



EAST RIDING

OF YORKSHIRE COUNCIL

**The East Riding Local Plan
Draft Strategy Document Health
Impact Assessment**

January 2013

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1 Introduction

- 1.1 The Draft Strategy Document is the central document in the emerging East Riding Local Plan. Together, the documents of the Local Plan will provide the framework for managing development and addressing the key planning issues in the East Riding up to 2028. The Strategy Document will set the overall strategic direction for the Local Plan and includes;
- Spatial Strategy policies which sets where, and how much, development will occur up to 2028/29.
 - Development Management policies which address a number of important issues relating to housing, economic development, transport, the built environment and community infrastructure
 - Sub area policies that provide a local interpretation of other policies in the plan for six sub-areas, so as to address their most important spatial planning objectives
- 1.2 The Strategy Document has undergone an Sustainability Appraisal (SA) at each stage in its production. This has looked to appraise the social, environmental and economic effects of the plan from the outset to help ensure that decisions are made which contribute to sustainable development. One of the objectives of the SA is to 'reduce health inequalities' and so the SA provides an initial assessment of the potential implications of the Strategy Document for health and health services.
- 1.3 A Health Impact Assessment (HIA) has been undertaken of the Draft Strategy Document to allow more specific consideration to be made of its potential contribution to health and well being objectives. It has also provided an opportunity to develop thinking about the role of HIA as a methodology for assessing policies and strategies within the Council and with its partners.

2 About Health Impact Assessment

- 2.1 The determinants of health are wide ranging, as illustrated in the Dahlgreen and Whitehead Model in figure 1. There is, therefore, considerable potential for the Strategy Document to have implications on health outcomes.

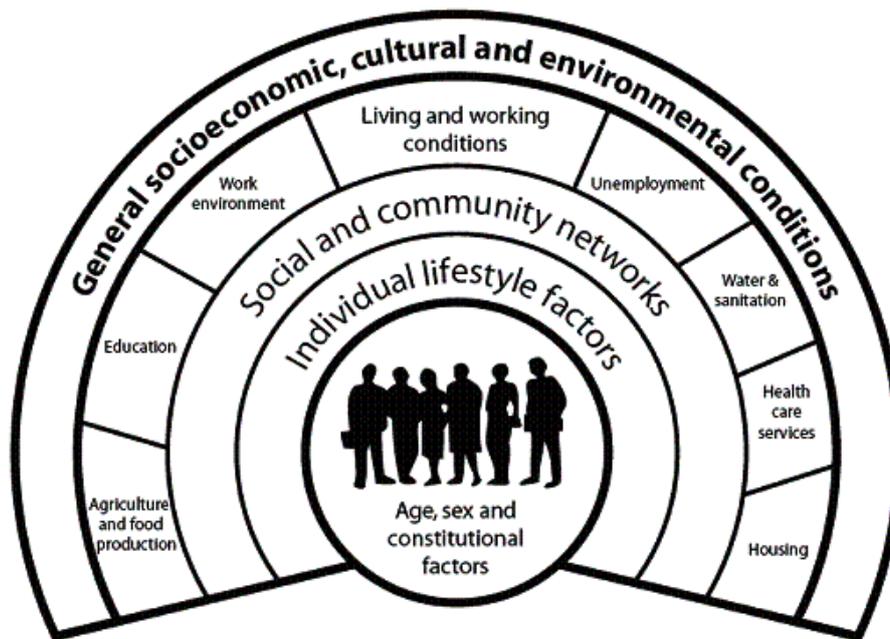


Figure 1: Dahlgren and Whitehead 'Rainbow' Model of Health Determinants

- 2.2 At its simplest, HIA has been described as “a valuable aid to decision making which helps in the identification of potential risks and benefits from a particular proposal whether at the policy, programme or project levels”¹
- 2.3 According to the WHO² HIA is “a combination of procedures methods and tools by which a project, programme, policy or legislative proposal may be judged for its potential effects on the health of a population and the distribution of these effects within it”. This definition also acknowledges that “the process of HIA requires broad participation of all stakeholders involved in order to adequately identify the potential health impacts [as it is] concerned also with the distribution of impacts within the population, HIA is a means of addressing inequalities in health”
- 2.4 The Health Development Agency has suggested³ that the primary output should be “a set of evidence based recommendations geared to informing [a] decision making process” The recommendations should identify practical ways of maximising the positive health impacts of the proposal and minimising negative health impacts.
- 2.5 There are several models of HIA, but they all comprise a series of similar steps⁴;
- Stage 1: Screening – determining whether a project should be subject to HIA
 - Stage 2: Scoping – deciding how to undertake the HIA and identifying potential health impacts

¹ Parry J and Stevens A. Prospective health impact assessment: pitfalls, problems and possible ways forward. BMJ 2001;323 (7322):1177

² WHO “Health Impact assessment in Developing Policy and Planning” : report of an informal WHO consultation meeting, Cartagena, Colombia (2001) available at http://www.who.int/mediacentre/events/HSD_Plaq_02.4_def1.pdf accessed May 2003

³ Health Development Agency “Introducing health impact assessment (HIA):Informing the decision-making process” London 2002

