policy 3.17 Health and social care facilities

Policy 3.18 Education facilities

Policy 3.19 Sports facilities

Policy 7.1 Lifetime neighbourhoods

Policy 7.2 An inclusive environment

Supporting information

[NHS England \(2019\) NHS Long Term Plan](#)

[Mayor of London \(2010\) Health Inequalities Strategy](#)

[Mayor of London \(2015\) Social Infrastructure Supplementary Planning Guidance](#)

[Report of the Marmot Review Social Inclusion and Social Mobility Task Group \(2010\)](#)

[NHS London Healthy Urban Development Unit Planning Contributions Tool \(the HUDU Model\)](#)

[Institute of Public Health in Ireland \(2008\) Health Impacts of Education: a review](#)

[Environmental Audit Committee inquiry into Transport and the Accessibility of Public Services](#)

[Building Research Establishment Environmental Assessment Method \(BREEAM\)](#)

[Sport England, Use Our School](#)

3 Access to open space and nature



Issues to consider

- Opportunities for physical activity
- Access to open and natural space
- Formal and informal outdoor play spaces
- Maintenance of open space and sports facilities
- Integration with other outdoor uses such as food growing

Potential health impacts

Providing secure, convenient and attractive open/green space can lead to more physical activity and reduce levels of heart disease, strokes and other ill-health problems that are associated with both sedentary occupations and stressful lifestyles. There is growing evidence that access to parks and open spaces and nature can help to maintain or improve mental health.

The patterns of physical activity established in childhood are perceived to be a key determinant of adult behaviour; a growing number of children and young people are missing out on regular exercise, and an increasing number of children and young people are being diagnosed as obese. Access to play spaces, community or sport facilities such as sport pitches can encourage physical activity. There is a strong correlation between the quality of open space and the frequency of use for physical activity, social interaction or relaxation.

Possible effects of planning

Negative effects	Positive effects
Failing to protect local green spaces and playing fields near to communities can limit opportunities for physical activity.	The provision of publicly accessible green spaces and play spaces can encourage physical activity and maintain or improve mental health.
Green spaces that are of poor quality, feel unsafe, or are inaccessible will discourage physical activity and social interaction.	A growing population, particularly an increase in children and young people will require a range of formal and informal play spaces and equipment. Outdoor spaces and equipment should be age-appropriate and consider the specific needs of adolescents as well as younger children and include a variety of activities (i.e. football, basketball, playing parks). The location parks and other outdoor spaces should avoid isolating specific areas and spaces to increase safety.

Negative effects	Positive effects
Failing to provide a range of different types of open and play spaces may place pressure on existing spaces where formal and informal activities may conflict with each other.	Natural spaces and tree cover provide areas of shade and can improve the air quality in urban areas.
	There may be opportunities to integrate play spaces with other related health and environmental programmes such as food growing and increasing biodiversity.

National Planning Policy Framework (2019)

- 8. Promoting healthy and safe communities
- 13. Protecting Green Belt land
- 15. Conserving and enhancing the natural environment

London Plan policies (March 2016)

- Policy 2.4 The 2012 Games and their legacy
- Policy 2.18 Green infrastructure: the multi-functional network of green and open spaces
- Policy 3.6 Children and young people's play and informal recreation facilities
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 7.1 Lifetime neighbourhoods
- Policy 7.18 Protecting open space and addressing deficiency
- Policy 7.19 Biodiversity and access to nature
- Policy 7.22 Land for food

Supporting information

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[Department for Environment Food and Rural Affairs \(2011\) Natural Environment White Paper: Natural Choice securing the value of nature](#)

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4 Air quality, noise and neighbourhood amenity



Issues to consider

- Construction impacts
- Air quality
- Land contamination
- Noise, vibration and odour
- Quality of the local environment
- Provision of green space and trees

Potential health impacts

The quality of the local environment can have a significant impact on physical and mental health. Pollution caused by construction, traffic and commercial activity can result in poor air quality, noise nuisance and vibration. Poor air quality is linked to incidence of chronic lung disease (chronic bronchitis or emphysema) and heart conditions and asthma levels of among children and young people. Noise pollution can have a detrimental impact on health resulting in sleep disturbance, cardiovascular and psycho-physiological effects. Good design and the separation of land uses can lessen noise impacts.

Possible effects of planning

Negative effects	Positive effects
Construction can result in exposure to land contamination, deterioration in air quality and nuisance from noise, dust, vibration and odours.	The use of construction management plans can lessen construction impacts, particularly hours of working and construction traffic movements.
High levels of road traffic and congestion generated by new developments can result in higher levels of air pollution and noise.	Reduced levels of car parking and travel plans which encourage the use of public transport, cycling and walking will result in better local environmental conditions.
The close proximity of residential units to industrial uses or uses generating late night noise can cause nuisance.	Good design and the sensitive location and orientation of residential units can lessen noise impacts.
	Natural spaces and trees can improve the air quality in urban areas.

National Planning Policy Framework (2019)

- 4. Decision-making
- 13. Protecting Green Belt land
- 15. Conserving and enhancing the natural environment

London Plan policies (March 2016)

Policy 7.1 Lifetime neighbourhoods

Policy 7.2 An inclusive environment

Policy 7.14 Improving air quality

Policy 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes

Supporting information

[Mayor of London \(2010\) Clearing the Air: The Mayor's Air Quality Strategy](#)

[Environmental Protection UK \(2010\) Development Control: Planning for Air Quality](#)

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5 Accessibility and active travel



Issues to consider

- Streetscape
- Opportunities for walking and cycling
- Access to public transport
- Minimising the need to travel
- Discouraging car use
- Road traffic injuries

Potential health impacts

Convenient access to a range of services and facilities minimises the need to travel and provides greater opportunities for social interaction. Buildings and spaces that are easily accessible and safe also encourage all groups, including older people and people with a disability, to use them. Discouraging car use and providing opportunities for walking and cycling can increase physical activity and help prevent chronic diseases, reduce risk of premature death and improve mental health.

Possible effects of planning

Negative impacts	Positive impacts
Greater traffic volumes and speeds have increased the risk of road traffic injuries, with pedestrians and cyclists being particularly vulnerable.	Combining active travel and public transport options can help people achieve recommended daily physical activity levels
Poor urban planning has prioritised the car over pedestrians and increased community severance.	By attending to inclusive design, access, orientation and streetscape planners can make it easier for people to access facilities using public transport, walking or cycling. Planners can consider the safety of public transport facilities such as ensuring that bus stops are in opened and accessible locations and safely lit; ensuring secure cycle storage spaces; safe and well-lit walking routes and keeping entrances in open sight lines (i.e. avoiding entrances located at the back of the building).
Over provision of car parking in a development can undermine other travel modes such as public transport and cycling.	Reduced levels of car parking and travel plans which encourage the use of public transport, cycling and walking will result in increased opportunities for active travel.

Negative impacts	Positive impacts
	Planning can promote cycling and walking by connecting routes and public to wider networks, providing safe junctions and calming traffic and providing secure cycle parking spaces.

National Planning Policy Framework (2019)

8. Promoting healthy and safe communities

9. Promoting sustainable transport

12. Achieving well-designed places

London Plan policies (March 2016)

Policy 2.7 Outer London: economy

Policy 2.8 Outer London: transport

Policy 2.9 Inner London

Policy 2.13 Opportunity Areas and Intensification Areas

Policy 2.15 Town Centres

Policy 6.4 Enhancing London's transport connectivity

Policy 6.7 Better streets and surface transport

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.11 Smoothing traffic flow and tackling congestion

Policy 6.13 Parking

Policy 7.2 An inclusive environment

Supporting information

[World Health Organization \(2011\) Health economic assessment tools \(HEAT\) for walking and for cycling](#)

[Mayor of London \(2010\) Mayor's Transport Strategy](#)

[Mayor of London \(2010\) Cycling Revolution London: London's Cycling Strategy](#)

[Mayor of London \(2013\) The Mayor's Vision for Cycling in London](#)

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[Transport for London \(2017\) Healthy Streets for London](#)

6 Crime reduction and community safety



Issues to consider

- Designing out crime
- Security and street surveillance
- Mix of uses
- Community engagement
- Major accidents/disasters

Potential health impacts

Thoughtful planning and urban design that promotes natural surveillance and social interaction can help to reduce crime and the ‘fear of crime’, both of which impacts on the mental wellbeing of residents. As well as the immediate physical and psychological impact of being a victim of crime, people can also suffer indirect long-term health consequences including disability, victimisation and isolation because of fear. Community engagement in development proposals can lessen fears and concerns.

New environmental impact assessment regulations entering into force in 2017 require consideration of any significant effects arising from the vulnerability of the proposed development to major accidents or disasters that are relevant to that development.

Possible effects of planning

Negative effects	Positive effects
Poor urban design can exacerbate crime and community safety and increase harm to young people in particular by creating under-used, isolated spaces without natural surveillance and segregate places by creating barriers such as roads.	The detailed design and layout of residential and commercial areas can ensure natural surveillance over public space. This can be assisted by creating places which enable possibilities for community interaction and avoiding social exclusion
Where the local pedestrian environment is intimidating, and inconvenient people are more likely to use cars more or go out less. This reduces social interaction and increases the potential for crime.	Active use of streets and public spaces, combined with effective lighting, is likely to decrease opportunities for anti-social behaviour or criminal activity.
A 24 hour or ‘evening’ economy could generate anti-social behaviour and disturbance and can also facilitate crime and exploitation of children and young people. It may also intimidate or isolate young people living in the community.	Planners can work with the police to get their advice on making development proposals ‘secured by design’. Large planning development projects should also involve communities to foster a sense of ownership and empowerment and differentiate between different groups (i.e.

Negative effects	Positive effects
	the different needs of young children compared to older adolescents, or the needs of adults compared to children) which can also help to enhance community safety. Planners can consider cultural opportunities for young people to engage with in their communities.

National Planning Policy Framework (2019)

8. Promoting healthy and safe communities

12. Achieving well-designed places

London Plan policies (March 2016)

Policy 1.1 Delivering the strategic vision and objectives for London

Policy 2.15 Town Centres

Policy 3.6 Children and young people's play and informal recreation facilities

Policy 3.16 Protection and enhancement of social infrastructure

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

Policy 7.13 Safety, security and resilience to emergency

Supporting information

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[Secured By Design - Design Guides](#)

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[CABE \(2009\) This Way to Better Residential Streets](#)

7 Access to healthy food



Issues to consider

- Healthy localised food supply
- Hot food takeaways
- Social enterprises
- Allotments and community food growing spaces

Potential health impacts

Access to healthy and nutritious food can improve diet and prevent chronic diseases related to obesity. People on low incomes, including young families, older people are the least able to eat well because of lack of access to nutritious food. They are more likely to have access to food that is high in salt, oil, energy-dense fat and sugar.

Opportunities to grow and purchase local healthy food and limiting concentrations of hot food takeaways can change eating behaviour and improve physical and mental health.

Possible effects of planning

Negative effects	Positive effects
The centralisation of shopping facilities and growth of large supermarkets can reduce the variety of foods available locally and disadvantage those on limited income to afford a healthy diet.	By considering food access, location and how to facilitate social enterprises planners can help to create the conditions that enable low income people to have better and affordable access to nutritious food.
Redevelopment local allotments, gardens or agricultural land can also reduce the potential for locally grown food.	Planning can assist by preserving and protecting areas for small-scale community projects and local food production, including allotments.
An overconcentration of hot food takeaways can restrict healthy eating choices.	Planning can promote an increase in the diversity of shopping facilities in local centres, restrict large supermarkets, and limit concentrations of hot food takeaways. Planning can also consider alternatives to hot food takeaways that still allows certain groups (e.g. young people) to have access to warm food and socialise in safety.

