

Health Impact Assessment

Project name: Land North of Hemingfield Road, Hemingfield, Barnsley
Author: Richard Cook
Date: 8 February 2024
Project number: P23-1714
Reference: ROO4v2

Introduction

This note provides an upfront section to the full Health Impact Assessment (HIA) for the development of residential dwellings on Land North of Hemingfield Road, Hemingfield, Barnsley. The note provides an overview of the baseline healthcare and education provision within the local area of the Site and the full HIA is appended to the note.

Healthcare Provision

Table 1 shows the GPs located within 4-miles of the Site. There are currently five GPs within 4-miles of the Site that are within the catchment area and four GPs located outside of the catchment area but are currently accepting out-of-area registrations. The closest GP to the Site is Wombwell Medical Centre Practice located 0.9 miles away and currently has 10,102 patients and 3.5 full-time equivalent (FTE) GPs. This gives a patient-to-GP ratio of 2,897. The average patient-to-GP ratio within 4-miles of the Site is 1,552 for surgeries within the catchment area and 1,712 for GPs outside of the catchment area. Within 4-miles there is also 16 dental practices, 32 pharmacies and 12 opticians. The closest hospital to the Site with an A&E is Barnsley Hospital located 5-miles away.

Table 1: GP Surgeries within 4-miles of the Site

| GP Surgery | Distance from the Site | Number of patients | Number of FTE GPs | Patient-to-GP Ratio |
|--|------------------------|--------------------|-------------------|---------------------|
| GPs within catchment area of the Site | | | | |
| Wombwell Medical Centre Practice | 0.9 miles | 10,102 | 3.5 | 2,897 |
| Wombwell PMS Practice | 1 mile | 11,056 | 13.2 | 836 |
| Hoyland Medical Practice | 1.4 miles | 12,778 | 5.4 | 2,364 |
| Walderslade Surgery | 1.4 miles | 12,974 | 12.9 | 1,007 |
| The Grove Medical Practice | 4 miles | 10,715 | 2.1 | 5,023 |
| Total | - | 57,625 | 37 | 1,552 |
| GPs outside of catchment area but accepting out of area registrations | | | | |
| The Dove Valley PMS Practice | 2.4 miles | 10,784 | 10.4 | 1,034 |
| Bhf Lundwood Surgery | 3.4 miles | 3,356 | 1.3 | 2,622 |
| Lundwood Medical Centre PMS Practice | 3.4 miles | 4,239 | 1.3 | 3,187 |
| Thorpe Hesley Surgery | 3.7 miles | 5,760 | 1.1 | 5,400 |
| Total | - | 24,139 | 14 | 1,712 |

Source: NHS Choices (Accessed: 16/01/2024)

Education Provision

Local Education Authorities (LEA) have a statutory duty to secure sufficient school places within their area. The school that any particular child attends is a matter of parental choice subject to availability of capacity at the selected school. It is always subject to the overriding requirements of any published admission criteria that the school has, as well as the appeals procedure for individual pupils.

The capacity of primary schools has been assessed within the South East and South West Primary Planning Areas as primary schools around the Site fall within both of these areas. The capacity of secondary schools have been assessed within the Central and South West Secondary Planning Areas as similar to primary schools, the secondary schools within the area around the Site fall into both planning areas.

Table 2 presents the current and future capacity of primary schools within South East and South West Primary Planning Areas. Within the South East Primary Planning Area, as of 2021/22 there is surplus capacity for 378 primary school places and in South West Primary Planning Area there is surplus capacity of 334 primary school places. This gives a total surplus capacity of 612 across both planning areas.

Looking at a more local level to the Proposed Development, the closest primary schools to the Site are The Ellis Church of England Primary School, Jump Primary School, Kings Oak Primary Learning Centre and High View Primary Learning Centre which are all located within 1-mile of the Site and current have spare capacity for primary school places.

Forecasts from the Department for Education show that by 2026/27 the surplus capacity within the South East Primary Planning Area will have increased to 402 and the surplus capacity within the South West Primary Planning Area will have increased to 924. This gives the total surplus capacity in 2026/27 across both planning areas as 1,326.

