

Rugby Borough Local Plan - Health Impact Assessment: Policy Matrix

Policy Summaries		Lifestyle and wellbeing, including: mental health, drug, tobacco and alcohol misuse, diet and nutrition, obesity, exercise and physical activity.	Economic and social wellbeing including: employment, adequate housing, social network/support, social cohesion, social infrastructure including schools, healthcare and community facilities	Environment including, physical safety, air quality, accessibility for disabled residents, safety for elderly and vulnerable residents and crime	Access to services and amenities including: healthcare, children's education, social services, healthy food shopping, leisure and sports facilities, green spaces	Transport: how accessible and active?
General Principles	<p><b>Policy GP1 - Securing Sustainable Development</b> The council will favour development which is sustainable and will be approved without delay unless material considerations indicate otherwise.</p>	<p><b>The planning system can play a role alongside other policy in addressing poor diet and lifestyle. Obesity and alcohol consumption are identified by PHE England as priority issues in Rugby. Development involving businesses offering unhealthy food choices such as hot food takeaways or bars which encourage vertical drinking should be restricted The good practice guide on controlling hot food takeaways by HUDU identifies issues and planning policy which are used to mitigate the effect of hot food takeaways which sell unhealthy food.</b></p> <p>Policy GP1 states an intention to work proactively with applicants to gain planning approval. Where this policy would mean approval of businesses which encourage or enable unhealthy eating or consumption of alcohol it would fall short of addressing levels of obesity and alcohol consumption. These are two of the three priority issues for Rugby identified by PHE. Hot food takeaways located close to schools which specifically target children may negate programmes delivered through schools to promote healthy eating habits. (Sinclair and Winkler 2009). <b>Development including space or infrastructure for more active lifestyles should be prioritised.</b> Policy GP1 which favours proactively collaborating with applicants to gain planning approval does not conflict with development involving provision for active lifestyles. Section 106 or CIL should be used to fund improvement of parks or street furniture such as outdoor</p>	<p><b>Development which promotes healthy and cohesive communities should be maximised.</b></p> <p>Policy GP1 sets forth a requirement for development to be sustainable. This must involve cohesive and successful neighbourhoods and residential communities. Polies GP1 - GP5 do not make explicit how this should happen. The HUDU Rapid HIA Tool highlights the concept of Lifetime Neighbourhoods which should seek to help create neighbourhoods inclusive of all residents regardless of age or disability. Such neighbourhoods would encourage participation and interaction of residents and be safe for all. WCC's document on <i>Neighbourhood Development Planning for Health</i> uses the 12 principles of Building for Life which set forth how planning decisions can impact on health. Decisions devolved to neighbourhoods and parishes (covered by policy GP5) may not directly address proposals in the Lifetime Neighbourhoods report and Building for Life guidance but the concept of neighbourhood planning stems from spatial planning principles which acknowledge that more successful design of the built environment is likely when communities are consulted and involved in the process. In effect residents could highlight local issues which may interlock with the principles of Lifetime Neighbourhoods and Building for Life.</p>	<p><b>Residents should have access to green space. This should entail both provision of green space and it's upkeep to ensure that green space is safe and feels safe.</b> More should be expressed in policy to acknowledge the importance not just of provision of green space but of the upkeep and management of parks, canals and waterways. Green space can feel unsafe when it is neglected and underused. Community ownership of green space by schools or VCS organisations through food-growing and gardening schemes and giving space over for sporting or leisure activity can improve the function and safety of green space. However care should be taken that schemes do not affect the perception that public green spaces are for all. <b>Clean air is a major public health issue and is directly affected by planning policy, particular by transportation policy.</b></p> <p>Policy GP1 and GP3 are guided by the NPPF, which favours sustainable development and prioritises development which protects or enhances the natural environment and improves biodiversity by moving away from carbon fuel dependency and private motor vehicle use, which would also improve air quality.</p> <p><b>Care should be taken to ensure that green spaces are maintained and that natural surveillance is possible so that public spaces do not become hotspots for criminal activity.</b></p> <p>Violent crime in Rugby is slightly more prevalent than in Warwickshire as a whole. There is nothing specific across policies GP1-GP5 which addresses this. Good design can affect street safety and this may be improved when communities are consulted about threats in their neighbourhoods. Policy GP5 addresses neighbourhood and parish level planning which may involve greater insight into local crime and safety issues.</p> <p><b>The effects of construction such as noise, vibration, dust and odours should be minimised, especially on big development projects which can take years to complete (Bates et al 2012).</b></p>	<p><b>Development close to existing services and amenities (schools, healthcare facilities, sports facilities) should be prioritised so that a greater number of residents can access them.</b></p> <p>Policy GP2 asserts a settlement hierarchy in favour of Rugby Town which should enable access to the greatest range of facilities. Where new development entails a significant population increase then schools would need to be extended, or new schools established. Currently provision of sporting facilities in Rugby is decent and new settlements should aspire to match this. Care should be taken however that centralisation which is prioritised in the local plan does not impact on smaller commercial and community hubs, drawing existing local activity into the centre resulting in the need for greater private car use from the town's periphery. Parish or neighbourhood plans may update an understanding of local need and updated documents should trigger further reviews of policy impacts.</p>	<p><b>Development which is central and/or close to active transportation options is likely to encourage walking and cycling and should be prioritised. 64 per cent of commutes in Rugby are by private motor vehicle which is likely due in part to the way the built environment is designed.</b></p> <p>Policy GP2 which focuses development in Rugby Town closer to existing services should make active transport options more convenient. Local services should still be available in smaller hubs around the town (local high streets with GPs, chemists, sports centres) to obviate the danger that private car use to the city is increased. Without attractive, convenient, safe alternatives commuters will likely continue to travel by car.</p>
	<p><b>Policy GP2 - Settlement Hierarchy.</b> Development will be favoured centrally with Rugby Town preferred option for new development.</p>					
	<p><b>Policy GP3 - Previously Developed Land and Conversions.</b> Redevelopment of existing development will be supported subject to conditions.</p>					
	<p><b>Policy GP4 - Safeguarding Development Proposal</b> Planning permission will not be granted when it conflicts with development potential of other land or when that land is required for flood risk management.</p>					

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Development Strategy	<b>Policy GP5 - Parish or Neighbourhood level documents.</b> Parish and Neighbourhood planning oiwers are those devolved to communities at the local level which must conform with the local plan, but do give communities relative influence.					