National Planning Policy Framework (2019)

- 7. Ensuring the vitality of town centres
- 8. Promoting healthy and safe communities
- 12. Achieving well-designed places

London Plan policies (March 2016)

Policy 2.15 Town Centres

Policy 2.18 Green infrastructure: the multi-functional network of green and open spaces

Policy 4.8 Supporting a successful and diverse retail sector and related facilities and services

Policy 5.11 Green roofs and development site environs

Policy 7.22 Land for food

Supporting information

[Department of Health \(2011\) Healthy Lives, Healthy People: A Call to Action on Obesity in England](#)

[Mayor of London \(2018\) Health Inequalities Strategy](#)

[London Health Board](#)

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8 Access to work and training



Issues to consider

- Access to employment and training
- Job diversity
- Childcare
- Business support

Potential health impacts

Employment and income is a key determinant of health and wellbeing. Unemployment generally leads to poverty, illness and a reduction in personal and social esteem. Works aids recovery from physical and mental illnesses.

Possible effects of planning

Negative effects	Positive effects
<p>Locating employment in inaccessible locations or failing to provide a diversity of local jobs or training opportunities can negatively affect health and mental wellbeing both directly and indirectly.</p>	<p>Urban planning linked to clear strategies for economic regeneration, allocation of appropriate sites and coordination of infrastructure provision can help to facilitate attractive opportunities for businesses, encourage diversity in employment and ensure that local jobs are retained. Planners can consider providing job opportunities or apprentices for the community (i.e. including young people on construction sites).</p>
<p>A poor quality environment and lack of infrastructure can make places less competitive or attractive to business investment.</p>	<p>Equitable transport strategies can play an important part in providing access to job opportunities. The provision of local work can encourage shorter trip lengths, reduce emissions from transport and enable people to walk or cycle.</p>
<p>A lack of business and employee support through affordable business space and childcare provision can hinder economic and growth and employment opportunities.</p>	<p>Access to other support services, notably childcare, or apprentice opportunities for young people can make employment easier to access.</p>

National Planning Policy Framework (2019)

- 6. Building a strong, competitive economy
- 7. Ensuring the vitality of town centres

London Plan policies (March 2016)

- Policy 2.7 Outer London: economy
- Policy 2.14 Areas for regeneration
- Policy 2.16 Strategic outer London development centres
- Policy 2.17 Strategic industrial locations
- Policy 3.2 Improving health and addressing health inequalities
- Policy 3.18 Education facilities
- Policy 4.12 Improving opportunities for all
- Policy 6.4 Enhancing London's transport connectivity
- Policy 8.2 Planning obligations
- Policy 8.3 Community infrastructure levy

Supporting information

[Department for Work and Pensions Cross-Government initiative 'Health, Work and Well-being'](#)

[Mayor of London \(2018\) Health Inequalities Strategy](#)

[Mayor of London \(2018\) Economic Development Strategy](#)

[London First publications](#)

[The Local Enterprise Partnership for London](#)

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[Report of the Marmot Review Social Inclusion and Social Mobility Task Group \(2010\)](#)

[Report of Marmot Review Employment and Work Task Group \(2010\)](#)

[Leeds Metropolitan University \(2010\) Mental Health and Employment Review](#)

9 Social cohesion and inclusive design



Issues to consider

- Opportunities for social interaction
- Compact, mixed-use, walkable neighbourhoods
- Access to community facilities and services
- Community engagement and voluntary sector involvement
- Connectivity and permeability reducing community severance
- Inclusive and Age-friendly Design

Potential health impacts

Friendship and supportive networks in a community can help to reduce depression and levels of chronic illness as well as speed recovery after illness and improve wellbeing. Fragmentation of social structures can lead to communities demarcated by socio-economic status, age and/or ethnicity, which can lead to isolation, insecurity and a lack of cohesion.

Voluntary and community groups, properly supported, can help to build up networks for people who are isolated and disconnected, and to provide meaningful interaction to improve mental wellbeing. Planning proposals should be developed in consultation with differentiated community groups (such as children, young people, residents, families, businesses, faith groups, community organisations). They should be involved in the planning of the project from the beginning and throughout the life cycle of the project. Opportunities for post-planning qualitative consultations should be considered with these different groups to explore a range of social, emotional and health needs.

The concept of Lifetime Neighbourhoods placed the design criteria of Lifetime Homes into a wider context. It encourages planners to help create environments that people of all ages and abilities can access and enjoy, and to facilitate communities that people can participate in, interact and feel safe. Planning Practice Guidance now refers to inclusive and age-friendly design and the issues and principles to be considered, and characteristics of a dementia-friendly community.

Possible effects of planning

Negative effects	Positive effects
Social cohesion can be undermined by insensitive housing redevelopment and dispersal of resident communities.	Urban planning can help to facilitate social cohesion by creating safe and permeable environments with places where people can meet informally and consider the availability of positive community guardianship. Planning should consider intergenerational mixing which has been proven to improve community cohesion, such as having

Negative effects	Positive effects
	nurseries and nursing homes being located close to each other.
Community cohesion can also be affected by infrastructure such as roads or other development that severs community links. Large schemes may disrupt familiar walking routes or create a barrier to movement.	Mixed-use developments in town centres and residential neighbourhoods can help to widen social options for people.
Poor planning may also result in the loss of community facilities.	The provision of a range of diverse local employment opportunities (paid and unpaid) can also improve both social cohesion and mental wellbeing.
Planning does not directly affect income but it does have many indirect effects. The planning system can be used, for example, to hinder or to help the process of providing a range of facilities and providing opportunities for improving levels of equity.	

National Planning Policy Framework (2019)

9. Promoting healthy and safe communities

12. Achieving well-designed places

London Plan policies (March 2016)

Policy 3.1 Ensuring equal life chances for all

Policy 3.9 Mixed and balanced communities

Policy 3.16 Protection and enhancement of social infrastructure

Policy 7.1 Lifetime neighbourhoods

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

Supporting information

[Mayor of London \(2018\) Health Inequalities Strategy](#)

[Well London programme](#)

[Report of the Marmot Review Social Inclusion and Social Mobility Task Group \(2010\)](#)

[Report of Marmot Review Employment and Work Task Group \(2010\)](#)

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[Young Foundation \(2010\) Cohesive Communities](#)

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[Ministry of Housing, Communities & Local Government \(2019\) Planning Practice Guidance: Inclusive Design](#)

[World Health Organization Global Network for Age-friendly Cities and Communities](#)

[Housing Learning and Improvement Network \(LIN\) age-friendly communities and design](#)

[Royal Town Planning Institute \(2017\) Dementia and Town Planning: Creating better environments for people living with dementia](#)

[Public Health England \(2016\) Active ageing and the built environment: practice briefing](#)

10 Minimising the use of resources



Issues to consider

- Making the best use of existing land
- Recycling and reuse
- Sustainable design and construction
- Waste management
- Potential hazards.

Potential health impacts

Reducing or minimising waste including disposal, processes for construction as well as encouraging recycling at all levels can improve human health directly and indirectly by minimising environmental impact, such as air pollution.

Possible effects of planning

Negative effects	Positive effects
If left unchecked, disposal of significant hazardous waste can have a serious impact on the health of those communities living near to collection or disposal sites.	Planning can impose standards and criteria on hazardous waste disposal, recycling and domestic waste and that linked to development. It can ensure that hazardous waste is disposed of correctly, as well as ensure that local recycled and renewable materials are used whenever possible in the building construction process.
Sending out waste from a redevelopment site to be sorted or disposed can increase vehicle movements, emissions and cause significant disruption including noise and dust which can contribute towards health problems for residents	Redevelopment on brownfield sites or derelict urban land also ensures that land is effectively used, recycled and enhanced
There are also ecological impacts (stripping of materials, mining for minerals etc) through excessive use of resources from a scarce global environment.	Through encouraging reduction, reuse and recycling, resource minimisation can be better realised and contribute towards a better environment. Examples of various standards to consider include BREEAM (Building Research Establishment Environmental Assessment Method) and CEEQUAL (Civil Engineering Environmental Quality Assessment), which are benchmarking tools for non-residential buildings and infrastructure projects.

National Planning Policy Framework (2019)

- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 17. Facilitating the sustainable use of minerals

London Plan policies (March 2016)

Policy 5.3 Sustainable design and construction

Policy 5.14 Water quality and wastewater infrastructure

Policy 5.16 Waste net self-sufficiency

Policy 5.17 Waste capacity

Policy 5.18 Construction, excavation and demolition waste

Policy 5.19 Hazardous waste

Policy 5.20 Aggregates

Policy 5.21 Contaminated land

Policy 5.22 Hazardous substances and installations

Supporting information

[Mayor of London \(2018\) London Environment Strategy](#)

[London Waste and Recycling Board](#)

[London Waste and Recycling Board \(2015\) Towards a Circular Economy – Context and Opportunities](#)

[Report of the Marmot Sustainable Development Task Group \(2010\)](#)

[Mayor of London \(2014\) The Control of Dust and Emissions During Construction and Demolition SPG](#)

[Building Research Establishment Environmental Assessment Method \(BREEAM\)](#)

11 Climate change



Issues to consider

- Renewable energy
- Sustainable transport
- Building design
- Biodiversity
- Flood risk and drainage.

Potential health impacts

There is a clear link between climate change and health. Local areas should prioritise policies and interventions that ‘reduce both health inequalities and mitigate climate change’ because of the likelihood that people with the poorest health would be hit hardest by the impacts of climate change.

Climate change is potentially a significant threat to public health and may widen inequalities in health. The Mayor of London’s Environment Strategy sets out a range of climate change mitigation and adaptation approaches for London. It focuses on reducing the risk of climate change impacts for the most disadvantaged communities, as well as increasing their resilience so that they can recover more quickly when those impacts do occur.

Planning is at the forefront of both trying to reduce carbon emissions and to adapt urban environments to cope with higher temperatures, more uncertain rainfall, and more extreme weather events and their impacts such as flooding. Poorly designed homes can lead to fuel poverty in winter and overheating in summer contributing to excess winter and summer deaths. Developments that take advantage of sunlight, tree planting and accessible green/brown roofs also have the potential to contribute towards the mental wellbeing of residents.

The UK Government recently announced its commitment for the country to achieve net zero carbon by 2050 by amending the 2008 Climate Change Act which previously had a target to reduce greenhouse gas emissions by at least 80% (compared to 1990 levels). There is a wealth of evidence which demonstrates that meeting this target requires effective spatial planning at a range of scales.

Possible effects of planning

Negative effects	Positive effects
Planning can exacerbate the impacts of climate change by failing to consider relevant influences such as location, materials, designs or technologies that could help to reduce energy consumption or reduce the environmental impact of energy generation.	Urban planning can help to reduce greenhouse gas emissions by requiring lower energy use in buildings and transport, and by encouraging renewable energy sources.

Negative effects	Positive effects
Building in flood plain areas or a lack of local sustainable urban drainage measures may lead to greater flood risk.	Planning can address sustainability and environmental considerations through the use of standards that will help to reduce energy demands and increase the amount of renewable energy.
Neglecting to consider the microclimate for the siting of a proposed development, and the influence the development might have on that microclimate, could lead to new buildings that are neither suitable nor adaptable to their environment.	Design techniques can ensure that new housing and public realm can adapt to changes in temperature.
	Flood risk can be reduced through a sequential approach to locating development and by introducing mitigation measures, such as sustainable urban drainage systems in new developments.

