



Health Impact Assessment

Land Between Cronton Road and M62 Motorway
Sliproad (Junction 6), Tarbock

Iceni Projects Limited on
behalf of Hatfields Jaguar
Land Rover
October 2019

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HOXTON WEST

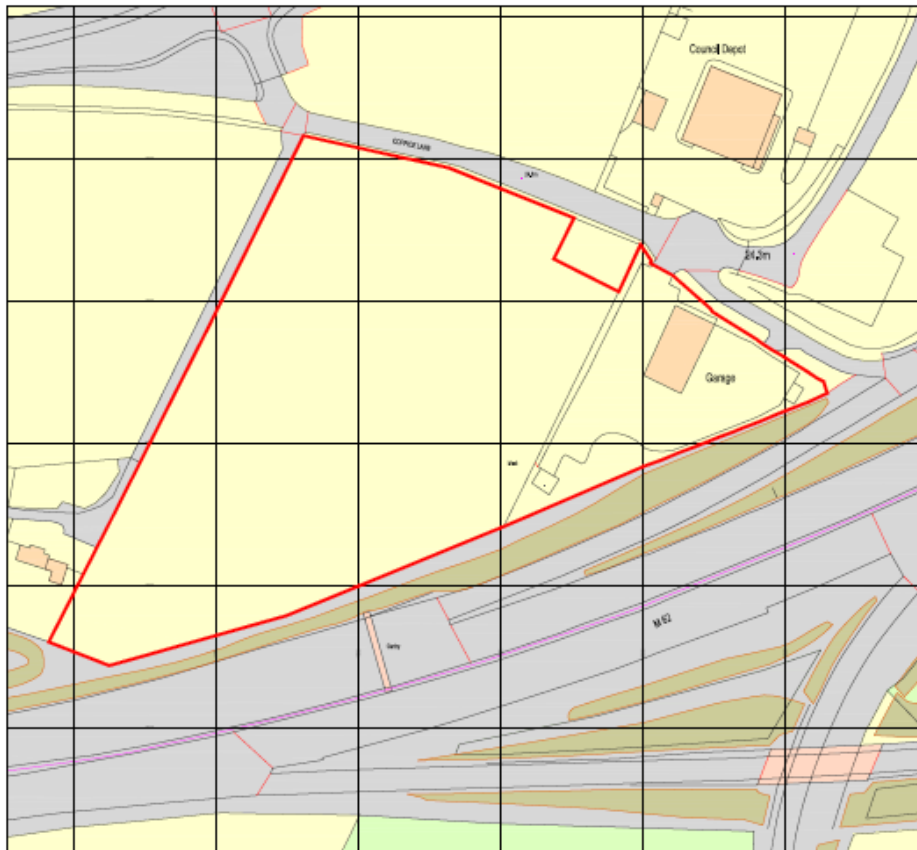
1. INTRODUCTION

- 1.1 This Health Impact Assessment (HIA) has been prepared by Icen Projects Ltd on behalf of Hatfields Jaguar Land Rover (hereafter referred to as 'JLR'), in support of a planning application for erection of a 4,607 sq.m car dealership comprising showroom, offices, servicing and mot workshop, together with external parking and car storage areas; and conversion of existing HGV servicing workshop to form car repair centre and bodyshop.
- 1.2 The purpose of the HIA is to identify and consider the potential impact on health and health inequalities arising from the Proposed Development, and to identify any actions or mitigation measures required to minimise potential adverse effects on health and inequalities and optimise the positive effects of the development.

Site Context

- 1.3 The application site comprises approximately 2.7 hectares of land between Cronton Road and the M62 Junction 6 slip road within the administrative boundary of Knowsley, as shown in Figure 1.

Figure 1: Site Location



Source: MDG Architects

1.4 At present, the site is partially vacant, with a single storey low rise building and associated hardstanding, as well as rough grassland which makes up a large proportion of the site. The site is accessed from Coppice Lane off Cronton Road.

1.5 The surrounding area is mixed use in character consisting of business, residential, leisure and warehouses. Huyton Business Park is located to the north on the opposite side of Cronton Road. The Business Park comprises large scale Use Class B2 and B8 warehouses and some commercial uses fronting Cronton Road including a Chapel Brook public house and a Premier Inn hotel. These uses are located opposite the application site. The junction of the M62 and M57 is to the east and south east of the site beyond which is open space. Open space associated with Coppice Farm directly adjoins the site to the west. Beyond Coppice Farm to the west is a residential area which includes a Tesco Express and Esso Petrol Filling Station fronting Cronton Road.

Proposed Development

1.6 The Proposed Development is for the redevelopment of the application site for erection of 4,607 sq.m car dealership comprising showroom, offices, servicing and mot workshop, together with external parking and car storage areas; and conversion of existing HGV servicing workshop to form car repair centre and bodyshop.

Extant Permission

1.7 The application site forms part of a wider area which benefits from a hybrid planning consent (application reference 17/00301/HYB) for the following:

“Hybrid application comprising a full planning application for: 1800 sq.m gross external area food store (use class a1), 1161 sq.m gross external area B1/B2 use (business use / general industrial use) with associated car parking, landscaping, highway works, pumping station, substation and associated works including bund and noise attenuation boundary treatment to top of bund; and outline planning application for up to 7,500 sq.m use class B1 and B2 floor space, petrol filling station (sui generis use) with up to 400 sq.m floor space associated use class a1 unit, up to 1000 sq.m use class A3 and A4 floor space (pub/restaurant), with associated car parking, servicing areas, highway works, and other associated works, with all matters reserved for future approval.”

1.8 The proposed development would extend across an area that benefits from the above extant planning consent, specifically, it would fall within the following areas:

- **Full planning consent for 1161 sq.m gross external area B1/B2 use (business use / general industrial use) with associated car parking, landscaping (Phase 1)**

The extant permission proposed that this portion of the site would be utilised for ‘starter’ commercial units.

-
- **Outline planning application for up to 7,500 sq.m use class B1/B2 floor space (Phase 3)**

The extant permission proposed that this portion of the site would be utilised for B1/B2 uses.

- 1.9 The Proposed Development comprises the redevelopment of the two parcels of land identified above to provide 4,607 sq.m of car dealership comprising showroom, offices, servicing and mot workshop, together with external parking and car storage areas; and conversion of existing HGV servicing workshop to form car repair centre and bodyshop..
- 1.10 This HIA should be read in conjunction with the Design and Access Statement (DAS) prepared by MDG Architects, which accompanies the planning application, as well as the suite of application documents prepared in support of the Proposed Development.

Scope of the Health Impact Assessment

- 1.11 This HIA outlines the relevant national, regional and local policy relating to health, as well as a high-level assessment of the baseline demographic, socio-economic and health profile of the local population close to the site in order to provide context for the assessment. Community Infrastructure provision and environmental conditions are also considered.
- 1.12 The HIA will then assess the likely effects of the Proposed Development on health outcomes of the general population and identified vulnerable/ priority groups.

Report Structure

- 1.13 The assessment is structured as follows:
- Section 2 – Policy Context
 - Section 3 - Methodology
 - Section 4 – Baseline Conditions
 - Section 5 – Impact Assessment
 - Section 6 - Summary and Conclusions

2. POLICY CONTEXT

- 2.1 This section provides an overview of the policy context for the importance of undertaking a HIA of the Proposed Development.

National Policy

National Planning Policy Framework (2019)

- 2.2 As part of the National Planning Policy Framework (NPPF), the planning process seeks to ensure that development is 'sustainable'. The Government has identified three dimensions that constitute sustainable development and, therefore, the planning system should perform an economic, social, and environmental role.

Paragraphs relevant to this HIA are:

- **Paragraph 10** - Plans and decisions need to take local circumstances into account, so that they respond to different opportunities for achieving sustainable development in different areas.
- **Paragraph 20** – Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision community facilities (such as health, education and cultural infrastructure).
- **Paragraph 91** - Planning policies and decisions should aim to achieve healthy, inclusive and safe places. They should enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.
- **Paragraph 92** - Planning policies and decisions should provide the social, recreational and cultural facilities and services the community needs. They should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.
- **Paragraph 117**- planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

National Planning Policy Guidance (2019)

- 2.3 The National Planning Policy Guidance (NPPG) provides guidance on promoting healthy and safe communities. It advises that planning and health need to be considered together in two ways: in

terms of creating environments that support and encourage healthy lifestyles, and in terms of identifying and securing the facilities needed for primary, secondary and tertiary care, and the wider health and care system (taking into account the changing needs of the population).

2.4 It advises that planning policies and proposals may need to have particular regard to the following issues¹:

- proximity to locations where children and young people congregate such as schools, community centres and playgrounds;
- evidence indicating high levels of obesity, deprivation, health inequalities and general poor health in specific locations;
- over-concentration of certain uses within a specified area;
- odours and noise impact;
- traffic impact; and
- refuse and litter.

The Health and Social Care Act (2012)

2.5 The Act brought about the transfer of responsibility for commissioning most healthcare services to consortia of General Practitioners, known as clinical commissioning groups, and established an NHS Commissioning Board for commissioning primary care services and specialist acute services. The Act gives boroughs the responsibility of promoting joined up commissioning of local NHS services, social care and health improvement. The Primary Care Trust (PCT) and strategic health authority estate were transferred to either NHS providers or an NHS Property Services Ltd as of April 2013.

Healthy Lives, Healthy People: our strategy for public health in England (2010)

2.6 Published in November 2010, the White Paper sets out the Government's long-term vision for the future of public health in England. It aims to create a 'wellness' service (Public Health England) and to strengthen both national and local leadership. It adopts the Marmot Review's life course framework for tackling the social determinants and aims to support healthy communities.

Regional Policy

LCR Statement of Cooperation on Local Planning (2016)

2.7 The Liverpool City Region Combined Authority (LCRCA) brings together six local authorities which comprise Liverpool's City Region – Halton, Knowsley, Liverpool, Sefton, St. Helens and Wirral to facilitate a collaborative approach to the region's more complex issues.

