



## Rapid Health Impact Assessment

# STRIDE TREGLOWN

<b>Site</b>	Inglewood, Paignton	<b>Proposed Development:</b>	Proposed residential-led urban extension incorporating 2 form entry primary school by Deeley Freed Estates/Abacus Projects		
<b>Date</b>	16/10/2017	<b>Prepared by</b>	Mike Harris, Senior Associate Town Planner, MRTPI For, Stride Treglown		
<b>Health and Wellbeing Determinants</b>	<b>List health impacts identified</b>	<b>Positive (green) Mixed (orange) Negative (red)</b>	<b>Population groups affected</b>	<b>Is this impact significant?</b>	<b>Details of identified impacts and Actions to mitigate/enhance the impact</b>
Individual lifestyles	Opportunities for food growing on community allotments and orchards which are embedded within the design. Both elements to be maintained for the benefit of residents via management company. Informal food foraging opportunities through the inclusion of edible species within hedgerows throughout the site.		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	Opportunities are available to all population groups and offer positive access to food growing opportunities across the site. Whilst allotments would be registered to individual holders, orchards would be a community asset open to all via the countryside access route (refer to concept masterplan for visual clarification). Features provide the opportunity for positive social interaction together with providing the potential for positive impacts on health outcomes, particularly health eating.
	Countryside access route provides opportunity for exercise.		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	The route will be available for all groups, including site and offsite residents. The route will be accessible ensuring that disadvantage does not occur. The primary route around the perimeter of the site will be for walking, including pushchairs and wheelchairs. Internal routes will also be suitable for cycling. An element of the route along the northern boundary
	Linkages to existing pedestrian and cycle networks supports potential for active travel		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	Opportunities available to all to encourage use of active travel methods. Specifically: two crossing points will facilitate crossing of Brixham Road which, in turn, provides links to the wider footpath/cycle network; and, internal design has been led by the principle of pedestrian permeability ensuring that there are clear opportunities to walk to key features of the site, including school, play areas, bus stops and the pub. Provision via the northern element of the countryside access route will offer opportunities for cycle links to White Rock and development to the north, including the Local Centre on White Rock Way and beyond to South Devon College.
Social and community influences	Provision of a range of housing types/sizes provides support for existing and new family formation. Includes policy compliant affordable housing at 30%		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	The form of housing proposed (a range of 1/2/3/4 bed flats (1/2 bed) and housing (2 bed +), including the proportion of affordable housing, will provide an important contribution to housing supply in the Torbay area. The final layout of affordable housing will be a matter for the reserved matters application however it is envisaged that this would be clustered in small groups in order to ensure effective management/maintenance.
	Design principles, including opportunities for active travel and movement to/from/around the site, support social cohesion/inclusion and general engagement		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	The design approach has focused on embedding active design principles as a core feature of the development ensuring that opportunities exist for easy access to active travel options which will in itself encourage take up. The basic design principle from the outset was to focus on the hierarchy of movement, starting with active, progressing through public transport and private car use last.
	Design principles avoid approaches which might lead to crime or anti-social behaviour. Specifically, courtyard parking and unlit alleys to the rear of properties has been avoided		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	The approach to housing design has followed good practice ensuring that there are high levels of natural surveillance of open space and limited opportunities for antisocial behaviour to occur.
	Inclusion of 2FE primary school onsite provides opportunities for social support/networks/cohesion/inclusion		Age - principally families/school age children Income - all Discrimination/Disadvantage - all Geographical - all	Yes	Provision of a school on the site provides an opportunity to meet the immediate needs of future residents of the development together with those in the wider environs. The general principle of a school being provided onsite is considered to make a significant positive contribution to the development and ensure the delivery of a truly sustainable extension to the existing built environment.
	Opportunities for active travel within and to/from site via integration with existing network		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	The design approach has focused on embedding active design principles as a core feature of the development ensuring that opportunities exist for easy access to active travel options which will in itself encourage take up. See above. In addition, since the initial highways work progressed there has been an in-built principle to reduce the speed limit on Brixham Road to 30mph (with the agreement of Torbay Council Officers) and to apply a blanket speed limit within the site of 20mph. In reality, some streets will be lower as a result of their treatment, eg home zones, cul-de-sacs etc.
	Neighbourhood design responds to local character whilst providing opportunities for private amenity space and on street social interaction		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	The design approach has focused on the creation of successful mixed use communities.

