

ROK PLANNING

RAPID HEALTH IMPACT ASSESSMENT (RHIA)

In respect of

74 OLDFIELD ROAD, HAMPTON, TW12 2HR

On behalf of

SHURGARD UK LTD.

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Authorised by: **Alun Evans**

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1. INTRODUCTION

- 1.1 This Rapid Health Impact Assessment (RHIA) has been prepared on behalf of Shurgard UK Ltd., in support of a planning application submitted to the London Borough Richmond upon Thames (LB Richmond). The proposal seeks to deliver a new self-storage facility (Use Class B8) and Business Centre (Use Class E(g)(i)).
- 1.2 The purpose of this Assessment is to identify and assess the health and well-being impacts of the Proposed Development.
- 1.3 The submission of a RHIA in support of this application is required by LB Richmond according with adopted policy 'LP 30 - Health and well-being'.
- 1.4 LB Richmond's Planning Application Validation Checklist (2021) states that HIAs should be submitted as part of major planning applications (residential and commercial uses).

Policy and Legislative Context

London Plan (2021)

- 1.5 The London Plan was adopted on the 2nd of March 2021 and sets out the Spatial Development Strategy for Greater London over the next 20 years. The London Plan details the mayor's vision for 'good growth' which is key to ensuring growth is economically and socially inclusive.
- 1.6 Policy GG3 provides the overarching 'Good Growth' strategy relating to health and wellbeing. It states:
- 1.7 *To improve Londoners' health and reduce health inequalities, those involved in planning and development must:*
 - A. *Ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities*
 - B. *Promote more active and healthy lives for all Londoners and enable them to make healthy choices*
 - C. *Use the Healthy Streets Approach to prioritise health in all planning decisions*

- D. Assess the potential impacts of development proposals and Development Plans on the mental and physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise potential positive impacts, and help reduce health inequalities, for example through the use of Health Impact Assessments*
- E. Plan for appropriate health and care infrastructure to address the needs of London's changing and growing population*
- F. Seek to improve London's air quality, reduce public exposure to poor air quality and minimise inequalities in levels of exposure to air pollution*
- G. Plan for improved access to and quality of green spaces, the provision of new green infrastructure, and spaces for play, recreation and sports*
- H. Ensure that new buildings are well-insulated and sufficiently ventilated to avoid the health problems associated with damp, heat and cold*
- I. Seek to create a healthy food environment, increasing the availability of healthy food and restricting unhealthy options.*

Richmond upon Thames Adopted Local Plan (2015)

- 1.8 The Richmond upon Thames Local Plan adopted in 2018 and shapes development across the borough up until 2033. It ensures that healthy living is a key objective and that development acts to improve accessibility and address any key indicators identified in the policy. Policy LP 30: *Health and Wellbeing*, states that "Planning, at all levels, can play a crucial role in creating environments that enhance people's health and wellbeing. The Council promotes and supports healthy and active lifestyles and measures to reduce health inequalities." In complying with this policy, the council requires a HIA to be submitted with all major development proposals.
- 1.9 Richmond upon Thames draft Local Plan Review is in the latter stages of consultation (Regulation 19) and was submitted to the Secretary of State for examination in January 2024. Policy 51: *Health and Wellbeing* sets out the same approach for Major developments.

2. SITE DESCRIPTION AND CONTEXT

- 2.1 The applicant site measures at 0.31 hectares in the London Borough of Richmond upon Thames.
- 2.2 The Site fronts Oldfield Road and is currently occupied by an industrial building (Hilton Bank Ltd.), a distributor and supplier to the building and commercial trade industry.
- 2.3 The site comprises a warehouse industrial building with offices located on the ground floor (approx. 9.6 metres in height) and 36 ancillary car parking spaces, vehicle service area, a secure lorry parking area, and additional hardstanding.

Surrounding Area

- 2.4 The area surrounding the Applicant Site is characterised by a variety of commercial and residential uses.
- 2.5 Adjacent to the east of the Site is a two-storey Waitrose supermarket.
- 2.6 To the West of the Site is a three-storey residential block Ryedale Court comprising two and three-bedroom residential units, with a car park and small communal garden to its rear.
- 2.7 South of the Site comprises single and two-storey houses, and three-storey block of flats all fronting Oldfield Road.
- 2.8 To the north of the site lies a railway line, with a mix of residential properties beyond.