¹ NPPG Healthy and safe communities - Paragraph: 004 Reference ID:53-004-20190722

2.8 Section 7 Community Infrastructure of this document identifies a number of key issues affecting all local authorities with cross-boundary implications as follows:

- **Education:** ensuring successful delivery of pre-school, primary and secondary schooling services, working with private sector and academy partners where appropriate;
- **Higher Education:** working with colleges and universities to deliver higher education facilities which serve a local, national and international audience;
- **Strategic Cultural Infrastructure:** maintaining and developing major museums, galleries and other tourist attractions and working with other private sector providers, e.g. football clubs operating stadia;
- **Local Authority Services:** ensuring successful delivery of key statutory and optional community infrastructure services run by local authorities, accounting for the financial issues associated with continued funding of these;
- **Health Services:** working with the NHS and CCG partners to ensure successful delivery of primary care and other health services for communities within the City Region and working with NHS foundation trusts to ensure that specialist services associated with particular hospitals are delivered for the benefit of communities across the City Region (e.g. affects all authorities with specialist hospitals and those where hospital services are provided across a number of authorities); and
- **Emergency Services:** working with police, fire and rescue and ambulance service providers to ensure successful delivery of emergency services across the City Region.

2.9 Section 8 Environment of the Statement of Cooperation also recognises the importance of the City Region's rich and varied natural environment and the need for green infrastructure across the region to support people's health and wellbeing.

Local Policy

Knowsley Local Plan

2.10 The adopted local plan consists of the Core Strategy (2016), Unitary Development Plan (2006), the Local Plan Policies Map (2016) and the Merseyside and Halton Joint Waste Local Plan (2013). There are also a number of Supplementary Planning Documents (SPDs) which support specific policies within the Local Plan.

2.11 **Strategic Objective 9: Promoting Health and Wellbeing in Knowsley** – The Council will encourage new developments to have a positive impact on the health and wellbeing of all individuals

and population groups living and working in the borough by providing an urban and natural environment that provides opportunities for healthy lifestyle options to help reduce health inequality.

2.12 This will be achieved through improved access to high quality housing, employment opportunities, provision of open space, services and facilities and prioritisation of sustainable transport modes such as walking and cycling as set out within the other strategic objectives. Maintaining existing and the creation of new opportunities for physical activity associated with sport and recreation, and supporting community involvement, cohesion, cultural activities and self-improvement are also important in the improvement of health and wellbeing within Knowsley.

2.13 **Policy CS2: Development Principles**, notably:

- ***“Principle 1: Promote sustainable economic development, tackle the causes of deprivation and disadvantage and narrow the gap between the richest and poorest neighbourhoods by...***

c) Reducing economic, environmental, education, health and other social inequalities between Knowsley and other parts of the UK; and

d) Providing opportunities for positive lifestyle choices and health improvement for people of all ages.”

- ***“Principle 4: Recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place by:...***

e) Mitigating potential negative impacts of traffic growth and road traffic on highway safety, air quality, noise and health.”

2.14 **Policy CS7: Transport Networks** - supports the development of sustainable transport networks and a geographical pattern of development which minimises the need to travel and reduces reliance on cars for travel to help improve the health and wellbeing of residents.

2.15 **Policy CS8: Green Infrastructure** – supporting an integrating network of open space and water bodies to allow people to interact with the natural environment to promote physical and mental wellbeing. This is also a key component of the developing Liverpool City Region Green Infrastructure Network.

2.16 **Policy CS21: Greenspaces and Trees** – the Council recognises the role that open and green spaces have in the enhancement of communities’ health and wellbeing through encouraging physical activity and exercise.

Third Merseyside Local Transport Plan (2011)

- 2.17 The Third Merseyside Local Transport Plan sets out a strategy and delivery programme of transport investments to provide a transport network which positively contributes towards the health and wellbeing of residents and workers through sustainable travel options.

Knowsley Joint Health & Wellbeing Strategy (2016-2020)

- 2.18 The Joint Health and Wellbeing Strategy 2016-2020 sets out the priorities and actions to address the health needs of the local population as outlined in the Health and Well-Being Profile. It is due to be updated in 2021.

Summary

- 2.19 There is a policy focus at national, regional and local levels to improve health and well-being outcomes. Planning and development play a crucial role in providing the environment for this to be achieved.

3. METHODOLOGY

- 3.1 A HIA is a means of assessing the health impacts of projects using quantitative, qualitative and participatory techniques. It aims to produce a set of evidence-based recommendations to inform decision-making to maximise the positive health impacts and minimise the negative health impacts of proposed policies, plans or projects².
- 3.2 This assessment first establishes a baseline position in terms of the health profile of the local population living closest to the development, as well as Knowsley as a whole. This draws out demographic, health indicators, socio-economic and environmental conditions using Office for National Statistics (ONS), Public Health England (PHE), National Health Service (NHS) and other published data.
- 3.3 The assessment then examines the potential effects of the Proposed Development on health outcomes on the general population and the applicable vulnerable/ priority groups within the Local Impact Area (defined below) using an assessment criteria matrix³ and reference to the HIA methodology set out within Knowsley Borough Council's validation checklist. This takes account of the construction and operational phases of the development.
- 3.4 Where an impact is identified, actions and measures are recommended to mitigate an adverse impact or enhance or secure a positive impact where possible.

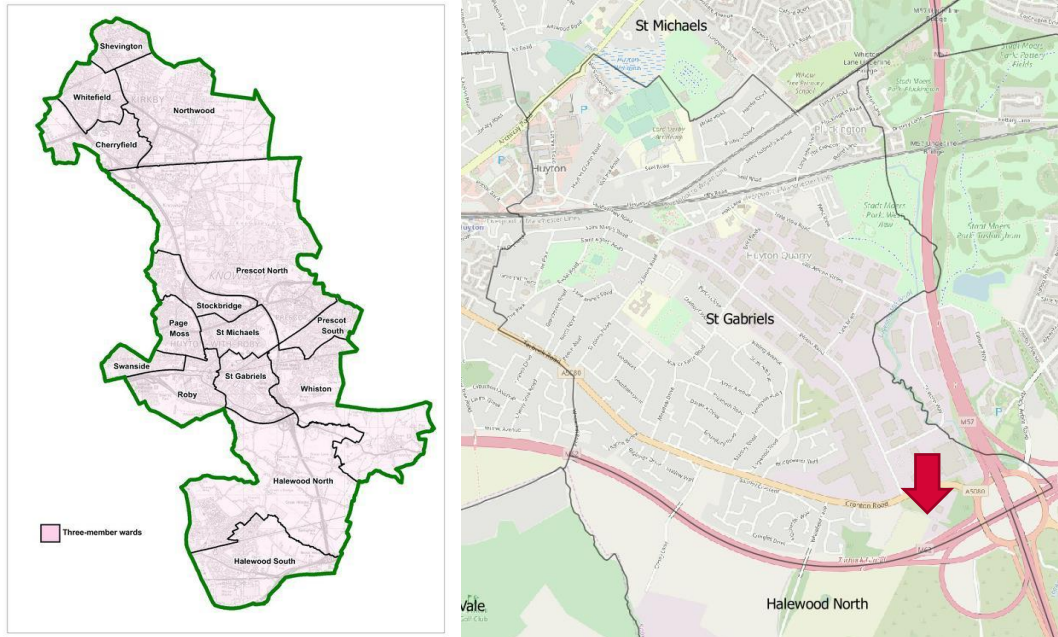
Impact Areas

- 3.5 The site is located within the St Gabriels ward. A Local Impact Area is considered to be the area where the impacts of a development are most likely to be felt. In this instance, the ward is considered to be an appropriate for baseline data collection and for considering the assessment of impacts.

² World Health Organisation

³ The matrix has been based on the HUDU as it is a highly commended methodology which is often referred to outside of London as a best practice tool

Figure 2: St Gabriels Ward (with the site pinpointed in red)



- 3.6 It is very likely that some of the Proposed Development effects may be spread over a broader geographical area including the wider local authority administrative area of Knowsley. On this basis, for the purposes of this assessment, Knowsley Metropolitan Borough is considered to form an appropriate 'Wider Impact Area'.

4. BASELINE CONDITIONS

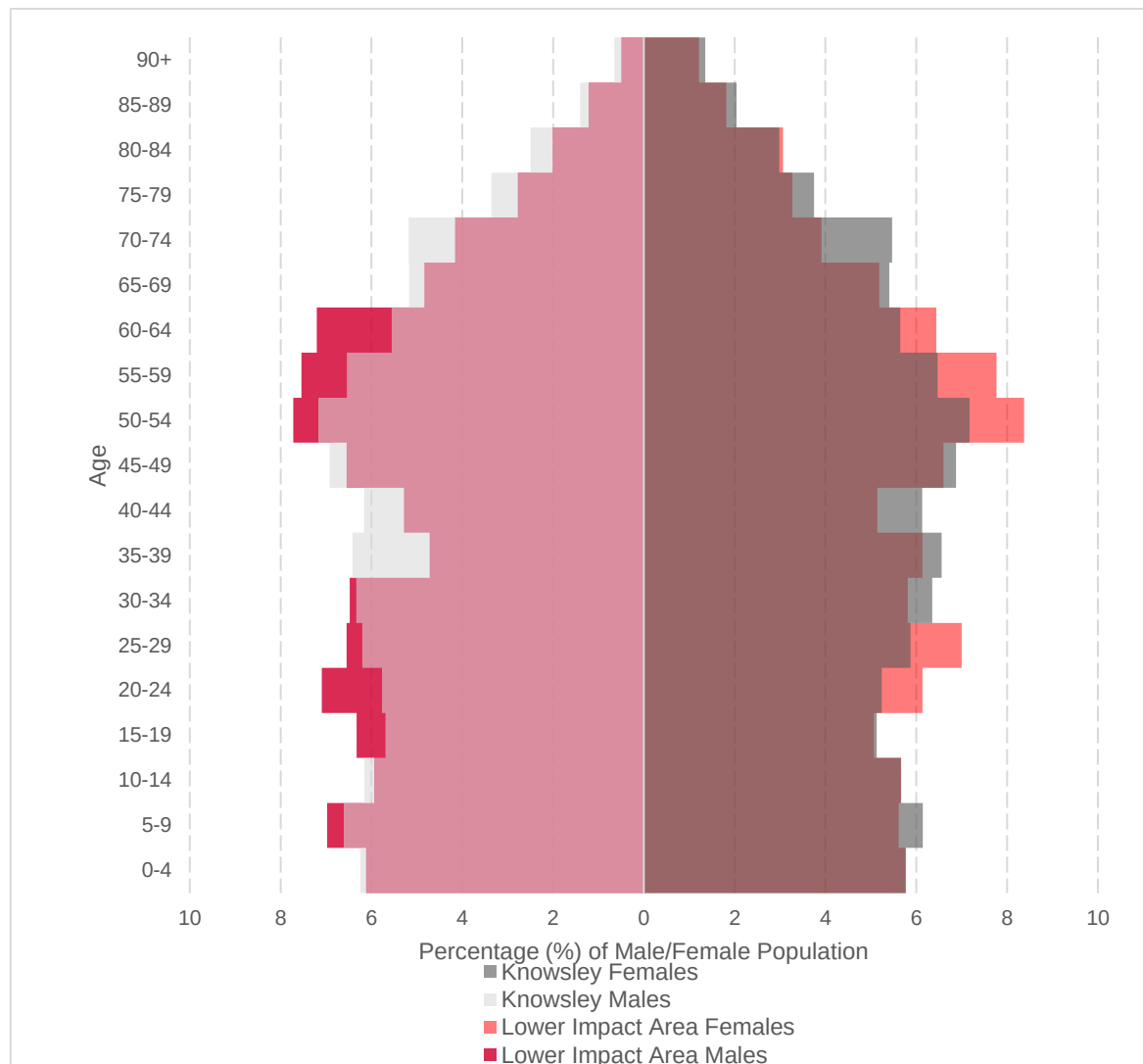
- 4.1 This section sets out the demographic, socio-economic, health and environmental conditions in the Local Impact Area compared with Knowsley where appropriate.

