



LAND AT BARNSELEY ROAD, DENBY DALE

HEALTH IMPACT ASSESSMENT

STRATA

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Pegasus Group

Queens House | Queen Street | Manchester | M2 5HT

T 0161 393 3399 | **W** www.pegasusgroup.co.uk

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough | Solent

DESIGN | **ENVIRONMENT** | **PLANNING** | **ECONOMICS** | **HERITAGE**

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1. HEALTH IMPACT ASSESSMENT BACKGROUND

Scheme Description

- 1.1 This Health Impact Assessment (HIA) has been prepared by Pegasus Group on behalf of Strata to examine the potential health effects associated with the development of 53 residential dwellings built on land at Barnsley Road, Denby Dale. This HIA has been prepared to support the full planning application (PP-10417597). A HIA is required as part of the validation checklist provided by Kirklees Council.
- 1.2 In line with previous HIAs undertaken by Pegasus Group, this HIA has been written using guidance produced by the Department of Health and the London Health Urban Development Unit's (HUDU) via its rapid health impact assessment matrix. This report summarises how the Proposed Development addresses the determinants of health and well-being set out in the HUDU matrix that are relevant to it:
- Housing Quality and Design.
 - Access to Healthcare Services and other Social Infrastructure.
 - Access to Open Space and Nature.
 - Accessibility and Active Travel.
 - Crime Reduction and Community Safety.
 - Access to Healthy Food.
 - Access to Work and Training.
 - Social Cohesion and Inclusive Design.
 - Minimising the use of Resources.
 - Climate Change & Biodiversity.
- 1.3 To supplement the analysis, the HIA draws on other documents produced to support the full planning application (PP-10417597). These documents are:
- Flood Risk Assessment.
 - Ecological Impact Assessment.
 - Construction Environmental Management Plan.
 - Transport Statement.
 - Statement of Community Involvement.
 - Sustainability & Climate Change Statement.
 - Design and Access Statement.

