Health Impact Assessment

Atlas Park Development, Wythenshawe

September 2026

Turley
Economics

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1. Introduction

1.1 This Health Impact Assessment (HIA) has been prepared by Turley Economics, on behalf of Aviva Life and Pensions UK Limited (the 'applicant') in support of a full planning application for the erection of an industrial (Use Class E(g)(iii) and B2) and logistics (Use Class B8) development comprising seven warehouse units ('the Proposed Development') at land adjoining Atlas Business Park, Simonsway, Wythenshawe ('the Site').

Introduction to Health Impact Assessments

1.2 The aim of a Health Impact Assessment (HIA) is to describe the potential consequences, both positive and negative, for health and wellbeing resulting from the construction and operation of a Proposed Development. It involves a multi-disciplinary approach combining qualitative and quantitative evidence from a range of technical experts.

1.3 The World Health Organisation (WHO) defines HIA as follows:

"A means of assessing the health impacts of policies, plans and projects in diverse economic sectors using quantitative, qualitative and participatory techniques"[1]

1.4 The broad purpose of an HIA is to understand the health and wellbeing of the local population and help decision-makers make choices about alternatives and improvements to actively promote positive health outcomes.

1.5 As such, as a means of promoting sustainable development, Policy JP-P6 ('Health') of the Greater Manchester Combined Authority's (GMCA) adopted Places for Everyone (PfE) Joint Development Plan Documents states that, to help tackle health inequality, new development will be required to "*be supported by a HIA for all developments which due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing*"[2].

The Site and Proposed Development

1.6 The Site adjoins Atlas Business Park and extends to approximately 7.87 hectares. The Site comprises predominantly vacant brownfield land associated with a former factory comprising a vacant-two-storey office building, hardstanding areas and an existing surface car park.

1.7 The surrounding area is characterised primarily by commercial, industrial and employment uses. Directly to the north and east of the site, there are three existing office buildings with associated car parking which front both Simonsway to the north

[1] World Health Organisation (WHO): 'Environment, Climate Change and Health' [Online]. Available at: http://www.who.int/hia/en/
[2] Greater Manchester Combined Authority (2024) Places for Everyone Joint Development Plan Document 2022 to 2039

and Shadowmoss Road to the west. The north of Atlas Business Park is bounded by mature landscaping and vegetation adjoining Simonsway.

1.8 Manchester Airport, including JetParks parking facilities and Ringway Trading Estate, lies to the south of the site. The western boundary is defined by fencing adjacent to the Manchester Metrolink line, beyond which lie Shadowmoss Road and residential properties.

1.9 Overall, the site occupies a sustainable, well-connected and established employment location within the Manchester Airport Enterprise Zone, benefiting from proximity to one of the UK's most significant economic assets while remaining closely linked to the labour markets of Wythenshawe and Manchester more widely.

1.10 The description of the Proposed Development is as follows:

"Application for full planning permission for the demolition of one unit and the construction of seven units (light industrial (Use Class E(g)(iii), general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)); and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway."

1.11 A HIA is therefore a relevant exercise, particularly given that elements of the scheme's delivery are likely to have an impact on local health outcomes and provision of services.

HIA Scope

Overview of Approach

1.12 HIA is a multi-disciplinary assessment which aims to identify vulnerable groups and health priorities in the local impact area and outline the likely impact of the Proposed Development. The following stages are carried out as part of the assessment:

Figure 1.1: HIA methodology



Source: Turley Economics, 2023

1.13 A variety of resources and guidance has been published by the Department for Health, the WHO and the NHS Healthy Urban Development Unit (HUDU) in relation to undertaking HIAs.

1.14 The report methodology is based on the NHS Healthy Urban Development Unit (HUDU) Rapid Health Impact Assessment tool[3]. It is considered that the HUDU's Rapid Health Impact Assessment Tool[4] is an appropriate means of structuring the assessment.

Analysis Techniques

1.15 This HIA draws on publicly-available data published by organisations such as NHS Digital and the UK Government's Office for Health Improvements and Disparities (OHID). The HIA draws on other technical reports carried out as part of this submission and referenced as such throughout this report, such as the Planning Statement, Design and Access Statement, Air Quality Assessment, Noise Impact Assessment, Statement of Community Engagement, Environmental Standards Statement and Transport Assessment and Travel Plan.

Structure of the HIA

1.16 This HIA is structured as follows:

- **Chapter 2 Policy and Guidance Context** - Summary of the relevant health and wellbeing policies and legislation at national and local levels;
- **Chapter 3 Local Health Profile** - Presentation of a summary profile of public health of the local population living in Wythenshawe and Manchester in comparison with the Greater Manchester Combined Authority area;
- **Chapter 4 HUDU Rapid Health Impact Assessment** - Assessment of the impacts using the NHS Healthy Urban Development Unit (HUDU) *Rapid HIA Tool*[5];
- **Chapter 5 Discussion of findings** - Conclusions of the assessment and potential mitigation measures that can be employed to reduce any potential negative impacts.

[3] NHS Healthy Urban Development Unit (2019) Rapid Health Impact Assessment Tool (4th Edition)
[4] NHS Healthy Urban Development Unit (2019) Rapid Health Impact Assessment Tool (4th Edition)
[5] NHS Healthy Urban Development Unit (2019) Rapid Health Impact Assessment Tool

2. Policy and Guidance Context

National Planning and Health Policy

Planning for health is a priority in national planning policy

2.1 The 2026 National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The NPPF provides a framework for a planning system centred around sustainable development, including the provision of commercial development and supporting infrastructure.

2.2 The NPPF continues to set an economic objective *"to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time, to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure"*[6].

2.3 Alongside a social objective, which is "to support strong, vibrant and healthy communities… by fostering well-designed, beautiful and safe places, with accessible community facilities, public service infrastructure and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing[7]"

2.4 Section 16 of the NPPF is titled 'Promoting healthy *communities'.* Policy HC1: Planning for healthy communities establishes an objective for plan-making policies to "*promote the creation of healthy and inclusive places and the provision, retention and enhancement of appropriate public service infrastructure*[8]" in order to foster healthy communities. It also states that the intention is the enable development that seeks to *"retain, improve and deliver new facilities which are important for community wellbeing and minimising inequalities*[9]*".*

2.5 Similarly, a core planning principle of the NPPF is to achieve well-designed places. Policy DP3: Key principles for well-designed places states that development proposals should reflect the following principles, as appropriate to the nature of the development and its location:

a) ***Liveability****: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after;*

b) ***Climate****: contribute to climate change mitigation and adaptation and the transition to net zero by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, and which minimise risks from the impacts of climate change including overheating;*

[6] Ministry of Housing, Communities & Local Government (2026) National Planning Policy Framework, Page 5, Paragraph 17a
[7] Ibid, Page 5, Paragraph 17b
[8] Ibid, Policy HC1, Page 74, Paragraph 1
[9] Ibid, Section 16, Page 74

c) ***Nature****: incorporate and/or connect to a network of high quality, accessible, multifunctional green infrastructure to provide opportunities for recreation and healthy living, strengthen habitats, improve climate change resilience and improve air and water quality. This should include maintaining and enhancing tree cover and incorporating sustainable drainage systems;*

d) ***Movement****: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport;*

e) ***Built Form****: use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development to optimise the site's potential, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme;*

f) ***Public Space****: include spaces that are safe, secure, inclusive, and accessible for all ages and abilities, including for groups such as women and girls; and which facilitate and encourage social interaction, play and healthy lifestyles (for example by providing high quality, clear and legible pedestrian and cycle routes, a variety of recreational spaces and places to meet, integrating lighting and making building entrances and windows face onto streets and other public spaces to provide natural surveillance); and*

g) ***Identity****: create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting*"[10]

2.6 The NPPF is supplemented by the web-based Planning Practice Guidance (PPG). The 'Healthy and Safe Communities' section of the PPG highlights that decision making in planning should consider health:

2.7 "Planning and health need to be considered together in two ways: in terms of creating environments that support and encourage healthy lifestyles, and in terms of identifying and securing the facilities needed for primary, secondary and tertiary care, and the wider health and care system (taking into account the changing needs of the population)"[11].

2.8 The PPG identifies that "*a health impact assessment is a useful tool to use where there are expected to be significant impacts"*[12]. The increasing use of HIAs mirrors changes across the planning profession; organisations such as the Royal Town Planning Institute (RTPI) and Town and Country Planning Association (TCPA) are undertaking research on topics such as 'healthy weight environments'[13] and 'housing for dementia'[14].

[10] Ibid. Section 14, DP3, paragraph 2
[11] Ministry of Housing, Communities & Local Government (2022) Planning Practice Guidance: Healthy and Safe Communities, para 001 (Reference ID:53-001-20190722)
[12] Ibid, para 005 (Reference ID:53-005-20190722)
[13] Ross & Chang (2014) Planning Healthy Weight Environments: A TCPA 'Reuniting Health with Planning' Project
[14] RTPI (2017) Dementia and Town Planning

The Marmot Review calls for a more holistic consideration of health in policy

2.9 In 2008, Professor Sir Michael Marmot was tasked with chairing an independent review to propose evidence-based strategies for reducing health inequalities in England from 2010. Crucially, the review evidenced how the "*conditions in which people are born, grow, live, work and age*" - the 'social determinants' of health - affect health inequalities.

2.10 The final report was published in 2010 and concluded that six policy objectives were required to reduce health inequalities. Those of relevance to the Proposed Development are:

- Create fair employment and good work for all;
- Ensure a healthy standard of living for all;
- Create and develop healthy and sustainable places and communities;
- Strengthen the role and impact of ill-health prevention.

