

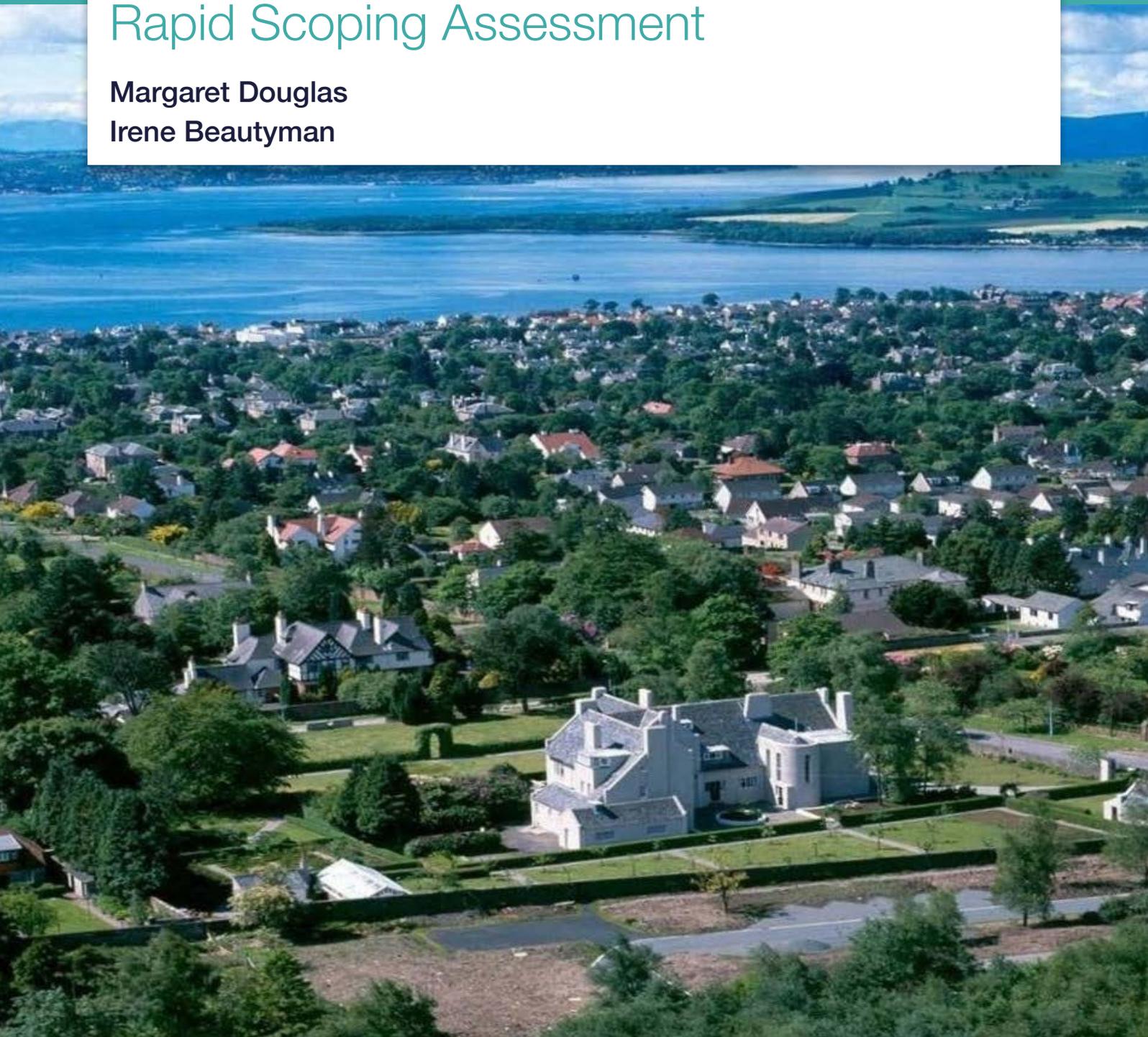
Scottish Health and Inequalities Impact
Assessment Network

Spatial Planning for Health and
Wellbeing Collaborative Group



Argyll and Bute Indicative Regional Spatial Strategy: a 20 Minute Neighbourhood Rapid Scoping Assessment

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About this Report

The workshop described in this report was organised jointly by the Improvement Service, Scottish Health and Inequalities Impact Assessment Network and the Spatial Planning for Health and Wellbeing Collaborative. It was supported by colleagues in Public Health Scotland. A full list of workshop participants is included in Appendix 2.

