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# Manor Road / Richmond

## Health Impact Assessment

Hatch Regeneris

February 2019

# Avanton Richmond Development Ltd.

## Health Impact Assessment Manor Road, Richmond

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# 1. Introduction

- 1.1 This Health Impact Assessment (HIA) has been prepared by Hatch Regeneris on behalf of Avanton Richmond Development Ltd (the Applicant) in support of its detailed planning application for the comprehensive redevelopment of the former Homebase and Pets at Home site on Manor Road (the Site) within the London Borough of Richmond upon Thames (LBRuT).
- 1.2 The Site currently accommodates a retail warehouse unit occupied by Homebase and Pets at Home (use class A1), and associated surface car parking in addition to a small bus layby on the northern edge of the site. The retail warehouse is approximately 5,000 m<sup>2</sup> gross internal area (GIA), and the car park provides space for a total of 174 cars (including around ten disabled parking spaces).
- 1.3 The Site extends to approximately 1.5 hectares and is bound to the north by Manor Road Circus (a roundabout where the A316 and B353 meet), to the east by Manor Road (with residential development and Sainsbury's store beyond), to the south and west by the railway line (with residential development beyond in both cases). The railway to the south is the South Western Mainline, whilst the line to the west is part of the London Overground/Underground network.
- 1.4 The Site has a public transport accessibility level (PTAL) of five (very good) and is located approximately 50 metres to the north-west of North Sheen station (with connections to Waterloo and Richmond). Pedestrian, cyclist and vehicular access to the Site is from Manor Road.

## Proposed Development

- 1.5 The Proposed Development consists of a residential-led scheme of four buildings of between four and nine storeys each to provide 385 residential units (use class C3), 480 m<sup>2</sup> of flexible retail, community and/ or office uses (use classes A1-A3, D2 or B1), provision of car and cycle parking, landscaping, public and private open spaces and all other necessary enabling works.
- 1.6 The proposed buildings range in height from four storeys to nine storeys, with the height of the proposed buildings along the majority of the Manor Road frontage being four storeys. The tallest part of the scheme (nine storeys) is located at the centre of the Site against the western railway line, whilst the buildings along the southern boundary range in height from four to six storeys.
- 1.7 More detail about the detailed planning application is being submitted in the Planning Statement, prepared by GVA.
- 1.8 The remainder of this section includes a brief overview of the policy background, the assessment methodology and a review of the local context. Section 2 of this study consists of the detailed HIA, and Section 3 provides an overview of the key conclusions and recommendations.

## Policy Background

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- 1.9 Policy at the national, regional and local level indicates that a HIA is required (in certain instances) to be submitted a part of Planning Applications.
- 1.10 The National Planning Policy Framework (NPPF) advocates for development to create 'strong, vibrant and healthy communities' which provide high quality environments with enough adequate housing supply and accessible local services that reflect the needs of the community (para. 7 and 8). To this end, NPPF states that Local Planning Authorities (LPA) should ensure that the health, wellbeing and healthcare infrastructure implications of any relevant proposed local development have been considered.
- 1.11 At the regional level, the London Plan (see **Policy 3.2: Improving health and addressing health inequalities**) indicates that the Mayor will take account of the potential impact of development proposals on health and health inequalities within London and that '*the impacts of major development proposals on the health and wellbeing of communities should be considered, for example through the use of Health Impact Assessments (HIA)*'. This is reflected in the Draft New London Plan that is currently undergoing a process of Examination in Public (see **Policy GG3: Creating a healthy city**).
- 1.12 At the local level, the LBRuT's Local Plan (see **Policy LP30: Health and Wellbeing**) states that a Health Impact Assessment must be submitted with all major development proposals. According to the Local Plan, a HIA should assess the health impacts of a development, identifying mitigation measures for any potential negative health impacts as well as measures for enhancing any potential positive impacts.

## Assessment Methodology

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- 1.13 The Council's Guidance on Health Impact Assessments<sup>1</sup> (June 2017) suggests the level of detail required will be dependent on the scale of the development and/ or type of scheme implemented. It also indicates that the HIA should identify both potential harms to be mitigated as well as positive aspects of the development. The guidance refers to the London Healthy Urban Development Unit (HUDU) and its Rapid Health Impact Assessment Tool which has been designed to assess the likely health impacts of development plans and proposals.
- 1.14 The online National Planning Practice Guidance also refers to HIAs as a useful tool to assess and address the impacts of development proposals. The process looks at the positive and negative impacts of a development as well as assessing the indirect implications for the wider community.
- 1.15 Taking into account both local and national planning guidance, this assessment uses HUDU's Rapid HIA Tool to assess the health impacts of the Proposed Development.
- 1.16 The Rapid HIA Tool considers 11 different categories developed by HUDU which influence the health and wellbeing of an area. It does not identify all issues related to health and wellbeing but focusses on the built environment and issues direct and/ or indirectly influenced by planning decisions. The 11 categories covered by the HUDU Rapid HIA Tool include:
- Housing quality and design;
  - Access to healthcare services and other social infrastructure;
  - Access to open space and nature;

<sup>1</sup> [https://www.richmond.gov.uk/media/14485/guidance\\_on\\_health\\_impact\\_assessment.pdf](https://www.richmond.gov.uk/media/14485/guidance_on_health_impact_assessment.pdf)



- Air quality, noise and neighbourhood amenity;
  - Accessibility and active travel;
  - Crime reduction and community safety;
  - Access to healthy food;
  - Access to work and training;
  - Social cohesion and lifetime neighbourhoods;
  - Minimising the use of resources; and
  - Climate change.
- 1.17 For each category, the Rapid HIA Tool has been completed drawing on various reports and assessments prepared as part of the application process (such as the Design and Access Statement, the Travel Plan, Energy and Sustainable Strategies, Open Space Strategy and community engagement). These documents provide the detailed information in terms of the method of assessing impacts for each of the specialist areas. A detailed analysis of each category in the Rapid HIA Tool is presented in Section 2 below. Where appropriate reference to the relevant document(s) is made.

## Local Context

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- 1.18 The Site of the Proposed Development is located within the North Richmond ward in the London Borough of Richmond upon Thames (LBRuT). The following is a brief overview of the key socio-economic characteristics of the population within the North Richmond ward (in comparison with LBRuT and London), and presents a baseline position against which the health impacts of the Proposed Development are assessed:
- Data from the Office for National Statistics<sup>2</sup> (ONS) indicates that there are around 11,500 people living in North Richmond. Population in the ward increased by six percent since 2012, a trend that is above that seen across the wider LBRuT (+3%) but is in line with the London average.
  - North Richmond has a similar demographic profile to the LBRuT but has a smaller working age population (ie. aged 16-64) when compared with the London average (64% vs 68%). In addition, around 14% of the ward's residents are aged 65 and over, making its population slightly older than the London average (with 12% of residents aged 65 and over).
  - The GLA's population projections (central trend) indicate that LBRuT's population is expected to grow, albeit at a slower rate than the average seen across the capital. These projections indicate that the population of LBRuT is expected to increase by +10% between 2016 and 2032, whilst that of population London will grow by +13% over the same period.
  - The working age population is also set to grow over this period (+6%), but to a lesser extent than that seen across London (+9%). In addition, the borough's population aged 65 and over is also expected to increase at a slower rate than the London average (+43% compared with +47% across London).
  - The economic activity rate in LBRuT (79%) is slightly higher than the London average (at 78%), and as a result the employment rate in the borough (at 4.1%) is slightly below the London average (of 5.1%).