	<b>Policy DS1 - Overall Development Needs</b> Overall housing units and employment land hectares planned for Rugby Borough between 2011 and 2031: a) 12,400 additional homes b) 110ha of employment land					
	<b>Policy DS2 - Sites for Gypsy, Travellers and Travelling Showpeople.</b> Land allocation requirements identified for Gypsy, Travellers and Showpeople communities.	<b>Housing and employment land allocation should be situated in close proximity to services and amenities and should be linked by transport which makes daily tasks achievable without the need for a private motor car.</b>	<b>Development which provides employment for local people should be promoted. Employment and income are key factors in one's health and wellbeing therefore employment which is sustainable and which offers good, secure salaries should naturally be promoted.</b>	<b>New housing development must provide housing allocation for elderly, disabled or vulnerable residents which should be safe and be easily accessible and close to services. ONS forecasts predict a 133% rise in those over the age of 85 living in Rugby between 2015 and 2035.</b> Policies DS1 and DS3 detail residential allocations. Short, local journeys where private motor car use is unnecessary should be discouraged by offering active transportation alternatives which makes leaving the car at home logical. However elderly or disabled residents who cannot travel by foot should have access to a safe and convenient road system and to services which are specific to their needs. Community transportation services may improve transport options for those with specific requirements. Because isolation can be an issue for elderly people directly related to their circumstances (ref) such services would include the opportunity for socialising. Socialising events such as tea clubs or befriending should be accessible and community run transport services could be encouraged to run services where the council does not.	<b>New development should be close to services and amenities and to sport and leisure facilities or areas where people can keep active and take part in sport.</b> The local plan favours Rugby Town as the prime location for development. Agglomeration should make access to shopping and community amenities easier and decrease the need for car travel. Care should be taken however that there are services and suitable shops available locally so that people on the town's edge do not have to travel into the centre by car to access all services or go shopping. Rugby is well served by sporting facilities, with just over half of facilities open for community use, rather than being inside a school. Any new development of a considerable size would need to take account of what exists currently and new facilities should be provided when increased population requires new provision.	<b>Employment and housing allocations should be well linked with active transport. The local plan default is for greater centralisation which is intended to reduce the need for private motor vehicle use.</b> Policy DS5 describes how proposals for strategic sites must include high quality public transport and a comprehensive cycle network. As obesity is a priority issue identified by PHE for Rugby such requirements would be logical so long as those living on the town's edge do not need to travel into the centre by car to access all services or go shopping. Cycle networks in areas with low cycle traffic can also be integrated with public footpaths, bridleways and canal towpaths creating an active network for both commuting and recreational walking and cycling.
	<b>Policy DS3 - Residential Allocations</b> Specific sites where residential units will be allocated and associated infrastructure provided.	Greater centralisation and urban density with walkable neighbourhoods and access to good public transport can improve rates of obesity and conditions caused by obesity (ref). Policies DS1 and DS3 describe housing allocation in future developments which prioritise Rugby Town, the most central location in terms of proximity to services and businesses. Where this is not possible due to existing density, land immediately adjacent to the town centre is prioritised. Where development takes place outside of the centre it should be close enough to local shops and services otherwise there is a risk that journeys into the town centre by car are the most convenient option for those living in the suburbs. If active transportation is going to be a viable alternative to car use then the infrastructure must be put in place.	Policies DS1 and DS4 detail employment allocation in future development. Employment land allocation in Rugby will be mainly for storage/distribution as well as a mixture of office based employment and industrial. Because the town's edge is naturally favoured for such jobs due to proximity to national roads, new bus routes and dedicated cycle lanes should be created where they do not already exist.			