Site Designations and considerations

- 2.9 There are no statutory or locally listed buildings within the Site (or in proximity), nor is it located within a conservation area. As such, there are no considered heritage constraints to this development.
- 2.10 The Site is located within Flood Zone 1 indicating a very low likelihood of fluvial flooding, and a 'Very Low' risk of flooding from the surface water.
- 2.11 There are no Tree Preservation Orders (TPOs) on site.

Access

- 2.12 The Site is within TFL Transport Zone 6 and has a current Public Transport Accessibility Level (PTAL) rating of 2, indicating a moderate level of accessibility by public transport, given its location within the London Transport network.
- 2.13 The closest railway station is Hampton (South-Western Railway) which is approximately 175 metres from the Site.

2.14 There are several bus routes within a short walking distance of the Site, providing access to a number of locations such as Heathrow Airport, Staines, and Kingston.

3. PROPOSED DEVELOPMENT

3.1 The proposal seeks to deliver the following:

‘Demolition and redevelopment of the site to provide self-storage unit (Use Class B8) and business centre (Use Class E (g) (i)) with associated car and cycle parking, and land landscaping .’

3.2 At a maximum height of 2-storeys is proposed with an additional basement floor level and represents an uplift of 3,805sqm of employment floorspace on the under-utilised site.

3.3 This includes a 170 sqm Business Centre (Use Class E (g)(i)) representing an uplift of 40 sqm in office floorspace.

3.4 There is also a future capacity to provide a total 8,804sqm of employment floorspace through the use of demountable mezzanine floors.

3.5 As outlined in the supporting planning statement, the proposed development will deliver a minimum of 50 and a maximum of 66 employment opportunities on the site

3.6 The Proposed Development also incorporates:

- A total of 10 car parking spaces: including 1 staff parking space, 2 visitor spaces and 7 customer space;
- A total of 25 cycle parking space: including 22 long-stay spaces and 3 short-stay spaces;
- A total of 28 cycle parking spaces;
- A diverse mix of plants and trees located across the site;
- A enhanced building design and low carbon development/ heigh energy efficiency;
- A attractive, distinctive design that provides a high-quality and sustainably constructed development that enhances existing townscape;
- Photo Voltaic (PV) panel capable of generating an annual yield of 7253 kWh and 101% reduction in the development overall CO2 emission;
- A biodiverse roof; and
- A BREAM standard of ‘Excellent’.

