Dewsbury Riverside

Health Impact Assessment

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PLANNING / DESIGN / DELIVERY

Dewsbury Riverside

Health Impact Assessment

Prepared on behalf of Kirklees Council

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EXECUTIVE SUMMARY

The importance of healthy communities is a theme running through national and local planning policy. A Health Impact Assessment (HIA) is requirement for proposals that are anticipated to have a *"significant impact on health and well-being"*, as identifed through Policy LP47 'Healthy, active and safe lifestyles' in Kirklees Council's adopted Local Plan[1]. This HIA has been prepared by Barton Willmore LLP on behalf of Kirklees Council to accompany a hybrid planning application for a residential development on land at Dewsbury Riverside.

The Site extends to c. 28.26 hectares (ha), is located approximately 2km to the south-west of the town centre of Dewsbury in West Yorkshire, and forms part of the Dewsbury Riverside housing allocation in KC's adopted Local Plan. The Site primarily comprises agricultural land, with the Ravensthorpe Road allotments and Ravensthorpe Road/Lees Hall Road/Forge Lane Road junction in the eastern extent of the Site and an area of woodland known as 'Lady Wood' at the western extent.

The planning application seeks permission for the following:

a) Application for full planning permission for engineering works, drainage and utilities connection for the provision of site access from Forge Lane and Ravensthorpe Road and associated works; and

b) Application for outline planning permission for the erection of up to 350 dwellings and mixed use development (including community facilities) with associated works including the provision of internal estate roads and parking, landscape works (including provision of public open space, tree clearance/replacement/woodland management and ecological management) and sustainable urban drainage works drainage principles."

This HIA has been undertaken using KC's bespoke Rapid HIA Tool. The assessment has reviewed the potential health effects of the proposed development and provided recommendations to enhance health gains and remove or mitigate potential adverse impacts on health.

The HIA established that the development is expected to result in a positive health effect. Through the design evolution of the Development, careful consideration has been given to ensure a balanced, new community which meets the housing needs identified within the adopted Local Plan and provides social and economic benefits to the public is delivered on the Site. The Development will consist of high-quality dwellings designed around generous

[1] Kirklees Council (February 2019) *Kirklees Local Plan Strategy and Policies*

amounts of green space and new planting. To meet community needs and local targets, 20% of the proposed residential dwellings will be affordable. Large areas of green infrastructure and open space provision, totalling c.16.51ha will be provided that will be designed to promote community cohesion and active lifestyles for both the future residents of the Development and the existing local community. Access considerations within the design of the Development will promote active and sustainable travel, including attractive and safe cycling and pedestrian facilities that connect to the wider area, especially Dewsbury town centre. Overall, the Development is considered to deliver a range of health benefits for both the future residents of the Development, but also the existing local community of Dewsbury.

1 INTRODUCTION

1.1 This Health Impact Assessment (HIA) has been prepared on behalf of Kirklees Council (the "Applicant") to accompany a hybrid planning application to Kirklees Council (KC) for up to 350 residential dwellings (the "Development") on land at Dewsbury Riverside (the "Site").

1.2 The HIA identifies and assesses the potential health effects of the Development on existing and future residents and provide recommendations that enhance health gains and remove or mitigate potential adverse impacts on health.

1.3 The structure of this HIA is set out in Table 1.1 below.

Table 1.1: Chapter Structure and Description of Contents for this HIA

Chapter	Content
Executive Summary	Summary of the HIA.
Chapter 1	Describes the Site context and description and provides the description of Development.
Chapter 2	Provides the planning policy context at national and local level and the requirement for a HIA.
Chapter 3	Outlines the assessment methodology.
Chapter 4	Describes the baseline conditions of health within Dewsbury and the local area.
Chapter 5	Rapid HIA.
Chapter 6	Provides the conclusions of the HIA and sets out recommendations to enhance the beneficial effects and reduce any potential adverse health effects identified.

Site Context

1.4 The Site is irregularly shaped (see Appendix 1) and is located approximately 2km to the south-west of the town centre of Dewsbury in West Yorkshire and forms part of the Dewsbury Riverside housing allocation in KC's adopted Local Plan[2]. The Allocation aims to deliver 4,000 residential units with associated education and community facilities.

1.5 The northern boundary of the western extent of the Site is formed by the Huddersfield railway line, with the River Calder located approximately 130m north and the suburb of Ravensthorpe located beyond. The northern boundary of the eastern extent of the Site is bound by the back gardens of the residential properties along Ravensthorpe Road. Ravensthorpe train station is approximately 180m north of the eastern extent of the Site and is situated just north-east of the Thornhill London North Western junction, where the rail line branches to the south-west to Wakefield Kirkgate. The western and eastern extents of the Site are separated by a pocket of agricultural land which forms part of the wider housing allocation (HS61) but lies outside

[2] Reference HS61 in *Kirklees Local Plan Strategy and Policies* Kirklees Council (February 2019)

the Site boundary.

1.6 The eastern boundary of the Site is partly bound by existing residential properties and an existing track, with the suburb of Thornhill Lees located beyond. The southern boundary of the eastern extent of the Site is bound by a track and a residential property, with agricultural land beyond. The southern boundary of the western extent of the Site is bound by fields. Further to the south of the Site is mainly open grassland, including Priest Royd Wood, a network of public rights of way and a stream. This area to the south of the Site also forms part of the wider housing allocation ref. HS61. The western extent of the Site is bound by agricultural land (which also forms part of allocation HS61), with a livery stables, Dewsbury District Golf Club and a few scattered residential properties located beyond.

Site Description

1.7 The Site extends to circa (c.) 28.26ha and primarily comprises agricultural land. Within the eastern extent of the Site are the Ravensthorpe Road allotments and the road junction at Ravensthorpe Road/Lees Hall Road/Forge Lane. Within the western extent of the Site is an area of woodland known as 'Lady Wood'.

1.8 The topography of the Site increases from approximately 50m above ordnance datum (AOD) within the north-eastern extent of the Site to 90m AOD within the western extent of the Site.

1.9 There are no internationally designated sites on or within close proximity to the Site.

1.10 The Site is classified as Grade 3 agricultural land by the Provisional Agricultural Land Classification (ALC) post-1988 ALC surveys[3], where grade one is Best and Most Versatile (BMV) Agricultural Land and grade 5 is poorest quality. Grade 3 agricultural land may be considered BMV land depending whether it is classified as Grade 3a or Grade 3b. The provisional ALC does not specify this. The agricultural land to the west and south of the Site is classified as Grade 3 and Grade 4 agricultural land, respectively by the Provisional ALC.

1.11 The Site is not located within an Air Quality Management Area (AQMA). The nearest AQMA is located approximately 900m north of the Site, in the Scout Hill area (Kirklees AQMA number 2) and has been declared due to exceedances of the 24 hour air quality objective for particulate matter (PM_{10}). It is understood that KC are in the process of revoking this AQMA

[3] The Agricultural Land Classification system established by the Ministry of Agriculture, Fisheries and Food (Agricultural Land Classification of England and Wales - Revised guidelines and criteria for the grading of the quality of agricultural land (1988), accessed online: http://publications.naturalengland.org.uk/file/5526580165083136) classifies agricultural land into five categories to establish the best and most versatile agricultural land.

owing to improvements in air quality in the area[4].

1.12 The Site is located within Flood Zone 1 and is at low risk of flooding from fluvial sources. There is an existing unnamed watercourse that flows along the east side of the Site towards Ravensthorpe Road, culverted as it approaches Ravenshall School. An overland flow path[5] flowing north-west towards the river, crosses through Lady Wood in the western extent of the Site. Both these flow paths indicate a medium risk from overland, pluvial flooding. Flood risk from groundwater, sewer and artificial sources are considered low.

1.13 There are no statutory ecological designated sites within 5km of the Site. At the time of the preliminary survey, the majority of the site comprises arable land which was a mix of oat, barley and ploughed fields. Narrow field margins were dominated by coarse grasses such as false oat grass and couch. The arable fields were intersected by species poor hedgerows. Other habitats within the survey area included small areas of semi-improved grassland, scrub and tall ruderal. With the exception of the woodland within the western extent of the site, the habitats on-site are considered to be common and widespread within the locality and are of low ecological value.

1.14 The vast majority of this Site is greenfield and underlain by clean, natural soils, however land beneath Lady Wood Extension is recorded as historic landfill. A veneer of made ground has been encountered within the north-eastern extent of the Site, around the allotments and within Lady Wood, located in the west of the Site. The made ground is slightly contaminated with inorganic and organics. The Site is not within or adjacent to a groundwater Source Protection Zones[6].

The Development

1.15 The Applicant is submitting a hybrid planning application[7] for the following:

a) *Application for full planning permission for engineering works, drainage and utilities connection for the provision of site access from Forge Lane and Ravensthorpe Road and associated works; and*

b) *Application for outline planning permission for the erection of up to 350 dwellings and mixed use development (including community facilities) with associated works including the provision of internal estate roads and*

[4] Kirklees Council (June 2020) *2020 Air Quality Annual Status Report Version 1.1*
[5] Overland flow paths are above-ground components of a drainage system that caters for overland flows that occur when underground drainage pipes reach their capacity and cannot accommodate more run-off from a heavy rainfall event.
[6] Source protection zones are established by the Environment Agency and indicate those areas where groundwater supplies are at risk from potentially polluting activities and accidental releases of pollutants.
[7] A hybrid planning application seeks outline planning permission for one part and full planning permission for another part of the same site.

parking, landscape works (including provision of public open space, tree clearance/replacement/woodland management and ecological management) and sustainable urban drainage works drainage principles."

1.16 The parameter plans[8] for the Development are shown at Appendix 2 and an outline of the description is provided below. A more detailed description is provided in the Design and Access Statement submitted in support of the planning application.

1.17 The Development comprises up to 350 residential dwellings, located within the central area of the Site, with areas of green infrastructure bordering the east, south and west of the built development area. The buildings will generally comprise 2 storey structures but will have a maximum building height of up to 3 storeys. The accommodation mix for the Development will be determined at the detailed design stage, however the Development will include a mixture of 1-bed, 2-bed, 3-bed and 4-bed residential dwellings, in accordance with KC's Strategic Housing Market Assessment (2016)[9]. Of the residential dwellings proposed, 20% will be delivered as affordable housing.

1.18 Approximately 16.51ha of open space provision is proposed as part of the Development which will comprise of retained and enhanced landscape features, new planting, drainage features and pedestrian and cycle routes.

1.19 The Development will be primarily accessed from a new junction at Forge Lane with secondary access being taken off Ravensthorpe Road to the north of the Site. The Development will include a road link to the western boundary of the Site which is capable of linking into a proposed new roundabout junction (or other junction arrangement) off-Site at the corner of Calder Road and Ravensthorpe; the new junction is proposed by Network Rail to facilitate a new bridge over the River Calder as part of track improvement works. If approved, the new junction will be provided by Network Rail. In addition, pedestrian and cycle access points to the Site will be provided from Ravensthorpe Road at three points along the north-eastern boundaries of the Site.

1.20 The Development will retain the existing woodland in the western extent of the Site. The Development will provide an area to facilitate replacement community facilities capable of replacing the Masjid Abubakr mosque and Lees Hall Playgroup building and the Ravensthorpe Road allotments (located adjacent to the north-eastern site boundary) to a new area within the Site.

[8] The outline element of the planning application is defined by a set of parameter plans which define the outer limits or development parameters within which future reserved matters applications can be delivered,
[9] Kirklees Council (October 2016) Kirklees Strategic Housing Market Assessment

2 PLANNING POLICY CONTEXT

Requirement for HIA

2.1 The importance of healthy communities is a theme running through national and local planning policy. HIAs are increasingly recognised as having an important contribution towards establishing the potential impacts and benefits of schemes, designs and policies. The requirement for HIA in this case arises from Policy LP47 'Healthy, active and safe lifestyles' in KC's adopted Local Plan[10], specifically for "proposals that are likely to have a significant impact on the health and well-being of the local communities, or particular groups within it, in order to identify measures to maximise the health benefits of the development and avoid any potential adverse impacts".

2.2 As the Development comprises of up to 350 residential dwellings and considered a major planning application, a HIA has been prepared for the hybrid planning application.

2.3 The relevant planning policy and best practice relating to health is summarised below.

National Policy and Best Practice

National Planning Policy Framework (NPPF)[11]

2.4 The revised NPPF published in July 2021 identifies the key principles in relation to health that local planning authorities should consider. Chapter 8 of the NPPF 'Promoting healthy and safe communities' states that decisions should aim to achieve the following key features to a healthy and safe community:

> *a) "Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use development, strong neighbourhood centre, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
> *b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and*
> *c) Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling."*

[10] Kirklees Council (February 2019) *Kirklees Local Plan Strategy and Policies*
[11] CLG (July 2021) National Planning Policy Framework

NHS England Healthy New Towns: Putting Health Into Place[12]

2.5 NHS England launched the Healthy New Towns programme in 2015 to explore how the Development of new places could provide an opportunity to create healthier and connected communities with integrated and high-quality services. This resulted in the adoption of the following 10 principles for healthy places:

1. Plan Ahead Collectively;
2. Assess Local Health and Care Needs and Assets;
3. Connect, Involve and Empower People and Communities;
4. Create Compact Neighbourhoods;
5. Maximise Active Travel;
6. Inspire and Enable Healthy Eating;
7. Foster Health in Homes and Buildings;
8. Enable Healthy Play and Leisure;
9. Develop Health Services That Help People Stay Well; and
10. Create Integrated Health.

2.6 These ten principles were developed and culminated in the publishing of four reports in 2019. The first, "Putting Health into Place Principles 1-3: Plan, Assess and Involve " is most appropriate to health and wellbeing assessments. It advocates a thorough understanding of baseline health conditions and circumstances of an area so that design can incorporate and embed opportunities to improve health outcomes. It provides guidance for establishing the processes that lead to impact and how these can be measured.

IEMA Impact Assessment Outlook Journal: Health Impact Assessment in Planning (October 2020)[13]

2.7 This is a selection of thought pieces featuring case studies by practitioners working in health, planning and impact assessment. This document presents best practice ideas and shows the importance for embedding health and wellbeing in placemaking and integrating health impact with other impact assessments including Environmental Impact Assessment, as well as 'designing-in' positive health outcomes from the outset of the proposed scheme. The discussions in this collection of papers have influenced the assessment within this report.

[12] NHS England, 2015, https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/
[13] IEMA (October 2020) *Impact Assessment Outlook Journal: Health Impact Assessment in Planning*

Sport England: The 10 Principles of Active Design[14]

2.8 Sport England have also developed ten principles to inspire and inform the layout of cities, towns, villages, neighbourhoods, buildings, streets and open spaces, to promote sport and active lifestyles. A summary is provided:

i) Activity for all neighbourhoods: enabling those who want to be active, whilst encouraging those who are inactive to become active;
ii) Walkable communities: creating the conditions for active travel between all locations;
iii) Connected walking and cycling routes: prioritising active travel through safe, integrated walking and cycling routes;
iv) Co-location of community facilities: creating multiple reasons to visit a designation, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity;
v) Network of multifunctional open space: providing multifunctional spaces open up opportunities for sport and physical activity and has numerous wider benefits;
vi) High quality streets and spaces: well designed streets and spaces support and sustain a broader variety of users and community activities;
vii) Appropriate infrastructure: providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity;
viii) Active buildings: providing opportunities for activity inside and around buildings;
ix) Management, maintenance, monitoring and evaluation: a high standard of management, maintenance, monitoring and evaluation is essential to ensure the long-term desired functionality of all spaces; and
x) Activity promotion and local champions: physical measures need to be matched by community and stakeholder ambition, leadership and engagement.