	<b>Policy DS4 - Employment Allocations</b> Sites which will be allocated for employment and development and associated infrastructure.		<b>The Gypsy and Traveller community are vulnerable to many health inequalities (ref) and equitable policies should seek to improve their health.</b>			
	<b>Policy DS5 - Comprehensive Development of Strategic Sites</b> Requirement that strategic sites of over 100 dwellings be supported, with information outlining how the specific characteristics of each site have been considered in the masterplanning, design and viability assessments of proposals.		Policy GP2 sets forth how Gypsy, Traveller and Travelling Showpeople will be allocated land which is suitably sited providing privacy, security and is close to local services such as schools and health facilities. Due to health inequalities present in Gypsy, Traveller communities, which include low take up of services (ref), siting which is close to services and which encourages integration with the wider community is important.			
	<b>Policy DS6 - Rural Allocations</b> Development or rural allocations should be supported with information outlining how the specific characteristics of each site have been considered in the masterplanning, design and viability assessments of proposals.	This must include regular and reliable transportation routes and safe and well designed streets with wide pavements and clear street signage t. A strategy to encourage walking described in WCC's document on Green Space Priorities for Warwickshire (ref) include measured miles which are distance markers within green spaces or urban environments which walkers can use to measure distance travelled. Walking for Health Groups and Park Runs can also be encouraged by being given space in public green space.				
	<b>Policy DS7 - Coton Park East</b> Details on specific development site					
	<b>Policy DS8 - South West Rugby</b> Details on specific development site					
<b>Policy DS9 - South West Rugby Spine Road North Western Alignment</b> Details on specific development site						

	<b>Policy DS10 - Lodge Farm</b> Details on specific development site					
Housing	<b>Policy H1 - Informing Housing Mix</b> Requirement that new market housing must form a mix of market housing types and sizes which is consistent with the Strategic Housing Market Assessment	<p><b>Housing which is in close proximity to community services, healthcare facilities, sport and leisure facilities and shops selling healthy food should be the norm in Rugby.</b> A broad preference for development close to existing services is made explicit across the local plan. However policy H4 describes criteria which would allow for affordable housing to be built on rural sites in exceptional circumstances of need. Such development would run the danger of pushing those on low incomes who are more vulnerable to health inequalities into housing which may perpetuate or compound such inequalities. If such development were given approval provision of facilities for active lifestyles and healthy diets would need to be strategised and given the circumstances policy innovation would likely be necessary to ensure access to services. <b>The built environment may have an indirect impact on mental health. For example high-rise or high density housing is often attributed to poor mental health. A study by GoWell (Lawson and Egan 2012) found residents in high-rises flats felt isolated which was likely linked to design as well as anti-social behaviour on estates. Other studies have hypothesised that building density and design appropriate in one location will not be so in another (ref).</b> Housing density should be considered on a site by site basis to ensure that it is appropriate. Development should be undertaken with an insight into what already exists in an area. High-density housing may be appropriate if it is well located, however unsuccessful developments of this type which were constructed in the 1960s and 1970s were often isolating with ill defined defensible space where crime contributed to levels of stress and anxiety.</p>	<p><b>Adequate housing is crucial factor for the health and wellbeing of residents. Those who are particularly vulnerable to health inequalities related to housing are those living on low incomes who would need to spend a greater share of their income on housing and may be less able to afford healthy food or fuel to heat their homes. Adequate provision of affordable housing therefore has a good potential for improving the wellbeing of people in Rugby.</b></p> <p>Policy H1 asserts that affordable housing should be integrated with market housing which would adhere to the governments policy on Mixed Communities (ref). The percentage of affordable housing units for new housing developments is yet to be determined (awaiting public consultation), but this will be part of the planning application for developers. <b>In the past when social housing has been placed on the urban periphery away from employment opportunity it has often had the effect of compounding social issues and the health and wellbeing of residents (ref)</b></p> <p>Policy H4 states that affordable housing (majority social tenure) could, given a lack of other options, be allocated in rural exception sites. Such developments would need to meet specific criteria. Such affordable housing would likely provide for those on low salaries with greater health needs in a context which is more likely to be detrimental to their health and wellbeing (a long distance from employment and isolated from services and social network). If such housing is to be built developers may need to prove that the housing will be serving those who work in local, rural jobs to justify it. Otherwise good public transportation would be required which may risk be unviable financially.</p> <p><b>A Marmot review of the health effects of cold homes (ref) examines the evidence for poorly heated and insulated homes. The quality of newly built and refurbished housing in large developments should be assessed using a Code for Sustainable Homes (CSH) or BREEAM assessment (ref). Both include health and wellbeing criteria.</b></p> <p>No housing policy asserts a requirement for CSH or BREEAM. Policy SDC4 stipulates that BREEAM standards should be adhered to for non-residential developments. Like all new housing or newly renovated housing it should be energy efficient with adequate insulation installed.