

Northern Gateway (JPA1.1)

Outline Planning Application

Health Impact Assessment



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April 2025

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Contact

Marta Astudillo
Assistant Consultant, Economics
Marta.Astudillo@turley.co.uk

Beth Parsons
Senior Consultant, Economics
Beth.Parsons@turley.co.uk

Antony Pollard
Director, Head of Economics
Antony.pollard@turley.co.uk

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1. Introduction

- 1.1 This Health Impact Assessment (HIA) has been prepared by Turley Economics on behalf of Northern Gateway Development Vehicle LLP ('the Applicant' or 'NGDV').
- 1.2 It is submitted in support of a cross-boundary application for outline planning permission (all matters reserved) ('the Application') for a national-scale employment development on allocated land at Heywood/ Pilsworth (JPA 1.1, Northern Gateway) ('the Application Site').

Introduction to Health Impact Assessments

- 1.3 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 new development. It involves a multi-disciplinary approach, combining qualitative and quantitative evidence from a range of technical experts.
- 1.4 The World Health Organisation (WHO) defines a 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
- 1.5 The broad purpose of a 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.

The Site and Proposed Scheme

- 1.6 Land at Heywood/Pilsworth is allocated under Policy JP Allocation 1.1 of the adopted Places for Everyone Joint Development Plan ('PfE') for a nationally significant employment development, capable of delivering around 1.2 million square metres ('sqm') of industrial and warehousing floorspace, around 1,200 homes, a primary school and an appropriate range of supporting and ancillary services and facilities, such as a new local centre, hotel, leisure and conference facilities ('JPA1.1 Allocation Site').
- 1.7 The JPA1.1 Allocation Site, alongside land at Simister / Bowlee² ('JPA1.2 Allocation Site'), comprise Northern Gateway, which is strategically located within the North-East Growth Corridor, a key focus for employment and housing growth in Greater Manchester. Encompassing approximately 634 hectares ('ha') of land across the administrative boundaries of Bury and Rochdale, the JPA1.1 Allocation Site is the largest employment-focused allocation in PfE. This scale of development positions the JPA1.1 Allocation Site as a transformative opportunity to drive economic growth,

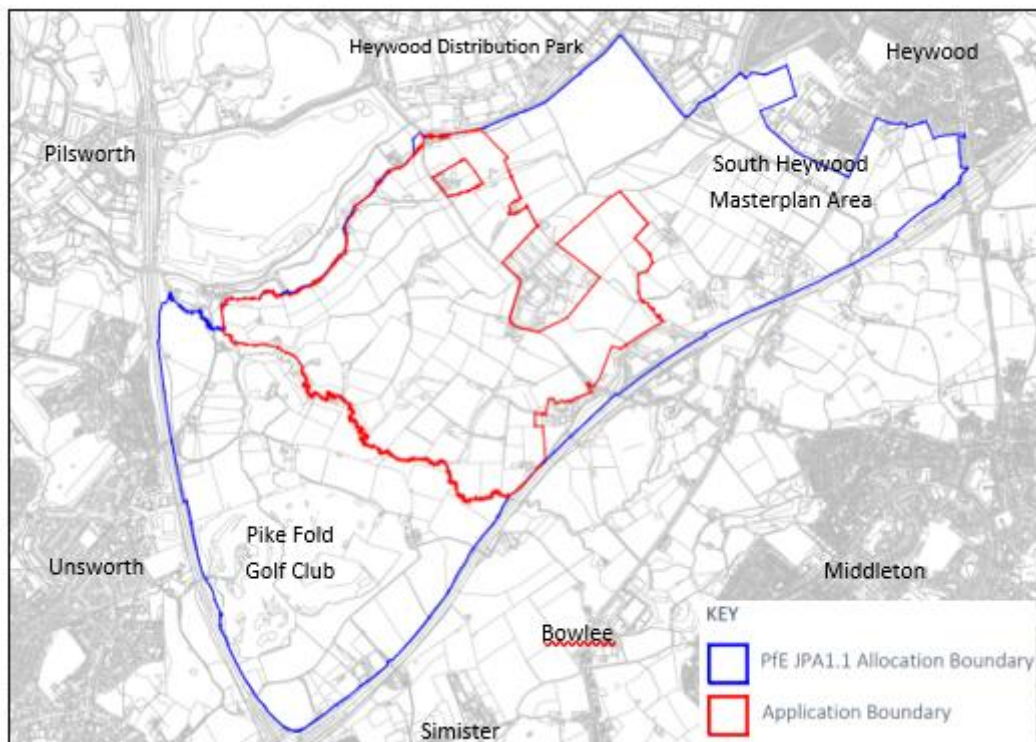
¹ World Health Organisation (WHO): 'Environment, Climate Change and Health' [Online]. Available at: <http://www.who.int/hia/en/>

² Allocated under PfE Policy JP Allocation 1.2 for around 1,550 homes, alongside a primary school and a local centre which includes a range of appropriate retail, health and community facilities

enhance connectivity, and contribute to inclusive regeneration across the northern areas of Greater Manchester.

- 1.8 The Application Site, which extends to 209.8ha of land, represents a major part of the JPA1.1 Allocation Site (see **Figure 1.1**). The Application seeks approval for up to 600,000 sqm of new employment floorspace, including logistics, warehousing, industrial and manufacturing uses, and up to 5,000 sqm of supporting uses (as defined by the *Uses Schedule*), and associated demolition works, landscaping, drainage, ecological enhancements, highway works, cycleway and footpath linkages and other ancillary infrastructure ('the Proposed Scheme').
- 1.9 The Application Site straddles the administrative boundaries of Bury Council ('BC') and Rochdale Borough Council ('RBC') (collectively referred to as 'the Councils'). Duplicate applications have been submitted to both Councils.

Figure 1.1: The Application Site within the PfE JPA 1.1 Allocation Boundary



1.10

- 1.11 The Proposed Scheme incorporates the following quantum of development:

- Up to 600,000 sqm of employment floorspace, comprising 70% Use Class B8 and 30% Use Class B2, E(g)(ii) and E(g)(iii) floorspace; and
- Up to 5,000 sqm of other supporting uses (in accordance with the *Uses Schedule* submitted with the Application).

1.12 Within PFE the JPA1.1 Allocation Site is identified as having the potential to deliver: *‘a large, nationally-significant employment opportunity to attract high quality business and investment, with a complementary housing offer on the M62 corridor, where there is strong evidence of market demand.’¹*

1.13 Established in 2022, the Atom Valley is a Mayoral Development Zone (MDZ), and the largest employment opportunity for the Greater Manchester region. This consists of three strategic sites within the North-East Growth Corridor- one of which is Northern Gateway. Atom Valley is led by a partnership of developers, industrialists, universities and local government which aims to bring together world class research, manufacturing, research and development, aiming to shape the future and level up communities.

1.14 The Councils have expressed an ambitious vision and aspiration for the impact that the Proposed Scheme will have in creating economic opportunity and societal benefits. This is captured within the wider Atom Valley vision³, recognising:

‘Northern Gateway will be a world-class business community that will help to drive economic prosperity for Atom Valley and Greater Manchester by becoming the largest and most accessible employment opportunity in the region, delivering:

- Significant investment into a range of industry sectors at both scale and pace, supporting the region’s economy and resilience;*
- A dynamic and thriving hub for advanced materials and manufacturing, building on Greater Manchester’s world leading strengths in this area;*
- a vibrant and dynamic employment ecosystem where businesses are able to grow and are supported by sustainable transport connectivity and green and blue infrastructure networks; and*
- flexibility and responsiveness to market demands and opportunities’.*

1.15 Bury and Rochdale have adopted a Northern Gateway Development Framework (‘NGDF’) Supplementary Planning Document (‘SPD’) (March 2025). The NGDF SPD establishes the parameters against which future planning applications will be considered and identifies the necessary infrastructure required to support the development of the JPA1.1 Allocation Site. It recognises the potential to generate a range of economic and social benefits. In the case of the latter, it specifically identifies the following:

‘The proposed development will provide an important opportunity to enhance existing active travel networks and create new facilities and spaces to promote healthy lifestyles and contribute towards elevated wellbeing through the creation of positive working and leisure environments.’⁴

³ [Atom-Valley-Vision.pdf](#)

⁴ Northern Gateway (JPA1.1) Development Framework – Supplementary Planning Document (March 2025)

- 1.16 Following the adoption of the PFE Plan, both Councils have adopted amended validation checklists, thus highlighting the importance of consideration of such issues within local policy:
- As such, as a means of promoting sustainable development, Bury Council requires an HIA⁵ to be conducted for all major developments required to be screened by EIA, those that are committing to provide new, or improved, health facilities, and those which due to their location or nature, are likely to have a notable impact on health and wellbeing; and
 - As part of their Local Plan review, Rochdale Council propose to use an Integrated Assessment⁶ for their new proposed policies, sites and designations. This integrated assessment combines together a Sustainability Appraisal, Equalities Impact Assessment (EqIA) and HIA into a single document, to assess socio-economic and environmental effects.
- 1.17 This HIA recognises the above policy requirements and the vision for Northern Gateway, acknowledging the capacity of the Application Site to accommodate a significant amount of new employment opportunities, and considers the impact the Proposed Scheme could have on a range of local health outcomes.