Local Policy

KC Adopted Local Plan (February 2019)

2.9 The adopted Local Plan identifies the importance of health and well-being and it plays a key role in implementing strategies that will encourage local communities within the borough to lead a healthier, active and safe lifestyle. Policy LP47 'Healthy, active and safe lifestyles' sets out the strategies KC have committed to promote healthy, active and safe lifestyles and reduce inequalities:

[14] https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design

"Healthy, active and safe lifestyles will be enabled by:

a) facilitating access to a range of high quality, well maintained and accessible open spaces and play, sports, leisure and cultural facilities;
b) increasing access to green spaces and green infrastructure to promote health and mental well-being;
c) the protection and improvement of the stock of playing pitches;
d) supporting initiatives which enable or improve access to healthy food. For example, land for local food growing or allotments;
e) increasing opportunities for walking, cycling and encouraging more sustainable travel choices;
f) supporting energy efficient design and location of development;
g) ensuring that the current air quality in the district is monitored and maintained and, where required, appropriate mitigation measures included as part of new development proposals;
h) creating high-quality and inclusive environments incorporating active design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards; 166 Kirklees Local Plan - Strategy and Policies 17 Health and supporting communities
i) encouraging the co-location of facilities so that different types of open space and facilities for sport and recreation can be located next to each other and in close proximity to other community facilities for education and health;
j) working with partners to manage the location of hot food take-aways particularly in areas of poor health;
k) encouraging initiatives to promote energy efficiency within homes; and
l) supporting appropriate initiatives which address poor health indicators and anti-social behaviour in the district."

Kirklees Health and Wellbeing Plan 2018 – 2023 (November 2018)[15]

2.10 The Kirklees Health and Wellbeing Plan brought together a number of stakeholders to produce a comprehensive strategy to improve the health and wellbeing of the population within Kirklees (adults and children). The Health and Wellbeing Plan builds on plans that are already in place including, the Kirklees Joint Health and Wellbeing Strategy[16] and Kirklees Economic Strategy[17]. The Plan sets out it's key ambitions which will be focused on making healthy weight "the norm" for the population within the borough, community connection, increasing the proportion of people who feel in control of their own health and wellbeing and increasing life expectancy.

2.11 The Plan has characterised the population of Kirklees into four main groups of people who have different needs in relation to their health and wellbeing; Living Well, Independent, Complex and Acute or Urgent Needs. Each group has been characterised which has then enabled appropriate focus points and strategies to be identified to improve the health and wellbeing of that population group. Notwithstanding this, a main priority of the Plan is to

[15] Kirklees Council, NHS North Kirklees CCG, NHS Greater Huddersfield GGC, Locala Community Partnerships, The Mid Yorkshire Hospitals NHS Trust, Calderdale and Huddersfield NHS Foundation Trust and South West Yorkshire Partnership NHS Foundation Trust (November 2018) Kirklees Health & Wellbeing Plan 2018 - 2023
[16] Kirklees Council (July 2014) Joint Health and Wellbeing Strategy 2014 - 2020
[17] Kirklees Council (March 2019) Kirklees Economic Strategy 2019 - 2025

create resilient, connected and vibrant communities where people can "start week, live well and age well".

3 ASSESSMENT METHODOLOGY

3.1 As mentioned in Chapter 2, the requirement of a HIA for the Development is specifically stated in KC's adopted Local Plan at Policy LP47.

Baseline Conditions

3.2 This HIA includes a high-level assessment of the baseline conditions within KC in Chapter 4. The baseline conditions are discussed in respect of the health conditions at borough and local level and subsequently by an audit of the existing healthcare infrastructure within proximity to the Site.

Health conditions

3.3 Utilising the information from Public Health England's (PHE) latest report for KC (2019) (Appendix 3), Chapter 4 provides a summary of the latest health profile at borough level.In addition, the Kirklees Health and Wellbeing Plan has identified key statistics which have been used to establish the strategies for the borough included within the Health and Wellbeing Plan. These key statistics have been summarised within Chapter 4.

3.4 At the local level, the baseline conditions of health are identified for the local area using the English Index of Multiple Deprivation[18] (IMD) at small areas (or neighbourhoods) which are also known as lower super output areas (LSOAs) which on average contain around 1,500 people. There are 32,844 of these neighbourhoods across England as a whole. The Site is predominantly located within LSOA Kirklees 028A, with the eastern extent of the Site located within LSOA Kirklees 023E. Both LSOA's are located within the Dewsbury South Ward. Figure 1 shows the location of these two LSOAs in relation to the Site. These two LSOAs are selected as representative of the IMD for the Site as they comprise the majority of existing residential receptors that form the basis of this HIA.

[18] Ministry of Housing, Communities & Local Government (September 2019) Accessed online: https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019

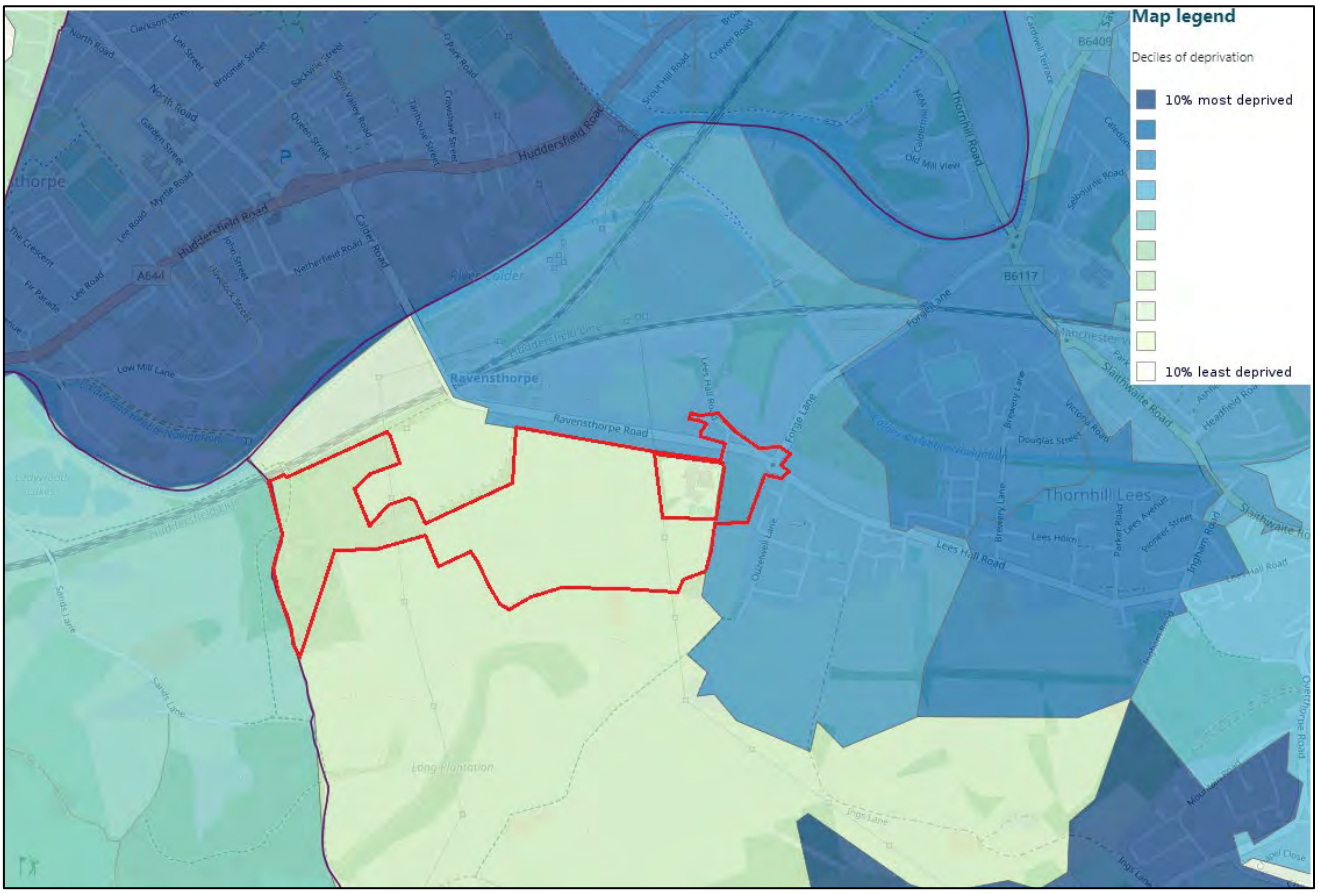


Figure 1. Overall Index of Deprivation Score for the LSOA's where the Site is located and the surrounding areas

Source: Accessed online: **https://dclgapps.communities.gov.uk/imd/idmap.html**

NB: Red line boundary is an approximate location and is shown for illustrative purposes only.

Healthcare Infrastructure Audit

3.5 A distance of 800m from the Site has been used (approximately a 10 minute walk) for the Healthcare Infrastructure Audit as this is generally considered to be an acceptable walking distance[19].

3.6 The levels GP provision were determined through reference to the National Health Service (NHS) General and Personal Medical Services statistics[20] which provide total patient list size for individual GP practices and the number of full time equivalent (FTE) GPs at each practice as of June 2021. The location data relating to each Practice has been sourced from NHS Business Services[21]. Assessment has been conducted by comparing the GP to patient ratios of local practices with the Healthy Urban Development Unit (HUDU) standard of 1 GP to 1,800 patients to determine under- or over-capacity.

[19] MHCLG (January 2021) National Design Guide, Page 20
[20] NHS, General and Personal Medical Services statistics December 2020
[21] NHS, Business Services Statistics March 2020

3.7 The number of dental practices within proximity of the Site has also been investigated. It is not possible to determine the precise number of patient places available as no central census of dentists is conducted and no definitive ratio of patients per dentist exists. However, an indication of whether the dental practices are accepting new patients has been provided.

3.8 A brief outline of education and community facilities and open space provision in the local area is also provided.

Health Impact Assessment

3.9 The approach to the HIA set out below has been agreed with KC via email exchange in advance of the submission of the planning application and can be seen at Appendix 4.

3.10 KC has established a bespoke Guidance Note for HIAs (shown at Appendix 5). Included at Appendix 1 of the Guidance Note is the screening process to identify whether a Rapid (desk-based) HIA is required for developments. By comparing the proposals for the Development to the screening process, it is considered that a Rapid HIA will be appropriate for the Development because the proposals exceed 10 dwellings and the Site is greater than 0.5ha in size, as well as part of the Site being located within a neighbourhood (LSOA) ranked amongst the 30% most deprived neighbourhoods in England.

3.11 Accordingly, this HIA has been prepared and the Rapid HIA presented in Chapter 5 has utilised KC's own bespoke model for completion of a Rapid HIA.

Data Sources

3.12 The HIA is based on the best available information from a variety of sources including drawing upon a wealth of professional expertise and information from the following planning application documents:

- Planning Statement;
- Design and Access Statement;
- Transport Assessment:
- Travel Plan;
- Flood Risk Assessment (FRA) and Drainage Strategy;
- Arboricultural Impact Assessment;
- Ecological Impact Assessment;
- Air Quality Assessment;
- Noise Assessment;

- Climate Change Statement; and
- Statement of Community Involvement.

4 BASELINE CONDITIONS

4.1 This chapter of the HIA provides an insight into the baseline conditions for health at the borough and local level for the Site.

Health Conditions at the Borough Level

4.2 The Kirklees Health and Wellbeing Plan has identified the following statistics for the health and wellbeing of the population of KC:

- Of KC's population in 2018 (437,100) 91,000 adults were identified in the segment most poorly motivated to look after their health;
- 84% people over 50 has a long-term condition (67% people under 50) and half of these are managing alone;
- Approximately 30,000 people over 65 are living with three or more long-term conditions;
- On an average day (taken on 3rd October 2017), there were 437 accidents and emergency attendances and 8,744 routine and urgent GP appointments across the borough;
- Smoking was identified as the highest risk factor for death in KC; and
- The main risk factors for suicide within KC include living alone, being male, being unemployed, misusing drugs and/or alcohol and living with mental illness.

Public Health England Profile for KC (Appendix 3)

4.3 The population of KC in 2019 (latest available information published by Public Health England) was 439,787 with the largest percentage of people in the 50-54 year old age range. The health profile for people in KC is varied compared to England's average. Life expectancy for both men (78.7) and women (82.5) is lower than England's average of 79.7 for men and 83.2 for women. In addition, life expectancy is 9.1 years lower for men and 6.9 years lower for women in the most deprived areas of KC than in the least deprived areas. Out of 317 local authority districts in England in 2019, KC ranked at 83 for the most deprived unitary authority in England (with 1 being the most deprived).

Child Health

4.4 The number of children aged below 16 and living in low-income families is 15,600 (18%), which is higher than England's average (17.0%). In children aged 10-11, 21.1% (1,154) of children were classified as obese, which is higher than the average for England (20.2%). The rate of alcohol-specific hospital stays among those under 18 is 18 per 100,000, which is lower than the average for England of 31.6 per 100,000. Levels of GCSE attainment and smoking in

pregnancy were significantly worse than the England average.

Adult Health

4.5 The rate of alcohol-related harm hospital stays is 633 per 100,000, which is better than the average for England of 664 per 100,000. The rate of self-harm hospital stays is 165 per 100,000 which is also better than the average for England (193 per 100,000). Estimated levels of physically active adults (aged 19+), violent crime (hospital admissions for violence), under 75 mortality rate from cardiovascular diseases, under 75 mortalities rates from cancer and employment are worse than the England average. Whereas, the rates of new sexually transmitted infections, the number of killed and seriously injured on the roads and statutory homelessness are better than the England average.

Health Conditions are the Local Level

4.6 The Site is located within two 'neighbourhoods': LSOA Code 028A and LSOA Code 023E, which are ranked 22,746th and 7,145th out of 32,844 LSOAs in England respectively, on the 2019 IMD; where 1 is the most deprived LSOA. Table 4.1 below details how the LSOA is ranked, both overall and by each deprivation domain, against all the boroughs within England.

Table 4.1: English Index of Multiple Deprivation (IMD) ranking for the Site location.

Domain of Deprivation (Rank out of 32,844 where 1 is the most deprived)		Kirklees 028A	Kirklees 023E
Overall IMD	Rank	22,746	7,145
	Decile	7	3
Income	Rank	30,938	7,805
	Decile	10	3
Employment	Rank	24,663	5,934
	Decile	8	3
Education, Skills and Training	Rank	24,710	5,384
	Decile	8	2
Health and Disability	Rank	20,475	12,813
	Decile	7	4
Crime	Rank	7,0432	14,711
	Decile	3	5
Barriers to Housing and Services Decile	Rank	8,613	7,715
	Decile	3	3
Living environment	Rank	16,622	7,446
	Decile	6	3

4.7 As shown in Table 4.1, there is large difference in overall deprivation between the western and central areas of the Site and the eastern extent of the Site. Across the sub-domains, LSOA 028A (i.e. the western and central areas of the Site) generally scores higher and thus is less deprived than LSOA 023E (i.e. the eastern extent of the Site). However, this reflects that the Site is predominantly comprised of agricultural land and therefore, there is limited built development that could affect the overall IMD score. The scores of LSOA 023E represent

the deprivation levels of the existing local community to the north and east of the Site; this being the closest residential receptors to the Site. Generally, LSOA 023E scores in the third decile (i.e. the most deprived 30% in England) for the majority of sub-domains; income, employment, education, skills and training, barriers to housing and services and living environment. It is worth noting that both LSOA 028A and LSOA 023E, are ranked in the 30% most deprived neighbourhoods in England for Barriers to Housing and Services. This statistic indicates that the Site and surrounding areas experiences both 'geographical barriers' which relate to the physical proximity of local services and 'wider barriers' which relate to access to housing, such as affordability.