⁴ Parry J and Stevens A. Op Cit

- Stage 3: Appraisal – assessing the magnitude and direction of the potential health impacts and considering how potential positive impacts could be maximised and negative impacts minimised
 - Stage 4: Priority recommendations – communicate findings to decision maker, making recommendations where appropriate.
- 2.6 Experience of HIA locally has to date been fairly limited; however local HIA exercises have been undertaken and lessons learned. Specifically;
- Evidence does not necessarily mean research evidence, and not all influences on health are quantifiable. There will need to be estimates or assumptions about the nature or likelihood of some risks and benefits and a degree of judgement about how to weight these when undertaking the assessment
 - HIA is most certainly not a substitute for decision making or a “magic bullet”⁵. Rather it is a way of generating information (not just data) to inform and influence decisions.
 - There is no fixed template for HIA. It is an adaptable and flexible process that draws on a range of activities, which might involve engagement, negotiation, research, evaluation and so on. It can be undertaken prospectively, retrospectively or concurrently and could be detailed and intensive, perhaps taking years to complete or rapid and “high level” taking only days or a few weeks.

3 Approach

3.1 The resources and best practice guidance of the HIA Gateway⁶ were drawn on to establish the most appropriate approach for the HIA of the Strategy Document. This determined that, due to the high level nature of the Strategy Document, a rapid internal HIA would be most suitable. The rapid HIA methodology enables the magnitude, direction and likelihood of potential impacts on health to be assessed, enabling conclusions to be drawn about the policies that will have the most significant impact on health and recommendations to be made about how the positive effects may be maximised, and the negative effects minimised.

Screening

3.2 The Strategy Document has not been subject to a formal screening process as part of the HIA; however the SA has identified that elements of the strategy may potentially have any effect on health inequalities. This was used as a basis for determining that the Strategy Document should be subject to HIA.

Scoping and appraisal

3.3 A small team, comprising members of the Forward Planning Team and a representative from the Public Health team, was formed undertake the HIA. Reference materials were used to aid the assessment of each policy, particularly a list of potential determinants of health and a list of groups that may be affected which were developed as part of the

⁵ Ibid

⁶ http://www.apho.org.uk/default.aspx?QN=P_HIA

rapid assessment of the Joint Structure Plan for Hull and the East Riding of Yorkshire in 2003 (included in Appendix 1 and 2).

- 3.4 A template for assessing the policies was used as a basis for round table discussions between the core team and additional key informants with expertise in the relevant areas (who joined the discussions when appropriate to advise on specific policies). This enabled the potential beneficial and adverse impacts of each policy to be considered in detail, and for any potential mitigation or enhancement measures to be identified.
- 3.5 Detailed notes of the assessment of each policy of the Strategy Document were recorded on the template, and are included in section 5.

4 Summary of observations and recommendations

- 4.1 The Strategy Document contains relatively few references to health, nevertheless it draws heavily on evidence (which is clearly referenced) and best practice. Many of the policies (e.g. those around housing, and strong communities) will certainly impact on health, and because of the adherence to best practice guidance, are most likely to do so in a positive way.
- 4.2 Several potential negative impacts have been identified, though it is noted that mitigation measures to address these have either been built into the relevant policy or are dealt with by other policies within the Strategy Document or by other strategies or legislation (e.g. the Control of Pollution Act, Health and Safety legislation, Building Control etc).
- 4.3 No recommendations for amendments to the draft Strategy Document have been made as a result of the HIA. This is largely because the Strategy Document has been prepared in a manner which reflects the principles of HIA by seeking to maximise benefits and minimise disbenefits (though HIA is not specifically referred to).

5 HIA Assessment Notes

- 5.1 Spatial Strategy (policies S1 to S8): The Spatial Strategy sets out the framework for managing development across the East Riding. Many of the impacts that the spatial strategy policies have on health determinants will also apply to related policies in the development management section. The assessment of the Spatial Strategy policies therefore needs to be read in conjunction with the assessment of housing, economy, environment and community chapters of the Strategy Document.

Key Issues	Comments	Population Group	Predicated impacts on health determinants		Mitigation/ enhancement measures and recommendations
			Positive - beneficial impacts	Negative - adverse impacts	
<u>General</u>	<u>All policies (S1 to S8)</u> The process of building will have an impact on a full range of factors in both the short term (as construction work is in progress) and the longer term (as a result of the completed development).	All residents	<p><u>Smell/odour and noise levels</u> - potential for re-development to remove 'bad neighbour' uses.</p> <p><u>Hazards</u> - potential for development to reduce hazards, i.e. remediate contaminated land.</p> <p><u>Natural habitats, biodiversity, landscape, townscape, green spaces and parks, civic areas</u> - potential for development to create an opportunity to enhance the above.</p> <p><u>Job creation, training and skills development, creation of wealth</u> - construction process will create jobs and potentially also training opportunities.</p>	<p><u>Smell/odour, vibration and noise</u> - as construction work is in progress it may have adverse effects on neighbouring residents (<i>definite risk, estimatable</i>). Potential for longer term impact if 'bad neighbour' used proposed.</p> <p><u>Traffic congestion</u> - potential for short term impacts (as work is in progress) and longer term impacts (as a result of completed development) on the road network</p> <p><u>Natural habitats, biodiversity, landscape, townscape, green spaces and parks, civic areas</u> - potential for development to detract from the above.</p>	<p>Development management policies will ensure consideration is made of potential impacts of a proposal on factors including transport (EC5), residential amenity (ENV1), landscape (ENV2), biodiversity and geodiversity (ENV4), environmental hazards (ENV6) open space for leisure and recreation (C3) impacts of development.</p> <p>The Control of Pollution Act and the Environmental Protection Act place duties on contractors to ensure that noise, smoke and dust is kept to a minimum.</p> <p>Communication with the</p>