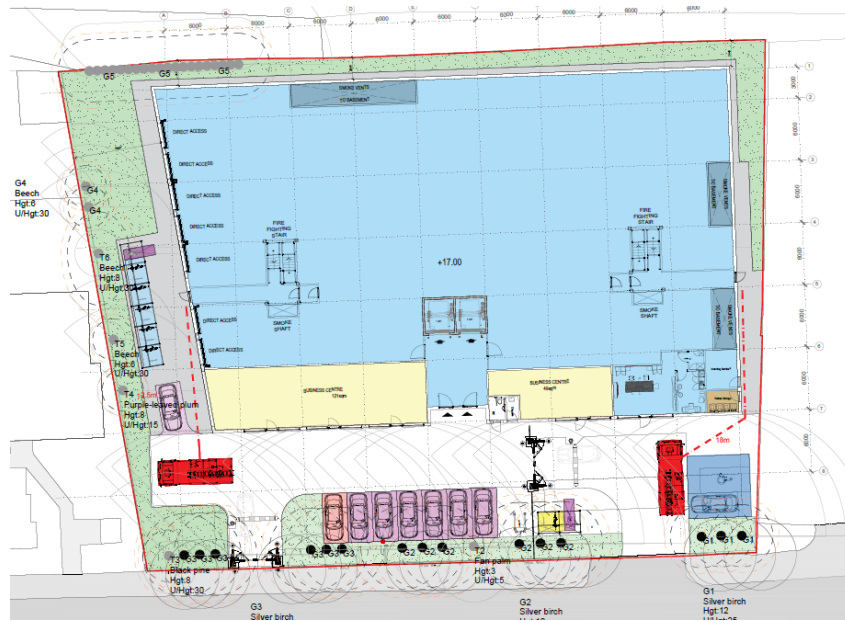


Figure 1- Proposed Site Plan

4. HEALTH IMPACT ASSESMENT

- 4.1 As per LBH's Validation Requirements for major schemes, rapid HIAs must be produced alongside in accordance with LB Richmond's Health Impact Assessment Guidance for Developer.
- 4.2 The World Health Organisation (WHO) defines an HIA as *"a combination of procedures, methods and tools by which a policy, programme or project may be judged to its potential effects on the health and population, and the distribution of those effects within the population"*.
- 4.3 As noted within the Healthy Urban Development Guidance (HUDU) there are three widely recognised types of health impact assessments:
1. *A 'desktop' assessment which draws on existing knowledge and evidence, often using checklists or templates which provide a broad overview of potential health impacts*
 2. *A 'rapid' assessment, which is more resource intensive process, involving a more focused investigation of health impacts and recommending mitigation and enhancement measures*
 3. *A 'full' assessment which involves comprehensive analysis of all potential health and wellbeing impacts, which may include quantitative and qualitative information, data from health needs assessments, reviews of the evidence base and community engagement*
- 4.4 Richmond LPA have established their own guidance on undertaking HIAs for development within Richmond, expanding on policy LP 30 and draft Policy 51.
- 4.5 The document helps to ensure that developments contribute towards a healthy built environment at all levels and recognises that the built environment plays a key role in shaping people's health and well-being. It requires all major development to complete and submit a HIA as part of the planning application process including:
- All residential developments over 10 units (through conversion or new build)
 - Residential development on a site of at least 0.5 hectares
 - Creation or change of use of a commercial development where the floorspace is 1,000 sqm or more
 - A non-residential development on a site of at least 1 hectare
- 4.6 HUDU have developed a Rapid HIA tool which assesses the likely health impact of development proposals. The guidance notes that it "does not identify all issues related to health and wellbeing but focuses on the **built environment** and issues directly or indirectly influenced by planning decisions."

4.7 The Assessment Matrix identifies eleven topics or broad determinants. Under each topic, the tool identifies examples of planning issues which are likely to influence health and wellbeing. These are as follows:

- Housing design and affordability
- Access to health and social care services and other social infrastructure
- Access to open space and nature
- 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 inclusive design
- Minimising the use of resources
- Climate change

4.8 The HUDU checklist is complete and appended to this document (**Appendix 1**)

4.9 However, within the guidance it noted that the HUDU Assessment Matrix is a generic checklist and so not all the assessment criteria may be relevant, encouraging users to localise their assessment for specific use.” As such, the RHIA tool has been used in conjunction with Richmond’s HIA guidance.

4.10 The guidance illustrates the complexity of the relationship between health and well-being and the built environment, identifying six key areas in which the land-use planning contributes to health and well-being across the determinant including:

- Economic impact
- Built and natural environment
- Food environment
- Transport and active travel
- Social and community cohesion
- Accessibility to facilities and services

4.11 These six areas have been assessed – where relevant – in detail below.

4.12 The guidance states that: it should be explained how the identified impacts can be addressed or health benefits secured through changes to the design of the proposal, mitigation measures controlled through planning conditions or obligations, and contribution to off-site facilities, public realm, or connections

4.13 The Applicant requirement matrix identifies six areas of question for each topic as addressed below:

Economic impact

- **What is the scale of the impact:** The development proposes an additional 3,805 sqm in employment floorspace. An additional 2,650 sqm of employment floorspace may be added through mezzanine floorspace. This represents a

potential uplift of 6,455 sqm of employment floorspace. Through the use of the Self-Storage facility and Business Centre, this is the equivalent of 19 direct employment opportunities. A further 31-47 employee opportunities will be created indirectly from the Self-Storage facility. Please see Economic Benefits section within the Planning Statement for full details.