Table 2: Current & Future Primary School Capacity

| | Current capacity of Primary School (2021/22) | Future Capacity of Primary Schools (2026/27) |
|---|--|--|
| South East Primary School Planning Area | 278 | 402 |
| South West Primary School Planning Area | 334 | 924 |
| Total | 612 | 1,326 |

Source: Department for Education School Capacity

Table 3 presents the current and future capacity within the Central and the South West Secondary Planning Areas. As of 2021/22, there is surplus capacity of 480 secondary school places in the Central Secondary Planning Area and a surplus of 807 secondary school places in the South West secondary planning area. This gives a total current spare capacity of 1,287 secondary school places across both planning areas.

Looking at a more local level to the Proposed Development, the closest secondary schools to the Site are Barnsley Academy, Netherwood Academy and Kirk Ball Academy which are all located within 3-miles of the Site and current have spare capacity for secondary school places.

Forecasts on the future capacity of secondary schools show that by 2028/29 there will be a surplus capacity of 325 secondary school places within the Central Secondary Planning Area and 452 surplus capacity places within the South West Secondary Planning Area. This gives a total surplus capacity across both planning areas in 2028/29 of 777 secondary school places.

Table 3: Current & Future Secondary School Capacity

| | Current capacity of Secondary School (2021/22) | Future Capacity of Secondary Schools (2028/29) |
|---|---|---|
| Central Secondary School Planning Area | 480 | 325 |
| South West Secondary School Planning Area | 807 | 452 |
| Total | 1,287 | 777 |

Source: Department for Education School Capacity

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

Proposal Name: Land North of Hemingfield Road, Hemingfield
Barnsley

Ref: TBC



**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 2021¹, 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.

¹ NPPF (2021) 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: Hemingfield Road, Barnsley, S73 0PZ

Person responsible for completing this Health Impact Assessment:

Name: Richard Cook

Contact email: Richard.cook@pegasusgroup.co.uk

Date submitted to Planning Development: TBC

Section 2

PROPOSAL SUMMARY

2.1 Please provide a summary of the proposal

Application for outline planning permission for the demolition of existing structures and the erection of residential dwellings with associated infrastructure and open space. All matters reserved except for means of access to, but not within, the site.

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

On the 20 December 2023 a community consultation leaflet was distributed within the local community. The leaflet provided details of the proposed development and invited the local community and other interested parties to a public consultation event which was held on 11th January 2024.

A separate meeting was held with Councillors on 10 January 2024.

Full details of the pre-application engagement with local community and other interested parties are provided in the SCI.

This HIA has been informed by other reports and documents prepared as part of the Planning Application:

- Planning Statement
- Transport Assessment
- Travel Plan
- Air Quality Assessment

- Energy and Sustainability Statement
- Ecological Appraisal
- Flood Risk and Drainage Assessment
- Landscape masterplan
- Illustrative masterplan

| 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"/> |
| | |

| 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 type="checkbox"/> |
| Dearne North | <input type="checkbox"/> |
| Dearne South | <input type="checkbox"/> |
| Dodworth | <input type="checkbox"/> |
| Hoyland Milton | <input checked="" 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 checked="" type="checkbox"/> |
| Royston | <input type="checkbox"/> |
| Stairfoot | <input type="checkbox"/> |
| St Helens | <input type="checkbox"/> |
| Wombwell | <input checked="" type="checkbox"/> |
| Worsborough | <input checked="" 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 | ? | ! | | |
| Housing is in a sustainable 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.) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | As is outlined in the Travel Plan, all of Hemingfield is accessible within a 2km walking distance, along with a large area of Wombwell to the north of the site. There are a number of local amenities within an 800m walking distance of the site which will encourage walking as a healthy and sustainable mode of transport for residents of the Proposed Development. | Implementation of the Travel Plan |
| Provision of a range of varied home tenures, number of bedrooms and house types. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | It is anticipated that the Proposed Development will align with provision outlined in the 2021 Barnsley Strategic Housing Market Assessment. The exact makeup of the scheme will be agreed at Reserved Matters stage. | N/A |
| Provision of sustainable homes (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 will 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. |

