

# Barnsley Council's Health Impact Assessment (HIA) for spatial planning 2023

Proposal Name:

Land south of Barugh Green Road, Barugh Green, Barnsley

Ref:

Avant Homes Barugh Green HIA – Jan 2025 – Rev A



**Barnsley – the place  
of possibilities.**



# What is the Health Impact Assessment for Planning Tool?

HIA is a practical approach used to judge the effects that a proposed development may have on the health and wellbeing of diverse groups of people living or working in Barnsley. The findings of HIAs are used to make recommendations to decision makers as to how any positive health impacts of a particular scheme may be increased, and any negative impacts reduced. This HIA for Planning Tool has been designed to simplify and streamline the process of conducting HIAs of a development scheme or proposal.

## Why use the Health Impact Assessment Tool?

The [National Planning Policy Framework \(the Framework\)](#) was introduced in 2012 to consolidate the government's planning policies for England, and our Local Plan was prepared to be consistent with the policies contained within it. A revised NPPF was published in July 2021<sup>1</sup>, however for the purposes of Barnsley's Local Plan examination the policies in the 2012 NPPF were applied.

The National Planning Policy Framework (NPPF) recognises that 'planning policies and decisions should aim to achieve healthy, inclusive, and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise meet 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.
- b) 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, 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
- c) 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.

HIA promotes sustainable developments that support the creation of strong, vibrant, and healthy communities, by:

- Demonstrating that health impacts have been considered when preparing, evaluating, and determining development proposals.

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<sup>1</sup> NPPF (2021) [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

- Ensuring developments contribute to the creation of a strong, healthy, and just society.
- Helping applicants to demonstrate that they have worked closely with those directly affected by their proposals to evolve designs that take account of the views of the community.
- Identifying and highlighting any beneficial impacts on health and wellbeing of a particular development scheme.
- Identifying and taking action to minimise any negative impacts on health and wellbeing of a particular development scheme.

## How to use the Health Impact Assessment tool

The HIA tool is grouped under variety of themes which should be worked through sequentially, depending on the relevance for the scheme. **Please complete the sections relevant to the scheme.**

**Impact Description** –give details of what impacts the development proposal may have and which groups of people will be most likely to be affected.

**Impact Type** – Think about whether the impact will be positive or negative.

Tick the **+** column for positive impacts, **-** for negative impacts or **N/A** for neutral or unknown impacts. If the proposal will impact on diverse groups or populations differently, please list these separately. **The HIA process should acknowledge and record all impacts, not just the positive elements of the scheme.**

**Impact 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.

**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.

## **Section 1 – Applicant details:**

Application number: TBC

Postcode and full address of the proposed development: Land south of Barugh Green Road, Barugh Green, Barnsley

### **Person responsible for completing this Health Impact Assessment:**

Name: Charlotte Hatton

Contact email: [charlotte.hatton@avanthomes.co.uk](mailto:charlotte.hatton@avanthomes.co.uk)

Date submitted to Planning Development: February 2025

## Section 2

### PROPOSAL SUMMARY

#### 2.1 Please provide a summary of the proposal

Full planning application for the erection of 155no. residential dwellings and associated works on land south of Barugh Green Road, Barugh Green, Barnsley.

#### 2.2 Provide details of the type of information that has been used to inform this Health Impact Assessment. For example:

- Engagement with local community members/groups.
- Advice from relevant experts such as environmental health professionals, public health professionals or transport and highways engineers.
- Reports and documents such as Air Quality Assessments and Travel Plans

A community consultation leaflet was distributed on 27<sup>th</sup> September 2023 to the local community with details of the proposal inviting comments. Full details of this public engagement are included in the Statement of Community Involvement.

This Health Impact Assessment has been informed by reports and documents prepared as part of the planning application and listed below:

- Planning Statement
- Design and Access Statement
- Transport Assessment
- Travel Plan
- Energy Statement
- Ecological Appraisal
- Flood Risk Assessment
- Drainage Strategy
- Landscape Details

Table A: Which groups of the population will be affected by this proposal?	
Population Groups	Please tick
Asylum seekers/refugees	<input type="checkbox"/>
Ethnic minorities (incl. Gypsy, Roma, and Traveller ethnic groups)	<input type="checkbox"/>
Women & girls	<input type="checkbox"/>
Men & boys	<input type="checkbox"/>
People living in areas of high social and economic deprivation	<input type="checkbox"/>
People with a disability- physical, mental, and learning	<input type="checkbox"/>
Families with young children	<input type="checkbox"/>
Transgender people	<input type="checkbox"/>
Geographic groups – rural/urban/neighbouring areas	<input type="checkbox"/>
Homeless people	<input type="checkbox"/>
Lesbian, gay and/or bisexual people	<input type="checkbox"/>
Age: Children/young people: 0 – 19 years	<input type="checkbox"/>
Adults: 18 – 60 years;	<input type="checkbox"/>
Older people: 60+ years	<input type="checkbox"/>
People living with Dementia	<input type="checkbox"/>
Religious or belief groups	<input type="checkbox"/>
Visitors or those working in the district	<input type="checkbox"/>
ALL Groups	<input checked="" type="checkbox"/>
Others (please state below)	<input type="checkbox"/>
Residential development for all. Therefore, not considered that any particular demographic is affected.	

Table B: Which areas of the borough will be most affected by this proposal?	
District Boundaries	Please tick
Brough wide	<input type="checkbox"/>
Central	<input type="checkbox"/>
Cudworth	<input type="checkbox"/>
Darfield	<input type="checkbox"/>
Darton East	<input type="checkbox"/>
Darton West	<input checked="" type="checkbox"/>
Dearne North	<input type="checkbox"/>
Dearne South	<input type="checkbox"/>
Dodworth	<input type="checkbox"/>
Hoyland Milton	<input type="checkbox"/>
Kingstone	<input type="checkbox"/>
Monk Bretton	<input type="checkbox"/>
North East	<input type="checkbox"/>
Old Town	<input type="checkbox"/>
Penistone East	<input type="checkbox"/>
Penistone West	<input type="checkbox"/>
Rockingham	<input type="checkbox"/>
Royston	<input type="checkbox"/>
Stairfoot	<input type="checkbox"/>
St Helens	<input type="checkbox"/>
Wombwell	<input type="checkbox"/>
Worsborough	<input type="checkbox"/>

## **Section 3**

**Does the scheme have any residential component? Yes- complete this section. No- move to the next section.**

### **3.1 Housing - links to health**

Housing can have a significant impact on residents' health and wellbeing, particularly in relation to the location, affordability, condition, design, and construction of homes. Inadequate or poorly designed housing that fails to meet the needs of residents can cause, or contribute to, preventable injuries and health conditions such as respiratory diseases, cardiovascular diseases, and mental health conditions.