- **Is the impact temporary or permanent:** The impact is permanent.
- **What is the nature of the impacts i.e., is it direct, indirect, secondary, or cumulative:** The impact of the development will be direct and indirect as the proposed development will create people both directly on the Site, as well as other indirect employment opportunities facilitated by the storage facilities. The development will additionally employ local people throughout the construction phase of the development. Please see Economic Benefits section within the Planning Statement for full details.
- **How are different individual groups affected:** The development will primarily benefit self-employed and Small Medium Enterprise (SMEs) businesses. This accounts for approximately 13,535 businesses in Richmond, of which 93.1% employ fewer than 10 people. Likewise, data indicated 14.6% of Richmond's population are currently self-employed. Please see Economic Benefits section within the Planning Statement for full details.
- **What groups will be particularly advantaged or disadvantaged:** The proposed development will advantage self-employed and SME businesses within the Richmond area. The development seeks to retain employment land (which the borough is facing significant pressure for its redevelopment for residential purposes), as well as through the provision of affordable, flexible, and managed workspace – one of the key ambitions of the Councils 'Direction of Travel' document published in Feb 2020. The proposed development will provide a hub for micro and small-medium sized enterprises vital to Richmond local economy, and provide flexible, low-cost space with flexibility of leases, allowing SMEs to thrive and grow. Please see Economic Benefits section within the Planning Statement for full details.
- **What value do people place on each impact:** The value of the economic impact of this will be high; 1) facilitating the growth of approximately 200 SMEs through the provision of small and affordable workspace; 2) offering a range of flexible short-term leases to give individual customers and businesses; 3) a combined maximum employment opportunities of 50-66 people. Please see Economic Benefits section within the Planning Statement for full details.

Built and natural environment

- **What is the scale of the impact:** The development proposes the demolition of the existing building and redevelopment of the site to provide a new self-storage facility and Business Centre. This proposes an additional 3,805 sqm in employment floorspace, with the potential to deliver a further 2,650 sqm of employment floorspace may be added through mezzanine. The design of the scheme has been carefully considered to incorporate material and design that

is appropriate and sympathetic to the townscape and character of the area including glazing/ active frontage, brickwork, grey and red cladding, and signage.

A supporting landscape strategy proposes the following measures:

- Retaining all existing trees on the site
- Additional tree planting across the site within wildflower plugs and bulbs
- Clearance of existing non-native shrubs and re-seeding with flowering lawns grass and wildflowers
- Planting of mixed native species/ hedging
- Mixed shrub planting on boundaries;

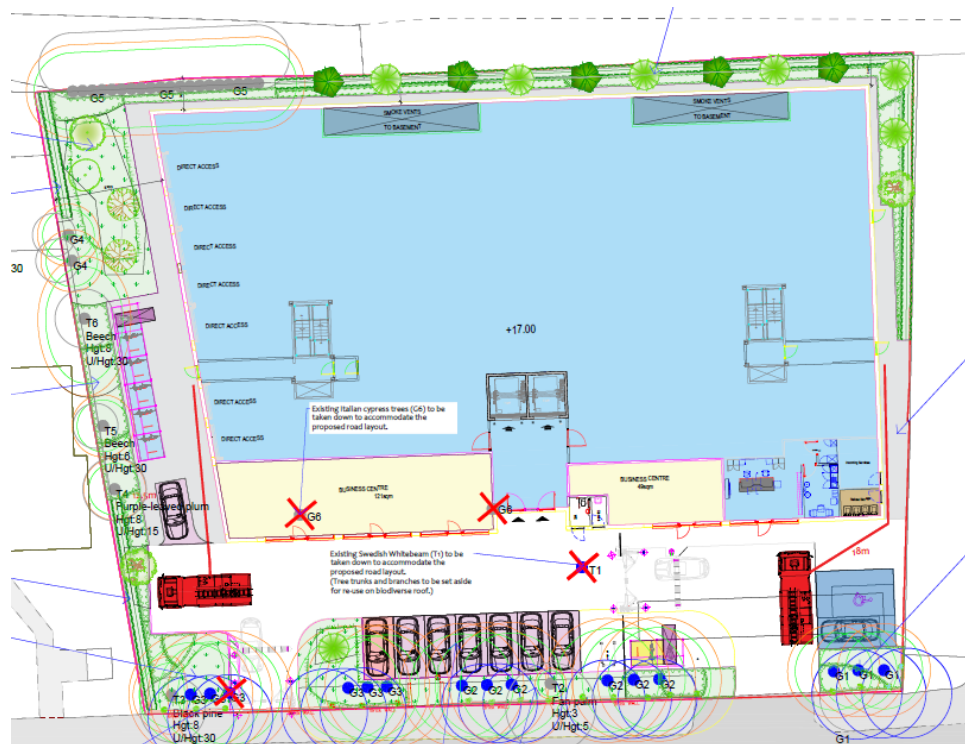


Figure 2- Proposed Landscape Layout

An Air Quality Assessment (AQA) has been carried out to assess the impacts associated with the proposed operational development. The Assessment concludes the development to be better than 'air quality neutral' in terms of both building and transport emissions.