2.11 The report proposed that socio-economic characteristics of a local area, such as income and employment, were central to understanding asymmetries in health and wellbeing across the UK. The central message of the report is that the social determinants of health should be addressed despite the economic cost.

2.12 In February 2020, the Institute of Health Equity (IHE) at University College London (UCL), of which Professor Sir Michael Marmot is Director, published a subsequent report, 'Health Equity in England: The Marmot Review 10 Years On'[15] which sought to understand the changes that had occurred in the nation's health and wellbeing since the original report's publication.

2.13 The Review stated that the last decade has been marked by deteriorating health and widening health inequalities, highlighting that "*for men and women everywhere the time spent in poor health is increasing*"[16] and identifying that increasingly wide socio-economic inequalities are a key factor in this trend.

2.14 The Review concludes that national government should prioritise addressing health inequalities and developing a national strategy to do so, but also outlines that there are instances of local government having played a significant role in establishing whole system approaches to tackling health inequalities, which have resulted in public health improvements, and which should serve as a model for national government and other local authorities to build on.

The Office for Health Improvement and Disparities focus on improving health and reducing health inequalities

2.15 Public Health England (PHE) was established in 2013, and in 2021 transitioned into the Office for Health Improvement and Disparities (OHID). OHID serves as an executive agency within the Department of Health and Social Care (DHSC), with an overall aim to improve the nation's health so that everyone can expect to live more of life in good

[15] Institute of Health Equity (2020) Health Equity in England: The Marmot Review 10 Years On
[16] Ibid. p. 5

health, levelling up health disparities to break the link between background and prospects for a healthy life. The body supports the delivery of national and regional priorities for prevention and health inequalities and ensuring a joined-up approach to public health, publishing data, guidance and strategies related to a wide range of health determinants. OHID's priorities include[17]:

- Identify and address health disparities, focusing on those groups and areas where health inequalities have greatest effect;
- Take action on the biggest preventable risk factors for ill health and premature death including tobacco, obesity and harmful use of alcohol and drugs;
- Work with the NHS and local government to improve access to the services which detect and act on health risks and conditions, as early as possible;
- Develop strong partnerships across government, communities, industry and employers, to act on the wider factors that contribute to people's health, such as work, housing and education; and
- Drive innovation in health improvement, harnessing the best of technology, analytics, and innovations in policy and delivery, to help deliver change where it is needed most.

Greater Manchester and Health Policy

Places for Everyone (PfE) Joint Development Plan 2022-2039

2.16 Greater Manchester's PfE Joint Development Plan[18] recognises that good health is one of the key determinants of quality of life, as well as having a significant impact on the ability of people across the region to maximise their opportunities and to make a positive economic contribution.

2.17 PfE acknowledges the existence of considerable inequalities of health outcomes within Greater Manchester, with average life expectancy in the least deprived areas being more than a decade longer than in the most deprived areas.

2.18 Policy JP-P6 ('Health') states that, to help tackle health inequality, new development will be required to:

"*Be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing*"[19].

Improving Health and Care in Greater Manchester 2023-2028

2.19 Greater Manchester Integrated Care Partnership (GMICP) brings together the city region's health and social care partners, as well as wider public sector and community

[17] GOV.UK (Online) Available at: https://www.gov.uk/government/organisations/office-for-health-improvement-and-disparities/about
[18] Greater Manchester Combined Authority (2024) Places for Everyone Joint Development Plan 2022 - 2039
[19] Ibid, page 202.

organisations, to improve the health and wellbeing of Greater Manchester's population.

2.20 GMICP's 'Improving Health and Care 2023-2028 Strategy'[20] focuses on the contribution of health and care to enabling all residents to live a good life through improved wellbeing. GMICP's proposed vision is for the region to be a place where "*everyone can live a good life, growing up, getting on and growing old in a greener, fairer more prosperous city-region*"[21].

2.21 The Strategy identifies significant disparities existing between and within Greater Manchester's ten localities, with further disparities existing between communities according to race, ethnicity, gender, disabilities, poverty, social exclusion, sexuality and age.

2.22 Accordingly, the Strategy proposes the 'Greater Manchester Model for Health', aiming to pursue a 'health in all policies' approach to maximise the influences on the social determinants of health. Key aspects of the Model for Health include:

- **An inclusive economy** - where the contribution of public services is maximised through the Greater Manchester social value framework, including the contribution to the local economy in relation to employment, procurement, building and land use, and environmental impact.

- **Skills, education and good work** - focussing on good work through the spread of the Greater Manchester Good Employment Charter, improving pay and supporting wellbeing in work.

- **Healthy places** – developing neighbourhoods with cleaner air and access to green spaces where communities can come together, connect and support each other, enjoying their local environment and benefiting their physical and emotional health.

Greater Manchester Strategy

2.23 The Greater Manchester Strategy (GMS)[22] covers the period 2021-2031 and sets out the vision of a city-region where everyone can live a good life, growing up, getting on and growing old.

2.24 The strategy acknowledges that the COVID-19 pandemic exacerbated longstanding inequalities, as well as highlighting new ones including access to good jobs, transport, health and housing.

2.25 The GMS focuses on improved wellbeing for the people, with better homes, jobs and transport. The strategy describes how work to make Greater Manchester a great place to visit, invest and study, with thriving businesses which are UK and world leading, in sectors including low carbon and digital, will continue. The GMS is designed to ensure that activity supports the achievement of a greener, fairer and more prosperous

[20] Greater Manchester Integrated Care Partnership (2023) Improving health and care in Greater Manchester 2023-2028
[21] Ibid.
[22] Greater Manchester Combined Authority (2024) Greater Manchester Strategy 2021-2031 good lives for all

Greater Manchester, in a way which is inclusive, innovative and forward thinking, building on the pioneering and progressive culture which underpins Greater Manchester. It also shows how Greater Manchester can be held to account, with a delivery plan showing the collective actions being taken, and a performance framework to demonstrate progress.

2.26 The strategy focuses on three shared outcomes including:

- **The wellbeing of people**: A clear focus of the strategy is to support people to have good lives, with better health; better jobs; better homes; culture and leisure opportunities; and better transport.

- **Vibrant and successful enterprise:** The strategy sets the vision of a greater Manchester where diverse businesses can thrive, and people from all communities are supported to realise their potential. The strategy emphasises the importance of business growth and development and recognises that looking after people and planet is good for productivity and profitability.

- **Greater Manchester as a leading city-region in the UK and globally:** The city-region will seek capitalise on its economic, social and environmental strengths to tackle the challenges of climate change and inequalities. The strategy seeks to promote Greater Manchester as a world leading low carbon and digital city region.

Greater Manchester Sustainability Strategy 2022-2026

2.27 The Greater Manchester Sustainability Strategy is intended to "*place a focus on immediate carbon reduction considering the significant sources of direct carbon emission whilst also acknowledging the need to go further and tackle carbon emissions that occur within the value chain"*[23].

2.28 By acknowledging the impacts of climate change globally but also in the communities within Greater Manchester, the strategy recognises the severe risks to public safety, buildings and infrastructure that climate related events pose and rises the negative effects on the health of the residents, often disproportionately impacting the more vulnerable members of the community.

2.29 The Strategy sets out Greater Manchester's approach to 'becoming an organisation that leads the way in delivering its own ambition for Greater Manchester's environment' and revolves around five priorities to focus on over the next five years. These are: Rapidly reduce the carbon footprint; Protect & Restore the environment; Use the resources efficiently & responsively; Adapt to a changing climate and Be sustainability leaders.

[23]Greater Manchester Combined Authority (2022) Sustainability Strategy 2022-2026.

Local Planning and Health Policy

Manchester Core Strategy

2.30 Manchester's Core Strategy[24], adopted in July 2012, serves as the cornerstone of the city's Local Development Framework, outlining the city's development priorities through to 2027. The strategy's vision is to establish Manchester as a "*city with an increased and sustainable healthy population*", where the community both benefits from and drives the city's rising productivity.

2.31 A key spatial objective of the Core Strategy is to "*provide a network of distinctive, attractive, and high-quality centres*", strengthening local identity, providing essential services close to homes, and ensuring local access to healthy food. The strategy also emphasizes the importance of achieving high standards of design in all development proposals, which will promote healthy, low-carbon lifestyles, enhance well-being, and support sustainable and inclusive growth within the city.

2.32 The Manchester Core Strategy highlights the significant role planning plays in improving public health. It outlines the need to provide access to a healthier environment through high-quality development, the protection of open spaces, and increasing their accessibility. Specifically, the strategy identifies that the health of Manchester's residents is among the worst in the country, acknowledging the need to address health inequalities and promote healthier lifestyles. To achieve the vision outlined in the Sustainable Community Strategy, MCC is committed to reducing health disparities, increasing life expectancy, and improving the overall quality of life. This will be achieved through measures such as:

- Improving air quality and reducing noise pollution;
- Ensuring the provision of good quality, well-designed housing;
- Developing attractive and high-quality centres; and
- Promoting safe residential environments and addressing concerns related to crime

2.33 These actions are designed to address the city's health challenges and promote a healthier, more sustainable urban environment.

Emerging Local Plan

2.34 The Draft Regulation 19 Manchester Local Plan[25] establishes a comprehensive policy framework to guide development to 2039. Its policies are informed by national planning policy, the Places for Everyone Joint Development Plan, extensive technical evidence, and public consultation, seeking to deliver sustainable growth, urban regeneration, housing delivery, economic development, climate resilience, environmental protection and high-quality place-making across Manchester. Despite

[24] Manchester City Council (2012) Manchester's Local Development Framework: Core Strategy Development Plan Document.

[25] Manchester City Council (2026) Manchester Local Plan (Publication Draft) Regulation 19 Consultation

that, policies of the Plan can only be afforded limited weight due it still being in the early stages of production.