<sup>2</sup> Office for National Statistics (2017), 'Mid-Year Population Estimates'.

- Skills levels in LBRuT are well above the London average with almost 65% of the working age population qualified to degree level (or above) compared with just over half (52%) of London's population. Furthermore, around 71% of the borough's resident population is employed in managerial and professional occupations compared to just under 56% for London.
- 1.19 The Joint Strategic Needs Assessment (JSNA) for the LBRuT describes the current and future health and wellbeing needs of the local population to inform services. The latest available JSNA (for 2016/17) suggests that LBRuT is in a relatively strong position compared to London:
- Life expectancy at birth is 81.9 (1.9 years higher than London) in LBRuT for men and 85.9 (1.87 years higher than London) for women;
  - LBRuT is the safest borough in London for violent crime and 4<sup>th</sup> safest out of 32 boroughs for crime overall;
  - LBRuT has above average level of green space per head of population and is 2<sup>nd</sup> out of 33 boroughs for bike journeys per day;
  - The borough has the highest rate of volunteering in London; and
  - Above average levels of education attainment and skills;
- 1.20 Despite this positive performance, the JSNA identifies areas where improvements are required, such as:
- **Maximising prevention opportunities** - the estimated number of people in LBRuT with unhealthy behaviours is substantial;
  - **Reducing health inequalities** - issues include lower levels of life expectancy for men, high levels of child poverty, variations in educational attainment with ethnicity and those on free school meals, high health costs of the homeless and the high number of unpaid carers in the community;
  - **Minimising harms and threats to health** - issues include maternal health, vaccination coverage, family context, sexual health, well-being and mental health, cancer screening levels, air quality and noise pollution; and
  - **Planning for demographic change and promoting independence** - issues include the ageing population, prevalence of long-term health conditions, growth in young people and associated demand for school places and preventable emergency hospital admissions.

## 2. Health Impact Assessment

Table 2.1 Housing Quality and Design

Assessment criteria	Relevant?	Details/ evidence	Potential health impact	Recommended mitigation or enhancement measures
Does the proposal seek to meet all 16 design criteria of the Lifetime Homes Standard or meet Building Regulation requirement M4 (2)?	Yes	The Design and Access Statement (DAS) prepared by Assael Architecture Limited confirms that the design of the Proposed Development meets design criteria of the Lifetime Homes Standards and Building Regulation requirements.	Neutral	Confirm that the required standards for the design of homes (use class C3) have been adhered to.
Does the proposal address the housing needs of older people, ie. extra care housing, lifetime homes and wheelchair accessible homes?	Yes	As per the Mayor of London's Housing Supplementary Planning Guidance (SPG), 10% of the residential units within the development are proposed to be wheelchair accessible, albeit their location is yet to be determined. That being said, the DAS argues that in most cases, the larger units are typically the ones reserved for wheelchair access.  Furthermore, the DAS highlights the fact that all users (including the disabled and people requiring wheelchair access) will be able to access the same areas and use the same entrances without the need for any detours.	Positive	Provide additional clarification on the number and location of any extra care and/ or wheelchair accessible homes, in addition to confirmation of adherence to Lifetime Homes Standards.
Does the proposal include homes that can be adapted to support independent living for older and disabled people?	Yes	The principle of providing flexible accommodation which meets the lifetime needs of older and disabled people has informed the evolution of the design for the Proposed Development to date and will continue to do so. As noted previously, the DAS confirms that in line with the Mayor's SPG, 10% of residential units will be adapted for wheelchair users, and that the whole development will be accessible to all users without the need for any detours.	Neutral	No further mitigation or enhancement measures required.
Does the proposal promote good design through layout and orientation, meeting internal space standards?	Yes	The DAS confirms that the Proposed Development promotes and adheres to good design standards as set out in national and local policy (incl. London Plan Housing SPG). Typical flat layouts presented in the DAS show that units will have generous window provision, private amenity space off the living room space, in addition to ample storage and generous wardrobe space.	Neutral	No further mitigation or enhancement measures required.
Does the proposal include a range of housing types and	Yes	The Proposed Development includes the provision of 385 dwellings ranging from one to three-bedroom	Positive	No further mitigation or enhancement measures required.



<p>sizes, including affordable housing responding to local housing needs?</p>		<p>apartments. In total, around 31% of all units will have two or more bedrooms aligning the Proposed Development with local policy requirements for family-sized dwellings.</p>		
		<p>Furthermore, of the 385 units within the Proposed Development, 53 units (or 14% of total) are anticipated to be affordable rent and 79 units (21%) available as Shared Ownership.</p>		
<p>Does the proposal contain homes that are highly energy efficient (eg. a high SAP rating)?</p>	<p>Yes</p>	<p>The design principles behind the Proposed Development have been inspired by energy efficient principles, including the Mayor of London’s Energy Hierarchy (ie. Be Lean, Be Clean, Be Green), SAP methodology and BREEAM standards (targeting for ‘excellent’ whenever feasible).</p>	<p>Neutral</p>	<p>No further mitigation or enhancement measures required.</p>
		<p>The strategic approach to the design of the Proposed Development seeks to maximise the energy efficiency of all residential units through the incorporation of passive design-led solutions, such as:</p> <ul style="list-style-type: none"> <li>• An Efficient building fabric;</li> <li>• Optimised glazing performance; and</li> <li>• Efficient space heating and low energy lighting.</li> </ul>		
		<p>The Energy Strategy prepared by Hoare Lea proposes a series of measures that can be used to educate future building users on how they can reduce their day-to-day energy use by making user guides and/ or tenant fit-out guides available to them. This approach would seek to reduce the adverse effects of unregulated emissions (ie. from small-power electricity use associated with appliances and home-use energy consumption).</p>		
		<p>Overall, the Energy Strategy has found that the Proposed Development will result in a highly efficient, low carbon scheme.</p>		