National Planning Policy Framework (2019)

14. Meeting the challenge of climate change, flooding and coastal change

London Plan policies (March 2016)

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.4 Retrofitting

Policy 5.5 Decentralised energy networks

Policy 5.6 Decentralised energy in development proposals

Policy 5.7 Renewable energy

Policy 5.8 Innovative energy technologies

Policy 5.9 Overheating and cooling

Policy 5.10 Urban greening

Policy 5.11 Green roofs and development site environs

Policy 5.12 Flood risk management

Policy 5.13 Sustainable drainage

Policy 5.14 Water quality and wastewater infrastructure

Policy 5.15 Water use and supplies

Supporting information

[Committee on Climate Change \(2016\) UK Climate Change Risk Assessment 2017. Synthesis report: priorities for the next five years](#)

[Committee on Climate Change \(2019\) Net Zero – The UK’s contribution to stopping global warming](#)

[Royal Town Planning Institute \(2018\) Rising to the Climate Crisis: A Guide for Local Authorities on Planning for Climate Change](#)

[Mayor of London \(2018\) London Environment Strategy](#)

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NHS London Healthy Urban Development Unit

www.healthyurbandevlopment.nhs.uk

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Appendix E HIA Scoping Letter

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Our Ref: 33905/A5/HIA

18th January 2023

Dear Leah,

LAND SOUTH OF DEARNE VALLEY PARKWAY: PROPOSED HEALTH IMPACT ASSESSMENT

We write to seek agreement on our proposed scope and methodology for the Health Impact Assessment (HIA) we are preparing on behalf of Equites Newlands (Goldthorpe) Ltd, to support the hybrid planning application for development on Land South of Dearne Valley Parkway, South Yorkshire. The site (see Appendix 1) extends to approximately 92.59 hectares and is located within the administrative boundary of Barnsley Metropolitan Borough Council (BMBC).

The outline element of the planning application is for up to 204,000 square metres (sqm) Gross Internal Area (GIA) for storage and distribution (Use Class B8) and General Employment (Use Class B2) space, with ancillary offices. The full application element is for engineering infrastructure works, including the access roads, earthworks to create the development platforms/bunding, drainage works, flood compensation area and strategic landscaping.

HIA is concerned with assessing and informing the improvement of local health and health inequalities through the design of a proposed development. We have reviewed the requirements set out in the BMBC Local Plan¹. Policy *D1 - High Quality Design and Place Making* requires that all new development is expected to be of high quality design and will be expected to contribute to place making and be of high quality, contributing to a healthy, safe and sustainable environment. As set out within the BMBC Health and Wellbeing Strategy 2021-2030², the strategy sets out the vision for Barnsley that is underpinned by a series of ambitions across the life course comprising:

- **Starting well:** promoting positive emotional health and wellbeing, building resilience in children and young people;
- **Living well:** ensuring that all people within Barnsley can access the resources that they need to live a health life.

¹ BMBC Local Plan (Adopted January 2019), <https://www.barnsley.gov.uk/media/17249/local-plan-adopted.pdf>

² BMBC Health and Wellbeing Strategy 2021-2030 (2021), <https://www.barnsley.gov.uk/media/19957/barnsley-hwb-strategy-final-web.pdf>

- **Ageing well:** provision of the correct infrastructure to ensure that older people are able to live independently and lead active lives. Additionally, ensuring that older people have a good quality of life with choice and control over their care and support needs.

In addition, we have reviewed the BMBC Local Validation Requirements checklist³, which requires a HIA to be submitted alongside planning applications for large scale major housing developments in excess of 100 dwellings, large scale non-residential schemes of 5,000 sqm or more, hot food takeaways and any other major development proposals. As the proposed development will provide up to 204,000 sqm of non-residential floorspace and associated infrastructure, it would exceed the above threshold.

For an employment development of this nature, we consider a desk-based assessment to be appropriate to satisfy the planning application validation requirements. We propose to undertake the HIA using the NHS Healthy Urban Development Unit (HUDU) Healthy Urban Planning Checklist (April 2017)⁴ and the HUDU Rapid HIA Tool (October 2019)⁵. The assessment is designed to assess the likely health impacts of the development against the following eleven topics:

- Housing quality and design;
- Access to health and social care services and other social infrastructure;
- Access to open space and nature;
- Air quality, noise and neighbourhood amenity;
- Accessibility and active travel;
- Crime reduction and community safety;
- Access to healthy food;
- Access to work and training;
- Social cohesion and inclusive design;
- Minimising the use of resources; and
- Climate change.

For the purposes of this HIA, the following two topics are proposed to be excluded from the Rapid Assessment as they are deemed to be not applicable given the nature of the proposed development:

- **Housing quality and design** is proposed to be omitted on the basis that the proposed development relates to the provision of storage / distribution and employment floorspace and does not include residential dwellings as part of the planning application;
- **Access to health and social care services and other social infrastructure** is proposed to be omitted as it is assumed that employees involved in both construction and operation of the proposed development will continue to access health care services closer to their own residences where they are already registered and that this will not result in a material effect on the local community. It is expected that the developer and operator will implement suitable health and safety protocols to limit the impact of emergency requirements;

The rapid assessment tool would be used to assess the impact the proposed development will have on health and wellbeing as well as identifying any mitigation or enhancement measures. HUDU rapid HIA is a nationally accepted methodology for desk-based HIA. The assessment will also consider the '10 Healthy New Town Principles', as set out within guidance produced by the NHS England Healthy

³ BMBC Local Validation Requirements (2022), <https://www.barnsley.gov.uk/media/24093/lvr-nov-2022-final-consultation-version.pdf>

⁴ Healthy Urban Development Unit (April 2017) Healthy Urban Planning Checklist Third Edition.

⁵ Healthy Urban Development Unit (October 2019) Rapid Health Impact Assessment Tool Fourth Edition.

New Towns programme in September 2018⁶, and Public Health England's (PHE) latest guidance on HIA⁷, published in October 2020.

The design of the proposed development is evolving with health benefits being considered throughout the process. We presume you will be consulting the Public Health Officer on our proposals and we will assume you are content with this approach unless you notify us otherwise. If you have any queries or require any further information, please do not hesitate to contact me.

Yours sincerely,

J Meakin

Joanna Meakin

Senior Environmental Planner

Email: joanna.meakin@bartonwillmore.co.uk

Encl. Site Location Plan

⁶ NHS (September 2018), <https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/>

⁷ Public Health England (2020), Health Impact Assessment in Spatial Planning

TOWN PLANNING
MASTERPLANNING & URBAN DESIGN
ARCHITECTURE
LANDSCAPE PLANNING & DESIGN
SUSTAINABLE VALUE

INFRASTRUCTURE & ENVIRONMENTAL PLANNING
HERITAGE
GRAPHIC COMMUNICATION
COMMUNICATIONS & ENGAGEMENT
DEVELOPMENT ECONOMICS

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**APPENDIX 1
SITE LOCATION PLAN**

TOWN PLANNING
MASTERPLANNING & URBAN DESIGN
ARCHITECTURE
LANDSCAPE PLANNING & DESIGN
SUSTAINABLE VALUE

INFRASTRUCTURE & ENVIRONMENTAL PLANNING
HERITAGE
GRAPHIC COMMUNICATION
COMMUNICATIONS & ENGAGEMENT
DEVELOPMENT ECONOMICS

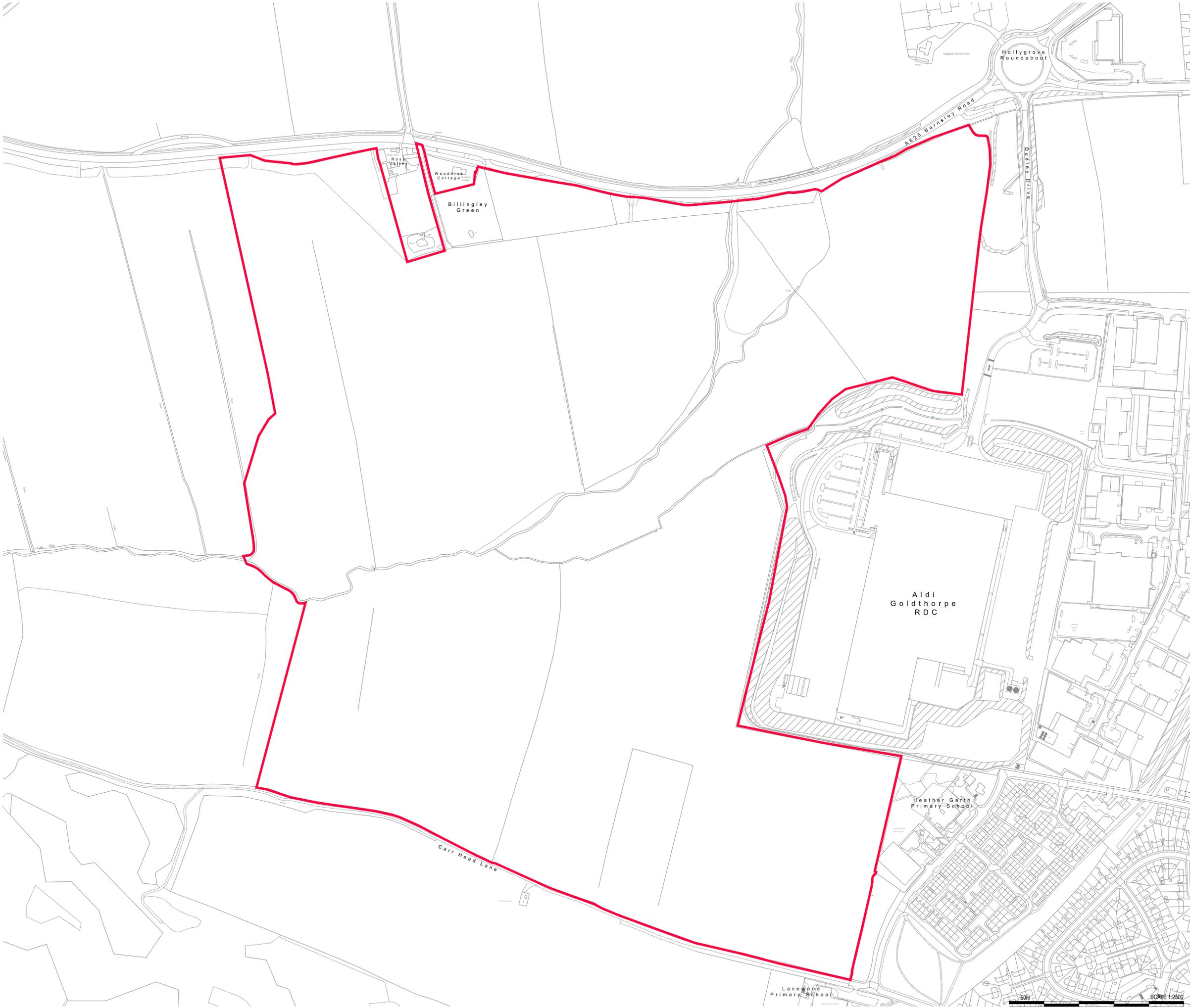
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 - Scaling of this drawing is not recommended.
 - It is the recipient's responsibility to print this document to the correct scale.
 - All relevant drawings and specifications should be read in conjunction with this drawing.