#### **Potential positive impacts on health:**

- Housing in an appropriate location (e.g. close to services and amenities appropriate to the needs of people living there and away from sources of noise and air pollution)
- Quality affordable housing can result in people have a greater proportion of their income available to spend on their other health needs (e.g. heating, healthy food, leisure activities)
- Homes that are designed to be accessible and adaptable to support care in the community and independent living, enabling people to remain in their homes with changing requirements caused by age, disability or illness (e.g. mobility problems or dementia) [Design of Housing SPD](#)
- Homes that have suitable internal space and are compliant with [Nationally Described Space Standard](#)
- Range of housing tenures with good basic services and links to local amenities (e.g. shops, schools, health services) can create diverse, sustainable communities and promote social interaction.
- Quality materials for noise insulation and energy efficiency can help to reduce noise pollution, energy waste and fuel poverty.
- Homes that are safe to design out crime which will improve perceptions and incidents of anti-social behaviour and crime.

#### **Potential negative impacts on health:**

- Housing in an inappropriate location (e.g. in an isolated location with poor access to local services and amenities)
- Lack of affordable housing impacts more on people on low incomes who proportionally spend more on housing costs and less on other health needs (e.g. heating, healthy food, leisure activities).
- Homes with poor insulation and inadequate heating and ventilation results will be more difficult to keep warm in cold weather or cool in hot weather. This can exacerbate existing health conditions and contribute to fuel poverty, issues with damp and mould and an increased impact on the environment.
- Homes not liable to flooding to prevent short- and longer-term mental health problems.
- Homes that are not adequately soundproofed, can result in noise pollution which can interrupt sleep and contribute to mental health problems.
- Overcrowded housing can contribute to poor mental health and an increased risk of accidents.

	What impact will the proposal have on?						
Housing	Impact			Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	N/A	?	!		
<b>Housing is in a sustainable location</b> (e.g. close to services and amenities appropriate to the needs of people living there and away from sources of noise and air pollution.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	As detailed in the Travel Plan and Design and Access Statement, there are various facilities within 2km walking distance including education, recreation, health care, leisure and retail. A full list of amenities is included within Table 3.4 of the Travel Plan.	Implementation of the Travel Plan to be secured via a suitably worded planning condition
<b>Provision of a range of varied home tenures, number of bedrooms and house types.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A variety of house types are proposed comprising of 1, 2, 3 and 4 bed properties, which will be for open market sale and as affordable dwellings.	N/A
<b>Provision of sustainable homes</b> (as determined through Building Regulations)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	As outlined in the Energy and Sustainability Statement (ESS) and the Planning Statement, the proposed development will be designed to reduce the greenhouse gas emissions through lowering demand while improving energy efficiency. Meanwhile, overall sustainability will be addressed through a multifaceted approach to water management, open space provision and ecological considerations, among other factors.	Implement design as proposed in the Energy Statement.
<b>Provision of homes that are highly energy efficient and well insulated</b> (aligned with Future Homes standards) and preserve water resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	As detailed in the Energy Statement the proposed development will be designed to reduce regulated emission and proposed energy demand. This will reduce the reliance on national resources. It also details the fabric first strategy which aims to achieve long term reductions in CO2 emissions and climate change.	Implement design as proposed in the Energy Statement.



What impact will the proposal have on?							
Housing	Impact			Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	N/A	?	!		
<b>Provision of affordable homes for purchase and/or rent</b> (in line with planning policy and <a href="#">Affordable Housing SPD</a> )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	In line with Policy H7: Affordable Housing in the adopted Local Plan, 20% of the total number of dwellings should be affordable which they will be as shown on the proposed layout.	The delivery of affordable homes is to be secured via Section 106 Agreement with the Council to ensure implementation.
<b>Provision of homes that maximize utility, independence and quality of life</b> (e.g. <a href="#">Building for a Healthy Life</a> )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A Building for a Healthy Life Assessment is included within the Design and Access Statement and sets out how the design of the proposed development is positively contributing to future residents and their quality of life.	Building for Healthy Life Assessment included in the DAS and delivery of the proposed housetypes. As such, no further recommendations or mitigation is required.
<b>Provision of measures to promote an <a href="#">age friendly development</a>.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is a requirement within the Design of Housing Development SPD to provide 26% M4(2) and 6% M4(3) on site. I can confirm the proposal includes 29% of the development is currently M4(2) which means 45 houses on site are built to an accessible and adaptable standard.	The proposed development has taken appropriate design measures to incorporate accessibility requirements, in compliance with Building Regulations and local planning policy. As such, no further recommendations or mitigation is required.
<b>Provision of homes that are wheelchair accessible and/or <a href="#">accessible and adaptable</a>.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is a requirement within the Design of Housing Development SPD to provide 26% M4(2) and 6% M4(3) on site. I can confirm the proposal includes 5% of the development is currently M4(3) which means 8 houses on site are built to an accessible and adaptable standard. The bungalows provided are semi-detached properties and therefore there is a slight shortfall as 6% would equate to 9 properties. We have therefore over provided on M4(2) properties.	The proposed development has taken appropriate design measures to incorporate accessibility requirements, in compliance with building regulations and local planning policy. As such, no further recommendations or mitigation is required.

	What impact will the proposal have on?						
Housing	Impact			Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	N/A	?	!		
Ensuring that the development aligns with priorities of the <a href="#">Barnsley Affordable Warmth Charter</a>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>In line with Barnsley’s Affordable Warmth Charter and the recent changes in Government Policies to ensure a reduction in carbon emissions, the development will propose a fabric first strategy which aims to achieve long term reductions in CO2 emissions and climate change. The proposed fabric and building services specification will permanently reduce regulated emissions by 8.05% and the proposed energy demand by 3.37%. This is significant betterment and demonstrates that the proposed development will have a reduced reliance on nation resources (gas and electricity).</p> <p>Further to this, the proposal will provide short-medium term employment opportunities during the construction phase of development – through construction on site and associated supply chains etc.</p>	<p>The Applicant has considered options to reduce carbon emissions for the proposal.</p> <p>In June 2022, updates to Part L of the Building Regulations came into force. With a 12-month transition period, the result of these changes will ensure homes-built from June 2023 produce 31% less carbon emissions compared to previous standards.</p> <p>The construction tender will include within its brief the preference to use local labour supply and contractors.</p>
Promotion of good design in terms of layout and orientation e.g. internal space, access to sunlight (compliant with <a href="#">Nationally Described Space Standard</a> )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>As detailed in the Design and Access Statement, the orientation and layout of the scheme has been designed to create natural surveillance and to provide a well-designed movement network through the development. All plots are compliant with the Nationally Described Space Standards.</p>	<p>See further details within the Design and Access Statement.</p>

## 3.2 Economy & Employment - links to health

The Barnsley Local Plan seeks to develop an inclusive sustainable economy, contributing to improved quality of life and thriving communities to reduce health inequalities.