Making Manchester Fairer

2.35 Making Manchester Fairer 2022-2027[26] is the high-level plan for reducing health inequalities and improving health and wellbeing in Manchester. It calls for a cross-sector collaboration and engagement with communities to improve the lives of residents by reducing health inequality.

2.36 Health and care services play a crucial role in maintaining well-being and providing support when individuals need treatment or assistance with illnesses. However, social circumstances—the conditions in which people are born, grow, live, work, and age—have a much larger impact on health. Factors such as income, the quality of education, employment, housing, social relationships, community support, the environment, and transportation all influence health. These conditions, known as the social determinants of health, are not distributed evenly across the city. They affect access to opportunities for good health and contribute to disparities, where some individuals are more likely to be healthy than others due to factors that are preventable but often beyond their control.

2.37 Accordingly, the plan recognises eight overarching themes that are frequently highlighted as having an effect on health and wellbeing, including:

- Work and employment;
- Homes and housing;
- Places, transport and climate change; and
- Communities and power;

2.38 Consequently, the plan sets out what the council's aims to achieve over the next five years in relation to the overarching themes, as follows:

- Cutting unemployment and creating good jobs;
- Improving housing and creating safe, warm and affordable homes;
- Improving the environment and surroundings in the areas where people live, transport, and tackling climate change; and
- Strengthening community power and social connections.

Summary

2.39 Planning for healthy communities is a priority for national and local government, and it is recognised that a high-quality built environment can play a crucial role in promoting sustainable communities. From reference to HIAs and building healthy communities in the NPPF, to the work of county and local councils and other bodies to tackle

[26] Manchester City Council (2022) Making Manchester Fairer: Tackling Health inequalities in Manchester 2022-2027

inequalities, health is becoming an increasingly mainstream consideration within the planning and economic development process.

2.40 Health inequalities within Manchester itself reflect wider socio-economic inequalities within the local and wider Greater Manchester area, highlighting the need to prioritise health and wellbeing when planning new development.

2.41 It is recognised that a high-quality built environment can play a crucial role in fostering health and wellbeing and promoting sustainable communities, and the public health benefits arising from new development can be maximised through applying recommendations arising from a HIA.

3. Local Health Profile

3.1 The following health profile of the local and wider population considers general and wider determinants of health.

3.2 The Proposed Development located in Wythenshawe in Manchester comprises three wards: Baguley, Sharston and Woodhouse Park. The baseline has been tailored to understand the impacts of the Proposed Development and outlines the current characteristics of the study area of Wythenshawe, Manchester and wider impact area of Greater Manchester and England.

General Health and Wider Determinants of Health

3.3 OHID's Public Health Outcomes Framework[27] highlights that the population of Manchester has generally poorer health outcomes than the averages recorded across Greater Manchester, the North West and England as a whole. The health profile flags a number of issues locally and in the wider region in terms of behavioural risk factors, such as rates of obesity, as well as indicators of wider determinants of health, such as the proportion of children in low-income families. Key issues highlighted include:

- **Life expectancy in Manchester is worse than in the North West[28] and England**, with life expectancy for men and women in the borough being 76 and 81 years respectively in comparison with 78 and 82 years in the North West, and 80 and 84 years nationally.

- **Childhood obesity rates are higher in Manchester than in Greater Manchester and England**. Circa 27%% of Year 6 children are classed as obese, in comparison with 24% in Greater Manchester and 22% nationally.

- **Physical Activity rates amongst adults in Manchester are higher than across Greater Manchester and broadly similar to England,** with 69% of adults in the borough being physically active in comparison with 65% in Greater Manchester and 68% nationally.

- **Overweight (including obesity) prevalence in adults is lower in Manchester than across wider geographies,** with 61% of adults in the borough being overweight or obese, in comparison to 66% in Greater Manchester and 65% in England.

- **Suicide rate was higher in Manchester** (13.4 per 100,000 people) than in England as a whole (10.9 per 100,000 people), and it had the fourth highest rate amongst Greater Manchester districts.

- **Smoking prevalence amongst adults is higher in Manchester than in the North West[29] and nationally.** The percentage of adults who are current smokers is 16%

[27] Public Health England (2026) Local Authority Health Profiles: Manchester

[28] Combined Authority data are unavailable for this indicator consequently, regional data are used instead

[29] Combined authority data are unavailable for this indicator consequently, regional data are used instead

in Manchester compared to 11% in the North West and 10% in England as a whole;

- **A notably higher proportion of children in Manchester and Greater Manchester are in relative low-income families**[30] **than recorded in the North West**[31] **and England**. 36% of children (under 16s) in Manchester are in relative low-income families, in comparison to 25% in the North West and 20% in England as a whole.

- **The prevalence for people being killed and seriously injured on roads is notably higher in Manchester than in the North West**[32] **or England.**

- **The percentage of people in employment Manchester is lower than recorded across the two wider spatial comparators.** Over the last full calendar year, an average of 69% of the working-age population of Manchester were recorded as economically active and in employment, which is lower than across England as a whole (76%)[33].

3.4 Data from the 2021 Census provides an insight into the health of the population of Wythenshawe in comparison to wider geographies, having asked respondents to self-assess their general health[34].

3.5 A lower proportion (77%) of Wythenshawe's residents self-scored their general health as 'very good' or 'good' than in Manchester, Greater Manchester, and England as a whole. A slightly higher proportion (8%) of residents report themselves to be in 'very bad' or 'bad' health in Wythenshawe than in Manchester, Greater Manchester (both 6%) and England as a whole (5%)[35].

Table 3.1: General Health, 2021

	Wythenshawe	Manchester	Greater Manchester	England
'Very good' or 'good'	77%	82%	81%	82%
'Fair'	15%	12%	13%	13%
'Bad' or 'very bad'	8%	6%	6%	5%

Note: Some percentages appear not to sum due to rounding.
Source: ONS via Nomis, 2021

3.6 The 2021 Census also records the number of residents disabled under the Equality Act definition and the extent to which this limits their day-to-day activities. In

[30] Defined as children aged under 16 living in families in receipt of Child Tax Credit whose reported income is less than 60% of the median income or in receipt of Income Support or (Income-Based) Job Seeker's Allowance.
[31] Combined authority data are unavailable for this indicator consequently, regional is used instead
[32] Combined Authority data are unavailable for this indicator consequently, regional is used instead
[33] Office for National Statistics via Nomis (2026) Annual Population Survey: January 2025 – December 2025.
[34] ONS via Nomis (2026) Census 2021 – TS037 – General Health
[35] The remainder of respondees stated that they consider their health to be 'fair'.

Wythenshawe 22% of residents are disabled, compared with 18% in Manchester and Greater Manchester and 17% across England. In addition, 12% of Wythenshawe residents reported that disability limits their day-to-day activities 'a lot', compared with 8% in Manchester and Greater Manchester and 7% across England.[36]

Deprivation

3.7 The link between general health outcomes and deprivation – including factors such as poverty, employment and skills levels, as well as access to services and living environment – is well known.

3.8 The Indices of Deprivation (IoD)[37] is a measure of relative deprivation across different 'small areas' (defined as 'Lower Super Output Areas', LSOAs)[38] in England. The 2025 edition of the IoD is based on 54 component figures, organised across seven distinct 'domains' of deprivation[39], which are combined and weighted to calculate the Index of Multiple Deprivation (IMD). The IMD ranks every statistically-defined small area nationally, from 1 (the most deprived) to 33,755 (least deprived). It also ranks each local authority area nationally, from 1 (the most deprived) to 296 (least deprived).

3.9 Whilst not aggregated at ward level (and therefore it is not possible to draw conclusions based on the statistical definition of Wythenshawe's constituting ward), the IMD ranks every LSOA nationally, from 1 (the most deprived) to 32,844 (least deprived), as well as every Local Authority, on a scale of 1 (most deprived) to 317 (least deprived).

3.10 When considered on the basis of average rank of multiple deprivation, the 2025 IMD reported that Manchester ranks 2nd out of 296 lower-tier Local Authority Districts nationally, indicating that deprivation is particularly pronounced in many areas of the city. In Manchester, it is identified that the domains driving deprivation include 'Income', 'Health and Disability' and 'Crime', all indicators in which Manchester ranks within the 10% most-deprived local authorities in England. There are additionally three domains including 'Living Environment', 'Barriers to housing and services' and 'Employment' in which Manchester ranks within the 20% most deprived nationally.

Cost-of-Living Crisis

3.11 It has been widely documented that the health and wellbeing of individuals has been adversely affected by the recent cost of living crisis, with poverty being perhaps the most significant determinant of health. OHID data highlights that this is already a key issue in Manchester; at 36%, the proportion of children in relative low-income families[40] is notably higher than the regional and national rates (respectively 28% in Greater Manchester and 20% in England as a whole)[41].

[36] ONS via Nomis (2026) Census 2021 – TSO38 – Disability
[37] Ministry of Housing, Communities and Local Government (2025) English Indices of Deprivation 2025
[38] 'Lower Super Output Areas' (LSOAs) are statistically defined small areas (or neighbourhoods), designed to be of a similar population size for the reporting of data, with an average of c. 1,500 residents.
[39] The seven domains of deprivation are: Income; Employment; Health & Disability; Education, Skills & Training; Crime; Barriers to Housing and Services; Living Environment.
[40] Defined as a household with income below 60% of median household income.
[41] Office for Health Improvement and Disparities (2025) Public Health Outcomes Framework: Manchester.

3.12 The ongoing cost-of-living crisis and inflationary pressures on everyday essentials has resulted in notable increases in the number of households in housing, food and energy poverty nationwide.

