

HEALTH IMPACT ASSESSMENT

CADDICK DEVELOPMENTS

LAND AT ORMSKIRK ROAD AND KNOWSLEY LANE, KNOWSLEY

JUNE 2022

Signing off Sheet

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Authorised for and on behalf NJL Consulting



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Director

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1.0 Introduction

- 1.1 This Health Impact Assessment has been prepared by NJL Consulting on behalf of Caddick Developments in support of a detail planning application for up to 14,641sq.m (157,500sq. ft) (gross) of market facing commercial development space (E(g), B2 and B8 Uses) on south of Knowsley Business Park.
- 1.2 Planning permission is sought for:
- 'The proposed construction of new buildings (units) for general employment use (use classes e(g) (iii), b2, b8, and ancillary e(g) (i)) including service yard, loading bays, and staff and visitor car parking, with approximately 203 parking spaces to be provided including accessible parking spaces and electric vehicle charging points; cycle parking infrastructure; drainage infrastructure; landscaping; improvements to public rights of way linking ormskirk road and knowsley lane, including diversion of the public right of way, along with other pedestrian accessibility works.'*
- 1.3 This document will look at the overall impacts of the development, identify the prevailing impacts and prompt discussion about the most effective ways of dealing with them, so as to maximise the benefits and avoid any potential adverse impacts.

Site and Surrounding Area

- 1.4 Land at Ormskirk Road is a 6.77ha, broadly 'triangular shaped' non-Green Belt site, allocated in the Knowsley Core Strategy for employment uses (Core Strategy Site SUE1 (b): East of Knowsley Industrial and Business Parks, Kirby).
- 1.5 The general site boundaries are largely formed of the East Lancashire Road (to the north), Ormskirk Road (to the west and south west) and Knowsley Lane (to the east and south east).
- 1.6 2.3. The main development area is largely comprised of managed arable farmland bound by low hedgerow. There is an existing area of woodland in the north, and this area also includes a small land drain (which drains only the site itself with no wider catchment and surveys show no flowing water). A public right of way crosses the site running approximately north/south from Ormskirk Road to Knowsley Lane.
- 1.7 The wider land (i.e., the site and land within the boundaries of the aforementioned roads) is largely greenfield, aside from two residential properties to the north east (90m- from the main development area) and a farmhouse with adjoining commercial uses in broadly the centre of the site. A further residential property is to the east, beyond Knowsley Lane.
- 1.8 There are two main vehicular access points; Knowsley Lane to the south east which provides direct access onto East Lancashire Road (A580). The second access point off Ormskirk Road to the south west also links back to A580 and provides wider access to M57 and strategic road network via B5194.
- 1.9 The wider setting is that of the regionally significant Knowsley Business Park that establishes the commercial location and industrial uses of the area. Knowsley Business

Park is located to the south west, west and north west, approximately 2.4km from the site, with land to the north (beyond East Lancashire Road) also being allocated for employment uses.

- 1.10 Beyond the immediate site boundaries; land to the north east (beyond the East Lancashire Road), east, and to the south is Green Belt with Knowsley village beyond, approximately 1.3km from the site.
- 1.11 This site is in a highly sustainable location within walking distance of public transport links. Two adjacent bus stops on Ormskirk Road provide frequent services to Knowsley Industrial Park along with other towns and settlements in the area such as Liverpool city centre and surrounding residential suburbs, Kirby, Huyton and St Helens.
- 1.12 The site is also within walking and cycling distance of residential areas and other employment. A dedicated cycle trail that runs along East Lancashire Road, to the north of the site, provides connection to further local service centres.
- 1.13 Amenities and services available to the site are varied and proximate. Knowsley Village local centre acts as a key service centre and there are restaurants, coffee shops and other facilities adjacent to the site which have recently been developed to support the amenity provision of business park occupants and users.