Demographic Profile

Age

- 4.2 Based on ONS 2017 mid-year population estimates, the total population of the Local Impact Area was 9,383 people. This equates to 6.3% of the total population of Knowsley.
- 4.3 The graph below provides a comparison of the population age structure in the Local Impact Area and Knowsley by gender and age. It shows that the proportion of people across all age groups within the Local Impact Area is broadly consistent with Knowsley. There is a slightly higher proportion of females in the Local Impact Area compared to Knowsley however there is also a higher proportion of males aged 30 to 54 within the Local Impact Area.
- 4.4 The proportion of children (0-14 year olds) is broadly consistent between the Local Impact Area and Knowsley. However, the proportion of young adults (20-29 year olds) and older working people (50-64 year olds) is greater in the Local Impact Area whilst there is a lower proportion of residents in the 35-49 age group in comparison to the Wider Impact Area. Generally, the Local Impact Area has a lower proportion of older people (65+) than Knowsley generally, indicating fewer facilities for older people than elsewhere in the borough.

Figure 3: Comparative Population Age Pyramid



Source: ONS mid-year population estimates 2017

- 4.5 In the Local Impact Area, 5,999 people are of working age (typically 16-64 year olds) which represents 64% of the total population. This is broadly consistent with Knowsley (63%).

Gender

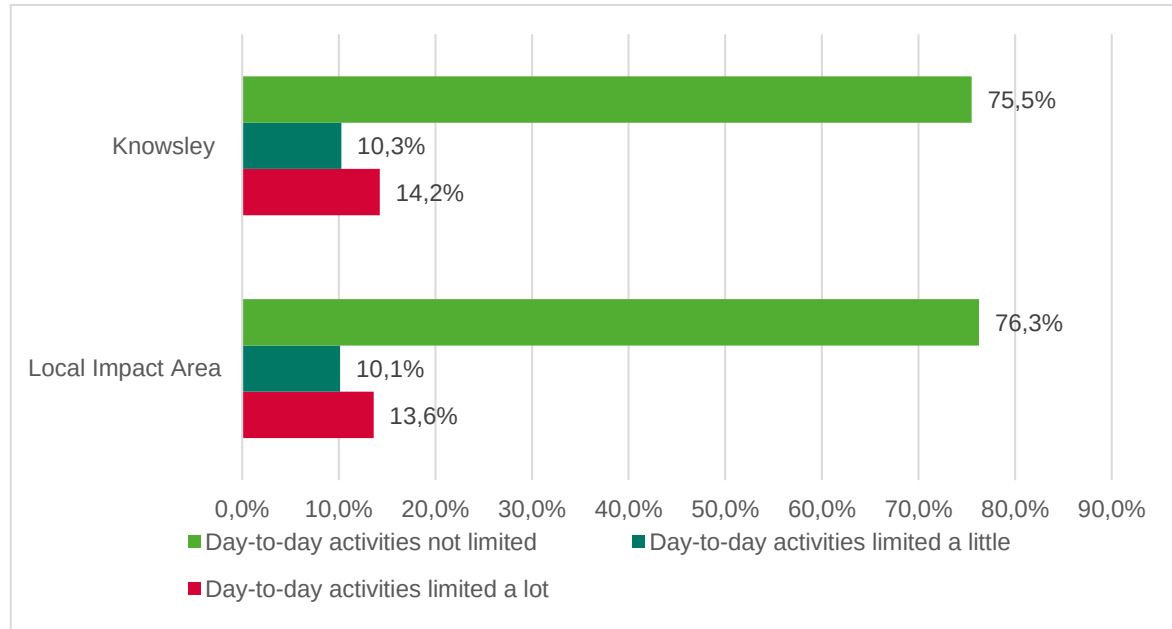
- 4.6 There are more females (4,955 or 53%) in the Local Impact Area compared to males (4,428 or 47%). This is broadly consistent with Knowsley (52% to 48% female to male split). As shown in the graph above, there is a higher proportion of males in the 30 to 54 age range overall within the Local Impact Area compared to females, and a slightly lower proportion in the 30-39 age range compared to males.

Disability

- 4.7 As shown in the graph below, Census 2011 data indicates that 23.7% of the Local Impact Area population have a long-term health problem or disability that limits their day-to-day activities. Just

under half of these (10.1%) are defined as 'limited a little', while 13.6% are defined as 'limited a lot', which broadly aligns with Knowsley as a whole.

Figure 4: Proportion of Population with Long Term Health Problem or Disability

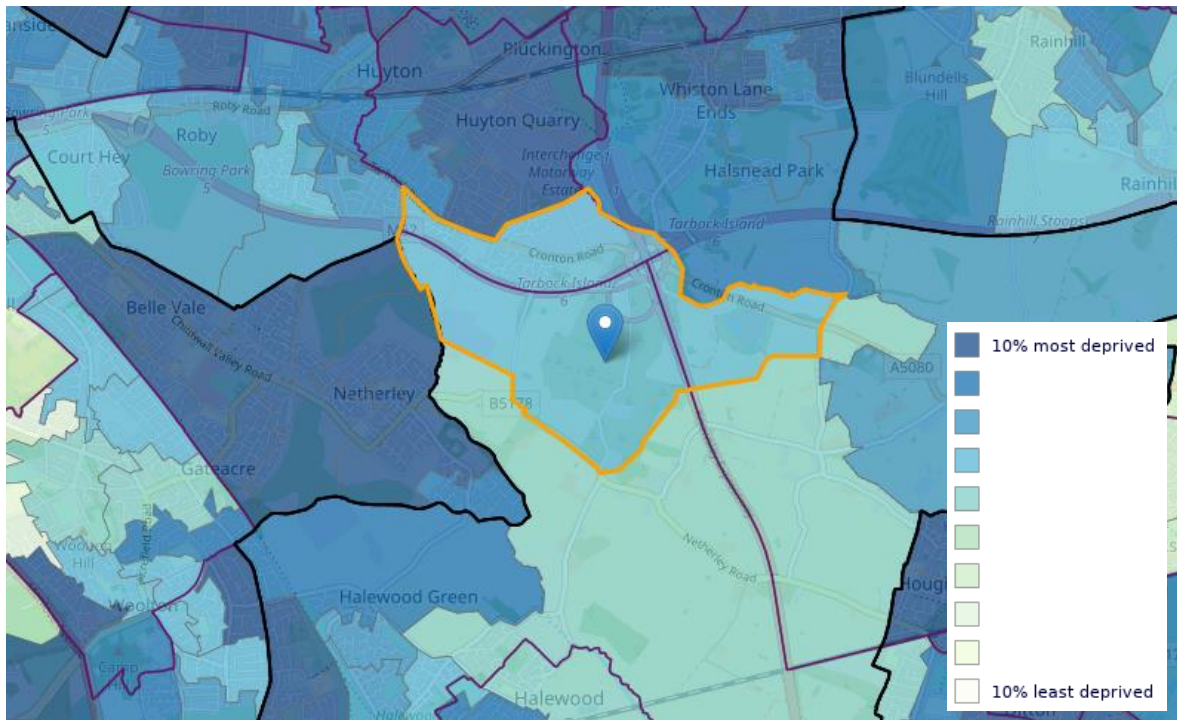


Source: ONS Census data 2011

- 4.8 Figure 5 below maps the deprivation in terms of health and disability of the site and surrounding areas. The English Indices of Multiple Deprivation (IMD⁴) measures relative deprivation using a series of data to rank every neighbourhood (Lower Layer Super Output Area) in the country. The LSOA within which the site is located (Knowsley 017B) is within the 40% most deprived neighbourhoods in the country. Neighbouring LSOAs are relatively more deprived in terms of health and disability, with the LSOAs adjacent to the north (Knowsley 015B and Knowsley 015D) being within the 10% most deprived in the country in terms of health and disability. In contrast, the LSOA to the south (Knowsley 017A) is within the 50% most deprived neighbourhoods in the country.

⁴ IMD 2019 publication has been used to inform the report

Figure 5: Rank of health and disability



Source: DCLG Indices of Deprivation 2019

Socio-economic Profile

4.9 Based on the Area Classification for Output Areas data⁵, the population of the site and surroundings are classified as comprising primarily “Suburbanites”. Suburbanites are typically classified as having the following traits:

- Predominantly located on the outskirts of urban areas;
- More likely to own their own home and live in semi-detached or detached properties;
- Residents are more likely to be a mixture of middle aged parents with school age children and those above retirement age;
- Residents are more likely to be married or in civil partnerships compared to the national average;
- Individuals are more likely to have higher-level qualifications compared to the national average;

⁵ ONS/ UCL Geodemographic data derived from 2011 Census Data available from:

<https://maps.cdrc.ac.uk/#/geodemographics/oac11/default>

- All non-white ethnic groups are likely to have lower representation in comparison to the national average, and the proportion of residents born in the UK or Ireland is likely to be slightly higher than the national average;
- People are more likely to work in the information and communication, financial, public administration and education sectors and unemployment levels is likely to be lower than the national average; and
- Residents are more likely to use private transport to get to work, with higher levels of car ownership.

