

Health Impact Assessment

Section 1

Date: 17.02.2026

Author of health impact assessment: Pegasus Group, Queens House, Queen Street, Manchester, M2 5HT on behalf of the Applicant, Taylor Wimpey UK Limited

Planning proposal and reference (if known): Planning Portal Reference: PP-14640018 Local Planning Authority Reference: To be allocated

Please provide a brief summary of the proposal

This Health Impact Assessment (HIA) has been prepared on behalf of the Applicant, Taylor Wimpey UK Limited, to support a hybrid application for up to 190 dwellings (Use Class C3), public open space, landscaping, sustainable urban drainage, access and associated infrastructure, at Land West at Halsnead Garden Village, Knowsley ('the Site'). The description of the Proposed Development is: *'Hybrid application for the erection of up to 190 residential dwellings comprising: Phase A – Full planning application for the erection of 93 dwellings with associated works (including access, public open space, landscaping, sustainable urban drainage systems and other associated works); and Phase B – Outline planning application for up to 97 dwellings (with all matters reserved for future approval).'*

The site forms part of Halsnead Garden Village, which comprises two adjacent Sustainable Urban Extensions released from the Green Belt and allocated for development in the Knowsley Local Plan Core Strategy (January 2016). The wider site was subsequently identified as one of 14 pilot 'Garden Villages' by the government in January 2017, with a Halsnead Garden Village Masterplan SPD adopted June 2017. The site is within the Halsnead Garden Village and is allocated for residential development, as part of the 'Halsnead Fox Bank' character area.

The site comprises approx. 8.7 ha of arable fields and is located within the Halsnead Park Estate to the south of Whiston and just north of the M62. Access to the site will be taken from Taylor Wimpey's Phase 2a development which is approved and currently under construction (planning application reference 20/00417/FUL).

Please provide a brief summary of any planned or completed consultation

The applicant has undertaken consultation with officers at Knowsley Council, with an initial pre-application meeting taking place on 27 November 2024. Advice with regards to highway, ecology, trees, open space, environmental health, urban design were provided.

A consultation scope was agreed with Officers. An information leaflet was then sent out to local residents in January 2026, providing an overview of the proposals and background of the site, with details of how to get involved and provide feedback. There is also a website where people can view information and register their comments online.

Section 2

There are 5 themes in the assessment which are taken from the overarching strategy [Knowsley 2030](#). In order to complete the assessment you need to:-

- Consider whether each question applies to your proposal – tick Y/N as appropriate.
- Assess whether the impact is positive or negative, and the level of the impact – severe, moderate or weak.
- Provide a brief summary of the evidence for your answer, including design and mitigation where appropriate. Reference to more detailed evidence and information can be made.
- In some responses reference will need to be made to existing, local facilities, particularly in terms of employment, transport and health provision. You will need to consider the local elements as well as Knowsley as a whole.
- Consider all the different population groups within your answer. It may be the case that different groups are impacted in different ways, negatively and positively.
 - Age
 - Those with disabilities or low mobility
 - Gender
 - Ethnicity
 - Religion or belief
 - Socio-economic position (defined by education, employment status, income, household composition)
 - Vulnerable and inclusion health groups (eg homeless, prison leavers, care leavers)
 - Area based variations by deprivation, service provision, urban or rural setting
 - Also consider those impacted by the development now, and in the future



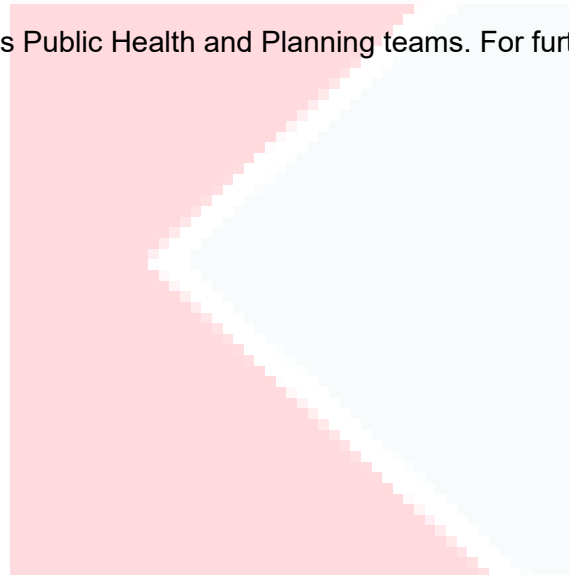
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- Please refer to the guidance document for further assistance and to [Building for a Healthy Life](#) for practical examples of how to make a development healthier