Improvement Service

The Improvement Service is the “go to” organisation for Local Government improvement in Scotland. It’s purpose is to help councils and their partners to improve the health, quality of life and opportunities of all people in the geographic area, through community leadership, strong local governance and the delivery of high quality, efficient local services.

www.improvementservice.org.uk

Scottish Health and Inequalities Impact Assessment Network

The Scottish Health and Inequalities Impact Assessment Network aims to promote a Health in All Policies approach in Scotland, to increase the use and quality of Health Impact Assessments and improve consideration of health issues in other assessments, in order to contribute to improvements in policies and plans that will enhance population health and reduce health inequalities.

www.scotphn.net/networks/scottish-health-and-inequalities-impact-assessment-network-shian/introduction/

Spatial Planning for Health and Wellbeing Collaborative Group

The Spatial Planning for Health and Wellbeing Collaborative Group involves public health and land use planning practitioners and organisations who are working to embed place and wellbeing outcomes, expertise and evidence into spatial planning policy including NPF4, the Scottish Government ambition for 20 minute neighbourhoods and regulations for health assessments of national and major developments.



Summary

The Covid-19 pandemic has highlighted the importance of places for people's health and wellbeing. Unfortunately it has also brought new and serious challenge to our towns and places, requiring us to look again at how we support them. The National Performance Framework articulates a vision for national wellbeing. The Place and Wellbeing Outcomes and the 20 minute neighbourhood ambition translate this to a local level. In looking to apply the 20 minute neighbourhood concept, the National Planning Framework Position Statement identifies the need to explore how it could work in different parts of Scotland, from remote rural communities to our towns and cities, taking into account the needs of everyone in society so that equality is built in from the start.

This paper reports an assessment of the Argyll and Bute indicative Regional Spatial Strategy on how its vision and approach will impact different populations and their contribution to meeting Place and Wellbeing Outcomes, Scotland's Performance Framework and the 20 minute neighbourhood ambition. The National Planning Framework Position Statement commitment to 20 minute neighbourhood

ambition was published after the iRSS. The process used here can inform the final RSS vision and approach to support both the ambition, promote wellbeing and reduce inequality.

Positive impacts for the health and wellbeing of the whole community were identified but they are dependant on a set of recommendations to ensure:

- Upfront consideration of the need to consider a different approach to deliver the 20 minute neighbourhood ambition in rural areas with a preference for local living and 20 minute hubs.
- Consideration of the role of existing settlements as hubs with space provided for public transport, active travel and digital infrastructure while preserving public realm and liveability for residents.
- Consideration is given to ways to bring empty homes into use and the impact of second homes and short term lets.
- Housing and other developments are located and designed to mitigate the risk of flooding, other climate impacts and loss of critical infrastructure.

- Simplified governance and revenue support for sustainable models of public or shared transport.
- The Strategy's focus on economic recovery is strengthened by reflecting broader outcomes on health, climate, poverty, inequality and their interconnections.



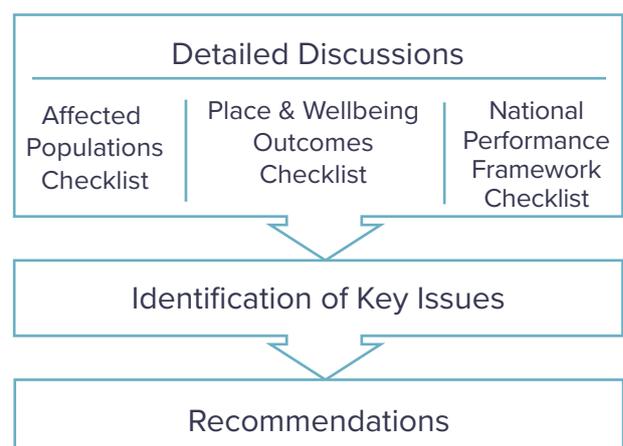
Rapid Scoping Assessment Process

This is a report of a workshop held in March 2021 to consider the impacts of the Argyll and Bute indicative Regional Spatial Strategy on the wellbeing of people who live in the area. It also considered the relevance of the 20 minute neighbourhood concept in a remote and rural context.

The workshop considered impacts on different populations, on delivery of the Place and Wellbeing Outcomes that sit behind the Place Standard and on the Scottish National Outcomes. The checklist of populations and outcomes used to structure the discussion is given in Appendix 1. Participants included Argyll & Bute Council officers and public health professionals and are listed in Appendix 2. They were asked to use their knowledge and expertise to consider how the proposals were likely to impact on the populations and outcomes, including areas of uncertainty that may require further evidence.

This report presents brief background to the indicative Regional Spatial Strategy (iRSS), a summary of the key issues identified and a set of recommendations to maximise impact

on wellbeing and the delivery of a 20 minute neighbourhoods. These recommendations are grouped in the themes that sit above the Place and Wellbeing Outcomes: Movement, Space, Resources, Civic and stewardship (see diagram below). These is then more detail of the group's discussions relating to the populations and impacts on the checklist.