Figure 6: Socio-economic classification of Cronton Road (site pinpointed in blue)



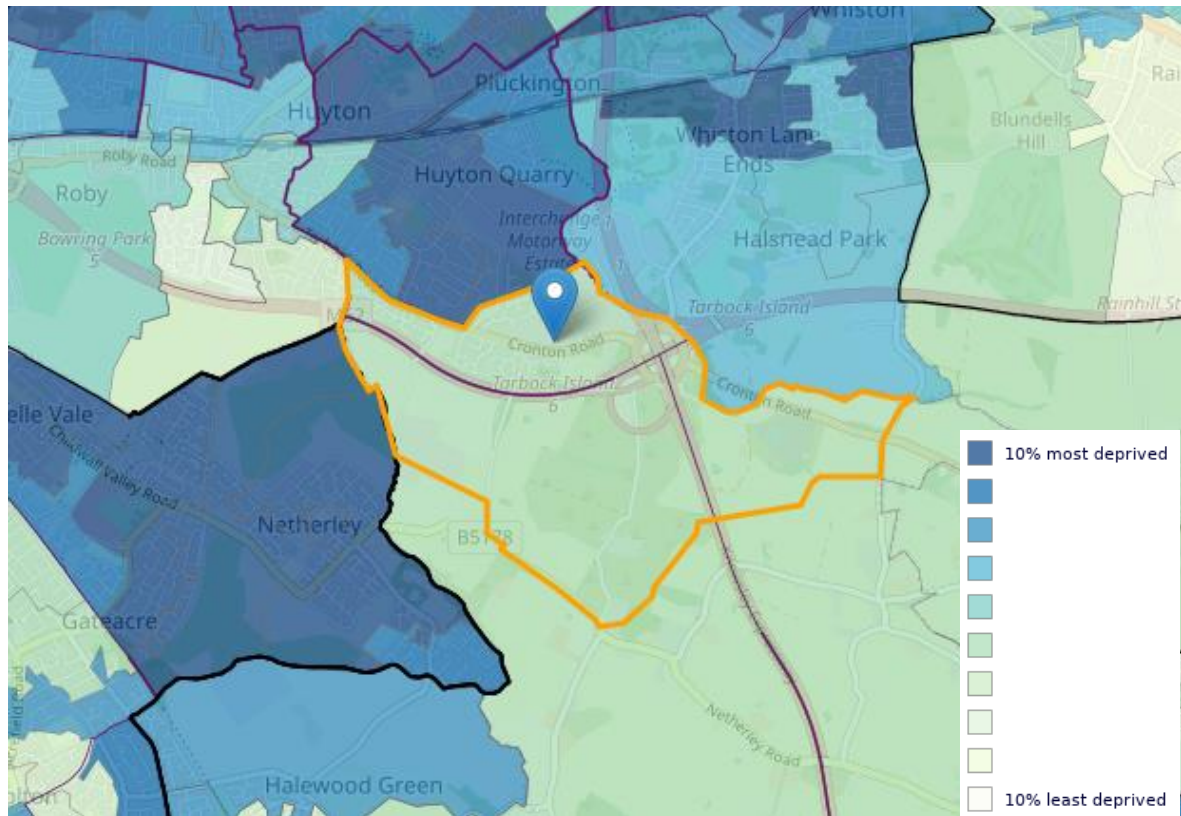
Source: ONS/UCL Geodemographic data derived from 2011 Census

Deprivation

- 4.10 The IMD combines information from nine domains - income, employment, education, health, crime, barriers to housing, living environment, income deprivation affecting children and income deprivation affecting older people - to produce an overall relative measure of deprivation. In the 2019 IMD, Knowsley was ranked the third most deprived local authority overall in England, becoming slightly less deprived since the 2015 Index when it was ranked second.

- 4.11 Figure 7 below shows the LSOA within which the site is located (Knowsley 017B) is amongst the 50% least deprived in the country. Neighbouring areas are more deprived in comparison, particularly to the north and west.

Figure 7: IMD Average Deprivation Rank

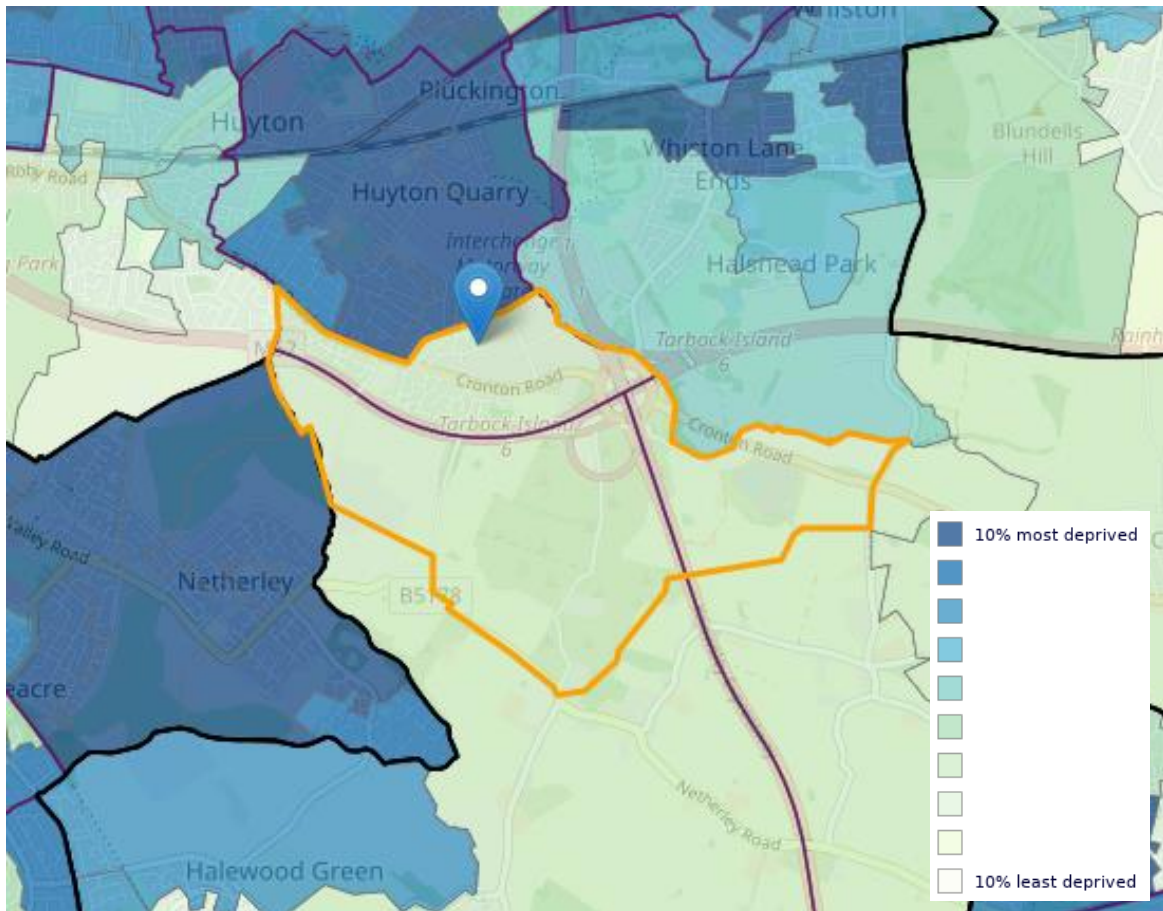


Source: DCLG Indices of Deprivation 2019

Income and Employment

- 4.12 In terms of income, the IMD ranks the LSOA as being within the 40% least deprived in the country, which is in contrast to surrounding areas to the north and west which are predominantly in the 10% most deprived.

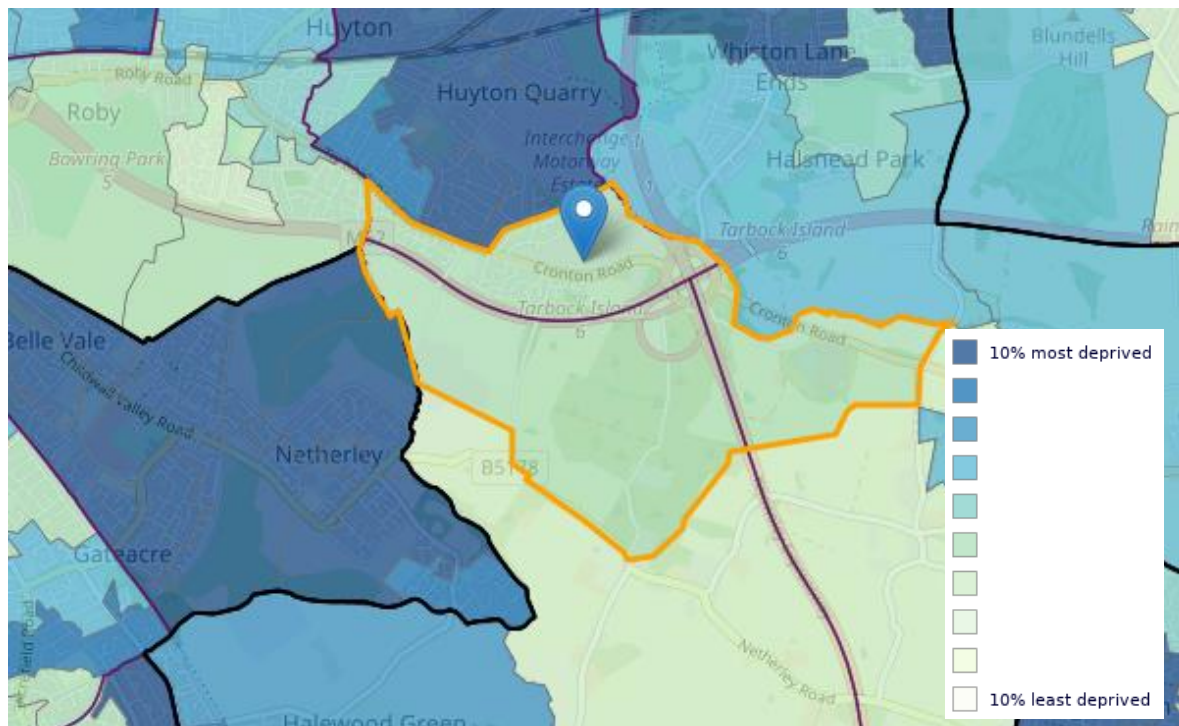
Figure 8: IMD Income Deprivation



Source: DCLG Indices of Deprivation 2019

- 4.13 In terms of employment, the site is within the 50% least deprived LSOAs in the country, which is in stark contrast to neighbouring LSOAs to the north and west which are predominately within the 10% most deprived in the country.