Health Impact Assessments

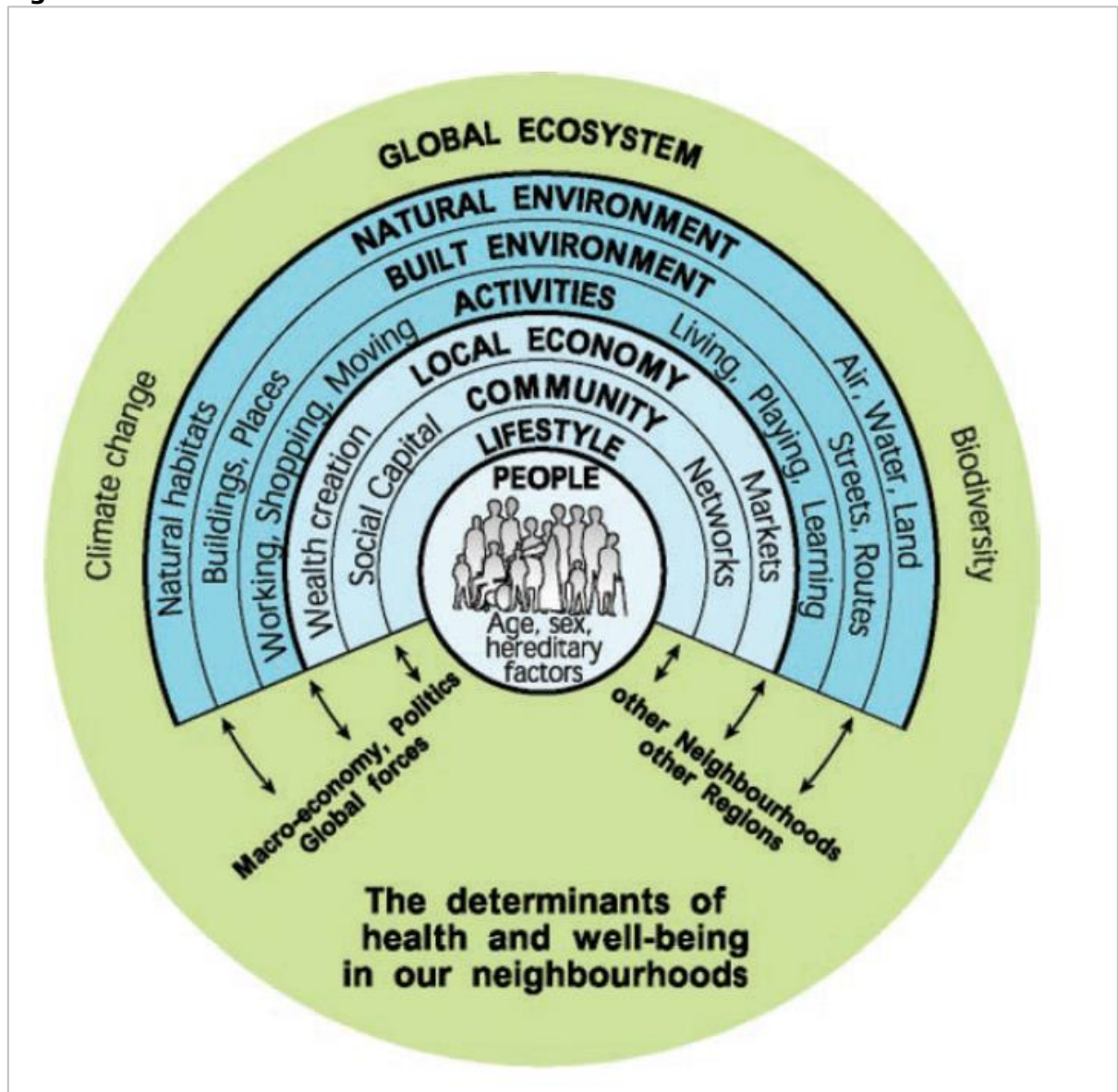
- 1.4 A HIA is commonly defined as:

*"A combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population"*¹

- 1.5 The HIA is based upon a socio-economic model of health. It is a tool to organise both positive (for example, the creation of jobs) and negative (for example, the generation of pollution) impacts on the different affected subgroups of the population that might result from the development.
- 1.6 The HIA aims to identify all these effects on health in order to enhance the benefits for health and minimise any risks. The HIA framework moves beyond analysing healthcare services, which help people when they are ill, to assessing the effects of development upon major health assets, which help people stay healthy.
- 1.7 Many factors influence health and well-being. These include housing, community networks, places to play and modes of travel and opportunities to move. These are known as determinants of health. The Proposed Development will shape some of these determinants of health by contributing an entirely new housing stock to the area of which will have a positive influence on health and well-being. The HIA is also concerned with inequalities in health, as some population groups are more susceptible to change in the social, economic and physical environments and may be more susceptible to poor health.
- 1.8 One of the additional aims of a HIA is to assist public health management planning. Management planning is an impartial output as it proposes ways in which health and health inequalities can be addressed by all parties involved in the physical design of the scheme. In this way, benefits can be embodied within the scheme and extend beyond the life of the HIA itself.
- 1.9 Figure 1.1 shows the many factors that influence health and well-being. These include housing, community networks, places to play and modes of travel and opportunities to move.

¹ *Health impact assessment for intersectoral health policy: a discussion paper for a conference on health impact assessment: from theory to practice*: Lehto & Ritsataakis, 1999.

Figure 1.1: Main determinants of health



Source: Human ecology model of a settlement (Barton and Grant, 2006)

2. MAIN FINDINGS

Introduction

- 2.1 This section presents a summary of the findings of the Department of Health and the London Health Urban Development Unit's (HUDU) rapid health impact assessment matrix in relation to the Proposed Development. It summarises the findings for the relevant determinants of health and well-being themes set out in the matrix.