**Table 2.2 Access to Healthcare Services and Other Social Infrastructure**

<b>Assessment criteria</b>	<b>Relevant?</b>	<b>Details/evidence</b>	<b>Potential health impact</b>	<b>Recommended mitigation or enhancement measures</b>
Does the proposal retain or re-provide existing social infrastructure?	No	The Site of the Proposed Development is currently occupied by retail uses (Homebase and Pets at Home). The new masterplan proposes a mixed-use development consisting of 385 residential units (use class C3), 480 m <sup>2</sup> of flexible retail, community and/ or office space (use classes A1-A3, D2 or B1) and improvements to the public realm, however it does not make provision for any social infrastructure on-site.	Neutral/ Adverse	Community Infrastructure Levy (CIL) contributions may be sought to address the effects of the additional residents on the increased demand for community facilities. This may include contribution towards the co-location of the library with other facilities in nearby Kew.
Does the proposal assess the impact on healthcare services?	Yes	An assessment of the potential impact of the Proposed Development on primary healthcare services was undertaken as part of this HIA (see Appendix 1 below). The assessment finds that current demand on GP services within the Site's catchment outstrips supply (when the recommended benchmark of 1,800 registered patients per FTE GP is used). As such, with a maximum of 1,338 new residents, the Proposed Development is anticipated to add further pressure (for an additional 0.74 FTE GP) within the local catchment area. That being said, some of the residents living at the Proposed Development could be expected to already be living within the catchment, which means that overall demand would be lower than the anticipated 0.74 FTE GP.	Adverse	Negotiations via S106 agreement may be required to address the effects of the additional residents on the provision of local healthcare services.
Does the proposal include the provision, or replacement of a healthcare facility and does the facility meet NHS requirements?	No	The Site does not currently have any healthcare facilities, and there are no healthcare facilities planned on-Site either.	Neutral/ Adverse	Negotiations via S106 agreement may be required to address the increased demands on healthcare facilities within the local catchment.
Does the proposal assess the capacity, location and accessibility of other social infrastructure, eg. schools, social care and community facilities?	Yes	The HIA has also assessed the existing capacity and impact of the Proposed Development on early years, primary and secondary education providers. Using the GLA's SPG Play Space Calculator and the proposed housing mix (as outlined in the Planning Statement) the assessment found that the Proposed Development will yield 30 additional primary school children (aged five to 11), and 18 secondary school children (aged 12+).  An assessment of capacity at both primary and secondary schools within the various catchments from the Site of the Proposed Development (see Appendix 1)	Neutral	No further mitigation or enhancement measures required.

		confirms that there is enough capacity to accommodate additional demand.		
Does the proposal explore opportunities for shared community use and co-location of services?	Yes	The Proposed Development includes a multi-functional central square that will have potential to host farmers markets, exhibitions promoting local makers and local creative industries, outdoor film viewings, and other celebrations.  Flexibility has been afforded within the proposed plans which may allow for shared community uses and co-location services.	Neutral	Community Infrastructure Levy (CIL) contributions may be sought to explore opportunities for additional shared community space and co-location of services, such as the co-location of the library with other facilities in nearby Kew.

**Table 2.3 Access to Open Space and Nature**

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement measures
Does the proposal retain and enhance existing open and natural spaces?	Yes	As shown in the DAS, the Site of the Proposed Development currently has no publicly accessible open space provision. The only exception to this is a small area of green space and planted trees to the south of the Site which separates it from railway line. This will be retained and enhanced (as discussed below).	Positive	No further mitigation or enhancement measures required.
In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	Yes	The masterplan for the Proposed Development shows that a new public square will be created, the green buffer along the railway line expanded along the whole southern edge of the Site, new trees planted along the railway line, as well as additional trees planted throughout the Site. Furthermore, the Proposed Development will also result in an improved public realm throughout the whole Site which will be accessible to all users (including the disabled people and wheelchair users).	Positive	No further mitigation or enhancement measures required.
Does the proposal provide a range of play spaces for children and young people?	Yes	The DAS confirms that the residential half of the public square will include play space facilities for current and future children living within the Proposed Development. In addition, the DAS also confirms that the masterplan includes sufficient, on-Site provision of open/ play space for children under the age of five, and five to 11-years old (854 m <sup>2</sup> and 555 m <sup>2</sup> respectively).	Neutral/ Positive	Community Infrastructure Levy (CIL) contributions may be sought to address shortfall in on-Site play space capacity for children aged 12-years and over. This could include contributions towards the provision of new play/ adventure facilities within existing parks.

		The Proposed Development, however, does not make provision for any play space for children aged 12-years and over. However, the DAS identifies several suitable locations for play space within the recommended 10-minute/ 800-metre walk from the Site of the Proposed Development.		
Does the proposal provide links between open and natural spaces and the public realm?	Yes	The Proposed Development is located within close proximity of a number of open and natural spaces in LBRuT. The new public realm and walkways created as part of the Proposed Development will link the site to the wider public realm. In addition, the Site is located very close to local allotments (opposite North Sheen Mainline Station), recreational green spaces (incl. several sports facilities such as multi-sport, golf courses, rugby, cricket and archery pitches), and the Royal Botanical Kew Gardens (all within a 10-minute walk).	Positive	No further mitigation or enhancement measures required.
Are the open and natural spaces welcoming and safe and accessible for all?	Yes	The DAS confirms that all buildings will have level-access, whilst all open/ public realm spaces will be welcoming and safe to all. In addition, it confirms that all users (ie. able-bodied, disabled people and wheelchair users) will be able to access the same areas without the need for detours. This principle is repeated in the Sustainability Strategy prepared by Hoare Lea which states that principles of inclusive design principles have been followed.	Positive	No further mitigation or enhancement measures required.
Does the proposal set out how new open space will be managed and maintained?	No	At this stage the approach to management of the public realm post-development is not yet know. However the Applicant confirms that this will be the liability of the estate manager procured, and will be funded through service charges paid by the residents and commercial tenants of the Proposed Development.	Neutral	A detailed estate management plan will be agreed and finalised for the running of the Proposed Development once fully functional. This will include consideration of how the new public realm and / or open space will be managed.

Table 2.4 Air Quality and Noise

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement measures
Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	Yes	The Sustainability Strategy prepared as part of the application process confirms that, during construction, the emissions of dust and exhaust gases will be controlled through the use of suitable mitigation measures implemented through a Construction Environmental Management Plan and a Dedicated Dust Management Plan. Furthermore, the Proposed Development will seek to minimise any construction-related impacts by achieving a high practice score on the Considerate Constructors Scheme.	Neutral	Implementation of a Construction Environmental Management Plan and Dust Management Plan prior to start of construction phase.  Achieve a high practice score on the Considerate Constructors Scheme.
Does the proposal minimise air pollution caused by traffic and energy facilities?	Yes	The Air Quality Assessment (prepared by Hoare Lea) has determined that the Proposed Development will not have a negative impact on local air quality, as it discourages private vehicle use by being a car-free development. Furthermore, the Transport Assessment (prepared by Sanderson Associates Ltd.) confirms that the proposed uses will result in fewer car trips, thereby resulting in an overall improvement in air quality.  The Proposed Development also seeks to reduce air pollution by reducing its overall demand on energy (ie. as practically and economically possible) by seeking to implement energy efficiency measures (such as an efficient building fabric, optimised glazing, efficient space heating and low energy lighting) before applying renewable energy generating measures. Once completed, the Proposed Development is anticipated to have solar PV cells installed on the roof of several buildings, in addition to air source heat pumps (ASHP).	Positive	No further mitigation or enhancement measures required.
Does the proposal minimise noise pollution caused by traffic and commercial uses?	Yes	The Sustainability Strategy also states that the Proposed Development will seek to reduce noise at source (hence the exclusion of micro wind turbine generation from the proposed masterplan) and designing noise out of the scheme in order to reduce the need for additional mitigation measures. During construction, the level of noise pollution will be kept to a minimum by the implementation mitigation measures identified.	Neutral	Implementation of mitigation measures identified throughout construction period.