Figure 9: IMD Employment Deprivation



Source: DCLG Indices of Deprivation 2019

- 4.14 The economic activity rate (the percentage of the total population who are economically active) for Knowsley is 65.6%, which is slightly lower than the Liverpool City Region rate of 74.4%.

Health Profile

- 4.15 Using Public Health England (PHE) data⁶, it is possible to compare the health of the residents in the Local Impact Area with trends across England across a range of indicators. A full health profile is set out in Appendix A1.
- 4.16 The child poverty rate of 31.5% and rate of obese year 6 children (25.1%) are worse than across England (20% for both indicators). Growing up in poverty can negatively impact children's health and well-being, adversely affecting their future health and life chances as adults. Ensuring a good environment in childhood, especially early childhood, is important.

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- 4.17 Life expectancy at birth for males is 78.3 year and for females is 81.5 years which is slightly lower than the national life expectancy. This corresponds with the data on incidence of all cancer and emergency hospital admissions for stroke, which are slightly higher than the England average.
- 4.18 The health profile indicates that the proportion of older people living alone (38.8%) is higher than England (31.5%). Older people in deprivation is also a significant issue in the local impact area with 35.7% in deprivation compared to 16.2% nationally.
- 4.19 As set out in Appendix A1, rates for most other health indicators are similar or significantly worse compared with national rates.

Community Infrastructure Provision

- 4.20 Access to community infrastructure can have a significant impact on health and well-being. A high-level desk-top review of community provision has been undertaken and is summarised below:
- **Early years and childcare** – the Knowsley Infrastructure Delivery Plan (2012) states that the Council offers free nursery / pre-school places at the majority of its primary schools alongside 17 private nurseries and six Council-run Children’s centres;
 - **Primary education** – the draft Knowsley School Organisation Strategy (2019-2029)⁷ indicates there are 50 primary schools in the borough (7 academies, 26 voluntary aided and 17 community or voluntary controlled schools) currently the majority of which have surplus places;
 - **Secondary education** - the draft Knowsley School Organisation Strategy (2019-2029) indicates there are six secondary schools in the borough (4 academies and 2 voluntary aided). All schools offer 11-16 curriculum delivery, with one (All Saints) also offering limited sixth form provision. Recent admissions data indicates surplus capacity across all schools;
 - **GP provision** – according to NHS choices there are numerous GP surgeries located throughout the residential areas of Knowsley with 104 full time GPs equating to 1,866 registered patients per GP, which is slightly above the benchmark level of 1,800 patients per GP⁸. The nearest of which (Aston Healthcare Limited, Manor Farm Road and Tarbock Medical Centre) is located approximately 0.7 miles to the north-west of the site and are accepting new patients;

⁷http://www.knowsley.gov.uk/knowsleycouncil/media/Documents/Knowsley-School-Organisation-Strategy-2019-2029_Draft.pdf

⁸ British Medical Association Benchmark

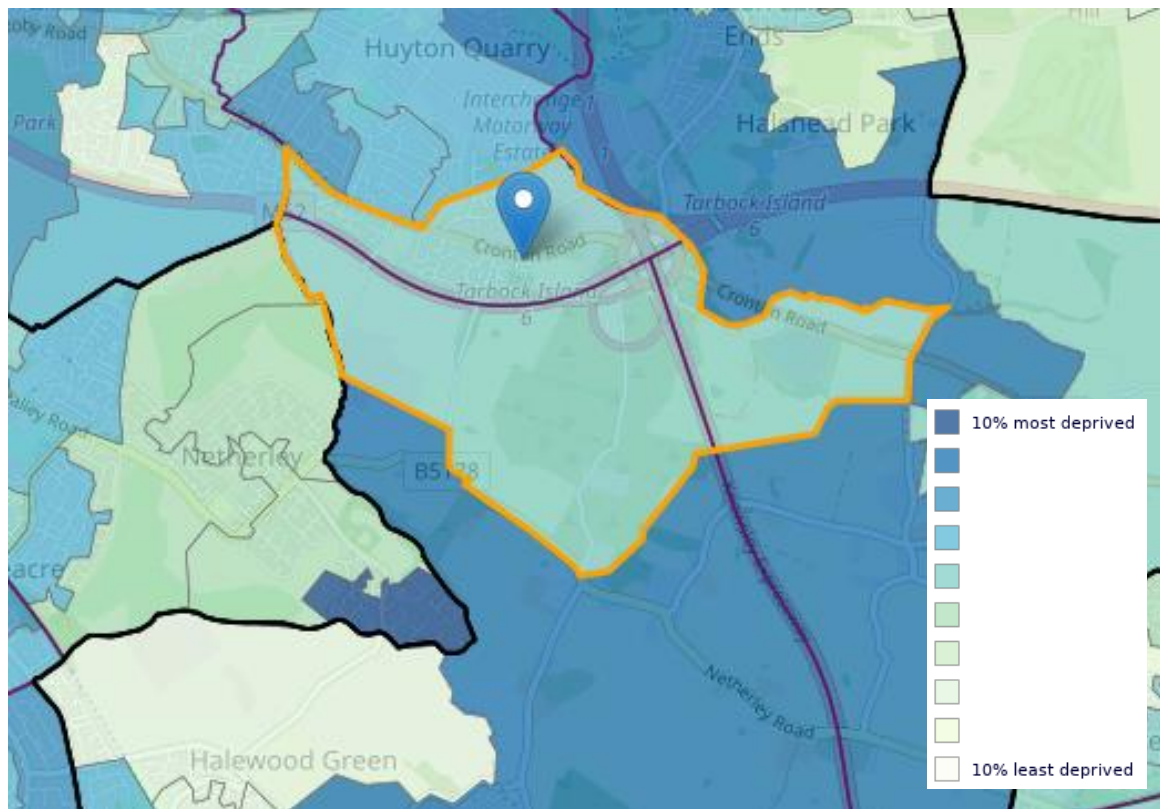
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- **Dental care** - according to NHS Digital Dental Statistics, in June 2019, 58.8% of adults in Knowsley had accessed dental services in the previous 12 months compared to 55.7% for the North West and 53.1% in England. There are a few dental practises approximately 1 mile from the site accepting new patients⁹;
 - **Hospitals** – the nearest hospital to the site is Whiston Hospital (2 miles to the north-east) which has an Accident and Emergency department;
 - **Open space** – the Local Impact Area is located within SRA23 which has a surplus of 14.75 hectares of open space (including parks and gardens, amenity greenspace, provision for children and young people and allotments). This includes Stadt Moers Park (14.21 ha) and West View (1.11 ha).
 - **Sport and recreation** – there are a range of sports and leisure facilities available within the proximity to the site, including health and fitness suites and an outdoor pitch at West View¹⁰.
 - **Community facilities** - there are a range of libraries, places of worship, religious centres, police stations, post offices, community halls serving the local community within Huyton, located to the north of the Local Impact Area.

4.21 The IMD considers the living environment which measures the quality of surroundings both within and outside the home. It factors in indicators including quality of housing, availability of central heating, air quality and road traffic accidents). The site is within the 50% most deprived neighbourhoods in the country, with areas to the south and north within the 20% most deprived areas.

⁹ NHS Choices

¹⁰ http://www.knowsley.gov.uk/pdf/EB21_KnowsleyGreenspaceAudit.pdf

Figure 10: IMD Living Environment Deprivation



Source: DCLG Indices of Deprivation 2019

Environmental Conditions

- 4.22 This section highlights the key environmental baseline data that relates to the health determinants in order to establish the existing environmental conditions to which people are currently exposed.

Noise, Vibration and Air Quality

- 4.23 An Air Quality Assessment has been submitted with the planning application and confirmed that the site is not located within an air quality management area. A Noise and Vibration Assessment has also been undertaken for the site and is submitted with the planning application. Vibration levels are not considered to present any danger to the proposed building or adverse experience nearby residents or workers within the building. Robust glazing specification would provide acceptable internal noise levels for office environments.

Access to Open Space

- 4.24 According to the Knowsley Greenspace Audit¹¹, Huyton (within which the Local Impact Area is located) has 262.21 hectares of public open space with varied levels of provision across this sub-

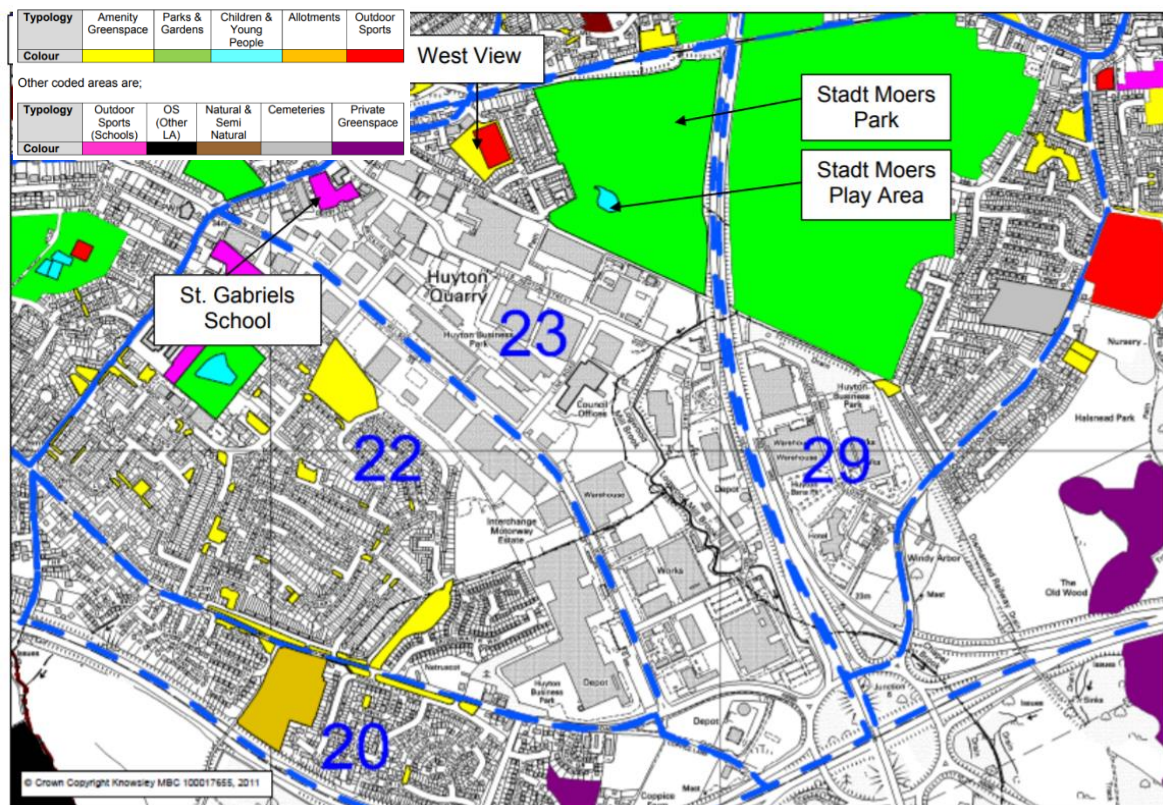
¹¹ http://www.knowsley.gov.uk/pdf/EB21_KnowsleyGreenspaceAudit.pdf

area. However, this audit also identified a deficit of 7.59 hectares in facilities for children and young people compared to UDP standards.