			<p>Development of employment premises will also have a longer term impact on jobs/ training/ wealth.</p> <p><u>Carbon dioxide and other greenhouse gas emissions</u> - the strategy looks to support a reduce in greenhouse gases through its approach to sustainable development.</p>	<p><u>Carbon dioxide and other greenhouse gas emissions</u> - may be increased through the construction process.</p>	<p>community about potential disruption caused by construction may also help to mitigate concerns.</p>
<p><u>Settlement network</u></p>	<p><u>All policies (S1-S8)</u> There is a geographical spread of identified settlements across the East Riding where different amounts/types of development will be supported (policy H2). Policy S7 also sets out a retail hierarchy which is based on the retail function of different locations.</p> <p>The ability to access services and facilities by non-car modes of transport was considered when defining the settlement hierarchy, and</p>	<p>People with no access to a car (especially in rural areas)</p> <p>People on benefits/low incomes</p> <p>All residents</p>	<p><u>Access to all services, facilities and opportunities</u> - The Index of Multiple Deprivation identifies that access is a key issue for the East Riding, focusing development in locations with access to services, facilities and other opportunities will help to address this, as improvements to the transport network.</p> <p><u>Availability of employment opportunities, availability of training and skills development</u> - by focussing development in places that have (or have the potential for non-car access to) places of employment.</p>	<p><u>Availability of employment opportunities, availability of training and skills development</u> - non identified settlements may be disadvantaged as investment/development unlikely to occur.</p> <p><u>Public transport infrastructure</u> - in non-identified settlements lack of development may compromise viability of existing services. Partly addressed by S8 which looks to support the community transport sector.</p>	<p>The Community Transport sectors is supported through the Local Transport Plan (as well as policy S8)</p> <p>Continue to ensure integration between the Local Plan and the JSNA/PNA.</p>

	<p>the level of services provision (such as primary care facilities) in a settlement and the availability of public transport and foot/cycle paths to larger centres and places of employment was assessed. Account has been taken on the Joint Strategic Needs Assessment and the Pharmaceutical Needs Assessment when identifying the settlement hierarchy, reflecting the need and access to health services. Policy S8 also looks to support improvements to the transport network to support development.</p>		<p><u>Social contact</u> - as access to services/ facilities/ employment gives opportunities for contact with others.</p> <p><u>Public transport infrastructure</u> - by focusing development in locations currently served by public transport will help to support the viability of these services.</p> <p><u>Exercise and physical activity</u> - enables services/ facilities/ employment to be made by walking or cycling.</p>		
<u>Rural services and facilities</u>	<p><u>Policy S4</u> Policy S4 allows for new/enhanced local services and facilities in rural villages.</p>	All residents	<p><u>Basic amenities</u> - support for local facilities will help to ensure access to basic amenities.</p>	-	-
<u>Sports and recreational facilities</u>	<p><u>Policy S4</u> Policy S4 sets out a flexible approach which</p>	All residents	<p><u>Exercise and physical activity</u> - may create more opportunities for exercise/ activity in line</p>	-	Continue to ensure integration between the Local Plan and the JSNA and

	would allow for sports and recreation development to take place in the countryside.		with the NHS "live well" objectives, obesity priorities and the JSNA.		other NHS objectives/priorities.
<u>Housing</u>	<u>Policy S5</u> Policy S5 creates a framework for providing new housing across the East Riding.	All residents. People on benefits/low incomes Homeless	<u>Overcrowding/ homelessness</u> - meeting more housing needs may reduce incidents of overcrowding, homelessness etc. <u>Housing conditions</u> - renewal of properties, and creation of new properties, may reduce health problems associated with poor quality housing (i.e. warmth, damp, asbestos) <u>Wealth</u> - provision of new housing may reduce cost of housing and enable more people to purchase property.	<u>Housing needs</u> - higher housing figures could potentially meet even more needs. <u>Availability of employment opportunities, availability of training and skills development, public transport infrastructure</u> - potential adverse impact if infrastructure provision does not match housing growth (<i>speculative risk</i>) <u>Internal migration</u> - new houses may attract migrants who have a tendency to be older/in poor health and so may put increased pressure on existing services. <u>Wealth</u> - provision of new housing may reduce cost of housing and result in some being in negative equity.	Policy C2 and the Infrastructure Delivery Plan look to mitigate/minimise risk of infrastructure not matching housing growth. Policy H1 looks to ensure a mix of housing is provided and that it meets the needs and demands of the community (based on the needs identified in the most recent Strategic Housing Market Assessment).
<u>Local housing needs</u>	<u>Policies S3, S4 and S5</u> Policy S3 enables housing development to meet local needs, and policy S4 also	All residents People on benefits/low	<u>Social cohesion, social contact, and social support</u> - opportunity for people to remain in communities they	-	-