| What impact will the proposal have on? | | | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--|---|
| Housing | Impact | | | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | N/A | ? | ! | | |
| Provision of homes that are highly energy efficient and well insulated (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 outlined in the Energy and Sustainability Statement (ESS) and the Planning Statement, the proposed development will look to reduce energy demand through fabric improvements across all individual dwellings in compliance with the energy hierarchy in order to achieve a 75% reduction in energy demand set out in the FHS. | Implement designs as proposed. |
| Provision of affordable homes for purchase and/or rent (in line with planning policy and Affordable Housing SPD) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | It is proposed that 10% of the dwellings delivered on-site will be affordable in line with Policy H7 Affordable Housing in the adopted Barnsley Local Plan. | N/A |
| Provision of homes that maximize utility, independence and quality of life (e.g. Building for a Healthy Life) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The homes will be built to standard regulations, which ensure the needs of the population are met in a consistent manner and reduce any health inequalities. | N/A |
| Provision of measures to promote an age friendly development. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The homes will be built to standard regulations, which ensure the needs of the population are met in a consistent manner and reduce any health inequalities. | N/A |
| Provision of homes that are wheelchair accessible and/or accessible and adaptable. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The homes will be built to standard regulations, which ensure the needs of the population are met in a consistent | N/A |

| What impact will the proposal have on? | | | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--|---|
| Housing | Impact | | | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | N/A | ? | ! | | |
| | | | | | | manner and reduce any health inequalities. | |
| Ensuring that the development aligns with priorities of the Barnsley Affordable Warmth Charter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The homes will be built to standard regulations that align with the Barnsley Affordable Warmth Charter. | N/A |
| Promotion of good design in terms of layout and orientation e.g. internal space, access to sunlight (compliant with Nationally Described Space Standard) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | As outlined in the Design and Access Statement (DAS), the orientation of development cells and individual buildings ensures continuity of activity, visual interaction, and natural surveillance. Buildings will overlook attractive areas of open space offering pleasant outlooks for new residents. This will make streets and spaces easy to move along and through. | Implement design as proposed. |

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"/> | During the construction phase of the Proposed Development, which is estimated to be four years, around 50 jobs could be supported on-site and in the wider economy. | Work with the Council and/or LEP to develop an Employment & Skills Plan (ESP) for the scheme. |

| What impact will the proposal have on? | | | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|--|---|
| Economy & Employment | Impact | | N/A | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | | ? | ! | | |
| Provision of a safe and pleasant working environment , 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"/> | The Proposed Development will not be providing employment floorspace. | N/A |
| Provision of a diversity of job opportunities 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"/> | Employment opportunities will be generated on-site and in the wider economy during the construction phase of the Proposed Development which will provide opportunities to local people and local businesses. | Work with the Council and/or LEP to develop an Employment & Skills Plan (ESP) for the scheme. |
| Access to public services in the local community | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | As outlined in the Travel Plan accompanying the planning application, there are a number of local amenities within an 800m walking distance of the site which will encourage walking as a healthy and sustainable mode of transport for residents of the Proposed Development and encourage residents to support these local businesses. | N/A |
| Provision of child-care facilities and other support services. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N/A | N/A |

| | What impact will the proposal have on? | | | | | | |
|--|--|--------------------------|--------------------------|--------------------------|-------------------------------------|---|---|
| Economy & Employment | Impact | | | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | N/A | ? | ! | | |
| Supporting business start-up, development, and survival. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The Proposed Development will increase the level of household spend from residents living on-site, a proportion of which will be spent in the local area and help support local businesses. | 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | As outlined on the accompanying Illustrative Masterplan for the scheme, there will be open space provided on-site compliant with policy. | N/A |
| Impact on existing NHS services and planned healthcare capacity | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The Proposed Development will deliver an estimated 165-180 dwellings depending on the final proposals which at the higher end of this range is estimated to generate a total of 405 future residents, based on an average multiplier of 2.2 individuals per residential unit (Census | While the impact is recognised as being negative, in reality it will be neutral because there is expected to be sufficient capacity at existing GPs. No mitigation is therefore identified. |