The Indicative Regional Spatial Strategy

The preparation of Regional Spatial Strategies will be a new duty for planning authorities to develop a tailored approach to strategic planning that strengthens planning's influence and better align it with strategies and decisions at a regional scale such as economic development, transport and other strategic infrastructure investment programmes. While the duty has not yet been enacted, the review of the National Planning Framework presented an opportunity for the preparation of indicative Regional Spatial Strategies to help inform its preparation.

It is recognised that it may take some time for fully finalised RSS to emerge, but once produced planning authorities must have regard to them when preparing, revising or amending their local development plan.

Argyll and Bute Indicative Regional Spatial Strategy (iRSS) synthesises the Local Housing Strategy, Economic Development Strategy, Rural Growth Deal and Local Outcome Improvement Plan into one Spatial land use strategy for the purpose of informing the fourth National Planning

Framework. It identifies the following Vision to 2030:

'Argyll and Bute is an economically diverse and successful area based on sustainable and low carbon development. It has a growing population with high quality, well connected places where people are able to meet their full potential without prejudicing the quality of life of future generations. It benefits both economically and socially from its outstanding natural, historic and built environment whilst protecting those very same special qualities that make it a place people to choose to live.'

Depopulation is identified as the key challenge for the area, and the iRSS aims to tackle it through community wealth building; delivering a range of new homes; and improving both transport and digital connectivity. The iRSS identifies the following three Growth Areas:

- Tobermory-Oban-Dalmally Growth corridor
- Helensburgh and Lomond
- Western coastline



Summary of Key Issues

The group identified a range of potential benefits from the iRSS vision and approach. These included:

Interconnected Policy Impact on Outcomes

The places where people live, work, play and grow affect health through multiple pathways. Policies in the iRSS can have positive or negative impacts on health and wellbeing and health inequalities depending on how these are delivered both for individuals and for existing communities. The inter-connections between policies can also affect their impacts. For example, housing development without also investing in public transport infrastructure could have negative impacts on health due to increased traffic, affecting both existing and new communities. Similarly, economic regeneration that contributes to re-population also needs to be accompanied by infrastructure and services to meet the needs of new populations.

The Spatial Strategy is a synthesis of existing council strategies, rather than a

strategy to deliver on the new outcomes spatial planning will be expected to deliver around health and wellbeing and reducing inequality.

Rural Repopulation

The scoping exercise highlighted the significant challenge of providing services and maintaining infrastructure in very remote rural areas. Repopulation can help increase the sustainability of services and enable regeneration, but may increase pressure on fragile infrastructure.

Focusing population growth in hubs or regeneration towns is likely to increase sustainability of services and amenities, reduce the need to travel and facilitate social interaction. This is particularly important for people with care needs, older people, young people, disabled people, young families and people of low income.

Support for economic development should bring employment opportunities which could particularly benefit people on low incomes. Training and other support may be needed

to allow local people to access these opportunities.

Participants discussed the challenges of maintaining the rural transport network, including roads, public transport and active travel infrastructure. There may be no alternative to car travel in very remote rural areas, resulting in forced car ownership and transport poverty. The pandemic is a further threat to viability of public transport services. These should be maintained as much as possible, which is likely to need additional revenue support and consideration of alternative models of provision, for example demand responsive or community transport. The iRSS includes further active travel infrastructure which should bring health and sustainability benefits.

Improvements to digital infrastructure are particularly important and could bring benefits such as enabling more people to work from home, enabling re-population and providing more access to services online.

Many groups, including people of low income, could benefit from increased provision of affordable housing. It is important to ensure this matches current and projected needs, for example including single person as well as family homes and accessible housing to meet the needs of the aging population. Fuel efficiency, digital infrastructure, access to greenspace and playspace, and adequate space in houses to allow people to work from home are important to maximise the benefits from housing developments and reduce the risk of fuel poverty or digital exclusion. There is also a need retrofit existing homes with energy efficiency measures to make heating affordable so residents' health is not worsened by cold damp homes. Similarly, existing homes may need adaptations to be accessible for disabled people. Employing local people to install these improvements could bring economic benefits. There is a need to balance the economic benefits

of tourism from second homes with the need for sufficient affordable housing for residents.

Many towns within Argyll and Bute have buildings that are in need of renovation. The identification of the Western Seaboard as a growth area should help further regeneration of these. Improvements to the public realm in regeneration towns can involve local people in the design and reflect local heritage.

Coastal communities and infrastructure may be vulnerable to coastal flooding, which often particularly affect vulnerable populations. Flooding has significant adverse effects on mental and physical health, with a greater impact on those who are least resilient. These areas may also have grid constraints which may challenge sustainability of electricity supplies, with adverse impacts on heating, remote connectivity, potential to work from home and healthcare delivery.