Overview of Approach

- 1.18 An 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 Scheme. The following stages are carried out as part of the assessment:

Figure 1.2: HIA methodology



Source: Turley Economics, 2025

- 1.19 A variety of resources and guidance has been published by the UK Government's Department for Health, WHO and the NHS Healthy Urban Development Unit (HUDU) in relation to undertaking HIAs. It is considered that the HUDU's Rapid Health Impact Assessment Tool⁷ is an appropriate means of structuring the assessment.
- 1.20 This HIA draws on publicly-available data published by organisations such as NHS Digital and the government's Office for Health Improvements and Disparities (OHID), alongside evidence from other technical reports carried out as part of the planning application submission, which referenced as such throughout this report, such as the

⁵ Bury Council (2024), Validation Checklist: [places-for-everyone-validation-checklist](#)

⁶ Rochdale Local Plan (2024): Integrated Assessment Scoping Report: [Rochdale Integrated Assessment Scoping Report](#)

⁷ NHS Healthy Urban Development Unit (2019) Rapid Health Impact Assessment Tool (4th Edition)

Design Code, Design and Access Statement (DAS), Sustainability and Energy Strategy, Crime Impact Statement, Consultation Report, Economic Benefits and Social Value Framework, Planning Statement, Biodiversity Net Gain Assessment, Flood Risk Assessment, Outline Drainage Strategy and Transport Assessment (including the linked Framework Workplace Travel Plan). As noted above reference is also made to the NGDF SPD as appropriate throughout the assessment.

Structure of the HIA

1.21 The remainder of this HIA is structured as follows:

- **Chapter 2 Health Policy and Strategy Context:** Summary of the relevant health and wellbeing policies and legislation at national, regional and local levels;
- **Chapter 3 Local Public Health Profile:** Presentation of a summary profile of public health of the local population living in Bury and Rochdale, in comparison to Greater Manchester, the North West and England as a whole;
- **Chapter 4 Health Impact Assessment:** Assessment of the impacts using the NHS HUDU Rapid HIA Tool⁸;
- **Chapter 5 Discussion of Findings:** Conclusions of the assessment and potential mitigation measures that can be employed to reduce any potential negative impacts.

⁸ Ibid.

2. Health Policy and Strategy Context

- 2.1 There are a range of relevant policies and strategies at national, regional and local scales, which align with the principles of a HIA. These are considered and summarised in this section.
- 2.2 Acknowledging the relevance of the NGDF SPD, this Section starts by considering the vision and framework that this provides for the Proposed Scheme, before then considering other relevant documents from a national to a local level.

Northern Gateway (JPA1.1) Development Framework – Supplementary Planning Document

- 2.3 The NGDF SPD⁹ has been prepared jointly by Bury and Rochdale Councils, and was adopted by their respective Cabinet's on 5th March 2025 and 18th March 2025. An Infrastructure Phasing and Delivery Strategy (IPDS) for the JPA1.1 Allocation Site is also currently being prepared by the Councils and will sit alongside the SPD. Separate Design Codes will be produced as part of each planning application relating to land within the JPA1.1 Allocation Site.
- 2.4 The NGDF SPD, as explained in Section 1, establishes the parameters against which planning applications for the JPA 1.1 Allocation Site will be considered, identifying the necessary infrastructure required to support the quantum of development proposed and realise the benefits associated with the delivery of a nationally significant employment opportunity. It specifically articulates the intention to enable the delivery of inclusive growth across the city region and create transformative change to local communities and the wider region with regard to investment, jobs and skills.
- 2.5 The NGDF SPD establishes 12 key Development Principles, key ones of relevance to this HIA being:
- **Integrated Sustainability Approach:** Sustainability will be embedded across all aspects, integrating with the natural environment from infrastructure to operations, demonstrating a commitment to environmental responsibility, high quality green and blue infrastructure and BREEAM/Well/LEED-certified initiatives;
 - **Job Creation and Skills Development:** Focus on creating job opportunities and empowering local communities through skills development initiatives, fostering inclusive growth and building a skills legacy for businesses and communities;
 - **Integrated Transport:** Integrated public transport solutions will be implemented at Northern Gateway to improve accessibility and connectivity, offering efficient and sustainable transportation options for residents and workers, and connecting to nearby communities;

⁹ Northern Gateway Development Framework (JPA 1.1), Supplementary Planning Document (March 2025)

- **Promotion of Active Travel:** Northern Gateway will deliver pedestrian-friendly pathways, cycling lanes, bridleways and green and blue spaces to promote active mobility, link surrounding communities and enhance connectivity, providing health and wellbeing benefits for local residents, future residents and workers.
 - **Maximising opportunities for existing communities:** Significant opportunity to deliver new jobs and economic growth in one of the regions most deprived areas, through strategic partnerships, investment in skills and training and sustainable transport and active travel connectivity.
- 2.6 The NGDF SPD is a material consideration in the determination of the planning application for the Proposed Scheme and the guidance it provides has been considered in this assessment with reference to ensuring positive benefits and impacts on the health of local communities.

National Planning and Health Policy

National Planning Policy Framework and Planning Practice Guidance

- 2.7 On 12 December 2024, the new Labour Government (elected on 4 July 2024) published the new National Planning Policy Framework (NPPF) which along with the accompanying Planning Practice Guidance (PPG)¹⁰ – sets out the Government’s planning policies for England. The NPPF provides a framework for a planning system centred around sustainable development, including the provision of homes, commercial development and supporting infrastructure.
- 2.8 As with earlier iterations of the framework, the revised NPPF and PPG continue to be built around a policy commitment to sustainable development, outlining the expectation that future development will play in meeting relevant social objectives¹¹, *“to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being”*¹²
- 2.9 A core planning principle of the NPPF focuses on ‘promoting healthy and safe communities’, stating that plan-making and decision-taking should aim to achieve healthy, inclusive and safe places, which:
- *Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other;*
 - *Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;*
 - *Enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health*

¹⁰ Ministry of Housing, Communities and Local Government (2024) Planning Practice Guidance

¹¹ Ministry of Housing, Communities and Local Government (2024) National Planning Policy Framework, para. 8

¹² Department for Levelling Up, Housing and Communities (2024) National Planning Policy Framework

and well-being needs, and reduce health inequalities between the most and least deprived communities¹³;

- 2.10 To provide the social, recreational and cultural facilities and services which the community needs, planning policies and decision should:

'take into account and support the delivery of local strategies, to improve health, social and cultural well-being for all sections of the community'¹⁴.

- 2.11 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:

"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)"¹⁵.

- 2.12 The PPG identifies that *"a health impact assessment is a useful tool to use where there are expected to be significant impacts"*¹⁶. 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'¹⁷ and 'housing for dementia'¹⁸.

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

- 2.13 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.

- 2.14 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 Scheme 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;

¹³ Ministry of Housing, Communities and Local Government (2024) National Planning Policy Framework, paragraph 96

¹⁴ Ministry of Housing, Communities and Local Government (2024) National Planning Policy Framework, paragraph 98

¹⁵ Department for Levelling Up, Housing and Communities (2019) Planning Practice Guidance: Healthy and Safe Communities, para 004 (Reference ID:53-004-20190722)

¹⁶ Ibid, para 005 (Reference ID:53-005-20190722)

¹⁷ Ross & Chang (2014) Planning Healthy Weight Environments: A TCPA 'Reuniting Health with Planning' Project

¹⁸ RTPI (2017) Dementia and Town Planning

- Strengthen the role and impact of ill-health prevention.
- 2.15 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.
- 2.16 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'¹⁹ which sought to understand the changes that had occurred in the nation's health and wellbeing since the original report's publication.
- 2.17 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"*²⁰ and identifying that increasingly wide socio-economic inequalities are a key factor in this trend.
- 2.18 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.
- 2.19 In January 2024, the Institute of Health Equity published a further report, 'Health Inequalities: Lives Cut Short', which concluded that a million people in England died earlier over the decade 2011-2021 than they would have done if they had been living in areas where the richest 10% of the population reside²¹.
- The Office for Health Improvement and Disparities aims to reduce health inequalities***
- 2.20 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 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:
- 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;

¹⁹ Institute of Health Equity (2020) Health Equity in England: The Marmot Review 10 Years On

²⁰ Ibid. p. 5

²¹ Institute of Health Equity (2024) Health Inequalities, Lives Cut Short

- 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 Planning and Health Policy

Places for Everyone Joint Development Plan 2022-2039

- 2.21 Greater Manchester's PfE Joint Development Plan²² 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.
- 2.22 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 areas²³.
- 2.23 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"

Improving Health and Care in Greater Manchester 2023-2028

- 2.24 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 organisations, to improve the health and wellbeing of Greater Manchester's population.
- 2.25 GMICP's 'Improving Health and Care 2023-2028 Strategy'²⁴ 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"*²⁵

²² Greater Manchester Combined Authority (2024) Places for Everyone Joint Development Plan 2022 - 2039

²³ *Ibid*, paragraph 9.33

²⁴ Greater Manchester Integrated Care Partnership (2023) Improving health and care in Greater Manchester 2023-2028

²⁵ *Ibid*.

2.26 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.

2.27 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.

Achieving health equality is a key ambition of the Greater Manchester Integrated Care Partnership

2.28 NHS Greater Manchester Integrated Care Partnership (NHS GMICP) and linked Integrated Care Board (NHS GMICB) is a partnership between the organisations that meet health and care needs across Greater Manchester, with the body having the overarching aim to support residents within the area to live longer healthier lives in thriving communities.

2.29 These supporting organisations include local authorities such as Stockport Metropolitan Borough Council, NHS GMICB (responsible for making decisions about health services across the area), charities, patients and community groups, alongside other healthcare providers (e.g. GP surgeries and hospitals) and public services (e.g. fire and police services).

2.30 Greater Manchester's Integrated Care Partnership Strategy²⁶ 2023-2028 sets out how to improve health of residents in the city-region and sets out outcomes the partnership aims to achieve, such as ensuring everyone has an opportunity to live a good life, has improved health and wellbeing, and experiences high quality care and support where and when needed.