Key

— Development Boundary 210.95 ac 85.37 ha



Site boundary to be confirmed by the client

rev	amendments	by	ckd	date

Barnsley Road, Goldthorpe
 Location Plan



Newark, Bascom, Caferista Way, Newark, Nottinghamshire NG24 2TN
 t. +44 (0)1636 653027 e. info@umcarchitects.com

Drawing Status:	Feasibility
Drawn / Checked:	JB / MDS
Date:	18/02/2022
Scale:	1:2500 A1
Drawing no:	Revision:
22081 F0001	J

**Appendix F Pre-Application Advice Request
Response**



Place Directorate
David Shepherd
Economic Regeneration, Development Management
PO Box 634, Barnsley, S70 9FE
Head of Service: Joe Jenkinson

James Hobson
JEH Planning

My Ref: 2022/ENQ/00498

Date: 22/02/2023

Enquiries to: Leah Wright

Direct Dial: 01226 772581

E-Mail: leahwright@barnsley.gov.uk

Dear Mr Hobson,

Pre-application Advice Request: Land South of Dearne Valley Parkway, Goldthorpe.

I refer to the above pre-application enquiry. Please accept my apologies in the delay in issuing your response. I have now received all the relevant consultation responses and I can respond as follows: -

Proposal

This pre-application seeks advice regarding a hybrid planning application for proposed employment development and associated infrastructure. The outline element of this application is for up to 204,000 sq m (Gross Internal Area) for Storage and Distribution (Use Class B8) and General Employment (Use Classes B2) space with ancillary offices. The full application element is for engineering infrastructure works, including the access roads, earthworks to create the development platforms/bunding, drainage works, flood compensation area and strategic landscaping.

Whilst the majority of the site comprises the Local Plan ES10 employment allocation 'Land South of Dearne Valley Parkway', there are also parts of the site that fall within the Green Belt immediately to the west. The submitted planning statement refers to the fact that these areas will not be used for built form, but rather landscape mitigation and sustainable drainage systems (SuDS) features such that they will not constitute 'inappropriate development' based on the definition contained in NPPF Para. 150; this will be discussed in more detail in the assessment section of this response.

The proposed development will comprise three development plateau areas, one of which is divided in to two parts to create a total of four development zones (Zones 1 to 4) (identified on Parameters Plan Drawing No 22081 F0015 Rev D). The Parameters Plan identifies the proposed finished floor levels and the maximum height of any units

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permitted within each of the zones in the future. The agent is seeking advice on whether units of up to a height of 21m (to ridge) in Zones 1-3 and up to 18m (to ridge) in Zone 4 (due to homes currently being built at Billingley View) would be acceptable on the basis that these height parameters are deemed to represent an appropriate balance between meeting market requirements, without resulting in unacceptable landscape and visual harm.

Two possible layout configuration options have been put forward under this pre-application-

- Option A – Three units (one each on Zones 1 to 3) at a maximum height of 21m and a fourth unit on Zone 4 at a maximum height of 18m.
- Option B – Two units (one each of Zones 1 and 2) at a maximum height of 21m and a third larger unit spanning across Zones 3 and 4 also with a maximum height of 21m.

It is understood that the worst-case scenario for each of these options will be assessed as part of the EIA work being undertaken by the agent, especially for the landscape and visual assessment works.

The ES10 site is allocated for general employment space and the proposed development would seek Use Class B2- (General industrial) for 30% of the proposal and B8 (Storage and Distribution) for 70% of the proposal with the reasoning that B2 has been limited to reduce peak hour highways impact.

Background

The site is identified in the adopted Local Plan as Employment Allocation ES10. The site is located off the A635 west of the settlement Bolton on Dearne and Goldthorpe and comprises 72.9ha and measures approximately 1260m long and 900m wide.

The allocation within the Local Plan states the following:

The development will be subject to the production of a phased Masterplan Framework and will be expected to:

- Protect and enhance biodiversity value including possible impacts on the Golden Plover population and on the nearby Old Moor RSPB reserve and ensure that the development avoids impacts or incorporates effective mitigation measures. Any impact on the golden plover habitat will be expected to be mitigated by either, a. On-site creation of optimal agricultural conditions for fields to be retained; or b. Creating suitable compensation habitat for the species off-site but nearby.
- Provide a contribution towards improvements to biodiversity within the Dearne Valley Green Heart Nature Improvement Area; Include the creation of a habitat corridor (at least 8m in width) along Carr Dike and a sustainable drainage scheme to ensure that rainwater falling on the site is still able to drain into the Dike aiming to improve water quality.
- Improve the highway network to mitigate the impact of additional traffic generated by the development on surrounding roads and in particular effects on the A635 and other strategic road links to the A1/M and M1 motorways.
- Provide appropriate access to housing site reference HS51 from Billingley View through the southeast corner of the site.
- Retain the existing woodland and hedgerows on the site periphery; Retain the section of hedgerow remaining in the north-west corner of the site.

- Avoid locating any built development in Flood zones 2 and 3.
- Safeguard the setting of the Billingley Conservation Area.
- Give consideration to Carr Dike and the connecting unnamed ordinary watercourse which run through the site.
- Provide an air quality assessment to assess the impacts of traffic emissions within air quality management areas along the A635 and other strategic road links to the A1/M and M1. Any adverse impacts on air quality should be mitigated in accordance with policy AQ1.
- Archaeological remains are known to be present on this site. The site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.

Any development proposals for the ES10 site will be subject to the principles within the Masterplan Framework (as set out in the Local Plan site-specific policies).

The Local Plan goes on to state that at present, strategic highway links to the motorways experience high traffic levels; phasing of development may be needed to avoid unacceptable impacts. Longer term proposals along the A635 corridor in Doncaster may provide increased capacity and Barnsley will work jointly with Doncaster to bring such a scheme forward. Further, a detailed air quality assessment is necessary to quantify the impact of any development together with robust mitigation proposals to off-set impacts. Any decision will be subject to consultation with Doncaster Metropolitan Borough Council given potential effects within its boundary.

ES10 contributes to the wider objectives of the Goldthorpe Towns Fund through developing Goldthorpe and connecting Goldthorpe. The scheme will also be considered in its wider strategic road network setting and will consider the implications of bringing the schemes forwards on the network both inside and outside the Borough.

Its release is critical to support the Council's plans for long term economic growth in the Borough. Policy ES10 confirms that the development should deliver employment development and, since the adoption of this policy, the Council commissioned the Goldthorpe Masterplan Framework to gain a better understanding of how the site could be developed and to create more certainty of delivery, which involved the processing and consideration of further technical evidence about the site.

Planning Policy Considerations

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted in January 2019 and is also now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027 or earlier if circumstances, require it.

National Planning Policy Framework

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 126 of the NPPF (2021) makes specific reference to good design as a key aspect of sustainable development. The document sets out the three overarching objectives to achieving sustainable design, which are interdependent: an economic, social and environmental objective.

Local Planning Policy

Policies that are likely to be relevant to a decision on this site include:

- Policy SD1- Presumption in favour of Sustainable Development
- Policy GD1 General Development Policy
- LG2 The Location of Growth Policy
- E1 Providing Strategic Employment Locations
- Policy E2 The Distribution of New Employment Sites
- Policy E3 Uses on Employment Land
- Policy ES10 Land South of Dearne Valley Parkway
- Policy HS51 Site to the west of Broadwater Estate – requires appropriate access from Billingley View through the southeast corner of site ES10
- Policy T3 New Development and Sustainable Travel
- Policy T4 New Development and Transport Safety
- Policy T5 Reducing the Impact of Road Travel
- Policy D1 High Quality Design and Place Making
- Policy LC1 Landscape Character
- Policy HE1 The Historic Environment
- Policy HE2 Heritage Statements and general application procedures
- Policy HE6 Archaeology
- Policy GI1 Green Infrastructure
- Policy GS2 Green Ways and Public Rights of Way
- Policy BIO1 Biodiversity and Geodiversity
- Policy GB1 Protection of Green Belt
- Policy CC1 Climate Change
- Policy CC2 Sustainable Design and Construction
- Policy CC3 Flood Risk
- Policy CC4 Sustainable Drainage Systems (SuDS)
- Policy RE1 Low Carbon and Renewable Energy
- Policy CL1 Contaminated and Unstable Land
- Policy AQ1 Development in Air Quality Management Areas
- Policy UT2 Utilities Safeguarding
- Policy I1 Infrastructure and Planning Obligations

Joint Waste Plan

Joint Waste Plan Policy WCS7 - managing waste in all developments Ensures that development proposals seek to reduce the amount of waste produced during the construction and time of the project and re-use and recycle waste materials on site where possible. All development proposals (excluding minor planning applications) will be expected to produce a waste management plan as part of the planning application. For largescale development proposals such as this site, waste minimisation issues should also be addressed through the Environmental Impact Assessment (EIA).

Adopted Supplementary Planning Documents

Trees and hedgerows

Supplements Local Plan Policy BIO1 and offers guidance on how to deal with existing trees and hedgerows on development sites.

Residential Amenity and the siting of buildings

Supplements Local Plan Policy D1 High Quality Design and Place Making. Sets out the design principles that will apply to the consideration of planning applications for non-residential buildings in proximity to existing residential properties.

Biodiversity and Geodiversity

Offers guidance to those seeking to develop land which may have, or is in proximity to a site that has, value for biodiversity and/or geological conservation. Sets out how Local Plan policy BIO1 and GI1 on green infrastructure will be applied. It also provides further specific detail about the Dearne Valley Nature Improvement Area.

Planning Obligations

Introduces the topic specific SPDs which seek section 106 contributions. This SPD sets out priorities for contributions. It makes it clear that where multiple developer contributions are required, those for schools and sustainable travel will take precedence.

Sustainable travel

This Supplementary Planning Document (SPD) primarily supplements Local Plan Policies T1 Accessibility Priorities, T3 New Development and Sustainable Travel and I1 Infrastructure and Planning Obligations and Seeks contributions for sustainable and active travel. Sets out the number of electric vehicle charging points to be provided by developments as a minimum.

Parking

This SPD offers guidance to developers, architects, agents and landowners considering submitting a planning application. It supplements Local Plan Policy T3 New Development and Sustainable Travel by setting out the parking standards that the Council will apply to all new development.

Emerging SPDs

Late last year, the Council carried out a public consultation exercise regarding a proposed Sustainable Construction and Climate Change Adaptation Supplementary Planning Document (SPD). The comments received in response to that consultation are in the process of being assessed and it is anticipated that an updated version will be presented to Full Council for Adoption in the Summer, which is likely to be ahead of any planning application for the ES10 site being determined.

The production of the SPD reflects the council's declared climate emergency (September 2019). This is accompanied by a strategy for the borough achieving zero carbon by 2045 (Zero 45). As the Council strives to achieve this goal, new developments will be asked to play their part and through further work, consideration will be given to the following measures:

- Creating energy efficient well insulated buildings in order to reduce carbon emissions;-
- Use of renewable energy sources (e.g., solar, wind, biofuels) for all or part of their energy needs to reduce carbon emissions
- Sustainability standards such as BREEAM and CEEQUAL when designing developments.
- Implementation of sustainable drainage systems to safely deal with surface water runoff and minimise the risk of flooding.

- Identifying opportunities to incorporate space within new buildings to accommodate low carbon technology in the future, to ensure that new development is durable and adaptable.
- Recycling facilities.
- Identifying opportunities for green and solar roofs.
- Travel plans to encourage active and sustainable travel.