### Potential positive impacts on health

- Increased access to local employment and training opportunities, including permanent (end use) and temporary (construction) employment, improving aspiration, confidence, and health & wellbeing
- Increased access to workplaces through variety of transport modes including walking, cycling and public transport.
- Local procurement arrangements/agreements
- Provision of a diversity of business and job opportunities
- Accessible employment opportunities appropriate to the skillsets in the local community.

### Potential negative impacts

- Employment opportunities in inaccessible locations with poor transport links can limit access to opportunities and discourage investment into the area.
- Potential workforce of commuters outside of Barnsley borough can limit local employment opportunities.
- Over reliance on a single employer or type of sector can limit employment opportunities for the local workforce and have a negative impact on health and wellbeing.
- Employment opportunities that do not match the skills of the local resident workforce may lead to limited economic or health benefits for local people.

	What impact will the proposal have on?						
Economy & Employment	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
Access to employment and training opportunities appropriate to the skill sets present in local community-including temporary construction, permanent 'end-use' jobs, apprenticeships	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Key vehicular access routes which are in close proximity to the application site give the site direct links to Wakefield, Barnsley, Doncaster and Rotherham. The site is also located 2.5 miles north east of the M1. This provides direct links to Leeds and Sheffield, and beyond which gives	The construction tender will include within its brief the preference to use local labour supply and contractors. This will also consider apprenticeships and links with local colleges.

What impact will the proposal have on?							
Economy & Employment	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
						<p>residents access to employment and training opportunities.</p> <p>The proposal will also provide short-medium term employment opportunities during the construction phase of development – through the construction of the dwellings and associated supply chains etc.</p>	
<b>Provision of a safe and pleasant working environment</b> , designed to maximise participation in physical activity such as prominent stairwell positioning, prominent and secure cycle parking.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>N/A – Considered not fully relevant for the medium or long term, as the scheme is solely for residential units.</p> <p>However, there are some short-term considerations relating to the working environment during the construction process of the development.</p>	The contractor appointed by the applicant will be responsible for employing the workforce on site, in line with the current construction processes. The necessary Health and Safety regulations will be observed on site.
<b>Provision of a diversity of job opportunities</b> and promotion of local supply chain opportunities during construction and for future occupiers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The site is in a sustainable location with direct bus services to Barnsley Town Centre and interchange and Wakefield. All have a diverse range of job opportunities as well as further transport links to Leeds and Sheffield City centres and beyond.</p>	Considered no mitigation required.
<b>Access to public services in the local community</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The proposed residential development will increase the population in the locality, therefore increasing the demand on public services. The granting of a planning</p>	Section 106 contributions to mitigate impact. The contribution requirement will be concluded through discussions during the planning application

What impact will the proposal have on?							
Economy & Employment	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
						permission will secure appropriate financial contributions to public services.	process and consultation with key stakeholders.
<b>Provision of child-care facilities and other support services.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development will increase the population in the locality, therefore increasing the demand for childcare and healthcare services. The granting of the full planning application will secure appropriate financial contributions to local health and educational facilities.	Section 106 contributions to mitigate impact.
<b>Supporting business start-up, development, and survival.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A – Considered not relevant, as scheme is solely for residential units. However, an increase in residents and population within the locality will be beneficial to local businesses through additional demands and expenditure.	N/A

### 3.3 Access public services (including health, education & social care provision)

The NPPF states that ...”to ensure faster delivery of other public service infrastructure such as further education colleges, hospitals and criminal justice accommodation, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.”

#### Potential positive impacts on health

- Increasing accessibility to schools, healthcare, parks, public transport, libraries, and other social services
- Assessments of existing capacity of social infrastructure, including healthcare, community facilities and educational institutions
- Shared-use community buildings and co-location of community services.

#### Potential negative impacts

- Development that is not connected to public and social services.
- Increasing the demand on public services without any monetary or in-kind contributions
- Public services and community buildings not coordinated or co-located.

What impact will the proposal have on?							
Access to public services	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
Retaining or provision of existing social infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A – The proposed development will not impact or provide any social infrastructure new or existing and therefore will have a neutral impact in this regard.	N/A
Impact on existing NHS services and planned healthcare capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed residential development will increase the population in the locality, therefore increasing the demand for healthcare services.	New development brings additional tax receipts to pay for improved NHS services.

What impact will the proposal have on?							
Access to public services	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
<b>Delivery of new provision, or replacement of a healthcare facility,</b> meeting NHS requirements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed residential development will increase the population in the locality, therefore increasing the demand for healthcare services.	New development brings additional tax receipts to pay for improved healthcare facilities locally.
<b>Capacity, location, and accessibility of other social infrastructure,</b> such as primary, secondary, and post-19 education needs and community facilities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development will increase the population in the locality, therefore appropriate financial contributions will be sought for infrastructure such as primary, secondary and post-19 education needs and community facilities where need is identified by the council.	Section 106 contributions to mitigate impact.
<b>Provision of opportunities for shared community use</b> and co-location of services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A - The proposed development will not provide any community facilities and will therefore have a neutral impact in this regard.	Considered community facility provision not required given sustainable location of site and scale of development. This part of the allocation is purely for housing with the mixed-use elements located on the wider site. This application has therefore been identified solely for providing housing and not community facilities. Notwithstanding this, the site sits within a wider allocation (MU1) which include uses that meet the needs of the wider community.

### 3.4 Access to open space & nature - links to health

Green and Blue Infrastructure (GBI) “is a network of multifunctional green space, urban and rural, capable of delivering a wide range of environmental and quality of life benefits for local communities.” It includes parks, open spaces, playing fields, woodlands, street trees, allotments and gardens, as well as rivers, canals, and other water bodies.

Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities. This provides opportunities for sport, recreation, and play – encouraging physical activity, relaxation, social connection benefiting mental well-being. More investment in making attractive areas to live and work in could increase the value of these communities.

Barnsley Local Plan aims to protect, enhance green spaces, and green infrastructure that contribute towards improving quality of life. Refer to the [Open Space Provision SPD](#)

#### **Potential positive impacts**

- Decent quality, safe and accessible green spaces within developments with the right type of green spaces, particularly for under-represented population groups e.g. people with disabilities, living in areas of deprivation.
- High-quality opportunities for recreation, sport, physical activity and play for all population groups e.g. outdoor gyms or circular walks
- Increased opportunities for active travel
- Attractive and landscaped developments – views of green and blue space have a positive impact on health and wellbeing of communities
- Communal spaces and appropriate seating to support social cohesion

#### **Potential negative impacts**

- New developments that do not reduce existing access to green and open spaces for existing communities
- Mental health and wellbeing impact from lack of access to nature and green and blue spaces
- Fewer local opportunities for physical activity, increased crime and anti-social behaviour impacting on poor health outcomes.
- Limited access to open space and nature can impact on mental health, loneliness, and social isolation.



What impact will the proposal have on?							
Access to open space & nature	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
<b>Provision and safeguarding</b> of new open or natural space, or improving access to existing spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The proposed site layout will incorporate areas of informal play space, which is highly accessible through connection to 3m wide pedestrian/cycle paths which run through the site and connect into the surrounding estates. There is also a link to the proposed play spaces on the wider development</p> <p>The scheme promotes active frontages and a layout with strong natural surveillance, particularly over the areas of public open space and play area within the northern part of the site. Similarly, off-street parking will be highly visible to the properties they serve.</p>	<p>Further information is set out with the DAS.</p> <p>A landscaping scheme will be submitted alongside the application and will allow surveillance to these areas of new open and natural spaces and will be accessible for all.</p>
<b>Provision and opportunities</b> for active play and exercise through a range of play spaces for children and young people (e.g. <a href="#">Active Design</a> guidance)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The site has been carefully designed to encourage safe movements for new and existing residents and create safe pedestrian connections with the surrounding area.</p> <p>The development includes areas of public open space within the site to encourage active play. There are also direct links to the existing and proposed play spaces and walking/cycling routes which will encourage exercise.</p>	<p>The site has been carefully designed to encourage mobility for its residents and opportunities for exercise and play.</p>

What impact will the proposal have on?							
Access to open space & nature	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
<b>Links</b> between open and natural spaces and the public realm	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Promote the use of proposed and existing public realm spaces whilst protecting private spaces and reducing conflict with highways.	The pedestrian links are shown on the layout and the site has been designed to ensure links between open and natural spaces and the public realm are incorporated with surveillance maximised to promote safety and informal ownership of public realm spaces. Highways are separated from footpath/cycleways where possible to promote sustainable travel.
<b>Open and natural spaces</b> that are welcoming, safe, and accessible for all	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed layout has carefully considered crime prevention and public safety in accordance with the Design of Housing Development SPD. All publicly accessible open spaces within the site are overlooked by dwellings, providing good levels of natural surveillance.	The layout creates a safe and accessible environment where opportunities for crime are designed out as well as promoting community safety.
<b>Management &amp; maintenance</b> of new open space	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A management company will be appointed to this site who will manage and maintain the public areas on site.	The management and maintenance of all open spaces and public areas on site will be outlined within a management and maintenance plan.
<b>Sufficient outdoor space</b> (play, dry clothing and food growing)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development includes a comprehensive landscaping scheme. The northern part of the site will comprise of an area of public open space (POS) which also contains the drainage attenuation basin. The total area of POS equates to 1.16ha.	The design has incorporated a generous amount of open space on site which exceeds planning policy requirement.

### 3.5 Air quality and noise - links to health

The construction industry is a major source of pollution, responsible for around 4% of particulate emissions, more water pollution incidents than any other industry, and thousands of noise complaints every year. Construction activities can pollute the soil, and contribute to air, water, and noise pollution. Refer to the [Development of Land Affected by Land Contamination SPD](#)

#### Potential positive impacts on health

- Measures to minimise the impacts of construction traffic on health (e.g. controls on dust, noise, and congestion).
- Sufficient buffer distances between sources of air pollution and noise and sensitive land uses, such as housing
- Clean-up of existing polluted sites will reduce health impacts
- Noise attenuation measures (e.g. good acoustic design) to reduce the impacts of noise created elsewhere, such as roads, industry, and late-night land use.
- Planting to improve air quality and health benefits.

#### Potential negative impacts on health

- Construction activity contributes to air pollution include land clearing, operation of diesel engines, demolition, burning, and working with toxic materials.
- Noise pollution from vehicles, heavy equipment, and machinery. Excessive noise can lead to hearing loss, high blood pressure, sleep disturbance and extreme stress.
- Water pollution from building sites include diesel and oil; paint, solvents, cleaners, and other harmful chemicals; and construction debris.
- Surface water run-off carries other pollutants from the site, such as diesel and oil, toxic chemicals, and building materials. Pollutants on construction sites can also soak into the groundwater, a source of human drinking water.
- New road infrastructure or businesses creating additional negative impact on air quality and noise for local community.

What impact will the proposal have on?						
Air quality and noise	Impact		N/A	Certainty		Description of impact
	+	-		?	!	
<b>Minimising construction impacts</b> such as dust, congestion, construction noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>During the construction phase non-road mobile machinery (NRMM) and plant shall be well maintained; if any emissions of dark smoke occur then the relevant machinery should stop immediately, and any problems rectified.</p> <p>The Principal Contractor will be required to accord with the Construction Management Plan.</p> <p>Prepare and implement a Dust Management Plan.</p>

What impact will the proposal have on?							
Air quality and noise	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
						<p>A range of measures and good site practice will be adopted as part of a Construction Management Plan. It is considered appropriate that this report can be secured via an appropriately worded planning condition.</p> <p>Noise conditions can be applied where necessary to ensure that impacts for existing and proposed residents will be minimised to acceptable level, by use of a commensurate scheme of control as outlined within this report.</p> <p>A Noise Impact assessment accompanies the application and sets out recommendations for the development. It is acknowledged that the main source of noise is from Barugh Green Road with underlying noise from the M1 motorway to the west. The assessment proposed mitigation measures and sound installation works to the plots fronting onto Barugh green Road through measures such as enhanced glazing and the type of walls/fences implemented.</p>	Any mitigation measures to ensure no unacceptable levels of harm caused through air and noise pollution can be controlled via appropriately worded planning conditions.
<b>Minimising Air pollution</b> caused by increased traffic, energy & industrial developments) during construction and whilst houses are occupied.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	A range of measures and good site practice will be adopted as part of a Construction Management Plan. It is considered appropriate that this report can be secured via an	The Principal Contractor will be required to accord with the Construction Management Plan.