2.31 To achieve these outcomes, the strategy outlines the following commitments:

- Ensure children and young people have a good start in life;

²⁶ Greater Manchester Integrated Care Partnership Strategy (2024) Improving health and care in Greater Manchester 2023-2028

- Help people, families and communities feel more confident in managing their own health;
- Play a full part in tackling poverty and long-standing inequalities;
- Make continuous improvements in access, quality and experience – and reduce unwarranted variation;
- Use technology and innovation to improve care for all;
- Ensure that people and services recover from the effects of the COVID-19 pandemic as effectively and fairly as possible; and
- Help to secure a greener Greater Manchester with places that support healthy, active lives.

Greater Manchester Combined Authority provides a strategy for a greener, fairer and more prosperous city-region

- 2.32 The Greater Manchester Strategy (GMS)²⁷ 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.
- 2.33 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.
- 2.34 The GMS focuses on improved wellbeing for residents, 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 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 the region can be held to account, with a delivery plan showing the collective actions being taken, and a performance framework to demonstrate progress.
- 2.35 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

²⁷ Greater Manchester Combined Authority (2024) Greater Manchester Strategy 2021-2031 good lives for all

the importance of business growth and development and recognises that looking after people and the 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

- 2.36 The Greater Manchester Sustainability Strategy is intended to *‘place a focus on immediate carbon reduction, whilst also acknowledging the need to go further and tackle carbon emissions that occur within the value chain’*²⁸.
- 2.37 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, as well as the negative effects this could have on the health of the residents, often disproportionately impacting the more vulnerable members of the community.
- 2.38 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:
- Rapidly reduce the carbon footprint;
 - Protect and restore the environment;
 - Use resources efficiently and responsibly;
 - Adapt to a changing climate;
 - Be sustainability leaders.

Local Planning and Health Policy

Health and Wellbeing Strategies:

Bury 2030 Strategy:

- 2.39 The overall vision of the strategy²⁹ is for Bury to achieve faster economic growth than the national average, with lower than national average levels of deprivation. The ambition is that the borough will have made the fastest improvement in reducing levels of deprivation than any other post-industrial northern locality.
- 2.40 This will be tracked against the following outcome measures:
- Improved quality of life;

²⁸ Greater Manchester Combined Authority (2022) Sustainability Strategy 2022-2026.

²⁹ Bury Council (2020), Let’s Do it: Bury 2030 Strategy

- Improved early years development;
- Improved educational attainment;
- Increased adult skill levels and employability;
- Inclusive economic growth;
- Carbon neutrality by 2038; and
- Improve digital connectivity.

Rochdale Borough: Joint Strategic Needs Assessment: The Building Blocks to Keep Life on Track

- 2.41 This Joint Strategic Needs Assessment (JSNA)³⁰ has been prepared to support the borough's overall approach to improving local health and wellbeing outcomes. These are agreed across three key themes: disease reduction, long term determinants of health and improving mental wellbeing, and across ten building blocks for good health and wellbeing.
- 2.42 One of these building blocks is 'Having Meaningful Work and Sufficient Income'. This recognises that working, especially good quality work, tends to improve health, both through physical activity as well as supporting mental wellbeing, by building self confidence and individual worth. The Strategy notes that most people begin their working lives in good health, and remaining physically and mentally able to work, is crucial to wellbeing.

Local Plans:

- 2.43 Bury adopted its Unitary Development Plan (UDP) in 1997. It has recently commenced on the process of developing a new replacement Local Plan, following the adoption for the Places for Everyone Joint Plan (PfE) on 21 March 2024, with an initial consultation running over an eight-week period from 17 March to 12 May 2025.
- 2.44 Rochdale adopted its Core Strategy³¹ in 2016 and like Bury has embarked on the preparation of a new Local Plan, following the adoption of PfE. Two of the strategic objectives of current Core Strategy are to 'deliver a more prosperous economy', and also 'to create successful and healthy communities'. In order to deliver a more prosperous economy, a key objective is to 'identify quality employment sites and areas to increase the number and range of jobs and employment levels'.

Summary

- 2.45 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

³⁰ Rochdale Borough Council and Heywood Middleton and Rochdale ICP (2023), Rochdale Borough Joint Strategic Needs Assessment, The Building Blocks to Keep Life on Track: [Joint Strategic Needs Assessment summary document | Rochdale Borough Council](#)

³¹ Rochdale Borough Council (2016), Core Strategy for the Local Plan: [About the Core Strategy for the Local Plan | Core Strategy for the Local Plan | Rochdale Borough Council](#)

the NPPF, to the work of county and local councils and other bodies to tackle inequalities, health is becoming an increasingly mainstream consideration within the planning and economic development process, and is an imperative consideration for the Proposed Scheme, as shown through the key principles established within the NGDF SPD.

3. Local Public Health Profile

- 3.1 The following health profile of the local and wider population considers general and wider determinants of health.
- 3.2 Whilst the Proposed Scheme does not include a residential element, the baseline addresses headline indicators of the comparative health of the residential communities in the Local Impact Area of Bury and Rochdale, in comparison to Greater Manchester, the North West and England as a whole.
- 3.3 This recognises that the Proposed Scheme will have a potential impact on the health of residents living in proximity to the Application Site, but also that there is an expectation and aspiration that a proportion of new employment opportunities will be taken up by residents within this geography with this having potential impacts on their comparative health and wellbeing context.

General Health and Wider Determinants of Health

- 3.4 OHID's Public Health Outcomes Framework (PHOF) highlights health outcomes in both Bury³² and Rochdale³³. This shows that health outcomes are significantly poorer within Rochdale against most indicators, with outcomes in Bury more closely aligned to that of the wider North West region, or England. Key issues highlighted included:
- **Life expectancy in Rochdale and Bury is lower in comparison to the North West and national averages**, with life expectancy for men at 75.7 in Rochdale, and 80.4 for females, and 77.2 for Bury's male residents and 80.9 for females. This compares to 77.3 and 81.3 for men and women in North West England, and 78.9 and 82.8 nationally.
 - **The proportion of children living in absolute low income families in Rochdale and Bury is notably higher than the national average**. In Rochdale, 28% of children live in absolute low income families with the comparative figure for Bury and the wider North West Region 20.5%, compared to a national figure of 15.6% in England .
 - **A greater proportion of 16 to 17 year olds are not in education, employment or training (NEET) in Rochdale** at 7.2%, which is significantly higher than the proportion across Bury, where the rate is recorded at 3.9%. This compares to 5.3% across the North West region and 5.2% across England.
 - **A high number of violent crimes are recorded in both Rochdale and Bury when compared with national averages**, with Rochdale falling within the highest quintile in England for this indicator (54.0 per 1,000 population), and Bury in the second highest (41.8). This compares to 43.3 across the North West region and 34.4 across England.

³² Office for Health Improvement and Disparity (2024), Public Health Outcomes Framework: Bury

³³ Office for Health Improvement and Disparity (2024), Public Health Outcomes Framework: Rochdale

- **Rates of domestic abuse are higher in Bury and Rochdale**, with the rate of related incidents and crimes recorded at 38.1 per 1,000 of the population in both boroughs, the highest quintile in England. This compares to 31.9 across the North West and 30.6 nationally.
- **Adult obesity rates are higher in Rochdale and Bury**, with 73.3% of adults in Rochdale and 67.2% in Bury being overweight. This compares to 66.5% across the North West region and 64.0% across England.
- **Physical inactivity rates are also higher in Rochdale**, with 32.7% of adults classed under this indicator, significantly higher than the rates across Bury (24.6%). This is greater than the rate across the North West (24.2%) and England (22.6%).

3.5 The 2021 Census³⁴ also provides an insight into the health of the population, asking respondents to self-assess their general health. A slightly lower proportion of Rochdale's residents self-reported that their health was 'good' or 'very good' (79.8%), whereas the rate across Bury (81.2%) is more reflective of the proportion across the North West (80.4%) and across England (82.2%). Conversely, more of Rochdale's residents reported their health to be 'bad' or 'very bad' (6.4%), similar to the rate across the North West (6.2%). A lower proportion of residents reported poor health in Bury however (5.5%), closer to the England averages (5.2%).

Deprivation

- 3.6 The Indices of Deprivation (IOD)³⁵ is a measure of relative deprivation across different 'small areas' (defined as 'Lower Super Output Areas', LSOAs)³⁶ in England. The 2019 edition of the IOD is based on 39 separate indicators, organised across seven distinct domains of deprivation³⁷, which are combined and weighted to calculate the Index of Multiple Deprivation (IMD).
- 3.7 The IMD ranks every statistically defined small area 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). When summarised at a Local Authority level, Rochdale Metropolitan Borough ranks 17th out of England's 317 local authorities, thus indicating that it ranks within the first decile³⁸ for most deprived local authorities, whereas Bury ranks 110th, meaning it is within the 4th decile of deprivation.
- 3.8 **Table 3.1** shows the IMD broken down by each of the seven defined domains which form the IMD score, allowing identification of any specific domains of deprivation across both local authority areas.

³⁴ ONS via Nomis (2021) Census 2021

³⁵ Ministry of Housing, Communities and Local Government (2019) English Indices of Deprivation 2019

³⁶ '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.

³⁷ The seven domains of deprivation are: Income; Employment; Health & Disability; Education, Skills & Training; Crime; Barriers to Housing and Services; Living Environment

³⁸ The Index of Multiple Deprivation splits England's 317 local authorities into 10 different deciles, with the 1st decile being the most deprived and the 10th decile being the least. English local authorities ranked 1-32 are included in the 1st decile of deprivation, 33-63 in the 2nd, 64-95 in the 3rd, 96-127 in the 4th, 128-158 in the 5th, 159-190 in the 6th, 191-222 in the 7th, 223-254 in the 8th, 255-285 in the 9th and 286-317 in the 10th decile.