Explanation - Health
Impact Assessment in

- The assessment will be reviewed by Knowsley's Public Health and Planning teams. For further guidance please contact Public Health on publichealth@knowsley.gov.uk



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A place with welcoming, vibrant, well-connected neighbourhoods and town centres	Applicable?		Positive (p) or negative (n) impact	Level of impact – severe (s), moderate (m) or weak (w)	Evidence, Design and Mitigation
	Y	N			
Describe how the proposal will create mixed communities with a variety of tenures and uses	Y		Positive	Moderate	A range of homes will be delivered to meet local demand including a mix of 3, 4 and 5 bed family homes. There will be a mix of typologies including detached, semi-detached, and townhouses. Phase A of the Proposed Development is made up of 100% market houses with no affordable provision whilst Phase B will provide policy compliant level of affordable housing, subject to viability review at Reserved Matters stage.
Describe the range of housing types and sizes, including affordable housing and how this responds to local housing needs	Y		Positive	Moderate	The housing provision as part of the Proposed Development will provide a choice and range of housing in line with Policies CS1, SUE2c and Strategic Objective 2 of the Core Strategy. A range of homes will be delivered to meet local demand including a mix of 3, 4 and 5 bed family homes. There will be a mix of typologies including detached, semi-detached, and townhouses. Affordable housing will be incorporated throughout the development, in a similar style to the other proposed homes, and a size in response to local need.
How does the proposal provide and enhance access to the public transport network?	Y		Positive	Weak	The closest located bus stops to the Site are along Windy Arbor Road at St Nicholas Paris Church, approximately 800 metres or an 11-minute walk from the centre of the Site. The northbound and southbound stops are sheltered with available seating and timetable information. There are three bus services every hour to destinations including Whiston, Prescott, Huyton, Liverpool and Runcorn. The bus services run from 05:42 to 19:38. The closest railway station is Whiston, which is 1.8km or a 26 minute walk. Alternatively, this can be accessed via a 21 minute bus journey including a 19 minute walk. There are two platforms that provide an hourly service to Liverpool Lime Street and Manchester Airport.
Describe how the proposal addresses the needs of people who are car dependent	Y		Positive	Moderate	A vehicular network will be created with a clear and logical road hierarchy comprising primary roads, secondary roads and lanes. There will be fixed vehicular access points from the development parcel to the east of the Site.



					There will be car parking available on site, with spaces offered on-plot and off-plot in addition to the side of properties and in garages. Convenient and safe parking will help those who are disabled or who have poor mobility.
Does the proposal include adequate parking as set out in the Ensuring Choice of Travel SPD and are electric vehicle charging points included?	Y		Positive	Moderate	Parking provision aligns with Council standards and is addressed in more detail in the associated Transport Assessment. There will be car parking available on site, with spaces offered on-plot and off-plot in addition to the side of properties and in garages. EV chargers will be provided commensurate with the requirements of Approval Document S: Infrastructure for Charging Electric Vehicles of the Building Regulations. Parking will be designed in an appropriate way in accordance with each street typology. The layout will ensure that the vehicles are not visually obtrusive and are convenient and safe for residents to use. Parking on verges will be discouraged by implementing bollards and planting. Visitor parking will be included where deemed appropriate and kerbside parking will be permitted alongside secondary and tertiary roads. During the construction phase, on-site parking will be managed to ensure site staff and visitors so not park along or obstruct the access and circulation roads.
Describe how the proposal provides and enhances sustainable transport facilities	Y		Positive	Moderate	Construction workers will be encouraged to make use of sustainable travel, by providing staff with walking and cycle routes together with bus and rail service information. Car sharing will also be encouraged where possible. Non-vehicular movement will be promoted through creating attractive, usable greenways through the Site linking to non-residential uses. There will be pedestrian only access points to promote and encourage sustainable movement. Existing recreational routes, open spaces and new non-residential facilities will be connected to new pedestrian and cycle links. Both existing and future residents will benefit from these new routes. These routes will be based on key desire lines to connect the new dwellings with both new and existing community facilities. Routes will be developed off road, utilising the green corridors within the development as well as alternative routes using the network of streets. Cycle parking will be provided to promote the use of sustainable transport as a key priority. Spaces will be provided in public spaces within the public realm. In addition to cycle space provision in public spaces, each dwelling will benefit from secure cycle parking either within a garage or a cycle storage unit within the rear garden.