In terms of noise, a Noise Assessment prepared by Ardent has been submitted in support of the application. The assessment details that the development will result in acceptable noise levels both externally and internally. The increase in traffic numbers as a result of the development are negligible when viewed in the context of existing movements in the area.

A full Construction Management Plan has also been submitted in support of the planning application. The plan has been produced in full accordance with national and local planning policy and introduces measures to limit air quality, noise pollution, and other potential effects during the construction phase.

Please see Design and Access Statement (DAS) and Planning Statement for full details.

- **Is the impact temporary or permanent:** The impact will be permanent.
- **What is the nature of the impacts i.e., is it direct, indirect, secondary, or cumulative:** The proposed development will directly benefit the local area, creating an attractive and considered design that is sympathetic to the existing townscape and improvement on the existing, outdated, and unattractive building. Please see Design and Access Statement (DAS) for full details.

Likewise, the development will improve the biodiversity (>35%) of the Site, and marks a significant improvement on the energy efficiency of the building with a BREEAM Score of 'Excellent'. Please refer to Energy and Sustainability Report for full details.

- **How are different individual groups affected:** N/A
- **What groups will be particularly advantaged or disadvantages:** N/A
- **What value do people place on each impact:** The proposed development will have a high positive impact on the built and natural environment; 1) demolition of an existing unattractive and underutilised building; 2) redevelopment of the Site to provide a new attractive building using materials that are sympathetic to the area and townscape; 3) a highly energy-efficient building; and 4) soft landscaping and planting measures that will improve the attractiveness of the Site and its biodiversity.

Please see DAS and Energy and Sustainability Report for full details.

Food and environment

- **What is the scale of the impact:** N/A
- **Is the impact temporary or permanent:** N/A
- **What is the nature of the impacts i.e., is it direct, indirect, secondary, or cumulative:** N/A
- **How are different individual groups affected:** N/A
- **What groups will be particularly advantaged or disadvantages:** N/A
- **What value to people place on each impact:** N/A

Transport and active travel

- **What is the scale of the impact:** The site benefits from a PTAL of 2 and is deemed a relatively accessible location. The closest station, Hampton, is located approximately 300m (4-minute walk) from the Site, providing direct

train services to London Waterloo (via Kingston, Wimbledon and Clapham) and Shepperton. Additionally, there are several bus stops all within proximity of the Site - providing links to Hampton, Heathrow Airport, Hounslow, Kingston, Staines, and Sunbury.

Public transport facilities are easily accessible thereby encouraging more sustainable forms of travel and promoting social interaction. In addition, providing alternative forms of transport such as cycling can encourage physical activity as well as improve the environment. It is determined that the overall impact of the scheme represents an overall reduction in traffic generation throughout the day.

As part of the planning application a Travel Plan has been produced which will act as a long-term management strategy to deliver sustainable transport objectives at the Site.

The applicant is committed to promoting sustainable active travel options by encouraging all users of the site to utilise sustainable modes of travel where possible.

The Proposed Development will therefore incorporate the provision of 32 cycle parking spaces and material promoting sustainable travel will be given to all users of the Site. Vehicle parking is designed to minimum quantum standards.

Please see Transport Statement and Strategy for full details.

- **Is the impact temporary or permanent:** The impact of the development will be permanent, representing a improved impact on generated vehicle trips and promoting alternative modes of active travel. Please see Transport Statement and Strategy for full details.
- **What is the nature of the impacts i.e., is it direct, indirect, secondary or cumulative:** There will be a direct impact on the immediate transport and highway network, as well as an indirect impact on noise and air pollution impact as result of this.

Please see Transport Statement and Strategy, AQA and Noise Impact Assessment for full details.

- **How are different individual groups affected:** Local residents will benefit from the reduction in trip generation and highway impact.

Please see Transport Statement and Strategy for full details.