Table 3.1: IMD Domains by decile for each local authority

	Income	Employment	Education	Health	Crime	Barriers to Housing & Services	Living Environment
Bury	4	2	6	3	2	9	4
Rochdale	1	1	2	1	1	8	5

Source: Ministry of Housing, Communities and Local Government (2019)

3.9 Within both local authorities, there is a high degree of deprivation relating to health, employment and crime, with Rochdale ranking within the top 10% most deprived in England, and Bury within the top 30% for these indicators. Rochdale also ranks within the top 10% in relation to income and within the top 20% for education.

3.10 Both boroughs score within the 8th or 9th decile for perceived barriers to housing and services, however, as a result of various weighting of indicators, this does not impact upon the overall weighting.

GP Surgeries

3.11 Data published by NHS Digital³⁹ provides information on the healthcare workforce, the number of patients on roll and subsequently available capacity at relevant local GP facilities. Guidance from the Royal College of GPs published by the NHS HUDA⁴⁰ outlines that 1 GP (considered to be FTE) per 1,800 patients is an appropriate ratio in terms of managing health care provision).

3.12 Local GP provision (identified at Table 3.2)⁴¹ includes Unsworth Medical Centre, located to the eastern edge of the settlement of Unsworth, c. 0.2 miles from the Site's western boundary. GP surgeries to the north of the Site include the Argyle Street Medical Centre (Heywood Health) and Hopwood Medical Centre in Heywood, which respectively lie c. 0.6 miles and 0.7 miles from the Site's northern boundary. Local GP provision to the south includes Woodside Medical Centre, which lies c. 1.0 miles from the Site's southern boundary⁴². Applying the recommended ratio of 1 FTE GP per 1,800 patients suggests that whilst capacity of GP surgeries is variable in the locality, there are several facilities available to current residents to choose from.

Table 3.2: GP Surgeries local to the Proposed Scheme

GP Surgery	Distance from Site (miles)	Patient List Size	FTE GPs	Indicative Capacity	Indicative Available Capacity
Unsworth Medical Centre	0.2	7,255	8	14,400	7,145

³⁹ NHS Digital (2025) General Practice Workforce: January 2025

⁴⁰ NHS London Healthy Urban Development Unit (2009) Planning Contribution Model Guidance Notes

⁴¹ In addition to facilities identified in the text, further GP provision is available in the identified settlements and surrounds, and therefore will also be accessible from the Site.

⁴² NHS digital (2025): General Practice Workforce

Argyle Street Medical Centre (Heywood Health)	0.6	8,764	8	14,400	5,636
Hopwood Medical Centre	0.7	9,388	7	12,600	3,212
Woodside Medical Centre	1.0	9,048	4	7,200	0 (-1,848)
Total	-	34,455	27	48,600	15,993

Source: NHS Digital (2025)

Open Space and Recreation

- 3.13 A wide range of open space and recreation infrastructure and facilities are accessible from the Application Site. This includes large parks, such as Heaton Park to the south-west (which alongside open space also accommodates children's play areas and formal sports and recreation facilities, such as football pitches and grass bowls).
- 3.14 Parrenthorn Sports Centre also provides built sports provision to the south of the Site. Other specific sports and recreation provision is available in surrounding settlements and neighbourhoods, including Unsworth Tennis and Cricket Club and Whitefield Sport For All Arena (both to the west of the Site), Heywood Sports Village (to the north) and Middleton Arena and Hopwood Sports Park (both to the east).

Summary

- 3.15 In summary, key health-related findings from the above baseline assessment indicate that health inequalities exist within Bury, Rochdale and Greater Manchester, and reflect the wider socio-economic inequalities within the region, highlighting the importance of prioritising health and wellbeing when planning new development. Analysis of IMD data suggests that there are areas of higher deprivation in the Local Impact Area where improvements to the local built environment and delivery of new socio-economic opportunities could help promote improved health and wellbeing outcomes.
- 3.16 Analysis indicates that there is an adequate level of provision of health facilities -such as GP surgeries- within proximity to the site to serve the local workforce.
- 3.17 Overall, it is therefore considered that further improving health and wellbeing outcomes should be considered as a priority locally, and that it is important that efforts are made through this HIA to understand the health impacts of the Proposed Scheme, including the means by which beneficial effects can be enhanced and any potential adverse impacts can be adequately mitigated.

4. Health Impact Assessment

- 4.1 The assessment uses the *HUDU Rapid Health Impact Assessment Matrix* as outlined in the *Rapid Health Impact Assessment Tool*⁴³. 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 Scheme 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):	Northern Gateway: Policy JP Allocation 1.1 (JPA1.1) 'Heywood / Pilsworth (Northern Gateway)'
Location of project:	North-East Growth Corridor (as defined within Places for Everyone (PfE)) within Bury and Rochdale local authorities
Date of assessment:	March 2025

⁴³ NHS Healthy Urban Development Unit (2019) Rapid Health Impact Assessment Tool (4th Edition)

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 Scheme does not displace any existing social infrastructure. The outline application seeks planning permission for a national-scale employment development, with supporting uses which could potentially be utilised for local community uses, such as education (Use Class F1(a), and Local Community (Use Class F2 (b,c)). As the Proposed Scheme comes forward, the Application Site has the potential to provide new social infrastructure such as community facilities.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
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	As outlined in Section 3 of this report, the provision of primary health infrastructure (such as GPs) is an issue which is more relevant to the delivery of new residential developments (given that people are most likely to create demand for services in the area in which they live) rather than employment sites. Given the significant scale of the Proposed Scheme and the associated employment opportunities, a proportion of employees are likely to be local residents, who are already using local health and social care services. It is noted from the baseline that there are a number of GPs in the locality of the Application Site which will continue to serve existing communities and that there is capacity currently within the existing healthcare provision.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
Does the proposal include the provision, or replacement of a healthcare facility and does the facility meet NHS requirements?	☐ Yes ☒ No	As outlined above, as a non-residential development, the Proposed Scheme does not generate additional demand for healthcare infrastructure and does not provide any new healthcare facilities. As outlined above, there are several GPs in	☐ Positive ☐ Negative ☒ Neutral	<i>No further mitigation required.</i>

		the locality of the Application Site which are understood to currently have capacity to meet existing needs.	☐ Uncertain	
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 Scheme – 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 places of worship) given that demand for these services are driven primarily by resident populations.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
Does the proposal explore opportunities for shared community use and co-location of services?	☒ Yes ☐ No	Whilst the primary use as an employment development means that there will be limited opportunity for shared community uses, the flexible nature of the proposals means that the Proposed Scheme has the potential to accommodate a range of types of units suitable to accommodate a variety of businesses. However, as demonstrated within the Uses Schedule and Parameters Plan Uses, the Proposed Scheme also incorporates a range of supporting uses, including local community and education uses. As set out in the Design and Access Statement (DAS)⁴⁴ produced for the Proposed Scheme, subject to detailed design measures, it is proposed that ‘Mixed-Use Hubs’ could be located at key gateways into the Application Site. This would be confirmed at the reserved matters stage, but these areas could include a range of complimentary supporting uses to the main employment uses, for example hotels and conference facilities, a gym and creche, as well as other retail and commercial uses, in accordance with the expectations of PfE Policy JPA1.1.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>

⁴⁴ Turley (2025) Northern Gateway (JPA1.1): Design and Access Statement

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	Landscape is a ‘reserved matter’ and therefore the detailed design will be confirmed as part of future Reserved Matters applications. The Design Code⁴⁵ produced for this outline application aims to set out how the vision for the Proposed Scheme, as detailed within the Northern Gateway Development Framework Supplementary Planning Document (NGDF SPD)⁴⁶ is to be delivered. As outlined in the Design Code, open spaces across Northern Gateway need to be diverse, integrated, and deliver multi-functional benefits to the built environment and wider ecosystem. Thoughtful and considered design of these spaces is essential to promoting recreation, improving biodiversity and aligning with sustainable drainage principles for the overall development. The open space hierarchy is defined by three general types of open spaces; Primary, Secondary and Tertiary. Primary open spaces are intended to be the main public and green spaces through the Proposed Scheme, aligning with the ‘Urban Valley’ Character Area, but also with larger pockets of woodland and greenspace outside of the ‘developable areas’. Secondary open spaces are intended to be more interspersed throughout the land between buildings, and are generally smaller in size. The tertiary spaces are likely to be ‘boundary corridors’ around the perimeter	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	Ensure that the site-wide design principles within the NGDF SPD, which are reflected in the <i>Design Code</i> submitted with the Application, are followed in the detailed design of the Proposed Scheme at Reserved Matters stage.

⁴⁵ Turley (2025) Northern Gateway – Outline Planning Application: Design Code

⁴⁶ Atom Valley, Rochdale Borough Council and Bury Council (March 2025) Northern Gateway Development Framework (JPA 1.1): Supplementary Planning Document

of the Application Site, which would have a less prescriptive function and character than the secondary spaces.

Subject to detailed design, it is intended that on-site blue infrastructure would also seamlessly integrate with green infrastructure, creating a multifunctional network of spaces that delivers environmental, economic and social value. This would prioritise nature-based solutions to address challenges such as flood risk, water quality and urban heat, whilst contributing to the Proposed Scheme's overall sense of place and identity.

The enhancement/delivery of open and natural spaces at the Proposed Scheme has the potential to particularly benefit the following identified potential vulnerable groups:

- People with / at risk of low levels of physical activity and obesity and associated health issues.
- People with / at risk of developing health issues associated with poor air quality.
- People with / at risk of developing mental health issues and low overall satisfaction with life

Active travel is highlighted by the UK Chief Medical Officers Physical Activity Guidelines⁴⁷ as a key means of improving physical activity rates and, by extension, health and wellbeing.

Encouraging active travel (and a corresponding reduction in private car travel) and the delivery of green spaces is also likely to positively impact air quality.