</p>	<p><b>Across Warwickshire there is an aging population who will in many cases require specialist and supported housing such as residential care homes.</b> Policy H6 addresses the need for such specialist housing. Housing should be accessible and close to services as well as transport to make it easy for elderly residents to travel and for guests to visit.</p>	<p><b>Any new housing should be easily accessible to services, transportation and shops selling healthy food.</b> Policy GP2 makes clear a hierarchy for development which favours central development or development within existing boundaries close to services and active transportation options. The policies on development strategy are also specific about location of development which will include housing. <b>Rugby Borough's population is projected to increase by 18.9% between 2013 and 2037 with a 133% increase in those over the age of 85 (ref).</b> Policy H1 acknowledges housing needs of different types of household including elderly people as well as disabled people. This acknowledgement should extend to the services and amenities that will be required by people who may have specific accessibility needs. Healthcare, housing, green space and other services should be available for all who live in new build housing.</p>	<p><b>Housing should be adequately linked to services, businesses and to employment opportunity.</b> Housing policies in the local plan are less explicit about transportation however a hierarchy for development which favours central developments served by active transportation options is made clear in policy GP2. Care should be taken that development centrifugally draws existing services away from smaller hubs in the town meaning that people are required to drive into the centre for most services and amenities. <b>Housing close to train stations and high density bus routes should be prioritised.</b> Policy H1 states a requirement for housing tenure to be mixed to address need for older people and first time buyers. An alternative mix may be considered if the location is close to the train station. This is logical because older people who are retired may benefit less from being close to commuting options. Greater train commuting would reduce travel by private car.</p>
	<b>Policy H2 - Affordable Housing Provision</b> Requirement that new housing development will allocate affordable housing. The mix of affordable to market housing is yet to be determined and will be determined during public consultation in September 2016.					
	<b>Policy H3 - Housing for rural businesses</b> New build or converted housing in rural locations will only be supported if it meets criteria listed in the policy.					
	<b>Policy H4 - Rural Exception Sites</b> Affordable housing will be permitted adjacent to rural settlement boundaries in circumstances normally resisted when criteria is met.					
	<b>Policy H5 - Replacement Dwellings</b> Replacement of dwellings in the countryside and greenbelt will only be permitted when criteria are met and it falls in line with national planning policy.					
	<b>Policy H6 - Specialist Housing</b> The council will encourage the provision of housing that bolsters the independence and choice of older people and those with specific housing needs.					
	<b>Policy ED1 - Protection of Rugby's Employment Land</b> Protection of existing and planned sites of employment land. Intensification of existing sites will be encouraged in		<b>Employment is a crucial factor in the health and wellbeing of individuals. Those who are not working are more likely to live in poverty</b>			

Economic Development	<p><b>Policy ED2 - Employment development within Rugby Urban Area</b> Classes of employment land permitted within the urban boundary are listed. These are Business, General Industrial and Storage and Distribution</p>	<p><b>Those who are unemployed and more likely to live in poverty and are more vulnerable to mental health issues.</b> Policies ED1 and ED2 describe protection of existing employment land and encouragement of new development. Protecting employment which is already decent in Rugby is very important.</p>	<p><b>which increases the likelihood of an unhealthy diet and lifestyle. Those living in poverty and are also more likely to experience barriers to accessing public services as well as being more likely to need referrals to adult and child social care services (ref)</b></p> <p>Policies ED1 and ED2 describe the protection of existing employment land and the development of new employment land. Currently levels of employment in Rugby are high compared to the West Midlands and national average. However it should be noted that there is a very large disparity for those with long term health problems between Ryton-on-Dunsmore (1,813) and New Bilton (7,760).. Between the wards there are disparities in levels of employment. New development which includes employment and training opportunities for NEETs and the long term unemployed should be promoted and training for local people should be required of large companies based in Rugby.</p>	<p><b>Development which is reliant on fossil fuels can impact on health in multiple ways, most directly air and water quality which have direct effects on health.</b></p> <p>The majority of proposed employment land will be use class B8 - storage and distribution which is less suited to centralisation and is more likely to be situated on the outskirts of town, thus requiring motor vehicle use. Strategies for workers to get to the city's edge without need for private motor vehicle should be devised. This should include dedicated cycle lanes and if required new bus routes.</p>	<p><b>New core strategy and local plan allocations of employment land should link well with healthy lifestyles for the people who will work in them.</b> Policies ED1 and ED2 are clear about protecting and enhancing employment land. Where new development does occur the planning system should obligate developers to provide new leisure and sports facilities and green space. WCC's <i>Green Space Priorities for Warwickshire</i> asserts that green space infrastructure are ideal projects for section 106 and CIL funding.</p>	<p><b>Those living in poverty will be less likely to afford a private motor vehicle. If those in need of employment find commuting difficult due to poor transportation links this will be a barrier to their employment.</b></p> <p>Policy ED2 asserts that new employment land would be favoured centrally which would make commuting easier for those without a car. However the nature of certain businesses mean that they are more likely to be on the city's edge close to national roads. Sites should be clustered so that bus routes are viable. WCC's guidance on Neighbourhood Planning states a preference for neighbourhoods to be designed to encourage active travel that enables residents to walk from amenities within a 5 minute s</p>