2.0 Planning Policy

National Policy

- 2.1 The National Planning Policy Framework (NPPF) sets out the Government's commitment to a planning system that does everything it can do to support sustainable economic growth.
- 2.2 The Framework is, at its core, is concerned with delivering sustainable development (paragraphs 7-9) and this includes providing clear support for economic growth generating uses.
- 2.3 The NPPF sets out the Governments planning policy and how this applies to development. It identifies in Paragraph 8 that there are three overarching objectives to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
- An economic role – building a strong, responsive and competitive economy;
 - A social role – supporting strong, vibrant and healthy communities; and
 - An environmental role –protecting and enhancing the natural environment and built and historic environment.
- 2.4 This sits within an overall presumption in favour of sustainable development under paragraph 11. It is relevant that this site does not fall within the category of restriction at Framework footnote 6, meaning the presumption in favour of sustainable development applies.

Employment

- 2.5 Paragraph 81 sets out how planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 2.6 Paragraph 82 goes onto state that planning policies should: 'proactively encourage sustainable economic growth...identifying sites for local inward investment to match the local strategy'.
- 2.7 Paragraph 83 requires that planning policies and decisions should identify locational requirements of different sectors and accordingly make provision for storage and distribution operations at a variety of scales and in suitably accessible locations.

Promoting health and safe communities

- 2.8 Paragraph 92 sets out how planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and
- c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Transport

2.9 Chapter 9 of the Framework promotes the maximisation of sustainable transport patterns and solutions within development proposals. Paragraph 110 states that when assessing applications, it must be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.10 All development that will generate significant amounts of movement will be required to submit either or both a transport statement and travel plan, whereby development should only be prevented or refused on 'highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe' (Para. 11).

Achieving well-designed places

2.11 Paragraph 126 sets out that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

2.12 Paragraph 130 sets out a series of recommendations in which all development should ensure including that it should function well and add to the quality of the area, be visually attractive as a result of good architecture, layout and landscaping, be sympathetic to local character, establish or maintain a strong sense of place, optimise the potential of the site to accommodate an appropriate amount and mix of development, and create places that are safe, inclusive and accessible.

Local Policy

2.13 The relevant documents of the statutory development plan currently comprise:

- Knowsley Local Plan Core Strategy (adopted January 2016)

- Knowsley Replacement Unitary Development Plan – Saved Policies (adopted June 2006)

2.14 Core Strategy Policy CS2 sets out the Development Principles:

- 1) New development in Knowsley and the preparation of subsequent stages of the Local Plan will be expected to support the following development principles:

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

- a) Meeting needs for new housing, employment, retail and other service provision;
- b) Improving business productivity and employment levels in Knowsley;
- 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.

2.16 Principle 2: Reduce carbon emissions and adapt to the effects of climate change by:

- a) Contributing to reductions in carbon dioxide emissions from all sources, in line with national targets;
- b) Ensuring an ability to adapt to future changes to national targets for carbon dioxide and other greenhouse gas emissions, including recognising the role of new technology;
- c) Identifying and applying measures offering effective mitigation and adaptation to likely environmental, social and economic impacts of climate change; and
- d) Meeting appropriate minimum standards for sustainability.

2.17 Principle 3: Reduce the need to travel and increase accessibility by:

- a) Selecting locations that reduce the need to travel, especially by car, and enable people as far as possible to meet their needs locally;
- b) Assisting the Council in achieving a shift towards more sustainable modes of transport for people, goods and freight;
- c) Encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking and cycling between homes and employment; and
- d) Supporting the provision and retention of shared space, community facilities and other local services (such as local shops, health facilities, education provision, meeting places, sports venues, cultural buildings, public houses and places of worship).