	allows for small scale housing development in rural villages. Affordable housing for local people may be permitted in all locations, including the countryside.	incomes	have links with (<i>speculative/ qualitative impact</i>)		
<u>Economy</u>	<u>Policy S6</u> Policy S6 creates a framework for supporting economic development.	All working age adults All residents	<u>Availability of employment opportunities, availability of training and skills development</u> - as employment development leads to jobs, and potential for job based training. <u>Creation of wealth, distribution of wealth, retention of wealth in local area/economy</u> - as a result of new/expanded opportunities in the East Riding. <u>Level of income and level of disposable income</u> - employment opportunities offer potential for incomes to increase. <u>State of mental health and state of physical health</u> - employment helps to support mental (and physical) health.	<u>Biodiversity</u> - given the proximity of Hedon Haven to the Humber Estuary there is particularly potential for this policy to impact on biodiversity.	Continue to working with Economic Development and others as appropriate, to ensure a joined up approach is taken to anticipate which skills will be required by these emerging sectors in order to maximise the potential for the anticipated economic development to benefit local people. The caveats in policy S6, and the requirements of policy ENV4, will minimise the impact of Hedon Haven on biodiversity.

			Impact on all of the above will be more positive if jobs/ opportunities go to local people.		
<u>Retail development</u>	<u>Policy S7</u> Policy S7 identifies the hierarchy off retail centres and sets out how much retail development is likely to be required.	All residents	<u>Availability of employment opportunities, availability of training and skills development, creation of wealth, distribution of wealth, retention of wealth in local area/economy</u> - as new retail development may create jobs and training opportunities. May also have benefits for the tourism economy as retailing creates footfall to other attractors.	<u>Amount of traffic congestion</u> - increased retailing may attract more people by car increasing congestion.	Policy EC5 will ensure that the impact of development on traffic is considered through the development management process and that measures are taken, where appropriate, to minimised/mitigate the impact of development.
<u>Transport</u>	<u>Policy S8</u> Policy S8 looks to support transport schemes that would improve the overall capacity and coverage of the transport network, safeguard multi-modal opportunities (i.e. water and rail links) and support the provision of safe and attractive sustainable modes of transport.	All residents	<u>Carbon dioxide and other greenhouse gas emissions and traffic congestion</u> - free movement of traffic (as a result in investment in transport network) may help reduce congestion and associated emissions. Protecting and enhancing the role of the east-west multi-modal corridor can also help reduce emissions through	<u>Carbon dioxide and other greenhouse gas emissions and traffic congestion</u> - improvements to the road network may encourage people to use cars rather than more sustainable modes of transport. In addition although Provision of Park and Ride can reduce car use within urban areas it is likely to increase use of the car for long distance trips.	Policy EC5 will ensure that the impact of development on traffic is considered through the development management process and that measures are taken, where appropriate, to minimised/mitigate the impact of development.

			<p>moving freight by water or rail rather than road.</p> <p><u>Road safety measures</u> - modern design standards mean that road safety will have been prioritised and fully considered when new roads, footpaths and cycle paths are designed. Transporting freight by rail rather than road may also be safer.</p> <p><u>Creation of wealth and retention of wealth in local area/economy</u> - as the efficiency of the transport network is important for the economy and so may help to support new and existing businesses.</p> <p><u>Exercise and physical activity</u> - developing and protecting cycle, footpath, and public transport networks_ - can help to increase active lifestyles by encouraging cycling and walking.</p>		
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5.2 A healthy and balanced housing market (policies H1 to H4): General impacts of the spatial strategy policies, including their implications on housing and local housing needs, have already been assessed (see the [spatial strategy assessment](#)). Impacts which specifically related to policies H1-4 which are in addition to (or different from) those identified through the assessment of the spatial strategy are explored below.

Key Issues	Comments	Population Group	Predicated impacts on health determinants		Mitigation/enhancement measures and recommendations
			Positive - beneficial impacts	Negative - adverse impacts	
<u>Mixed communities</u>	<u>Policy H1 and H2</u> The need for development to contribute to the overall mix of housing in the locality is set out in policy H1, while H2 looks to complement by requiring for affordable housing to be fully integrated into new developments.	All residents	<u>Social contact and social cohesion</u> - mix of housing encourages interaction between people of different ages and backgrounds. <u>Housing conditions and access to housing</u> - requiring development to contribute to overall mix of housing in a locality will help to ensure that housing needs for suitable properties can be met.	-	-
<u>Specialist accommodation for older people</u>	<u>Policy H1</u> Identifies that specialist accommodation will be supported as part of the housing mix on larger allocations, and on sites allocated for specialist accommodation.	All older people	<u>Social cohesion, social support, social contact and participation in the community</u> - promoting specialist accommodation as part of the wider housing mix helps to prevent the isolation of older people. Accords with the priorities of the JSNA.	-	Policy S3 ensures that The settlement hierarchy will ensure development, including that for specialist accommodation, is integrated into a settlements rather than being in isolated locations.