**Table 2.5 Accessibility and Active Travel**

<b>Assessment criteria</b>	<b>Relevant?</b>	<b>Details/evidence</b>	<b>Potential health impact</b>	<b>Recommended mitigation or enhancement measures</b>
Does the proposal prioritise and encourage walking (such as through shared spaces?)	Yes	<p>In principle, the proposal is for a car-free development which seeks to take advantage of the high levels of accessibility available in its surroundings. The Transport Assessment has suggested that once the scheme is operational, traffic levels within the Site will fall below current levels. In addition, the Transport Assessment indicates that the need for pedestrian infrastructure has influenced the design process.</p> <p>A Travel Plan for the Proposed Development has been prepared (by Sanderson Associates Ltd.). It sets out several targets and measures for promoting sustainable transport which include walking, cycling and the use of public transport services. As part of this plan, a Travel Plan Co-ordinator (TPC) will be recruited to promote the benefits of walking in relation to general health and overall wellbeing. The inclusion of local services and/ or facilities within the masterplan will reduce the need for car travel and will be promoted to residents and staff alike.</p>	Positive	Implementation and monitoring of Travel Plan.
Does the proposal prioritise and encourage cycling (for example by providing secure cycle parking, showers and cycle lanes)?	Yes	<p>In addition to prioritising walking, the Proposed Development also encourages cycling to and from the area. The Transport Assessment considers cycling as having a very important role to play in reducing congestion and air pollution as well as improving accessibility. Furthermore, the bicycle (being more affordable than the car) also has a role in promoting social equity throughout the Proposed Development.</p> <p>To promote cycling, around 840 long-term parking spaces will be provided in the basement areas of Blocks C and D (primarily for local residents), whilst street-level cycling facilities will be included for use by staff and visitors to the Site. Cycle parking facilities are proposed to be in-line with the standards/ guidelines set out in the London Plan.</p> <p>Finally, the TPC recruited in support of the Travel Plan will also promote the physical benefits of cycling to</p>	Positive	Implementation and monitoring of Travel Plan.

		overall health and wellbeing, whilst also offering advice on connectivity with the wider cycling infrastructure.		
Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?	Yes	The Proposed Development is very well connected with its surroundings and areas farther afield. The DAS confirms that cycling will be well integrated within the Site, which will in turn be integrated with the wider local and sub-regional cycling network. The Site is within the vicinity of several quiet cycle routes as defined by TfL (which include Manor Road, Manor Grove, Lower Richmond and Lower Mortlake Road).	Positive	Implementation and monitoring of Travel Plan.
Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?	Yes	The Proposed Development is planned as a car-free development, prioritising walking and cycling. In addition, the DAS confirms that on-Site parking will be limited, and two car park spaces for car club users will be included.  Safety is a key priority across the Proposed Development, and the Applicant will work with TfL and the Local Highways Authority to prioritise road safety and make improvements to the highway in the surrounding area of the Proposed Development. The Transport Assessment confirms that the Proposed Development will encourage travel by both active (ie. walking and cycling) and sustainable (ie. public transport) modes.  Furthermore, by providing a range of complementary/ essential amenities within the Site, it will reduce the need for residents to travel off-Site to access these services elsewhere. This will be expected to result in fewer car journeys, reducing not only air pollution but also the risk of personal injury.	Positive	Implementation and monitoring of Travel Plan.
Is the proposal well connected to public transport, local services and facilities?	Yes	With a PTAL level of five (ie. very good), the Site is considered to be highly accessible. The DAS indicates that a bus terminus/ interchange is located at the north section of the Site, and the Transport Assessment confirms that the Site is served by ten day-time and/ or night-time bus routes. The Site is located around 180 metres from the nearest Mainline Station (North Sheen) which connects the area to Clapham, Waterloo and Richmond. In addition, the Site is also located around one mile from Richmond Mainline Station (ie. within the	Positive	Implementation and monitoring of Travel Plan.

		recommended walking distance of up to 2km) which is served by both London Overground and Underground services.		
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	<p>As mentioned previously, the Proposed Development is planned as a car-free development, and the Transport Assessment indicates that no standard car parking spaces will be provided for private vehicles. That being said, 12 parking spaces for disabled users will be included so that the Proposed Development is in line with planning policy. To reduce the need for private vehicles, two car club parking spaces for current and new residents will be provided. Evidence provided by the Applicant shows that a number of options for the provision of car club vehicles are being investigated.</p> <p>The Transport Assessment has found that the Proposed Development will result in a reduction in car borne trips when compared with the current baseline, and that reductions in the number of vehicle movements are anticipated in both AM and PM peaks.</p> <p>To encourage the reduction of private car use, a Travel Plan has been created. As mentioned previously, a Travel Plan Co-ordinator (TPC) will be appointed to influence residents, staff members and visitors to the Site to choose sustainable travel methods. In addition, it is also proposed that an information pack is made available to each residential unit. This would set out the various measures and initiatives contained within the Travel Plan and promote the various options for sustainable travel.</p>	Positive	<p>Implementation and monitoring of Travel Plan.</p> <p>Implementation of car club proposal.</p>
Does the proposal allow people with mobility problems or a disability to access buildings and places?	Yes	<p>The design of the Proposed Development has been influenced by the principles set out in Building Regulations (part M), the Lifetime Homes Standards and the Equalities Act 2010. In addition, it has also been influenced by the Mayor of London's Housing SPG which states that 90% of new-build housing should be accessible and adaptable, with the rest being wheelchair accessible.</p> <p>In practice, this means that the design of the Proposed Development considers the access and circulation</p>	Positive	No further mitigation or enhancement measures required.

needs of a wide range of people, including those of parents with young children, the elderly, physically disabled and wheelchair users. The DAS confirms that within the Site, people with disability will not be segregated, but will be able to move around (as well as up and down) and gain access to the same entrances, corridors and rooms as everyone else without the need of any detours. The Proposed Development has been designed to be as inclusive as possible and will include the appropriate use of textured surfaces to assist the visually impaired.