Participants considered if and how the 20 minute neighbourhood concept could apply in rural areas. Small rural villages cannot sustain services to allow walking access within 20 minutes, but regeneration towns and other urban areas with services could do so. It could also benefit people in rural areas if they could access several services within one hub rather than scattered across different locations. This requires consideration of the services to be provided in hubs and how to ensure access for surrounding settlements, by various modes of transport, while protecting public realm, character and liveability within the towns identified as hubs.



Recommendations and Research Questions

These recommendations are interdependent, implementing all of them is needed to deliver the Place and Wellbeing Outcomes and thereby deliver the features of a 20 minute neighbourhood that contribute to the wellbeing of the community. They are grouped into the overriding themes within the Place and Wellbeing Outcomes..

Movement

Delivering the local living benefits of the 20-minute neighbourhood ambition in a rural area requires a different approach to delivery than in urban areas. The term “20-minute neighbourhood” was felt to be unhelpful as an ambition in rural areas with a preference for an emphasis on local living via 20-minute hubs and a neighbourhood principle. The need to travel to hubs, frequently with no other option than car to get there, needs to be understood and taken into account in National Planning Policy.

Within this context, a stronger focus should be given to every town and village exploring its contribution to the local living, 20-minute

neighbourhood hub ambition could support and improve services and amenities, including public transport, increase social interaction, reduce unnecessary travel and enable greater levels of physical activity. In addition, the concept of 20-minute hubs would improve quality of life and enhance attraction of settlements as destinations in which to live all year round rather than a place to visit or own a second home.

Where towns are identified as hubs for surrounding settlements, a placemaking approach should be taken to preserve public realm and liveability for residents. This should include careful consideration of the space provided for public transport, active travel infrastructure and car parking, ensuring these do not dominate but maintain accessibility for disabled people. Mobility hubs are a potential approach to achieve this.

The intention to tackle depopulation by capitalising on three identified areas of existing growth potential is supported. Capitalising on the local living benefits that sit behind the 20 minute neighbourhood

ambition requires the final RSS to consider the role of every urban area in promoting local living, and the potential to identify 20-minute neighbourhood hubs as a rural approach to reducing the need to travel

There should be further exploration of how to ensure sustainable rural public transport in rural areas, including consideration of demand responsive, community based and shared transport.

Public transport between Oban, Helensburgh and Glasgow should be enhanced. Public and shared transport services should all be accessible for disabled people. Coaches are sometimes used to provide bus services in rural areas but are inaccessible to many disabled people. Only fully accessible vehicles should be used.

There should be consideration about how to maintain accessible ferry or air services for island communities. Governance arrangements for public transport should be simplified and revenue support provided to sustain services. This may include a review of delivery to consider other service models.

Active travel funding should support maintenance as well as capital spending, and be flexible to the different requirements of rural areas.

Resources

As a synthesis of existing Council Strategies and Plans this Strategy has a strong focus on economic recovery but could be strengthened to reflect the wider breadth of outcomes that spatial planning is expected to deliver. It should also recognise the interconnectedness of these outcomes. Health and wellbeing, climate, poverty and inequality, as well as stronger links into Community Planning Partnership priorities should be included in a broader scope for the Spatial Strategy.

The final RSS and related strategies should ensure there is sufficient priority given to digital infrastructure, and consider alternative solutions such as mobile rather than fixed broadband if appropriate.

Improvements to the grid may be needed to capitalise on the potential for renewable energy and also sustain electricity supplies for rural communities.

The intention to focus housing developments in regeneration towns is supported. These should be accompanied by investment in public transport, active travel infrastructure, electric charging points, digital infrastructure and appropriate amenities including play facilities.

Housing developments should not be located in areas at high flood risk, and should be designed to mitigate the risk of flooding, other climate impacts and loss of critical infrastructure.

New housing should include a mix of housing size, types, density and affordable tenures that meets the needs of the population, including accessible homes, include access to private garden space, greenspace, playspace and digital infrastructure space to allow working at home, and be built to high standards of energy efficiency.

There should be provision for retrofitting of existing homes to ensure energy efficiency and provide adaptations for disabled people.

The final RSS and related strategies should consider ways to bring empty homes into use and consider the impact of second homes and short term lets.

Civic

The RSS should identify measures needed to enable both existing and new communities to adapt to climate change,

such as the risk of coastal flooding.

Stewardship

The Place Standard can be used as a tool to support public engagement in regeneration.

Policy and research on the 20 minute neighbourhood ambition should involve rural local authorities to explore where, if and how it should apply in rural areas.

Research questions

What is the net economic impact of second homes and short term lets, comparing the benefits of tourism to the costs of higher house prices and reduction in available stock? Who bears these benefits and costs?

How can the risk of flooding in fragile coastal communities be minimised? How can we plan and resource the necessary flood mitigation which will be required for the large number of existing buildings and infrastructure which are already in vulnerable locations?

What population size is needed to sustain relevant services in a 20 minute neighbourhood? What core services and amenities should be provided in a hub? How can access to towns identified as hubs be provided without negatively impacting the public realm and liveability of those towns?