What impact will the proposal have on?							
Air quality and noise	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
			<input type="checkbox"/>			appropriately worded planning condition.	Develop and implement a dust management plan.  Any mitigation measures to ensure no unacceptable levels of harm caused through air and noise pollution can be controlled via appropriately worded planning conditions.
<b>Minimising Noise pollution</b> caused by traffic and commercial uses, during construction and whilst houses are occupied.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>A range of measures and good site practice will be adapted as part of a Construction Management Plan. It is considered appropriate that this technical report can be secured via an appropriately worded planning condition.</p> <p>A Noise Impact Assessment has been undertaken to confirm impacts on future residents can be managed to an acceptable level with sound insulation works implemented on site. This assessment recommends that measures such as enhanced glazing and 2 metre high solid timber fences or brick walls are used for the dwellings located adjacent to Barugh Green Road. It is also recommended that acoustic screening is provided to gardens fronting Claycliffe Avenue.</p> <p>A transport assessment, which reviewed the impact of road traffic for the site access junction and two off-site junctions where the</p>	<p>Site layout and design of dwellings reduces noise impact and increases amenity standards.</p> <p>Mitigation measures from Noise and Vibration Impact Assessment to be implemented and secured via a suitably worded planning condition.</p> <p>Any mitigation measures to ensure no unacceptable levels of harm caused through air and noise pollution can be controlled via appropriately worded planning conditions.</p>

What impact will the proposal have on?							
Air quality and noise	Impact			Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	N/A	?	!		
						development proposals were identified as potentially having a material impact. The modelling results indicate all junctions will operate satisfactorily in both peak hours with the addition of the development traffic in both the current and design year, and, therefore, no mitigation works are required. Consequently, the noise levels associated with off-site road traffic have been deemed acceptable according to relevant planning and noise guidelines.	

### 3.6 Accessibility & Active Travel - links to health

Reducing car dependency and the provision of accessible, safe, sustainable transport options such as walking, cycling and public transport can have significant effects on resident's health & wellbeing. Benefits include increased physical activity levels, improved social interaction, and reduced preventable road traffic accidents, noise, and air pollution. Refer to the [Sustainable Travel SPD](#)

#### Positive health impacts:

- Low Traffic Neighbourhoods or the [20 minutes neighbourhood](#) concept, creates places for people's daily needs within a short walk or cycle
- Travel plans on major sites to deliver sustainable transport objectives through enabling public transport, cycling, and walking, where appropriate.
- Traffic calming measures can reduce road traffic injuries and create a safer environment that promotes greater participation in walking and cycling.
- Developments with good links to the local public transport network
- Variety of services (e.g. community centre, library, doctors, and pharmacy) in a specific location and reducing the need to travel.

#### Potential negative impacts on health

- Developments that are car-free can have a negative health impact on those people who are unavoidably car dependant. For example, due to illness or mobility problems.
- Isolated developments without adequate public or sustainable transport links can increase car dependence and contribute to more congestion, road traffic accidents, noise, and air pollution.
- Priority to cars and other motor vehicles can create an environment that discourages opportunities for physical activity and social interaction.

What impact will the proposal have on?							
Accessibility and active travel	Impact			Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	N/A	?	!		
Prioritising and enabling walking such as Low Traffic Neighbourhoods, School Streets.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Site occupies a sustainable location, with bus stops situated in close proximity to the Site on Barugh Green Road.</p> <p>The Design and Access Statement provides details of how the Site's layout and design has been carefully considered with regards to its context</p>	The Site has been carefully designed to encourage mobility for all and create pedestrian connections with the surrounding area.

What impact will the proposal have on?							
Accessibility and active travel	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
						<p>and location. A number of design principles have been implemented to ensure good design.</p> <p>The 2km walking catchment includes a significant range of amenities residents can access on foot for daily requirements. The existing pedestrian infrastructure in the vicinity of the site is of a good standard.</p> <p>The layout of the Site, which provides shared surfaces and a 2m pedestrian path on both sides of the carriageway, will give priority to pedestrians and encourage walking.</p> <p>Footways are provided throughout the site which provides a permeable and well-connected development, ensuring there are no barriers to walking trips within the site.</p> <p>The internal access arrangement of the Site uses a simple hierarchy of primary adopted streets, shared surfaces and other private drives. The footways either side of the primary road will provide a clear pedestrian link through the site, connecting to the shared surface areas. The private drives at the bottom of the hierarchy, will serve no more than 5 dwellings. The hierarchy will encourage vehicles</p>	



What impact will the proposal have on?							
Accessibility and active travel	Impact			Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	N/A	?	!		
						to travel at slower speeds through the Site. Adequate turning facilities are provided at various junctions and heads throughout the site to allow ease of movement.	
<b>Prioritising and enabling</b> cycling including safe, accessible routes, secure cycle parking & showers.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The 5km Cycle Catchment located within the Transport Assessment (Figure 3.2) demonstrates that there are several destinations within a reasonable cycling distance of the Site including Pogmoor, Athersley, Monk Bretton and Keresforth Hill.</p> <p>Barnsley Town Centre is a 15 minute cycle distance from the site.</p> <p>It is concluded within the Transport Assessment that the residential development will be provided with good accessibility by cycle to a wide range of local services, facilities and employment opportunities, many of which are within a short cycling distance.</p> <p>The Travel Plan Coordinator will also promote and arrange a residents' cycle user group to encourage cycling. This will consist of information regarding bicycle maintenance, local cycle routes and general cycle advice. It will also allow residents to connect with other</p>	<p>The Travel Plan provided will seek to increase the awareness of the advantages and potential for travel by environmentally friendly modes of transport; and encourage residents to adopt sustainable modes of travel for most of their journeys to and from the site.</p> <p>The Travel Plan will represent a long-terms commitment to reducing reliance on the private car. This will be updated by the Travel Plan coordinator (TPC) to incorporate additional measures and best practice where appropriate.</p> <p>3m wide footpath/cycle links are provided throughout the site and connect into wider cycle networks to promote cycling as a safe and attractive form of travel.</p>