| What impact will the proposal have on? | | | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|---|---|
| Access to public services | Impact | | N/A | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | | ? | ! | | |
| | | | | | | <p>2021 – average household size in Barnsley).</p> <p>The current patient-to-GP ratio for surgeries within 4-miles of the site is estimated to be 1:1,712, based on an estimated 24,139 patients and 14 GPs.</p> <p>The additional 405 residents would increase the total number of patients to an estimated 24,544, which is a 1.7% increase. This would in turn result in an estimated average patients to GP ratio of 1 : 1,740, which is a negligible change from the existing baseline. As such, there is expected to be a neutral impact on the surrounding health facilities to accommodate the additional future residents of the Proposed Development.</p> | |
| Delivery of new provision, or replacement of a healthcare facility, meeting NHS requirements | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N/A | N/A |
| Capacity, location, and accessibility of other social infrastructure , such as primary, secondary, and post-19 education needs and community facilities. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The Proposed Development will deliver an estimated 165-180 dwellings depending on the final proposals which at the higher end of this range is estimated to generate a total of 405 future residents, based on an average multiplier of 2.2 individuals per residential unit (Census 2021). To calculate the number of school aged children expected to be living at the | While the impact is recognised as being negative, the analysis suggests there is sufficient education provision within the area. However, it is recommended that the Applicant confirms with the Local Education Authority whether any financial contribution is likely to be required towards education provision. |

| What impact will the proposal have on? | | | | | | |
|--|--------|---|-----|-----------|---|---|
| Access to public services | Impact | | N/A | Certainty | | Description of impact |
| | + | - | | ? | ! | Recommendation (to minimise or maximise impact) |
| | | | | | | <p>Proposed Development data from the Department for Education on pupil yield has been used. The dashboard gives a pupil yield per household by local authority.</p> <p>In Barnsley, the pupil yield for primary schools is 0.32 and the pupil yield for secondary schools is 0.15. Based on these yields it is estimated that there would be 57 children of primary school age and 28 children of secondary school age.</p> <p>Based on the data presented in Table 2 of the accompanying HIA note, there is a surplus of 612 primary school places within the study area as of 2021/22 and this is projected to increase to 1,326 in 2026/27. Table 3 in the accompanying HIA note shows there is a surplus of 1,287 secondary school places within the study area as of 2021/22 and this is expected to be 777 surplus secondary school places as of 2028/29.</p> <p>Therefore, there is sufficient capacity to accommodate the primary and secondary school aged children likely to be generated by the Proposed Development.</p> |

| | What impact will the proposal have on? | | | | | | |
|---|---|--------------------------|-------------------------------------|--------------------------|--------------------------|-----------------------|---|
| Access to public services | Impact | | | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | N/A | ? | ! | | |
| Provision of opportunities for shared community use and co-location of services | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N/A | N/A |

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) |
| | + | - | | ? | ! | | |
| Provision and safeguarding 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"/> | As outlined in the Planning Statement, for the Proposed Development, there is a focus on landscaping and green edges. Important natural features, such as trees and boundary hedgerows, are retained wherever possible. This includes the hedgerows which run alongside the public right of way (PRoW) through the centre of the site towards the underpass. New areas of public open space will include new, native species rich planting including trees and hedgerows. | Deliver open space in line with designs. |
| Provision and opportunities for active play and exercise through a range of play spaces for children and young people (e.g. Active Design guidance) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | As outlined in the Illustrative Landscape Masterplan an attractive gateway will be created within the public space at the south-west of the site and will include large scale tree planting, a community orchard and an equipped play area. | Implement design as planned. |
| Links 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"/> | As outlined in the Illustrative Masterplan for the Proposed Development, formal footpath routes will provide access around the site as well as connecting to the wider area and adjacent public rights of way. | Implement design as planned. |