Housing Quality and Design

- The outline planning application seeks planning permission for the erection of up to 53 dwellings. The indicative site layout plan associated with the scheme indicates that the dwellings will be a mix of 1-to-5-bedroom houses of varying types and sizes appropriate for a range of households. The Proposed Development will include a range of homes with various tenures, including affordable housing provision.
- 11 of the proposed 53 dwellings will be affordable homes, which equates to around 20% of on-site provision.
- The design of the houses will use local styles and materials to complement the existing dwellings that are already in the local area, whilst still ensuring the Proposed Development maintains its own identity.

Access to Healthcare Services and other Social Infrastructure

- The Proposed Development will have sufficient access to eleven GP surgeries within 5 miles of the site. The nearest GP surgery is Skelmanthorpe Family Doctors – Denby Dale, which is approximately 0.3 miles away on Wakefield Road. This GP Practice currently has 9,343 patients and three full-time equivalent (FTE) GPs. There are also six dental surgeries within a five-mile radius on the site, the nearest one being Skelmanthorpe Dental Practice approximately 1.5 miles away from the site on Huddersfield Road. There are also 12 pharmacies and 3 opticians within a five-mile radius of the site. Given the relatively modest increase in population associated with the Proposed Development (a total of 127 people based on the average household size of 2.4 in Kirklees²) and assuming that a number of residents will already live in the locality and access the existing facilities, it is not considered necessary to provide any additional healthcare facilities on-site.

² Source: 2011 Census (Table H01UK).

- Within a three-mile radius of the site, there are twelve primary schools and two secondary schools (all with sixth form provision for students up to the age of 18) within a four-mile radius of the site³⁴. The closest primary school to the site is Denby Church of England Primary School, approximately 0.66 miles away, although data from the Department for Education indicate that this primary school is currently oversubscribed. The second closest primary school is Denby Dale First and Nursery School which is 0.7 miles away and has capacity for 39 students. Within three miles of the site, the primary schools have a total spare capacity of 130 places.
- Looking at secondary schools, there are two within three miles of the application site: Shelley College (1.57 miles away from the site) and Penistone Grammar School (2.67 miles away). Both secondary schools have capacity, with the combined total capacity coming to 114 places.
- The Proposed Development consists of up to 53 dwellings, with an estimated population of 127. In Kirklees, ONS population estimate data shows that around 9.2% of the population are of primary school age (4⁵-11) and 8.8% of the population are of secondary school age (11-18)⁶. Assuming the Proposed Development has a similar proportion of children of primary and secondary school age, it would be expected to generate a need for an additional 12 primary places and 11 secondary/sixth form places, if all the children were new to the area. Overall, it is considered that the capacity in the surrounding schools is enough to absorb the relatively modest increase in school-aged children resulting from the Proposed Development.
- The nearest bus stop to the site is located by Wakefield Road Railway Station which is 0.4 miles away or just under a 10-minute walk. This bus stop is served by the number 83, 94a, 99, 350, 353, the D1 Denby Dale and X1 Holmfirth Explorer which provide direct access to Barnsley, Huddersfield, Holmfirth and Penistone.
- As mentioned previously, a number of the families living in the Proposed Development will already live within Kirklees, meaning their children will already have places at the local schools.

³ Department for Education – Get information about schools (website accessed 19/11/21); DfE School capacity tables: academic year 2018 to 2019.

⁴ The Home to School Travel and Transport Guidance (Department for Education, March 2014), published by the Department for Education in March 2014 is largely derived from the Education and Inspections Act 2006. The Act states that the statutory school walking distances are two miles for children aged under eight, and three miles for children aged eight and over. Taking this guidance into consideration, both primary schools have been assessed within three miles of the application site.

⁵ The population of 4-year-olds has been split in half, as not all 4-year-olds will attend primary school.

⁶ The population of 11-year-olds and 18-year-olds has been split in half.