⁴⁷ Department for Health & Social Care (2019) UK Chief Medical Officers' Physical Activity Guidelines

In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	☒ Yes ☐ No	The Biodiversity Net Gain (BNG) Assessment⁴⁸ produced for the Proposed Scheme outlines that the baseline habitats within the Application Site overwhelmingly comprise species of ‘poor modified’ grassland, which is of low distinctiveness. As stated in the Transport Assessment produced for the Proposed Scheme⁴⁹, there are several Public Rights of Way (PRoW) crossing the Application Site with many of these routes extending beyond the boundaries, forming good connectivity with the wider countryside. However, the Application Site is currently inadequately accessible for the local community as many of these routes are not readily identifiable on the ground, difficult to maintain, and provide reduced access for those with mobility issues, and are therefore infrequently used. The Design and Access Statement (DAS)⁵⁰ outlines how the Proposed Scheme could create a permeable development, which would be accessible to all, through the implementation of a well-maintained and high-quality footpath/cycleway/bridleway network, with retained and new links to the surrounding communities and enhance connectivity. As stated above, this would be subject to detailed design, and subsequent approval at Reserved Matters stage.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	Ensure that the site-wide design principles within the NGDF SPD, which are reflected in the <i>Design Code</i> submitted with the Application, are followed in the detailed design of the Proposed Scheme at Reserved Matters stage.
Does the proposal provide a range of play spaces for children and young people?	☐ Yes ☒ No	The Proposed Scheme does not provide specific places for children and young people, given its primary function as a commercial site for industrial employment uses, and the fact that no demand for play spaces is generated by these uses. However,	☐ Positive ☐ Negative ☒ Neutral	Ensure that the site-wide design principles within the NGDF SPD, which are reflected in the <i>Design Code</i> submitted with the

⁴⁸ Tyler Grange (2025) Northern Gateway (JPA1.1) Biodiversity Net Gain Assessment

⁴⁹ Tetra Tech (2025) Northern Gateway: Elements of JPA1.1: Transport Assessment

⁵⁰ Turley (2025) Northern Gateway (JPA1.1): Design and Access Statement

		as stated in the DAS ⁵¹ , the provision of Mixed-Use Hubs could provide a flexible range of spaces that may include areas for seating, dining, social interaction and play, which will strengthen the vibrancy of these character areas. This will be determined at Reserved Matters stage once detailed design/layout is known.	☐ Uncertain	Application, are followed in the detailed design of the Proposed Scheme at Reserved Matters stage.
Does the proposal provide links between open and natural spaces and the public realm?	☒ Yes ☐ No	As stated above, there are several PRoWs crossing the Application Site. Footpath 3WHI is a key footpath, running across the Application Site, connecting to Castle Road (to the west) and to Moss Hall Road in the north eastern part of the Application Site. The Transport Assessment ⁵² outlines how the Proposed Scheme could include the provision of additional walking and cycling leisure routes within the Application Site to connect to enhanced PRoWs – this will be determined at Reserved Matters stage once detailed design/layout is known.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	Ensure that the site-wide design principles within the NGDF SPD, which are reflected in the <i>Design Code</i> submitted with the Application, are followed in the detailed design of the Proposed Scheme at Reserved Matters stage.
Are the open and natural spaces welcoming and safe and accessible for all?	☒ Yes ☐ No	The NGDF SPD⁵³ sets out that the following site-wide design principles should be applied to all future development proposals: • High-quality public realm providing safe, accessible and attractive public spaces with a strong identity, character and a sense of place; • Natural surveillance over areas of public open space maximised; • During the construction phase, internal roads have included measures to prevent access to remote parts of the site where development is not taking place in the short term;	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	Ensure that the site-wide design principles within the NGDF SPD, which are reflected in the <i>Design Code</i> submitted with the Application, are followed in the detailed design of the Proposed Scheme at Reserved Matters stage.

⁵¹ Ibid.

⁵² Tetra Tech (2025) Northern Gateway: Elements of JPA1.1: Transport Assessment

⁵³ Atom Valley, Rochdale Borough Council and Bury Council (March 2025) Northern Gateway Development Framework (JPA 1.1): Supplementary Planning Document

Active Travel corridors will consist of segregated footpaths and cycleways, with tree planted verges incorporated, to create a buffer between cyclists and vehicles. These principles are reflected within the Design Code⁵⁴ and the DAS⁵⁵. This will be determined at Reserved Matters stage once detailed design/layout is known.				
Does the proposal set out how new open space will be managed and maintained?	☐ Yes ☒ No	Permission is sought for outline only and a Landscape Management Plan has not been produced at this stage.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	Production of a Landscape Management Plan at Reserved Matters stage.

⁵⁴ Turley (2025) Northern Gateway – Outline Planning Application: Design Code

⁵⁵ Turley (2025) Northern Gateway (JPA1.1): Design and Access Statement

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 such as site preparation (including delivery of construction material, erection of fences and barriers), movement of construction traffic (including haulage, vehicles and plant movements) and the construction and fabrication of buildings, have the potential to create adverse impacts in terms of dust, noise, vibration and odours. If not mitigated effectively, this 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. A Construction Environmental Management Plan (CEMP) will be prepared and secured via planning condition. The CEMP will include measures to manage resources such as materials, waste, energy and water during construction of the Proposed Scheme.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	Implementation of CEMP measures (once produced) and ongoing monitoring as to their effectiveness in consultation with the Councils and community.
Does the proposal minimise air pollution caused by traffic and energy facilities?	☒ Yes ☐ No	Air pollution caused by traffic and energy facilities can 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. As acknowledged within Section 3, there is proportionally already a higher degree of health related deprivation in the local area.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	Implementation of <i>Framework Workplace Travel Plan</i> measures aimed at promoting sustainable transport modes and reduction in vehicle trips.

As stated in the NGDF SPD⁵⁶, opportunities exist to improve the existing air quality environment through the design of the Proposed Scheme. This could include for example positioning the source of emissions (e.g. spine roads) away from sensitive receptors where feasible and the provision of green and blue infrastructure networks to provide health benefits to workers and residents. The exact layout of the Site will be clarified through detailed design at Reserved Matter stage.

As set out in the Sustainability and Energy Statement⁵⁷, additional infrastructure could also be integrated into the design to encourage active and sustainable travel (including cycling, walking and public transport). This could include measures such as:

- High frequency bus services linking the Application Site with key local towns including Bury, Middleton, Rochdale and Heywood;
- High quality pedestrian and cycle routes throughout the Application Site, connecting to external routes where possible;
- Electric Vehicle (EV) charging points, with capacity for larger vehicles such as HGVs;
- Transport interchange and hubs including cycle storage with showers and changing facilities.

The Framework Workplace Travel Plan⁵⁸ produced for the Proposed Scheme also confirms that electrical vehicle (EV) charging bays should be provided at all units across the Proposed Scheme.

⁵⁶ Atom Valley, Rochdale Borough Council and Bury Council (March 2025) Northern Gateway Development Framework (JPA 1.1): Supplementary Planning Document

⁵⁷ Turley (2025) JPA 1.1 Northern Gateway – Outline Planning Application: Sustainability and Energy Statement

⁵⁸ Tetra Tech (2025) Northern Gateway: Proposed Development within JPA1.1: Framework Workplace Travel Plan

The Economic and Social Value Framework⁵⁹ establishes an expectation that future contractors and occupiers will also be encouraged to adopt employee travel plans, to embed this ethos into the Proposed Scheme as much as possible and reduce single car trip generation, with suggested targets and requirements for reporting. The Air Quality Chapter of the Environmental Statement (ES)⁶⁰ concludes that the overall air quality impact of road traffic as a result of the Proposed Scheme once operational would not be significant, and that air quality conditions for future workers and other users of the Proposed Scheme and the surrounding local community should therefore be acceptable.				
Does the proposal minimise noise pollution caused by traffic and commercial uses?	☒ Yes ☐ No	At this outline stage, there are no fixed details of buildings or exact locations of noise generating sources. However, as stated in the Noise and Vibration Chapter of the ES⁶¹, there are numerous measures which could interrelate and feed into the design of the Proposed Scheme to control noise. This also concluded that following the implementation of mitigation measures there should be no significant adverse impacts as a result of noise caused by traffic and commercial uses at the Proposed Scheme for future workers and other users and the surrounding local community.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	Production of noise assessments as part of Reserved Matters applications for each phase of the Proposed Scheme and identification of mitigation measures to control any potential noise impact.

⁵⁹ Turley (2025) JPA 1.1 (Northern Gateway) – Economic Benefits and Social Value Framework

⁶⁰ Turley (2025) Northern Gateway (JPA1.1): Environmental Impact Assessment – Environmental Statement Chapter 10: Air Quality

⁶¹ Turley (2025) Northern Gateway (JPA1.1): Environmental Impact Assessment – Environmental Statement Chapter 9: Noise and Vibration

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 Strategy⁶² and Health Inequalities Strategy⁶³ as well as the draft new London Plan⁶⁴. Whilst therefore not directly a consideration for the design of the Proposed Scheme as it is not 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 could be met by the Proposed Scheme are outlined below: 1) Pedestrians from all walks of life – through enhancing pedestrian linkages and active travel corridors within, and connecting into the Application Site and the surrounding PROWs (see ‘Section 3: Access to open space and nature’ and the remainder of this section), the Proposed Scheme will seek to ensure that the greatest proportion of potential users will be able to and feel comfortable with travelling on foot to and from and within the Application Site (details of which will be decided at Reserved Matters stage). 2) People choose to walk, cycle and use public transport – it is intended that through the future design and layout of buildings would promote walking and cycling. This could include for example integration of active travel corridors, with entrances direct and open,	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>

⁶² Mayor of London (2018) Mayor’s Transport Strategy

⁶³ Mayor of London (2018) The London Health Inequalities Strategy

⁶⁴ Mayor London (2019) The London Plan: Intend to Publish

provision of easily accessible and walkable cycle parking, and implementation of workforce Travel Plans. As set out in the Proposed Scheme's Transport Assessment⁶⁵, the Application Site benefits from good public transport links within close proximity (see the remainder of this section). It also states that there is currently limited walking and cycling infrastructure provision within the Application Site, due to the area being largely undeveloped, but as the Masterplan for the Site is developed and implemented, new routes are proposed to be delivered to provide access for surrounding communities, and across the Site. This is further confirmed within the Framework Workplace Travel Plan⁶⁶ which states that the Proposed Scheme is suitably located for employees living in a large number of surrounding residential areas to cycle to work.