The emerging SPD therefore includes a requirement for Whole Life Carbon Assessment for major developments such as the one you are proposing, and this assessment should follow the Royal Institute of Chartered Surveyors (RICS) model. It is therefore advised that you undertake this assessment and that it is provided at the outset. Further details of what it should cover can be found via the following link:

<https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/sustainable-construction-and-climate-change-adaptation-supplementary-planning-document-spd-and-updated-local-validation-requirements-consultation/>

Assessment of Proposal

Principle of Development

The site is allocated as Employment Land under Local Plan allocation ES10. The proposal is considered to conflict with the Goldthorpe masterplan framework in a number of areas including the lack of provision of a 50,000sq ft building in phase one to be funded by the Goldthorpe Towns Fund.

In addition, the proposal includes engineering operations (Suds) in the Green Belt. This will need to be soft/green rather than a hard/engineering solution and is considered would fall under an exception of development within the Green Belt as per paragraph 150 (b) of the National Planning Policy Framework (2021).

Issues of Urban Design, Height and LVIA work

This pre app seeks to make a case for higher buildings than the Goldthorpe masterplan framework(MPF) allows for. The covering letter indicates that 'Based on the findings FPCR's landscape and visual impact assessment work, we consider that there is no material difference in visual impact terms between a scheme which a maximum height of 18m to ridge compared to a maximum height of 21m to ridge.

The masterplan states that "Any deviation from the Masterplan Framework arising as a result of further technical assessment will need to be clearly justified and agreed with the council at planning application stage" and that , page 33 of the Masterplan Framework also recognises there should be some flexibility in applying the guidance in the Masterplan.

The developers landscape consultants, FPCR conducted detailed LVIA assessment work that has been shared and discussed at meetings held on 26th August 2022 and 20th October 2022 and Barnsley's landscape consultant, Gillespies. This reflects the fact that landscape and visual impact is one of the "main issues" and has been an ongoing topic of conversation.

As your client was the applicant for the Hoyland West development, on which now stands the Evri building and two other "large sheds", they will recall when determining that proposal, the Council took the view that adverse landscape and visual impact was unavoidable. This was largely because we recognised that, in order to deliver the link road (now known as Olympus Way) in the first phase, it would be necessary for large buildings to also be permitted as part of that first phase. That link road was deemed to benefit the

existing community at Hoyland Common by taking traffic away from the existing A61, which includes dwellings close to the back edge of the footway as well as a large local primary school. Had we insisted on smaller buildings with a reduced landscape and visual impact, we recognised that this could have undermined deliverability meaning the link road would not have been delivered until much later.

The Hoyland West development also included other socio-economic benefits that are not foreseen as a result of the Goldthorpe development, including the provision of a new sports ground and the likely increase in local expenditure as a result of the relatively close proximity of the site to existing commercial uses in and around Hoyland Common.

In contrast, the ES10 site is peripheral to the settlement of Goldthorpe, and the proposals do not include a new community facility akin to a sports ground or a link road that will act as a bypass. In relation to the latter, it will do quite the opposite by increasing vehicular movements through the villages of Hickleton and Marr in Doncaster. As such, the approach taken in respect of landscape and visual impact and the weight attributed to the benefits of this scheme will differ when undertaking a balancing exercise.

When the Goldthorpe Masterplan was adopted, the Council nonetheless recognised that the site would likely appeal to occupiers seeking larger units. A pragmatic decision was therefore taken to tolerate buildings with heights of up to 18m. However, the location, scale and massing of these buildings will invariably need careful consideration and mitigation in the form of substantial screening will be necessary to ensure that landscape and visual impact is minimised. This is because, for the reasons articulated above, we are not prepared to tolerate the same level of visual and landscape harm that we allowed at Hoyland West.

The site is in a gateway location coming into Goldthorpe and will form an important first impression of the settlement. Clearly, the closest, most recent employment development, the Aldi regional distribution centre, recognised this gateway function in its reduced visual impact, by lowering the development within the landscape and in the soft landscaping in front of the building. Urban design comments have been received and our officer is keen to know what the development will look like from the A635 Barnsley Road, which given the volume of traffic will clearly be an 'everyday' view of the development for a lot of people. It's considered that the difference between the 18m maximum height given in the masterplan framework and the 21m height being proposed will be quite noticeable from the Parkway.

The existing boundary on the southern side of the Parkway, on the highway verge, varies from tall hedgerows/ trees, which would screen the view in the foreground, to no hedgerows/ trees thereby giving clear views across the site. From the cross sections (shown within the presentation to the design panel and attached to this pre-application, with annotated circles of areas of interest relating to requested additional visualisations) there are variations in the ground height between the proposed buildings and the Parkway, which will impact the visibility of the buildings. It is also noted that plot 2 is considerably closer to the Dearne Valley Parkway than plot 1, so this may reduce the impact that new landscaping can have on reducing its visibility. In the attachment some further viewpoints from the Dearne Valley Parkway, including from the new roundabout, have been suggested.

It will also be important to see what the development will look like from the edges of existing housing and the new housing development sites (HS44 to the east and HS51 to the south). The included documentation received includes viewpoint 5, taken from Carr Head Lane which clearly shows the difference between an 18m height and 21m height from this location. Clearly the visual impact from the back gardens of the new dwellings on Billingley View will vary dramatically between the 18m and 21m building heights, affecting their residential amenity. From the cross sections attached, there are level differences between ground level for the proposed buildings and these viewpoints which will impact these views. However, an accurate visual assessment of the difference between the 18m maximum

height allowed in the masterplan framework and the proposed 21m height cannot be made without these visualisations. In the attachment a viewpoint is suggested from site HS44 and from site HS51.

The LPA have received a pre-app enquiry for a residential layout for HS51 to the south, which shows the front of residential dwellings directly facing the employment units in relatively close proximity, so the more information we can gain on this viewpoint the better it can help inform the layout of the proposed residential development.

In terms of the height of the employment buildings already approved within the other masterplan areas of the Borough, the 21m height proposed by the applicant for this site would be considerably taller than those already approved elsewhere. Some of these buildings are already constructed so one can gain a general impression of the visual impact of their heights, (although clearly their overall visual impact is a site-specific issue). With regards to the differences of ground levels it would be helpful to have more 'blown up' cross sections specifically centred on these differences and also showing where landscaping is proposed. On the cross sections attached areas have been circled of height differences that are of interest in relation to the additional viewpoints suggested.

Further, the notes of the discussion and recommendations of the design panel, from the design panel review of the proposals on 15th September 2022 have been attached. It is noted that the panel review occurred before the production of the visualisations submitted as part of this pre-app enquiry. The aim of the review process is to help to develop schemes into those with a high design quality that may be supportable for planning approval in design terms. The design comments of the Panel though 'advisory' are included as a material consideration when schemes go forward for a planning decision. As the notes form a material consideration it is suggested that the applicant responds to the points made by the panel within their design and access statement accompanying any forthcoming application.

In the submitted pre-application letter, the agent refers to elevational treatment of the proposed units in terms of both colour and cladding configuration to reduce their perceived massing. Page 38 of the Goldthorpe Masterplan Framework states: 'The design of building elevations should consider how they will be viewed with grey and blue cladding considered where buildings are likely to be seen against the sky along with the use of natural colours to complement the surrounding environment'. Comments were received from the design panel regarding the use of colour and the desire to move away from all grey coloured/shaded buildings, the fact that this has been a recurring theme from the panel for all the employment buildings reviewed within the other masterplan framework areas and is something that we have followed through. All the employment buildings that have gained permission within the other masterplan framework areas are not all grey coloured/ shaded buildings and as such it is considered that the approach for a suitably worded condition for a range of appropriate colours would be acceptable.

In taking all of the above into consideration, the LPA do not agree that the proposal would not have a significant adverse impact on the landscape setting and key views from the surrounding areas. As such, you should look to amend the proposals to demonstrably reduce the anticipated landscape and visual harm through a combination of reduced building heights, increased landscaping and a re-evaluation of massing and scale.

Economic Considerations

This pre-application has been supported by a Property Market Analysis by Barton Willmore (now Stantec) and a report prepared by Barnsley Enterprise summarising an economic case for increasing the height of the employment units beyond those specified in the Masterplan framework. The agent seeks confirmation that the difference in scale and height of the proposed units, compared to those set out in the Masterplan Framework, is justified based on the strength of market evidence provided.

It is recognised that Enterprising Barnsley actively support this application and they considered that the development will help to create much needed, new appropriately designed modern industrial units that the market requires (re height), in a strategically important area of the borough , that will help to both attract future inward investors and retain growing indigenous local companies. It is considered that this development is essential in helping BMBC and SYMCA to create future employment opportunities (jobs) as per the existing strategic economic and corporate plans and helping to provide a future delivery of jobs at all levels for local residents to access.

It is argued that without such appropriately sized (height) buildings, there is a real possibility that BMBC could approve a scheme that is unfit for occupier market and could result in economic malaise, as opposed to being a clear economic stimulant.

Notwithstanding the above, it is considered that the economic benefits could still be realised with a development that created less visual and landscape harm. This is particularly so given that, without any certainty as to who the occupiers are, we cannot be certain what the precise economic benefits are expected to be. .

Highways

The Transport Update Note supplied by Fore states “A Transport Assessment Scoping Note was prepared and submitted to Barnsley Metropolitan Borough Council (BMBC) as the Local Planning and Highways Authority, for discussion and agreement. The Scoping Note was also submitted to Doncaster Metropolitan Borough Council (DMBC) and National Highways (NH) given the anticipated impacts on the local and strategic highway networks. Responses received from all parties will be addressed in the Transport Assessment (TA) to be submitted with the planning application.”. Given this, a TA that encompasses the agreed brief should be submitted with any planning application along with a Stage 1 safety audit. The design should be to the standards set out in the South Yorkshire Residential Design Guide and Barnsley MBC’s Local Plan, including the Parking and Section 38 SPDs.

Further to the above advice, it should be noted that access to the proposed housing allocation HS51 requires access through the south-east section of this site. This is to ensure that Lacewood Primary School is not detrimentally affected by any future development in terms of highway safety. This access should be provided as part of an early phase of the development and the layout should ensure no ransom strip is retained.

Another of the “main issues” when considering this application will be the impact the additional traffic will have through the village of Hickleton in Doncaster given that a substantial proportion of the anticipated HGV movements will be to and from junction 37 of the A1M. This is recognised in the covering letter submitted by JEH planning, which states:

‘This will likely take the form of Section 106 contributions that would be used to deliver incremental schemes on the A635 and its approaches or, alternatively, contributions will be pooled to deliver a comprehensive scheme of improvements in one go. As things could change between this Framework being adopted and traffic generation from this site manifesting itself on the network, not least in terms of the bypass, it is difficult to pinpoint what a package of measures on the A635 should entail.’

From a highway perspective, it is our view that the A635 and the local highway network in general is suitable for both existing and future traffic generation of the scale anticipated from our development without any off-site highway mitigation measures being required.

This stance is reiterated in the Transport Update. However, the intention of masterplanning is to consider the cumulative impact of all committed developments so that any future highway issues are identified, and the financial burden of any remedial works can be shared evenly by the various developers.

Further meetings have therefore taken place with Doncaster and we can confirm that a bypass is no longer being pursued but they are exploring the possibility of a staggered junction in Hickleton, predominantly to address road safety issues. During peak times it is likely such a scheme would also reduce queuing on the hill through Hickleton, which can often lead to revving engines, therefore exacerbating air quality problems (which are discussed separately below).

As your proposal would result in additional traffic travelling through Hickleton, concerns regarding road safety would be exacerbated as more traffic on the A635 will result in fewer gaps for drivers to safely manoeuvre to and from the side roads (Hickleton Road and Redhouse Lane). It is therefore anticipated that a contribution will be required towards provision of such a road safety scheme, but it is not possible to quantify this until a Transport Assessment has been assessed and the findings accepted.