	<p><b>Policy ED3 - Employment development outside Rugby urban area</b> Employment land will not be permitted outside of the Rugby Urban area except in certain circumstances which are listed</p>					
	<p><b>Policy ED4 - The Wider Urban and Rural Economy</b> Forms of development which, in principle, are acceptable in and outside the urban area. These are Tourism and Leisure; and Farm Diversification</p>					
Retail and Town Centre	<p><b>Policy TC1 - Development in Rugby Town Centre</b> Requirements on proposals for redevelopment of the existing natural and built environment in the town centre must demonstrate high quality design</p>	<p><b>Unhealthy fast food outlets should be restricted for any new convenience (food) retail development. Supermarkets and other food retailers should provide healthy and nutritious food. The Warwickshire Joint Health and Wellbeing Strategy suggests development of policy to limit fast food outlets. Obesity is a priority health issue identified by PHE for Rugby (TC2).</b> A5 use establishments which sell unhealthy fast food should be restricted (see HUDU guidance on restricting Hot Food Takeaways). Policy TC2 states that new retail floor space for food will more than double between 2020 and 2030. New food retailers which sell healthy options should be prioritised. Retail space for social enterprises selling healthy, affordable food should be promoted.</p> <p><b>Alcohol misuse is another priority issue highlighted by PHE in Rugby.</b> Consideration for A4 usage (drinking establishments) should consider what offer is already in the area and whether binge or habitual drinking would be encouraged (TC2).</p>	<p><b>New development should encourage employment for local people. Those who are unemployed and living in poverty will be less likely to afford healthy food options or heat their homes adequately.</b></p> <p>Policy TC3 states a priority for development in the town centre. Those in suburban areas or rural communities should also have access to community services and central development should not be a centrifuge which pulls existing services away from the suburbs.</p>	<p><b>Surfaces on which pedestrians travel should be wide enough with clearly marked edges between road and pavement. This is especially important for elderly or vulnerable residents who should feel safe in the town centre. Public areas should be well lit and feel safe. Signage should be legible and large enough to read.</b></p> <p>Policy TC1 asserts the need for high quality design in new and existing built environment and public space. Care should be taken that such design acknowledges the needs of Rugby's population. For example that there is adequate pedestrian space for elderly or disabled people.</p> <p><b>Green space and open public space should be retained or improved.</b></p> <p>Policy TC1 - Redevelopment and refurbishment of existing natural and built environment and public space should not remove any green space which already exists. Green/public space which exists should be made safe to use by all. This would mean accessible surfaces and removal of obstacles to natural surveillance.</p>	<p><b>Shops which sell affordable healthy food should be accessible to all residents. Where they are not geographically close public transport options should be available.</b></p> <p>Policy TC2 details future floorspace for shops and restaurants in the town centre instead of at out of town shopping centres which will encourage more local journeys more easily undertaken by foot, bicycle or public transport. Obesity is a priority health issue for Rugby, identified by PHE England. A5 use establishments which sell unhealthy fast food should be restricted (see HUDU guidance on restricting Hot Food Takeaways). Policy TC2 states that new retail floor space for food will more than double between 2020 and 2030. New food retailers which sell healthy options should be prioritised. Retail space for social enterprises selling healthy, affordable food should be promoted.</p>	<p><b>Out-of-town and edge of town retail parks encourage shopping habits involving car usage greater than high street shopping. Active transport options should be encouraged between existing out-of-town retail and the town centre. Big box stores inevitably encourage car use because they sell bulk items or large goods such as electronics or furniture which cannot be transported by bus or bicycle.</b></p> <p>Policies TC1 &amp; TC3 - Prioritising development in the town centre should encourage greater walkability. The need for car use will be greater negated by denser provision of shops and restaurants located centrally. However shops and services should still be accessible in edge of town locations otherwise those who live there may be more likely to travel by private motor vehicle to the centre to access them. Such local provision must however still be served by strong public transport options.</p>
	<p><b>Policy TC2 - Rugby Town Centre Comparison and Convenience Floorspace Requirements</b> New retail floorspace by use-type set out in metres</p>					
	<p><b>Policy TC3 - Directing Development in the Town Centre</b> New development in the town centre will be favoured with Edge-of-Town locations next and Out-of-Town least favoured. It is intended that such a requirement will sustain and enhance the vitality of the town centre.</p>					
	<p><b>Policy TC4 - Primary Shopping Area and Shopping Frontages</b> Change of use of ground floor shopping premises will be permitted if it meets listed criteria</p>					
	<p><b>Policy HS1 - Healthy, Safe and Inclusive Communities</b> Criteria which will be supported to encourage healthy, safe and inclusive communities.</p>	<p><b>A primary function of planning since its formalization has been to improve the built</b></p>				