4.25 Approximately 156.61 hectares of outdoor sports provision (including playing fields) is available across Huyton, a surplus of 45.89 hectares, although approximately 50% of this comprises golf courses at Bowring Park and Huyton Golf Club.

4.26 The Local Impact Area is located within SRA23 which has a surplus of 14.75 hectares of open space (including parks and gardens, amenity greenspace, provision for children and young people and allotments). The nearest area of amenity greenspace is Logwood Road, located approximately 600m to the north-west of the application site.

4.27 **Figure 11: Map of open space and parks in Knowsley**



Source: Knowsley Greenspace Audit

Access to Public Transport

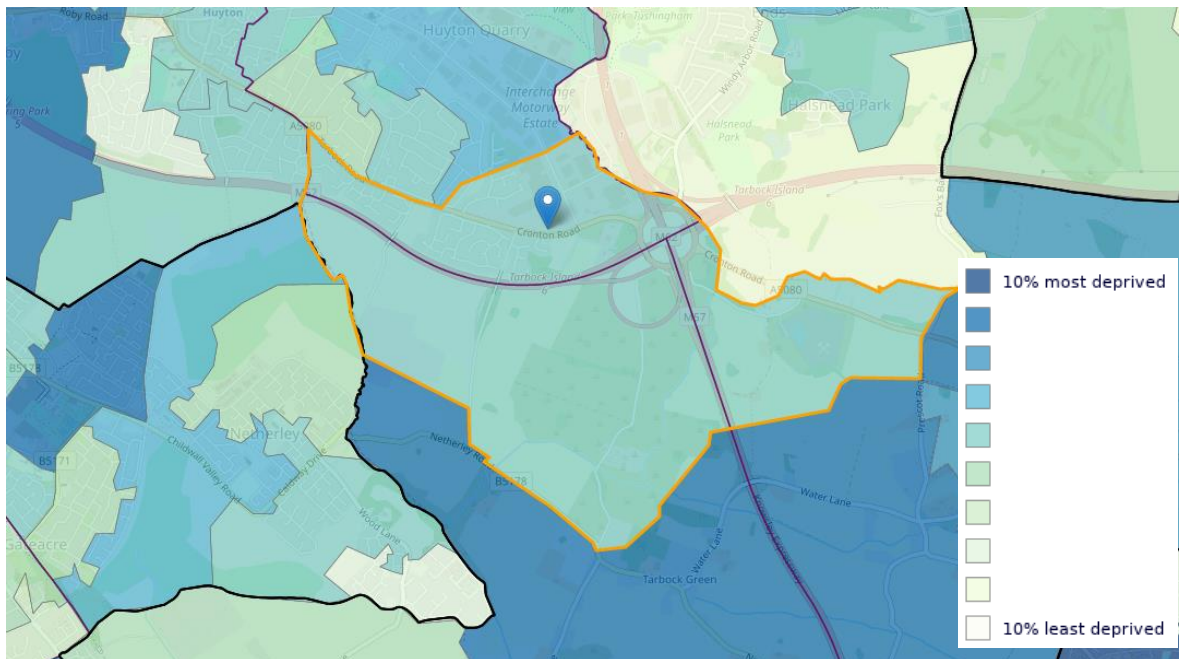
4.28 There are two bus stops adjacent to the site along the A5080 Crontron Road which provide services between Liverpool, Stockbridge village, Gillmoss, Huyton and Old Swan and Warrington, Palace Fields and Widnes on the 6, 7, 42, 46 and 61 routes.

4.29 The nearest railway station is Huyton, which is an approximate 15 minute bus ride from the site (1.5 miles) and with services to Liverpool Lime Street, Crewe, Blackpool North, Wigan North Western, Warrington Bank Quay, Preston and Manchester Victoria.

Crime

- 4.30 Figure 12 maps the crime dimension of the IMD which factors in measures of crime representing the risk of personal and material victimisation. It shows that in a national context, the LSOA that the site is located within is relatively deprived in terms of crime, being within the 50% most deprived in the country. Neighbouring LSOAs to the south are within the 20% most deprived.

Figure 12: IMD Crime Deprivation



Source: DCLG Indices of Deprivation 2019

Summary

- 4.31 The baseline assessment provides an overview of the health profile of the local population. It also sets out the levels of community infrastructure provision in the Local Impact Area (St Gabriels ward). Child poverty rates are significantly worse than the national rates, and incidences of lung cancer and emergency hospital admissions for stroke are also above the national average.
- 4.32 The Site is situated within an LSOA which is ranked as being in the 40% most deprived neighbourhoods LSOAs in the country in terms of health and disability. The area is reasonably well served in terms of community and social infrastructure as well as public transport options.
- 4.33 This HIA considers the impacts of the Proposed Development on both the health of the general population as well as the impacts on priority groups that occupy the local impact area. These priority groups are likely to be more sensitive to changes to health determinants and are set out in the table below.

Table 4.1 Vulnerable/ Priority Groups

Priority Group	Explanation	Relevance ¹²
Low income groups	The Local Impact Area is amongst the most deprived parts of the country, with Knowsley ranked as the third most deprived local authority in England. People living in poverty are more susceptible and more likely to experience health problems linked to not being able to access suitable housing, food and healthcare.	1
Children and adolescents	The proportion of younger people living in the Local Impact Area is broadly consistent with the Wider Impact Area. Children and adolescents need to have easy access to community infrastructure and services and open space. Children are often more susceptible to health issues. Children in low-income families are particularly vulnerable and there is a high incidence of child poverty in the Local Impact Area compared to the national average.	2
People with a disability	The proportion of people with a disability living in the Local Impact Area is similar to the Knowsley average. However, this group may be more susceptible to health issues, experience barriers to movement, experience higher risks of injury and have specialist housing requirements.	3
Older people	The proportion of the older people living in the Local Impact Area is broadly consistent with that of the Wider Impact Area. However, this group is particularly susceptible to health issues, higher risks from injury, have particular housing requirements and need to have easy access to healthcare and community infrastructure. The health profile also indicated significantly higher proportions of older people living alone and in deprivation in comparison with the national average.	4

- 4.34 Table 4.1 above sets out a ranking of how likely each identified priority group is going to be affected to changes to health determinants. Of the four priority groups identified, the Low Income Group are likely to be most affected

¹² Where 1 is most likely to be affected by the proposal and 4 is least likely to be affected by proposal

5. IMPACT ASSESSMENT

- 5.1 This section provides an assessment of the health impacts of the Proposed Development over both the construction and operation phases.

Proposed Development

- 5.2 The applicant is seeking planning permission for erection of 4,607 sq.m car dealership comprising showroom, offices, servicing and mot workshop, together with external parking and car storage areas; and conversion of existing HGV servicing workshop to form car repair centre and bodyshop.

Health Determinants

- 5.3 The HUDU Rapid HIA Assessment Tool has been used to assess the Proposed Development. The table below advises on determinants which are likely to be affected by the Proposed Development, how this has been addressed and potential health impacts (Positive, Negative, and Neutral). Where a negative impact is identified, the appropriate mitigation measure has been recommended to alleviate the impact, mitigation measures to enhance any positive impacts are also highlighted where appropriate.

Table 5.1 HUDU Rapid Health Impact Assessment Matrix

Theme 1 – Housing quality and design

This theme is not applicable and has not been included as the Proposed Development does not propose or result in the loss of any housing.

Theme 2 – Access to healthcare services and other social infrastructure

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement actions
Does the proposal retain or re-provide existing social infrastructure?	No	There is no existing social infrastructure on the site to be retained or re-provided.	N/A	None required
Does the proposal assess the impact on healthcare services?	No	The Proposed Development is unlikely to have a significant direct impact on healthcare services such as GP surgeries or dental practices as there will be no permanent residents occupying the Proposed Development. The nearest GP surgeries are Aston Healthcare Limited (Manor Farm Road) and Tarbock Medical Centre, both of which are located approximately 0.7 miles from the site and are accepting new patients should employees working at the site require these services. Whiston Hospital is the nearest hospital to the application site, located approximately 2 miles to the north-east. This hospital has an Accident and Emergency department if required by occupiers or visitors of the site. This is particularly beneficial for the vulnerable/priority groups identified.	N/A	None required
Does the proposal include the provision, or replacement of a healthcare facility and does the facility meet NHS requirements?	No	The Proposed Development does not involve the provision of a healthcare facility.	Neutral	None required
Does the proposal assess the capacity, location and accessibility of other social infrastructure,	Yes	The Proposed Development is unlikely to have a direct impact on other social infrastructure services as there will be no permanent residents which would exacerbate pressures and worsen health outcomes. However, a high-level review of community infrastructure suggests there is sufficient provision within the vicinity of the site.	Neutral	None required

e.g. schools, social care and community facilities?				
Does the proposal explore opportunities for shared community use and co-location of services?	Yes	The extant planning permission (application reference: 17/00301/HYB) reaffirms that the Site is in a sustainable location in proximity to a range of services and can be easily accessed by visitors to the site. The uses proposed are not conducive with accommodating shared community use or services but there will be a publicly accessible foodstore provided as part of the wider extant permission.	Positive	None required
Does the proposal contribute to meeting primary, secondary and post 19 education needs?	No	The Proposed Development will not have a direct impact on education needs as there will be no permanent residents. Furthermore, the Knowsley Infrastructure Delivery Plan (2012) indicates sufficient education provision in the borough.	N/A	None required