What models of public or shared transport provision are sustainable in remote rural communities?

Does improved public transport infrastructure affect travel behaviour of tourists?

What model of digital infrastructure works best in remote rural communities?



Detailed Discussion — Affected Populations

The iRSS will affect the existing population of Argyll and Bute and also people moving into the area. This includes people within the identified growth areas around Helensburgh and Oban, and the Western Seaboard growth area which includes the mainland coast and 23 islands.

The group considered the population groups listed on the checklist as follows:

Older people

Older people may benefit from the provision of affordable, more fuel efficient, accessible and adaptable housing. This may also enable them to remain nearer family and friends. The group noted that it is important that housing meets the changing needs of the population and includes a range of house types and sizes. Older people are less likely to have access to a car and would benefit from improved public transport infrastructure but the group noted that revenue funding is needed to maintain viability of bus services in rural areas, particularly given the reduction in use during the pandemic. Loss of rural public transport

may also contribute to transport poverty and push older people into forced car ownership or alternatively to increased social isolation. Better digital connections could allow technology enabled care, reducing the need to travel long distances but some older people may find digital services more challenging to access. Concentrating growth around the Oban and Helensburgh growth areas may help the sustainability of services and allow more informal support for older people.

Children, young people and families

Re-population will require more children and families to move into the area. Both new and existing families will benefit from affordable housing and economic development including the developments around Faslane. Children will benefit if developments provide better playspace, and potentially from increased social contacts with population growth in small communities. Population growth may improve sustainability and diversity of school and early years services, but it is important to ensure there is sufficient provision to meet the needs.

A focus on housing choice for young people exists but increased demand for smaller houses and its impact needs more consideration.

Working age population

They will benefit from the potential for investment bringing employment and improved connectivity, including digital connectivity. This could allow people to work from home and access more services online. The group noted that the aspiration for population growth was linked closely to economic growth in the area. Helensburgh is commuting distance to Glasgow and it is important that public transport infrastructure is sufficient to prevent increased car commuting, which would have negative impact on new and existing communities. It is important that the housing provided includes single person accommodation as well as family units. The iRSS provides housing for key workers, but this is defined flexibly to meet the needs of the growth areas.

Women and men

It is possible the Faslane development will attract more men than women to work there. The group noted the challenges of accessing pregnancy services which require travelling to Glasgow – this again highlights the need for frequent, accessible and affordable public transport.

Disabled people

It is important that the housing provision meets the population's needs including needs for accessible housing. Disabled people could benefit from provision of services in 20 minute neighbourhood developments in larger towns or in hubs. They could also benefit from digital connectivity allowing provision of digital services, and increased ability to form communities of interest remotely, but some may find using remote services more challenging.

Minority ethnic people, refugees and asylum seekers, people of different religions

The group noted that some refugees have been resettled in the area. It is important to ensure there are appropriate facilities for them, including for worship, but also that they are not isolated or restricted to one place within the council area. Digital technologies may increase the ability to form communities of interest remotely. The area includes Gaelic speakers, which brings cultural benefits and tourism. A stronger focus on urban areas delivering local living, 20 minute neighbourhood ambitions has potential for a higher critical mass to support closer services and social connections for this group. The Local Housing Strategy includes provision for Gypsy/Traveller sites.

Lesbian, gay and bisexual people

The group noted the need to ensure LGB people are not isolated in one or two centres but feel welcome and can access relevant services and social connections throughout the area. This includes through the delivery of inclusive, person centred services which meet the needs of LGBT+ by offering choice and rights informed service provision. A stronger focus on urban areas delivering local living, 20 minute neighbourhood ambitions has potential for a higher critical mass to support closer services and social connections for this group..

People of low income

Low income people may benefit from employment from economic development, affordable housing and improved fuel efficiency of housing. Addressing the sustainable transport hierarchy in a rural area is challenging where the majority of roads are trunk roads. Reliance on car use impacts those on lowest income without access to a car and may result in forced car ownership. In addition, funding for bus

services is targeted at congestion and funding should also reflect rural issues.

Carers

Re-population may enable more social support and less isolation for carers and improve sustainability of services. Improved transport connectivity may benefit partners of people who are in residential care that is distant to where they live.



Detailed Discussion — Place and Wellbeing Outcomes

20 minute neighbourhoods

While discussing the Place and Wellbeing Outcomes, the group debated the relevance of the 20 minute neighbourhood concept to remote rural areas of Argyll and Bute. Participants noted that smaller rural villages cannot sustain services to allow walking access within 20 minutes, but regeneration towns and other urban areas with services could do so. It could also benefit people in rural villages if they could access services within one place rather than scattered across various locations. It is also important to retain the character of each town, take a placemaking approach to development and provide places for people to interact.