3) Clean air – through enhancing pedestrian and cycling permeability (see 'Section 3: Access to open space and nature and the remainder of this section), it is intended that the Proposed Scheme includes measures that will positively impact on air quality. The Air Quality Chapter of the ES⁶⁷ reports that no significant adverse impacts on air quality during construction or operation are anticipated as a result of the Proposed Scheme.

4) People feel safe – As described in subsequent sections (see 'Section 6: Crime reduction and community safety') the Proposed Scheme's built environment (including public and private spaces and buildings) will be constructed to ensure the safety and security of people on the site. Subject to detailed design, this would include measures to ensure spaces are well-lit, walkways are clearly marked

⁶⁵ Tetra Tech (2025) Northern Gateway: Elements of JPA1.1: Transport Assessment

⁶⁶ Tetra Tech (2025) Northern Gateway: Proposed Development within JPA1.1: Framework Workplace Travel Plan

⁶⁷ Turley (2025) Northern Gateway (JPA1.1): Environmental Impact Assessment – Environmental Statement Chapter 10: Air Quality

that natural surveillance is achieved through outwards-orientated office and reception elements, overlooking the ancillary yard space and public realm.

5) *Not too noisy* – Efforts will also be made to mitigate any impacts in terms of noise or lighting by optimising the layout of the units to ensure that the operational yards are orientated away from existing residential properties and surrounding occupiers.

The Noise and Vibration Chapter of the ES⁶⁸ reports that no significant adverse noise and vibration impacts during construction or operation are anticipated as a result of the Proposed Scheme.

6) *Easy to cross* – It is intended that the Proposed Scheme's landscaping would enhance pedestrian public realm and dedicated walking and cycling paths would improve permeability and access to and through the site (see 'Section 3: Access to open space and nature').

7) *Places to stop and rest* – As set out within the Design Code⁶⁹, the proposals could include two Mixed-Use Hubs, which could provide a flexible range of building sizes and spaces with well lit and safe routes and spaces. These hubs should serve as central focal points and meeting places. Formal spaces within the character area have the potential to create spaces for seating, dining, social interaction and play, strengthening the vibrancy of these areas. Detail of provision and layout will be confirmed at Reserved Matters stage.

8) *Shade and shelter* – As set out in the Design Code⁷⁰, soft landscaping within building plots should be thoughtfully designed to

⁶⁸ Turley (2025) Northern Gateway (JPA1.1): Environmental Impact Assessment – Environmental Statement Chapter 9: Noise and Vibration

⁶⁹ Turley (2025) Northern Gateway – Outline Planning Application: Design Code

⁷⁰ Ibid.

enhance the visual appeal and integration of the development with neighbouring public open spaces. This should include carefully selected mix of evergreen and deciduous trees, hedgerows, and shrubs to seek to provide year-round visual interest and to soften and screen the appearance of the plot while avoiding complete enclosure. As stated in Section 3 of this assessment, detail of landscape will be confirmed at Reserved Matters stage.

9) *People feel relaxed* – The NGDF SPD⁷¹ divides the JPA1.1 Allocation Site into different Character Areas, each of them responding to its unique physical setting and reflecting key attributes from the surrounding area. The Design Code⁷² provides further detail for these Character Areas by setting out key design principles which are considered pertinent to the Application Site. The ‘Urban Valley’ Character Area would include landscape corridors to form a high-quality parkland setting offering multiple benefits including sport and recreation and the health and well-being of employees, residents and the wider community. Detailed design of the ‘Urban Valley’ will be confirmed at Reserved Matters stage.

10) *Things to see and do* – The Proposed Scheme’s enhanced linkages to the surrounding communities will enable easier access for employees to the amenities and services on offer in the locality, including leisure, retail, parks and sports facilities, as well as the possibility of offering on-site community uses.

⁷¹ Atom Valley, Rochdale Borough Council and Bury Council (March 2025) Northern Gateway Development Framework (JPA 1.1): Supplementary Planning Document

⁷² Turley (2025) Northern Gateway – Outline Planning Application: Design Code

Does the proposal prioritise and encourage walking, for example through the use of shared spaces?	☒ Yes ☐ No	As stated in the Transport Assessment⁷³, there is currently limited walking and cycling infrastructure provision within the Application Site due to the area being largely undeveloped. Due to the size of the Application Site, there are limited existing residential areas from which future staff may choose to travel on foot. The local areas from which a journey on foot would be reasonable are: Heap, Heywood, South Heywood, Langley, Simister, Unsworth and Hollins. The Design Code⁷⁴ also outlines that one of the core development key design principles for the Proposed Scheme is to improve permeability through the Application Site with the introduction of additional pedestrian/cycle routes. This would promote active mobility, and link into the sustainable transport provision (e.g. bus routes), to connect surrounding communities and provide health and wellbeing benefits for local residents, future residents, and workers.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
Does the proposal prioritise and encourage cycling, for example by providing secure cycle parking, showers and cycle lanes?	☒ Yes ☐ No	As outlined above, pedestrian and cycleway access should be made available throughout the Proposed Scheme in the alignment of access corridors, via a combination of segregated routes, routes divorced from roads and shared routes. New routes should be delivered to/from and across the Application Site incorporating cycle facilities and should connect to public transport hubs and stops as the masterplan is developed, to ensure connectivity to the wider area. The Framework Workplace Travel Plan⁷⁵ outlines that cycle parking facilities (including shower and charging facilities) which are secured and covered, are to be provided at all occupier units throughout the Application Site.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>

⁷³ Tetra tech (2025) Northern Gateway: Elements of JPA1.1: Transport Assessment

⁷⁴ Turley (2025) Northern Gateway – Outline Planning Application: Design Code

⁷⁵ Tetra Tech (2025) Northern Gateway: Proposed Development within JPA1.1: Framework Workplace Travel Plan

Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?	☒ Yes ☐ No	As stated above, pedestrian and cycleway access should be made available throughout the Proposed Scheme connecting to the surrounding area. A network of diverted PRowWs will ensure permeability throughout the Application Site and maintain connectivity within the wider JPA1.1 Allocation Site and further afield ⁷⁶ .	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?	☒ Yes ☐ No	As set out in the Transport Assessment⁷⁷, the on-site highway infrastructure would be developed with a clear hierarchy in place and in accordance with the recommendations contained within the Streets for All Design Guide (TfGM), Manual for Streets and Manual for Streets 2- Wider Application of the Principles (Department for Transport). It is intended that there would be an emphasis on people and their movement and fulfil three key movement functions. These are: • Pedestrian and vehicle circulation; • Access to buildings; and • Public space for human interaction and sociability Within the Application Site, slow traffic speeds will be enforced, with design measures such as speed humps and zebra crossings to be implemented as appropriate.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
Is the proposal well connected to public transport, local services and facilities?	☒ Yes ☐ No	As set out in the Transport Assessment ⁷⁸ , the nearest existing bus stops to the east side of the Application Site are located on the A6045 Manchester Road near to the M62 Access Solution Hotel. The 125 bus service offers opportunities to travel to large residential areas	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>

⁷⁶ Tetra Tech (2025) Northern Gateway: Elements of JPA1.1: Transport Assessment

⁷⁷ Ibid.

⁷⁸ Ibid.

including Heywood and Middleton. The nearest existing bus stops to the west side of the Application Site are located on Parr Lane near to its junction with Castle Road. The bus services accessible from the Parr Lane bus stops are 94 and 97, providing connectivity to a large number of residential areas in Bury, Cheetham Hill, Prestwich, Salford and Manchester.

These services therefore provide connections to the key local services and facilities to be found in the surrounding communities and beyond.

As stated in the Framework Workplace Travel Plan⁷⁹, it is intended that a large transport interchange would be located at the Application Site, which would comprise of bus stands for services that will call at the Application Site. The interchange would also provide bikes, e-bikes or /and electric scooter hire for employees at the Application Site. This would improve accessibility and connectivity, offering efficient and sustainable transportation options for residents and workers, and connecting to nearby communities.

There are nearby residential areas which are in an accessible walk of the Application Site which would be suitable for employees who live in those areas to walk to work. The residential area of Heywood south of the rail line, the residential area of Unsworth and a small area of housing to the north of Middleton are within an accessible walk to work⁸⁰.