Healthcare Infrastructure Audit

Primary Healthcare Facilities

4.8 A review has been undertaken of the existing healthcare infrastructure in the area surrounding the Site. The review identified there is only one GP Practice within 800m to the Site; Brewery Lane Surgery (located approximately 620m east of the Site). Brewery Lane Surgery is a branch of the Sidings Healthcare Centre (located approximately 1.2km north-east of the Site). Data acquired from the NHS General and Personal Medical Services Statistics for June 2021 provides patient list size and number of FTE GPs at each Practice. Given Brewery Lane Surgery is a branch of Sidings Healthcare Centre, the number of GP's and patients obtained from NHS General and Personal Medical Services Statistics account for both. Table 4.2 sets out the number of patients compared to the number of GP's within the Sidings Healthcare Centre.

Table 4.2: GP Practices at June 2021

No	Name	GP (FTE)	Patients	Ratio
1	Sidings Healthcare Centre (including Brewery Lane Surgery)	3	7,839	1:2,613

Source: NHS Digital (June 2021) General and Personal Medical Services

4.9 As shown in Table 4.2 the Sidings Healthcare Centre are operating above the recommended GP to patient ratios, indicating that there isn't capacity. Given the nature of the Site's urban location there are additional practices in the wider area (including Thornhill Lees Medical Centre and Ravensthorpe Health Centre) that could accommodate additional patients within the local area

4.10 There are no dental practices within 800m of the Site. The closest dental surgery to the Site is Dewsbury Dental Care, located approximately 1.7km north-east of the Site and are currently accepting new patients (both NHS and private patients) which indicates there is capacity within the wider area of the Site.

Educational and Open Space Facilities

4.11 The following education facilities and open space provision are available within 800m radius of the Site:

- Educational Facilities (excluding independent schools):
  - Ravensthorpe School (primary, secondary and 16 to 18 education), located adjacent to the north-eastern extent of the Site; and
  - Thornhill Lees Church of England Voluntary Controlled Infant and Nursery School (primary education) , located approximately 800m north-east of the Site.

- Open Space and Children's Play Areas:
  - Unnamed Recreation Ground, including play space located approximately 600m east of the Site; and
  - Dewsbury Country Park, located approximately 750m north of the Site.

5. RAPID HIA

5.1 This section completes KC's own bespoke Rapid HIA tool (Appendix 5). Each of the tables below set out the potential health and wellbeing impacts associated with the Development during the construction and operational phases.

KIRKLEES RAPID HEALTH IMPACT ASSESSMENT: Dewsbury Riverside

PROPOSAL SUMMARY
Please prove a brief summary of the proposal
Please see Chapter 1 Introduction of this HIA for a description on the Development.

STAKEHOLDER INVOLVEMENT
Please provide a description of any other stakeholders or organisations who have been involved in the developmentof the proposal. If appropriate, please also detail any changes that have been made as a result of this involvement.
The Applicant has used a range of communication methods and activities to engage with the public and key stakeholders regarding the emerging proposals for the Site. A Statement of Community Involvements has been submitted with the planning application which sets out how the approach used for the public consultation and details the feedback provided and how these have been addressed in the design of the Development. In summary, due to the Covid-19 pandemic, a face-to-face consultation was not allowed, therefore the approach was adapted to ensure the local community could continue to engage with the emerging proposals for the Site. A dedicated web-page was created (https://www.riversidedewsbury.co.uk/) which provided specific details on the emerging proposals and enabled interested parties to make comments via an interactive feedback form/questionnaire. The consultation was open from 29th June to 1st August 2021 (however the website will continue to operate throughout the lifetime of the Development). Interested parties were given the opportunity to speak directly with a member of the project team using an online chat function during 11am to 7pm on 6th July 2021 which enabled individuals to make comment or ask questions about the Development. A dedicated email address was also set up (**dewsbury@bartonwillmore.co.uk**) to provide an additional method of contact for interested parties and will continue to be monitored throughout the progress of the planning application. Furthermore, details of the consultation period were advertised on a variety of communication channel to ensure the consultation reached as wide an audience as possible.

Planning and Development Issue- Construction							
Construction	Impact			Certainty		Description of Impact on health and your rationale for this	Recommendation (to minimise or maximiseimpact)
	+	-	?	?	!		
Pollution (e.g impacts on air quality from dust and noise from		-			!	The planning application is accompanied by an Air Quality Assessment, a Nosie and Vibration Assessment and an FRA which have considered the impacts of the Development on air quality, noise and	In order to ensure implementation of the proposed mitigation measures Kirklees Council

Planning and Development Issue- Construction							
construction activities and machinery, surface water runoff)						the water environment during the construction phase. All effects will be temporary as the construction phase is expected to start 2023 and end by 2030. The Noise and Vibration Assessment concluded that the construction phase of the Development may give rise to a significant adverse noise effect at the Ravensthorpe Road receptors during site preparation at the dwelling adjacent to Masijd Abu Bakr Mosque and Lees Hall Playgroup building (410 Lees Hall Road) during demolition of those buildings. This accounts for an absolute worst-case assumption of all equipment items being in operation simultaneously at the closest point to the receptor. In addition, only a limited amount of demolition work is required to remove the Masjid Abu Bakr Mosque and Lees Hall Playgroup building and are likely to take place over the course of a few days. Therefore, the effect on the Ravensthorpe Road receptor is anticipated to be temporary and limited to a short period and considered to not result in significant effect. A number of mitigation measures have been identified which once implemented, will ensure no significant adverse effects in respect of noise will occur during the construction phase. These measures include the use of; hoarding, switching off vehicles and machinery when not in use, all plant, equipment and machinery are maintained in good and efficient working order and where practicable, fixed items of equipment will be electrically powered. In addition, the construction traffic anticipated for the construction phase of the Development was found that on all road links assessed, the percentage increase in HGV composition is expected to be much less than 1% and is therefore considered that any adverse effects	(KC) to secure a CEMP through conditions on the planning application.

Planning and Development Issue- Construction							
						associated with construction traffic noise will be negligible at all receptors. The Air Quality Assessment identified that there is a high risk of dust soiling impact and low risk of human health impact as a result of construction activities. The assessment proposes best practice mitigation measures that are recommended to be implemented within a Construction Environmental Management Plan (CEMP) including; regular on-Site and off-Site inspections, implementation of a Dust Management Plan, carefully designed Site layout plan to ensure dust causing activities are located away from sensitive receptors and erect solid screens/barriers around dust creating activities. Successful implementation of these measures will ensure construction associated emissions are minimised and any residual impact on air quality will be not significant. Traffic generated by the construction phase has been assessed qualitatively using dispersion modelling software, and there are no significant impacts predicted at existing receptors. All construction activities will be undertaken in accordance with CIRIA (2001) Control of Water Pollution from Construction Sites[22] which promotes environmental good practice for control of water pollution arising from construction activities. The construction drainage system will be designed and managed to comply with BS6031 "The British Standard Code of Practice for Earthworks"[23], which details methods that should be considered for the general control of drainage on construction sites. The following control measures will be incorporated into the CEMP;	

[22] CIRIA C532 (2001) Control of Water Pollution from Construction Sites Guidance for consultants and contractors

[23] British Standards Institution (December 2009) BS6031:2009 Code of Practice for Earthworks

Planning and Development Issue- Construction							
						• temporary surface water management system, e.g. oil interceptors and holding tanks to remove suspended sediment before discharge; • Equipment maintenance; • Wheel washing; • Covering stockpiles; and • Storage of substances in accordance with applicable legislation. All external lighting and illumination would be designed carefully in accordance with relevant British Standards and Institute of Lighting Professionals (ILP)24 and the CIE (International Commission on Illumination) report25.	
Vibration		-			!	The Noise and Vibration Assessment submitted in support of the planning application identified that the most significant source of vibration being introduced into the environment during the construction phase will be vibratory rollers used for ground compaction. Vibratory compaction does not produce levels of vibration at or above a level likely to cause significant adverse effects beyond a distance of approximately 70m from the vibratory roller. Only the Ravensthorpe Road receptors could potentially be affected by the vibratory roller, as these are located within 55m of the Site. These effects will be temporary and therefore, will be experienced for a limited period.	A programme of community liaison will be undertaken, which can be secured via planning condition to inform affected residents of the details and duration of the works and vibration monitoring will be undertaken to ensure the highest predicted levels of vibration are not exceeded

Planning and Development Issue - Housing							
Housing	Impact			Certainty		Description of Impact on healthand your rationale for this	Recommendation (to minimise or maximiseimpact)
	+	-	?	?	!		
Housing Mix	+				!	The Development comprises up to 350 residential dwellings. The residential dwellings will be determined at the detailed design stage, however	None required.

[24] Institute of Lighting Engineers Guidance and Standards (https://www.theilp.org.uk/home/) 'Guidance Noted for the Reduction of Light Pollution'
[25] CIE (International Commission on Illumination) Report (2017) "Guide on the Limitation of the Effects of Obtrusive light from Outdoor Lighting Installations"

Planning and Development Issue - Housing							
						the Applicant is committed to provide a mixture of sizes to reflect the market demand and in accordance with the Strategic Housing Market Assessment (SHMA) for KC26. The Site forms part of a wider housing allocation HS61 which has a gross site area of 161.37ha and is expected to deliver 1,859 dwellings during the Local Plan period with a further 2,131 dwellings beyond the plan period. The Development therefore forms a strategic site to ensure the council meet their housing target for the Local Plan period and support the Government's objective to significantly boost the supply of housing. The mixture of homes to be provided will help diversify the local housing offer and attract more working age skilled people to the area, helping to sustain the local labour supply for business in the area, which will in turn boost the local economy.	
Affordable Housing	+				!	The development will include a mixture of tenures to reflect the market demand. The affordable housing provision will be in accordance with Policy LP11 of the adopted Local Plan, therefore 20% of the residential dwellings proposed will be delivered as affordable.	None required.
Accessible and adaptable housing	+				!	The Development will be high-quality, providing a good standard of amenity for all and has considered the needs of people with disabilities. The proposals will incorporate residential dwellings that are designed to M4(2) and M4(3) standards and will be designed in accordance with Building Regulations Part M.	None required.
Energy efficiency (cold homes and fuelpoverty)	+			?		The Applicant is committed to providing a sustainable development and reducing total energy consumption to promote energy efficiency. The Development is at the outline stage; therefore, the details of the Development will be applied through	Energy efficient measures will be agreed with KC and submitted for at the reserved matters stage and regulated through a

[26] KC (October 2016) *Kirklees Strategic Housing Market Assessment 2016*

Planning and Development Issue - Housing							
						future reserved matters applications. However, a Climate Change Statement has been submitted in support of the planning application which sets out how the Development seeks to embed climate change mitigation and adaption measures into the detailed design stage. The design of the Development will follow the principles of the energy hierarchy which aims to; minimise energy demand through passive design and through efficient systems, as well as utilise renewable energy. The Development will prioritise energy demand reduction by first considering the massing, layout, orientation of buildings which will seek to optimise daylight and sunlight levels in buildings and improve building performance. The Development will seek to include energy efficient systems to further reduce energy use, including (but not limited to); highly efficient electric panel heaters, electric cylinders and LED (light-emitting diode) lighting.	combination of planning conditions and planning obligations.
Accidents - falls	+				!	The majority of the Development is in outline, therefore the details of accessibility across the Site to prevent falls will be set out at the detailed design stage. Notwithstanding this, during the construction phase, the contractor(s) will implement measures in accordance with Health and Safety legislation/requirements, and best practice to minimise the risks of accidents that could have adverse effects on people or the environment. All such measures will form part of the CEMP which will be secured via a planning condition. On completion, the spine road connecting the Site to Ravensthorpe Road includes a shared cycleway/footway which will be surfaced and lit to modern design stages to prevent accidents and falls. The Transport Assessment submitted in support of the planning application identifies that the footpaths to be provided across the Site will be 2m wide (wider than required for a wheelchair user and an ambulant	The details for the accessibility across the Site will be set out at the reserved matters stage and/or secured through planning conditions.

Planning and Development Issue - Housing							
						person to pass) and the driveways and access to the residential dwellings will be designed to comply with Building Regulations, including Part M which covers access to and use of buildings. Therefore, the Development will reduce the risk of accidents and falls and ensure those with reduced mobility can safely be accommodated with the full details being provided as part of subsequent, future Reserved Matters applications.	
Accidents – fire safety	+				!	The majority of the Development is in outline, therefore the details for fire vehicle access will be set out at the detailed design stage. However, there are no high-rise buildings proposed and the Development will be designed in accordance with all current and emerging regulations. The proposed access and internal routes will be designed to accommodate fire engines and other emergency services.	The details for the emergency access (including the fire vehicle access) will be set out at the reserved matters stage and/or secured through planning conditions.

Planning and Development Issue - -Access to sustainable transport							
Access to Sustainable Travel and Transport	Impact			Certainty		Description of Impact on healthand your rationale for this	Recommendation (to minimise or maximiseimpact)
	+	-	?	?	!		
Promotion and ease of cycling and walking	+				!	The design evolution of the Development has prioritised pedestrians and will continue to do so through to the detailed design stage. The Development will be permeable to pedestrians and cyclists, with internal roads, cycleways and walkways provided which will link to the existing wider pedestrian and cycle network. The spine road connecting the Site to Ravensthorpe Road will include a shared cycleway and footway which will be surfaced and lit to modern design standards. Crossing points are proposed across the spine road to provide safe crossing points for both pedestrians and cyclists. Additional pedestrian access points are also proposed along the eastern boundary of the	Travel packs for residents setting out the available sustainable travel options for residents, to be secured through planning conditions. .

Planning and Development Issue - -Access to sustainable transport							
						Site to Ravensthorpe Road providing additional pedestrian connectivity opportunities. The Development will include cycle parking and storage in accordance with KC cycle parking standards. A Travel Plan has been submitted with the planning application which sets out Site-specific measures to reduce car use and promote walking, cycling and the use of public transport.	
Access to public transport links	+				!	The Site benefits from being in a location that has existing access to public transport. The nearest bus stops to the Site are located to the east of the Site, Ouzelwell Road and Ouzelwell Lane, approximately 70m to the east of the Site and provides connections into Dewbsury town centre and Grange Moor. The existing bus services provide access from the Site to Dewsbury town centre on an approximately hourly daytime basis Monday to Saturday. In addition, Ravensthorpe Train Station is located approximately 150m north of the Site and provides connections to Huddersfield (15 minutes) and Leeds (28 minutes). The majority of the Development is located within 800m of the railway station and the first phase of the Development is adjacent to the existing bus stops. As the Development progresses and houses are occupied, there will be an increased demand for public transport. The spine road design incorporates suitable carriageway widths to accommodate bus routes and it is expected that future bus routes could enter the site, once the houses are occupied and a demand has formed. On this basis, the Development is considered to have appropriate and sufficient access public transport links and accommodate the needs of the public transport users and future residents of the Development.	Travel packs for residents setting out the available sustainable travel options for residents, to be secured through planning conditions. The Development will include the upgrading of the two existing bus stops on Ouzelwell Road and Ouzelwell Lane to include shelters, lighting and information secured through planning condition or by S278 Agreement. This will be negotiated with KC.
Measures to reduce car use	+				!	The Development will incorporate a range of measures to reduce private car use, including the provision of cycle spaces, cycle paths and pedestrian routes that will be connect to the wider area. Electric	Travel packs for residents setting out the available sustainable travel options for residents.

Planning and Development Issue - -Access to sustainable transport							
						vehicle charging points will also be provided in accordance with the pertinent vehicle charging standards at the time to encourage the disuse of petrol or diesel cars and promote electric vehicles. A Travel Plan has been submitted with the planning application which sets out Site-specific measures to reduce car use and promote walking, cycling and the use of public transport.	