The term “20-minute neighbourhood” was felt to be unhelpful as an ambition in rural areas with a preference for an emphasis on local living via 20-minute hubs and a neighbourhood principle.

Within this context, a stronger focus on every town and village exploring its contribution to the local living, 20-minute neighbourhood hub ambition could support

and improve services and amenities, including public transport, increase social interaction, reduce unnecessary travel and enable greater levels of physical activity. In addition, the concept of 20-minute hubs would improve quality of life and enhance attraction of settlements as destinations in which to live all year round rather than a place to visit or own a second home.

Movement

Transport affects health through several mechanisms. All modes can provide access to essential services. Active modes benefit health by supporting physical activity, social connections, exposure to greenspace and footfall for local businesses. Public transport provides access to distant services, social connections and some physical activity through walking to stops or stations, but can also cause pollution and severance. Private car use has mostly adverse effects on health including injuries from collisions, air and noise pollution, the barrier effect of traffic,

loss of public space, physical inactivity and transport inequity. These affect the individual traveller and also the wider community.^{1, 2}

The group discussed whether the Sustainable Transport Hierarchy was feasible in a rural area. It was noted that for long distances in areas that cannot sustain public transport there may be no realistic alternative to car travel. However, other models like demand responsive transport should be considered. There are opportunities to encourage walking and cycling within towns and along the National Cycle Network and other active travel routes. These should link to other active travel strategies to ensure access to bikes and bike storage, and include active travel hubs in central locations near public transport links. There are also opportunities to support public transport between growth hubs, and to the central belt. The iRSS includes provision of active travel infrastructure and improvements to public transport including the rail network. Improvements to rail infrastructure between Helensburgh and Glasgow are important to reduce the potential for a rise in commuter traffic. Digital connectivity can also reduce the need to travel, which supports the Sustainable Transport Hierarchy.

The group reported that funding for active travel infrastructure often includes requirements that are not possible or appropriate in a rural area with lower walking and cycling traffic. It also excludes funding for maintenance.

New developments may bring additional traffic which risks changing the character of existing towns. It is important to mitigate this, for example through road design, traffic management and parking management.

The group noted the challenge of sustaining

public transport routes in remote rural areas that have sparse populations. This has been exacerbated by reduced public transport use during the pandemic and increased working from home, which is likely to continue. This may lead to forced car ownership and transport poverty in low income groups. This could be mitigated by population growth in these areas, but services are likely to need additional support to be viable. The group noted that sparsely populated areas also may not be able to sustain demand responsive services without further support. Participants reported that planning of public transport services was hindered by the complexity of governance structures.

The group also noted the challenge of maintaining the rural road network, which is expensive for the council to maintain and vulnerable to coastal flooding and other issues. Tourism increases the volume of traffic on the roads and can cause concerns about road capacity during the tourist season. The rate of injury from road traffic crashes is high in Argyll and Bute. The group expressed frustration that the Strategic Transport Projects Review did not recognise these issues and that the burden of maintenance is borne solely by the council.

Spaces

There is strong evidence that exposure to greenspace can benefit mental health and wellbeing and encourage physical activity.³ Suitable play space is important to facilitate child development.⁴ Public spaces can encourage social interaction⁵ and other health-promoting uses such as community growing. Conversely, an environment that is poor quality, polluted or subject to flooding,^{6, 7} has adverse effects on mental and physical health.

The group noted investments in the public realm in Oban and other centres. There are other places that are also in need of improvement. The group also discussed the need to ensure that people can access and use greenspace and playspace. There can be issues in accessing usable greenspace relating to ownership and liability issues. It is important that new housing developments include provision of a variety of greenspace and playspace suited to a range of ages. The iRSS should connect with the open space strategy to ensure access to local high quality local greenspaces. Both indoor and outdoor public spaces are important to reduce isolation and support social capital. Increased economic regeneration and repopulation without commensurate investment in public spaces would have a negative effect on existing communities.

Resources

The resources available in an area affect health in several ways. Good quality housing that is affordable, energy efficient and meets local needs is a prerequisite for health.^{8, 9} Services such as healthcare, social care, education and leisure¹⁰ all support good health. High quality employment has positive impacts on both physical and mental health.^{11, 12}

The iRSS includes provision of housing to help reverse depopulation. The group noted that the small housing market reduced the choice of housing available and the need for housing for workers is a barrier to employment. Households tend not to downsize as choice is reduced in an area with a small housing stock for a smaller population. A greater variety of house type needs to be considered. This includes ensuring access to private greenspace.

The provision of fuel efficient affordable housing benefits health but it is important

that housing types meet the needs, including single person and accessible housing, as well as family homes. This could allow people to 'age in place'. An increase in working from home may need houses with suitable space and good digital connections.