**Table 2.6 Crime Reduction and Community Safety**

<b>Assessment criteria</b>	<b>Relevant?</b>	<b>Details/evidence</b>	<b>Potential health impact</b>	<b>Recommended mitigation or enhancement measures</b>
Does the proposal incorporate elements to help design out crime?	Yes	The Proposed Development has been designed to encourage passive surveillance from the surrounding residential buildings to overlook the building entrances and pedestrian routes within the Site. The DAS states that all design will be carried in line with the Secured by Design New Homes guide (from 2010).	Neutral	No further mitigation or enhancement measures required.
Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	Yes	The DAS confirms that the masterplan proposes the development of a series public, semi-public and semi-private spaces throughout the Site. In addition, the DAS also sets out a series of design techniques that will be implemented to help people living, working and/ or visiting the Proposed Development feel safe. Some of these include: <ul style="list-style-type: none"> <li>• Limiting the number of units accessed from cores;</li> <li>• The potential for separating/ limiting access per floor;</li> <li>• The provision of secure and lockable bike storage;</li> <li>• Lighting designed to be sensitive to wayfinding, but discouraging to anti-social behaviour and rough sleeping; and</li> <li>• Access to private properties.</li> </ul>	Neutral	No further mitigation or enhancement measures required.
Does the proposal include attractive, multi-use public spaces and buildings?	Yes	As mentioned previously, the Proposed Development will promote a mix of retail, community and/ or commercial uses (A1-A3, D2 or B1) in addition to	Positive	No further mitigation or enhancement measures required.

		residential uses (use class C3). The key focus of the Proposed Development will be a new, multi-functional public square created at the centre of the Site. This will allow the interaction between residents and commercial users, with potential to host farmers markets, exhibitions promoting local makers and creative industries, outdoor film viewings, Christmas tree lightings and other celebrations, and gatherings of local residents.		
Has engagement and consultation been carried out with the local community?	Yes	<p>The Applicant has had several pre-submission meetings with LBRuT, the GLA, and TfL. In addition, a series of pre-application public consultation events were held in November and December 2018. The Statement of Community Involvement prepared as part of the application process identifies two key aims for pre-application consultation, namely:</p> <ul style="list-style-type: none"> <li>• To inform local residents and other stakeholders about the Applicant's aspirations to introduce a high quality residential-led scheme on-Site; and</li> <li>• To gain an understanding of local views of the Applicant's proposals, engage with the local and wider community and use these views to inform proposals, identify concerns and opportunities wherever possible.</li> </ul>	Positive	No further mitigation or enhancement measures required.

**Table 2.7 Access to Healthy Food**

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement measures
Does the proposal facilitate the supply of local food, ie allotments, community farms and farmers' markets?	Yes	As stated previously, the Proposed Development will include the creation of a new public square which will allow flexible uses, such as farmers' markets, however it does not include the provision of any allotment space on-Site. That being said, the Site is located within close proximity to local allotments located just south of North Sheen Mainline Station.	Neutral	No further mitigation or enhancement measures required.
Is there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	Yes	The Proposed Development consists of 480 m <sup>2</sup> of flexible retail, community and/ or commercial floorspace (use classes A1-A3, D2 or B1) which will enable the scheme to better respond to local demand. At this stage it is not possible to determine the exact on-Site uses,	Neutral	No further mitigation or enhancement measures required.



		and will seek to complement the current retail offer in the local area, which includes a well-established food store (Sainsbury's).		
Does the proposal avoid contributing towards an over-concentration of hot food takeaways in the local area	Yes	The masterplan of the Proposed Development does not include any on-Site hot food/ take-away (use class A5) uses. Any retail uses proposed on-Site could be expected to in use classes A1 to A3.	Positive	No further mitigation or enhancement measures required.

**Table 2.8 Access to Work and Training**

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement measures
Does the proposal provide access to local employment and training opportunities, including temporary construction and permanent 'end-use' jobs?	Yes	<p>The Proposed Development will comprise of a flexible mix of 480 m<sup>2</sup> of commercial floorspace (use class A1-A3, D2 or B1) and 385 residential units. Based on this, it is estimated that it has the potential to support between 10-25 permanent jobs and generate around £6 million in additional annual household expenditure on food and drink, household goods and services, and recreation<sup>3</sup>. A number of the new jobs would be expected to be taken by LBRuT residents, whilst a proportion of the increased household expenditure is anticipated to be captured by businesses located in the borough.</p> <p>The Proposed Development will also generate employment opportunities during its demolition and construction phase. A Local Employment Plan will be prepared and implemented by the selected contractor to ensure that the development contributes towards local employment opportunities and skills improvements (incl. apprenticeships) in LBRuT.</p>	Positive	<p>Preparation and implementation of Local Employment Plan prior to start of construction and demolition phase.</p> <p>Measures to target local employment (both during construction and operation) to be secured through S106 agreement.</p>
Does the proposal provide childcare facilities?	No	The Proposed Development does not currently include provision to build childcare facilities. An assessment of current childcare facilities within 1km of the Proposed Development identified ten early years facilities which together have capacity to accommodate 12 additional children. Based on an assessment additional demand	Adverse	Community Infrastructure Levy (CIL) may be sought to address the effects of increased pressure on capacity for childcare facilities as per LBRuT's Regulation 123 List.

<sup>3</sup> This is based on total annual household expenditure in London of around £28,000 and c. £15,500 per household per annum on food and drink, household goods and services and recreation, and is derived from data from the ONS 'Detailed household expenditure by countries and regions – UK, financial year ending 2015 to financial year ending 2017'.

		for early years provision generated by the Proposed Development, it is anticipated that demand for 48 additional early years places is created. As such, the demand for childcare facilities arising from the Proposed Development is anticipated to result in added pressure on childcare facilities within the local catchment area. That being said, please note that evidence from LBRuT suggests that early years providers in the borough tend to be over-subscribed.		
Does the proposal include managed and affordable workspace for local businesses?	No	As mentioned previously, the Proposed Development consists of 480 m <sup>2</sup> of flexible retail, community and/ or commercial floorspace (use classes A1-A3, D2 and B1) which will enable the scheme to better respond to local demand. At this stage it is not possible to determine the exact on-Site uses. There is however, potential for affordable/ managed office (use class B1) workspace to be accommodated should there be market demand for this. This would depend on any lease agreements reached with potential operators.	Neutral	No further mitigation or enhancement measures required.
Does the proposal include opportunities for work for local people via local procurement arrangements?	Yes	The Sustainability Assessment confirms that the Proposed Development will seek to deliver whole-life value and the promotion of economic sustainability in a number of ways, which includes the use of local businesses and suppliers for its supply chain.	Positive	Negotiations via S106 agreement may be required.