	A key priority for the JSNA is to support independent living for older people.				
<u>Affordable housing</u>	<u>Policy H2</u> Affordable housing will be required to be provided as part of new housing developments. Affordable housing may also be permitted in areas where market housing is not permitted if certain requirements are met.	People on benefits/low incomes All residents	<u>Housing conditions and access to housing</u> - enabling people who are unable to access market housing to live in housing that meets their needs. <u>Social cohesion, social support and social contact</u> - opportunity for people to remain in communities they have links with.	<u>Housing conditions and access to housing</u> - need for affordable housing in the East Riding exceeds that which is financially viable to require through the policy so not all needs will be met. - potential for tensions to arise between those in market housing and affordable housing <u>Neighbourliness, fear of crime and fear of anti-social behaviour</u> - due to stigma attached to affordable housing potential for tensions to arise with residents of market housing. Likely to be temporary (and minimised through the requirement of the policy for affordable housing to be integrated in terms of design and layout).	-
<u>Gypsy and Traveller communities</u>	<u>Policy H3</u> Sites for Gypsy and Traveller pitches will be allocated and proposals	Gypsy and Travellers All residents	<u>Access to services, facilities, employment opportunities, training and skills</u> - by focusing development in locations with	<u>Neighbourliness, fear of crime and fear of anti-social behaviour</u> - due to stigma attached to gypsy and traveller communities	Well planned gypsy and traveller sites may help to minimise/mitigate potential adverse impacts.

	for all new sites should comply with set criteria.		<p>good access to services and facilities by public transport, foot and cycle .</p> <p><u>Participation in the community</u> - promoting sites within or adjacent to settlements may allow for participation in the wider community.</p> <p><u>Housing conditions</u>- providing new sites may reduce health problems associated with poor quality sites and overcrowding.</p>	potential for tensions to arise with settled community. May be temporary as this is often based on preconceptions rather than actual experiences.	
<u>Efficient use of land</u>	<u>Policy H4</u> Residential development expected to make the most effective use of land, and at least 25% will be built on previously developed land.	All residents.	<p><u>Access to services, facilities, employment opportunities, training and skills</u> - focusing more dense development (therefore more development) in locations with good access to services and facilities by public transport, foot and cycle .</p> <p><u>Exercise and physical activity</u> - more development in locations where services/ facilities/ employment can be accessed by walking or cycling.</p> <p><u>Townscape and landscape</u> - re-</p>	-	-

			use and remediation of vacant/unsightly land or buildings may enhance the townscape - creating an environment that is more likely to support informal <u>social contact</u> . Also helps to minimise the amount of growth that will affect the landscape.		
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5.3 A prosperous economy (policies EC1 to EC7): General impacts of the spatial strategy policies, including their implications on the economy, retail development and transport, have already been assessed (see the [spatial strategy assessment](#)). Impacts which specifically related to policies EC1-6 which are in addition to (or different from) those identified through the assessment of the spatial strategy are explored below

Key Issues	Comments	Population Group	Predicated impacts on health determinants		Mitigation/ enhancement measures and recommendations
			Positive - beneficial impacts	Negative - adverse impacts	
<u>Economic development</u>	<p><u>Policy EC1 - 7</u> Policies seek to support the growth and development of the economy.</p> <p>Proposals that would improve the appearance of existing sites are supported by EC1, while EC2 and 3 seek to ensure that existing buildings are re-used where possible. Policy EC5 will ensure that the impact of development on traffic is considered through the development management process.</p>	<p>All working age adults</p> <p>All residents</p>	<p><u>Smell/odour, vibration and noise levels</u> - through allowing employment sites to revert to other uses if giving rise to justifiable complaint which cannot be resolved.</p> <p><u>Townscape and landscape</u> - re-use and remediation of vacant/unsightly land or buildings may enhance the townscape, creating an environment that is more likely to support opportunities for <u>social contact</u>.</p>	<p><u>Smell/odour, vibration, noise levels and carbon dioxide and other greenhouse gas emissions</u> - potential for some types of new employment development to emit these.</p> <p><u>Amount of traffic congestion</u> - traffic may increase as a result of new development.</p>	<p>Policy ENV1 will ensure that residential amenity is taken into account through the development management process.</p>
<u>Rural economic development</u>	<p><u>Policy EC2</u> Employment development will be supported in rural areas</p>	<p>All working age adults.</p> <p>People who</p>	<p><u>Access to employment opportunities and services</u> - reducing the distances that those in rural areas may need</p>	<p><u>Access to employment opportunities and services</u> - as limited public transport may mean hard to access without a</p>	-