A robust travel plan will also be necessary and consideration should be given to offsite enhancements (e.g. provision of bus stops, enhanced walking and cycling routes etc) that will complement the travel plan objectives and achievement of agreed target.

Air Quality

There is an Air Quality Management Area (AQMA) that runs through the village of Hickleton within the control of Doncaster Metropolitan Borough Council. As the AQMA is on the A635, which connects the site to the A1M and that B8 is the predominant use, traffic generation and trip distribution would have a significant impact on air quality. Accordingly, this will constitute another of the "main issues". The AQMA was declared because existing nitrogen dioxide levels through Hickleton are already substantially elevated. It is therefore expected that mitigation will be necessary in order to fully offset the air quality impact from the traffic associated with the ES10 site. , in order to conclude that the application will not have an adverse effect on Air Quality. As a starting point, it is recommended that a full AQ assessment is undertaken to model the potential impacts.

Options for possible mitigation have already been discussed with Doncaster and these are limited due to the close proximity of a number of dwellings in Hickleton to the carriageway. Doncaster are nonetheless willing to meet to explore options but this will be a more productive meeting if they can firstly have sight of the AQ and Transport Assessments.

..

Conservation

The main issue to be considered from a heritage perspective in the determination of this Enquiry is: -

- Whether or not the proposal would preserve or enhance the character or appearance of the conservation area

And

- Whether or not the proposal would harm the heritage significance or impact on the setting of a non-designated asset or an asset of demonstrable heritage significance (to a designated asset)

The employment site in question (ES10) includes part of two sites that were assessed during the allocation process before the local plan was adopted. As such, ES10 includes the eastern edge of the (former) RSV1 and the southern two thirds of the (former) D1. Those sites were assessed for their likely heritage impact in terms of setting and direct impacts (archaeology). In terms of the setting, it was advised on the publication version of the local plan that despite a relatively close proximity to what is quite a large site, the impact on Billingley Conservation Area to the north and its handful of listed buildings was unlikely to be harmful. This view was taken because the settlement and its conservation area sit to the north of a level plateau and back from the nearest viewpoint to the south of Flat Lane.

The northern most part of D1 is over 800m to the southeast of the Conservation Area and this distance allied with only limited long distance views results in a limited contribution to the setting and low potential for harm. However, looking at the plot layout – primarily plot 1 and plot which both exceed 20,000sq m, the highest point of the roofs on these buildings could be up to 18m. Clearly, these are large buildings, and they may be visible from the southern margins of the Billingley Conservation area. As such, the EIA must take this into consideration and must assess the degree of visual impact and harm (if it exists) to the setting of the Billingley Conservation area given the potential for visibility.

Regarding direct impacts which in this case relate to archaeology, the site was assessed previously by Wessex Archaeology and was red flagged due to the high potential for encountering archaeology. This is covered by the scoping review but for ease the following links are included to the site assessments below which are self-explanatory:

<https://www.barnsley.gov.uk/documents/wessex/RSV1%20Site%20Assessment.pdf>

And

<https://www.barnsley.gov.uk/documents/wessex/D1%20Site%20Assessment.pdf>

There is no site policy for ES10 but there is an informative that states that archaeological remains are known to be present on this site and that the site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains.
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development.

South Yorkshire Advisory Service

The applicants' archaeological consultants, RPS Group, have been in discussion with SYAS about the site and have given updates as to the progress of the work. A desk-based assessment is nearing completion and a geophysical survey report has been sent to SYAS.

The covering letter submitted with the pre-application request, by JEH Planning Ltd, notes this progress and, that the work so far suggests that a programme of trial trenching will be required. It requests, that in the interests of expediency, any trial trenching be carried out post-consent. Such an approach would not be acceptable to SYAS as it would not comply with either local or national policy. The geophysical survey identified places within the former open cast areas that appeared to contain archaeological features known to exist prior to any open cast operations. It is important that this issue is resolved alongside other questions as to the extent, character and state of preservation of any archaeological remains prior to the determination of the application. This is so that the significance of any remains can be appropriately described and the implications of the proposals upon that significance fully considered. However, given that the archaeological investigations are well underway, SYAS has no issue with the application being submitted whilst the trenching is underway, and an appropriate report being submitted during the determination period.

Biodiversity

The proposal site is located within 100m of the Dearne Valley Wetlands Site of Special Scientific Interest (SSSI) and within the Impact Risk Zone (IRZ) for the SSSI. The development types (as set by Natural England) which may have a potential impact upon statutory designated sites includes the proposed plans. Therefore, due to the proximity of the site to the SSSI there is potential for adverse impacts on the SSSI, in the absence of mitigation. Consultation with Natural England will also be required in relation to these proposals and compliance with the site-specific local plan policy will be key

The closest Local Wildlife Site (LWS - non-statutory protected site) within proximity of the proposed site is Bolton upon Dearne Wetlands LWS, located approximately 1 km west. Direct impacts to this LWS are considered highly unlikely due to its distance from the site. However, due to the proximity of the proposal to the Dearne Valley Wetlands SSSI, development of the site may result in hydrological impacts which may also indirectly affect Bolton upon Dearne Wetlands LWS. As such, further investigations into the hydrological effects and their impact on biodiversity would be required.

Marsh harrier, a Schedule 1 bird of the Wildlife and Countryside Act 1981, have, in recent years successfully bred at Old Moor. The species have been recorded foraging over the proposal site (2020/2021), therefore it is highly likely that Carr Dike and adjacent habitats provide a valuable foraging/dispersal feature for the species and others which are key features of the SSSI. As such, development of the site may negatively impact species associated with the Dearne Valley Wetlands SSSI and other notable species, including marsh harrier.

Whilst the site is largely arable fields, Carr Dike and the hedgerow/ditch/tree network along field boundaries are likely to provide habitat for a variety of species including bats, birds and small mammals. Furthermore, the hedgerows may comprise the required number of features for them to be considered priority habitats (section 41 of the Natural Environment and Rural Communities (NERC) Act 2006).

Due to the bird interest of the site and its proximity to the Dearne Valley Wetlands SSSI detailed surveys bird surveys are required to support the application. I would request that the following surveys are completed in addition to the existing bird surveys, due to the proximity of the site to the Dearne Valley Wetlands SSSI: willow tit, wintering bird surveys and breeding bird surveys, with focus on marsh harrier, which has previously been recorded on site.

Any hedgerows on site should be assessed for their value to the Hedgerow Regulations 1997, if they are to be affected by the proposed development.

A Preliminary Roost Assessment (PRA) of any trees to be impacted should be undertaken to assess their potential to support roosting bats. If the trees are deemed to have potential to support roosting bats, or a bat roost is located during the PRA, then a suite of bat activity surveys should be undertaken to fully assess the use of the trees by bats to inform a mitigation strategy and any potential Natural England licencing requirements. The survey/s should follow the BCT guidelines 3rd Edition and the interim guidance published by the BCT; BCT Interim Guidance Note: Use of night vision aids for bat emergence surveys and further comment on dawn surveys Bat Conservation Trust, May 2022. Bat activity surveys cannot be conditioned as part of a planning permission, as the LPA has a 'biodiversity duty' (S40 of the Natural Environment & Rural Communities Act 2006) and it must 'have regards to biodiversity' when making all its decisions.

External data should be gained from South Yorkshire Bat Group and Barnsley Biological Records Centre (see: <https://www.barnsley.gov.uk/services/parks-and-open-spaces/wildlife-conservation-and-biodiversity/>).

Biodiversity & Geodiversity policy BIO1 and the SPDs Biodiversity & Geodiversity and Trees & Hedgerows should be complied with.

A BNG assessment is also required to support the application. The applicant should use the most recent version of the metric when completing the assessment. As the proposal site is a masterplan framework site (ES10 – Land South of Dearne Valley Parkway) a minimum 10% Biodiversity Net Gain is required. Appended is a copy of the ecology reports for the site.

In terms of the query regarding river units, ideally off-site mitigation would be arranged by the applicant, and we would want to see evidence that efforts have been made to sort this prior to agreeing to our tariff being paid as an alternative way of meeting our BNG requirements. The applicant advised that they were in talks with the RSPB, with Dearne Valley Wetland SSSI parcels being located within proximity of the ES10 site. Ideally, off-site mitigation opportunities would be explored with the RSPB to see if measures could be implemented on their land. Another potential option would be to contact the Land trust, who are land managers keen in providing off-site mitigation opportunities for developments. They manage a site within Goldthorpe (Phoenix Park), where habitats could potentially be enhanced to meet the BNG requirements.

Please also see attached to this pre-application response, ecology reports for the site.

Trees

No significant detail has been submitted as is expected when requesting pre application advice. As such comments are generic at this stage.

It is noted from the plans that there are trees located both on and just off the site including trees, wooded areas and hedgerows. In the first instance a tree survey to BS59837:2012 will therefore be required to document what is present on the site. This document should be used to inform the final proposed layout put forward to ideally eliminate conflicts with existing trees and hedges or at least to allow them to be minimised. If any trees or hedges are implicated in the proposals, then an arboricultural impact assessment will also be required to deal with these.

Protection measures as part of an arboricultural method statement will certainly be required to deal with the protective barriers etc. but also any specialist construction techniques which may be required in order to facilitate the retention of trees within the site. Ideally this would be provided at the time of the application but on large schemes such as these there can often be amendments to plans to make it difficult to provide this in the first instance, however it will be needed when a final layout has been agreed. If timescales become tight and it is agreeable to all parties, it may be possible to condition the AMS as part of a pre-commencement condition.

South Yorkshire Mining Advisory Service

According to the records, the site encompasses Coal Authority 'High Risk' referral areas due to the presence of former opencast coal operations, shallow coal (Shafton seam – where not removed via the opencasts) and two old mine shafts/bell pits (very likely to have been removed however by the opencast workings). Consequently, a Coal Mining Risk Assessment should be included for a future full application, which adequately considers the full implications of the mining legacy position. Precautions/mitigation measures regarding the potential for opencast backfill/spoil, contamination, differential settlement over former high-walls, and mine gas migration/emissions would be expected to be considered for future ground works and within development designs. Given the scale/nature of the proposals it is expected that the applicant will commission a suitable geoenvironmental company to undertake a comprehensive phase 1 study of the site which should cover the coal mining legacy, and past land use/geological aspects in terms of risks posed to the development. It would also be expected to detail what phase 2 works would be required in line with CIRIA C758D (Abandoned mine working manual) in order to satisfy NPPF 183 a,b,c. 184 and 174 e & f, based around Land Stability.

Drainage Strategy and Flood Compensation

The Council records show Carr Dike, Highgate Lane Dyke and a number of tributaries within the site indicated on the attached plan. These watercourses are maintained by Danvm Drainage Commissioners. The site appears in flood zones 2 & 3 and Surface Water Flooding on the Environment Agency Flooding maps.

The Masterplan document states that built development should be avoided within Flood Zones 2 and 3. The pre-app contradicts this in that Zone 1 proposes an extended development platform in the Flood Zone 3 to the north. The submitted cover letter states that areas of flood compensation are to be provided as part of the development to overcome this matter. This would need to be fully evidenced and justified as per any formal submission.