Healthy, Safe and Inclusive Communities	<p><b>Policy HS2 - Health Impact Assessments</b> Development proposals will be required to assess their impact on the capacity of existing health services and facilities.</p>	<p><b>environment when it is detrimental to the health of citizens.</b></p> <p>Policy HS1 describes the principles for creating healthy, safe and inclusive communities. WCC reviews make clear what planning of neighbourhoods should require to achieve this includes decent housing, neighbourhoods well served by active transport links, adequate provision of health, education and community facilities, shops which provide healthy food, as well as space for sports and active lifestyles. Diet is also crucial to health and policy HS1 acknowledges this though does not make clear how the built environment would influence diet. Shops which sell healthy food should be accessible for all. Fast food should be restricted especially close to schools. Health and community centres which can influence and educate residents on diet and lifestyles should be retained or included in new developments which create a new need for them. Community based health facilities may run services which have affect another health priority in Rugby which is smoking during pregnancy. This should involve education in the community and promotion of WCC's "make every contact count" in <b>community health facilities.</b></p>	<p><b>Employment, housing and community services such as community centres, schools and GP surgeries can all be subsidised by new development using tools such as section 106 and CIL.</b></p> <p>Planning should seek to foster healthy and inclusive communities which provide adequate service and business provision for all residents. Local businesses such as corner shops, post offices or pubs play an important role as impromptu community hubs. Casual and random interactions with fellow community members are important components of cohesive neighbourhoods. Centrally government have set aside funds for community pubs and shops (ref).</p>	<p><b>The built environment should be designed to encourage healthy, safe and active lifestyles.</b></p> <p>Policy HS1 stresses the importance of design which minimises the potential for crime and anti-social behaviour. Good design would also improve perception of safety and encourage elderly residents to travel more freely in their communities. WCC's Neighbourhood Development Planning for Health guidance uses Building for Life principles to assert how planning areas can be used to address health issues.</p>	<p><b>Access to safe and accessible spaces for sport and active pastimes are essential to the health of residents.</b></p> <p>Policy HS4 describes the open space and recreational offer required for every 1000 people. Rugby has a decent amount of sporting facilities (see table x) and new development should include new facilities where a population increase requires this. <b>New neighbourhoods should be designed which provide access to services and amenities which encourage and enable healthy lifestyles. This should will mean a denser built environment in which people are able to get around on foot, bicycle or by public transport.</b></p> <p>Policy HS1 provides a list of requirements for creating communities which provide access to services and amenities. WCC Joint health and Wellbeing Strategy promotes the positive impact "community hubs" can have on health and wellbeing. Such hubs can host a number of services under one roof and through co-location services can share costs and become more viable.</p>	<p><b>Attention must be paid to the effects planning for the private motor car has had and will have on health and wellbeing. As well as risks to good air quality which motor vehicles pose. Low density settlements encourage motor vehicle use and sedentary lifestyles which are likely to increase the risk of obesity.</b></p> <p>Policy HS1 asserts support for development which will include active transportation options which will encourage travel on foot or by bicycle.</p>
	<p><b>Policy HS3 - Protection and Provision of Local Shops, Community Facilities and Services</b> Protection of local shops, post offices, pubs and community and cultural facilities from new development which would result in significant or total loss of these amenities.</p>					
	<p><b>Policy HS4 - Open Space and Recreation</b> Residential development of 10 dwellings and above, shall provide or contribute towards the attainment of the council's open space standards.</p>					
	<p><b>Policy HS5 - Traffic Generation and Air Quality</b> Any development that results in significant negative impacts on health and wellbeing of people in the area as a result of pollution, noise or vibration caused by traffic generation will not be permitted unless effective mitigation can be achieved.</p>					
Natural Environment	<p><b>Policy NE1 - Protecting Designated Biodiversity and Geodiversity Assets</b> The council will protect areas and species of national and local importance for biodiversity and geodiversity. A set of exceptions to this requirement are laid out in the policy.</p>	<p><b>Biodiversity and protection of green space may have a direct positive effect on health and wellbeing as it provides space where people can walk, run and stay active. It may also have more holistic effects on health which are harder to measure.</b></p> <p>Policy on the built environment does not specifically address benefits the natural environment can have on lifestyle, however such benefits are indirect. WCC have produced a document outlining <i>Green Space Priorities for Warwickshire</i> which assert the benefits to diet and lifestyle of good green space. Approximately three quarters of adults in Rugby do not eat recommended amounts of fresh fruit and vegetables and allotments, community gardens and even encouragement of guerrilla gardening can have a positive impact on these figures. <b>Green space can have a positive impact on one's mental wellbeing.</b> Policies NE1 - NE4 assert the importance of protecting and enhancing the physical natural environment in Rugby. Justification for this can be enhanced by acknowledging the positive impact activities in parks and green space can have on one's</p>	<p><b>Protection of natural spaces including, parks and riversides should can function as tools and resources for greater community cohesion as well as employment.</b> A more diverse governance of natural spaces including social enterprise and VCS involvement as well as non-council statutory organisations such as school and hospitals could improve the management of these spaces. Urban farms could provide employment and gardening schemes by organisations like Groundwork could provide training for NEETs and long term unemployed people. New green/blue infrastructure such as rain gardens could be given over to local schools or VCS centres as gardens for growing.