	where it meets the requirements of policy EC to protect the intrinsic character and value of rural areas.	have no access to a car.	to travel for work.	car. <u>Natural habitats, biodiversity and landscape</u> - particular potential for new development in rural areas to impact on these factors. Minimised/partly mitigated through the requirements of the policy which looks to strike a balance between the growth of the economy and protecting the intrinsic character and value of rural areas.	
<u>Tourism developments</u>	<u>Policy EC3</u> Tourism developments are generally supported, though in the countryside they need to satisfy the requirements of the policy due to the importance of also protecting the intrinsic character and value of rural areas.	All residents.	-	<u>State of physical health</u> - anecdotal evidence that the migration of older people to the coast of the East Riding on retirement relates to their fond memories of the area generated by past holidays. May have longer term implications due to health issues associated with an ageing population.	-
<u>Town Centres (and retail development)</u>	<u>Policy EC4</u> The vitality and vitality of town, district and local centres is supported by requiring that proposals are directed to primary	All residents.	<u>Social contact</u> - as local shops and vibrant centres draw people in and create opportunities for social contact.	<u>Access to shops and services</u> - Larger shops/other 'town centre' facilities outside of town and district centres may be easier to access to for some (due to compact nature and ease of	-

	shopping areas in the first instance, and by protecting small parades of shops which are important to local communities.			parking, or proximity to where some people live) but are not supported by the policy.	
<u>Transport</u>	<u>Policy EC5</u> In order to increase accessibility, minimise congestion and improve safety a series of requirements for development proposals are set out. The factors which should influence the amount of parking provided as part of a development are also identified.	All residents.	<u>Road safety measures, social contact and exercise and physical activity</u> - adequate parking helps to ensure that walking and cycling routes are both safe and attractive to use. Requiring development to support and encourage sustainable alternatives to the car may help to encourage journeys of the subsequent occupants being made by sustainable modes. <u>Traffic congestion</u> - transport assessments and travel plans look to minimise/mitigate the traffic impact of new development, as will the development of transport infrastructure that is necessary to support the development.	<u>Traffic congestion</u> - provision of car parking may encourage car use. Despite travel planning helping to reduce the amount of traffic arising from development, development may still result in increased levels of traffic.	-

<p><u>Energy developments</u></p>	<p><u>Policy EC6</u> Proposals for energy development will be supported unless their adverse impacts outweigh the wider economic and environmental benefits. The policy identifies factors should be taken into account when assessing this.</p>	<p>All residents Residents on benefits/low incomes</p>	<p><u>Carbon dioxide and other greenhouse gas emissions</u> - renewable and low carbon energy developments will help to minimise emissions and the associated impacts on climate change. <u>Level of disposable income and housing conditions</u> - energy developments help to ensure fuel security, which has implications for fuel prices and its affordability (and so the ability to properties warm and safe.)</p>	<p><u>Noise, air quality, traffic congestion, townscape, landscape, biodiversity and waste management</u> - the policy seeks to minimise the impact of development on a range of specified factors (though as these need to outweigh the benefits or be significant to justify the refusal of a proposal development may still have some adverse impacts).</p>	<p>-</p>
<p><u>Mineral resources</u></p>	<p><u>Policy EC7</u> It will be ensured that minerals development occurs in a manner which safeguards nature assets, heritage assets and quality of life. Minerals are vital to the building trade, and so their extraction is essential if the benefits of other policies are to be realised (i.e. if new buildings are to be created)</p>	<p>All residents</p>	<p><u>Availability of employment opportunities, availability of training and skills development, creation of wealth, distribution of wealth, retention of wealth in local area/economy</u> - the minerals industry offers (long term, and often skilled) employment opportunities and contributes to the local economy. <u>Carbon dioxide and greenhouse gas emissions</u> - through minimising the</p>	<p><u>Carbon dioxide and greenhouse gas emissions</u> - the policy is supporting of the extraction of fossil fuels which contribute to emissions. <u>Noise levels, vibrations etc</u> - the extraction of some minerals may give rise to noise, vibrations and dust. <u>Public safety</u> - mineral extraction sites may be dangerous for both workers and those who gain unauthorised</p>	<p>The Control of Pollution Act and the Environmental Protection Act include provisions to ensure that noise, smoke and dust is kept to a minimum. Health and Safety Legislation will also set out requirements to minimise risk on such sites.</p>

			<p>distances minerals travel, and encouraging recycling of materials.</p> <p><u>Level of disposable income and housing conditions</u> - extraction of energy minerals helps to ensure fuel security, which has implications for fuel prices and its affordability (and so the ability to properties warm and safe).</p> <p>Ensuring the restoration and after use of minerals sites maximises its potential contribution to the community, economy and environment has the potential to have numerous long term benefits though these will be dependent on the specific eventual use proposed.</p>	<p>access (generally managed by health and safety legislation).</p>	
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5.4 A high quality environment (policies ENV1 to ENV6): General impacts of the spatial strategy policies on the environment have already been assessed (see the [spatial strategy assessment](#)). Impacts which specifically related to policies ENV1-8 which are in addition to (or different from) those identified through the assessment of the spatial strategy are explored below.