Theme 3 – Access to open space and nature

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement actions
Does the proposal retain and enhance existing open and natural spaces?	Yes	The Proposed Development will not have any impact on existing open and natural spaces. The landscaping proposals will enhance the existing public space around the building providing an opportunity for employees to utilise the open space for walks and lunch breaks. Access to nature helps improve mental health issues and gives an opportunity for active lifestyles and social interaction.	Neutral	None required
In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	Yes	The area surrounding the application site has a surplus of public open space. Given the size of the site and the nature of the Proposed Development, no new areas of open or natural space are proposed. However, the proposals do include some landscaping around the perimeter of the site boundary. Logwood Road amenity greenspace is located approximately 600m to the north-west of the site boundary providing opportunities for physical activity.	Neutral	None required

Does the proposal provide a range of play spaces for children and young people?	No	Given the size of the site and nature of the proposals, the Proposed Development does not provide play spaces but facilities are available at Logwood Road amenity greenspace located 600m to the north-west providing opportunities for physical activity for children and young people. There is also a dedicated children's play area within Stadt Moers Park and outdoor sports facilities at West View, both approximately 1km to the north of the site.	N/a	None required
Does the proposal provide links between open and natural spaces and the public realm?	Yes	The Proposed Development does not include improvements between open and natural spaces and the wider public realm, although additional footways between the car park areas and the retail units will be provided. However, the increased public accessibility of the site and the wider masterplan area will increase natural surveillance in the area and encourage social interaction.	Positive	None required
Are the open and natural spaces welcoming and safe and accessible for all?	Yes	The Proposed Development will provide opportunities for more natural surveillance and opportunities for social interaction which is beneficial to mental health. This has potential to benefit all identified vulnerable/priority groups.	Positive	Ensure long-term management and maintenance of the public realm.
Does the proposal set out how new open space will be managed and maintained?	Yes	The proposed landscaping is intended to be low maintenance. Good quality spaces will encourage use, physical activity and social interaction amongst workers and visitors to the site. The long-term management can be agreed with the Council if required.	Neutral	Management and maintenance strategy of landscaping to be agreed with Knowsley Council if required.

Theme 4 – Air quality, noise and neighbourhood amenity

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement actions
Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	Yes	A range of measures to minimise or prevent dust during construction would be implemented and would help to minimise any potential adverse health impacts, which are expected to be short-term and temporary. These are outlined in the Air Quality Assessment submitted with the application and include developing a Dust Management Plan and storing aggregates in bunded areas. A CEMP will also be prepared and will also be agreed with the Council prior to the commencement of construction. These are important to note considering the baseline health indicators identify higher rates of lung cancer and slightly more	Negative prior to mitigation	Implementation of a CEMP, including measures to reduce dust emissions, to be secured by way of planning pre-commencement condition.

		deaths from respiratory diseases within the local impact area compared to the national average.		
Does the proposal minimise air pollution caused by traffic and energy facilities?	Yes	Where possible, sustainable modes of transport such as walking, cycling and use of public transport will be encouraged. The site benefits from good pedestrian links to a wide range of local facilities and links to high frequency public transport network within Huyton, with footways and bus stops easily accessible along Cronton Road. Due to the nature of the development, car parking will be provided in accordance with the Transport Assessment and local policy standards. All construction traffic logistics would be agreed with the Council and consideration would be given to the avoidance, or limited use, of traffic routes in proximity to sensitive uses (i.e. residential roads etc.) and during peak hours where practicable. The Proposed Development includes tree planting which can help improve air quality in urban locations such as the site, particularly given the higher rates of lung cancer and respiratory diseases within the Local Impact Area. As part of the proposed development, a level of renewable energy generation will be allowed for, to align with the requirements of the Building Regulations as a minimum. It is anticipated that this will be in the form of roof-mounted photovoltaic cells, the design of which will be developed during the detailed design phase.	Positive	Provision of PV cells or other renewable technologies to be secured via a planning condition CEMP to be secured via a planning condition at a later stage
Does the proposal minimise noise pollution caused by traffic and commercial uses?	Yes	Measures to ensure noise levels are acceptable to nearby residential properties during the construction phase of the Proposed Development will be set out in the CEMP. As part of the extant permission, an acoustic earthwork bund was proposed along the western boundary of the site as mitigation for the residential properties along Whitefield Lane. The acoustic modelling has been updated to reflect the Proposed Development in lieu of the B1/B2 units previously proposed and indicates that noise levels from the Proposed Development no longer require this mitigation.	Positive	CEMP to be secured via a planning condition at a later stage

Theme 5 – Accessibility and active travel

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement actions
Does the proposal prioritise and encourage walking (such as through shared spaces?)	Yes	The Proposed Development is designed to encourage walking where possible to connect the site with the surrounding area. The Travel Plan submitted for the extant permission sets out a range of measures to promote walking including the promotion of a walk-share scheme for all employees however a specific Travel Plan produced for the proposed development will be provided through a condition post determination. The pedestrian environment around the proposed building will also be significantly improved through a high-quality landscaping scheme which has potential to benefit all identified vulnerable/priority groups.	Positive	Implementation of a Travel Plan, secured by way of a planning condition.
Does the proposal prioritise and encourage cycling (for example by providing secure cycle parking, showers and cycle lanes)?	Yes	Cycle parking has been provided in accordance with KMBC's adopted parking standards set out in the 'Ensuring A Choice of Travel' Supplementary Planning Document; therefore providing 24 cycle parking spaces on-site. The Travel Plan submitted for the extant permission sets out a range of measures to promote cycling, including details of safe cycle routes to and from the site and bicycle purchase / repair details. Showers are also provided for use by employees. This will encourage cycling which can increase physical activity and help prevent chronic diseases, reduce risk of premature death and improve mental health.	Positive	Implementation of a Travel Plan, secured by way of a planning condition.
Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?	Yes	Under the extant permission an Employee Travel Pack will be provided for all workers on-site which will include details of walking and cycling routes to amenities within the local area. The promotion of walking and cycling is particularly important considering the high rates of children with obesity within the Local Impact Area.	Positive	None required
Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?	No	Cronton Road is subject to a 40mph speed limit with street lighting and footways along both sides. The Proposed Development will not be providing additional speed limitations or traffic calming measures as part of the proposal.	Neutral	None required
Is the proposal well connected to public	Yes	The site benefits from good pedestrian links to a wide range of local	Positive	Provision of signage to allow wayfinding to nearby

transport, local services and facilities?		facilities and links to high frequency public transport network within the Wider Impact Area. Convenient access to a range of services and facilities minimises the need to travel and provides greater opportunities for social interaction resulting in positive health outcomes reducing feelings of isolation.		public transport, local services and facilities.
Does the proposal seek to reduce car use by reducing car parking provision, supported by the controlled parking zones, car clubs and travel plans measures?	Yes	Although the Proposed Development will provide some car parking the Travel Plan will promote use of other modes of transport, such as walking, cycling or use of public transport, as well as car sharing for employees and visitors. For those who do need to drive, electric vehicle charging points will be provided to encourage use of electric vehicles. Please refer to the Transport Assessment and Travel Plan which accompany the application for further details. Discouraging car use and providing opportunities for walking and cycling can increase physical activity and help prevent chronic diseases, reduce risk of premature death and improve mental health.	Positive	Implementation of a Travel Plan, secured by way of a planning condition.
Does the proposal allow people with mobility problems or a disability to access buildings and places?	Yes	The Proposed Development has been designed to maximise accessibility through the following measures: • Wheelchair accessible lifts are provided to every floor; • The main escape stairs have refuges and the stairs are compliant with Building Regulations Part K; • Accessible toilets are provided on each floor; • All floor finishes will be slip resistant. For further details please refer to the DAS submitted with the application. Buildings and spaces that are easily accessible and safe also encourage all groups, including older people and people with a disability, to use them.	Positive	None required

Theme 6 – Crime reduction and community safety

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement actions
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Does the proposal incorporate elements to help design out crime?	Yes	The Proposed Development provides active frontages at a currently largely vacant site, improving passive surveillance to the public areas which helps to reduce anti-social behaviour and crime which can adversely impact on mental health of residents in the local area. The Proposed Development does not incorporate any uses which could give rise to anti-social behaviour.	Positive	None required
Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	Yes	Only the building itself will be secured, with the spaces around it being public. The Proposed Development will increase activity along Coppice Lane and Cronton Road which improves opportunities social interaction and decreases opportunities for anti-social behaviour.	Positive	None required
Does the proposal include attractive, multi-use public spaces and buildings?	Yes	The proposed building will incorporate multiple uses and the public space around the building will be significantly improved through a high-quality hard and soft landscaping.	Positive	None required
Has engagement and consultation been carried out with the local community?	Yes	The initial hybrid planning application provided a Statement of Community Involvement informing the local communities regarding the changes to the site. Additionally, a pre-application meeting was held with the Council in March 2019 to consult with the KMBC.	Positive	Keep the local community informed during the construction phase.