- **What groups will be particularly advantaged or disadvantages:** Local residents of Ryedale Court and Oldham Road will benefit from the reduction in trip generation and highway impact.

Please see Transport Statement and Strategy for full details.

- **What value to people place on each impact:** The transport and active travel impact of the development will be high given; 1) the site is in a sustainable and accessible location with good public transport links; 2) the nature of the development will mean an overall decrease in trip generation; 3) car parking provision is designed to the minimum quantum appropriate to the size and scale of the development; and 4) the development proposed 32 cycle parking spaces promoting sustainable modes of travel.

Please see Transport Statement and Strategy, AQA and Noise Impact Assessment for full details.

Social and community cohesion

- **What is the scale of the impact:** Social cohesion and inclusive design are a key part of mental health and well-being.

The design team have sought to ensure that the development enhances the public realm that surrounds the site by looking to create an environment that is accessible, enjoyable, and safe.

The proposal incorporates attractive modern design, introduces landscaping across the Site and incorporates design and material that is sympathetic to the existing townscape.

All these elements have been incorporated to create a safer more inviting environment for building users and local residents. Inclusive design has also been a key consideration throughout the design of the Proposed Development.

Examples of how inclusive design has been incorporated include:

- Gradients within the site boundary do not exceeded levels set within both local authority guidelines and associated relevant disability discrimination advice documents.
- The proposal provides one disabled car parking space with levelled access to each entrance door.
- Lifts are incorporated into the design ensuring users can navigate the building easily and with dignity.

Please see DAS for full details.

- **Is the impact temporary or permanent:** The proposed social cohesive design will have a permanent beneficial impact on the area.

Please see DAS and Planning Statement for full details.

- **What is the nature of the impacts i.e., is it direct, indirect, secondary or cumulative:** The cohesive and inclusive design will have a direct positive impact on Shurgard Customers and users of the facility.

- **How are different individual groups affected:** The development promotes an inclusive, accessible, and safe environment to enable all people to utilise the self-storage facility and business centre without discrimination.

Please see DAS and Planning Statement for full details.

- **What groups will be particularly advantaged or disadvantages:** The development promotes an inclusive, accessible, and safe environment to enable all people to utilise both the self-storage facility and business centre without discrimination.

Please see DAS and Planning Statement for full details.

- **What value to people place on each impact:** The impact of the development on social and community cohesion will be high given; 1) the development incorporates an attractive and modern design; 2) the development increases landscaping across the site; 3) creates a safe and more inviting environment; and 4) inclusive design that enables all people to utilise both the self-storage facility and business centre without discrimination.

Please see DAS and Planning Statement for full details.

Accessibility to facilities and services

- **What is the scale of the impact:** The development is in a good location in proximity to arrange to amenities including Waitrose supermarket (adjacent) and local shops and services namely local shop, café, barbers, takeaway, dry cleaning facilities located on the corner of on Oldfield Road (south-east of the site). The Site is projected to employ a maximum of 66-employees that will utilise these facilities and will therefore positively contribute to the local economy.

Please see DAS and Planning Statement for full details.

- **Is the impact temporary or permanent:** The impact of this will be permanent.
- **What is the nature of the impacts i.e., is it direct, indirect, secondary or cumulative:** This will directly benefit local businesses and indirectly benefit the local economy.
- **How are different individual groups affected:** Local existing business owners as listed above will directly benefit from the increase in visitors to the local area and the site.
- **What groups will be particularly advantaged or disadvantages:** Local existing business owners as listed above will directly benefit from the increase in visitors to the local area and the site.
- **What value to people place on each impact:** The impact of the development on local facilities and services will be positive given: 1) the site is in proximity

to a number of local amenities that will directly benefit in the increase in footfall.