</p>	<p><b>In some authorities both in the UK and in North America local government has invested in blue and green infrastructure such as bioswales and rain gardens.</b></p> <p>Policy NE3 describes directly the borough's policy for blue and green infrastructure. Such infrastructure limits the amount of urban water run off which may contribute to flooding and concomitant water pollution which can impact negatively on one's health. Because motor vehicle use is prevalent in Rugby, such infrastructure may have a strong impact.</p>	<p><b>Access to green space can provide direct benefits to health and wellbeing by providing space for active pursuits as well providing more holistic benefits and should be protected and enhanced.</b> Policy NE1 states an intention to protect areas of biodiversity with proportionality stressed according to importance and status of species. New development is allowed where it protects or enhances existing natural environments. Greater consideration should be given to the possibility that local VCS or social enterprise could be tasked with management of green space which could partner with schools and community centres. <b>Green space should be a safe places for all people. Natural surveillance should be possible in parks so that more vulnerable residents are safe and perceive they are safe.</b> Management of these green spaces and parks could be delegated to VCS groups which would increase natural surveillance by giving ownership of a space which would mitigate the risk that they become hotspots for crime or anti-social</p>	<p><b>Natural areas such as canals and waterways can also function as active routes both for commuting and leisure.</b> Policies NE1 - NE4 focus more on protection and enhancement of natural resources and biodiversity. This protection could be greater enhanced if people use canal towpaths and river walkways for walks or bicycle rides. Where access is restricted it should be improved. This can also have a positive impact on local businesses such as cafes and pubs who may gain greater custom.</p>
	<p><b>Policy NE2 - Biodiversity</b> New development will be permitted provided that it protects, enhances and/or restores biodiversity. Where a development will have a negative impact on a biodiversity asset, mitigation will be sought.</p>					
	<p><b>Policy NE3 - Blue and Green Infrastructure</b> The council will work with partners to create a comprehensive green infrastructure plan. Green and blue infrastructure is a strategy for mitigating urban climate change factors through instalment of physical infrastructure.</p>					

	<p><b>Policy NE4 - Landscape Protection and Enhancement</b> New development which positively contributes to landscape character will be permitted.</p>	<p>in parks and green space can have on one's mental wellbeing. WCC's <i>Green Space Priorities for Warwickshire</i> document makes the case for this and posits the idea that improvement of anxiety and depression gained from greater access to green space may have a cost saving benefit for public budgets which allocate care and medicine for those with mental illness.</p>			<p>behaviour. <b>Access to healthy food grown locally should be prioritised to address obesity.</b> Local food growing can be achieved through partnerships with social enterprises who can be allocated land owned by the council or in schools and hospitals. (Examples)</p>	
Sustainable Design and Construction	<p><b>Policy SDC1 - Sustainable Design</b> All development should demonstrate high quality sustainable design and will be permitted where proposals are of a scale, density and design that would not cause any material harm.</p>	<p><b>Design of the built environment has a broad and important impact on the health and wellbeing of residents.</b> Policies SDC1 and SDC4 describe the importance of building and housing design. WCC's Joint Health and Wellbeing Strategy identify a number of measures for health minded design. These include the discouragement of shelters for smoking which would play a part in addressing smoking and smoking during pregnancy which is one of three priority issues identified for Rugby by PHE England. <b>Decent and affordable internet which is accessible to all can influence how people access information about healthy eating and keep fit and sporting activities.</b> Policy SDC9 addresses the importance of comprehensive and broadband infrastructure and improved broadband speeds. WCC document on Neighbourhood Development Planning for Health contains guidance noting the importance of broadband for employment as well as remote patient monitoring as well as general health information that can be gathered online.</p>	<p><b>The quality and design of the built environment has direct effects on health. Air ventilation, sound insulation and privacy of personal space and perception of the ownership of shared space can all affect one's health.</b></p> <p>Policy SDC1 promotes high quality design for new developments. WCC's Joint Health and Wellbeing Strategy identifies a need in the private sector for improvement of housing which does not meet the Decent Homes Standards like social housing across the districts does. HUDU's guide to HIA recommends that a CSH or BREEAM assessment should be undertaken on buildings in all new major developments. Such assessments include criteria for health and wellbeing and should result in new housing which meets the decent homes standard as</p>	<p><b>Good design can address issues such as urban runoff when water in cities is not able to drain adequately and can pick up oil, chemicals and fertilizers which is then introduced to water systems and negatively affects water quality. Green and blue infrastructure such as bioswales and rain gardens should be included in new developments to mitigate the effects of urban runoff.</b></p> <p>Policy SDC6 requires appropriate Sustainable Urban Drainage Systems (SUDS) in developments. This would involve the integration of green infrastructure. Policy NE3 addresses directly the borough's policy on green and blue infrastructure. <b>The effects of construction such as noise, vibration, dust and odours should be minimised.