- 2.18 Principle 4: Recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place by:
- a) Understanding and respecting the character and distinctiveness of places and landscapes;
 - b) Protecting and enhancing the historic environment;
 - c) Promoting good quality design and ensuring that development respects its setting taking into account relevant design requirements, and best practice;
 - d) Maximising opportunities for the regeneration of previously developed land, including derelict or unsightly areas to improve the image of Knowsley and use land resources efficiently;
 - e) Mitigating potential negative impacts of traffic growth and road traffic on highway safety, air quality, noise and health;
 - f) Supporting policies relating to Green Infrastructure and the greening of towns and cities;
 - g) Maintaining or enhancing the tranquillity of open countryside and rural areas;
 - h) Maintaining or enhancing the quantity and quality of biodiversity and habitats, including potential impacts on nationally and internationally important sites for biodiversity;
 - i) Addressing any issues of unstable land, resulting from Knowsley's legacy of minerals extraction; and
 - j) Minimising negative impact upon flood risk, air quality, water quality, land quality, soil quality, and noise or vibration levels and ensuring any negative impacts are appropriately mitigated.
- 2.19 Development that will have an unacceptable impact upon any of the above will only be permitted where the benefits of the proposal clearly outweigh the harm.
- 2.20 Principle 5: Make the most efficient use of available resources and infrastructure by prioritising locations consistent with the spatial strategy, which:
- a) Do not require major investment in new infrastructure, including transport, water supply and sewerage, or where this is unavoidable, incorporate appropriate development phasing and delivery assistance;
 - b) Ensure environmental protection is enhanced through the phasing of new development and delivery of supporting infrastructure, including working with neighbouring authorities and key partner agencies where appropriate;
 - c) Support prudent and efficient management of natural and man-made resources; and d) Promote sustainable construction and efficiency in resource use (including reuse and recycling of materials).

3.0 Assessment of Health Impact

- 3.1 The below summarises the potential impacts (both positive and negative) of the proposed development at the construction and operational phase of development.
- 3.2 It has been demonstrated that any negative impacts will either not have a significant impact or have been mitigated for within the proposals.

Healthy Lifestyles

- 3.3 Health and wellbeing are an important factor in the overall planning balance, particularly with regard to the social strand of sustainability. There are no significant negative impacts on health or wellbeing, in the construction or operational phase which have not been adequately mitigated. The proposed development will make an overall positive contribution to health and wellbeing.
- 3.4 Increase in noise and dust as a result of construction works will have an insignificant impact on the amenity of neighbouring occupiers given the mitigation provided and detailed through the submission pack.
- 3.5 During the operational phase, amenity areas are provided around the units to allow employees to utilise safe accessible spaces for use during breaks.
- 3.6 It is considered that the development promotes and encourages the use of all of the above to ensure healthy lifestyles for future and current residents.

Access to Work

- 3.7 Providing employment generating uses in a sustainable location within walking distance of nearby residential areas and bus routes is fundamentally more sustainable than the alternative of a development in a more peripheral location which could result in the need for unsustainable commuting. Such an approach is specifically supported by saved UDP Policy T5, 'Location of Major Traffic Generating New Development.'
- 3.8 A Transport Statement has been prepared which confirms the proposed development is sustainably located close to existing residential areas benefiting from existing cycle network provision and is also within walking distance of public transport links such as local bus routes. Locating major development close to the potential working population is the very cornerstone of sustainable development not least as it reduces the need to travel and significantly boosts the potential to retain local jobs, investment, and growth.

Accessibility

- 3.9 The site is located adjacent to the existing Knowsley Industrial Estate. The existing network of roads in the vicinity of the site provide good quality footways and crossing points at key crossing locations.
- 3.10 Pedestrian crossing facilities are also incorporated within the East Lancs Road/Ormskirk Road junction. This network of footways provides continuous routes, complete with street lighting, to the various residential areas and other facilities that exist around the site.

- 3.11 Based on the 'comfortable' and 'achievable' cycle distances established by the CIHT and DfT guidance, the catchment plan suggests that cycling would be a viable mode of travel for access to a range of local amenities and nearby residential areas.
- 3.12 The bus stop on Ormskirk Road providing access to northbound services is located toward the northern end of the site, access to southbound services on Ormskirk Road is provided by a bus stop located in the vicinity of the site access.

Food Access

- 3.13 This criterion relates to the accessibility for employees and visitors to healthy and locally produced wholesome food.
- 3.14 The development is in close proximity to local shops for a range of provisions.

Crime Reduction and Community Safety

- 3.15 The development will be designed to ensure the safety of future occupiers and employees.
- 3.16 The scheme shows a safe and attractive development with streets, walkways and amenity spaces being overlooked.
- 3.17 Parking is provided in a convenient and safe location to ensure natural surveillance.
- 3.18 The scheme aims to adopt the design principles set out in policy CS2 and incorporate techniques to reduce the chances of crime and increase community safety.