Planning and Development Issue – Access to open and green space							
Access to open and green space	Impact			Certainty		Description of Impact on healthand your rationale for this	Recommendation (to minimise or maximiseimpact)
	+	-	?	?	!		
Safe, secure and accessible open and green space for all	+			?		The Development will provide c. 16.51ha of green infrastructure/open space that will be accessible to all future residents of the Development, as well as the wider community. The vision for the Development, as set out within the allocation HS61 of the adopted Local Plan27 includes a multi-functional network of green uses which permeate the Site providing a distinctive character with green space within a short distance of all properties on the Site, as well as providing connections for the future users of the Site to access surrounding open and green space. In addition, the proposed residential dwellings will be provided with private gardens and amenity areas that only the residents of the Development can access. The majority of the Development is at the outline stage, thus the details of the measures to ensure the open and green space is safe and secure will be incorporated into the detailed design stage. As this outline stage, the open space provision for the Development will be provided to at least the minimum standards that are set out in KC's Open	The details of the open space provision will be set out at the detailed design stage, applied for through future reserved matters applications, which can be secured via planning condition.

[27] Kirklees Council (2019) Kirklees Local Plan: Allocations and Designations

Planning and Development Issue – Access to open and green space							
						Space Supplementary Planning Document[28]. The principles for the open space provision have been identified at this stage and have been reported within various appraisals submitted with the planning application, including the Design and Access Statement and Planning Statement. The types of open space provision for the Development will include; parks and recreation grounds, natural and semi-natural greenspace, amenity greenspace, allotments, children's play areas and young people's provision. The principles will be secured via planning condition which the future reserved matters applications will adhere to. The Development will be consistent with the principles established by 'Secured by Design[29]' to seek 'active frontages' on the streets and provide natural surveillance and ensure the future residents feel secure and promote an inclusive community on the Site. The open spaces will be clearly defined to help organise and create a sense of ownership in which strangers are more likely to stand out and are more easily identifiable.	
Play space	+				!	The Development includes a potential play space area within the centre of the Site. The Applicant will commit to meeting the open space standards set out in KC's Open Space Supplementary Planning Document and therefore, at least 0.25ha of children's play space provision and 0.3ha of young people's provision will be provided be 1,000 population. The location of the potential play area within the centre of the build development footprint allows equal opportunity for all future resident's of the Development to access the play space provision.	None required.

[28] KC (June 2021) *Open Space Supplementary Planning Document*
[29] Secured by Design Homes 2019 Version 2, March 2019

Planning and Development Issue – Access to healthy food							
Access to healthy food	Impact			Certainty		Description of Impact on healthand your rationale for this	Recommendation (to minimise ormaximise impact)
	+	-	?	?	!		
Ease of access to local supermarkets or convenience stores	+				!	A number of food stores including small supermarkets and convenience stores are located within the area of Ravensthorpe, located within 1km to the north of the Site. The nearest major foodstore to the Site is Asda, located on Mill Street West, approximately 2km north of the Site which can be accessed via the public bus network (the Asda store is located on bus route 320/320A). It is commonly accepted that the most important mode of travel at the local level is walking which also offers the greatest potential to replace short car trips, particularly under 2km. This relates to walking time of 25 minutes based on an average speed of 80m per minute (as advised by the Chartered Institution of Highways and Transportation). In addition, the existing bus stops located approximately 70m east of the Site provide services to access Ravensthorpe. Therefore, it is considered that the future residents of the Site can access the local supermarkets or convenience stores easily.	Provide residents with a welcome pack that includes details of local supermarkets and convenience stores and how these can be accessed via sustainable transport modes.
Opportunities for localfood growing	+			?		The Ravensthorpe Road allotments are located within the eastern extent of the Site. The Development will provide an area of land within the Site to accommodate the relocation of the allotments but the Development does not provide their replacement. The relocation of the allotments has been granted planning approval via a separate planning application (Ref. 2021/90552). The relocation of the existing allotments will provide an addition 18 allotments to accommodate additional demand. Once the allotments have been relocated, there will be opportunities for the future users of the Development for local food growing.	Provide residents with a welcome pack that includes details of local Farmers' Markets and allotments and how to apply for them.

Planning and Development Issue – Community safety							
Community Safety	Impact			Certainty		Description of Impact on healthand your rationale for this	Recommendation (to minimise ormaximise impact)
	+	-	?	?	!		
Traffic management	+			?		The majority of the Development is at the outline stage and therefore, will seek to incorporate traffic calming measures at the detailed design stage, to prevent accidents and ensure road safety. Measures during the construction phase will be implemented through a Construction Traffic Management Plan to manage the routing, deliver and distribution of associated construction vehicle movements. A Travel Plan has been submitted in support of the planning application which includes the measures to reduce car use and instead, promote the use of sustainable transport modes. The initial target for the Development (as set out in the Travel Plan) is to increase travel by sustainable transport modes by 5% from the Census data30 which currently records that around 38 to 43% of residents within the surrounding area travel by sustainable transport modes. A Travel Plan Co-Ordinator will be appointed for the Development to monitor and encourage the use of sustainable travel for the future residents which will hereby reduce the traffic from the Site and on the local highway network.	KC will secure a Construction Traffic Management Plan through planning conditions on the planning application.
Lighting			?	?		The majority of the Development is at the outline stage, whereby the details of the lighting provision will be determined at the detailed design stage. The design of the lighting will incorporate best practice and ensure that anti-social behaviour will be discouraged and provide a safe environment for all.	A sensitively designed Lighting Strategy for the operational phase of the Development, to be secured via planning condition.
Safe and secure playareas			?	?		The design of the play space provision, as well as open space that could provide informal play areas will be determined at the detailed design stage.	A sensitively designed Lighting Strategy to be secured via planning condition

[30] Office for National Statistics, 2011 Census data (available online: 2011 Census data - Office for National Statistics (ons.gov.uk))

Planning and Development Issue – Community safety							
Safe and inclusive environments			?	?		When it comes to the detailed design stage of the proposed development, the proposals will be consistent with the principles established by 'Secured by Design' to seek 'active frontages' on the streets and provide natural surveillance, as well as ensure to ensure the future residents feel secure and promote an inclusive community on the Site. The Applicant will liaise with the police during the consultation process for the planning application and future reserved matters applications to ensure design measures for security and prevention of crime are accounted for the design evolution of the development, including the appropriate location of the play space provision.	A sensitively designed Lighting Strategy for the operational phase of the Development, to be secured via planning condition
Prevention of crimeand anti-social behaviour			?	?			

Planning and Development Issue – Employment and Economy							
Employment and Economy	Impact			Certainty		Description of Impact on healthand your rationale for this	Recommendation (to minimise ormaximise impact)
	+	-	?	?	!		
Local employment opportunities	+				!	The construction phase of the Development is likely to directly generate temporary full-time, employment. In addition to construction jobs, the Development will contribute indirectly to the local economy as a result of the spin-off and multiplier effects such as procurement, accommodation and welfare which could potentially impact employment opportunities in the wider area. The Development does not include commercial/retail/office, however the area in the north-eastern extent of the Site is allocated for community use which is capable of providing at least equal provision to the existing Early Years and childcare provision, at the Masjid Abubakr Mosque and playgroup hall. The Development will not create a net loss of community facilities on the Site, however any detailed provision of a replacement community facilities will be the subject of a reserved matters application. Therefore, the operational phase of the Development could	Commit to sourcing construction workforce from the local area where possible. Consider whether any apprenticeship positions could be provided during the construction phase.

Planning and Development Issue – Employment and Economy							
						potentially generate permanent 'end-use' jobs, but this would be limited to community uses. Notwithstanding this, the Development could also indirectly support roles for maintenance of public open spaces and landscaping during the operational phase.	
Access of a variety of travel modes to placesof work	+				!	The Development benefits from being in a location that has access to existing public transport. The Site is located close to major employment areas within Dewsbury, including the extensive employment land uses located between the railway line and Huddersfield Road to the east of the Site and the extensive riverside employment developments of Dewsbury which are located to the north and south of the River Calder. The majority of these locations are within 2km of the Site. In addition, Dewsbury town centre is located just beyond 2km from the Site and can be accessed via cycling or public transport. A Travel Plan for the Development has been submitted with the planning application and comprises the measures to promote the use of sustainable travel modes.	Travel packs for residents setting out the available sustainable travel options for residents, secured through planning conditions.

Planning and Development Issue – Community cohesion							
Community Cohesion	Impact			Certainty		Description of Impact on healthand your rationale for this	Recommendation (to minimise ormaximise impact)
	+	-	?	?	!		
Ease of access to public buildings for all	+				!	The Development does not comprise any public buildings. The relocation of the Masjid Abubakr mosque and Lees Hall Playgroup building is not being sought within the planning application, however sufficient land is designated within the Site to accommodate these uses and the land will not be utilized for alternative uses. If this facility is relocated within the Site, the future residents of the proposals will be able to easily access this.	None required.

Planning and Development Issue – Community cohesion							
						See row above for the access to the existing provision to public transport links that will provide access to public buildings with the wider area. In addition, the nearest bus stops to the Site are located to the east of the Site which provide access to recreational uses within Ravensthorpe and Dewbsury town centre. In addition, Ravensthorpe Train Station is located approximately 150m north of the Site and provides connections to Huddersfield and Leeds. Therefore, public buildings within the wider area of the Site can be easily accessed. The baseline conditions identified that within 800m of the Site there are two schools; Ravensthorpe School (offers primary, secondary and 16 to 18 education) located adjacent to the north-eastern extent of the Site and Thornhill Lees Church of England School (primary education) located 800m north-east of the Site. Both of these schools are located within walking distance from the Development and therefore considered easily accessible. It is worth noting that the Development forms the first phase of a wider housing allocation (HS61) of the adopted Local Plan which is expected to deliver 1,859 dwellings during the Local Plan period with a further 2,131 dwellings beyond the plan period. The requirement for new education facilities was established through the evidence base for the Kirklees Local Plan which was adopted in 2019 and it was identified that the delivery of a primary and secondary education provision is not necessitated by the first phase of the allocation, which the Development forms and therefore will be delivered as part of the wider allocation. Notwithstanding the above, the Development will provide the infrastructure required to open up the wider allocation at Dewsbury Riverside and facilitate	

Planning and Development Issue – Community cohesion							
						the delivery of the wider allocation and will indirectly facilitate the provision of education facilities through baring the cost of early infrastructure delivery elsewhere.	
Ease of access to public spaces for all	+				!	The Development incorporates large areas of open space that will be accessible to all future residents of the Development, as well as the wider community. The vision of the open space provision for the Development is to provide a multi-functional network of green uses which permeate the Site providing a distinctive character with green space within a short distance of all properties on the Site, as well as providing connections for the future users of the Site to access surrounding open and green space.	None required.
Opportunities for promoting community interaction			?	?		The Development includes an area designated for mixed use development which is capable of providing a replacement community facility to compensate for the loss of the community facilities at the Mosque and Playgroup building (including with enhanced access provision) ensuring that there will be no net loss of community facilities at the Site. Indeed, the area of land proposed for mixed uses is significantly larger than where the existing building is located and has the potential to provide significant enhancements in the provision of community infrastructure at the Site. The Development will not create a net loss of community facilities on the Site, however any detailed provision of a replacement community facilities will be the subject of a reserved matters application. If these facilities are relocated within the Site, this will provide opportunities for community interaction. In addition, the large areas of open space provision will provide opportunities for residents to engage and interact with each other.	None required.

Planning and Development Issue – Climate change							
Climate Change	Impact			Certainty		Description of Impact on healthand your rationale for this	Recommendation (to minimise ormaximise impact)
	+	-	?	?	!		
Green infrastructure	+				!	The Development will provide approximately 16.51ha of open space provision within the Site. The existing woodland within the western extent of the Site will be retained as part of the Development. An area of land has been safeguarded in the northern extent of the Site for the relocation of the allotment gardens that are currently within the eastern extent of the Site. The open space provision will include formal and informal areas, as well as significant landscape and amenity enhancements. Vegetation and tree planting will be incorporated into the proposed development to reduce the urban heat island effect and provide areas of shading for cooling.	In order to ensure the green infrastructure provision is maintained to a high quality throughout the Development, measures should be set out within a Landscape and Ecology Management Plan to be secured via planning condition.
Low carbon and renewable energy	+				!	The planning application has been accompanied by a Climate Change Statement which sets out the measures that will be incorporated into the Development to minimise emissions. The Development will seek to include solar photovoltaic panels and electric vehicle charging points to reduce carbon dioxide emissions. At the detailed design stage, a low and zero carbon (LZC) feasibility study will be undertaken to establish the most appropriate LZC energy sources for the Development.	A LZC feasibility study to be secured via planning condition.
Flood risk and drainage	+				!	A FRA and Drainage Strategy have been submitted in support of the planning application that has identified an appropriate drainage strategy for the Development which accounts for an allowance for a 40% increase in peak rainfall intensity. Infiltration has been determined to not be possible for the Development, therefore surface water will be stored on Site in open water features and then released at a controlled rate. Sustainable drainage systems features such as permeable paving, swales, rainwater harvesting have been identified as	None required.

Planning and Development Issue – Climate change							
						suitable for the Development to restrict runoff to greenfield runoff rates for the critical 1 in 100 year rainfall event with an additional 40% allowance for climate change.	

6 CONCLUSION

6.1 An assessment of the potential health effects of the Development has been undertaken using best practice guidance. Relevant local and national policy has been identified which has helped focus the assessment of effects (set out in Chapter 5) by following KC's own bespoke Rapid HIA Tool.

6.2 The performance of the Development has been assessed against the following health themes:

- Construction;
- Housing;
- Access to Sustainable Travel and Transport;
- Access to Open Space and Green Space;
- Access to Health Food/Food;
- Community Safety;
- Employment and Economy;
- Community Cohesion; and
- Climate Change.

6.3 As shown in the assessment in Chapter 5, the Development was found to have a positive health effect in relation to the majority of the key health themes. The majority of the Development is in outline, whereby the details will be established at the detailed design stage and submitted in subsequent Reserved Matters Applications. Notwithstanding this, the parameters that define the Development have been carefully designed to provide a high quality, attractive and healthy environment for future users.

6.4 Through the design evolution of the Development, careful consideration has been given to ensure a balanced, new community which meets local housing need and provides for all needs of the public is delivered on the Site. The baseline conditions established that the Site and surrounding area are located in a neighbourhood that experiences deprivation in respect of 'Barriers to Housing and Services', whereby the Site and surrounding areas experiences both 'geographical barriers' which relate to the physical proximity of local services and 'wider barriers' which relate to access to housing, such as affordability. To meet community needs and local targets, 20% of residential dwellings proposed will be affordable and a range of housing sizes, designed to a high-quality will be provided. In addition, large, expansive areas of green infrastructure and open space provision, totalling c. 16.51ha will be provided that will be designed to promote community cohesion and active lifestyles for both the future residents of the Development and the existing local community. Access considerations within the design of the Development promote active and sustainable travel, including attractive and safe cycling

and pedestrian facilities that connect to the wider area, especially Dewsbury town centre.