**Table 2.9 Social Cohesion and Lifetime Neighbourhoods**

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement measures
Does the proposal connect with existing communities, ie. layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?	Yes	<p>The masterplan for the Proposed Development seeks to create a new community on a site that is currently occupied by retail functions and car parking space. The introduction of mixed uses on-Site, in addition to the creation of a new public square and improved public realm will encourage social interaction between existing and future communities.</p> <p>In addition, the Proposed Development is well integrated with the public transport network and will enable the new</p>	Positive	No further mitigation or enhancement measures required.

		community to benefit from the off-site amenities and open spaces located within close proximity.		
Does the proposal include a mix of uses and a range of community facilities?	Yes	<p>The Proposed Development consists of a mix of flexible retail, community and/ or commercial (use classes A1-A3, D2 or B1) uses, in addition to 385 residential units. At this stage, flexibility on the non-residential uses is being sought, which means that a portion, or all 480 m<sup>2</sup> of non-residential space could be allocated to (use class D2) community uses.</p> <p>Furthermore, the Proposed Development includes the creation of a new public square that can be used for community events, in addition to two parking spaces for the proposed car club that will be available to both current and future residents.</p>	Neutral	No further mitigation or enhancement measures required.
Does the proposal provide opportunities for the voluntary and community sectors?	No	N/A	N/A	N/A
Does the proposal address the principles of Lifetime Neighbourhoods?	Yes	<p>The Proposed Development addresses the following principles of Lifetime Neighbourhoods:</p> <ul style="list-style-type: none"> <li>• Access – multiple pedestrian and cycling routes will be provided throughout the site enabling residents to get out and about, and connect with people and services provided on-Site and beyond. Pedestrian access within the Site has been designed to meet the needs of disabled people and wheelchair users by creating a barrier-free environment;</li> <li>• Services and amenities – the Proposed Development makes provision for a flexible mix of retail and/ or commercial uses which will provide local amenity and employment opportunities;</li> <li>• Built and natural environments – the Proposed Development aspires to meet Secured by Design standards by providing safe and welcoming environments, by creating new public, semi-public and semi-private places to promote social interaction and active lifestyles;</li> <li>• Housing – the Proposed Development will include a mix of house types and sizes, a proportion of which could be expected to be affordable, in addition to being adaptable to accommodate residents' special needs.</li> </ul>	Positive	<p>Planning conditions will specify in more detail how the Proposed Development addresses the principles of lifetime neighbourhoods, specifically ensuring that:</p> <ul style="list-style-type: none"> <li>• The Proposed Development will be in accordance with the principles of Secured by Design;</li> <li>• There is safe and affordable access to key amenities (such as banks, shops and key employment centres); and</li> <li>• Specify the provision of affordable housing by tenure.</li> </ul>

Table 2.10 Minimising Use of Resources

Assessment criteria	Relevant?	Details/evidence	Potential health impact	Recommended mitigation or enhancement measures
Does the proposal make best use of existing land?	Yes	The Proposed Development will be entirely built on previously-developed land and will replace retail uses and car parking space with a potential range of mix of uses (incl. use classes A1-A3, D2 or B1) in addition to 385 homes (use class C3). As a result, the Proposed Development will result in improved density and promote a better integration of the Site with other locations in the surrounding area.	Positive	No further mitigation or enhancement measures required.
Does the proposal encourage recycling (including building materials)?	Yes	Sustainable waste management practices will be promoted during both construction and operational phases of the Proposed Development.  The Sustainability Strategy confirms that a construction waste resource efficiency benchmark of less than and/or equal to 6.5 tonnes per 100 m <sup>2</sup> will be targeted. Furthermore, a target of 80% non-demolition waste and 90% demolition waste (by weight) is to be diverted from landfill. The main contractor will also be required to implement an Environmental Management System and Site Waste Management Plan.	Positive	Implementation and monitoring of Environmental Management System and Site Waste Management Plan by main contractor.
Does the proposal incorporate sustainable design and construction techniques?	Yes	The inclusion of sustainable design and construction techniques has been considered in the Sustainability Strategy. In particular, the Sustainability Strategy confirms that all timber used will be responsibly sourced and will be 100FSC certified or Similar. The main contractor will also be required to source materials in accordance with a document Sustainable Procurement Plan. Wherever feasible, selected materials will be in the range of A+ to D as confirmed by the BRE Green Guide to specification.  The Sustainability Strategy also indicates that a construction waste benchmark of under 6.5 tonnes per 100m <sup>2</sup> has been targeted and 80% of non-demolition waste and 90% of demolition waste (by weight) will be diverted from landfill.	Positive	No further mitigation or enhancement measures required.

As mentioned previously, the design principles behind the Proposed Development have been informed by several highly energy efficient principles, including the Mayor of London's energy hierarchy (ie. Be Lean, Be Clean, Be Green), SAP methodology and BREEAM standards (targeting for 'excellent' whenever feasible).

**Table 2.11 Climate Change**

<b>Assessment criteria</b>	<b>Relevant?</b>	<b>Details/evidence</b>	<b>Potential health impact</b>	<b>Recommended mitigation or enhancement measures</b>
Does the proposal incorporate renewable energy?	Yes	<p>The Energy Strategy prepared (by Hoare Lea) as part of the application process confirms that an assessment of energy networks in the area of the Site has been undertaken. This found no networks within close proximity and concluded that no centralised energy centre should be proposed. However, despite the lack of current potential for connection to renewable energy generation sources, space for future provision has been found, and a potential route for a future connection to a district energy connection has been identified.</p> <p>That being said, the Proposed Development already includes a number of on-Site, renewable generation measures. Solar photo-voltaic panels (PV) and air source heat pumps (ASHP) have been included in the design. Overall, it is anticipated that this could result in an overall reduction of around 45% in energy use when compared with a gas boiler alternative.</p>	Positive	No further mitigation or enhancement measures required.
Does the proposal ensure that buildings and public spaces are designed to respond to winter and summer temperatures, ie ventilation, shading and landscaping?	Yes	<p>The Proposed Development seeks to optimise the health and well-being of residents, staff and visitors to the Site by achieving good levels of internal daylight levels, thermal comfort, in addition to safety and security.</p> <p>The Energy Strategy identifies several measures that could be adopted to ensure that buildings and public spaces are designed to respond to summer and winter temperatures, some of which include:</p>	Positive	No further mitigation or enhancement measures required.



		<ul style="list-style-type: none"> <li>• The use of energy efficient lighting with low heat outputs;</li> <li>• Reduced water circulation temperatures;</li> <li>• High levels of insulation and low fabric air permeability;</li> <li>• Reduction of solar ingress;</li> <li>• Energy-efficient heating through ASHP; and</li> <li>• High efficiency localised mechanical ventilation.</li> </ul> <p>The DAS indicates that overall, the Proposed Development also performs well in daylight and sunlight terms.</p>		
Does the proposal maintain or enhance biodiversity?		A Habitat Survey (undertaken by Tyler Grange) was undertaken and confirmed that the Site is of negligible ecological value. However, the Sustainability Strategy confirmed that as a minimum, the Proposed Development will explore opportunities to protect and enhance Site's biodiversity.	Positive	No further mitigation or enhancement measures required.
Does the proposal incorporate sustainable urban drainage techniques	Yes	<p>The DAS shows that at present, the Site has no connection to surface water networks and drains entirely to soak-ways within the Homebase and Pets at Home car park. That said, the Sustainability Strategy found that the Site has a low annual risk of flooding (Flood Zone 1).</p> <p>As part of the design process, a Flood Risk Assessment and Drainage Strategy have been produced (by Fairhurst). These found that the Site is 100% located on hard standing which makes natural infiltration a major challenge. As such, the water disposal system for the Proposed Development has been designed to ensure that the drainage hierarchy has been implemented in the most practical and viable approach to benefit the site. This includes the creation of both public and private green spaces, green roofs, and the incorporation of attenuation tanks.</p>	Neutral	No further mitigation or enhancement measures required.