Is the proposal designed to include traffic management and calming measures to help reduce and minimise road injuries?	Y		Positive	Weak	During the construction phase, pedestrian routes throughout the Site will be segregated from vehicle routes using barriers and crossing points. This will improve the visibility of oncoming traffic. Low speed friendly street networks will be designed, integrated with footpaths and cycleways. Off-highway pedestrian and cycle routes will be created along the environmental corridor north of the M62, linking to the wider area. A clear street hierarchy will be established comprising access streets and lanes. A CEMP will be developed which will include control measures such as enforced traffic management measures. This will protect the environment, amenity and the safety of local residents, businesses, and amenity users. Additionally included in the CEMP will be a construction vehicle routing regime, identifying appropriate access to the Site, agreed with the local and strategic highway authorities. This will ensure vehicle trips are appropriate for the width, alignment and character of the vehicles. Residential and other sensitive areas will be avoided.
How will the proposal minimise waste and the use of new materials?	Y		Positive	Moderate	During construction, materials will be sourced from sustainable and local sources where possible. Materials arising from the breaking of hard surfaced areas will be recycled and used on-site or transferred to a recycling facility. All contractors will be required to explore opportunities to minimise waste. Where this is not possible, maximising recycling and reusing of materials will be encouraged. Refuse and recycling has been considered in the layout design of the development, with each dwelling equipped with a bin storage in the rear garden in addition to all collection points within 30m of a refuse vehicle route.
Will a plan be in place to mitigate the impacts of dust, noise, smoke, light and odours during construction?	Y		Neutral	Weak	Construction activity will adopt best practice noise controls as part of the CEMP, including the selection of the plant, maintenance practices and the use of temporary noise barriers. However, during some instances the construction phase may produce temporary noise which could be experienced by nearby existing residents. None of the likely construction activities planned at the Site will produce unduly noise. Some 'off site' noise will likely be generated due to associated traffic movement on existing roads, albeit minor levels. No construction activity will take place at night, on Sundays or bank holidays.

					To mitigate against dust impacts, construction activities will be carried out in accordance with a CEMP which will be inclusive of dust mitigation measures. During the operational phase, the predominant source of air pollution will be from an increase in traffic emissions.
Will the proposal have any measures to minimise air pollution and ensure that existing sources of air pollution do not impact on residents?	Y		Neutral	Weak	EV chargers will be provided commensurate with the requirements of Approval Document S: Infrastructure for Charging Electric Vehicles of the Building Regulations. This will promote more sustainable travel thus reducing traffic emissions. As part of a noise and air quality mitigation strategy an environmental corridor will be developed along the northern edge of the motorway and will be fronted by homes. Air quality assessment has confirmed that whilst the M62 is a source of air pollution, with some risk from dust during the construction phase, overall emissions were not considered significant, and would not present a constraint to development. A quantitative assessment of road traffic emissions has been completed to highlight operational impacts associated. The results of this found that effects are estimated to not be considered significant. An industry standard qualitative construction assessment has been completed in accordance with IAQM guidance to inform the dust control measures. This includes the implementation of a CEMP and best practice throughout the construction phase. The residual effect of dust is considered to be not significant.
How will the proposal minimise noise pollution caused by the development and ensure that existing sources of noise will not impact on new homes and open spaces?	Y		Neutral	Moderate	Construction activity will adopt best practice noise controls as part of the CEMP, including the selection of the plant, maintenance practices and the use of temporary noise barriers. The CEMP will be compliant with BS 5228-1 for the control of environmental noise generated from construction activities. No construction activity will take place at night, on Sundays or bank holidays. No demolition works will be required prior to construction activities commencing. House construction does not usually generate significant levels of noise and the noisiest level is usually the ground preparation works due to the heavy machinery required. Once this initial work is complete and the foundations are in place, noise levels will reduce.