Summary

3.13 In summary, key health-related findings from the above baseline assessment indicate that the general health of the Manchester population, and Wythenshawe in particular, is generally relatively poorer than recorded across the wider Greater Manchester area and country as a whole. Analysis of IMD data suggests that there are areas of higher deprivation in Manchester where improvements to the local built environment and delivery of new socio-economic opportunities could help promote improved health and wellbeing outcomes.

3.14 In this context it is important that efforts are made through this HIA to understand the health impacts of the Proposed Development, including the means by which beneficial effects can be enhanced and any potential adverse impacts can be adequately mitigated.

4. HUDU Rapid Health Impact Assessment

4.1 The assessment uses the *HUDU Rapid Health Impact Assessment Matrix* as outlined in the *Rapid Health Impact Assessment Tool*[42]. The tool enables a quick assessment of the impacts of a development plan or proposal according to eleven topics or broad determinants. It is then used to provide recommendations to address negative impacts and maximise benefits. It is made clear in the assessment whether the impact and mitigation relate to the construction or operational phase of the development.

4.2 Given that the Proposed Development is for entirely non-residential uses, impacts relating to the health determinant 'housing design and affordability' (listed as no. 1 within the HUDU tool) are not relevant to the assessment and therefore have not been considered.

Name of assessor / organisation:	Turley Economics
Name of project (plan or proposal):	Land adjoining Atlas Business Park, Simonsway, Wythenshawe
Location of project:	Land adjoining Atlas Business Park, Simonsway, Wythenshawe
Date of assessment:	September 2026

[42] NHS Healthy Urban Development Unit (2019) Rapid Health Impact Assessment Tool

2 Access to health and social care services and other social infrastructure

Assessment criteria	Relevant?	Details / evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain or re-provide existing social infrastructure?	☐ Yes ☒ No	The Proposed Development does not displace any existing social infrastructure, and therefore there will be no loss of such uses.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*
Does the proposal assess the impact on health and social care services and has local NHS organisations been contacted regarding existing and planned healthcare capacity?	☐ Yes ☒ No	This criterion is not applicable to the Proposed Development as it does not provide residential uses.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*
Does the proposal include the provision, or replacement of a healthcare facility and does the facility meet NHS requirements?	☐ Yes ☒ No	The Proposed Development does not include replacement or provision of a health facility. As it does not provide residential uses, it will not generate additional demand for healthcare infrastructure.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*
Does the proposal assess the capacity, location and accessibility of other social infrastructure, e.g. primary, secondary and post 19 education needs and community facilities?	☐ Yes ☒ No	As with healthcare facilities, it is considered that the Proposed Development – as an employment site – will not generate new demand for social infrastructure (for example, education, and other community facilities such as shops, open spaces, libraries, sports centres, community centres and churches) given that the demand for these services are driven primarily by resident populations. The Proposed Development's location nonetheless means the full aforementioned range of services are present in	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*

		the local area, which will be accessible as required to those people working, visiting and otherwise accessing on the Site.		
Does the proposal explore opportunities for shared community use and co-location of services?	☒ Yes ☐ No	The Proposed Development does not include any dedicated community facilities or co-location services. While the scheme is primarily commercial and industrial, it will provide supporting amenities and landscaped open spaces that will contribute positively to the experience of site users.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*

3 Access to open space and nature

Assessment criteria	Relevant?	Details / evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain and enhance existing open and natural spaces?	☒ Yes ☐ No	The site does not currently provide publicly accessible open or natural space. It sits within a wider and established employment area. However, as stated in the Design and Access Statement (DAS)[43], the Proposed Development includes a landscaping scheme which aims to enhance the open areas of the Site. This includes outdoor amenity areas for unit occupiers and new planting in targeted locations, to improve the biodiversity and visual appeal of the Site. Furthermore, emphasis has been placed on retaining many of the existing trees along the site boundaries. An Ecological Impact Assessment (EcIA) report[44] reviews the current site habitats and species and sets out measures to protect and enhance the Site's natural spaces and ecology. The following mitigation and enhancement measures are proposed to increase the biodiversity of the Site: • Bird boxes to be installed upon suitable retained trees within the Site • At least six roost boxes to be installed upon suitable retained tress across the Site • Hedgehog boxes to be introduced across suitable woodland/scrub areas	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*Confirmation and implementation of ecological enhancement measures that will be implemented to secure Biodiversity Net Gain exceeding 10%.*

[43] Hale (2026) Design & Access Statement – Atlas Business Park, Manchester
[44] Lucion (2026) Ecological Impact Assessment – Atlas Business Park, Manchester

		• One insect hotel and log piles (where practicable) to be included within the Site These measures, as well as the purchase of off-site BNG Units, are anticipated to deliver a minimum 10% gain in Biodiversity Units. Further details are set out in the EcIA which accompany the application. The Proposed Development retains existing trees and landscape features where practicable and delivers significant enhancements to the site's green infrastructure through new planting, landscaped amenity areas and biodiversity improvements. Although the development involves the redevelopment of previously developed brownfield land, it incorporates measures to enhance the quantity, quality and ecological value of green spaces across the site, resulting in a positive effect on the local natural environment.		
In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	☒ Yes ☐ No	While the Proposed Development does not create publicly accessible open space of a strategic scale, it introduces new landscaped and natural spaces within a previously developed site and improves access to those spaces for future users. The scheme retains existing vegetation where possible, delivers extensive new planting and biodiversity enhancements, and provides accessible landscaped amenity areas connected by pedestrian routes. As a result, the Proposed Development is expected to improve the quality of green infrastructure available within the site and contribute positively to the local environment.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*

Does the proposal provide a range of play spaces for children and young people?	☐ Yes ☒ No	The Proposed Development does not provide residential uses and therefore will not generate demand for nor provide formal child or youth play space.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*
Does the proposal provide links between open and natural spaces and the public realm?	☒ Yes ☐ No	As explained above the Proposed Development does not provide new publicly available open spaces. It instead focuses on enhancing the Site's current landscape. The Proposed Development provides links between landscaped areas, green infrastructure and the wider public realm through an integrated network of pedestrian routes including Simonsway, Styal Road and Shadowmoss Road[45]. The Proposed Development will improve access to these spaces by utilising the existing access road (used to service the former factory) and widening the intersection with Simonsway. As confirmed in the Planning Statement[46] and DAS, existing trees and landscape features will be retained where practicable and new landscaped amenity areas, planting and biodiversity enhancements will be distributed throughout the development and linked by pedestrian routes. Overall, the Proposed Development integrates new landscaped areas with the site's pedestrian network and surrounding public realm. While the open spaces are not publicly accessible parks, the Proposed Development creates clear physical connections	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[45] Hale (2026) Design & Access Statement – Atlas Business Park, Manchester
[46] Turley (2026) Planning Statement: Atlas Park, Wythenshawe

		between amenity spaces, natural features and pedestrian routes, improving accessibility and the overall environmental quality of the site.		
Are the open and natural spaces welcoming and safe and accessible for all?	☒ Yes ☐ No	The DAS[47] demonstrates that the landscape and public realm proposals form a key part of the site design, with landscaped amenity spaces integrated throughout the Proposed Development and connected by accessible pedestrian routes. The DAS states that the Proposed Development includes planting, retention of existing vegetation and the creation of attractive outdoor spaces for employees and visitors which are designed to provide opportunities for informal outdoor use. The DAS also confirms that pedestrian routes connect building entrances, car parking areas, cycle parking facilities and landscaped amenity spaces, creating a legible and accessible environment to support movement throughout the site and encourage active travel. The Planning Statement explains that the Proposed Development includes a road network providing suitable access routes for all deliveries, safe on-site staff parking spaces, pedestrian routes into the development, cycling access and bicycle parking facilities. Moreover, the Proposed Development places significant emphasis on disability access with including providing step free access to the site and each individual business unit, wheelchair-friendly footways and ample disabled parking. Furthermore, the	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[47] Hale (2026) Design & Access Statement – Atlas Business Park, Manchester

		Department for Transport connectivity score for this site is above the national average[48]. These provisions demonstrate the accessibility of the Proposed Development and its focus on creating a safe environment for all.		
Does the proposal set out how new open space will be managed and maintained?	☒ Yes ☐ No	The Proposed Development proposes new landscaped areas, amenity space and biodiversity enhancements across the site. A Landscape Management Plan (or equivalent) is recommended to be secured through planning condition, setting out responsibilities, maintenance regimes, replacement planting requirements and long-term stewardship arrangements for all landscaped and biodiversity areas.	☐ Positive ☐ Negative ☐ Neutral ☒ Uncertain	*Production and implementation of a Landscape Management Plan (or equivalent) is recommended to be secured through planning condition, setting out responsibilities, maintenance regimes, replacement planting requirements and long-term stewardship arrangements for all landscaped and biodiversity areas*

[48]Hale (2026) Design & Access Statement – Atlas Business Park, Manchester

4 Air quality, noise and neighbourhood amenity

Assessment criteria	Relevant?	Details / evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	☒ Yes ☐ No	Activities associated with the construction phase, including demolition of the existing office building, site clearance, earthworks, material handling and storage, movements of construction traffic and HGVs, stockpiling, and the construction of the proposed units, have the potential to generate temporary dust, particulate matter (PM10), noise, vibration and vehicle emissions. If not mitigated effectively, this may affect nearby sensitive receptors, including nearby residential properties and could have an adverse impact on human health, and particularly for people with / at risk of developing health issues associated with poor air quality, as a potentially vulnerable group. Best-practice measures will therefore be implemented during construction to mitigate impacts of these activities. As detailed in the Construction Management Strategy accompanying this planning application, demonstrates that the Proposed Development can be delivered in a manner that minimises impacts on surrounding areas including Manchester Airport, the surrounding highway network, local businesses and residents and the local environment. The Applicant commits to maintaining high standards, implementing measures to prevent Detailed Construction Phase Plans (CPP), Construction Environmental Management Plans (CEMP), Construction Traffic Management Plans (CTMP) and associated method statements	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*Production of a Construction Environmental Management Plan (CEMP), which could incorporate a specific Dust Management Plan (DMP), outlining the measures through which impacts relating to dust, noise, vibration and odours will be minimised and mitigated.*

The Strategy establishes a comprehensive framework for environmental management during construction including the implementation of appropriate mitigation measures developed within the Construction Environmental Management Plan (CEMP), Construction Phase Plan (CPP) and Construction Traffic Management Plan (CTMP) by the Principal Contractor prior to commencement of works. It is recommended that a Construction Environmental Management Plan (CEMP) is produced to outline how the Proposed Development could minimise the impact on the sensitive receptors. The CEMP could incorporate a specific Dust Management Plan (DMP), would set out the processes by which construction activities potentially generating noise, vibration, dust and odours should be conducted in order to minimise impacts. A CEMP would likely include measures such as (but not limited to):

- Switching off plant when not in use;
- Regular maintenance and servicing of vehicles, equipment and plant;
- Enforcement of restricted working hours for excessively noisy activities;
- Site operations will be planned to take into account local topography, prevailing wind patterns and local sensitive receptors e.g. schools;
- Prohibiting burning of materials on site; and
- Provision of water sprays and wind / dust fences.