Does the proposal seek to reduce car use by reducing car parking provision, supported by the

☒ Yes
☐ No

The specific level of car parking (including disabled spaces) will be subject to Reserved Matters approval at the detailed design stage. The Application Site falls within the 'Low Access Area' category for applying

☐ Positive
☐ Negative
☒ Neutral

Implement measures to monitor usage of parking provision and uptake for private cars, car-share

⁷⁹ Tetra Tech (2025) Northern Gateway: Proposed Development within JPA1.1: Framework Workplace Travel Plan

⁸⁰ Ibid.

controlled parking zones, car clubs and travel plans measures?		parking standards, and therefore, an appropriate level of car parking would be provided in accordance with the parking standards of BC and RBC. As stated above, a site-wide Framework Travel Plan⁸¹ has been produced to encourage travel by sustainable transport modes, and it confirms that electrical vehicle (EV) charging bays should be provided at all units across the development. The Economic Benefits and Social Value Framework⁸² establishes an expectation that contractors and future occupiers will be encouraged to develop workforce travel plans, to embed this ethos into the Proposed Scheme, with monitoring and reporting requirements.	☐ Uncertain	and cycles, with the potential to convert private car parking spaces to car-share and /or cycle parking should monitoring indicate that there is demand.
Does the proposal allow people with mobility problems or a disability to access buildings and places?	☒ Yes ☐ No	The NGDF SPD⁸³ establishes an aspiration for Northern Gateway to create a permeable development, accessible to all, through the implementation of a well-maintained and high quality footpath / cycleway / bridleway network, with retained and new links to the surrounding area. In line with national policy, all spaces and places on site would be designed to meet all UK Building Regulations appropriate to this type of development. Public realm and buildings will therefore be implemented with a strong consideration of principles related to inclusive design, taking into account Department for Levelling Up, Housing & Communities (DLUHC) Planning Practice Guidance (PPG)⁸⁴ outlining best practice for ensuring that developments can be accessed and used by all in a way that effectively fosters social connections, recognising and accommodating differences in the way	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>

⁸¹ Ibid

⁸² Turley (2025) JPA 1.1 (Northern Gateway): Economic Benefits and Social Value Framework

⁸³ Atom Valley, Rochdale Borough Council and Bury Council (March 2025) Northern Gateway Development Framework (JPA 1.1): Supplementary Planning Document

⁸⁴ Department for Levelling Up, Housing & Communities (2019). Planning Practice Guidance: Housing for older and disabled people (paragraphs 17-18)

people use the built environment as a result of factors such as disability and age.

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	A Crime Impact Statement⁸⁵ has been produced by Greater Manchester Police for the Proposed Scheme, applying the principles of 'Secured by Design' (SBD) in order to reduce the opportunities for crime, the fear of crime and anti-social behaviour. The statement concluded that the location and the Proposed Scheme is generally acceptable, however, there are a number of recommendations which should be implemented during further design stages, where possible. These could include (but are not limited to) the following: • Effective boundary treatments to provide secure enclosure to the proposed premises and prevent informal routes developing, particularly along the eastern boundary; • Establish a maintenance agreement that stipulates planting dimensions around entrances, parking areas and footpaths to allow unimpeded surveillance; • Accessible parts of the proposed buildings on the Application Site should have footprints which are relatively simple, and contain few recesses that could provide cover for criminal activity;	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	Implementation of identified recommendations by Greater Manchester Police for Design for Security during the Reserved Matter stage, to support the Proposed Scheme.

⁸⁵ Greater Manchester Police (2025) Land at Northern Gateway, Moss Hall Road: Crime Impact Statement

		- Office windows should provide staff with views over the open frontage of the sites; - Barriers should be installed at the vehicular entrances in order to prevent unauthorised access when the premises are closed; - Access to the individual car parking areas within the development should be restricted with an arm barrier or gates, restricting access to legitimate users; - Long stretches of road should be avoided as they can generate antisocial and criminal behaviour such as joyriding and street racing; - Adequate signage should be deployed in areas not only to direct people to and through the premises, but also to deter unauthorised access to restricted areas; and - During the construction phase, internal roads should include measures to prevent access to remote parts of the Application Site where development is not taking place in the short term.		
Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	☒ Yes ☐ No	The concept of 'gated communities' refers more to residential rather than commercial developments. However, as outlined above, it is intended that measures would be taken to help people feel secure within the public realm and at the Application Site. These will be defined at Reserved Matters stage, but this should ensure passive surveillance, appropriate lighting and other Secured by Design techniques.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
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, it is intended that through the delivery of publicly accessible spaces and enhancement of the open and natural environment, this will ensure that attractive public spaces are created. The proposed delivery of Mixed-Use Hubs also offers the opportunity to	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>

		create a range of complimentary and ancillary uses to the development site.		
Has engagement and consultation been carried out with the local community and voluntary sector?	☒ Yes ☐ No	As detailed in the Consultation Report⁸⁶ accompanying the planning application, the Applicant has engaged proactively with an extensive number of stakeholders including landowners and tenants, councillors and MPs, the local community, schools, colleges and businesses across Bury and Rochdale during the preparation of the Proposed Scheme's planning application, and this will continue during the determination stage and beyond into delivery, to ensure that these insights continue to be reflected. The Applicant has remained committed to engaging with residents and stakeholders using a variety of methods aimed at maximising awareness and participation, including the following: • Newsletters sent to c 2,600 local addresses within Bury and Rochdale with information on the plans and how to get involved; • Letters issued to c 30 landowners and tenants within the Application Site redline and adjacent to the site boundary; • Community contact points, including a freephone community information line, enquiry email and freepost address; • A dedicated project website including masterplan, benefits, FAQs, project updates and online questionnaire; • Dedicated project social media channels with organic and paid content; • Press releases at key project milestones;	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>

⁸⁶ Font Comms (2025) Northern Gateway – JPA 1.1: Consultation Report

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- Drop-in sessions and online Q&A;
 - Meetings with landowners and key stakeholders;
 - Attendance at business events;
 - Establishing a project Economic and Social Value working group; and
 - Engagement with schools and colleges beyond the pre-application period and into the long-term.

The public consultation for the Proposed Scheme launched on Monday 20th January 2025 and took place until Monday 17th February 2025.

Overall, feedback consisted of 72 questionnaires, 7 detailed email responses and several expressions of interest. When asked about the issues which are of highest importance, the top three most frequently selected were:

- Transport, road capacity and access;
- Jobs, skills and employment; and
- Landscape, recreation and green space.

The feedback received through the public consultation documented in the Consultation Report has been considered by the NGDV and provides an ongoing reference point for the team in finalising plans at this stage and the future development of the detail of the Application Site delivery beyond this stage of the planning process. The communication channels used during the consultation period will continue to operate following submission of the planning application to ensure interested parties can keep up to date as the development progresses.

The NGDV is committed to ongoing future engagement with the local community. Through this first stage of public consultation, the NGDV has established an Economic and Social Value Group, with membership from

local stakeholders. As set out within the Economic Benefits and Social Value Framework⁸⁷, it is expected that this Group will continue to advocate for ongoing engagement with local stakeholders, businesses and the community.

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 development, the Proposed Scheme will not generate additional resident demand for supply of local food.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
Are there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	☒ Yes ☐ No	As stated in previous sections of this HIA, the Proposed Scheme has the flexibility to accommodate a range of supporting uses (which are set out in the Uses Schedule submitted with the Application), including E(a) and E(b) uses. This recognises, as set out in the Consultation report, that respondents highlighted the importance of the provision of affordable food options on-site for workers. This also included affordable retail and leisure options, so as to not exclude residents in surrounding communities.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
Does the proposal avoid contributing towards an over-concentration of hot food takeaways in the local area?	☐ Yes ☒ No	As set out above the Proposed Scheme allows for a potential range of uses, including the provision retail and food stores within the proposed Mixed-Use Hubs, however it does not seek to specifically provide a hot-	☐ Positive ☐ Negative ☒ Neutral	<i>No further mitigation required.</i>

⁸⁷ Turley (2025) JPA 1.1 (Northern Gateway): Economic Benefits and Social Value Framework

food takeaway. These uses are proposed where there is currently no such provision within the Application Site. ☐ Uncertain

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 Scheme will enable the delivery of a large, nationally significant employment opportunity, intended to attract high quality businesses and investment. Upon completion and full operation, the Proposed Scheme will include a significant amount of employment floorspace which will deliver a range of economic impacts and social benefits that will persist over the long-term. As detailed in full in the Economic Benefits and Social Value Framework⁸⁸ produced for the Proposed Scheme, the development will support new employment opportunities in the following ways: Construction jobs - During the construction phase, it is estimated that the Proposed Scheme could support an average of c. 200 net additional full-time equivalent (FTE) construction-related jobs on and off-site over the duration of an estimated 19-year build period. This will be inclusive of 170 direct, indirect and induced jobs for residents of Greater Manchester and 95 direct, indirect and induced jobs for residents of Bury and Rochdale. Contractors will be encouraged to support a range of routes to employment, including via apprenticeships and through bespoke training placements, targeted towards local need. It is also estimated that the Proposed Scheme could support the equivalent of the	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	Explore the potential to provide training opportunities as the planning process progresses and following appointment of construction contractors.

⁸⁸ Turley (2025) JPA 1.1 (Northern Gateway): Economic Benefits and Social Value Framework

	completion of c.66 construction sector apprenticeships in their entirety, based on a typical construction apprenticeship lasting 3 years. Operational jobs - The operational phase of the Proposed Scheme is estimated to support a total of 10,425 direct, indirect and induced net additional FTE jobs on site across the North West, inclusive of 8,890 jobs within Greater Manchester, of which 5,030 jobs could be provided for Bury and Rochdale's residents. Future occupiers will also be encouraged to support a range of routes to employment, and it is estimated that c.315 apprenticeship opportunities could be supported on an ongoing annual basis during the operational stage, within a range of different industries. The creation of employment stated above will support local, Greater Manchester and regional economies, as well as potentially national economic growth objectives. This recognises the Government's aim of prioritising economic growth, and importantly the alignment of the Proposed Scheme with specific sectors that the Government has emphasised will be critical to delivering its ambitions, including storage and distribution, operations and advanced manufacturing. Whilst the number of apprenticeships opportunities that could be created will be subject to agreement through future employment and skills plans, apprenticeships will be anticipated to span across a range of skills. Engagement with local training providers will be expected to ensure that this training offer aligns to the needs of future contractors and occupiers, and creates a pipeline of employment for local residents.
Does the proposal provide childcare facilities? ☒ Yes ☐ No	As set out in previous sections, the proposed Mixed-Use Hubs could offer the flexibility to provide a range of complimentary and ancillary uses to the development site, including for example creche facilities, to ☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain <i>No further mitigation required.</i>