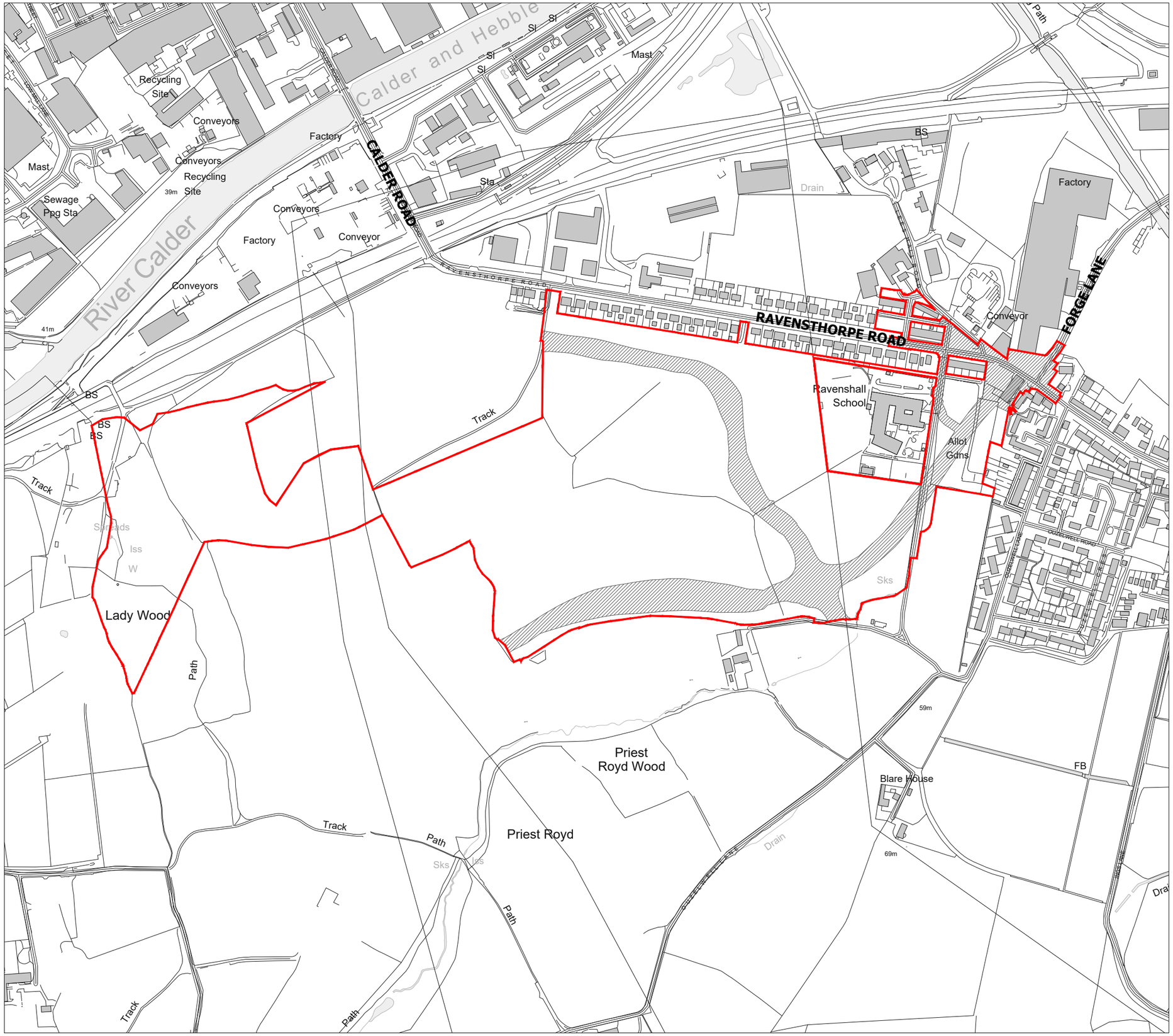
6.5 Adverse effects on health have been identified and can be mitigated ensuring no residual impacts.

6.6 Table 6.1 summarises potential mitigation and enhancements measures for construction and operation that have been identified.

Table 6.1: Recommended Mitigation for the Development.

Health Theme	Recommended Mitigation or Enhancement Action
1. Construction	• CEMP to be secured by condition to ensure effective control of noise and air quality emissions during the construction stage; and • A programme of community liaison will be undertaken, which can be secured via planning condition to inform affected residents of the details and duration of the works and vibration monitoring will be undertaken to ensure the highest predicted levels of vibration are not exceeded.
2. Housing	• Energy efficient measures will be agreed with KC at the appropriate time and thereafter regulated through a combination of planning conditions and planning obligations.
3. Access to Sustainable Travel and Transport	• Travel packs for residents setting out the available sustainable travel options for residents; and • The Development will include the upgrading of the two existing bus stops on Ouzelwell Road and Ouzelwell Lane to include shelters, lighting and information.
4. Access to Open and Green Space	• None required.
5. Access to Healthy Food/Food	• Provide residents with a welcome pack that includes details of local supermarkets and convenience stores and how these can be accessed via sustainable transport modes; and • Provide residents with a welcome pack that includes details of local Farmers' Markets and allotments and how to apply for them.
6. Community Safety	• KC will secure a Construction Traffic Management Plan through planning conditions on the planning application; and • A sensitively designed Lighting Strategy for the operational phase of the Development, to be secured via planning condition.
7. Employment and Economy	• Commit to sourcing construction workforce from the local area where possible; • Consider whether any apprenticeship positions could be provided; and • Travel packs for residents setting out the available sustainable travel options for residents.
8. Community Cohesion	• None required.
9. Climate Change	• In order to ensure the green infrastructure provision is maintained to a high quality throughout the Development, measures should be set out within a Landscape and Ecology Management Plan to be secured via planning condition; and • A LZC feasibility study to be secured via planning condition.

APPENDIX 1
SITE LOCATION PLAN



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The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd
-	-	-	-

N

LEGEND

- Site Boundary (Outline Application/ c.28.26ha)
- Site Boundary (Full Application/ c.4.5ha)

Project
Dewsbury Riverside

Drawing Title
Site Location Plan

Date	Scale	Drawn by	Check by
23.09.21	1:5000@A3	LF	SW

Project No	Drawing No	Revision
	DWG05	H

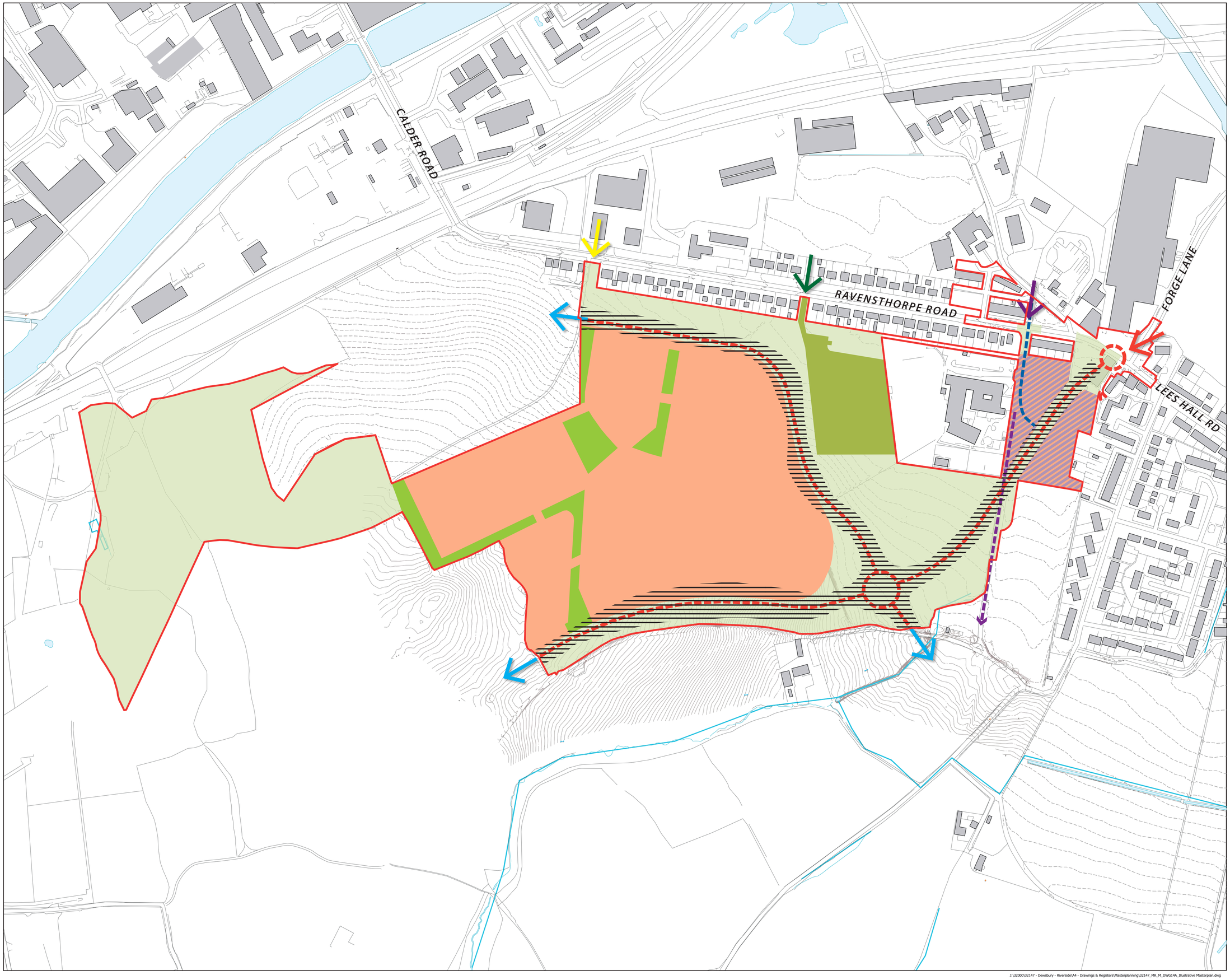
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APPENDIX 2
PARAMETER PLANS



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Revision	Date	Drn	Ckd
-	-	-	-

LEGEND

N

- Site boundary (c.28.26ha)
- Residential (c.9.7ha)
  To include incidental areas of POS and road infrastructure
- Residential or Community Use (c.0.96Ha)
  (Incl. land for proposed initial/ secondary vehicle access)
- Green Infrastructure (c.16.51ha)
  Including POS, Lady Wood, retained landscape features, active travel routes, proposed planting, SuDS, highway infrastructure, areas of ecology and ecological enhancement, HV pylon easement
- Indicative Extents of Green Infrastructure with the Development Area (c.1.08ha)
  Including proposed planting
- Proposed Alignment of the Spine Road
- Indicative Alignment of Initial / Secondary Access Route
- Proposed Active Travel Access
- Proposed Primary Vehicle Access
- Proposed Vehicle Access to Third Party Land
- Approved Allotment Access (Planning Ref: 2021/62/90552/E
- Existing School Access / Proposed Initial / Secondary Vehicle Access
- Approved Allotments (Planning Ref: 2021/62/90552/E)
- Approximate Extent of Primary Road and Associated Earthworks
- Existing Bridleway

Project
Dewsbury Riverside

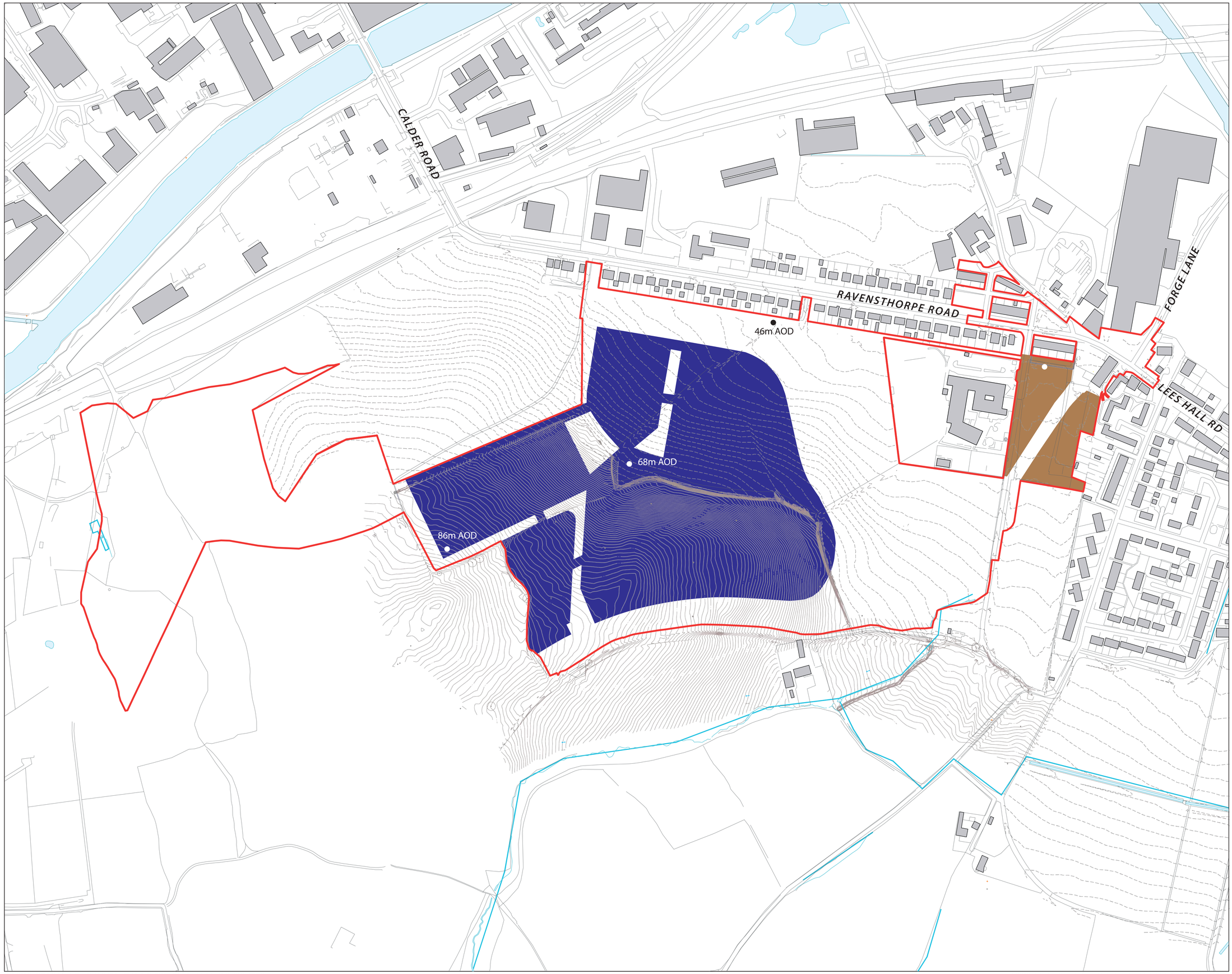
Drawing Title
Land Use and Access Parameter Plan

Date	Scale	Drawn by	Check by
23.09.21	1:2000 @A1	LF	SW
Project No	**Drawing No**		**Revision**
32147	Ai16		E

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Revision	Date	Drn	Ckd
-	-	-	-

N

LEGEND

- Site boundary (c.28.26ha)
- Predominantly 1 Storey -2 Storey (with the occasional 2.5 Storey)
- Between 1 Storey -3 Storey

Building Heights
- 2 Storey (up to 9.5m)
- 2.5 Storey (up to 10.5m)
- 3 Storey (up to 12.5m)

Project
Dewsbury Riverside

Drawing Title
Scale Parameter Plan

Date	Scale	Drawn by	Check by
23.09.21	1:2000 @A1	LF	SW

Project No	Drawing No	Revision
32147	Ai14	E

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Revision	Date	Drn	Ckd
-	-	-	-

CALDER ROAD

RAVENSTHORPE ROAD

FORGE LANE

LEES HALL RD

LEGEND

N

- Site boundary (c.28.26ha)
- Green Infrastructure (c.16.51ha) - Including POS, Lady Wood, retained landscape features, new road earthworks, new pedestrian and cycle routes, proposed planting, SuDS, highway works, areas of ecology and ecological enhancement, HV pylon easement
- Indicative Extents of Green Infrastructure/POS within the Development Area (c.1.08ha) Inducing proposed planting
- Indicative Extent of Potential Boundary Planting
- Approximate Extent of Tree Retention To be agreed at Reserved Matters Stage
- Spine Road Carriageway flanked on both sides by grass verges, swales and street trees
- Initial/ Secondary Access Street
- Broad Area Intended For The Delivery of SuDS Infrastructure
- Development Area (Incl. Incidental Areas of POS and Infrastructure
- Approved Allotments (Planning Ref: 2021/62/90552/E)
- Potential Play Area
- Lady Wood

Project
Dewsbury Riverside

Drawing Title
Green Infrastructure Parameter Plan

Date	Scale	Drawn by	Check by
23.09.21	1:2000 @A1	LF	SW

Project No	Drawing No	Revision
32147	Ai15	E

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APPENDIX 3

PUBLIC HEALTH ENGLAND: KIRKLEES COUNCIL PROFILE 2019

Public Health England

Kirklees

Published on 03/03/2020

Area type: Unitary authority
Region: Yorkshire and the Humber

Local Authority Health Profile 2019

This profile gives a picture of people's health in Kirklees. It is designed to act as a 'conversation starter', to help local government and health services understand their community's needs, so that they can work together to improve people's health and reduce health inequalities.