The number of second homes in the area impacts the viability of local services and amenities as they do not provide year round custom to local businesses. The Local Housing Strategy and RSS should identify a strategy for reducing empty homes.

The number of second homes and short term lets in the area also affects house prices and availability. There is a need to balance the economic benefits from tourism with the need for sufficient homes for residents. With new legislation on the horizon to allow Councils more control this balance of benefits will need more consideration.

The group noted that there is the development of a simplified planning zone to allow self build affordable housing, but that this model is likely to meet a small proportion of the housing need. The benefits of stronger promotion of self-build in NPF4 were agreed.

Civic and Stewardship

Mental health and wellbeing are promoted by having a positive sense of identity and belonging, perceived safety and a sense of being able to influence your environment.¹³

The group noted that the final RSS will be subject to consultation. Meaningful engagement at a strategic level is challenging but important to allow people to feel a sense of ownership and to ensure the proposals meet their needs. If communities feel left out of consultation, this may in itself

be disempowering and have a negative impact on their wellbeing. It is particularly important to reach groups of people who may be most affected by change. Remote methods can be useful to engage more people, particularly given the long distances. However it is important to consider how to reach people who are unlikely or unable to engage digitally. The Place Standard can be a useful tool to support community engagement.

The group noted the significant challenge of maintaining infrastructure in remote rural areas. This is exacerbated by the fact that many buildings are old and expensive to keep. Participants noted that Argyll and Bute does not have much Vacant Derelict Land but does have buildings that are in need of renovation. The identification of the Western Seaboard as a growth area should support regeneration in rural towns.

The vision for population growth needs to consider the varied population groups that will make up that growth and ensure there are sufficient, appropriate facilities to support each of them. The role of local living hubs as a focus for this will assist resourcing and accessing such facilities.

Supporting the System

It was agreed that the Place and Wellbeing Outcomes provide a holistic, meaningful focus for delivering the new outcomes required of spatial planning and the ambition for more local living.

Sustainability

There are strong links between health and climate sustainability. Climate change will have adverse impacts on health, both locally and globally.¹⁴ It is important for local policies and plans to mitigate the impacts by reducing emissions and also to include measures to enhance adaptation to climate changes.

Investment in green infrastructure and renewable energy should have positive impacts.

Improvements in housing sustainability could also have positive impacts. It is important that housing is developed to high standards of energy efficiency.

Focusing population growth in hubs should increase the sustainability of new housing, improve access to and sustainability of services and reduce the distances that people need to travel.

The iRSS identifies constraints relating to grid capacity in some communities. Electricity failure would have severe impacts, particularly for vulnerable groups of people, and would affect remote connectivity and delivery of healthcare and other services.

The group noted that coastal communities are vulnerable to coastal flooding, which is likely to increase with climate change. Roads and other infrastructure are also vulnerable to flooding and other weather related problems. The most adverse impacts of this are likely to fall on vulnerable groups such as older people, children, people with poor health and people living in poverty. It is important to ensure that developments are not located in places at risk of these events and are designed to mitigate these risks. The RSS may need to identify locations most at risk and consider options to protect existing communities.



Detailed Discussion — National Performance Framework

Finally the group considered how well the development contributes to the National Outcomes. These were also considered during the development of the iRSS so are discussed very briefly below.

Children and young people

Developments that are attracting families to the area should be designed to provide a high quality physical space for children, and ensure there are services to meet their needs.

Communities

The group discussed the need to support fragile rural communities and involve them in decision making.

Culture

The iRSS seeks to support diverse rural communities and their cultural heritage. This benefits people living in the communities and also brings benefits from tourism.

Economy

The iRSS identifies and seeks to support opportunities for economic development in

the area. The delivery of more local living supports local economies.

Education

The focus on key economic sectors should provide opportunities for skills development.

Environment

Argyll and Bute benefits from its natural environment and it is important to protect that. Sustainability impacts are noted above.

Fair work

The community wealth building approach should enable higher quality employment and investment that supports local communities.

Health

All of the impacts described here are important determinants of health.

Human Rights

Participants discussed the mismatch between the needs of remote rural areas and national priorities. This means there

is potential for their human rights to be breached if they are excluded from funding and services.

International

The iRSS aims to provide infrastructure and support for tourism and other internationally important sectors.

Poverty

The proposals may reduce poverty by providing employment, and also through the community wealth building approach.