The Air Quality Assessment[49] produced for the Proposed Development concluded that the use of site-specific control measures during the construction phase would provide suitable mitigation and

[49] Lucion Delta-Simons Ltd (2026) Atlas Business Park: Air Quality Assessment

		reduce potential impacts to an acceptable level. Following implementation, the residual significance of potential air quality impacts from dust generated by demolition, earthworks, construction and track out activities are predicted to be not significant.		
Does the proposal minimise air pollution caused by traffic and energy facilities?	☒ Yes ☐ No	The Proposed Development includes a range of measures that are expected to minimise air pollution caused by traffic and energy facilities. As set out in the Travel Plan[50], the Proposed Development provides electric vehicle charging infrastructure, cycle parking and facilities that support active travel. These together with the sustainable location of the site given its access to public transport are likely to encourage the use of lower-emission modes of transport and reduce reliance on conventional petrol and diesel vehicles thereby minimise traffic induced air pollution. As set out in the Environmental Standards Statement[51], the proposed Development is proposed to be all electric and fossil fuel free, utilising high-efficiency air source heat pumps (ASHPs) and roof-mounted photovoltaic (PV) panels to reduce reliance on conventional energy sources. Collectively these measures are intended to minimise air pollution caused by traffic and energy facilities.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*
Does the proposal minimise noise pollution caused by traffic and commercial uses?	☒ Yes ☐ No	The Proposed Development's Noise Impact Assessment[52] findings indicate that the Proposed Development is expected to minimise operational noise impacts from traffic and commercial activities such that no adverse impacts are predicted to nearby receptors. The Noise Impact Assessment demonstrates that operational noise arising from	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*

[50] TTP Consulting (2026) Framework Travel Plan – Atlas Park Development, Wythenshawe
[51] Envision (2026) Environmental Standards Statement – Atlas Business Park
[52] Lucion Delta-Simons Ltd (2026) Atlas Business Park: Noise Impact Assessment

	traffic movements, servicing activities and commercial uses would remain below existing background noise levels. The assessment also establishes noise limits for fixed plants to ensure impacts remain negligible. Consequently, the Proposed Development is expected to minimise noise pollution and is not predicted to result in significant adverse noise effects on neighbouring sensitive receptors including local residents.	

5 Accessibility and active travel

Assessment criteria	Relevant?	Details / evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal address the ten Healthy Streets indicators?	☒ Yes ☐ No	The ten 'Healthy Streets indicators' is the policy initiative which underpins the Mayor of London's Transport Strategy[53] and Health Inequalities Strategy[54] as well as the draft new London Plan[55]. Whilst therefore not directly a consideration for the design of the Proposed Development as a London-specific initiative, these principles nonetheless serve as a best-practice standard to the consideration of whether development will engender a healthy environment. The ***ten indicators*** and how they are likely to be met by the Proposed Development are outlined below: ***1) Pedestrians from all walks of life*** – The Proposed Development is unlikely to attract substantial numbers of passing pedestrians, however its connections to local travel networks (see the remainder of this section and Section 3: Access to open space and nature) will ensure potential users can travel to and from site on foot. ***2) People choose to walk, cycle and use public transport*** – As set out in the Proposed Development's Travel Assessment[56] (and outlined in Section 3: Access to open space and nature), the Site is well connected to local cycle routes particularly the Airport Orbital Cycleway (route 85). It is well connected to the main pedestrian	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[53] Mayor of London (2018) Mayor's Transport Strategy
[54] Mayor of London (2018) The London Health Inequalities Strategy
[55] Mayor London (2019) The London Plan: Intend to Publish
[56]TTP Consulting (2026) Framework Transport Assessment - Atlas Park Development, Wythenshawe

routes including routes which serve public transport facilities and local amenities. There is a bus stop on Simonsway within a 2-minute walk from the Site and both tram and rail stations within a 10-minute walk (on Simonsway and Finney Lane respectively).

3) Clean air – Through prioritising active travel, minimising private care use and enhancing open and natural spaces (See Section 3: Access to open space and nature; the remainder of this section) the Proposed Development includes measures that will positively impact air quality. The Air Quality Assessment[57] reports that no significant adverse impacts on air quality are anticipated during construction or operation as a result of the Proposed Development.

4) People feel safe – As described in more detail in subsequent sections (see 'Section 6: Crime reduction and community safety') the Proposed Development's design will ensure the security of people on-site. The Proposed Development has sought to implement measures to increase feelings of safety and security through the provision of a dedicated access that provides safe pedestrian entry.

5) Not too noisy – As set out previously, the Proposed Development's Noise Impact Assessment [58] confirms that the rated level of noise when in operation, falls below typical daytime and night-time background sound levels at the closest receptors. Therefore, adverse impacts are not anticipated as a result of the Proposed development.

[57] Lucion (2026) – Air Quality Assessment – Atlas Business Park, Manchester
[58] Lucion (2026) – Noise Impact Assessment- Atlas Business Park, Manchester

6) Easy to cross – As outlined previously (see Section 3: Access to open space and nature), pedestrians and vehicles have distinct routes of access, maximising the safety of pedestrians. There are access points for each unit accessible to pedestrians and cyclists, as well as provisions for disability access.

7) Places to stop and rest – the Proposed Development will provide areas of external amenity / seating where employees can stop and rest.

8) Shade and shelter – The soft landscaping scheme has sought to retain as many of the existing tress as possible while also proposing new planting in targeted locations.

9) People feel relaxed – The provision of suitable transport accesses for all modes will ensure that people can enter and leave the Site in a way that is safe for all.

10) Things to see and do – As an industrial employment development, the Proposed Development will not itself provide things to see and do; however, it will connect with neighbouring urban areas and settlements that do provide the full range of residential and leisure amenities.

Does the proposal prioritise and encourage walking, for example through the use of shared spaces?	☒ Yes ☐ No	The Proposed Development prioritises and encourages walking through the provision of new and enhanced pedestrian infrastructure, strong connections to public transport, and improvements to the surrounding footpath network. Pedestrian access to the development will be provided from existing footways on Simonsway, Styal Road and Shadowmoss Road, which connect directly to the internal pedestrian network within the site. The development has been designed to facilitate movement on foot between buildings, parking areas and landscaped amenity spaces, while the Framework Travel Plan[59] promotes walking as a sustainable travel choice. Existing pedestrian infrastructure in the vicinity of the site includes signal-controlled crossings at the Styal Road/Simonsway and Simonsway/Shadowmoss Road junctions, incorporating push-button controls, dropped kerbs, tactile paving and central refuge islands. The Proposed Development will further improve pedestrian accessibility through the provision of a new pedestrian crossing on Simonsway, located east of the Pasture Field Road junction, and the installation of tactile paving at the Atlas Business Park/Simonsway access point[60]. Whilst the Proposed Development does not incorporate shared-space streets or other pedestrian-priority highway designs, it strengthens links to the wider walking network, improves accessibility for all users and enhances opportunities for walking to, from and within the site. As a result, the Proposed Development is expected to support active travel and contribute positively to health and wellbeing.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[59] TTP Consulting (2026) Framework Travel Plan – Atlas Park Development, Wythenshawe
[60] TTP Consulting (2026) Framework Transport Assesment – Atlas Park Development

Does the proposal prioritise and encourage cycling, for example by providing secure cycle parking, showers and cycle lanes?	☒ Yes ☐ No	As mentioned previously (Section 3: Access to open spaces and nature and this section) the site has been designed to accommodate cycle movements particularly through its connection to the Airport Orbital Cycle Route (route 85) and the cycleway through the development. The Transport Assessment[61] confirms that the Proposed Development will provide infrastructure for cyclists including 90 covered and secured bicycle parking spaces alongside 40 cycle stands. Additionally, as set out in the Framework Travel Plan included within the Transport Statement[62], the following measures will be implemented to encourage cycling to/from the development: • Promote the health benefits of cycling; • Publicise the availability of cycle parking; • Promote the benefits of British Cycling membership (such as free insurance); • Promote events such as National Bike Week and Cycle Training; • Advertise any changes to the Starling e-bike scheme; and • Investigate the potential to implementing a "Cycle-to-Work" scheme whereby employees can purchase a bicycle or cycling equipment up to a certain value in a more tax efficient manner. The DAS[63] further states that the Proposed Development includes shower and changing facilities for employees, helping to make cycling a practical and attractive option for commuting.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[61] TTP Consulting (2026) Framework Transport Assessment - Atlas Park Development, Wythenshawe
[62] TTP Consulting (2026) Framework Travel Plan – Atlas Park Development, Wythenshawe
[63] Hale (2026) Design & Access Statement – Atlas Business Park, Manchester