Access to Open Space and Nature

- **What is the scale of the impact: N/A**
- **Is the impact temporary or permanent: N/A**
- **What is the nature of the impacts i.e., is it direct, indirect, secondary, or cumulative: N/A**
- **How are different individual groups affected: N/A**
- **What groups will be particularly advantaged or disadvantages: N/A**
- **What value to people place on each impact: N/A**

APPENDIX A. HUDU ASSESSMENT MATRIX

1. Housing Design and Affordability

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal seek to meet all 16 design criteria of the Lifetime Homes Standard or meet Building Regulation requirement M4 (2)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No residential provision so N/A	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal address the housing needs of older people, ie extra care housing, sheltered housing, lifetime homes and wheelchair accessible homes?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No residential provision so N/A	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include homes that can be adapted to support independent living for older and disabled people?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No residential provision so N/A	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal promote good design through layout and orientation, meeting internal space standards?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Yes, local and regional design standards are adhered to. See DAS for further details	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include a range of housing types and sizes, including affordable housing responding to local housing needs?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No residential provision so N/A	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

Does the proposal contain homes that are highly energy efficient (eg a high SAP rating)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No residential provision so N/A	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
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2. Access to health and social care services and other social infrastructure

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain or re-provide existing social infrastructure?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	There is no social infrastructure located on-site therefore the proposed development would not displace any existing social uses of the land.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal assess the impact on health and social care services and has the local NHS been contacted?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	As the proposal is for industrial and office development this criteria is not relevant.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include the provision, or replacement of a healthcare facility and does the facility meet NHS requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	A resident population will not be brought forward on the site and so the development proposals would not have an effect on healthcare service facilities. The proposal does not provide or replace existing healthcare facilities. This criteria is not relevant	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal assess the capacity, location and accessibility of other social infrastructure, eg schools and community facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No residential provision so N/A	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

Does the proposal explore opportunities for shared community use and co-location of services?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A		<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
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3. Access to Open Space and Nature

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain and enhance existing open and natural spaces?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal enhances biodiversity on the vacant site through soft landscaping towards the northern and western boundary. Additionally the proposal provides a biodiverse roof.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal retains and provides trees across the development as well as a biodiverse roof. Please see DAS for further details	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal provide a range of play spaces for children and young people?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	As the development proposals would not bring forward a resident population on-site, this criteria is not relevant.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal provide links between open and natural spaces and the public realm?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Soft landscaping is proposed across the site. Access points connect landscaped areas with the building. Please refer to Landscape plan and DAS for further details	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

Are the open and natural spaces welcoming and safe and accessible for all?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The south and west facades have access points leading out to the landscaped land. Bike storage is also located on the western part of the site. Please refer to Landscape Plan and DAS	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal set out how new open space will be managed and maintained?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposed outdoor areas will be regularly maintained by the site owner.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

4. Air Quality Noise and Neighbourhood Amenity

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	As much as possible. Please see Air Quality Statement, Noise Impact Assessment, Construction Management Plan, and Sustainability Checklist	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal minimise air pollution caused by traffic and energy facilities?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	As much as possible. Please see Air Quality Statement, Noise Impact Assessment, Construction Management Plan, and Sustainability Checklist	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal minimise noise pollution caused by traffic and commercial uses?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	As much as possible. Please see Air Quality Statement, Noise Impact Assessment, Construction Management Plan, and Sustainability Checklist	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

5. Accessibility and Travel

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal address the ten Healthy Streets indicators?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Yes. The development has a PTAL of 2 and promotes cycle travel. Landscaping on the southern/western edges as well as PV panels and a biodiverse roof promotes clean air principles.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	
Does the proposal prioritise and encourage walking, for example through the use of shared spaces?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal provides limited car parking spaces and many more cycle parking spaces.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal prioritise and encourage cycling, for example by providing secure cycle parking, showers and cycle lanes?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Short and long-term cycle and cargo bike parking spaces are provided. Both the self storage units and the light industrial incubator units have access to showers.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	A range of cycle parking spaces will connect end users to sustainable travel networks. Promotional material will encourage active cycle travel in and out of the site	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal creates a safe and secure layout for vehicles, directing parking to the secured car park on site. Cycle parking is located separately, minimising conflict with vehicles entering the site from Great West Road. The building is set back to allow for wider pavements. For further details see Transport Statement.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