- The site benefits from being located within reasonable walking distance from the key services and amenities on Wakefield Road. Within 2km of the site there are amenities such as:
 - Denby Dale Railway Station.
 - Post Office.
 - Convenience Store.
 - Pub/Restaurant.
 - Cricket Club.

Access to Open Space and Nature

- The Proposed Development will provide open space to meet the needs of both the existing and the potential future residents. The open spaces on site will reflect the current and future needs of residents as well as supporting communities' health, social and cultural wellbeing.
- Three key areas and types of open space are proposed throughout the development in line with the requirements of the Kirklees Open Space Supplementary Planning Document. The Proposed Public Space typologies comprise of:
 - A children's play area.
 - Amenity green space.
 - Natural and semi natural green space.
- Based on the Ecological Appraisal Report produced by Brooks Ecological, a Construction Environmental Management Plan (CEMP) has been developed which outlines how the site will be built without affecting the surrounding habitats. Among other points, the CEMP highlights the following protection measures:
 - Location of biodiversity protection zones or fences, including reduced light areas.
 - Dealing with known or discovered invasive species.
 - Pre (or during clearance) checks for protected species.
 - Nesting bird management.
- A Biodiversity Management Plan will also be created to specify in detail how the development will cater for biodiversity on site and show how habitats can be maintained. It is designed to minimise the loss of biodiversity.

Accessibility and Active Travel

- Based on the Transport Statement produced by Andrew Moseley Associates, the development site will be accessible to vehicles, pedestrians and cyclists at the south of the site off Barnsley Road, which will have pedestrian footpaths either side of the carriageway. There will also be an additional pedestrian access point at the north-west of the site which will provide pedestrian access through to the centre of Denby Dale.
- For pedestrians, within a 2km catchment area of the site, the village of Denby Dale and the surrounding residential areas of Upper Cumberworth and Nether End are within walking distance. These can be accessed by an already existing footpath at the north of the site.
- For cyclists, Skelmanthorpe, Scissett, Clayton West, Lane Head, Ingbirchworth and Gunthwaite are all located within the 5km catchment area from the development site. As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents of site.
- The Proposed Development benefits from good access to public transport provision due to its close proximity to public bus stops and rail service which offer frequent bus services and rail links.

Crime Reduction and Community Safety

- As outlined in the Design and Access Statement for the scheme, a number of design measures have been put in place to ensure the Proposed Development is secure, such as:
 - **Boundaries:** all gardens in the Proposed Development will have boundaries to increase security and landscaping buffers and new tree planting will increase privacy within the site.
 - **Layout and orientation of dwellings:** the layout of the dwellings has been designed to ensure there is heightened surveillance for neighbouring properties, car parks and open spaces and to reduce anti-social behaviour.
 - **Lighting:** all the lighting in public areas on the site will be designed in accordance with Secured by Design Local Authority Guidance.
 - **Car Parking:** all car parking spaces will be located in visible places that are naturally surveyed by surrounding properties. Cycle storage proposed within

the scheme will be fully enclosed, lockable and have internal security measures.

- **Security:** All dwelling will have lockable and easily accessible windows and doors of which comply with Building Regulations Approved Document Q (Security-Dwellings).

Access to Healthy Food

- The Proposed Development is well served by local facilities including convenience stores.
- The proposal itself is not considered to have any impact on healthy food provision as it is a residential scheme.

Access to Work and Training

- Temporary jobs will be supported during the build phase of the dwellings. This includes both direct construction jobs on-site and indirect/induced roles supported in the wider economy.
- Permanent indirect/induced roles will be supported in the wider economy as a result of the increased household spend.
- Opportunities for employment of local workforce and supply chains will be promoted during the construction of the Proposed Development.

Social Cohesion and Inclusive Design

- A pre-application public consultation was undertaken to build an understanding and awareness of the project by local people and the local planning authority. Local people have had the opportunity to engage with the proposals through the distribution of leaflets with FREEPOST comment forms and via the project website.
- A Consultation Statement has been prepared and accompanies the planning application, which addresses the comments that have been raised as part of the consultation process.