Key Issues	Comments	Population Group	Predicated impacts on health determinants		Recommendations
			Positive - beneficial impacts	Negative - adverse impacts	
<u>Design</u>	<u>Policy ENV1</u> Development proposals are required to respect the diverse character and appearance of the surrounding area, seek to reduce carbon emissions and make efficient use of natural resources and achieve a high quality of design that optimises the potential of the site and contributes to a sense of place.	All residents	<p><u>Housing conditions</u> - passive solar heating will contribute to affordable warmth objectives and may help to minimise excess winter deaths.</p> <p><u>Townscape, fear (and level) of crime and fear (and level) of anti-social behaviour</u> - good quality design and public art may contribute to quality of townscape and landscape, and help to minimise crime/the perception of crime, creating an environment that is conducive to good <u>mental health</u>.</p> <p><u>Road safety measures</u> - promoting equality of safe access, movement and use will help to ensure road safety.</p> <p><u>Exercise and physical activity</u> -</p>	<p><u>Housing conditions</u> - passive solar heating may lead to properties overheating and contribute to excess summer deaths.</p>	Building control (and potentially other health and safety legislation) will need to be taken into account in the design and construction of buildings and will help to minimise the risk of design contributing to ill health.

			<p>well designed safe environments may encourage journeys to be made by foot/cycle, and green infrastructure may provide opportunities for recreation - consequently creating opportunities for <u>social contact</u> amongst neighbours and contributing to <u>social cohesion</u>.</p> <p><u>Carbon dioxide and greenhouse gas emissions</u> - energy efficient design, use of decentralised and renewable, or very low carbon technologies, and a design which encourages journeys by sustainable means will help to minimise emissions.</p> <p><u>State of mental health</u> - ensuring flood mitigation is well integrated into a development (where necessary) will help to minimise flood risk and the trauma associated with flooding events.</p> <p><u>Smell/odour, vibration, noise</u></p>		
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			etc - taking account of the amenity of existing or proposed properties should ensure that residential amenity is not unduly compromised by new development.		
<u>Landscape</u>	<u>Policy ENV2</u> Proposals will be required to demonstrate an understanding of their landscape setting and enhance it wherever possible. Particular protection is given to specified areas of particular landscape value.	All residents	<u>Natural habitats, biodiversity, landscape and exercise and physical activity</u> -attractive landscapes encourage, and create opportunities for outdoor recreation. They also support other leisure activities (e.g. bird watching) which may help support <u>mental health</u> .	-	-
<u>Heritage</u>	<u>Policy ENV3</u> Where possible heritage assets should be used to reinforce local distinctiveness and sense of place, and assets should be conserved unless the benefits of a proposal outweighs the harm caused and the impacts of development are mitigated against as far as possible.	All residents	<u>Townscape, exercise and physical activity and social contact</u> - heritage assets contribute to attractive area that encourage people to visit/walk around and provide opportunities to meet people (formally and informally). <u>Availability of employment opportunities, retention of wealth in local area/economy</u> - heritage assets may help to support tourism and the visitor	<u>Access</u> - historic buildings do not always offer equality of access, and seeking to preserve their significance may mean that they are not accessible for all.	-

			<p>economy.</p> <p><u>Accessibility</u> - the compact nature of the historic core of many towns and villages helps to create an environment where shops and services are in close proximity, helping to support ease of access.</p> <p><u>Educational attainment</u> - historic environment creates opportunities for engaging and educating people about history.</p>		
<p><u>Biodiveristy, geodiversity and green infrastructure</u></p>	<p><u>Policies ENV4 and ENV5</u> ENV4 looks to ensure sites of biodiversity of geological interest are preserved and/or enhanced wherever possible. ENV5 looks for proposals to incorporate green infrastructure features in their design and to capitalise on links between green infrastructure assets.</p>	<p>All residents</p>	<p><u>Landscape and exercise and physical activity</u> - GI and sites of bio/geodiversity may encourage, and create opportunities for outdoor recreation. They also support other leisure activities (e.g. bird watching) which may help support <u>mental health</u>.</p> <p><u>Educational attainment</u> - sites of biodiveristy and geodiversity create opportunities for engaging and educating people about nature.</p>	-	-

			<u>State of mental health</u> - green infrastructure may help to minimise flood risk and the trauma associated with flooding events.		
<u>Environmental hazards</u>	<u>Policy ENV6</u> Generally, it is expected that development should not result in unacceptable consequences for its users, the wider community and the environment. Specific detail is given on how the risk associated with flooding, coastal change and groundwater pollution will be minimised/managed.	All residents	<u>Public safety measures and water quality</u> - steering development away from areas at risk in the first instance, and seeking to minimise/manage risk in other locations will help to ensure public safety - this is important for <u>physical and mental health</u> .	<u>Public safety measures and water quality</u> - while risk will be minimised/managed risk from environmental hazards will remain, with potential consequences for <u>physical and mental health</u> .	-

5.5 A strong and health community (policies C1 to C3): General impacts of the spatial strategy policies on the community, particularly in terms of the impact of the spatial strategy on accessibility, have already been assessed (see the [spatial strategy assessment](#)). Impacts which specifically related to policies C1-3 which are in addition to (or different from) those identified through the assessment of the spatial strategy are explored below.