Theme 7 – Access to healthy food

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement actions
Does the proposal facilitate the supply of local food, i.e. allotments, community farms and farmers' markets?	No	The Proposed Development site is not suitable for provision of allotments, community farms or farmers markets as there is no open space at ground floor level.	N/A	None required
Is there a range of retail uses, including food stores and smaller	Yes	The Proposed Development will include a hospitality area for visitors. The site's location allows for access to numerous healthy eating retail units in the area within easy walking distance. There is a Tesco Express	Neutral	None required

affordable shops for social enterprises?		located on Cronton Road and a new foodstore is proposed as part of the extant permission for the site on the opposite side of Cronton Road. Supermarkets provide food options at a range of price points to accommodate those at a range of income levels. Access to healthy and nutritious food can improve diet and prevent chronic diseases related to obesity.		
Does the proposal avoid contributing towards an overconcentration of hot food takeaways in the local area?	No	The Proposed Development does not include any hot food takeaways and therefore does not contribute towards an overconcentration of this use in the local area. This is a particular issue in the context of the significant rates of obese children within the Local Impact Area.	Neutral	None required

Theme 8 – Access to work and training

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement actions
Does the proposal provide access to local employment and training opportunities, including temporary construction and permanent 'end-use' jobs?	Yes	The Proposed Development will provide employment opportunities during both construction and operational phases at a range of skill levels and across a number of sectors. Employment and income is a key determinant of health and wellbeing. This will be particularly beneficial for the health and mental wellbeing of low-income groups in the local area. The Proposed Development provides employment opportunities in a highly accessible area, which may help to improve the high levels of deprivation in the local impact area. For further information please refer to the Social Value Statement submitted with the planning application.	Positive	It is expected future employees will be from the locality. The proposed development will provide apprenticeships offered to local residents, work placement opportunities for Knowsley residents, integration of the local supply chain in providing materials and labour force and educational activities
Does the proposal provide childcare facilities?	Yes	The Proposed Development does not include childcare facilities. The Knowsley Infrastructure Delivery Plan (2012) indicates that free childcare facilities are available at the majority of primary schools in the area in addition to six Children's centres. Consequently, access to childcare should not act as a constraint to accessing employment.	Neutral	None required

Does the proposal include managed and affordable workspace for local businesses?	No	The Proposed Development does not include provision of unallocated workspace.	Neutral	None required
Does the proposal include opportunities for work for local people via local procurement arrangements?	Yes	The Proposed development will potentially provide 33 net additional jobs (in sales and marketing, parts and servicing and admin and accounts) whilst safeguarding the positions of the current 85 employees. It is expected there will be 7 Apprenticeship positions in sales and marketing and parts and servicing. For further information please refer to the Social Value Statement submitted with the planning application.	Positive	It is expected future employees will eb from the locality. The proposed development will provide apprenticeships offered to local residents, work placement opportunities for Knowsley residents, integration of the local supply chain in providing materials and labour force and educational activities

Theme 9 – Social cohesion and lifetime neighbourhoods

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement actions
Does the proposal connect with existing communities, i.e. layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?	Yes	Friendship and supportive networks in a community can help to reduce depression and levels of chronic illness as well as speed recovery after illness and improve wellbeing. The Proposed Development will create improved permeability of the site and pedestrian connectivity with the surrounding area and provide possible community connections	Neutral	None required
Does the proposal include a mix of uses and a range of community facilities?	Yes	The Proposed Development includes sui generis uses as part of a wider masterplan which includes retail, office and light industrial uses. Mixed-use developments in town centres can help to widen social options for people. The proposal does not result in the loss of community assets.	Neutral	None required
Does the proposal provide opportunities	No	The Proposed Development does not provide opportunities for the voluntary and community sectors.	Neutral	None required

for the voluntary and community sectors?				
Does the proposal address the six key components of Lifetime Neighbourhoods?	Yes	The Proposed Development will improve the built environment through utilisation of a primarily vacant site and improvements to pedestrian permeability and connectivity in the area, including older people and those with disabilities. The high-quality building and landscape design creates a strong sense of place and maximises passive surveillance to reduce fear of crime. The office and retail space will contribute towards the mix of uses within the neighbourhood, which is well served by amenities, services and public transport.	Positive	None required

Theme 10 – Minimising the use of resources

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement actions
Does the proposal make best use of existing land?	Yes	The Proposed Development will optimise the use of previously developed land.	Positive	None required
Does the proposal encourage recycling (including building materials)?	Yes	The proposed waste strategy for the site will be prepared in accordance with Joint Merseyside and Halton Waste Local Plan (2013). Reducing or minimising waste including disposal, processes for construction as well as encouraging recycling at all levels can improve human health directly and indirectly by minimising environmental impact, such as air pollution	Positive	Implementation of Site Waste Management Plan which is likely to be secured by way of a pre-commencement condition.
Does the proposal incorporate sustainable design and construction techniques?	Yes	The design of the Proposed Development has been undertaken with reference to the Building Research Establishment Environmental Assessment Method (BREEAM) and / or the Civil Engineering Environmental Quality Assessment (CEEQUAL) benchmarking tools to determine the building's performance against the nine categories of sustainable design. Reference is also made to the Knowsley Design Quality in New Development Supplementary Planning Document (2016).	Neutral	Implementation of the sustainability measures in accordance with BREEAM / CEEQUAL and the Knowsley Design Quality in New Development SPD (2016)

Theme 11 – Climate change

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement actions
Does the proposal incorporate renewable energy?	Yes	As part of the Proposed Development, a level of renewable energy generation will be allowed for in accordance with the requirements of the Building Regulations as a minimum. It is anticipated that this will be in the form of roof-mounted photovoltaic cells but this will be developed during the detailed design phase.	Positive	Implementation of the sustainability measures to secure BREEAM 'Excellent' rating.
Does the proposal ensure that buildings and public spaces are designed to respond to winter and summer temperatures, i.e. ventilation, shading and landscaping?	Yes	The Proposed Development includes a high-quality landscaping scheme which includes new tree planting to provide shading around the perimeter of the site. This is particularly beneficial for older people and children who are at greater risk of overheating. Various solutions to control overheating and ventilation for the employees and visitors to the building are outlined in the Design and Access Statement submitted with the application.	Positive	None required
Does the proposal maintain or enhance biodiversity?	Yes	The site currently has low ecological value and the Proposed Development includes new planting and trees which will enhance site ecology and provide a long-term impact on biodiversity.	Positive	None required
Does the proposal incorporate sustainable urban drainage techniques?	Yes	The site is located within Flood Zone 1 and is therefore considered to be a low risk of flooding. The SuDS techniques to be applied on-site will accord with Knowsley Borough Council's requirements to reduce the existing peak discharge rate by 50% for brownfield sites. Surface water attenuation from the site will be contained in below ground storage tanks. Surface water and foul water will be pumped via new drainage networks to the existing surface water sewer and foul water sewer in Stretton Way.	Positive	None required

6. SUMMARY AND CONCLUSIONS

- 6.1 This HIA has been prepared to identify any potential effects on the health (both physical and mental) of visitors and occupiers of the Proposed Development at Land Between Cronton Road and M62 Motorway Sliproad (Junction 6), Tarbock as well as surrounding residents, during both the construction and operational phases of development. Where an impact is identified, actions and measures are recommended to mitigate a negative impact or enhance or secure a positive impact.

Summary of the Baseline Data

- 6.2 The baseline assessment provides an overview of health profile of the local population, finding 23.7% of the Local Impact Area population have a long-term health problem or disability that limits their day-to-day activities. The proportion of older people (aged 65+) is lower in the Local Impact Area in comparison to Knowsley.
- 6.3 The baseline assessment also sets out the levels of community infrastructure provision in the Local Impact Area (St Gabriels ward), where possible compared against Knowsley. Overall there is good provision of community infrastructure in the area.
- 6.4 As previously identified in Section 3 of this report, there are four vulnerable groups in the Local Impact Area: Low income groups, Children and adolescents, People with a disability and Older people. The proposed development is for a car showroom, which indicates that the vulnerable group which is most likely to be affected by the proposal is Low income groups and their children.
- 6.5 Poverty and obesity are key issues affecting children within the Local Impact Area, as rates are significantly worse compared with the national average. For adults in the Local Impact Area, incidences of all types of cancer and emergency hospital admissions for stroke are also slightly higher than compared to England. Deprivation and living alone are significant issues affecting older people in the area. The site is situated within an LSOA which is ranked as being in the 40% most deprived neighbourhoods LSOAs in the country in terms of health and disability.

The Assessment

- 6.6 The Proposed Development includes the delivery of a new car showroom with an associated workshop and repair building, electric vehicle charging points, car parking and landscaping. Both the construction and operation phases of the Proposed Development have been considered in the assessment.

Construction Phase Impact & Mitigation

- 6.7 A potential negative health impact has been identified during the construction phase in relation dust emissions as baseline health indicators identify higher rates of lung cancer and slightly more deaths

from respiratory diseases within the local impact area when compared to national averages. Some of the main groups affected by respiratory disease are children and young people and older people, which are two of the four vulnerable groups identified for this local impact area.

- 6.8 However, as identified in the Air Quality Assessment, these impacts are anticipated to be short-term and temporary. Following the mitigation measures outlined in the Air Quality Assessment and to be secured in a Dust Management Plan as part of the Construction Environmental Management Plan, this impact would be neutral.

Operational Phase Impacts & Mitigation

- 6.9 Many of the themes have potential to provide positive health outcomes in the operational phase of the proposal, including in relation to employment levels thus helping alleviate some of the issues connected to poverty and low-income groups in the Local Impact area. Additional employment and training programmes can help reduce levels of poverty, improve self-esteem and general health through better access to higher quality housing, active lifestyles and food choices.
- 6.10 Once fully operational, the site will employ approximately 114 staff across sales, marketing, parts, servicing, administration and accounts, both part and full time. As a result of the development an additional 29 employment opportunities will be created. In addition to the employment opportunities, JLR currently have four unfilled vacancies, bringing the total number of new job opportunities to 33, as a result of the proposed development. JLR operates a Local Area Recruitment Policy, which will provide direct benefits for Knowsley residents.
- 6.11 Staff are recruited bearing in mind a maximum 30-minute drive time rule. As such, it is expected that employees will be from the locality, including the neighbouring areas of Huyton, Prescott, Whiston, Rainhill, Sutton and Halewood, again providing economic benefits to Knowsley through local employment.
- 6.12 The scheme will provide seven new apprenticeship roles for local residents. JLR utilise Babcock to recruit apprentices from local schools and colleges (apprentices are aged between 16-18).
- 6.13 Additionally, it is expected the Proposed Development will have positive health outcomes in relation to accessibility, the promotion of sustainable modes of travel and incorporation of renewables.
- 6.14 The improvements to the permeability of the site also provide opportunities for more natural surveillance and designing out crime. As such, the risk to health associated with the Proposed Development, particularly for priority/vulnerable groups, is anticipated to have an overall neutral to positive impact.

Overall Conclusion

- 6.15 In summary, planning should seek to promote healthy, successful places for people to live and work in. This can be achieved by providing the homes, jobs and services that people need, reducing environmental risks and delivering well designed buildings and urban spaces which will create the conditions for healthy, active lifestyles. It is considered that the Proposed Development achieves this objective because no negative impacts to health have been identified following mitigation.

A1. PUBLIC HEALTH ENGLAND – LOCAL HEALTH PROFILE FOR ST GABRIELS WARD