</b> Mitigation of the effects of construction is not addressed in policies GP1-GP5. HS2 have acknowledged the impact of long term construction which includes noise, and high levels of stress and anxiety arising caused by the project which may effect residents of Rugby. Sites should be monitored for dust, noise, vibration. This would involve using instrumentation such as seismographs, dust monitors, noise monitors Considerate hours should also be recognised so that residents are not disturbed during the evening, night and early morning.</p>	<p><b>Sustainable design entails more than understanding the energy efficiency of a building alone. If a building is energy efficient and utilising renewable energy but stands alone miles away from shops, service and other amenities then these attributes will be undermined by need for motor car use.</b> Policy SDC1 states the council will consider appropriate density on a site by site basis. Density of buildings should influence provision of shops and services and this would ideally be funded in part by section 106 agreements or CIL. WCC's guidance on Neighbourhood Planning states a preference for neighbourhoods to be designed to encourage active travel that enables residents to walk from amenities within a 5 minute ideal.</p>	<p><b>Commuting is a daily and essential habit and if dependence on the motor car to do so is to be broken then new habits must be attractive, viable and easy to transition to. Design of the build environment plays a key role in enabling this.</b> Policy SDC1 asserts that the council will consider the density of housing on a site by site basis. Given the preference for agglomeration storage for bicycles may be difficult for those who will live in low density flats. Secure on street or communal bicycle parking should be provided in such cases.</p>
	<p><b>Policy SDC2 - Landscaping</b> Appropriate hard and soft landscaping will be required as part of development proposals</p>					
	<p><b>Policy SDC3 - Protecting and enhancing the historic environment</b> Development which sustains and enhances the Borough's heritage assets will be supported</p>					
	<p><b>Policy SDC4 - Sustainable Buildings</b> Requirements for residential and non residential buildings: Residential building requirements focus on adequate provision of water. Nonresidential buildings of a certain size will be required to achieve BREEAM standards which include health and wellbeing criteria</p>					
	<p><b>Policy SDC5 - Flood Risk Management</b> A strategic approach to development which steers new development to areas with the lowest probability of flooding.</p>					
	<p><b>Policy SDC6 - Sustainable Urban Drainage</b> Appropriate urban drainage systems are required in all developments. These will include green infrastructure functions and</p>					
	<p><b>Policy SDC7 - Protection of the Water Environment and Water Supply</b> Developers will ensure there is an adequate water supply to serve existing and new development.</p>					
	<p><b>Policy SDC8 - Supporting the provision of renewable energy and low carbon technology</b> Proposals for new low carbon and renewable energy technologies will be supported in principle subject to criteria.</p>					

	<p><b>Policy SDC9 - Broadband and mobile internet</b> New developments will facilitate and contribute to the provision of broadband infrastructure</p>					
Delivery	<p><b>Policy D1 - Transport</b> Development will be permitted where sustainable transport is prioritised and new transport impacts are mitigated.</p>	<p><b>Design of the built environment should acknowledge it's broad and important impact on the health and wellbeing of residents. Density of housing and location of employment and shops play an important part.</b> Policy D3 asserts that new planning applications will need to acknowledge the impact development can have on lifestyles and shops and restaurants which sell healthy food should be maximised whilst hot food takeaways and high density bars which encourage vertical drinking should be restricted.</p>	<p><b>Delivery of sustainable and viable development should not be at the expense of communities who are already living in an area.</b> Policy D3 makes clear that if new development will put pressure on existing services and infrastructure new provision shall be constructed or provided. Policy D4 asserts that the council shall use CIL to obligate developers and landowners to pay a flat rate which can be used to fund new education, healthcare and community facilities.</p>	<p><b>New development will have a number of impacts to the environment in particular on air quality and in greater requirement for community safety.</b> Policies D1 and D2 which cover transport and parking address the impact road traffic will have. Rugby is identified by PHE as having more dangerous and fatal roads than the national average and new development should be permitted when an application has proven that car usage can be reduced.</p>	<p><b>Development which benefits all residents should be maximised. As housing and employment communities expand services and amenities should increase accordingly.</b> Policy D4 outlines how CIL should be used to fund new or improved community infrastructure. This should be proportionate and appropriate to what communities require.</p>	<p><b>Viable and convenient alternative travel and commute options to the private motor car should be the default for all new developments. This would address issues of obesity as well as air quality.</b> Policy D1 directly outlines the need for a clear transport assessment to be undertaken on new developments. Transport options which encourage active habits such as cycling, walking and using public transportation need to be prioritised.</p>
	<p><b>Policy D2 - Parking Facilities</b> Planning permission will only be granted where it incorporates adequate parking.</p>					
	<p><b>Policy D3 - Infrastructure and implementation</b> Scale and pace of development should be determined by capacity of existing infrastructure. Where this is not possible new infrastructure or better management of existing infrastructure will be required.</p>					
	<p><b>Policy D4 - Planning Obligations</b> Requirement to mitigate impact of development where required with use of the Community Infrastructure Levy, a flat rate contribution towards infrastructure required of developers for larger developments</p>					
	<p><b>Policy D5 - Airport flightpath safeguarding</b> The council will safeguard Coventry Airport flight paths</p>					