Visit https://fingertips.phe.org.uk/profile/health-profiles for more area profiles, more information and interactive maps and tools.

Health in summary

The health of people in Kirklees is varied compared with the England average. About 18% (15,600) children live in low income families. Life expectancy for both men and women is lower than the England average.

Health inequalities

Life expectancy is 9.1 years lower for men and 6.9 years lower for women in the most deprived areas of Kirklees than in the least deprived areas.

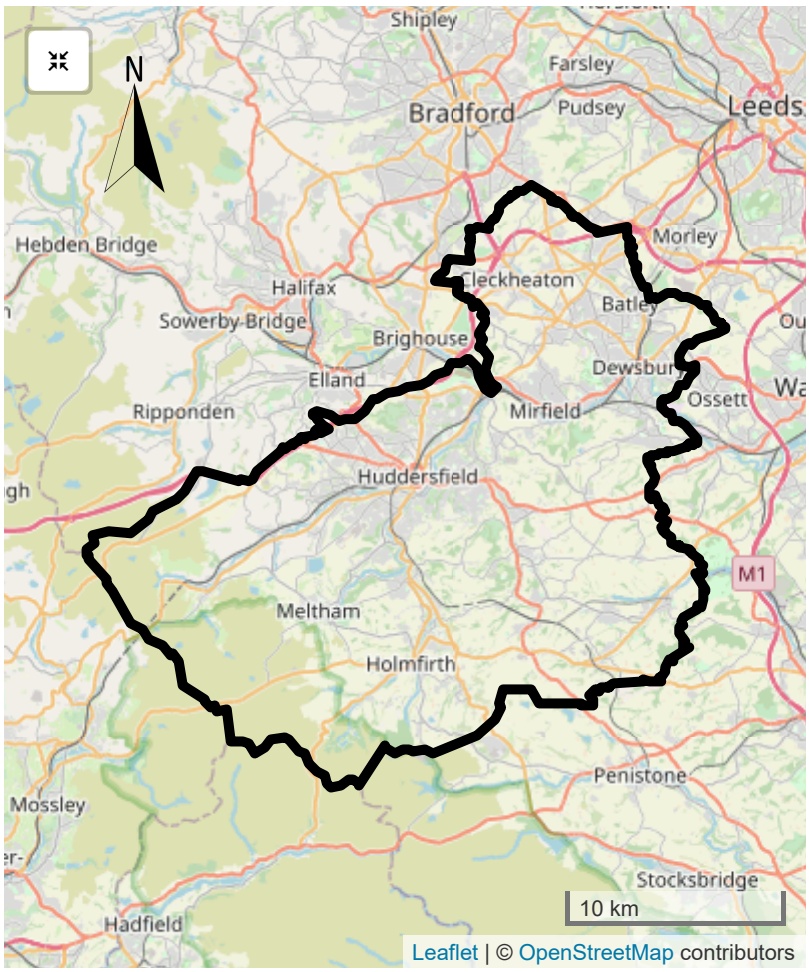
Child health

In Year 6, 21.1% (1,154) of children are classified as obese. The rate for alcohol-specific hospital admissions among those under 18 is 18*, better than the average for England. This represents 18 admissions per year. Levels of GCSE attainment (average attainment 8 score) and smoking in pregnancy are worse than the England average.

Adult health

The rate for alcohol-related harm hospital admissions is 633*, better than the average for England. This represents 2,637 admissions per year. The rate for self-harm hospital admissions is 164*, better than the average for England. This represents 730 admissions per year. Estimated levels of physically active adults (aged 19+) are worse than the England average. The rates of hip fractures in older people (aged 65+), new sexually transmitted infections and killed and seriously injured on roads are better than the England average. The rate of new cases of tuberculosis is worse than the England average. The rate of statutory homelessness is better than the England average. The rates of violent crime (hospital admissions for violence), under 75 mortality rate from cardiovascular diseases, under 75 mortality rate from cancer and employment (aged 16-64) are worse than the England average.

* rate per 100,000 population



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Local authority displayed with full resolution clipped boundary

Health summary for Kirklees

Key

Significance compared to goal / England average:

Significantly worse	Significantly lower	↑ Increasing / Getting worse	↑ Increasing / Getting better
Not significantly different	Significantly higher	↓ Decreasing / Getting worse	↓ Decreasing / Getting better
Significantly better	Significance not tested	↑ Increasing	↓ Decreasing
		↑ Increasing (not significant)	↓ Decreasing (not significant)
		– Could not be calculated	→ No significant change

Life expectancy and causes of death

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
1 Life expectancy at birth (male)	All ages	2016 - 18	n/a	78.5	78.7	79.6	↓
2 Life expectancy at birth (female)	All ages	2016 - 18	n/a	82.5	82.4	83.2	↑
3 Under 75 mortality rate from all causes	<75 yrs	2016 - 18	4102	364.9	363.2	330.5	↑
4 Mortality rate from all cardiovascular diseases	<75 yrs	2016 - 18	923	83.0	82.0	71.7	↑
5 Mortality rate from cancer	<75 yrs	2016 - 18	1571	141.2	141.2	132.3	↑
6 Suicide rate	10+ yrs	2016 - 18	117	10.3	10.7	9.64	↑

Injuries and ill health

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
7 Killed and seriously injured (KSI) rate on England's roads	All ages	2016 - 18	437	33.3	49.1	42.6 ~	–
8 Emergency hospital admission rate for intentional self-harm	All ages	2018/19	730	164.5	205.8	193.4	↑
9 Emergency hospital admission rate for hip fractures	65+ yrs	2018/19	340	460.8	544.5	558.4	↓
10 Percentage of cancer diagnosed at early stage	All ages	2017	778	50.0	50.6	52.2	↓
11 Estimated diabetes diagnosis rate	17+ yrs	2018	n/a	77.2	81.9	78.0	↑
12 Estimated dementia diagnosis rate	65+ yrs	2019	3138	69.0 *	71.6 *	68.7 *	→

Behavioural risk factors

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
13 Hospital admission rate for alcohol-specific conditions	<18 yrs	2016/17 - 18/19	55	18.4	32.2	31.6	↑
14 Hospital admission rate for alcohol-related conditions	All ages	2018/19	2637	632.9	729.0	663.7	↓
15 Smoking prevalence in adults	18+ yrs	2018	51015	15.1	16.7	14.4	↓
16 Percentage of physically active adults	19+ yrs	2017/18	n/a	57.1	64.0	66.3	↓
17 Percentage of adults classified as overweight or obese	18+ yrs	2017/18	n/a	61.3	64.1	62.0	↓

Child health

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
18 Teenage conception rate	<18 yrs	2017	145	18.9	20.6	17.8	↓
19 Percentage of smoking during pregnancy	All ages	2018/19	579	12.7	14.4 ~	10.6	↑
20 Percentage of breastfeeding initiation	All ages	2016/17	3854	74.9	69.3	74.5	↓
21 Infant mortality rate	<1 yr	2016 - 18	82	5.26	4.03	3.93	↑
22 Year 6: Prevalence of obesity (including severe obesity)	10-11 yrs	2018/19	1154	21.1	21.0	20.2	↑

Inequalities

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
23 Deprivation score (IMD 2015)	All ages	2015	n/a	24.0	-	21.8	–
24 Smoking prevalence in adults in routine and manual occupations	18-64 yrs	2018	n/a	25.9	27.4	25.4	↓

Wider determinants of health

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
25 Percentage of children in low income families	<16 yrs	**2016**	15600	**18.0**	**19.7**	**17.0**	↑
26 Average GCSE attainment (average attainment 8 score)	15-16 yrs	**2018/19**	223282	**45.4**	**45.7**	**46.9**	↓
27 Percentage of people in employment	16-64 yrs	**2018/19**	195900	**72.4**	**73.7**	**75.6**	↑
28 Statutory homelessness rate - eligible homeless people not in priority need	Not applicable	**2017/18**	19	**0.10**	**1.04**	**0.79**	↓
29 Violent crime - hospital admission rate for violence (including sexual violence)	All ages	**2016/17 - 18/19**	785	**59.0**	**54.3**	**44.9**	↑

Health protection

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
30 Excess winter deaths index	All ages	**Aug 2017 - Jul 2018**	355	**29.7**	**31.1**	**30.1**	↑
31 New STI diagnoses rate (exc chlamydia aged <25)	15-64 yrs	**2018**	2056	**742.2**	**629.1**	**850.6**	↑
32 TB incidence rate	All ages	**2016 - 18**	174	**13.3**	**6.84**	**9.19**	↓

For full details on each indicator, see the definitions tab of the Local Authority Health Profiles online tool.
For a full list of profiles produced by Public Health England, see the fingertips website: https://fingertips.phe.org.uk/

Indicator value types

1,2 Life expectancy - years 3,4,5 Directly age-standardised rate per 100,000 population aged under 75 6 Directly age-standardised rate per 100,000 population aged 10 and over 7 Crude rate per 100,000 population 8 Directly age-standardised rate per 100,000 population 9 Directly age-standardised rate per 100,000 population aged 65 and over 10 Proportion - % of cancers diagnosed at stage 1 or 2 11 Proportion - % recorded diagnosis of diabetes as a proportion of the estimated number with diabetes 12 Proportion - % recorded diagnosis of dementia as a proportion of the estimated number with dementia 13 Crude rate per 100,000 population aged under 18 14 Directly age-standardised rate per 100,000 population 15,16,17 Proportion 18 Crude rate per 1,000 females aged 15 to 17 19,20 Proportion 21 Crude rate per 1,000 live births 22 Proportion 23 Index of Multiple Deprivation (IMD) 2015 score 24 Proportion 25,26 Slope index of inequality 27 Proportion 28 Mean average across 8 qualifications 29 Proportion 30 Crude rate per 1,000 households 31 Directly age-standardised rate per 100,000 population 32 Ratio of excess winter deaths to average of non-winter deaths 33 Crude rate per 100,000 population aged 15 to 64 (excluding Chlamydia) 34 Crude rate per 100,000 population

*	Value compared to a goal (see below)
~	Aggregated from all known lower geography values

Thresholds for indicators that are compared against a goal

Indicator Name	Green	Amber	Red
12 Estimated dementia diagnosis rate (aged 65 and over)	>= 66.7% (significantly)	similar to 66.7%	< 66.7% (significantly)

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APPENDIX 4
CONSULTATION WITH KC ON APPROACH TO THE HIA

Mary Mescall

From: Jayne Oswald
Sent: 03 August 2021 11:52
To: Kate Mansell
Cc: Ian Gilbert; Mary Mescall
Subject: RE: Dewsbury Riverside - HIA Scope and Methodology

Hi Kate,

Many thanks for the confirmation.

Kind Regards,

Jayne

Jayne Oswald
Senior Environmental Planner

DDI: 01223 345557
M: 07580 312 970
W: www.bartonwillmore.co.uk
St Andrews House, St Andrews Road, Cambridge, CB4 1DL

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RTPI EAST OF ENGLAND AWARDS FOR PLANNING EXCELLENCE 2020 FINALIST

Mental Health First Aider MHFA England

From: Kate Mansell <Kate.Mansell@kirklees.gov.uk>
Sent: 02 August 2021 18:28
To: Jayne Oswald <Jayne.Oswald@bartonwillmore.co.uk>
Subject: FW: Dewsbury Riverside - HIA Scope and Methodology

Hi Jayne,

Our Public Health team are quite happy with your approach to the HIA (see below).

Kind Regards,

Kate

Kate Mansell BA (Hons) MPhil MRTPI

Development Management Masterplanner
Planning & Building Control
Growth and Regeneration
Civic Centre 1, High Street, Huddersfield HD1 2NF
Tel: 01484 221000 x72130
Mobile: 07773 085433
Email: kate.mansell@kirklees.gov.uk
Website: www.kirklees.gov.uk

From: Priti Gohil
Sent: 02 August 2021 10:40
To: Kate Mansell <Kate.Mansell@kirklees.gov.uk>; PublicHealth PlanningApplications <PublicHealth.PlanningApplications@kirklees.gov.uk>
Subject: RE: Dewsbury Riverside - HIA Scope and Methodology

Hi Kate,

Further to our call, The proposed structure for completing the Rapid HIA looks fine.

Kind regards,
Priti

Please note: my working days are Monday – Thursday
Please note, I am sending this message now because it suits me, but I do not expect you to read, respond or action it outside of your chosen working hours.

Priti Gohil (she/her)
Advanced Health Improvement Practitioner
Corporate Strategy, Commissioning and Public Health
Kirklees Council
Civic Centre 1, 4th Floor
High Street
Huddersfield
HD1 2NF
Mob: 07803 668019
Tel: 01484 221000 (automated service)
Email: priti.gohil@kirklees.gov.uk

From: Kate Mansell <Kate.Mansell@kirklees.gov.uk>
Sent: 30 July 2021 16:04

To: Priti Gohil <Priti.Gohil@kirklees.gov.uk>
Subject: FW: Dewsbury Riverside - HIA Scope and Methodology

Hi Priti,

Would you be able to provide any comments on this?

Kind Regards,

Kate

Kate Mansell BA (Hons) MPhil MRTPI
Development Management Masterplanner
Planning & Building Control
Growth and Regeneration
Civic Centre 1, High Street, Huddersfield HD1 2NF
Tel: 01484 221000 x72130
Mobile: 07773 085433
Email: kate.mansell@kirklees.gov.uk
Website: www.kirklees.gov.uk

From: Jayne Oswald [mailto:Jayne.Oswald@bartonwillmore.co.uk]
Sent: 30 July 2021 15:11
To: Kate Mansell <Kate.Mansell@kirklees.gov.uk>
Cc: Ian Gilbert <Ian.Gilbert@bartonwillmore.co.uk>; Liz Slater <Liz.Slater@bartonwillmore.co.uk>; Mary Mescall <mary.mescall@bartonwillmore.co.uk>
Subject: Dewsbury Riverside - HIA Scope and Methodology

Good Afternoon Kate,

We are preparing the Health Impact Assessment (HIA) for the proposals at Dewsbury Riverside and I have set out our proposed approach below that I was hoping to agree with you?

The requirement for a HIA is identified within Policy LP47 'Healthy, active and safe lifestyles' in the adopted Local Plan (February 2019). It is understood that Kirklees Council have their own bespoke guidance note for HIA, which includes the screening process to identify whether a Rapid (desk-based) HIA is required. By consulting the guidance document, it is considered that the completion of a Rapid HIA will be appropriate for the proposed development at Dewsbury Riverside, whereby the proposals exceed 10 dwellings and the site is greater than 0.5ha in size. In addition, the site is located within the Dewsbury South ward, where the 2019 index of multiple deprivation (IMD) scores showed that the eastern extent of the ward experiences more deprivation than the western extent.