| 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) |
| | + | - | | ? | ! | | |
| Open and natural spaces 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"/> | <p>As outlined in the Illustrative Landscape Masterplan an attractive gateway will be created within the public space at the south-west of the site and will include large scale tree planting, a community orchard and an equipped play area. Picnic benches and seating could be located along the footpath and provide opportunities for residents to spend time in the space.</p> <p>As outlined in the Planning Statement, the green space and equipped play area is a significant part of the vision for the entry point of the site. This vision is driven by a desire to create a space and active focal point, not just for the benefit of new residents but the wider community. This location is ideal in that it lies close to the intersection of several walking routes and will also be overlooked by existing and proposed dwellings to increase safety.</p> | Implement design as planned. |
| Management & maintenance of new open space | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | An appropriate solution to ongoing site security, management and maintenance will be provided and its delivery will be secured through appropriately worded planning conditions. | N/A |

| What impact will the proposal have on? | | | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|---|---|
| Access to open space & nature | Impact | | | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | N/A | ? | ! | | |
| Sufficient outdoor space (play, dry clothing and food growing) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | As outlined in the Illustrative Landscape Masterplan an attractive gateway will be created within the public space at the south-west of the site and will include large scale tree planting, a community orchard and an equipped play area. | Implement design as planned. |

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 | Recommendation (to minimise or maximise impact) |
| | + | - | | ? | ! | | |
| Minimising construction impacts such as dust, congestion, construction noise | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | As outlined in the Air Quality Assessment (AQA) produced by Redmore Environmental for the Application, the impact on human health during the construction phase is expected to be medium from trackout, low from earthworks | Implement mitigation measures as outlined in the AQA. |

| 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>and construction and negligible from demolition. This is a worst case scenario and assumes construction work will be taking place at the site boundary nearest to the receptors. Therefore, the actual risk is likely to be lower than that predicted during the majority of the construction phase.</p> <p>As outlined in the AQA there are a number of mitigation measures which would reduce the negative impacts during the construction phase. These include:</p> <ul style="list-style-type: none">• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.• Develop and implement a Dust Management Plan (DMP) or similar, which may include measures to control other emissions.• Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.• Carry out regular site inspections to monitor compliance with the DMP. | |

| What impact will the proposal have on? | | | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|---|---|
| Air quality and noise | Impact | | | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | N/A | ? | ! | | |
| | | | | | | <p>record inspection results, and make an inspection log available to the LA upon request.</p> <ul style="list-style-type: none">Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible. <p>Full details of mitigation measures are outlined in the AQA.</p> <p>Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by demolition, earthworks, construction and trackout activities is predicted to be not significant.</p> | |
| Minimising Air pollution caused by increased traffic, energy & industrial developments) during construction and whilst houses are occupied. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>As outlined in the AQA, impacts on annual mean NO₂, PM₁₀ and PM_{2.5} concentrations as a result of traffic generated by the development were predicted to be negligible at all sensitive receptor locations. Air quality impacts as a result of the operation of the development were therefore considered to be not significant, in accordance with the IAQM guidance.</p> <p>A number of mitigation measures were identified from the Barnsley</p> | Implement mitigation measures as outlined in the AQA. |

| 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>Air Quality and Emissions Good Practice Guidance²² in order to reduce vehicle exhaust emissions associated with the proposals, these are outlined below:</p> <ul style="list-style-type: none"> • Provision of one electric vehicle charging point per dwelling. • Implementation of a Travel Plan to encourage sustainable modes of transport to and from the site. • Pedestrian access to be provided from the site to existing public transport stops to encourage sustainable modes of transport to and from the site. • Relocation of existing bus stop infrastructure to encourage use of public transport to and from the site. • Site layout to be designed to encourage walking. | |
| Minimising Noise pollution caused by traffic and commercial uses, during construction and whilst houses are occupied. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>As outlined in the Planning Statement, suitable mitigation measures will be put in place to mitigate against any noise pollution. As such, it is concluded that there will be no adverse impacts from noise at the Proposed Development. Full details of</p> | Implement mitigation as outlined in the noise assessment. |

| What impact will the proposal have on? | | | | | | | |
|--|--------|---|-----|-----------|---|---|---|
| Air quality and noise | Impact | | | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | N/A | ? | ! | | |
| | | | | | | mitigation measures for noise pollution are outlined in the Noise Assessment. | |