Further to the above, the cover letter states the following:

“As part of the evolving drainage strategy, we have been engaging with the IDB and they have specifically requested the introduction of maintenance tracks on both sides of Carr Dike throughout its entire length within the application site. In the context of adhering to the policy allocation, which requires the protection and creation of a habitat corridor along Carr Dike, the IDB’s request could impact on achieving this policy objective and lead to the removal of locally valued trees within the riparian zone. Our preferred option, therefore, is to protect and enhance the ecological value of Carr Dike and we would like a steer from you as to whether an alternative maintenance strategy is possible which would avoid significant encroachment of these proposed tracks whilst satisfying the requirements of the IDB. As an alternative suggestion, we could explore some form of layby provision at selected intervals along the proposed spine road that runs parallel with Carr Dike. We would welcome your views on this approach”.

Colleagues in Biodiversity agree with the suggested approach of laybys located off the proposed spine road, rather than maintenance tracks running parallel to Carr Dike and suggest that ideally, the laybys would be located in areas where vegetation along Carr Dike is of a lower value, i.e., avoid removal of established trees. Maintenance responsibilities will also need to be agreed at the application stage.

The developer’s attention is drawn to the following:

There should be no increase in surface water runoff from the new development. PPS25 recognises that the management of flood risk is not simply restricted to flood plains and that a catchment-wide approach should be employed.

Any balancing facility should be designed to accommodate a 1 in 30-year flow from the site below ground and a 1 in 100-year flow retained within the site (including an allowance of 30% for climate change), without causing any flooding to buildings.

There are alternatives to conventional storage for the control of surface water run-off that are favoured by the authority where ground conditions are suitable. Sustainable Urban Drainage techniques (SUD’s) tackle surface water run-off problems at source using features such as soakaways, permeable pavements, grassed swales, infiltration trenches, ponds and wetlands to attenuate flood peak flows, produce water quality improvements and environmental enhancements.

The authority seeks to promote the use of SUD’s techniques to this site and the authority expects the developer of the site to submit detailed investigations such that the use of SUD’s has been fully explored.

As the site is shown as flood zone 2 a flood risk assessment in accordance with NPPF is required to be submitted with any planning application.

Pollution Control

Pollution Control have reviewed the submitted documents and considered that, without mitigation, this development has the potential to have an adverse impact on health and the quality of life of those living and/or working in the locality.

Noise from road traffic through Hickleton is an issue as increased HGVs, particularly throughout the night, will be a further cause for concern. A noise assessment will need to consider this with a view to possible mitigation such as triple glazing and mechanical ventilation. This will need to be balanced with the fact that Hickleton is a Conservation area.

Mitigation would be required to address issues such as times of construction or demolition works, the submission of a noise impact assessment, and that any development in accordance with a Construction Environment Management Plan (CEMP).

Public Rights of Way

The pre-application proposes a diversion to Dearne 15 which has raised a number of issues. PROW recommend the diversion is changed (see thick purple line on the map as below) to remove the proposed Dog Leg and section alongside the watercourse that could become logged.



Any formal application should provide cross sectional drawings for the section of diversion around plot 2 and a new bridge/culvert design for crossing watercourse also needs to be agreed. The diverted footpath should be at least 2 metres wide with a compacted stone surface and there should be no shrub planting within 3 metres of either side. Additionally, confirmation is sought of where the path sits on the embankment slope and within greenspace allocation because the plans show the plot 2 platform being 26 metres. It is also suggested that as the plan shows the path close to the top of the slope near the fence, would it be better further down and surrounded by a wildflower meadow rather than tree screening.

From a sustainable transport network point of view, a betterment may be that the footpath would be upgraded to allow or cycling around the Aldi Site between Carr Field Lane and the road crossing south of plot 2. It is noted if it's upgraded it will need re-surfacing.

Footpath 15 will need a temporary closure order in place from when development works start affecting the path and the team will need 4 weeks' notice from submission of application to the required start date. A permanent diversion application should be

submitted as soon as possible as certain works can take place prior to planning permission being granted.

At the meeting held on 5th December 2022, it was mentioned that another path would be installed on the red dotted lines next to the bus stop as per the drawing below. Any formal application should clarify what status this route is going to have and who would maintain this going forward.



Further, as per the below drawing (see the thick black line), It has been suggested that an additional direct route could be created, ideal for sustainable transport, walking and cycle routes (see the drawing as below) It has also been suggested to provide a direct link between the proposed attenuation to access road above zone ¾ to link the residential areas and bus stops.



It's noted that the site is in close proximity to the RSPB Old Moor Reserve and as such could biodiversity net gain incorporate reed beds along the north boundary WR3 site (the raised pit stack between the development site and Old Moor).

PROW have also raised a number of additional issues which should be addressed in any formal planning application:

- How are Aldi going to stop people going on current line?
- Could features be made of the SUDS attenuation ponds? By designing them to hold a constant minimal amount of water (whilst still allowing for flood attenuation storage) and sympathetic planting around the fringes etc, this would encourage biodiversity gain and offer an attractive area for staff and visitors to the

development, rather than sterile concrete tubs. The SUDS ponds would look more natural and offer better visual aesthetics (tables and benches for lunches/outdoor meetings, green gym to promote mental and physical wellbeing).

Cumulative Schemes

The need to consider cumulative effects in planning and decision making is set out in the National Policy Statements (NPS), especially National Planning Policy Framework (NPPF) 2019 and the EIA statement should consider the list of suggested schemes as below. Whilst it is noted that some of the site are not yet permissioned, they are considered to be “other existing development” (allocated in the relevant development plan) likely to result in significant effects.

Site	Site Status	Summary
Housing		
HS42 Land South of Lowfield Road, Bolton on Dearne	Not permissioned	Indicative yield 86 Planning applications for 97 dwellings have been refused on three separate occasions since 2015, most recently application 2019/0623.
HS43 Former Reema Estate and adjoining land, Thurnscoe	Permissioned – U/C	The whole of the allocation has planning permission for 494 dwellings. The final phase is now under construction.
HS44 Bolton House Farm, Goldthorpe	Not permissioned	Indicative yield 194 dwellings
HS45 Land South of Barnburgh Lane	Part Permissioned – complete Part current application (Permissioned subject to S106)	61 dwellings have been completed. A current application for 68 dwellings has been approved for the remainder of the allocation, subject to S106 agreement under reference 2020/1439.
HS46 Land North of East Street, Goldthorpe	Current application	Current application 2021/1171 for 137 dwellings
HS47 Land North of Dearne ALC, Goldthorpe	Current application	Current application 2022/0420 for 109 dwellings
HS48 Land North Barnburgh Lane, Goldthorpe	Not permissioned	Indicative yield 109 dwellings
HS49 Land South of Beaver Street, Goldthorpe	Part permissioned	Part of the site has planning permission for 116 dwellings. Indicative remaining yield 65 dwellings.
HS50 Site at Brunswick Street	Permissioned - complete	The allocation is built out, 49 dwellings have been completed.
HS51 Site West Broadwater Estate	Not permissioned	Indicative yield 279 dwellings
HS52 Land West Thurnscoe Bridge Lane and South Derry Grove, Thurnscoe	Not permissioned	Indicative yield 308 dwellings

Site	Site Status	Summary
Site HS53 Site South King Street, Thurnscoe	Not permitted	Indicative yield 25 dwellings
HS54 Land off Gooseacre Avenue, Thurnscoe	Not permitted	Indicative yield 80 dwellings
HS55 Former Highgate Social Centre	Part permitted - completed	6 dwellings have been completed. The majority of the allocation is not permitted. Remainder indicative yield is 29 dwellings.
2017/1001- designated as WW8 Urban Land to Remain Undeveloped (ULTRU) under former UDP and GS11 was the relevant policy.	Permitted.	Residential development of 150 no. dwellings with associated access, car parking, landscaping, public open space and infrastructure
HS92 Everill Gate Farm, Broomhill	Not permitted	Indicative yield 26 dwellings
2017/1051	Permitted	Erection of 129 dwellings (Phase 2), associated infrastructure and public open space (Full Consent). Residential Development (Phase 3) and associated infrastructure (Outline) - Hybrid Application
2020/1246- Land off Barnsley Road, Goldthorpe (Unallocated but within Urban Fabric of Goldthorpe)	Current application	Proposed residential development with associated infrastructure and landscaping (Amended Plans and Change of Description). Approved at PRB subject to a legal agreement.
Employment		
ES11 Fields End Business Park	Permitted – under construction	The whole of the allocation is included in planning permission 2021/0012 which extends an existing storage and distribution warehouse. However, within the application boundary an area of approximately 0.9ha remains without built development.
ES12 Thurnscoe Business Park	Part Permitted	The majority of the allocation is now developed, with 1.6ha remaining without planning permission. The southern parcel is owned and occupied by Balmoral Tanks. The current unit was permitted and subsequently extended by applications 2017/0013 and 2018/0966 respectively. The remaining area of the allocation without planning permission falls within this ownership.

Site	Site Status	Summary
		The northern parcel is permitted by a completed development of 16 industrial units.
ES23 Land South of Park Springs 8.3 ha	Current application	Outline planning permission for the erection of c. 19,147m ² (206,100 sq ft) flexible employment space (Class E, B2 and B8) including ancillary car parking and landscaping. All matters reserved with the exception of access. Approved at PRB subject to a legal agreement.
ES8 Land off Ferrymoor Way (17ha)	Permissioned	Erection of a new factory/warehouse (Use Class B2 General Industrial & Use Class B8 Storage & Distribution) with installation of up to a 1 MW biomass boiler, associated parking and circulation space.
ES20 Everill Gate Lane 3.6 ha	Permissioned	Development of the site for employment uses within use classes B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) and associated access, parking and circulation areas and infrastructure.
Retail		
2022/0056	Permissioned	Erection of a 1,979 sq.m (gross) retail unit (Use Class E) with vehicular and pedestrian accesses; parking; hard and soft landscaping; boundary treatments; trolley bay; electricity substation and associated works
Mixed Use		
MU6 Former Wombwell High School, Wombwell	Permissioned	Demolition of existing bungalow and the development of 235 no. dwellings with formation of new access, car parking, landscaping and public open space (Amended Plans and Description). S73 application recently approved under 2022/0608 to vary conditions 2, 6, 20 and 22 of application 2019/0089 (Demolition of existing bungalow and the development of 235 no. dwellings with formation of new access, car parking, landscaping and public open space) to allow for a number of minor amendments to layout, housetypes, boundary treatments, garages and materials

Other Matters

A Health Impact Assessment in support of the forthcoming planning application was submitted, setting out the proposed methodology and scope. Julie Tolhurst has confirmed that she is happy with the methodology.

The EIA scoping opinion was issued on 28/11/2023 which should be taken into account when preparing the version of the Environmental Statement to accompany the planning application. I remind you that it is a statutory requirement to prepare a non-technical summary to sit alongside the ES to enable non-experts to understand its findings

Further, the fee for the formal planning application was agreed in writing on 08/02/2022.

Validation Requirements

The draft Local Validation list was sent to the developer on 24th November. It was noted that this document was out to consultation (ending on 6th January 2023) and was therefore subject to change. Notwithstanding this, listed below are a list of validation requirements taking this document into account. As before, these may be subject to change depending on the outcome of the consultation and responses we've received.