				However, during some instances in the construction phase may produce temporary noise which could be experienced by nearby existing residents. None of the likely construction activities planned at the Site will produce unduly noise. Some 'off site' noise will likely be generated due to associated construction traffic movement on existing roads, albeit minor levels. The volume likely will be less than that associated with the increased operational traffic. Traffic noise levels have been measured on the development land for daytime and night-time periods. The noise from the M62 will require mitigation which will be secured by planning conditions. As part of a noise and air quality mitigation strategy an environmental corridor will be developed along the northern edge of the motorway and will be fronted by homes. The multifunctional green corridor will provide noise and air quality mitigation, surface water drainage, residential amenity, semi natural space, and pedestrian and cycle links to appealing views towards Halsnead from the M62. Mitigation measured will be taken at the dwellings which are most susceptible to impacts. Measures include upgrading glazing and associated ventilation provisions, and localised acoustic fencing to a select number of homes.
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A place with a thriving, inclusive economy, with opportunities for people and business	Applicable?		Positive (p) or negative (n) impact	Level of impact – severe (s), moderate (m) or weak (w)	Evidence, Design and Mitigation
	Y	N			
How will the proposal allow local residents to access employment opportunities during the construction phase?	Y		Positive	Moderate	During the construction phase it is estimated that the proposed development could support up to 128 jobs per annum. This comprises 46 direct construction jobs and 81 jobs in the wider local area. Direct construction employment opportunities will be available to local people. Taylor Wimpey seeks to be an inclusive employer, with a creative and innovative workforce reflecting the diversity of local communities. Taylor Wimpey is an accredited Living Wage



					employer, meaning that all directly employed staff and those working for Taylor Wimpey via a subcontractor or service company are paid at least the real living wage, as set by the Living Wage Foundation.
When operational how will the proposal provide accessible and diverse employment opportunities appropriate to the skill sets present in the local community?		N	N/A	N/A	Not Applicable
Does the proposal provide opportunities for community activities and /or the voluntary and community sector?	Y		Positive	Moderate	Developer contributions are addressed in the Affordable Housing Statement and Draft Heads of Terms at section 7 and 8 of the Planning Statement respectively, but are mainly comprised of the roof tax attached to the Garden Village Masterplan SPD which covers Education; Health; Green Infrastructure; and Off-Site Highways. This equates to £12,142 per plot. As set out in the Social Value Strategy prepared by Fusion21 accompanying this Application, the Section 106 (S106) Agreement sets out a minimum social value target that must be delivered during the project's construction phase. Fusion21 calculate this target to be '418 social value weeks'. To achieve this, Taylor Wimpey have agreed to make a financial contribution to KMBC to fund employment and skills initiatives to help achieve the target of '418 weeks'. To ensure that local communities benefit as much as possible, this will be delivered in collaboration with approved delivery partners, with progress reported back to KMBC. Areas of open and green spaces can be utilised by local residents for community activities and community interaction. The spaces will be suitable for all ages to enjoy.
Describe how the proposal creates an attractive business location that encourages investment (e.g. good infrastructure, clean and pleasant environment)		N	N/A	N/A	Not Applicable
Describe how the proposal creates healthy workplaces	Y		Positive	Weak	Taylor Wimpey's approach to health and safety on-site during construction will ensure the health and wellbeing of construction workers, through training and embedding processes that all staff and subcontractors are expected to abide by. Safety is a top priority for Taylor Wimpey, with rigorous policies and procedures in place to address safety risks and embed a