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"/> | As outlined in the Travel Plan, pedestrian access will be provided from Hemingfield Road via footways along both sides of the vehicular site access. Further pedestrian access to the site will be provided through the retention of an existing PRow connections into the site from Briery | Implementation of the Travel Plan. |

| 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>Meadows at the southern site boundary.</p> <p>As is also outlined in the Travel Plan, all of Hemingfield is accessible within a 2km walking distance, along with a large area of Wombwell to the north of the site.</p> <p>There are a number of local amenities within an 800m walking distance of the site which will encourage walking as a healthy and sustainable mode of transport for residents of the Proposed Development.</p> | |
| Prioritising and enabling cycling including safe, accessible routes, secure cycle parking & showers. | ☒ | ☐ | ☐ | ☐ | ☒ | <p>As outlined in the Travel Plan there are a number of areas accessible from the site within a 5km cycle distance. These include, Hemingfield, Wombwell, Darfield, Brampton, Jump, Elsecar and Hoyland. Birdwell, Tanksley, Wath upon Dearne, Bolton-upon-Deane, Worsborough and other areas to the south-east of the centre of Barnsley are also accessible within a 8km cycle distance.</p> <p>Employment areas such as Cortonwood Retail Park to the east of the site and Shortwood Business Park to the west of the site are also</p> | Implementation of the Travel Plan. |

| What impact will the proposal have on? | | | | | | | |
|---|--------|---|-----|-----------|---|---|---|
| Accessibility and active travel | Impact | | | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | N/A | ? | ! | | |
| | | | | | | <p>within a 5km cycle distance of the Proposed Development.</p> <p>There are a number of accessible cycle routes around the Proposed Development including the underpass beneath the A6195 Dearne Valley Parkway and the Wortley to Brampton cycle route. These can provide safe cycle routes to residents of the Proposed Development which will encourage the use of cycling as a healthy and sustainable mode of transport for work and leisure.</p> | |
| Connecting public realm and internal routes to local and strategic cycle and walking networks | ☒ | ☐ | ☐ | ☐ | ☒ | <p>As outlined above, the Proposed Development is well connected to local cycle routes including the underpass beneath the A6195 Dearne Valley Parkway which provides a high quality cycle link which allows cyclists to travel between the site and Wombwell without needing to travel via the Hemingfield Road roundabout. The Wortley to Brampton cycle route runs from an east to west alignment at the southern extents of Hemingfield and can be accessed from the site via Hemingfield Road, School Street and Tingle Bridge Lane. It provides access to both Wortley and Brampton, as well as Hoyland and Wombwell with a large proportion of the route being traffic free. These accessible safe cycle routes will</p> | Implementation of the Travel Plan. |

| What impact will the proposal have on? | | | | | | | |
|---|--------|---|-----|-----------|---|--|---|
| Accessibility and active travel | Impact | | | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | N/A | ? | ! | | |
| | | | | | | encourage cycling as a healthy and sustainable mode of transport. | |
| Traffic management and calming measures to help reduce and minimise road injuries | ☒ | ☐ | ☐ | ☐ | ☒ | The speed limit within the Proposed Development will be in line with standards set by the local authority. | N/A |
| Connectedness to public transport, local services, and facilities | ☒ | ☐ | ☐ | ☐ | ☒ | <p>As outlined in the Travel Plan, the Proposed Development is well serviced by public transport. The closest bus stops to the site are currently located on Hemingfield Road with the northbound bus stop located 260m walking distance from the centre of the site. The southbound bus stop is currently located on the western site boundary but this is proposed to be relocated to the west of Mellwood Grove at the southern site boundary. This will be within a 280m walking distance from the centre of the site. These bus stops are currently served by the 72/72a, 662 and 67/67a/67c number bus services. These buses provide regular services to key destinations such as Barnsley, Wombwell and Wath upon Dearne.</p> <p>There are further bus stop located on Cemetery road, an approximate 390m walk from the centre of the site.</p> | Implementation of the Travel Plan. |