### 3. Summary/ Conclusions

3.1 The Health Impact Assessment (HIA) has been conducted where the findings can be used to inform the evolution of the design process for the detailed planning application.

3.2 At this stage, the findings suggest that the Proposed Development will lead to a number of positive health impacts, with the key positive impacts being:

- **Housing:** the Proposed Development will provide a mix of residential (use class C3) and flexible retail, community and/ or commercial uses (use classes A1-A3, D2 or B1). The new homes created will be of various sizes and tenures and will make a contribution to LBRuT's annual housing target. It is anticipated that around 35% of the 385 dwellings delivered on Site are either provided at affordable rent and/ or Shared Ownership.
- **Social and community infrastructure:** an assessment of the Proposed Development's effects on social and community infrastructure indicates that the additional demand for primary and secondary schools generated can be accommodated by current capacity. However, the analysis has also found that the Proposed Development will have an adverse impact on early years provision and local healthcare services. Evidence from LBRuT suggests that early years providers across the borough tend to be over-subscribed, and the baseline analysis of GP provision within the Site's catchment suggests that healthcare provision is already stretched beyond capacity, with the additional demand generated by the Proposed Development expected to result in the need for an additional 0.74 FTE GP.
- **New and improved public realm:** the Site is currently home to a large retail unit and its corresponding car parking facilities. The Proposed Development seeks to change this by creating new public, semi-public and semi-private spaces, in addition to connecting the Site with the wider surrounding area. The new public realm created will be accessible to all users (incl. disabled and wheelchair users) and will include sufficient play space capacity for children aged under 12. On the other hand, the Proposed Development does not include any allocation of play space for children aged 12 years and over. That being said, the HIA has identified sufficient capacity within the required catchment.
- **Pedestrian and cycling activity:** the Proposed Development is being promoted as a car-free development, with the masterplan confirming that no car parking facilities will be provided for private vehicles (with the exception of 12 disabled car parking spaces as per policy requirements). A Travel Plan to promote walking and cycling will be implemented, and users will be encouraged to make use of the transport connectivity available at the Site (which at PTAL five is considered to be very good).
- **Access to work and increased local expenditure:** the Proposed Development will comprise of a flexible mix of retail, community and/ or commercial floorspace (use classes A1-A3, D2 or B1) in addition to 385 residential units. As a result, the Proposed Development will have potential to support 10-25 permanent jobs and generate around £6 million in additional annual household expenditure on food and drink, household goods and services and recreation. A proportion of this spend could be expected to be captured by businesses in LBRuT. Finally, the Proposed Development will also generate employment opportunities during its demolition and construction phase by generating employment opportunities (incl. apprenticeships) and contributing to skills improvements in construction in LBRuT.
- **Good use of existing land:** the masterplan has been designed to respond to the context in which the Proposed Development sites, and to make the Site accessible

to a wide range of users. The Proposed Development will be entirely built on previously-developed land and will replace low density retail uses with a potential range of flexible retail, community and/ or commercial uses (use classes A1-A3, D2 or B1) in addition to 385 residential (use class C3) units. As a result, the Site will have better and improved density and be better integrated with other locations in the surrounding area.

- **Energy efficient development:** research undertaken as part of the application process has shown that at this stage there are no district energy networks to which the Site could be connected. However, space for a potential future connection has been included as part of the proposed design. That said, the Proposed Development includes a number of on-Site renewable generation measures such as the inclusion of solar photo-voltaic panels (PV) and air source heat pumps (ASHP), which together are anticipated to result in a 45% reduction in energy consumption when compared with traditional a gas boiler alternative.

3.3 The HIA has however, identified a number of mitigation or enhancement measures which should be considered during the determination period of the planning application(s), including:

- The implementation of Secured by Design principles to ensure that both crime and anti-social behaviour are minimised, and local residents feel secure within the Proposed Development;
- A detailed estates management plan that needs to be agreed and finalised, including consideration of how open space and the public realm will be managed;
- Community Infrastructure Levy (CIL) contributions may be sought to improve capacity issues of existing early years education, a shortfall in on-site play space capacity for children aged 12-years and over, in addition to the creation of additional social and community infrastructure, such as support for the co-location of the library with other facilities in nearby Kew. Furthermore, S106 may be required to address increased demand placed on primary health care facilities;
- Further consideration on how new homes will meet the Lifetime Home Standards;
- Measures that seek to target local employment opportunities and skills development (incl. apprenticeships) during demolition, construction and operational phases of the Proposed Development. This includes preparation of a Local Employment Plan by the contractor undertaking demolition and construction works;
- Consideration of how the Proposed Development will promote opportunities for work for local people via local procurement arrangements;
- Collaboration with local community and voluntary groups to identify ways in which these groups could benefit from any opportunities generated by the Proposed Development (such as potential access to affordable workspace, use of the new public square, etc.); and
- Implementation of all embedded mitigation and mitigation measures proposed in the various reports and assessments prepared as part of the application process (such as the Construction Environment Management Plan, Dust Management Plan, etc.);

# Appendix A - Supply and Demand for Social & Community Infrastructure

- A.1 This appendix considers current supply and future demand for social and community infrastructure resulting from the Proposed Development. This assessment is based on best practice and research which draws on evidence from the NHS<sup>4</sup> and the Department for Education<sup>5</sup>.

## Early Years Provision

- A.2 Pre-school education facilities for children under five years of age are provided through a range of resources including local authority children centres as well as private-run nurseries.
- A.3 Evidence from the LBRuT Council suggests that demand for early year places across the borough as a whole is very high. Based on the Council's evidence half (ie. 20 of the 40) infant and primary schools in LBRuT have nurseries attached to them, in addition to a stand-alone nursery school. Between them, there is a total of 1,070 places, and each of the maintained nurseries is over-subscribed with applications that far exceed the number of spaces available.
- A.4 Within the borough almost three quarters of all nursery places (ie. 3,015 of 4,085 places) are within the private, voluntary and/ or independent sector, and therefore not free of charge.
- A.5 A review of data from the Ofsted website indicates that there are ten nurseries within 1km of the Proposed Development, with capacity for 431 children. Overall, the evidence indicates that 419 children are registered, which means that currently there is spare capacity for 12 children.