		Overall, the Proposed Development prioritises and encourages cycling through the provision of dedicated cycling facilities, connections to the surrounding cycle network and measures set out in the travel planning strategy.		
Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?	☒ Yes ☐ No	The Proposed Development is designed to integrate with and enhance connections to the existing public realm. The Proposed Development connects internal pedestrian and cycle routes with the surrounding active travel network and provides links to nearby public transport services. The development incorporates pedestrian routes, cycle parking and supporting facilities, enabling users to access local and wider walking and cycling networks. The Site is well connected to the major pedestrian routes which serve local amenities, with a Tesco Express, Post Office, Pharmacy and Primary school all within c.15 minutes' walk[64]. Furthermore, the Proposed development connects the on-site cycleway to the National Cycle Route 85, which runs along Simonsway. This route provides connections to the city centre and across South Manchester. National Cycle Route 558 connects into Route 85 at the junction of Styal Road and Brown Road and provides connections towards Cheadle and Stockport[65]. As a result, the scheme supports active travel and integration with existing sustainable transport infrastructure.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[64] TTP Consulting (2026) Framework Transport Assessment - Atlas Park Development, Wythenshawe
[65] TTP Consulting (2026) Framework Transport Assessment - Atlas Park Development, Wythenshawe

Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?	☒ Yes ☐ No	The Proposed Development includes a number of traffic management and highway safety measures that are intended to reduce the risk of road traffic collisions and improve conditions for pedestrians. The Proposed Development's Transport Assessment[66] includes details of a number of design measures intended to support highway safety and minimise the risk of road traffic accidents. For example, the Transport Assessment[67] demonstrates that the proposed access arrangements provide suitable visibility splays and accommodate vehicle movements safely through swept-path analysis. The Proposed Development also includes widening of the junction between the site service road and Simonsway and the introduction of a separation island to facilitate safer vehicle movements. The Proposed Development includes measures to improve pedestrian safety, including a new pedestrian crossing on Simonsway east of the Pasture Field Road junction and the installation of tactile paving at the Atlas Business Park access. Existing signal-controlled crossings at the Simonsway/Styal Road and Simonsway/Shadowmoss Road junctions provide push-button controls, dropped kerbs, tactile paving and refuge islands, supporting safe pedestrian movement to and from the site. The Transport Assessment also includes an Operational Management Plan and HGV routing strategy that directs larger vehicles onto the strategic highway network where possible, reducing the potential for conflicts with pedestrians and other road users on local roads. A review of personal injury collision data identified a relatively low frequency of accidents in the vicinity of the site, and the Transport	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[66] TTP Consulting (2026) Framework Transport Assessment - Atlas Park Development, Wythenshawe
[67] TTP Consulting (2026) Framework Transport Assessment - Atlas Park Development, Wythenshawe

		Assessment concludes that the impact of development traffic on the surrounding highway network would be negligible. Overall, the Proposed Development incorporates traffic management and pedestrian safety improvements that are expected to help minimise road injuries		
Is the proposal well connected to public transport, local services and facilities?	☒ Yes ☐ No	The Proposed Development is well connected to public transport and benefits from access to a range of local and strategic transport services. The Transport Assessment[68]deems the site to be well located in relation to sustainable travel opportunities. There is a bus stop accessible within a 2-minite walk of the Site on Simonsway and others within 5 minutes on Shadowmoss road. These offers connections to Wythenshawe, Stockport, Cheadle, Rosehill, Macclesfield and Manchester. There is Peel Hall tram station on Simonsway c.7 minute walk from the site. This operates every twelve minutes and connects Manchester Airport to Manchester City Centre. The nearest rail station is Heald Green to the East of the site, approximately 9 minutes by foot. This provides access to numerous destinations including, Salford Crescent, Preston Lancaster, Bolton and Chorley as well as Manchester Airport and Manchester City Centre.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[68]TTP Consulting (2026) Framework Transport Assessment - Atlas Park Development, Wythenshawe

		In addition, the Framework Travel Plan[69] sets out that while walking and cycling are the typically favoured to public transport, it should still be encouraged as a alternative to travel by car. It proposes up-to-date details and timetables be provided to on-site staff and up to date travel websites and enquiry phone numbers be shared through Travel Packs. Overall, the Proposed Development is considered to be well connected to public transport, local services and facilities, providing future users with a range of sustainable travel options and reducing reliance on private vehicle use.		
Does the proposal seek to reduce car use by reducing car parking provision, supported by the controlled parking zones, car clubs and travel plans measures?	☒ Yes ☐ No	The Proposed Development includes measures to encourage a reduction in private car use through sustainable travel initiatives and a Framework Travel Plan. The Proposed Development's Framework Travel Plan[70] outlines measures which aim to reduce car use, including: • Promoting the benefits of car sharing when employees may need to use a car; • Promoting walking, cycling and public transport use; • Interest will be sought for a car club schemed focussed on Atlas Park; • Electric vehicle charge facilities are provided; • Measures to provide employees with public transport; and, information, journey-planning resources and travel packs.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required*

[69] TTP Consulting (2026) Framework Travel Plan – Atlas Park Development, Wythenshawe
[70] TTP Consulting (2026) Framework Travel Plan – Atlas Park Development, Wythenshawe

		• Excellent access to bus, Metrolink and rail services, providing viable alternatives to private car travel.		
Does the proposal allow people with mobility problems or a disability to access buildings and places?	☒ Yes ☐ No	The Proposed Development's Framework Travel Plan[71] outlines that it will provide disabled access alongside the following provisions: • Step-free access into the development from Simonsway with footways and dropped kerbs with tactile paving in suitable locations; • Dropped kerbs either side of the main access road will facilitate step-free access and maintenance of the Airport Orbital footway and cycleway for those wheeling and walking; • Off-site improvements to crossing locations, drop kerbs and tactile paving; • Footway widths which allow space for wheelchair users to pass other site users; • Network of footpaths within the development including 'zebra' style crossing locations. • Step-free access up to the units; and • Disabled parking spaces located close to the entrances for each unit. Overall, the Proposed Development incorporates inclusive design measures and accessibility improvements that will help people with mobility problems or disabilities access buildings, outdoor spaces and the wider transport network.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[71] TTP Consulting (2026) Framework Travel Plan – Atlas Park Development, Wythenshawe.

6 Crime reduction and community safety

Assessment criteria	Relevant?	Details / evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate elements to help design out crime?	☒ Yes ☐ No	The Proposed Development incorporates a number of design measures that are intended to promote a safe and secure environment and reduce opportunities for crime and antisocial behaviour. The Design & Access Statement states that security considerations have been integrated into the design of the scheme, including the provision of controlled access arrangements, boundary treatments and a clear site layout to manage access and movement throughout the development. The development is designed as a managed commercial environment with defined access points and on-site management arrangements. Measures that help to design out crime include: • Secure perimeter treatments, including fencing and controlled site access; • Controlled vehicular and pedestrian entry points, limiting unauthorised access; • A clear and legible site layout with well-defined routes and spaces; • External lighting designed to provide appropriate levels of illumination and natural surveillance; • Active management and maintenance of the site, reducing opportunities for vandalism and antisocial behaviour; and, • Landscaping designed to maintain visibility and avoid creating hidden or secluded spaces.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*Development and implementation of security recommendations to minimise risk of crime and enhance security measures.*

Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	☒ Yes ☐ No	Whilst 'gated communities' is a concept more traditionally associated with residential development, as outlined above, measures will be taken to help people feel secure within the public realm and at the Site (e.g. through ensuring passive surveillance, appropriate lighting and other Secured by Design techniques). This will give users the confidence to move through the site safely.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*
Does the proposal include attractive, multi-use public spaces and buildings?	☒ Yes ☐ No	Whilst the use of on-site buildings is necessarily primarily for commercial employment use, the enhancement of the open and natural environment will ensure that attractive public realm is created.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*
Has engagement and consultation been carried out with the local community and voluntary sector?	☒ Yes ☐ No	As documented in the Statement of Community Engagement (SCE)[72], the Applicant has engaged with the local community through a consultation programme which included: • Pre-application discussion with Manchester City Council Officers; • Briefing of local ward councillors and MPs; • A bespoke consultation website with details on the proposal and contact details to provide feedback; • A leaflet posted to 2,142 site neighbours encouraging them to visit the website described above; and, • Social media posts advertising the proposal and website The applicant considers the pre-application programme to be timely and robust. Feedback was constructive and focused on operational matters and has been considered by the project team.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[72] Turley (2026) Statement of Community Engagement – Aviva Investors – Land adjoining Atlas Business Park, Wythenshawe

	The Planning Statement[73] confirms that a programme of pre-application consultation was undertaken, including engagement with local stakeholders, statutory consultees and the local planning authority. The application was also supported by public consultation activities, providing local residents and interested parties with an opportunity to review and comment on the emerging proposals. The consultation process was used to inform the evolution of the scheme, with feedback considered as part of the design and planning process. The submitted documents indicate that engagement has taken place in accordance with recognised planning practice for major development proposals. However, whilst the application demonstrates engagement with the local community and key stakeholders, the submitted documents do not provide detailed evidence of targeted engagement with the voluntary and community sector (VCS) or specific third-sector organisations.	