Living and Environmental conditions	No contaminated land risk		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	Technical assessment work confirms no likely detrimental impact.
	Play space provision to meet all current standards and maintained via management company to ensure provision in perpetuity		Age - principally families/school age children Income - all Discrimination/Disadvantage - all Geographical - all	Yes	New play space provision together with legacy management will continue to provide play opportunities for future residents and neighbouring areas. Provision has been identified in accordance with advice from Officers. The principles are outlined in the Planning, Design and Access Statement and the Design Code.
	Housing provision across a mix of unit types and sizes		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	The range of housing proposed will support the creation of a mixed community across age profiles.
	Whilst development results in the loss of existing greenfields (agricultural use with no public access available) the provision of mitigation land, coupled with new countryside access, results in 'new' natural environments for public use		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	No	Loss is considered to be outweighed by wider benefits of development i.e. the provision of countryside access within the site and linkages to beyond site boundary provision (the White Rock woodland walk in the first instance).
	Noise impacts limited. Protected via built fabric mitigation where required		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	No	Technical assessment work confirms no likely detrimental impact. Very localised mitigation (window specification) required to a small number of properties fronting Brixham Road.
	Assessment demonstrates no negative impact in respect of noise and air quality		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	Technical assessment work confirms no likely detrimental impact.
	Energy use		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	As an outline application, details of the energy strategy are limited. However, the design process has considered the orientation of streets and, where possible, roof pitches to maximise solar gain. The school building has been orientated, and adapted from the standard design, to reduce impact of over heating. From a transport perspective, as noted elsewhere, the design has been developed with active travel principles in order to, where possible, ensure modes other than the private car are used in the first instance.
	Disabled access		Age - all Income - all Discrimination/Disadvantage - all those with relevant disability/needs Geographical - all	Yes, for those impacted	The requirement for adapted/adaptable is outlined in the Local Plan. Need will be addressed via commitments in the s.106 agreement.
Economic conditions	Housing provision supports Torbay Council jobs/housing growth strategy to lift Bay prospects		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	Provision of up to 400 dwellings will make a positive contribution to the Local Plan housing target and in turn contribute to the housing/jobs growth strategy.
	Scope for s.106 contribution to support offsite employment provision		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	Pre-app discussions with the Council and TDA conclude that onsite provision would be less preferable when considered against the potential for financial support to existing employment clusters in the wider area.
	No onsite employment provision (albeit opportunities in close proximity (White Rock Local Centre, employment space, South Devon College, Claylands etc.)		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	No	
Access and quality of services	Close access to shops and services at a number of Local Centres		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	No	Shops on Broadsands Road/Dartmouth Road, White Rock Local Centre (once complete) could be reached within a 15min walk of the site entrance (bus stop location). A 30 min cycle ride would provide access to a range of facilities in both Paignton and Brixham. Source: <a href="https://app.traveltimeplatform.com/#">https://app.traveltimeplatform.com/#</a>
	Opportunity for onsite food production		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	Opportunities are available to all population groups and offer positive access to food growing opportunities across the site.
	Opportunity for close access to farm shop businesses		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	Churston Farm Shop and others
	Likely provision of improved public transport opportunities for bus operating companies. Provision of bus stops within site (village green area) promotes use and social interaction		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	No	Active discussions with bus operating company is likely to lead to an improved service provision suitable to meet the needs of the site and surrounding area. A Travel Plan will be produced and principles enshrined.
	IT - high speed internet access able to be provided via existing network		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	Yes	Opportunity exists to make suitable provision based on existing commercial operators who already provide services to the local area
	No onsite provision of health/medical services		Age - all but potentially more significant for very young/old Income - all Discrimination/Disadvantage - all but specifically those with specific health needs Geographical - all	Potential	Not providing onsite means that there will be an inevitable reliance on existing service provision on which there may be increased demand. It is however considered that external parties, including the CCG, will be responsible for ensuring appropriate levels of service/provision are maintained.

	No onsite provision of adult/social care services		Age - all Income - all Discrimination/Disadvantage - all but specifically those with specific health needs Geographical - all	Potential	Not providing onsite means that there will be an inevitable reliance on existing service provision. It is however considered that external parties, including the CCG, will be responsible for ensuring appropriate levels of service/provision are maintained.
	No onsite provision of formal leisure/recreation facilities albeit public open space does make provision (play space and countryside access walks)		Age - all Income - all Discrimination/Disadvantage - all Geographical - all	No	Site is not appropriate for formal leisure development. Informal recreation space is provided in the form of equipped play spaces and informal recreation area. There is potential for community use of school facilities (eg pitches) subject to appropriate agreements; this principle can be explored further with the school operator at an appropriate stage.

<b>Notes / References</b>	In preparing this Rapid HIA, regard has been had to a range of material, including those listed below. Advice has also been sought from Council Officers via the submission of an initial HIA Screening Assessment which, with advice, has been revised to form this Rapid HIA
	<b>Source</b>
	Healthy Torbay SPD
	Spatial Planning for Health – An Evidence Review
	Torbay Joint Strategic Needs Assessment
	Community asset tool Area based health summaries