| 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>These stops are also served by the 662 and 67/67a/67c.</p> <p>The closest railway station to the site is Wombwell railway station which is located around an 850m walk or a 4 minute cycle ride and can be accessed via the A6195 Dearne Valley Parkway underpass. The station can also be accessed via the 67/67a/67c which serve the bus stops on Hemingfield Road.</p> <p>As outlined in the Travel Plan, the accessibility to modes of public transport from the site makes these viable and attractive sustainable options for travel for residents of the Proposed Development.</p> | |
| Reducing car use by minimising car parking provision, supported by the controlled parking zones, car clubs and travel plans measures. | ☒ | ☐ | ☐ | ☐ | ☒ | <p>As outlined in the Travel Plan, the Proposed Development promote car sharing through the newsletters and travel guide. The TPC will inform residents of the web-based Liftshare scheme at liftshare.com/uk. Consideration will be given to setting up a site-specific car share scheme, whereby residents of the development can share with other residents, with journey matches facilitated by the TPC.</p> | Implement travel plan as proposed. |

| What impact will the proposal have on? | | | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--|---|
| Accessibility and active travel | Impact | | N/A | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | | ? | ! | | |
| Accessibility for people with mobility problems or a disability to access buildings and places | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Given the scheme is delivering homes and no other buildings, this question is not considered applicable. | N/A |

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 | | Recommendation (to minimise or maximise impact) |
| | + | - | | ? | ! | |
| Facilitating local access 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"/> | As outlined in the Illustrative Landscape Masterplan, an attractive gateway will be created within the public space at the south-west of the site and will include a community orchard. |
| | | | | | | Implement design as proposed. |

| What impact will the proposal have on? | | | | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|--|---|
| Access to healthy food | Impact | | N/A | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | | ? | ! | | |
| Range of retail uses , including food stores and smaller affordable shops for social enterprises | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | As outlined in the Transport Assessment, there are a number of local shops and amenities located in Hemingfield which is within close proximity to the Site. | Implementation of Travel Plan |
| Reducing over- concentration of fast food / unhealthy food outlets in a single area, in particular along school routes.(Refer to Hot Food Takeaways SPD and Planning Advice Note | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The Proposed Development will not be delivering food outlets. | N/A |
| Safeguarding loss 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 | 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) |
| | + | - | | ? | ! | | |
| Crime prevention - 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"/> | As outlined in the Planning Statement, the green space and equipped play area is a significant part of the vision for the entry point of the site. This vision is driven by a desire to create a space and active focal point, not just for the benefit of new residents but the wider community. This location is ideal in that it lies close to the intersection of several walking routes and will also be overlooked by existing and proposed dwellings to increase safety and security. | Implement designs as proposed. |
| Promoting maximum use of buildings and public spaces by a variety of diverse groups. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Th open space being delivered by the scheme will be open to everyone. | N/A |
| Promoting a sense of ownership , 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 Illustrative Masterplan shows how a clear delineation between public and private spaces can be achieved. This includes the use of landscaping to clearly define public and private spaces. The Illustrative Masterplan illustrates how a sense of enclosure and active surveillance can be provided to public areas, including the public rights of way, to ensure a safe development. | N/A |
| Maximising use of security, management, and maintenance | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | This location is ideal in that it lies close to the intersection of several walking routes and will also be overlooked by existing and proposed dwellings to increase safety and security. | Implement designs as proposed. |

| 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) |
| | + | - | | ? | ! | | |
| Connecting with existing communities , 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 outlined in the Illustrative Landscape Masterplan an attractive gateway will be created within the public space at the south-west of the site and will include large scale tree planting, a community orchard and an equipped play area. Picnic benches and seating could be located along the footpath and provide opportunities for residents to spend time in the space. | N/A |
| Principles of inclusive and age-friendly design | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The homes will be built to standard regulations, which ensure the needs of the population are met in a consistent manner and reduce any health inequalities. | N/A |