What impact will the proposal have on?							
Accessibility and active travel	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
						<p>residents who are interested in cycling.</p> <p>The cycle user group will meet every 6 months and will be promoted within the resident newsletter and travel guide prior to each meeting.</p>	
<b>Connecting public realm</b> and internal routes to local and strategic cycle and walking networks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The pedestrian access to the site will be taken from Barugh Green Road. The development will also provide direct links into the wider allocation.</p> <p>It is considered that the proposed development will be provided with good accessibility on foot to a range of services and facilities in accordance with the Manual for Streets document, Chartered Institution of Highways and Transportation (CIHT) and the Department for Education (DfE) statutory guidance document.</p>	The scheme provides internal walking and cycling networks within the site which also connect to external walking and cycling networks leading to local facilities and amenities.
<b>Traffic management and calming measures</b> to help reduce and minimise road injuries	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The scheme proposes a clear hierarchy of streets which are easy for the user to move around. Secondary streets are short lengths of shared surfaces which will keep traffic speeds low. Similarly, parked visitor vehicles provide passive traffic calming for the development.</p> <p>The street network allows for pedestrians and cyclists to move safely, with traffic calming and</p>	<p>It is not considered that there is a highway safety issue in this location, or that the scheme will have an overall severe residual impact on the highway network.</p> <p>Traffic calming and management measures are incorporated into the scheme through speed constraints and therefore no mitigation is required.</p>

What impact will the proposal have on?							
Accessibility and active travel	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
						surface material changes to keep vehicle speeds as low as possible.	
<b>Connectedness</b> to public transport, local services, and facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The site is located within a sustainable location with access to services, facilities, employment opportunities and public transport links. The nearest bus stops are located within a short walk of the site on Barugh Green Road. This provides bus links to Barnsley Town Centre and Interchange and Wakefield approximately every 60 minutes.</p> <p>The site lies within a short walk of a number of facilities including supermarkets, doctors, takeaways, pubs, schools, vets and post office.</p> <p>In terms of local schools, Barugh Green Primary School is located in Barugh Green approximately 1km from the Site. Summer Lane Primary School is located 2km from the site. There are several secondary schools in the surrounding area, including notable institutions such as Darton Academy, situated 1.5 miles north of Barugh Green; Horizon Community College, located 3 miles southeast of the site; Kirk Balk Academy, 3.5 miles southwest; and Outwood Academy</p>	The site is located in a sustainable location with access to local facilities and routes within the development which promote the use of sustainable travel nodes.

What impact will the proposal have on?							
Accessibility and active travel	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
						<p>Carlton, approximately 4 miles northeast of Barugh Green. All of which are accessible by car/bus from the application site.</p> <p>The nearest doctor's surgery to the site is the Barugh Surgery which is located circa 850m from the site. Barnsley Hospital is approximately 1.8km from the site.</p>	
<p><b>Reducing car use</b> by minimising car parking provision, supported by the controlled parking zones, car clubs and travel plans measures.</p>	☒	☐	☐	☐	☒	<p>The proposed layout and the well-designed movement network defines a clear pattern of streets that limits the impacts of car use by prioritising and encouraging walking, cycling and public transport.</p> <p>A Travel Plan has been produced to accompany this application which aims to help improve the environment by seeking to reduce the number of trips made to and from the development by private car. All residents shall be made aware of the measures included within the Travel plan in order that positive benefits can be delivered, and the number of trips undertaken by public transport, walking or cycling are increased.</p>	<p>The site is located in a sustainable location with access to local facilities and routes within the development which promote the use of sustainable travel nodes.</p>

What impact will the proposal have on?							
Accessibility and active travel	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
<b>Accessibility</b> for people with mobility problems or a disability to access buildings and places	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Inclusive access within the layout provides for ease of movement by all social groupings and the house types will be compliant with Part M of Building Regulations.</p> <p>This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc are adhered to.</p> <p>Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance are being published.</p> <p>The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents.</p>	<p>The site is considered to be in a sustainable location which provides sustainable transport links and caters for those who are car dependent via access to road infrastructure.</p> <p>M4(2) and M4(3) units are provided within the development which widens the availability of homes in the area for people who may have concerns regarding accessibility. These house types are both market housing and affordable units and includes bungalows.</p>

### 3.7 Access to healthy food - links to health

**Is this a residential scheme or a scheme with residential spaces? Yes – complete this section. No – move to the next section.**

Poor diet and nutrition are significant risk factors for premature death and disability across Yorkshire and Humber. Eating a healthy, balanced diet is an important part of maintaining good health and reducing the risk of chronic diseases such as cardiovascular disease, type 2 diabetes, and specific cancers, such as bowel, breast, and pancreatic cancer. There are complex reasons for poor diet and nutrition - one environmental factor is access to local shops selling healthy food at reasonable prices. Evidence shows that people on low incomes (e.g. older people, young families, unemployed people) are the least able to access healthy food options.

#### Potential positive impacts on health

- Reduce over-proliferation of hot food takeaways in areas, particularly near to schools and children's/family venues
- Small scale community projects that enable local people to locally access affordable, fresh healthy food and the skills to make healthy meals (e.g. food coops, community allotments, community cafes)
- Convenient access to supermarkets and other places to access healthy food.
- Design for access to local food supermarkets (e.g. Food Environment Assessment Tool)
- Gardens and allotment sites to enable people to grow their own fresh food.

#### Potential negative impacts on health

- Centralisation of shopping areas and the dominance of large supermarkets can act to reduce local food choice.
- Redevelopment of allotments, gardens and other similar facilities can result in fewer options to grow locally.
- Demolition of existing community shops can create food deserts

What impact will the proposal have on?						
Access to healthy food	Impact		N/A	Certainty		Description of impact
	+	-		?	!	Recommendation (to minimise or maximise impact)
<b>Facilitating local access</b> to a supply of affordable, healthy food such as allotments, community farms/cafes and farmers markets.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Site is sustainably located to the district centre which has a range of shops catering to local residents.</p> <p>Within a 2km radius of the Site there is:</p> <ul style="list-style-type: none"> <li>• Aldi (5-minute walk)</li> </ul>
						This site is located in a sustainable location close to a range of shops catering to local residents with access to large supermarkets which provide access to affordable and healthy food.