- Application form
- Ownership Certificate
- Site Location Plan
- Plans and Drawings
- Correct Fee
- Design and Access Statement
- Fire Statement
- Air Quality Assessment
- National Design Guide Assessment
- Masterplan/Design Code Compliance Statement
- Coal Mining Risk Assessment
- Contaminated Land Assessment
- Preliminary Ecological Appraisal
- Ecological Impact Assessment
- Preliminary Roost Assessment (PRA)
- Detailed Bird Surveys (as per Biodiversity comments as above)
- Biodiversity Net Gain assessment (supported by a Defra Metric)
- Energy/Sustainability Statement including a whole life carbon assessment
- EIA statement
- Flood Risk Assessment and Sequential Test
- SuDS/Foul & Surface Water Drainage Details
- Health Impact Assessment
- Heritage Statement
- Archaeological Assessment
- Landscape and Visual Impact Assessment (LVIA)
- Planning Obligation (s)/S106 Agreement- Draft Heads of Terms
- Planning & Community Consultation Statement
- Transport Assessment and Draft Travel Plan
- Tree Survey
- Noise Assessment

I trust this information will be of assistance to you.

Yours faithfully

Leah Wright

For and on behalf of
Development Management
Joe Jenkinson BA (Hons) MSc

Head of Planning and Building Control
www.barnsley.gov.uk/developmentmanagement

**Appendix G Local Authority Health Profile:
Barnsley**



Barnsley

Published on 03/03/2020

Area type: Unitary authority
Region: Yorkshire and the Humber

Local Authority Health Profile 2019

This profile gives a picture of people's health in Barnsley. It is designed to act as a 'conversation starter', to help local government and health services understand their community's needs, so that they can work together to improve people's health and reduce health inequalities.

Visit <https://fingertips.phe.org.uk/profile/health-profiles> for more area profiles, more information and interactive maps and tools.

Health in summary

The health of people in Barnsley is generally worse than the England average. Barnsley is one of the 20% most deprived districts/unitary authorities in England and about 21.9% (9,595) children live in low income families. Life expectancy for both men and women is lower than the England average.

Health inequalities

Life expectancy is 9.8 years lower for men and 9.0 years lower for women in the most deprived areas of Barnsley than in the least deprived areas.

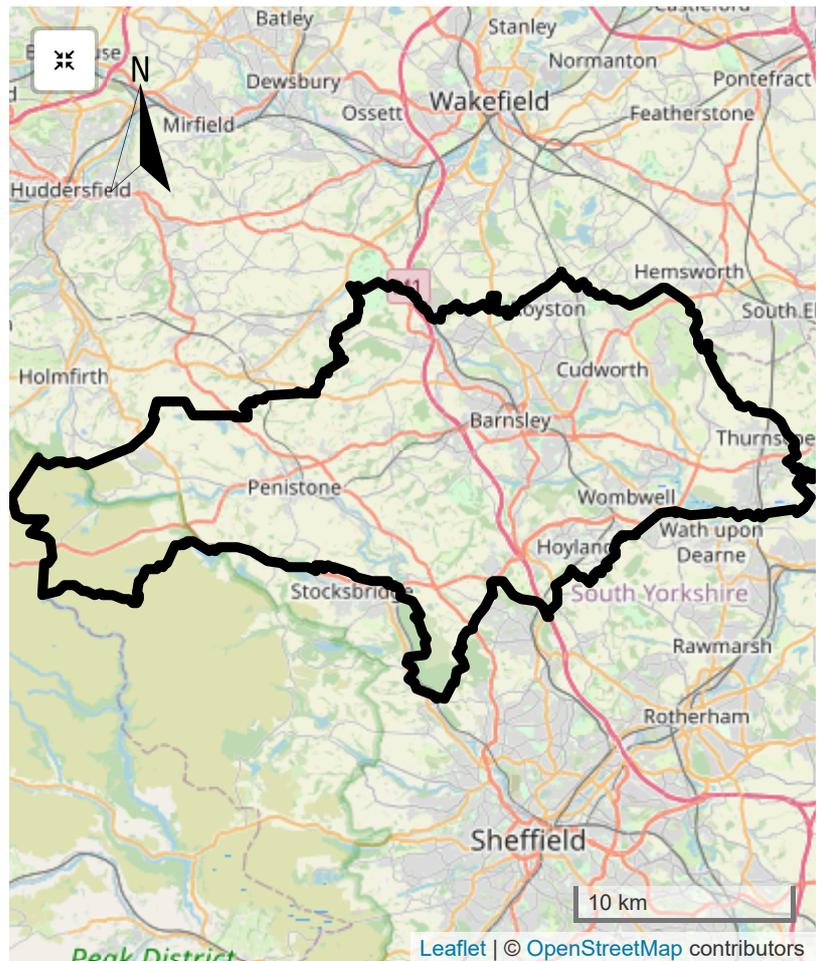
Child health

In Year 6, 21.3% (586) of children are classified as obese. The rate for alcohol-specific hospital admissions among those under 18 is 50*, worse than the average for England. This represents 25 admissions per year. Levels of teenage pregnancy, GCSE attainment (average attainment 8 score), breastfeeding and smoking in pregnancy are worse than the England average.

Adult health

The rate for alcohol-related harm hospital admissions is 856*, worse than the average for England. This represents 2,085 admissions per year. The rate for self-harm hospital admissions is 333*, worse than the average for England. This represents 790 admissions per year. Estimated levels of excess weight in adults (aged 18+), smoking prevalence in adults (aged 18+) and physically active adults (aged 19+) are worse than the England average. The rates of new sexually transmitted infections and new cases of tuberculosis are better than the England average. The rate of killed and seriously injured on roads is worse than the England average. The rate of statutory homelessness is better than the England average. The rates of violent crime (hospital admissions for violence), under 75 mortality rate from cardiovascular diseases, under 75 mortality rate from cancer and employment (aged 16-64) are worse than the England average.

* rate per 100,000 population



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Local authority displayed with full resolution clipped boundary

Health summary for Barnsley

Key

Significance compared to goal / England average:

Significantly worse	Significantly lower	↑ Increasing / Getting worse	↑ Increasing / Getting better
Not significantly different	Significantly higher	↓ Decreasing / Getting worse	↓ Decreasing / Getting better
Significantly better	Significance not tested	↑ Increasing	↓ Decreasing
		↑ Increasing (not significant)	↓ Decreasing (not significant)
		– Could not be calculated	→ No significant change

Life expectancy and causes of death

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
1 Life expectancy at birth (male)	All ages	2016 - 18	n/a	78.1	78.7	79.6	↑
2 Life expectancy at birth (female)	All ages	2016 - 18	n/a	81.9	82.4	83.2	↓
3 Under 75 mortality rate from all causes	<75 yrs	2016 - 18	2631	388.5	363.2	330.5	↑
4 Mortality rate from all cardiovascular diseases	<75 yrs	2016 - 18	597	87.8	82.0	71.7	↑
5 Mortality rate from cancer	<75 yrs	2016 - 18	1020	149.8	141.2	132.3	↓
6 Suicide rate	10+ yrs	2016 - 18	59	9.25	10.7	9.64	↓

Injuries and ill health

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
7 Killed and seriously injured (KSI) rate on England's roads	All ages	2016 - 18	431	59.0	49.1	42.6 ~	–
8 Emergency hospital admission rate for intentional self-harm	All ages	2018/19	790	333.3	205.8	193.4	↑
9 Emergency hospital admission rate for hip fractures	65+ yrs	2018/19	270	595.7	544.5	558.4	↓
10 Percentage of cancer diagnosed at early stage	All ages	2017	434	43.8	50.6	52.2	↓
11 Estimated diabetes diagnosis rate	17+ yrs	2018	n/a	82.4	81.9	78.0	↑
12 Estimated dementia diagnosis rate	65+ yrs	2019	2069	71.1 *	71.6 *	68.7 *	↑

Behavioural risk factors

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
13 Hospital admission rate for alcohol-specific conditions	<18 yrs	2016/17 - 18/19	75	49.7	32.2	31.6	↑
14 Hospital admission rate for alcohol-related conditions	All ages	2018/19	2085	856.3	729.0	663.7	↑
15 Smoking prevalence in adults	18+ yrs	2018	33852	17.4	16.7	14.4	↓
16 Percentage of physically active adults	19+ yrs	2017/18	n/a	60.3	64.0	66.3	↓
17 Percentage of adults classified as overweight or obese	18+ yrs	2017/18	n/a	69.7	64.1	62.0	↓

Child health

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
18 Teenage conception rate	<18 yrs	2017	109	29.1	20.6	17.8	↓
19 Percentage of smoking during pregnancy	All ages	2018/19	455	16.0	14.4 ~	10.6	↓
20 Percentage of breastfeeding initiation	All ages	2016/17	1605	55.6	69.3	74.5	↓
21 Infant mortality rate	<1 yr	2016 - 18	23	2.80	4.03	3.93	↑
22 Year 6: Prevalence of obesity (including severe obesity)	10-11 yrs	2018/19	586	21.3	21.0	20.2	↑

Inequalities

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
23 Deprivation score (IMD 2015)	All ages	2015	n/a	29.6	-	21.8	–

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
24 Smoking prevalence in adults in routine and manual occupations	18-64 yrs	2018	n/a	27.5	27.4	25.4	↑

Wider determinants of health

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
25 Percentage of children in low income families	<16 yrs	2016	9595	21.9	19.7	17.0	↑
26 Average GCSE attainment (average attainment 8 score)	15-16 yrs	2018/19	103392	44.5	45.7	46.9	↑
27 Percentage of people in employment	16-64 yrs	2018/19	109300	71.7	73.7	75.6	↑
28 Statutory homelessness rate - eligible homeless people not in priority need	Not applicable	2017/18	21	0.20	1.04	0.79	—
29 Violent crime - hospital admission rate for violence (including sexual violence)	All ages	2016/17 - 18/19	535	75.6	54.3	44.9	↓

Health protection

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
30 Excess winter deaths index	All ages	Aug 2017 - Jul 2018	296	39.4	31.1	30.1	↓
31 New STI diagnoses rate (exc chlamydia aged <25)	15-64 yrs	2018	767	497.4	629.1	850.6	↑
32 TB incidence rate	All ages	2016 - 18	16	2.19	6.84	9.19	↓

For full details on each indicator, see the [definitions tab of the Local Authority Health Profiles online tool](#).

For a full list of profiles produced by Public Health England, see the fingertips website: <https://fingertips.phe.org.uk/>

Indicator value types

1,2 Life expectancy - years 3,4,5 Directly age-standardised rate per 100,000 population aged under 75 6 Directly age-standardised rate per 100,000 population aged 10 and over 7 Crude rate per 100,000 population 8 Directly age-standardised rate per 100,000 population 9 Directly age-standardised rate per 100,000 population aged 65 and over 10 Proportion - % of cancers diagnosed at stage 1 or 2 11 Proportion - % recorded diagnosis of diabetes as a proportion of the estimated number with diabetes 12 Proportion - % recorded diagnosis of dementia as a proportion of the estimated number with dementia 13 Crude rate per 100,000 population aged under 18 14 Directly age-standardised rate per 100,000 population 15,16,17 Proportion 18 Crude rate per 1,000 females aged 15 to 17 19,20 Proportion 21 Crude rate per 1,000 live births 22 Proportion 23 Index of Multiple Deprivation (IMD) 2015 score 24 Proportion 25,26 Slope index of inequality 27 Proportion 28 Mean average across 8 qualifications 29 Proportion 30 Crude rate per 1,000 households 31 Directly age-standardised rate per 100,000 population 32 Ratio of excess winter deaths to average of non-winter deaths 33 Crude rate per 100,000 population aged 15 to 64 (excluding Chlamydia) 34 Crude rate per 100,000 population

* Value compared to a goal (see below)

~ Aggregated from all known lower geography values

Thresholds for indicators that are compared against a goal

Indicator Name	Green	Amber	Red
12 Estimated dementia diagnosis rate (aged 65 and over)	>= 66.7% (significantly)	similar to 66.7%	< 66.7% (significantly)

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