				culture of safety. All subcontractors are required to train their employees on Health and Safety, and Taylor Wimpey also conduct its own training for site operatives.
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A place where people are active and healthy and have access to the support they need	Applicable?		Positive (p) or negative (n) impact	Level of impact – severe (s), moderate (m) or weak (w)	Evidence, Design and Mitigation
	Y	N			
How has the proposal assessed the location and accessibility of social infrastructure (e.g. schools, and community facilities)?	Y		Neutral	Moderate	Developer contributions in association with the Proposed Development comprise the roof tax attached to the Garden Village Masterplan SPD, covering Education, Health, Green Infrastructure and Off-Site Highways. This will be a contribution of £12,142 per plot. This can help support different population groups within the community, including supporting those with lower education and health levels. A range of social infrastructure are available in close proximity to the Site. At Whiston Local Centre, facilities include a social centre, multiple takeaways, dry cleaners, dentist, post office, convenience shops and a Tesco Express. An Aldi store has recently opened at the Beacon 62 development. There are two churches within walking distance of the Proposed Development; St Leo's and St Nicolas Church of England. Whiston Hospital is located within 2km to the north of the Site. The Site will also benefit from good access to the full range of facilities proposed within the wider Garden Village which include employment facilities, a new Country Park, primary school, and allotments. Pupil yield calculations estimate that the Proposed Development will generate the following number of pupils: - 15 early years pupils - 49 primary school pupils - 23 secondary school pupils - 8 post-16 pupils. In line with the assessment in Section 5 of the accompanying Health Impact Assessment report, there is enough capacity in the local area for this number of additional pupils so therefore the increases are likely to have low significance on existing provision. Easily

					accessible education facilities will enable residents to access local schools, making the Proposed Development accommodating to families with young children. It is estimated that the Proposed Development will have a population of 442 people. This would increase the number of patients in the study area from 48,756 to 49,198, an increase of 0.9%. In line with the assessment in Section 5 of the accompanying Health Impact Assessment report, assuming that the number of GPs in the area remains the same, it is estimated that the patient to GP ratio would be 1,790. This is notably below the national ratio of 2,228 (as of September 2025). This will benefit all future residents including those with poor health who need access to healthcare.
How will the proposal allow people with mobility problems or a disability to access buildings and places?	Y		Positive	Moderate	As part of the proposal, 4% of homes (31 units) are M4(1) and non-NDSS compliant. 66% of homes (62 units) are M4(2) and NDSS compliant. This will improve accessibility for people with mobility problems and disabilities. Streets and plots are designed to accommodate a range of accessibility needs, including level access and parking close to homes.
How will the proposal provide, retain and enhance open and natural spaces?	Y		Positive	Moderate	A range of Public Open Space (POS) will be delivered in line with local policy. Non-linear footpaths and drainage ponds will be included, creating a pleasant and interesting visual surrounding. Existing vegetation will be retained where possible and new planting will be provided to mitigate against any unavoidable loss. A new green buffer will be created in addition to a soft urban edge alongside the northern and western site boundaries. The ecological value will be increased by native trees and shrub planting. Key features of the green spaces include retained trees and hedgerows, areas of open space and sustainable drainage systems (SuDS). The Proposed Development is designed to enhance biodiversity net gain (BNG) by appropriate planting and landscape management. A network of green spaces is distributed throughout the site, focused on existing landscape assets and newly created open spaces at key locations.
Describe how the proposal includes opportunities for active play and exercise	Y		Positive	Moderate	The proposal includes public open space and natural green space. Future and existing residents can benefit from this, using open space for active play and exercise. Although no formal play provision is included in the development, a Neighbourhood Equipped Area for Play (NEAP) and a Local Equipped Area for Play (LEAP) will be provided elsewhere in Halsnead Garden Village. Local Areas for Play (LAPS) will be provided within the green