For HIAs we have prepared for other similar sized schemes, we have utilised the London Health Urban Development Unit (HUDU) Planning Checklist and Rapid HIA tool which is nationally accepted methodology for desk-based HIA and a more comprehensive and contemporary tool which has also been updated in recent years to reflect best practice. However, it is noted that Kirklees have their own bespoke model for completion of a Rapid HIA, included within the attached document. Therefore, we propose to use the Kirklees Council Rapid HIA tool attached to complete the forthcoming HIA.

The following table summarises the proposed structure and contents to the forthcoming HIA:

Table 1: Chapter Structure and Description of Contents for this HIA

Chapter	Content
Executive Summary	Summary of the HIA.
Chapter 1	Describes the Site context and description and provides the description of Development.
Chapter 2	Provides the planning policy context at national, regional and local level and the requirement for a HIA.
Chapter 3	Outlines the assessment methodology.
Chapter 4	Describes the baseline conditions of health and wellbeing of the site and surrounding area.
Chapter 5	Rapid HIA.
Chapter 6	Provides the conclusions of the HIA and sets out recommendations to enhance the beneficial effects and reduce any potential adverse health effects identified.

Could you please confirm if you agree with our proposed approach?

Please do not hesitate to contact me if you have any queries.

Kind Regards,

Jayne

Jayne Oswald

Senior Environmental Planner

DDI: 01223 345557

M: 07580 312 970

W: www.bartonwillmore.co.uk

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APPENDIX 5
KC RAPID HIA FOR SPATIAL PLANNING – GUIDANCE NOTES

Kirklees Council Rapid Health Impact Assessment (HIA) for spatial planning

Guidance Notes

About this guidance

This guidance and the accompanying tools have been developed to assist with the process of carrying out the Rapid Health Impact Assessment of (pre)planning applications. It can also be used to assess planning policy.

Section A

1. Introduction and overview

Our health and wellbeing is determined by a wide range of factors – these factors include individual characteristics, lifestyle and the social, physical and economic environment. Social, physical and economic factors that affect our health and wellbeing include employment, income and the built and natural environment. These factors combine to have a far greater impact than health services on both how long, and how well, people live. More local intelligence on the wider determinants of health can be found in the Kirklees Joint Strategic Assessment.

The 'built and natural environment' refers to the characteristics of a physical environment in which people live, work and play, including: schools; workplaces; homes; communities; parks/recreation areas; green spaces (i.e. visible grass, trees and other vegetation) and blue spaces (i.e. visible water). Many of these aspects of our built and natural environment can be designed and shaped by planning policy and development in order to improve and protect health and wellbeing.

The overarching priority for the Kirklees Local Plan is to deliver long-term sustainable growth, ensuring that the Council positively takes into account the three pillars of sustainable development – that is the economic, the environmental and the social pillars. The Local Plan, and in particular Policy PLP 47 'Healthy, active and safe lifestyles', highlights how new developments can support sustainable health-related objectives and states that:

'**Health Impact Assessments** will be carried out for all proposals that are likely to have a significant impact on the health and wellbeing of the local communities, or particular groups within it, in order to identify measures to maximise the health benefits of the development and avoid any potential adverse impacts.'

2. What is a Health Impact Assessment?

Health Impact Assessment (HIA) is a structured process that uses evidence, data and intelligence from a range of sources to assess the public health consequences of proposals. In this instance, this is the identification of the health impacts of new developments on people who will live, work or use new developments, the local community and the contribution the proposal is expected to make to health and wellbeing of population of Kirklees.

The National Planning Policy Framework recognises that a strong, healthy and just society is one of the guiding principles of sustainable development. Health Impact Assessment supports sustainable development by:

- Demonstrating that health impacts have been properly considered when preparing, evaluating and determining development proposals.
- Identifying and highlighting any beneficial impacts on health and wellbeing of a particular development scheme and maximising these benefits where possible.
- Identifying and taking action to minimise any negative impacts of a particular development scheme.

Information on how to complete a Health Impact Assessment can be found in this guidance.

3. Requirements of developers

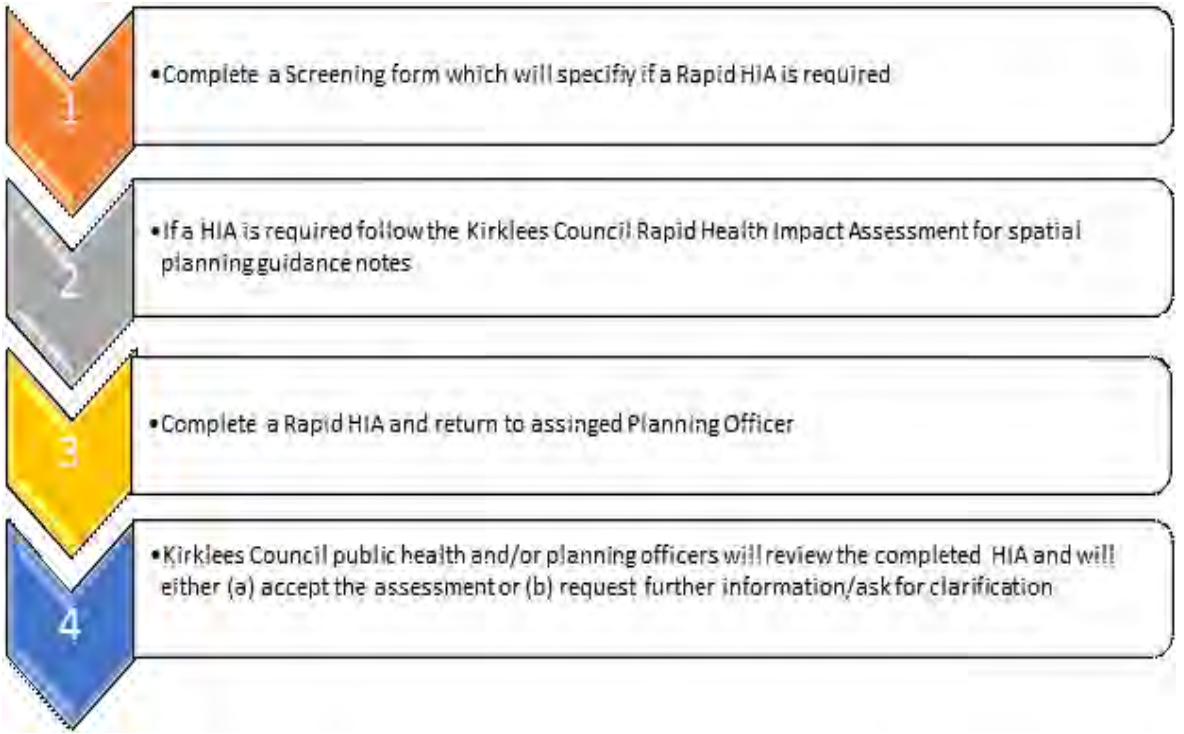
3.1 What type of Health Impact Assessment is required?

There are different types of Health Impact Assessment – these are often referred to as Rapid, Intermediate and Comprehensive HIA. Each of these types differs in complexity, the range of stakeholders who might be involved in the process and the time they take to complete. Comprehensive HIA is the most intensive form of HIA and Rapid HIA the least intensive.

In Kirklees, we would like developers to complete a **Rapid Health Impact Assessment**. This is a relatively quick process, involving desk-top research and your professional knowledge and expertise. However, you may also wish to include insight from stakeholders and/or local people where available and relevant.

Please note, on occasion, there may be a requirement for a more in depth HIA to be completed. **If this is the case, you will be informed of this at the pre-application stage and there will be a clear rationale and additional guidance provided.**

The Rapid Health Impact Assessment screening / completion process:



3.2 When will a Rapid Health Impact Assessment be required?
In relation to (pre)planning applications, Kirklees Council have developed a screening process to determine when a Rapid Health Impact Assessment is required and will therefore advise developers when one needs to be completed. The screening process acknowledges the interrelationship between planning policy, health and health inequalities and that those living in the most deprived neighbourhoods experience both environmental disadvantages and area inequalities which adversely affect population and individual health.

For developments on both allocated and unallocated sites, the screening methodology assesses the size of the site, as well as inequalities in health at a ward level through consideration of the level of socioeconomic deprivation and a series of health indicators on which new developments may have an impact.

The screening methodology can be found in Appendix 1 of this document.

3.3 Is there a Rapid HIA template?

The Rapid Health Impact Assessment template can be found on page 23 of this guidance. It covers a number of planning and development issues that can impact on health. The issues covered in the template may overlap with other assessments that developers are required to complete for Kirklees Council and therefore these can be cross-referenced where appropriate.

3.4 What will happen to the completed Rapid Health Impact Assessment?

Your completed Rapid HIA will be reviewed by Public Health and/or Planning officers who will either accept the assessment or may request further information.

SECTION B- Guidance on how to complete this Rapid Health Impact Assessment

Section 1) Provide some background information on the proposal being assessed.

Section 2) If appropriate, please provide a description of any other stakeholders or organisations who have been involved in the development of the proposal.

Section 3) The final step of the process is the completion of the HIA. The purpose of this is to identify and assess the impacts of your proposal on health and wellbeing; and recommend what can be done to maximise positive and minimise negative impacts. You can use **Section C** of this guidance to provide support to this process. Please note that not all of the guidance provided will apply in every circumstance. Please ensure you consider the health impacts on people who will live, work or use new developments, the local community and the contribution the proposal is expected to make to health and wellbeing of population of Kirklees.

a) **Impact** – Consider if the proposal will have an impact relating to each of the categories listed and if this impact will be positive or negative. Remember an explicit aim of the impact assessment is to reduce inequalities wherever possible. Section C provides specific examples of the types of inequalities which could be affected through developments.

+	-	?
Proposal has a positive impact	**Proposal has a negative impact**	**It is unsure what impact the proposal will have**

b) Certainty - Think about how certain you are about your assessment for each category. As far as possible, decisions should be supported using available evidence. However where there is no clear evidence, the Developer/ Consultant will need to use their best judgement and may need to do further research. Where this isn't possible, the Developer/ Consultant should be open and honest about this in the report.

?	!
Assumed impact. You have a gut feeling but may need to do some research.	**Known impact. You know that your assessment is correct and is based on evidence.**

c) Description of Impact - Note how the proposal will impact on an identified specific group or population.

d) Recommendation - Write recommendations in this column detailing how positive impacts could be maximised and negative impacts minimised. This may include further research that is needed to improve the certainty of your assessment.

SECTION C – ADDITIONAL THEME INFORMATION

Construction	
Links to Health The construction industry is a major source of pollution, responsible for around 4% of particulate emissions, more water pollution incidents than any other industry, and thousands of noise complaints every year. Although construction activities also pollute the soil, the main areas of concern are: air, water and noise pollution.	
Potential positive impacts on health Implementing measures to minimise the impacts of construction traffic (e.g. controls on dust, noise and congestion).	**Potential negative impacts on health** Activities which contribute to air pollution include: land clearing, operation of diesel engines, demolition, burning, and working with toxic materials. All construction sites generate high levels of dust and this can carry for large distances over a long period of time. Construction sites produce a lot of noise, mainly from vehicles, heavy equipment and machinery, but also from people shouting and radios turned up too loud. Excessive noise can lead to hearing loss, high blood pressure, sleep disturbance and extreme stress. Sources of water pollution on building sites include: diesel and oil; paint, solvents, cleaners and other harmful chemicals; and construction debris and dirt. Surface water run-off also carries other pollutants from the site, such as diesel and oil, toxic chemicals, and building materials like cement. Pollutants on construction sites can also soak into the groundwater, a source of human drinking water. Once

	contaminated, groundwater is much more difficult to treat than surface water.

Further Information
http://www.sustainablebuild.co.uk/pollutionfromconstruction.html

Kirklees Publication Local Plan, Strategies and Policies
http://www.kirklees.gov.uk/beta/planning-policy/pdf/submission-documents/SD1_Kirklees_Publication_Draft_Local_Plan-Strategy_and_Policies.pdf

Policy PLP 24 – Design
Policy PLP 43 - Waste management hierarchy
Policy PLP 47 – Healthy, active and safe lifestyles
Policy PLP 51 – Protection and improvement of local air quality
Policy PLP 52 – Protection and improvement of environmental quality

Housing

Links to Health
Factors such as the location, affordability, condition, design and construction of homes can have a significant impact on the health and wellbeing of the people living in them. Inadequate or poorly designed housing that fails to meet the needs of its intended residents can cause or contribute to preventable injuries and a number of health conditions such as respiratory diseases, cardiovascular diseases and mental health conditions such as depression.

Potential positive impacts on health	Potential negative impacts on health
Ways proposals can have a positive impact on health include: • Developing housing in an appropriate location (e.g. close to services and amenities appropriate to the needs of people living there and away from sources of noise and air pollution) • Providing quality affordable housing can result in people have a greater proportion of their income available to	Ways proposals can have a negative impact on health include: • Developing housing in an inappropriate location (e.g. in an isolated location with poor access to local services and amenities) • Lack of affordable housing can mean people on a low income will spend more on housing costs and less on other health needs (e.g. heating, healthy food, leisure activities.)

spend on their other health needs (e.g. heating, healthy food, leisure activities) • Use of good materials for noise insulation and energy efficiency can help to reduce noise pollution, energy waste and fuel poverty. • Ensuring homes are well orientated (e.g. to maximise natural light) • Ensuring homes are accessible and adaptable to support care in the community and independent living enabling people to remain in their homes despite changing requirements caused by age, disability or illness (e.g. Mobility problems or mental health problems such as dementia.) • Providing a range of housing tenures with good basic services and links to local amenities (e.g. shops, schools, health services) can create diverse, sustainable communities and promote social interaction. • Ensuring that new homes adhere to relevant guidance in are relevant Building Regulations guidance on falls, cold homes and fire safety.	• Poor insulation mean homes are difficult to keep warm in cold weather or cool in hot weather. This can exacerbate some health problems and contribute to fuel poverty and an increased impact on the environment. • Lack of soundproofing can result in noise pollution which can impact on health by interrupting sleep and contributing to mental health problems. • Overcrowded housing can contribute to poor mental health and an increase in accidents.
Further Information **Kirklees Publication Draft Local Plan, Strategies and Policies** **http://www.kirklees.gov.uk/beta/planning-policy/pdf/submission-documents/SD1_Kirklees_Publication_Draft_Local_Plan-Strategy_and_Policies.pdf** Policy PLP 11 – Housing mix and affordable housing Policy PLP 47 – Healthy, active and safe lifestyles	***WHO Housing and health guidelines 2018*** https://www.who.int/sustainable-development/publications/housing-health-guidelines/en/

Sustainable Travel and Transport

Links to Health

Reducing car dependency and the provision of convenient, safe, sustainable transport options (e.g. walking, cycling and public transport) can have a significant effect on health by encouraging participation in physical activity and social interaction, as well as reducing preventable road traffic accidents, noise and air pollution.

Having the ability to travel actively and easily access local public transport can have a positive impact on the health and wellbeing of individuals and communities. The risks of not considering this in new developments are far ranging and include:

Obesity
Physical inactivity
Poor mental wellbeing
Social isolation
Road safety / killed and seriously injured
Poor outdoor air quality

Potential positive impacts on health	**Potential negative impacts on health**
Ways proposals can have a positive impact on health include: • Major sites to develop a travel plan which will deliver sustainable transport objectives through the encouragement of public transport, cycling and walking where appropriate. • Implementing traffic calming measures can reduce road traffic injuries and create a safer environment that promotes greater participation in walking and cycling. • Locating developments close to local services and amenities encourages people to visit them using sustainable transport methods.	Ways proposals can have a negative impact on health include: • Creating developments that are totally anti-car can have a negative health impact on those people who are unavoidable car dependant (e.g. due to illness or mobility problems) • Creating isolated developments without adequate public or sustainable transport links can increase car dependence and contribute to more congestion, road traffic accidents, noise and air pollution. • Giving priority to cars and other motor vehicles can create an environment that is intimidating to walkers and cyclists so discouraging physical activity and social interaction.