What impact will the proposal have on?							
Access to healthy food	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
						<ul style="list-style-type: none"> <li>One Stop Convenience Store (10-minute walk)</li> <li>Sainsburys Local (19-minute walk)</li> <li>The Pantry and Gawber Post Office (22-minute walk)</li> <li>Tesco Express (23-minute walk)</li> </ul> <p>This offers convenient choice and variety of supermarkets which provide affordable and healthy food. According to 'Which? – Cheapest Supermarkets 2024', the above lists represent 3 of the cheapest supermarket brands in the UK.</p>	
<b>Range of retail uses</b> , including food stores and smaller affordable shops for social enterprises	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A – no retail uses are being proposed as part of the scheme, therefore neutral impact.	N/A
<b>Reducing</b> over- concentration of fast food / unhealthy food outlets in a single area, in particular along school routes.(Refer to <a href="#">Hot Food Takeaways SPD</a> and <a href="#">Planning Advice Note</a> )	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A – no fast food or restaurant use units are being proposed as part of the scheme, therefore neutral impact.	N/A

	What impact will the proposal have on?						
Access to healthy food	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
<b>Safeguarding loss</b> of allotments, good agricultural land, gardens, or other growing land.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A – No allotments lost or proposed as part of the scheme, therefore neutral impact.	N/A



### **3.8 Community safety and inclusive design - links to health**

The planning system can play a vital role in facilitating social interaction and creating healthy, inclusive communities. The National Planning Policy Framework 2022 states: “Planning policies and decisions should aim to achieve healthy, inclusive and safe places which “...are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion...”

#### **Suicide prevention measures in building design and planning.**

Designing structures to limit access to the means of suicide and safety should be a key consideration for railways, public spaces, tall buildings, and bridges. Suicide prevention measures should be integrated into early development stages, rather than as an ‘add on’ to the process at the end.

#### **Potential positive impacts on health**

- Involving local communities in the planning and design of developments help to identify actual and perceived safety issues, as well as creating a sense of empowerment and ownership/stewardship.
- Developments that include mixed use of buildings and public spaces can encourage positive use across community groups.
- Age Friendly/Dementia Friendly design standards can address the needs of older people and people living with Dementia
- Provision of effective lighting can limit the opportunities for antisocial behaviour.
- Creating pedestrianised areas can encourage people to interact socially.
- Creating safe and secure formal and informal play and recreation areas can help divert people from crime and antisocial behaviour
- Suicide prevention measures should be integrated into the development at the design stage.

#### **Potential negative impacts on health**

- Lack of engagement with local communities in the planning and design of developments can result in missing potentially important safety issues and discourage community ownership e.g. spaces not overlooked to design out crime.
- Ineffective lighting in an area can encourage crime and antisocial behaviour.
- Proposals limiting access to, or use of, sports or playing areas

What impact will the proposal have on?							
Community Safety and Inclusive Design	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
<b>Crime prevention</b> - incorporating elements to help design out crime and help people feel secure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The overall design strategy has incorporated methods for designing out crime. This includes active frontages and a layout for strong natural surveillance. Public and private spaces are clearly defined throughout the site, with the use of robust boundary treatments and planting to create defensible spaces. These features will ensure a safe and secure environment for future and existing residents.</p> <p>The scheme promotes active frontages and a layout for strong natural surveillance, particularly over the areas of public open space within the northern extent of the Site. Similarly, areas of on street parking will be highly visible to the properties they serve. The scheme has been carefully designed to avoid the creation of ambiguous spaces, where no one will take ownership.</p> <p>Detailed measures relating to crime prevention design and features is detailed within the Design and Access Statement.</p>	<p>The layout creates a safe and accessible environment where opportunities for crime are designed out and community safety is promoted.</p> <p>Streets and public open spaces have good surveillance from properties and rear gardens are set in defensive blocks to restrict opportunities for access.</p>
<b>Promoting</b> maximum use of buildings and public spaces by a variety of diverse groups.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>N/A – Not considered relevant to this scheme, due to it being solely for C3 residential use.</p>	<p>M4(2) and M4(3) house types are proposed which widen opportunities for access to an appropriate home.</p> <p>Public open spaces and associated play equipment will be designed to ensure it is accessible to all user groups. This should be viewed in the context of the wider MU1</p>

What impact will the proposal have on?							
Community Safety and Inclusive Design	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
							development which will deliver interconnected opportunities for recreation.
<b>Promoting a sense of ownership,</b> respect, territorial responsibility, and community, including meaningful community & voluntary sector participation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The overall design strategy has incorporated methods for designing out crime, this includes active frontages and a layout for strong natural surveillance. Public and private spaces are clearly defined throughout the site, with the use of robust boundary treatments and planting to create defensible spaces. These features will ensure a safe and secure environment for future and existing residents.	The layout creates a safe and accessible environment where opportunities for crime are designed out and community safety is promoted.
<b>Maximising use of security, management, and maintenance</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The overall design strategy has incorporated methods for designing out crime, this includes active frontages and a layout for strong natural surveillance. Public and private spaces are clearly defined throughout the site, with the use of robust boundary treatments and planting to create defensible spaces. These features will ensure a safe and secure environment for future and existing residents.	The layout creates a safe and accessible environment where opportunities for crime are designed out and community safety is promoted.
<b>Connecting with existing communities,</b> i.e., layout and movement to avoid physical barriers, severance with land uses & spaces to encourage social interaction/prevent suicide	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	As the layout demonstrates, a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing connections and providing easy and direct access to existing services and facilities within the wider locality.	The proposed development has taken appropriate design measures to incorporate positive connections between the new development and surrounding areas.

What impact will the proposal have on?							
Community Safety and Inclusive Design	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
						<p>The pedestrian and vehicle links ensure that the site is not isolated and allows safe movement both within and around the site, with the links being well overlooked.</p> <p>Clear paths along desire lines lead pedestrians across and around the site with minimal effort.</p>	
Principles of inclusive and <a href="#">age-friendly design</a>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>There is a requirement within the Design of Housing Development SPD to provide 26% M4(2) and 6% M4(3) on site. I can confirm the proposal includes 29% of the development is currently M4(2) which means 45 houses and 5% M4(3) which equates to 8 dwellings on site are built to an accessible and adaptable standard.</p>	<p>The proposed development has taken appropriate design measures to incorporate accessibility requirements, in compliance with Building Regulations and local planning policy. As such, no further recommendations or mitigation is required.</p>

### 3.9 Climate Change & energy usage - links to health

Climate change is the most urgent emerging issue to significantly impact human health. Harmful events such as adverse weather events, extreme cold and hot weather, flooding, and droughts have health risks including stroke, cardiovascular and respiratory problems, and mental health issues. Refer to the [Adverse Weather & Health Plan](#)

#### **Potential positive impacts on health**

- [Sustainable drainage systems](#) can safely deal with surface run off and minimise the risk of flooding and the impact for human health
- Energy efficient, well insulated buildings can regulate indoor temperatures, reduce carbon emissions, and improve health
- Developments that use renewable energy sources (e.g. solar, wind, biofuels) for all, or part, of their energy needs reduces carbon emissions
- Developments providing green and / or blue infrastructure improves physical and mental wellbeing
- Street trees that provide shade, have enough space to grow above and below ground, and are protected by long-term management arrangements.
- Appropriate seating and shade/shelter in community areas enhances community cohesion.