Air Quality and Neighbourhood Amenity

- 3.19 This criterion relates to air quality and pollution, noise pollution and good urban design.
- 3.20 An Air Quality Report is submitted as part of this application. The Report considers air quality within the area in the context of the proposed scheme and policy context.
- 3.21 During the construction phase, there was considered to be a potentially high risk of dust soiling effects on people and low risk of human health impacts. To mitigate the potential high-risk effects of dust soiling, mitigation measures are recommended to be followed through construction.
- 3.22 A Noise Assessment has been submitted as part of this scheme which highlights that the proposal can be developed without concern of noise impact.
- 3.23 The applicant is satisfied to commit to a requirement for mitigation measures, which can be controlled within the content of a Construction Management Plan.

Social Cohesion and Social Capital

- 3.24 The proposed development will provide new employment opportunities which will help to increase social cohesion between existing and new Knowsley residents.
- 3.25 Caddick have committed to the Council's Social Value Strategy requirements which will ensure that local community benefits are realised through the construction and operations at the site.

Public Services

- 3.26 This criterion relates to public services available to future users of the site. The criteria consider public services including the accessibility, right types of services and community facilities nearby.
- 3.27 The accessibility of the site is detailed above and sees the site sustainably located near to various key services.

Resource Minimisation

- 3.28 This criterion relates to the minimisation of resources including waste, energy, and water, among others.
- 3.29 The submission pack details this can be accomplished with these reports provide guidance on how the scheme incorporates various measures to ensure resource minimisation.

Climate Change

- 3.30 Caddick are seeking to deliver the buildings which will meet the BREEAM Excellent standard. This commitment is a development lifetime standard of built fabric and operational requirements ensuring systems are in place to promote sustainable built environments for the long term.
- 3.31 Whilst the enclosed Sustainability Statement provides full and robust details of the fulfilment of this policy standard, incorporated measures can be summarised, as follows:
- Fabric-first approach that improves the efficiency of mechanical and electrical systems, including high performance thermal insulation and maximising solar control;
 - Water efficient design and equipment will be integrated to reduce water consumption of the development, this includes the use of 'A' rate appliances;
 - Site Waste Management Plan identifies opportunities for reduce waste generation and divert construction waste from landfill. Following this, the Operational Waste Strategy will focus on segregation of waste at the source to maximise recycling; and
 - Building materials will be meticulously selected to contribute towards making more efficient use of non-renewable resources, avoiding the use of toxic materials and materials with VOCs.
- 3.32 Overall, the quality of the design and landscaping will significantly improve the environmental quality of a site which currently detracts from its potential role as a key employment site in Knowsley.
- 3.33 In addition, renewable and low carbon technologies have been explored to determine they can be integrated feasibly into the proposed development in this instance. Air source heat pumps are to be incorporated and 10% of useable available roof area is to be used for the installation of PV panels.

- 3.34 A Construction Management Plan will be provided to demonstrate how any impacts during construction will be minimised.

4.0 Conclusion

- 4.1 This Health Impact Assessment has demonstrated that the proposed development encourages and promotes the following criteria:
- Access to work
 - Accessibility
 - Air Quality and Neighbourhood Amenity
 - Climate Change
 - Crime Reduction and Community Safety
 - Food access
 - Healthy lifestyles
 - Public Services
 - Resource Minimisation
 - Social Cohesion and Social Capital
- 4.2 It is concluded that the overall health impact of the development would be positive. The potential adverse impacts arising from the construction and development of this site are likely to be minimal given the location of the site.
- 4.3 The site will be designed to ensure safety for future occupiers and will provide local community and district wide economic benefits. This will be evidenced in the Construction Management Plan and the Social Value Strategy.
- 4.4 Health and wellbeing are an important factor in the overall planning balance, particularly with regard to the social strand of sustainability. There are no significant negative impacts on health or wellbeing, in the construction or operational phase which have not been adequately mitigated. The proposed development will make an overall positive contribution to health and wellbeing.
- 4.5 The health benefits which will result from the proposed scheme, as outlined in this report, should be afforded considerable weight in the determination of this planning application. This assessment of the health impact of the proposed development indicates that it would deliver a healthy and sustainable development to the local area.