APPENDIX 1

Checklist of Populations and Outcomes

Populations

Population Groups (Remember many people are in several of these groups which may add to their vulnerability)	How could these groups be affected differentially by the proposal?
<ul style="list-style-type: none"> • Older people, children and young people • Women, men (include trans men and women and issues relating to pregnancy and maternity) • Disabled people (includes physical disability, learning disability, sensory impairment, long term medical conditions, mental health problems) • Minority ethnic people (includes Gypsy/ Travellers, non-English speakers) • Refugees & asylum seekers • People with different religions or beliefs • Lesbian, gay, bisexual and heterosexual people • People who are unmarried, married or in a civil partnership • People living in poverty / people of low income • Homeless people • People involved in the criminal justice system • People with low literacy/numeracy • People in remote, rural and/or island locations • Carers (include parents, especially lone parents; and elderly carers) • Staff (including people with different work patterns e.g. part/full time, short term, job share, seasonal) • OTHERS (PLEASE ADD): 	

(The white spaces in each checklist are for you to write down your ideas if you wish, just as a reminder for the discussion.)

Place and Wellbeing Outcomes

How will the proposal impact positively or negatively on these outcomes? Do you feel uncertain about any of these? Which groups of people will be affected?

Theme	Outcomes
Moving Around	<p>It's easy to move around using good-quality, well-maintained and safe wheeling, walking and cycling routes.</p> <p>Wheeling, walking and cycling routes connect homes, destinations and public transport and are, where possible, protected and prioritised above motorised traffic and are part of a local green network.</p>
Public Transport	<p>Everyone has access to an affordable, available, appropriate, and frequent public transport service.</p>
Traffic and Parking	<p>Traffic and parking do not dominate or prevent other uses of space and parking is prioritised for those who don't have other options.</p>
Streets and Spaces	<p>Buildings, streets and public spaces create an attractive place that everyone can make use of, enjoy and interact with others.</p>
Natural Spaces	<p>Everyone can regularly access and experience good-quality natural space.</p> <p>Natural spaces are well-connected, well-designed and maintained, providing multiple functions and amenities to meet the varying needs of different population groups and the community itself.</p> <p>No-one is exposed to environmental hazards including air/water/soil pollution or the risk of flooding.</p>

Theme	Outcomes	
Natural Spaces	Adequate land is protected for agriculture and that supports community food growing.	
Play and Recreation	Everyone can access a range of high quality, well-maintained space with opportunities for play and recreation.	
Services and Support	<p>Good quality, accessible services, facilities and amenities meet the needs of all local people and are well maintained.</p> <p>Services are responsive to community need and priorities.</p> <p>Services are planned and delivered in conjunction with the community.</p> <p>Access to products and services that harm health are restricted and those that enhance health promoted.</p>	
Work and Economy	There is an active local economy and the opportunity to access good-quality work.	
Housing and Community	<p>Everyone has access to a house that is affordable, energy efficient, provides access to private green and/or open space, is high quality and health promoting.</p> <p>There is a variety of housing types, sizes and tenancies with a sufficient density to sustain local facilities and amenities.</p> <p>Houses are designed and built to meet both current and future demand and are adaptable to changing needs.</p>	
Social Interactions	There are a range of spaces and opportunities to meet people.	

Theme	Outcomes
Identity and Belonging	The place has a positive identity and people feel like they belong and are able to participate and interact positively with others.
Feeling Safe	People feel safe and secure in their local community.
Care and Maintenance	Buildings and spaces are well cared for in a way that is responsive to the needs and priorities of local communities.
Influence and Control	<p>Local outcomes are improved by effective collaborations between communities, community organisations and public bodies.</p> <p>Decision making processes are designed to involve communities as equal partners.</p> <p>Community organisations deliver local solutions to local issues.</p> <p>Communities have increased influence over decisions.</p> <p>Democratic processes are accessible to all citizens.</p>
Supporting the system	All of the themes become embedded in the right policies and plans both nationally and locally.
Equitable outcomes for all	All of the themes consider the needs of different populations and are applied in a way that ensures they achieve equal outcomes for all.

Theme	Outcomes
Climate change, sustainability and biodiversity	All of the themes take into account climate impacts in Scotland and globally and the need to achieve net zero greenhouse gas (GHG) emissions as well as enhance broader environmental sustainability and biodiversity and are applied in a way that contributes to both greater climate resilience and reduced GHG emissions.

National Outcomes

How will the proposal impact positively or negatively on these outcomes? Do you feel uncertain about any of these? Which groups of people will be affected?

National Outcomes		
Children and young people	We grow up loved, safe and respected so that we realise our full potential	
Communities	We live in communities that are inclusive, empowered, resilient and safe	
Culture	We are creative and our vibrant and diverse cultures are expressed and enjoyed widely	
Economy	We have a globally competitive, entrepreneurial, inclusive and sustainable economy	
Education	We are well educated, skilled and able to contribute to society	
Environment	We value, enjoy, protect and enhance our environment	
Fair work and business	We have thriving and innovative businesses, with quality jobs and fair work for everyone	
Health	We are healthy and active	
Human Rights	We respect, protect and fulfil human rights and live free from discrimination	
International	We are open, connected and make a positive contribution internationally	
Poverty	We tackle poverty by sharing opportunities, wealth and power more equally	

APPENDIX 2

Participants

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