Minimising the use of Resources

- As outlined in the Sustainability Statement for the scheme, the Proposed Development will include enhanced fabric specification which will reduce the average fabric energy demand on site by 14.7% and the average predicted Carbon emissions by 4.8%. The water consumption per person, per day in the Proposed Development

is predicted to be less than the amount that is required by Building Regulations. Sustainability measures are also in line with Kirklees Council's Policy LP24 and the National Planning Policy Framework 2021, which places emphasis on sustainable development, energy efficiency and reduction in carbon emissions.

- Strata's' proposed Sustainability Strategy for Barnsley Road, Denby Dale places great importance on the efficiency of a property's thermal envelope and internal building services, therefore ensuring that each dwelling on the development benefits from built-in energy reduction measures with no future maintenance issues.

Climate Change & Biodiversity

- Based on the Ecological Impact Assessment produced by Brooks Ecological, the proposed scheme will be designed to minimise the loss of biodiversity. A Biodiversity Management Plan will be produced to detail how the Proposed Development will cater for biodiversity on site. The report also states pre-construction ecology checks will be made to ensure protected species and invasive weeds have not colonised between the date of the report and the date when the construction activity begins.
- An Arboricultural Report and Impact Assessment produced by AWA Tree Consultants outlines that the direct impacts from the Proposed Development. The design of the scheme will aim to minimise root disturbance and avoid trenching construction methods. Where there is a risk of waterlogging, the design should incorporate appropriate land drainage.
- The scheme provides the opportunity for new tree planting. This has the potential to mitigate for the required tree removals.
- A detailed flood risk assessment and outline drainage management plan has been undertaken (see separate report by iD Civils Design Ltd). The report identifies that the site is located within fluvial Flood Zone 1 and there is a risk of surface water flooding on the site in the southern field. Flood risks identified have been mitigated and following mitigation the residual risk is considered low. The assessment has also identified current site drainage characteristics and established the current level of risk from flooding. In all cases the risks are found to be low.

Conclusion

- 2.2 Overall, it is considered that the Proposed Development at Barnsley Road, Denby Dale will have no detrimental impact on health inequalities and in many respects, with mitigation measures implemented where appropriate, will improve the health of the new

and existing population, therefore reducing health inequalities. Table 2.1 provides an overview of the main health impacts

Table 2.1: Determinants of Health applicable to the Proposed Development

Health Determinant Category	Examples Health Determinants	Impact from Scheme
Housing Quality and Design	Number of dwellings, size and tenure of dwellings, number of affordable houses	Delivery of affordable homes and mix of housing tenures and types
Access to Healthcare Services & other Social Infrastructure	Access to health services, schools and proximity to bus routes	Demand for health services and school places
Access to Open Space & Nature	Residents access to open space and protection of habitats	Sufficient provision of open space and assessment of habitats on site
Accessibility & Active Travel	Access for vehicles, cyclists and pedestrians	Access roads, cycle lanes and pedestrian footpaths
Crime Reduction & Community Space	Security of houses and vehicles.	Garden boundaries and lighting to increase security, visible parking spaces and lockable cycle storage.
Access to Healthy Food	Access to convenience stores	Within walking distance of shops and stores
Access to Work and Training	Direct and indirect employment	Creation of construction jobs and employment opportunities for local people
Social Cohesion & Inclusive Design	Community engagement in scheme design	Consultation statement prepared which addresses feedback from local residents

Health Determinant Category	Examples Health Determinants	Impact from Scheme
Minimising the use of Resources	Reduce energy demand and carbon emissions	Sustainability plan to reduce carbon emissions, energy demand and water consumption on site
Climate Change & Biodiversity	Protection of biodiversity on-site and potential flood risk	Biodiversity management plan and planting of trees, in addition to mitigation of any potential flood risks