					infrastructure network in the form of 'play on the way'. These will be designed to suit all ages, promoting social interaction with neighbours. These will take the form of 'play on the way' or trim-trail type spaces alongside off-road pedestrian routes.
Describe how the proposal links into open and natural spaces for all community groups	Y		Positive	Moderate	A high amenity environment will be provided for future residents and the wider community beyond the Site, incorporating new areas of open space for recreation and informal play. A Neighbourhood Equipped Area for Play (NEAP) and a Local Equipped Area for Play (LEAP) will be provided in the wider Halsnead Garden Village. Local Areas for Play (LAPS) will be provided within the Proposed Development within the green infrastructure network in the form of 'play on the way'.
How does the proposal reduce the need to travel especially by car?	Y		Positive	Moderate	Pedestrian and cycle movement will be enabled throughout the Site, connecting with existing network and routes. The development promotes low-carbon travel through walkable streets, cycle connections to the wider area and good access to bus services. New pedestrian and cycle routes that connect to local existing routes will allow existing and future residents to easily travel via walking or cycling. These new paths will be based on desire lines with key routes off-road passing through green corridors. Key public spaces within the public realm will offer cycle parking, in addition to secure cycle parking at each dwelling. Off-road cycleways through the Site have potential to provide an alternative to existing on-road routes. The Proposed Development will facilitate the ability of residents to work from home through the provision of working space within dwellings, and access to high-speed broadband, reducing the need for commuting journeys via car.
How will nearby education and employment opportunities be accessible by public transport, and walking or cycling routes?	Y		Positive	Weak	The closest located bus stops to the Site that can be used for commuting are within walking distance, along Windy Arbor Road at St Nicholas Paris Church, approximately 800 metres or an 11-minute walk from the centre of the Site. There are three bus services every hour to destinations including Whiston, Prescot, Huyton, Liverpool and Runcorn. The bus services run from 05:42 to 19:38. The closest railway station is Whiston, which is 1.8km or a 26 minute walk. Alternatively, this can be accessed via a 21 minute bus journey including a 19 minute walk. There are two platforms that provide an hourly service to Liverpool Lime Street and Manchester Airport. The site is within 1.5km of a 'Major Local Centre' in Whiston, alongside 3 other smaller centres providing a range of shops and services including 2 primary schools, a post office, pharmacy, takeaways, convenience shops and cafes. Whiston is located within 2km.



					Prescot Town Centre is located 3km from the Site, as is Huyton Town Centre. These are the largest settlements within the local area and offer a mix of employment sites, supermarkets, national retailers etc. The strategic road network enables one to drive from the Site to Liverpool City Centre in 20 minutes and to Manchester City Centre in 35 minutes.
How will walking / cycling away from the main traffic routes be encouraged?	Y		Positive	Moderate	Non-vehicular movement will be promoted through creating attractive, usable greenways through the Site linking to non-residential uses. There will be pedestrian only access points to promote and encourage sustainable movement.
Have low carbon heating solutions been considered?	Y		Positive	Moderate	Taylor Wimpey homes are built to their latest specification in line with updates to Building Regulations Parts L and F. Homes will include energy efficiency measures and low carbon technologies including triple glazing, wastewater heat recovery systems, high efficiency boilers, thermally enhanced lintels and photovoltaic (PV) panels.
What energy efficiency measures have been considered?	Y		Positive	Moderate	As per the Design and Access Statement, in addition to sustainable building techniques being implemented, a fabric first approach will be taken which includes measures taken to ensure highly efficient homes will be built. Public lighting will be controlled with measures including dimmers, timers and presence detection to avoid excess operation. This will reduce energy usage.
How does the development offset the carbon emissions it produces?	Y		Positive	Moderate	Taylor Wimpey is committed to being net zero aligned in its operations by 2035 and reaching net zero across the value chain by 2045, five years ahead of the UK's national target. They have also taken measures to ensure sustainable construction techniques are adopted on site, including moving towards using 100% renewable electricity on site. Hybrid diesel and electric generators will be used during construction, and more widely moving towards using HVO to replace diesel use and converting the wider car fleet. There are high levels of green infrastructure at the Site which will offset carbon emissions and improve the air quality for the local residents.

A place where people of all ages are confident and can achieve their full potential	Applicable?		Positive (p) or negative (n) impact)	Level of impact – severe (s), moderate	Evidence, Design and Mitigation
	Y	N			