#### **Potential negative impacts on health**

- Buildings constructed with poor quality materials can be less energy efficient, resulting in colder homes impacting physical and mental health outcomes.
- Buildings that are not able to mitigate against the impact of climate change or are not adaptable to future challenges can have an impact on health and wellbeing (overheating, impact on mental health of flooding).

	What impact will the proposal have on?						
Climate Change and Energy Usage	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
Promoting renewable energy use such as wind and solar	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The scheme will be built to current Building Regulations standards and will therefore meet the Governments targets with regard to Climate Change.</p> <p>There are a number of recognised renewable technologies which have the potential to reduce the energy consumption of a dwelling. The Energy Statement provided by FES Group has recommended the following technologies have the potential to be appropriate:</p> <ul style="list-style-type: none"><li>- Solar thermal panels</li><li>- Biomass</li><li>- Photovoltaic panels</li><li>- Air source heat pumps</li><li>- Combined heat and power</li><li>- Wind power</li></ul>	The applicant has considered options to use renewable energy where possible.
Ensuring that buildings and public spaces are future proofed and designed to respond to varying temperatures, ventilation, shading and landscaping.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The proposed homes will include efficient modern heating systems and insulation, in order to adapt to climate change.</p> <p>Part L 2021 and SAP10 will take account of Part G and water consumption in the calculation of the forecasted energy demand of a dwelling.</p> <p>Fabric first approach – improvement of thermal performance by improving the fabric – to be incorporated into scheme.</p>	

	What impact will the proposal have on?						
Climate Change and Energy Usage	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
Maintaining or enhancing biodiversity (refer to <a href="#">Biodiversity SPD</a> )			<input type="checkbox"/>			The Construction Management Plan will ensure the construction phase does not have an unacceptable impact on the surrounding environment.	The Construction Management Plan will set out appropriate management and mitigation measures that will be utilised.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Recommendations for mitigation as set out in the Ecological Impact Assessment and Arboricultural Report will be incorporated into the scheme.	<p>There is a requirement to provide 10% BNG on site. Any shortfall in units will need to be off set through the creation of units off-set by direct works, or through a contribution.</p> <p>The surveys have found that the site was assessed as having a baseline value of 9.98 habitat units, 3.43 hedgerow units and 0.38 watercourse units. The proposal will lead to the overall net loss in habitat and hedgerow units and a further 2.57 habitat (area) units will be required.</p> <p>The BNG shortfall in general habitat units will be addressed via offsetting, which, as per the EcIA, can be secured via an appropriately worded planning condition, though it should be noted that the scheme is predicted to deliver a significant gain in hedgerow units.</p>

	What impact will the proposal have on?						
Climate Change and Energy Usage	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
Reducing carbon emissions and pollution such as insulation, sustainable construction methods, EV charging points	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The scheme will be built to current Building Regulations standards and will therefore meet the Governments targets with regard to climate change.</p> <p>The applicant proposes a series of fabric and building service enhancements that exceeds the minimum requirements of Part L 2021. By placing a significant emphasis on the performance of the fabric of each property, reductions in energy and carbon will be achieved.</p> <p>The developer will choose materials which have a lesser environmental impact. This will be implemented during the procurement process. Suppliers will be obliged to produce Environmental Management System certificates covering the sourcing and production of materials.</p> <p>As per the most recently updated 'Watt a save' report from November 2024 – it states that the average new build house emits 67% less carbon than older houses. Buyers of new build properties in 2024 reduced carbon emissions by 500,000 tonnes.</p>	<p>The contractor will be required, under the terms of its contract, to minimise dust, fumes, discharges and any other form of pollution on site, in line with best practice policies.</p> <p>The scheme will be constructed to modern building regulations which includes the use of PV panels and the implementation of car charging points within all units.</p> <p>The Travel Plan will promote sustainable travel, and the layout of the scheme promotes walking and cycling as a viable form of transport, particularly given the sustainable location and proximity to a variety of services.</p>
Encouraging recycling, including building materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Principal Contractor will use a Licensed Waste Contractor to remove construction waste from site – this will also have regard for recyclable materials.</p>	<p>The Construction Management Plan will set out appropriate management and mitigation measures that will be utilised.</p>



	What impact will the proposal have on?						
Climate Change and Energy Usage	Impact		N/A	Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-		?	!		
<b>Sustainable design and construction methods (refer to <a href="#">Sustainable Construction SPD</a>)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>A range of measures and good site practice would be adopted as part of the Construction Management Plan.</p> <p>The applicant proposes a series of fabric and building service enhancement that exceeds the minimum requirements of Part L 2021. By planning a significant emphasis on the performance of the fabric of each property, reductions in energy and carbon will be achieved.</p> <p>The developer will choose materials which have a lesser environmental impact. This will be implemented during the procurement process. Suppliers will be obliged to produce Environmental Management System certificates covering the sourcing and production of materials.</p>	The Construction Management Plan will set out appropriate management and mitigation measures that will be utilised.
<b>Minimising risk of flooding to incorporate sustainable urban drainage techniques</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The proposed drainage and flood risk strategy demonstrates that a robust drainage scheme can be implemented on Site.</p> <p>Surface water is proposed to be discharged to the watercourse/existing sewer system on the northern boundary of the site at a discharge rate of 16.0 l/s and any excess flows balanced on site. The sewers will be designed and constructed to meet the requirements of the Local Water Authority for the adoptable drainage and the requirement of the Building Regulations for the domestic drainage.</p>	Recommendations within the drainage and flood risk strategy to be implemented.

	<b>What impact will the proposal have on?</b>						
Climate Change and Energy Usage	Impact			Certainty		Description of impact	Recommendation (to minimise or maximise impact)
	+	-	N/A	?	!		
						The Site is located in Flood Zone 1 as identified by the Environment Agency and therefore has a low risk of flooding.	