## Primary School Provision

- A.6 Summary information on primary school provision within a catchment area of 1.6-mile radius from the Proposed Development is presented in the table below. Overall, there are a total 15 primary schools in the surrounding of the Proposed Development. Admissions data from these schools suggests that there is a surplus of 623 places across all primary schools within this catchment area.

<sup>4</sup> NHS, 'Find GP Services' [Available at: <https://www.nhs.uk/Service-Search/GP/LocationSearch/4>, Accessed on: 11.01.19].

<sup>5</sup> Department for Education, 'Get information about schools' [Available at: <https://get-information-schools.service.gov.uk/?SelectedTab=Establishments&SearchType=Location>, Accessed on 11.01.19].

Primary Schools within 1.6-mile catchment of Proposed Development			
School Name	Capacity	Number of Pupils	Surplus/ Under-supply
Worple Primary School	239	229	+10
Darell Primary and Nursery School	420	339	+81
East Sheen Primary School	570	559	+11
The Russell Primary School	296	272	+24
Sheen Mount Primary School	600	568	+32
The Vineyard School	570	567	+3
Holy Trinity Church of England Primary School	472	486	-14
St Mary Magdalen's Catholic Primary School	270	252	+18
St Elizabeth's Catholic Primary School	300	299	+1
St Stephen's C E Primary School	420	412	+8
The Queen's Church of England Primary School	420	415	+5
Kew Riverside Primary School	210	186	+24
Marshgate Primary School	420	450	-30
Thomson House School	364	257	+107
Deer Park School	420	77	+343
Total	5,991	5,368	+623

Source: Department for Education

## Secondary School Provision

- A.7 Summary information on secondary school provision is set out in the table below. In total, there are 28 secondary schools within a 3.4-mile radius from the Proposed Development, with enough capacity to accommodate 30,130 secondary school children. Together, these schools have 21,947 registered pupils, which means that there is currently capacity for 5,523 secondary school places.

Secondary schools within 3.4-mile catchment of Proposed Development			
School Name	Capacity	Number of Pupils	Surplus/ Under-supply
Gunnelsbury Catholic School	1,169	1,215	-46
Christ's Church of England Comprehensive Secondary School	930	855	75
Elthorne Park High School	999	1,279	-280
Richmond Park Academy	1,100	770	330
The Tiffin Girls' School	1,001	1,113	-112
West London Free School	840	837	3
Twyford Church of England High School	1,372	1,466	-94
Chiswick School	1,300	1,260	40
Gumley House RC Convent School, FCJ	1,292	1,058	234
Isleworth and Syon School for Boys	979	1,027	-48
Teddington School	1,350	1,283	67
Waldegrave School	1,246	1,339	-93
Orleans Park School	1,260	1,224	36
Ark Putney Academy	1,200	626	574
Grey Court School	1,398	1,339	59

Brentford School for Girls	949	817	132
St Richard Reynolds Catholic High School	800	743	57
Kingsley Academy	1,000	787	213
Fulham College Boys' School	765	402	363
Nishkam School West London	500	296	204
The Green School for Girls	940	891	49
The Kingston Academy	1,180	518	662
Turing House School	1,050	326	724
Ealing Fields High School	840	233	607
The Richmond upon Thames School	750	124	626
The Green School for Boys	1,260	119	1,141
Bolder Academy	1,260	n/a	n/a
Ark Acton Academy	1,400	n/a	n/a
Total	30,130	21,947	5,523

Source: Department for Education

### Demand for Education Facilities

A.8 The table below provides a summary of child yield resulting from the Proposed Development for early years, as well as primary and secondary school provision. This assessment is based on the Greater London Authority's (GLA) Supplementary Planning Guidance (SPG) Play Space Requirement Calculator<sup>6</sup> and draws on the proposed housing mix.

Child yield from Proposed Development	
	Number of Children
Under five years of age	48
Five to 11 years of age	30
12 years and over	18
Total children	96

Source: Based on Mayor of London (September 2012), 'Shaping Neighbourhoods: Play and Informal Recreation, SPG'.

A.9 It is estimated that the Proposed Development would result in an early years' yield (ie. children aged under five years) of 48 children. Whilst the analysis presented above suggests that there are around 12 vacancies within the Proposed Development's catchment area, evidence from LBRuT suggests that early years providers across the borough tend to be over-subscribed. Therefore, it is unlikely that the number of additional early years children can all be accommodated the existing provision.

A.10 The table above also shows that the Proposed Development will yield 30 children aged five to 11, or primary school-aged children. The analysis of current provision presented above indicates that at present there is a surplus in capacity of primary school places within the Proposed Development's catchment. Based on this, the additional demand on primary school capacity within a 1.6-mile radius from the Proposed Development could be expected to be absorbed by local schools.

<sup>6</sup> Mayor of London (September 2012), 'Shaping Neighbourhoods: Play and Informal Recreation, Supplementary Planning Guidance'.

- A.11 In terms of Secondary school pupils, the analysis presented above shows that the Proposed Development is expected to yield demand for 18 places for children aged 12 and over. The analysis of secondary school capacity within 3.4 miles from the Site has shown that there is more than sufficient capacity to accommodate the additional demand resulting from the Proposed Development.

#### **Primary Health Care Provision**

- A.12 Summary information on GP provision is set out in the table below. Based on the data from the NHS Choices, there are currently three GP surgeries within a one-mile radius from the Proposed Development. Together, these practices provide 17 GPs (or the equivalent of 13.6 FTE GPs), and have over 29,500 registered patients.
- A.13 According to the NHS, there is no recommended number of patients per FTE GP per practices. This recognises the differing needs of the registered patients of GP practices. However, the NHS London Healthy Urban Development Unit (HUDU) use a standard figure of 1,800 patients per FTE GP to benchmark capacity.
- A.14 Based on this it is estimated that the average number of registered patients per FTE GP within a one-mile radius from the Proposed Development is around 2,200. This indicates that at the local level, patient levels are slightly higher than the HUDU benchmark, suggesting additional capacity is required.

#### **Demand on Health Care Provision**

- A.15 The Proposed Development is anticipated to include a housing mix of different-sized dwellings and tenures and has potential to be home to a maximum of 1,338 additional residents. This figure is based on an aggregate of the maximum occupants per dwelling undertaken by Assael (in the P14 Schedule) as part of the design process. The analysis presented above shows that the average number of registered patients per FTE GP is around 2,200 which is higher than HUDU's proposed benchmark.
- A.16 The additional 1,338 residents living within the Proposed Development could therefore be anticipated to add further pressure on the already-stretched local healthcare services. Overall, it is estimated that the Proposed Development will generate demand for 0.74 FTE GP locally. That being said, it is highly likely that some of the residents within the Proposed Development already live within the current catchment of local health services. This would result in demand on local healthcare services being lower than anticipated (ie. below 0.74 FTE GP).





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