Key Issues	Comments	Population Group	Predicated impacts on health determinants		Recommendations
			Positive - beneficial impacts	Negative - adverse impacts	
<u>Community services and facilities</u>	Policy C1 Proposals which retain or enhance community services and facilities will be supported, and land/buildings used for community facilities will be safeguarded unless the loss is part of a wider proposal to improve service provision, existing facilities adequately serve needs or the use for community purposes is economically unviable or has insufficient demand.	All residents	<p><u>Social contact, social support, social cohesion, participation in the community and membership of community groups</u> - community services and facilities offer opportunities for formal and informal contact, and provide a local for community groups to establish and meet.</p> <p><u>Access to healthcare, social services, childcare, community facilities, leisure and recreation facilities/services, education, training and skills development, advice and basic amenities</u> - all supported through the provision, and retention of, buildings for community services and facilities within towns and villages. May also help to support the <u>availability of</u></p>	<p><u>Access to healthcare, social services, childcare, community facilities, leisure and recreation facilities/services, education, training and skills development, advice and basic amenities</u> - loss of facilities is allowed by the policy in some instances - may lead to some people having to travel further to access facilities and potential limit ability for some to access such facilities.</p>	-

			<u>education opportunities and availability of training and skills development opportunities</u> in proximity to where people live.		
<u>Infrastructure and facilities</u>	<u>Policy C2</u> New development will be adequately served by infrastructure and facilities, and development contributions will be sought where necessary in order to meet the need for new/improved infrastructure and facilities.	All residents	<u>Housing conditions</u> - ensuring that new housing is served by the necessary infrastructure (water, electricity etc). <u>Access to healthcare, leisure and recreation services and facilities and education</u> - increased levels of development may necessitate developing new/existing services and policy ensures that this will be taken into account.	-	-
<u>Open space</u>	<u>Policy C3</u> The quantity, quality and accessibility of open space will be maintained and enhanced against locally derived standards. Open space will only be developed for other uses where the land is surplus to requirements (or it is replaced elsewhere).	All residents	<u>Exercise and physical activity</u> - quality open spaces may encourage exercise and recreation, consequently creating opportunities for <u>social contact</u> and contributing to <u>social cohesion</u> . This also helps to support JSNA objectives regarding childhood obesity, and supports <u>mental health</u> .	-	-

			<p><u>Access to leisure and recreation facilities</u> - accessibility standards help to ensure that different types of open space is suitably accessible.</p>		
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5.6 Sub area policies (policies A1 to A6): The sub area policies look to provide a more local interpretation of other policies of the plan to ensure that it reflects the diversity of the East Riding. Six sub areas have been identified, and by looking to capitalise on the opportunities within each sub area, and highlighting and seeking to address any specific challenges it may face, the policies will help to ensure that the potential beneficial impacts of all of the proceeding policies in the Strategy Document are maximised. However, as they do not introduce any new policy approaches the general health determinants that they may impact on will have already been identified through the assessment of the [spatial strategy](#), of [housing](#), [economy](#), [environment](#) and [community](#) chapters of the Strategy Document.

Appendix 1: Health Determinants

Biological Factors (e.g.)

Age
Gender
Genetic factors

Lifestyle Factors (e.g.)

Sexual behaviour
Exercise and physical activity
Recreation
Diet
Smoking habit
Alcohol intake
Dependency on prescription drugs
Illicit drugs and substance misuse
Other health-relation behaviour (e.g. toothbrushing, bathing, food preparation)

Personal Circumstances (e.g.)

Structure of family unit
Cohesion of family unit
Parenting
Child development
Life skills
Personal safety
Housing conditions and tenure
Employment status and working conditions
Income
Skills level
Educational attainment
State of physical health
State of mental health

Social Factors (e.g.)

Social Contact
Social Support
Social Cohesion
Neighbourliness
Participation in community
Membership of community groups
Reputation of community/area
Participation in public affairs
Peer pressure
Level of crime and fear of crime
Discrimination
Public safety measures
Road safety measures

Access to (e.g.)

Public transport
Healthcare

Social services
Childcare
Leisure and recreation services and facilities
Community facilities
Education, training, skills development
Employment opportunities and services
Workplaces
Advice
Housing
Basic amenities (e.g. banking, shops)

Economic Factors (e.g.)

Creation of wealth
Distribution of wealth
Retention of wealth in local area/economy
Distribution of income
Business activity
Job creation
Availability of employment opportunities
Availability of education opportunities
Availability of training and skills development opportunities
Quality of employment
Technological development
Amount of traffic congestion

Environmental Factors (e.g.)

Smells/odour
Vibration/noise
Quality of soil/air/water
Land use
Biodiversity
Natural habitats
Landscape
Townscape
Green spaces and parks
Civic areas
Use/consumption of natural resources
Carbon dioxide and other greenhouse gas emissions
Access to nature sites
Waste management
Hazards
Transport infrastructure

Appendix 2: Health Populations which may be affected

All Residents

Specific age groups (e.g.)

Children/young people
Single adults (men/women)
Working age adults (men/women)
Retired people (men/women)

Minority ethnic groups (e.g.)

Gypsies and travellers
Migrant workers
Other specific groups

Households (e.g.)

Single person households
Couples
Single parent households
Families

Other Groups (e.g.)

Pregnant women/mothers
Children in care or young people leaving care
Carers
Asylum seekers/refugees
Unemployed
Physically disabled
People with learning difficulties
Homeless
People without car access
Gay/lesbian/transsexual people