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"/> | The Proposed Development will deliver EV charging points with each dwellings in line with standard building regulation requirements. | N/A |
| 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"/> | The homes will be built to standard regulations, which ensures they are future proofed. | N/A |
| Maintaining or enhancing biodiversity (refer to Biodiversity SPD) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>The Ecological Appraisal concludes that there will be no significant constraints to the development that cannot be addressed through appropriate mitigation measures. The proposed development will produce an on-site Biodiversity Net Gain (BNG) of 2.31 habitat units (14.85%) and 7.11 hedgerow units (122.08%), through the creation and enhancement of high-quality habitats.</p> <p>It is anticipated that these measures will be fully incorporated into the masterplan, the detailed design of the scheme and through biodiversity and ecological management plans that will be implemented prior to, during and after construction.</p> | N/A |
| 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"/> | As outlined in the Energy and Sustainability Statement (ESS), the proposed development will look to reduce energy demand through fabric improvements across all individual dwellings in compliance with the energy | N/A |

| | 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) |
| | + | - | | ? | ! | | |
| | | | | | | <p>hierarchy in order to achieve a 75% reduction in energy demand set out in the Framework and Future Homes Standard (FHS).</p> <p>Initial calculations suggest that up to a 76% reduction can be achieved through fabric first improvements, solar master planning and installation of Air Source Heat Pumps (ASHPs) to each dwelling. This exceeds the reduction necessary from the FHS.</p> | |
| Encouraging recycling, including building materials | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Integrated bin storage, including recycle bins is provided externally for each house to encourage recycling. | N/A |
| Sustainable design and construction methods (refer to Sustainable Construction SPD) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>As outlined in the Energy and Sustainability (ESS), the proposed development will look to reduce energy demand through fabric improvements across all individual dwellings in compliance with the energy hierarchy in order to achieve a 75% reduction in energy demand set out in the FHS.</p> <p>Full details of energy saving and sustainable design can be found in the ESS.</p> | Implement design as proposed. |
| Minimising risk of flooding to incorporate sustainable urban drainage techniques | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | As outlined in the Flood Risk and Drainage Assessment (FRDA), it is concluded that the site is at a low risk of flooding from all identified sources and | Implement proposals as outlined in the FRDA. |

| What impact will the proposal have on? | | | | | | |
|--|--------|---|-----|-----------|---|---|
| Climate Change and Energy Usage | Impact | | N/A | Certainty | | Description of impact |
| | + | - | | ? | ! | |
| | | | | | | <p>that the proposals satisfy the requirements of the Sequential Test.</p> <p>Based on the assessment of flood risk, it is concluded that no specific measures need be implemented to mitigate flood risk.</p> <p>The proposals for the management of surface water on the site are outlined below:</p> <ul style="list-style-type: none"> • The disposal of surface water via infiltration is assessed to be feasible based on the results of soakaway testing. • Attenuation storage could be accommodated within an infiltration basin located towards the north-east corner of the site. Additional SuDS features such as house soakaways, permeable paving, rain gardens/bioretention areas, filter drains and swales, would be investigated further at the detailed design stage. • The pipe network within the surface water drainage system may be adopted by Yorkshire Water or maintained privately by a management company. SuDS elements within the curtilage of residential dwellings would be the responsibility of the owner of the property, whilst SuDS in open |

| | What impact will the proposal have on? | | | | | | |
|---------------------------------|---|---|-----|-----------|---|---|---|
| Climate Change and Energy Usage | Impact | | | Certainty | | Description of impact | Recommendation (to minimise or maximise impact) |
| | + | - | N/A | ? | ! | | |
| | | | | | | spaces may be maintained by a management company or adopted by Yorkshire Water. | |