• Ensuring developments have good links to the local public transport network. • Establishing a HomeZones approach, where the road space is shared between drivers of motor vehicles and other road users (e.g. walkers, cyclists and playing children) can encourage greater participation in walking and cycling. • Integrating a variety of services (e.g. community centre, library, doctors and pharmacy) in a single location can reduce the need to travel	

Further Information

Kirklees Joint Strategic Assessment http://observatory.kirklees.gov.uk/jsna/health-and-wellbeing/economic-factors/transport

Kirklees Joint Strategic Assessment http://observatory.kirklees.gov.uk/jsna/health-and-wellbeing-behaviours/food-obesity-physical-activity

West Yorkshire Combined Authority TRANSPORT STRATEGY 2040:
https://www.westyorks-ca.gov.uk/media/2664/transport-strategy-2040.pdf

Department of Transport. Cycling and Walking Investment Strategy:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/603527/cycling-walking-investment-strategy.pdf

HomeZones
https://www.researchgate.net/publication/267624323_Home_zones_A_planning_and_design_handbook

Kirklees Publication Draft Local Plan, Strategies and Policies
http://www.kirklees.gov.uk/beta/planning-policy/pdf/submission-documents/SD1_Kirklees_Publication_Draft_Local_Plan-Strategy_and_Policies.pdf
Policy PLP 19 - Strategic transport infrastructure
Policy PLP 20 – Sustainable travel

Policy PLP 21 – Highway and safety access
Policy PLP 23 – Core walking and cycling network (
Policy PLP 24 – Design
Policy PLP 31 – Strategic Green Infrastructure Network
Policy PLP 47 – Healthy, active and safe lifestyles

Air Quality and Emissions, Technical Planning Guidance, Part of the West Yorkshire Low Emissions Strategy
http://www.kirklees.gov.uk/beta/crime-and-safety/pdf/WYLES-air-quality-and-emissions-planning-technical-guide.pdf

Access to green and open space

Links to Health

Green and Blue Infrastructure (GBI) "is a network of multifunctional green space, urban and rural, capable of delivering a wide range of environmental and quality of life benefits for local communities." It includes parks, open spaces, playing fields, woodlands, street trees, allotments and gardens, as well as rivers, canals and other water bodies.

Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. People are more likely to make use of a green space if they think it is well-maintained and easy to reach..

As outlined in the Kirklees Local Plan, included in the vision for Kirklees is that by 2031, Kirklees will have reduced health inequalities by working to ensure that everyone has access to “green spaces and opportunities for physical activity and a healthy lifestyle.

Lack of access to open and green spaces is a public health concern and can contribute to physical inactivity, cardiovascular disease and obesity. There are also mental health benefits of having access to nature and green space and water.

Green and blue infrastructure close to where people live provide opportunities for sport, recreation and play – providing enjoyment, encouraging healthy lifestyles, and benefiting mental well-being. Access to green and blue spaces can aid recuperation from illness and bring together to socialise and. They are also an essential component of the quality and local character of areas, providing visual amenity and wildlife value.

Potential positive impacts on health	**Potential negative impacts on health**
• Ensuring provision of green spaces within developments. It is important that these are the right type of green spaces for the population group • Ensuring that green and open spaces are of good quality and safe • Ensuring that new developments do not reduce existing access to green and open spaces for existing communities • Providing safe play areas • Providing opportunities for recreation and physical activity for all population groups e.g. outdoor gyms or circular walks • Providing benches in strategic places i.e. bus stops and regular intervals will allow elderly and other population groups to rest when needed • Providing attractive and landscaped developments – views of green and blue space have a positive impact on health and wellbeing of communities • Providing communal spaces to support social cohesion	• Physical inactivity, cardiovascular disease and obesity • Mental health impact from lack of access to nature and green space and water • Poor environment leading to physical inactivity

Further Information **Open Space Study 2016** https://www.kirklees.gov.uk/beta/planning-policy/pdf/supportingDocuments/greenbeltOpenspace/Kirklees-Open-space-study-2015-revised-2016.pdf **Leeds City Region Green and Blue Infrastructure Strategy 2017-2036** https://www.westyorks-ca.gov.uk/media/3650/leeds-city-region-green-and-blue-infrastructure-4-page-final.pdf **Kirklees Publication Draft Local Plan, Strategies and Policies** http://www.kirklees.gov.uk/beta/planning-policy/pdf/submission-documents/SD1_Kirklees_Publication_Draft_Local_Plan-Strategy_and_Policies.pdf Policy PLP 24 – Design Policy PLP 29 - Management of water bodies Policy PLP 31 - Strategic Green Infrastructure Network Policy PLP 32 – Landscape Policy PLP 33 - Trees Policy PLP 34 - Conserving and enhancing the water environment Policy PLP 47 - Healthy, active and safe lifestyles Policy PLP 61 - Urban green space Policy PLP 62 - Local green space Policy PLP 63 - New open space	

Access to healthy food

Links to Health

Poor diet and nutrition is the second leading risk factor for premature death and disability in Yorkshire and Humber (after smoking). The determinants of poor diet and nutrition are complex and include biological, cultural and environmental factors – one environmental factor is access to food stores selling healthy food at reasonable prices.

Access to healthy, nutritious food has been shown to contribute to improving general health. A variety of studies have shown that a poor diet high in saturated fat, salt and sugar and low in fruit and vegetables can contribute to a range of health conditions including diabetes, heart disease, obesity, cancer and stroke.

Department of Health guidelines promote eating more fresh fruit and vegetables and cutting down on saturated fat, salt and sugar as a way to prevent chronic disease. However evidence shows that people on low incomes (e.g. older people, young families, unemployed people,) are the least able to eat well, so increasing health inequalities.

Potential positive impacts on health	**Potential negative impacts on health**
• **Ease of access to local food supermarkets (e.g. using the Food Environment Assessment Tool)** • Promoting small scale community projects that enable local people to locally access affordable, fresh healthy food and the skills to form this into healthy meals (e.g. food coops, community allotments, community cafes) • Providing gardens and allotment sites which enable people to grow their own fresh food and promotes physical activity.	• Centralisation of shopping areas and the dominance of large supermarkets can act to reduce local food choice. • Redevelopment of allotments, gardens and other similar facilities can result in people having nowhere locally to grow their own food.
Further Information	

Food Environment Assessment Tool - FEAT Toolhttp://www.feat-tool.org.uk/ **Kirklees Publication Draft Local Plan, Strategies and Policies** **http://www.kirklees.gov.uk/beta/planning-policy/pdf/submission-documents/SD1_Kirklees_Publication_Draft_Local_Plan-Strategy_and_Policies.pdf** **Policy** PLP 47 - Healthy, Active and Safe Lifestyles	

Community Safety	
Links to Health The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. In the context of community safety the NPPF 2012 paragraph 69 states that planning policies and decisions should aim to achieve places which promote: *safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion;*	
Potential positive impacts on health • Developments that include mixed use of buildings and public spaces can encourage their positive use by a wide range of community members. • Provision of effective lighting can limit the opportunities for antisocial behaviour. • Involving local communities in the planning and design of developments can help to identify actual and perceived safety issues as well as creating a sense of empowerment and ownership/stewardship.	**Potential negative impacts on health** • Excluding certain individuals or groups from using certain buildings or public spaces can create feelings of alienation, inequality and isolation that can lead to antisocial behaviour. • Failure to involve local communities in the planning and design of developments can result in potentially important safety issues being missed and lead to people feeling powerless, uninvolved, uncooperative and antagonistic towards those developments.

• Creating a pedestrianised area can encourage people to interact socially. • Creating safe and secure formal and informal play and recreation areas can help divert people from crime and antisocial behaviour	• Creating areas that are unsafe or feel unsafe discourages their use and further increase the perception that they are unsafe. • Creating an area where priority is given to cars can create an area that is intimidating to pedestrians and perceived as unsafe. • Creating an area with ineffective lighting can encourage crime and antisocial behaviour.
Further Information **Kirklees Publication Draft Local Plan, Strategies and Policies** http://www.kirklees.gov.uk/beta/planning-policy/pdf/submission-documents/SD1_Kirklees_Publication_Draft_Local_Plan-Strategy_and_Policies.pdf Policy PLP 24- Design Policy PLP 47 - Healthy, active and safe lifestyles Policy PLP 48 - Community facilities and services **Secure by Design** https://www.securedbydesign.com/	
Employment and Economy	
Links to Health	

The Local Plan spatial strategy seeks to develop a strong and thriving economy, combining great quality of life and a strong and sustainable economy leading to thriving communities, growing businesses, high prosperity and low inequality and where people enjoy better health throughout their lives. This reflects the Local Plan vision and the main priorities identified in the Leeds City Region (LCR) Strategic Economic Plan (SEP) and the Kirklees Economic Strategy (KES) and Joint Health and Well-being Strategy.	
Potential positive impacts on health **For housing developments:** • Ensuring that people can access work places through variety of transport modes including walking, cycling and public transport. **For employment developments:** • Providing new employment opportunities for local people	**Potential negative impacts on health** **For housing developments:** • Creating employment opportunities in inaccessible locations with poor transport links can greatly limit who is able to access those opportunities. **For employment developments:** • Areas that are too reliant on a single employer or lacking in job variety can stifle the aspiration and limit employment opportunities of the local workforce and as a result have a negative impact on health and wellbeing. • Developments in areas with poor infrastructure can make less competitive or attractive business locations, discouraging investment in an area. • Creating employment opportunities that are inappropriate to the skills of the local resident workforce results in that workforce deriving little economic benefit from those opportunities.
Further Information **Kirklees Publication Draft Local Plan, Strategies and Policies**	

http://www.kirklees.gov.uk/beta/planning-policy/pdf/submission-documents/SD1_Kirklees_Publication_Draft_Local_Plan-Strategy_and_Policies.pdf Policy PLP 9 – Supporting skilled and flexible communities and workforce Policy PLP 47 – Healthy, active and safe lifestyles	

Community Cohesion	
Links to Health Community Cohesion and the extent to which people and communities "get along" can be influenced by a wide range of issues, which includes the physical structure of an area and opportunities for communities to interact socially. Poor connectivity and social cohesion can lead to ill-health exacerbated through isolation, lack of social contact and fear of crime. Badly designed environments can also constrain vulnerable groups from participating in everyday life. NPPF 2012, paragraph 68 states there should be: *Opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;*	
Potential positive impacts on health • Creating buildings and spaces where people can meet formally and informally can help to stimulate the creation of social networks • Creating mixed use developments can stimulate interaction between different social groups with a	**Potential negative impacts on health** • Placing a busy road or other development through the middle of a community can act to split that community in two and hinder social interaction between the severed parts

community (e.g. Parent and Toddler Group and Older Peoples group based in same space) • Encouraging people to walk to local facilities rather than travelling by car encourages them to interact more.	• Ill-health exacerbated through isolation, lack of social contact and fear of crime • Badly designed environments can constraint vulnerable groups from participating in everyday life
Further Information **Kirklees Publication Draft Local Plan, Strategies and Policies** http://www.kirklees.gov.uk/beta/planning-policy/pdf/submission-documents/SD1_Kirklees_Publication_Draft_Local_Plan-Strategy_and_Policies.pdf Policy PLP 48 - Community facilities and services	

Climate Change	
Links to Health Research shows that climate change is likely to impact on human health in a range of ways. Harmful impacts may include extreme weather events and hotter weather and heatwaves. The majority of the UK's greenhouse gas emissions arise from the production and consumption of energy.	
Potential positive impacts on health • Creating sustainable drainage systems can safely deal with surface run off and minimise the risk of flooding • Creating energy efficient well insulated buildings can reduce carbon emissions	**Potential negative impacts on health** • Building development on flood planes can increase the risk of flooding • Buildings constructed with poor quality materials can be less energy efficient and so contribute to increased carbon emissions.

• Developments that use renewable energy sources (e.g. solar, wind, biofuels) for all or part of their energy needs reduces carbon emissions • Referring to sustainability standards when designing developments • Ensuring that all developments provide green infrastructure • Provision of street trees and other vegetation can reduce urban heat island effect • Providing benches in shelter of trees	
Further Information **Kirklees Publication Draft Local Plan, Strategies and Policies** http://www.kirklees.gov.uk/beta/planning-policy/pdf/submission-documents/SD1_Kirklees_Publication_Draft_Local_Plan-Strategy_and_Policies.pdf Policy 24 – Design Policy PLP 26 – Renewable and low carbon energy Policy PLP 27 - Flood risk Policy PLP 28 – Drainage Policy PLP 43 - Waste management hierarchy	

SECTION D - KIRKLEES RAPID HEALTH IMPACT ASSESSMENT

• PROPOSAL SUMMARY
Please prove a brief summary of the proposal

• STAKEHOLDER INVOLVEMENT
Please provide a description of any other stakeholders or organisations who have been involved in the development of the proposal. If appropriate, please also detail any changes that have been made as a result of this involvement.

3. Rapid Health Impact Assessment Template							
Planning and Development Issue							
Construction	Impact			Certainty		Description of Impact on health and your rationale for this	Recommendation (to minimise or maximise impact)
	+	-	?	?	!		
Pollution (e.g air, noise)							
Other							

Planning and Development Issue							
Housing	Impact			Certainty		Description of Impact on health and your rationale for this	Recommendation (to minimise or maximise impact)
	+	-	?	?	!		
Housing Mix							
Affordable Housing							
Accessible and adaptable housing							
Energy efficiency (cold homes and fuel poverty)							
Accidents - falls							
Accidents – fire safety							
Other							

Planning and Development Issue							
Access to Sustainable Travel and Transport	Impact			Certainty		Description of Impact on health and your rationale for this	Recommendation (to minimise or maximise impact)
	+	-	?	?	!		
Promotion and ease of cycling and walking							
Access to public transport links							
Other							

Planning and Development Issue							
Access to open and green space	Impact			Certainty		Description of Impact on health and your rationale for this	Recommendation (to minimise or maximise impact)
	+	-	?	?	!		
Safe , secure and accessible open and green space for all							
Play space							
Other							

Planning and Development Issue							
Access to healthy food/food	Impact			Certainty		Description of Impact on health and your rationale for this	Recommendation (to minimise or maximise impact)
	+	-	?	?	!		
Ease of access to local supermarkets or convenience stores							
Opportunities for local food growing							
Other							

Planning and Development Issue							
Community Safety	Impact			Certainty		Description of Impact on health and your rationale for this	Recommendation (to minimise or maximise impact)
	+	-	?	?	!		
Traffic management							
Lighting							
Safe and secure play areas							
Safe and inclusive environments							
Prevention of crime and anti-social behaviour							

Planning and Development Issue							
Employment and Economy	Impact			Certainty		Description of Impact on health and your rationale for this	Recommendation (to minimise or maximise impact)
	+	-	?	?	!		
Local employment opportunities							
Access of a variety of travel modes to places of work							
Other							

Planning and Development Issue							
Community Cohesion	Impact			Certainty		Description of Impact on health and your rationale for this	Recommendation (to minimise or maximise impact)
	+	-	?	?	!		
Ease of access to public buildings for all							
Ease of access to public spaces for all							
Opportunities for promoting community interaction							
Other							

Planning and Development Issue							
Climate Change	Impact			Certainty		Description of Impact on health and your rationale for this	Recommendation (to minimise or maximise impact)
	+	-	?	?	!		
Green infrastructure							
Low carbon and renewable energy							
Flood risk and drainage							
Other							

Appendix 1. Site Methodology Screening Flow Chart