[73] Turley (2026) Planning Statement: Atlas Park, Wythenshawe

7 Access to healthy food

Assessment criteria	Relevant?	Details / evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal facilitate the supply of local food, for example allotments, community farms and farmers' markets?	☐ Yes ☒ No	As a commercial scheme, the Proposed Development will not generate additional residential demand for supply of local food. There are existing allotments in the local area (the closest being Woodhouse Park Allotments, located c.1.6 miles from the Site), which do facilitate the supply of local food.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*
Is there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	☒ Yes ☐ No	Retail / foodstore uses are not included as part of the Proposed Development. There are, however, numerous food stores and eateries in the locality and in Manchester city centre which will be accessible for the Site's workforce and at which healthy food options are available.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*
Does the proposal avoid contributing towards an over-concentration of hot food takeaways in the local area?	☒ Yes ☐ No	Hot food takeaway uses are not proposed at the Site, and therefore this is not relevant to the Proposed Development.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*

8 Access to work and training

Assessment criteria	Relevant?	Details / evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal provide access to local employment and training opportunities, including temporary construction and permanent 'end-use' jobs?	☒ Yes ☐ No	The Proposed Development's construction will directly support a variety of roles on and off site, from skilled trades to design and construction expertise, including potentially apprentices. The investment in construction will also support a number of indirect jobs through supply chain spending and procurement and will therefore contribute towards meeting local employment needs. As set out in the Economic Benefits Statement[74], it is likely that a notable number of jobs will be accessed by local Manchester and Greater Manchester residents, which could potentially be boosted through local procurement arrangements. The construction of the development will directly support a variety of roles on and off site, from skilled trades to design and construction expertise, including potentially apprentices. The investment in construction will also support indirect jobs through supply chain spending and procurement. Contractors will also be expected to fulfil social value commitments as part of their contracts, which may include work experience or employment opportunities for Manchester residents. Once operational, the development will provide new employment floorspace capable of accommodating a range of business and employment activities, creating permanent jobs for future occupiers. The application documents identify employment generation as a key	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*Explore opportunities for work for local people via local procurement arrangements during the construction and operational phases through ongoing engagement with the Council and other stakeholders.* *Establish local labour and materials procurement agreements with MCC to maximise employment and training opportunities (e.g. apprenticeships, as well as other schemes aimed at getting local people into work). This could be subject to planning condition and/or included within the S106 Agreement.*

[74] Turley (2026) Economic Benefits Statement – Atlas Park, Wythenshawe

		benefit of the scheme, supporting economic growth within the Wythenshawe and Manchester Airport Enterprise Zone area. Access to employment and training shapes future income, health outcomes, and social mobility. Economic activity and access to employment is not only important in terms of providing an income but access to employment also has a range of other benefits such as a positive impact on both physical and mental health[75], and opportunities for social interaction and learning. Employment is associated with a reduced risk of depression and mortality rates[76] and an improvement in overall mental health[77]. Unemployment on the other hand is associated with a number of negative health effects, such as diminished mental health resulting from financial strain and increased stress. The Economic Benefits Statement estimates that the development will support a significant number of temporary jobs during the construction phase and permanent end-use jobs likely in the logistics, warehousing and manufacturing sectors once operational. This will likely result in a positive effect on employment opportunities locally and across Greater Manchester.		
Does the proposal provide childcare facilities?	☐ Yes ☒ No	The Proposed Development is not seeking permission to provide childcare facilities.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*

[75] Public Health England (2019). Health matters: health and work
[76] Waddell, G. and Burton, A.K. (2007). Is work good for your health and well-being?
[77] van der Noordt, M. et al. (2014). Health effects of employment: A systematic review of prospective studies

Does the proposal include managed and affordable workspace for local businesses?	☐ Yes ☒ No	The Proposed Development does not currently include provision for affordable workspace.	☐ Positive ☐ Negative ☐ Neutral ☒ Uncertain	*No further mitigation required.*
Does the proposal include opportunities for work for local people via local procurement arrangements?	☒ Yes ☐ No	As set out above, the construction of the Proposed Development will create work opportunities for local people, which could be boosted through local procurement agreements, which should be implemented by the main contractor and informed by consultation with MCC. This could include local procurement arrangements. Operational phase uses are unknown at this stage and therefore the extent to which local procurement arrangements will be relevant to prospective occupiers is uncertain. As set out in the Economic Benefits Statement[78], the Proposed Development will generate employment opportunities that could benefit local residents and business but uncertain.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*Implementation of measures to maximise the benefits for the local labour force, including in the supply chain.* *Explore opportunities for work for local people via local procurement arrangements during the construction and operational phases through ongoing engagement with the Council and other stakeholders.*

[78] Turley (2026) Economic Benefits Statement – Atlas Park, Wythenshawe

9 Social cohesion and inclusive design

Assessment criteria	Relevant?	Details / evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal consider health inequalities by addressing local needs through community engagement?	☒ Yes ☐ No	The Proposed Development demonstrates a clear commitment to understanding and responding to local needs through ongoing community engagement, stakeholder liaison and community-focused initiatives. The SCE[79] shows that feedback from local residents, community groups and stakeholders has informed the evolution of the 2026 proposals and associated mitigation measures. The Applicant remains committed to ongoing dialogue with stakeholders as the planning application progresses and will consider any local needs or concerns raised through this process. The Economic Benefit Statement[80] identifies significant employment benefits arising from both the construction and operational phases of the Proposed Development and states that the Applicant will seek to maximise opportunities for Manchester and Greater Manchester residents. As set out in the DAS[81] and Planning Statement[82], the Proposed Development includes a number of measures that will support wider determinants of health, including improved active travel infrastructure, accessibility enhancements, sustainable transport measures and new landscaped amenity areas.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*Continue consultation with local communities and other key stakeholders during the application's determination process to ensure that local concerns and issues regarding key health and wellbeing determinants are considered and suitable enhancement or necessary mitigation solutions are identified.*

[79]Turley (2026) Statement of Community Engagement – Aviva Investors – Land adjoining Atlas Business Park, Wythenshawe
[80]Turley (2026) Economic Benefits Statement – Atlas Park Development, Wythenshawe
[81] Hale (2026) Design & Access Statement – Atlas Business Park, Manchester
[82] Turley (2026) Planning Statement: Atlas Park, Wythenshawe

Does the proposal connect with existing communities, i.e. layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?	☒ Yes ☐ No	As explained in Section 5: Accessibility and Travel the site for the Proposed Development is well connected with walking and cycling routes as well as public transport. The Proposed Development is designed to integrate with the surrounding area through pedestrian, cycle and public transport connections, helping to avoid physical severance and improve connectivity between the site and neighbouring communities. While the development is located within an established employment area and is not intended to function as a public destination, the layout supports movement to and through the site and provides spaces that can be used by employees and visitors. The Transport Assessment[83] confirms that pedestrian access will be provided from Simonsay, Styal Road and Shadowmoss Road, connecting the Proposed Development to existing footway networks, public transport services and surrounding employment areas. The Proposed Development also includes a new pedestrian crossing on Simonsway and additional tactile paving at the Atlas Business Park access, improving connectivity and accessibility. The DAS[84] confirms that the Proposed Development incorporates a network of pedestrian routes linking building entrances, parking areas, cycle parking facilities and landscaped amenity spaces. The landscape strategy integrates green infrastructure throughout the site, creating attractive and accessible outdoor environments for users. The Proposed Development also includes landscaped amenity areas, seating opportunities and outdoor spaces that can support informal interaction between employees and visitors. Retention of existing	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[83] TTP Consulting (2026) Framework Transport Assessment - Atlas Park Development, Wythenshawe
[84] Hale (2026) Design & Access Statement – Atlas Business Park, Manchester

		vegetation and extensive new planting further contributes to creating an attractive and welcoming environment. Overall, the Proposed Development connects effectively with surrounding communities through enhanced pedestrian and cycle links, avoids creating significant barriers to movement, and provides attractive landscaped spaces that support interaction among site users.		
Does the proposal include a mix of uses and a range of community facilities?	☒ Yes ☐ No	Whilst the Proposed Development will be operated primarily by commercial occupiers and no specific provision is to be made for the voluntary and community sectors; it is considered that the proposed uses will nonetheless be beneficial for the local community through providing opportunities for skills development.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*
Does the proposal provide opportunities for the voluntary and community sectors?	☒ Yes ☐ No	The Proposed Development does not include dedicated floorspace for occupation by a voluntary or community-sector organisation. Any voluntary activities associated with the Site would be likely to be occupier-led.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	*No further mitigation required.*
Does the proposal take into account issues and principles of inclusive and age-friendly design?	☒ Yes ☐ No	As outlined in previous sections of this HIA (Section 5: Accessibility and Active Travel), the design and construction of the Proposed Development is proposed to achieve inclusive access to the Site and buildings for people of all abilities for employees and visitors. This includes step-free access to both the Site and the units, as well as disabled parking on-site and wheelchair appropriate footpaths[85].	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required*

[85]TTP Consulting (2026) Framework Travel Plan – Atlas Park Development, Wythenshawe

10 Minimising the use of resources

Assessment criteria	Relevant?	Details / evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal make best use of existing land?	☒ Yes ☐ No	The Site sits in an industrial setting and comprises a vacant former factory site, a vacant office building and remnants of hardstanding from former buildings and infrastructure. It also encompasses some low-level and mature vegetation and some established landscaping and trees[86]. The Proposed Development presents an opportunity to transform an underutilised Site, by creating 7 high-quality industrial buildings for Use Classes B2 (general industrial) and B8 (storage or distribution) together with ancillary office space. It will also enhance the open spaces on-site and improve its visual appeal. The Proposed Development also include pedestrian and cyclist access and green pathways to ensure safety and promote sustainability and wellbeing. It is therefore considered that this use of the land will result in notable public health benefits given the interaction with many of the key determinants of human health which are likely to significantly improve given the use of the land as demonstrated by this HIA. This includes, for example, the creation of new jobs and employment opportunities, accessible by existing and improved active travel routes and existing public transport, and contribution to wider economic growth objectives.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[86]Turley (2026) Planning Statement – Atlas Park Development, Wythenshawe

