

Rapid Health and Wellbeing Impact Assessment for Planning (HIA) Tool

Proposal Name: Pitt Street Outline planning application

Ref: Not available at this stage

How to use this tool

Impact – Think about what impact the proposal may have with regard to each of the themes listed and if this impact will be positive or negative. Tick the + column for positive impacts and - for negative impacts. If the proposal will impact on different groups or populations differently please list these separately.

Certainty - Think about how certain you are about your assessment for each impact. As far as possible your decisions should be supported using available evidence. Tick the ? column if you are uncertain an impact will occur and ! if you are certain / have evidence an impact will occur.

Description of Impact – Give details how the proposal will impact on each specific group or population.

Recommendation - Write recommendations in this column detailing how positive impacts could be maximised and negative impacts minimised. This may include further research that is needed to improve the certainty of your assessment.

Further guidance on the type of impacts which may occur can be found in the Comprehensive Health and Wellbeing Impact Assessment Guidance notes.

Note: this toolkit is an adapted version adopted by Wakefield Council

Advice and support to carry out a Health and Wellbeing Impact Assessment for planning is available from the Barnsley Council Public Health.

Julie Tolhurst

Public Health Principal (Place)

Email: julietolhurst@barnsley.gov.uk

What impact, if any, will the proposal have with regard to the themes listed below?

Theme	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Employment and the Economy Think about the type of job the proposal may safeguard or create. Are these appropriate to local workforce? Are there sufficient support services?	X			X	The development is for residential dwellings. Permanent jobs will not be created by the proposal. However, construction will result in temporary employment within the construction industry. Once constructed, the development will result in a small amount of indirect ongoing employment associated with maintenance of properties. In addition, the relationship between housing and economic growth is well established, and therefore the development of housing within an appropriate and allocated site will contribute to economic benefits.	It is recommended that the developer seeks to support local employment by working with local contractors during construction.
Transport Think about the effect the proposal may have on road safety, congestion and levels of participation in active travel (e.g. walking and cycling.)	X			X	The site layout, specifically the site access has been informed by a Transport Assessment including speed surveys. The location of the development is considered sustainable in terms of access to local facilities. Informal footpaths have been incorporated into the site layout to promote walking and maintain accessibility.	The site layout incorporates informal footpaths, and this should be acknowledged by the Local Planning Authority as a measure to promote active travel. This application seeks to agree the location of the access, which has been informed by a speed survey.
Physical Activity Think about how the proposal may create an environment that promotes or hinders physical activities such as sport, active	X			X	The application site is not considered green space, based on the Barnsley Green Space Strategy. Therefore, the development will not result in the loss of designated green space. An informal	Ensure the informal footpath is provided as part of the planning application. Ensure the LAP is provided as part of the planning application. Although the application is outline at this point, these points could be addressed

Theme	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
play and active travel.					footpath does run through the site, and this will be retained, albeit in a slightly different location. The layout includes a LAP, and this creates a more usable area of open space compared to the existing site.	through reserve matters application
Air Quality & Noise Think about how noise and air pollution can be minimised both during construction and once the proposal is in use.		X		X	An air quality assessment has been submitted as part of this application. This considers potential impacts of the development on local air quality. In terms of noise, the site location has been allocated for residential development, and there are no noise constraints associated with the current site or use proposed. A Construction and Environment Management Plan (CEMP) could be conditioned to set out how potential air quality and noise impacts during construction could be addressed.	The LPA could condition a CEMP, which could be required to consider noise and air quality impacts during construction. The Air Quality Assessment considers emissions during operation. This should be noted by the Council.
Access to Public Services Think about the effect the proposal may have on the demand for local services and if it will make them more or less accessible to different types of people	X			X	The site is within walking distance of allotments, a primary and secondary school, a church, a community centre, a sports club, a post office, and a doctor's surgery.	The site location should be considered appropriate for the use proposed, in accordance with the site allocation.

Theme	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
Diet and Nutrition Think about how the proposal could encourage or discourage people from making healthy food choices and grow their own food.	X		X		The site lies adjacent to allotments. These allotments lie outside of the application site. If available, the allotments could provide residents with the ability to grow their own food in close proximity to their properties. Allotments are also available at East Street (Darfield), less than 1 mile walk from the site. The development does not include proposals for any food shops or restaurants.	No specific recommendation
Crime Reduction and Community Safety Think about if the proposal will create a safe and inclusive environment that acts to discourage crime and antisocial behaviour.	X			X	The areas of open space are adequately overlooked by the siting of the surrounding dwellings. This will ensure that the area benefits from high levels of natural surveillance. Proposed footpath links within the site are clearly and logically positioned to ensure surveillance and promote the use of these links. Parking should be provided within the curtilage of the property through a drive and/or garage. For terraced properties however parking would be provided by parking bays and these should be located within a logical position to the property as demonstrated earlier within this statement, generally to the front to ensure they are adequately overlooked.	The principles set out above should be fully considered when undertaking any future Reserved Matters submissions.

Theme	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
					Public and private spaces should be clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This could be achieved through a well-designed and sensitive landscaping scheme and change in material, which delineates the public from the private realm. This will ensure the creation of a high quality and attractive environment or low boundary treatments. The use of higher treatments should be employed where the rear / side garden boundaries may abut the highway to ensure privacy for future residents within the residential areas. The use of robust boundary treatments typically 1800mm high fencing (with lockable gates) to the rear boundaries of dwellings with 1200mm fencing subdividing plots will ensure the creation of defensible space and achieve privacy for future residents. Rear gardens should be generally plotted against other rear gardens (either proposed or existing) in order to minimise the possibility of unwanted access. Any rear access paths provided should be kept to a minimum and be provided with lockable gates preventing casual intrusion.	

Theme	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
					The use of defensive planting will maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour. The proposed fenestration of the dwellings should respond to the street with outward facing development. Front doors should be clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene. Gables should be appropriately treated with windows to ensure surveillance and dual aspect dwellings employed at key corners.	
Energy Use and Waste Minimisation Think about the effect the proposal may have on carbon emissions and waste. How will effects of climate change (e.g. extreme weather) be dealt with?	X			X	The Flood Risk Assessment (FRA) has been undertaken, and this considers impacts of the development taking into account climate change. This confirms that even when the impacts of climate change are considered, impacts in terms of flooding area acceptable. The air quality assessment sets out measures to reduce potential emissions, such as incorporating electric charging points into the site to encourage the take up of electric vehicles.	The FRA should be noted, and recommendations within these Conditioned. A Travel Plan could be conditioned to demonstrate how car usage could be minimised. The recommendations in the air quality assessment should be noted by the Council.

Theme	Impact		Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	?	!		
					The proximity of the site to local services will reduce dependency on car use, thus reducing climate change impacts associated with car use.	