Is the proposal well connected to public transport, local services and facilities?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>The proposal has a PTAL of 2 and is accessible. Hampton railway station (South Western Railway) which is approximately 300 metres from the Site (4-minute walk). This provides regular service to London Waterloo (via Kingston, Wimbledon and Clapham Junction) and Shepperton.</p> <p>There are several bus routes within short walking distance of the Site, served by bus routes 111 and 216 which provides access to a number of locations such as Hampton, Heathrow Airport, Hounslow, Kingston, Staines and Sunbury.</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
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Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal seek to reduce car use by reducing car parking provision, supported by controlled parking zones, car clubs and travel plans measures?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal will include less car parking spaces than the maximum amount stated within local policy. The proposal provides 32 cycle spaces made up of a mixture of short and long-term spaces. Please see Transport Assessment and Travel Plan for further information	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal allow people with mobility problems or a disability to access buildings and places?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Inclusive design principles have been followed. Gradients within the site boundaries have not exceeded local authority guidelines. The proposal provides one disabled car parking space with levelled access	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

6. Crime Reduction and Community Safety

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal seek to reduce car use by reducing car parking provision, supported by controlled parking zones, car clubs and travel plans measures?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal will include less car parking spaces than the maximum amount stated within local policy . The proposal provides 28 cycle spaces made up of a mixture of short and long-term spaces. Please see Travel Plan for further information	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal allow people with mobility problems or a disability to access buildings and places?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Inclusive design principles have been followed. Gradients within the site boundaries have not exceeded local authority guidelines. The proposal provides one disabled car parking space with levelled access	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

7. Access to Healthy Food

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate elements to help design out crime?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The development is secure by design and concealed entrances have been removed. The design ensures public areas benefit from natural surveillance that internal spaces are monitored by 24 hour CCTV	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The development is secure by design with no concealed. The design ensures public areas benefit from natural surveillance and that internal spaces are monitored by 24 hour CCTV.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include attractive, multi-use public spaces and buildings?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal is for mixed-use development providing both self-storage and office floorspace. The design incorporates active frontages at the ground floor, retains a significant portion of trees on the Site, as well additional planting across the Site, creating an attractive and welcoming design.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Has engagement and consultation been carried out with the local community and voluntary sector?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Extensive consultation was undertaken with both the local community and council. Public consultation events were staged, meetings with local stakeholders were carried out and community resident associations were consulted. Please refer to the Statement of Community Engagement for further details	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

8. Access to Work and Training

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal facilitate the supply of local food, ie allotments, community farms and farmers' markets?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	It is not considered appropriate to bring forward allotments or local food markets under the proposals, therefore this criteria is not relevant	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Is there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	As the development proposals would not bring forward retail uses on-site, this criteria is not relevant.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal avoid contributing towards an overconcentration of hot food takeaways in the local area?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	There are no hot food takeaways proposed on-site	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

9. Social Cohesion and Inclusive Design

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal provide access to local employment and training opportunities, including temporary construction and permanent 'end-use' jobs?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	In addition to construction jobs provided during the construction phase, once operational, the development will generate significant indirect employment. Please refer to Economic Benefits section of the Planning Statement for further details	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal provide childcare facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No residential provision so N/A	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include managed and affordable workspace for local businesses?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	No affordable workspace is provided.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include opportunities for work for local people via local procurement arrangements?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The nature of the proposal facilitates the growth of many businesses which in turn increases employment opportunities.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

10. Minimising the Use of Resources

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal make best use of existing land?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal maximises the use of the land, enhancing industrial and office uses on a presently under-utilised site.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal encourage recycling, including building materials?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Waste storage for recyclable materials will be provided. Please see DAS for further details	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal incorporate sustainable design and construction techniques?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The scheme is designed to be Net Zero Carbon, and will achieve BREEAM Excellent which ensures all aspects of sustainable and social impact are considered. The proposal incorporates numerous elements of sustainable design, including PV panels.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

11. Climate change

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate renewable energy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Yes, PV panels will be located on the roof. See DAS and Energy and Sustainability Statement for further details.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal ensure that buildings and public spaces are designed to respond to winter and summer temperatures, ie ventilation, shading and landscaping?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	A supply and extract heat recovery ventilation system shall be provided for the occupied areas to the back of house as well as the shop unit. For the self-storage units, dedicated fresh air supply and extract fans will be located at high levels across the warehouse floor plates. Refuse Storage areas and associated lobbies will be naturally ventilated via louvers to the external facade	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal maintain or enhance biodiversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal enhances biodiversity through a biodiverse roof and soft landscaping to the northern and western sides of the building. There are no existing habitats identified on the site	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal incorporate sustainable urban drainage techniques?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Yes, please see the SUDS measures to be implemented in the Drainage Strategy.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	