				(m) or weak (w)	
Will all homes meet at least the minimum requirements set out in the Nationally Described Space Standards in order to be adequately 'liveable'?	Y		Positive	Moderate	4% of homes (31 units) are M4(1) and non-NDSS compliant. 66% of homes (62 units) are M4(2) and NDSS compliant. Fabric-first dwellings will exceed current Part L standards, in addition to photovoltaic generation (indicative 0.8–4.5 kWp per home as appropriate). All homes are equipped with EV charging, and predicted performance demonstrates improvement over current regulatory baselines. Water efficiency measures target ≤125 l/p/d.
Will there be provision of homes that enable older and disabled people to live independent lives?		N	N/A	N/A	Not Applicable
Has accessibility been considered eg Will homes be wheelchair accessible inside and out?	Y		Neutral	Low	Homes are designed to be adaptable and flexible, with layouts that can accommodate to a change in household need over time. Streets and plots are also designed to accommodate a range of accessibility needs, including level access and parking close to homes.
Describe how the proposal may reduce fuel poverty through energy efficiency measures such as insulation	Y		Neutral	Moderate	Taylor Wimpey homes are built to their latest specification in line with updates to Building Regulations Parts L and F. Homes will include energy efficiency measures and low carbon technologies including triple glazing, wastewater heat recovery systems, high efficiency boilers, thermally enhanced lintels and photovoltaic (PV) panels.
Describe any measures taken to reduce risk of overheating in homes	Y		Positive	Moderate	Homes will be designed in accordance with the latest building regulations, which ensure adequate opening window sizes with trickle vents to promote both background and purge ventilation.
Describe how you will ensure that damp, condensation and mould growth is prevented through the provision of heating, ventilation and drying facilities	Y		Positive	Moderate	Homes will be designed in accordance with the latest building regulations, which ensure adequate opening window sizes with trickle vents to promote both background and purge ventilation. Standard fit extractor fans will be fitted to kitchens and bathrooms to prevent damp, condensation and mould growth.
Do all homes have access to private outdoor space?	Y		Positive	Moderate	Private gardens will be provided at the dwellings and will have a gardenesque design to create a traditional cottage garden feel. Homes will be set back from the street to allow residents to benefit from front gardens and planting including hedge and shrubs along dwelling boundaries to define private spaces.



A place where strong and safe communities can shape their future	Applicable?		Positive (p) or negative (n) impact	Level of impact – severe (s), moderate (m) or weak (w)	Evidence, Design and Mitigation
	Y	N			
Does the proposal facilitate community integration i.e. land uses which encourage social interaction?	Y		Positive	Moderate	The Site will benefit from good access to the full range of facilities proposed within the wider Garden Village which include employment facilities, a new Country Park, primary school, and allotments. The proposal includes public open space and natural green space. Future and existing residents can benefit from this, using open space to socialise and interact with others. The Proposed Development has been designed in line with Building for a Healthy Life (BHL), following guidance to design new and growing neighbourhoods. A Neighbourhood Equipped Area for Play (NEAP) and a Local Equipped Area for Play (LEAP) will be provided in the wider Halsnead Garden Village. Local Areas for Play (LAPS) will be provided within the green infrastructure network as part of the Proposed Development in the form of ‘play on the way’. These will be designed to suit all ages, promoting social interaction with neighbours. These will take the form of ‘play on the way’ or trim-trail type spaces alongside off-road pedestrian routes.
Has the proposal been designed to incorporate crime prevention measures and to reduce the fear of crime?	Y		Positive	Moderate	The Proposed Development has been designed in line with and informed by expectations outlined in Secured by Design (SBD) guidance for residential homes development. The buildings will be carefully positioned, influenced by the consideration of maximising views and surveillance of POS. Corner turning and dual aspect homes are positioned at significant intersections to provide visual landmarks, strengthen street definition and enhance the natural surveillance of surrounding spaces. Lighting will be designed to provide safety. Key pedestrian routes, road junctions and entrances will be equipped with appropriate lighting. They will be controlled with measures including dimmers, timers and presence detection to avoid excess operation. This will reduce light disturbances to wildlife.



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					Security features are included in the design of the dwellings including PAS 24 standard front and rear doors and windows, increasing resistance to intrusion. Car parking is secure and conveniently located within curtilage or directly next to dwellings, promoting safety and convenience. Rear gardens will be enclosed by 1.8m timber fences or brick walls.
Does the proposal prioritise making security, management and maintenance easy?	Y		Positive	Weak	Public realm landscape treatments will be carefully chosen to avoid onerous challenging or excessively costly landscape management.
Are there opportunities for digital inclusion?	Y		Positive	Moderate	Where available, all new dwellings will have full fibre broadband connectivity, helping to facilitate home working.

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