Does the proposal encourage recycling, including building materials?	☒ Yes ☐ No	The Environmental Standards Statement[87] states that waste minimisation studies shall be undertaken at the appropriate design stages to reduce material usage and thus waste generation. A Pre-Demolition Audit on the existing Vodaphone building shows that at least 90% of the materials is expected to be able to be recovered and diverted from landfill. Approximately 54% of this is concrete which can be reused on site. Additionally, a Sustainable Procurement Plan has been put in place which mandates responsible sourcing of materials and products in line with BREEAM Mat 03 credit requirements and complying with the ISO 20400:2017: Sustainable Procurement – Guidance document. The SPP shall require that where possible, materials and products procured for the proposed development hold a verified Environmental Product Declaration (EPD) and are locally sourced. A Circular Economy Strategy is being compiled to facilitate resource efficiency The early workshop includes considerations including, easily dismountable internal walls allowing for future flexibility, a structural steel frame allowing for the layout to change down the line and the use of internal durable materials to reduce future maintenance. Dedicated external waste storage is provided at each unit, providing tenants with the opportunity to segregate waste streams and facilitate recycling. As mentioned previously the Transport Assessment [88] found sufficient space is available for waste vehicles to manoeuvre on site.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*Confirmation of appropriate waste minimisation studies and measures taken at the appropriate stages.*

[87] Envision (2026) Environmental Standards Statement – Atlas Business Park
[88]TTP Consulting (2026) Framework Transport Assessment – Atlas Park Development, Wythenshawe

Does the proposal incorporate sustainable design and construction techniques?	☒ Yes ☐ No	The Environmental Standards Statement[89] confirms that the Proposed Development's design underwent a 'fabric first' approach by improving buildings energy efficiency, thereby reducing overall energy demand before considering the efficient and sustainable delivery of power. A Passive Design Analysis was undertaken regarding building layout, orientation and form (where site constraints and service yard security permitted) to optimise energy efficiency.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[89]Envision (2026) Environmental Standards Statement – Atlas Business Park

11 Climate Change

Assessment criteria	Relevant?	Details / evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate renewable energy?	☒ Yes ☐ No	An Environmental Standards Statement, prepared by Envision, is submitted as part of this application and confirms: The application demonstrates the range of measures incorporated into the Proposed Development, which seek to reduce carbon emissions and adapt to climate change. The Proposed Development incorporate the provision of on-site renewable energy generation in the form of solar PVs and is targeting BREEAM 'Excellent' rating. The Environmental Standards Statement[90]) proposes an air source heat pump (ASHP) to serve the office areas within the building. While not renewable energy per se, these pumps produce no carbon emissions on site and can produce none at all if powered by a renewable energy source. It also proposes a roof-mounted photovoltaic (PV) array to generate renewable energy and minimise carbon emissions.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required*
Does the proposal ensure that buildings and public spaces are designed to respond to winter and summer temperatures, for example ventilation, shading and landscaping?	☒ Yes ☐ No	The Environmental Standards Statement[91] highlights the importance of considering the risk of high temperatures in the planning of the Proposed Development, especially considering the current rate of global warming and climate change. The following measures have been incorporated into the design to mitigate these risks:	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required*

[90] Envision (2026) Environmental Standards Statement – Atlas Business Park
[91]Envision (2026) Environmental Standards Statement – Atlas Business Park

		• Use of low g-values to reduce solar permeation, overhangs to create shading and brise soleil to reduce solar gains; • Passive cooling through cross ventilation and night-purging; • Mechanical ventilation with heat recovery (MVHR); and, • When required, the highly efficient heat pumps can be run in reverse to cool spaces. Limited to office spaces to reduce energy use The DAS[92] describes a landscape-led approach, incorporating substantial new planting, retained vegetation and landscaped amenity areas throughout the Proposed Development. These measures are expected to improve user comfort, provide shelter and shade and contribute to a more attractive and climate-resilient environment.		
Does the proposal maintain or enhance biodiversity?	☒ Yes ☐ No	As explained earlier in this HIA, the Proposed Development includes provisions of ecological enhancements forecast to deliver at least 10% biodiversity net gain on site. The Proposed Development seeks to maintain and enhance biodiversity through the retention of existing vegetation where practicable, extensive new planting, habitat creation and a landscape-led design approach. Biodiversity enhancement is identified as a key objective of the development within both the Environmental Standards Statement[93] and the DAS[94]. The Proposed Development indicates that:	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*Production of a Biodiversity Net Gain Management Plan to outline recommendations for the implementation, management and monitoring of the Site to ensure that biodiversity net gain is delivered*.

[92] Hale (2026) Design & Access Statement – Atlas Business Park, Manchester
[93] Envision (2026) Environmental Standards Statement – Atlas Business Park
[94] Hale (2026) Design & Access Statement – Atlas Business Park, Manchester

		• Existing trees and established boundary vegetation will be retained where feasible and incorporated into the overall site design; • The scheme includes substantial new tree, shrub and planting areas throughout the site; • New habitats and ecological enhancements will be created as part of the landscape strategy, increasing opportunities for wildlife and improving ecological connectivity across the site; • Green infrastructure is integrated throughout the development, providing biodiversity, climate resilience and environmental benefits; and, • The landscape proposals are intended to improve the ecological value of the predominantly brownfield site and contribute positively to the local environment. Overall, the Proposed Development is expected to maintain and enhance biodiversity through the retention of existing vegetation, extensive new planting and habitat creation measures, delivering a positive effect on ecological value and green infrastructure across the site.		
Does the proposal incorporate sustainable urban drainage systems (SuDS) techniques?	☒ Yes ☐ No	As the Environmental Standards Statement[95] explains winter precipitation could increase dramatically due to climate change so appropriate drainage solutions are vital. The proposed solution follows the SUDs hierarchy. A Flood Risk Assessment and Drainage Strategy has been developed for the site.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	*No further mitigation required.*

[95]Envision (2026) Environmental Standards Statement – Atlas Business Park

	In order to prevent flooding downstream, the development will attenuate surface water to greenfield rates and discharge the surface water to the combined sewer, which is considered the most sustainable method for the discharge of surface water as it is the only option available. It is important to note that the Site falls within Flood Zone 1 according to the Environmental Agency Flooding Map for Planning and thus is in an area with a low (0.1%) risk of flooding[96].	

[96] Burrows Graham (2026) Flood Risk Assessment and Drainage Strategy – Atlas Park Development

5. Discussion of Findings

Summary of Health Impacts

5.1 Overall the HIA has found that the Proposed Development will not result in any negative impacts on the health of the existing or future population of the immediate and local areas. The aspiration is for the development of the site to deliver long-term health and wellbeing benefits for workers, visitors and existing communities.

5.2 Given that the baseline analysis presented in Section 4 indicates that given that Manchester's, and in particular Wythenshawe's, population performs worse in terms of a number of health indicators when compared to the Greater Manchester and national averages, it is important that proposed developments facilitate health and wellbeing improvements.

5.3 Indeed, the Proposed Development is assessed as making the following positive contributions in terms of health and wellbeing:

- A notable number of jobs will be created and accessed by local Manchester and Greater Manchester residents, which could potentially be boosted through local procurement arrangements during both the temporary construction period and on a permanent basis once operational.
- Improvements to the public realm and landscaping and the creation of accessible outdoor spaces for site users including workers and visitors.
- Measures that encourage active and sustainable travel through enhanced pedestrian and cycling infrastructure.
- Commercial buildings will be designed so as to be energy efficient, using low-carbon forms of energy, with the potential to achieve a BREEAM 'Excellent' rating.

Recommendations

5.4 Overall, no adverse impacts have been identified by the assessment, and there are therefore no specific mitigation measures that are required as a result of the HIA. Recommendations that have been identified which could further enhance the potential of the scheme to deliver positive health and wellbeing outcomes for residents and the wider local community include:

- Production of a Construction Environmental Management Plan (CEMP), which could incorporate a specific Dust Management Plan (DMP), outlining the measures through which impacts relating to dust, noise, vibration and odours will be minimised and mitigated.
- Production and implementation of a Landscape Management Plan (or equivalent) is recommended to be secured through planning condition, setting out responsibilities, maintenance regimes, replacement planting requirements

and long-term stewardship arrangements for all landscaped and biodiversity areas

- Production of a Biodiversity Net Gain Management Plan to outline recommendations for the implementation, management and monitoring of the Site to ensure that biodiversity net gain is delivered.
- Confirmation and implementation of ecological enhancement measures that will be implemented to secure Biodiversity Net Gain exceeding 10%.
- Implementation of measures to maximise the benefits for the local labour force, including in the supply chain. Explore opportunities for work for local people via local procurement arrangements during the construction and operational phases through ongoing engagement with the Council and other stakeholders.
- Development and implementation of security recommendations to minimise risk of crime and enhance security measures.
- Confirmation of appropriate waste minimisation studies and measures taken at the appropriate stages.
- Continue consultation with local communities and other key stakeholders during the application's determination process to ensure that local concerns and issues regarding key health and wellbeing determinants are considered and suitable enhancement or necessary mitigation solutions are identified.

Conclusion

5.5 The Proposed Development will result in no adverse impacts on the health and wellbeing of the existing or future local population which cannot be effectively mitigated through implementation of identified design measures.

5.6 Indeed, the Proposed Development will deliver a number of beneficial impacts, which are likely to lead to long-term improvements in local health and wellbeing outcomes for residents of the scheme and the wider community, and which can be further enhanced through measures identified within this HIA.

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