support working families, and new workers who are relocating to the area for employment opportunities.				
Does the proposal include managed and affordable workspace for local businesses?	☐ Yes ☒ No	The Proposed Scheme does not currently include provision for affordable workspace. The potential to provide workspaces which are accessible to local businesses to meet their needs could be explored through ongoing engagement with BC and RBC and other stakeholders, and subject to detailed design at Reserved Matters stage.	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	Explore the potential to provide workspaces which are accessible to local businesses to meet their needs through ongoing engagement with the BC and RBC, GMCA and other stakeholders.
Does the proposal include opportunities for work for local people via local procurement arrangements?	☒ Yes ☐ No	As stated above, it is anticipated that a number of the work opportunities generated by the Proposed Scheme will be taken by local people. Targets regarding local procurement of labour and supply chain opportunities during the construction and operational phase have been indicated within the Economic Benefits and Social Value Framework⁸⁹, however, this will be subject to the development of future documents within the planning process, such as employment and skills plans. An Economic and Social Value group has also been established by the Applicant to ensure an ongoing and constructive dialogue continues to take place between the various local stakeholders that are responsible for delivering the region's skills base and driving economic growth. The key objectives of the group have been identified as being to: • Maximise job opportunities for local people; • Raise awareness of the jobs offered by the project, and support local people to take advantage of the opportunities being offered;	☐ Positive ☐ Negative ☒ Neutral ☐ Uncertain	Explore opportunities for work for local people via local procurement arrangements during the construction and operational phases through ongoing engagement. The potential for partnerships with BC and RBC and other public bodies (including the Department for Work and Pensions and local Job Centres), and local community groups could be explored in order to refer/identify suitable applicants and entrants for training and development programmes taking place at the Proposed Scheme.

⁸⁹ Ibid.

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- Work with local training providers to ensure that local people have the right skills to take advantage of the opportunities the project presents, including reskilling people that are unemployed;
 - Maximise supply chain opportunities for local businesses; and
 - Maximise social value benefits locally.

Through the established Economic and Social Value working group, links to existing delivery partners have already been made, including:

- Local colleges – Bury College, Hopwood Hall College, Oldham College;
- Local schools;
- University of Manchester; and
- Further Education Innovation Fund

The potential for partnerships with BC and RBC, other public bodies (including the Department for Work and Pensions and local Job Centres) and local community groups, could be explored in order to ensure that economic and social benefits for local residents are maximised, including referring /identifying suitable applicants, and entrants for training and development programmes taking place at the Proposed Scheme.

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	As detailed in the Consultation Report ⁹⁰ , the Applicant has engaged proactively with the wider community, elected representatives and other stakeholders during the preparation of the Proposed Scheme's planning application, and this will continue during the determination stage and beyond into delivery to ensure that these insights continue to be reflected. A detailed local needs audit has also been undertaken as part of the Economic and Social Value Framework, and within which, health inequality has been identified as a key determinant of deprivation in the area. To address this, the Proposed Scheme will incorporate infrastructure to encourage commuting via active modes of travel (walking and cycling) and other initiatives have been suggested, such as deployment of workforce travel plans, to embed this ethos across the Application Site.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
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 outlines in detail in previous sections of this HIA, the Proposed Scheme's delivery of new infrastructure and active transport links will maximise accessibility and integrate with the existing surroundings to all sides. It is intended that the Application Site for the Proposed Scheme will be well connected with cycling routes as well as public transport. The DAS proposes that the provision of public realm will be designed to encourage walking and cycling across the Application Site. Details of access, layout and landscape will be provided at Reserved Matters stage.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>

⁹⁰ Font Comms (2025) Northern Gateway – JPA 1.1: Consultation Report

Does the proposal include a mix of uses and a range of community facilities?	☒ Yes ☐ No	As stated in the Economic Benefits and Social Value Framework⁹¹, it is recognised that the majority of jobs will be generated through the occupation of the commercial floorspace proposed. However, the proposed Mixed-Use Hubs, as identified in the NGDF SPD⁹², and accounted for as part of the generation of employment opportunities, includes the flexibility to accommodate a range of potential employment generating uses, including retail, accommodation, as well as community or indeed education spaces. The future occupation of this space will respond to current market demand and in marketing this space, the Applicant (and their agents) will consider the opportunities for attracting a wide range of businesses, including both local or community enterprises, thereby providing a connection with the local community. As detailed within the Consultation Report⁹³, this was also a key point raised within community feedback, where there was strong support for food and beverage offering, and for representation of independent businesses within this offering, as well as provision of affordable dining options for employees. The exact uses within these Mixed-Use Hubs will be subject to detailed design, but it is intended that they will be made initially flexible, to be able to respond to need at time of delivery.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
Does the proposal provide opportunities for the voluntary and community sectors?	☒ Yes ☐ No	No on-site provision has been specifically made for the voluntary and community sectors. However, through the Economic and Social Value Group, ongoing community engagement will take place, and as set out in the Economic and Social Value Framework⁹⁴, contractors and future occupiers will also be encouraged to participate in community	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>

⁹¹ Turley (2025) JPA 1.1 (Northern Gateway): Economic Benefits and Social Value Framework

⁹² Atom Valley, Rochdale Borough Council and Bury Council (March 2025) Northern Gateway Development Framework (JPA 1.1): Supplementary Planning Document

⁹³ Font Comms (2025) Northern Gateway – JPA 1.1: Consultation Report

⁹⁴ Turley (2025) JPA 1.1 (Northern Gateway): Economic Benefits and Social Value Framework

		volunteering initiatives and provide opportunities for skills development and school engagement.		
Does the proposal take into account issues and principles of inclusive and age-friendly design?	☒ Yes	As already discussed in Section 5: Accessibility and Active Travel, all spaces and places on site will be designed to meet all UK Building Regulations appropriate to this type of development. Public realm and buildings will therefore be implemented with a strong consideration of principles related to inclusive design, taking into account Department for Levelling Up, Housing & Communities (DLUHC) Planning Practice Guidance (PPG) ⁹⁵ .	☒ Positive	<i>No further mitigation required.</i>
	☐ No		☐ Negative	
			☐ Neutral	
			☐ Uncertain	

⁹⁵ Department for Levelling Up, Housing & Communities (2019). Planning Practice Guidance: Housing for older and disabled people (paragraphs 17-18)

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 JPA 1.1 Allocation Site is strategically located within the North-East Growth Corridor, a key focus for employment growth in Greater Manchester. It is one of the largest employment – focused allocations in the PfE. This scale of development positions the JPA1.1 Allocation Site as a transformative opportunity to drive economic growth, enhance connectivity, and contribute to inclusive regeneration across the northern areas of Greater Manchester. The Proposed Scheme will deliver up to 600,000sqm of new employment floorspace and up to 5,000sqm of supporting uses on 209.8 hectares of land. It is considered that this use of land will also result in public health benefit, given the interaction with many of the key determinants of human health, as demonstrated by this HIA. This will include the creation of new employment opportunities and the delivery of new open spaces, public realm and active travel routes.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
Does the proposal encourage recycling, including building materials?	☒ Yes ☐ No	The Sustainability and Energy Statement⁹⁶ produced for the Proposed Scheme outlines the Proposed Scheme's aim to incorporate circular economy principles in line with industry guidance and how they could be addressed. It is intended that the following principles will be followed: Reuse - the design of the Proposed Scheme will aim to achieve a cut and fill balance where feasible to minimise the need for import/export of material;	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>

⁹⁶ Turley (2025) JPA 1.1 Northern Gateway – Outline Planning Application: Sustainability and Energy Statement

		• Design Buildings for Optimisation – measures will be incorporated to increase buildings’ resilience; • Standardisation or Modularisation - the detailed design will consider how standardisation of key building elements such as steel frame and precast concrete can be maximised to reduce waste; • Servitisation and Leasing - opportunities for servitisation and leasing of services and resources to reduce operational waste will be explored; and • Design and Construct Responsibly - materials with recycled content will be prioritised where possible. Furthermore, a Construction Environmental Management Plan (CEMP) will be prepared and will include measures to manage resources such as materials, waste, energy and water on site.		
Does the proposal incorporate sustainable design and construction techniques?	☒ Yes ☐ No	The Sustainability and Energy Statement⁹⁷ also outlines the ambition of the Proposed Scheme to reduce carbon emissions at construction phase through implementation the following potential measures: • Balancing cut and fill material as far as possible either on-site or locally on nearby site; • Reuse of site-won material, for example using any felled trees for pathways (wayfinding and path chippings) or art work; • Material efficiency, reducing the quantum of steel and concrete within the design as far as possible, and avoiding overengineering; • Procurement of steel manufactured using Electric Arc Furnaces (EAF);	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	Explore the implementation of measures to reduce carbon emissions at the appropriate design stage.

⁹⁷ Ibid.

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- Replacing cement with lower carbon (and local where possible) alternatives;
 - Sourcing materials which have Environmental Product Declarations (EPDs);
 - Use of natural materials such as timber and stone;
 - Procuring materials locally, to reduce carbon emissions associated with the transport of materials;
 - Use of electric machinery during construction; and
 - Use of biodiesel or hydrotreated vegetable oil (HVO) during construction.

The implementation of these measures will be explored at the appropriate design stage. The Applicant will also consider ways to support the innovation of low carbon materials within the Proposed Scheme. Design will therefore demonstrate use of sustainable design techniques (as covered in more detail in the subsequent section 'Climate Change').

11 Climate Change

Assessment criteria	Relevant?	Details / evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate renewable energy?	☒ Yes ☐ No	The Energy Strategy for the Proposed Scheme⁹⁸ outlines that on-site renewable generation is a core principle of the Proposed Scheme. A review of renewable energy technologies which could be suitable for inclusion in the buildings' design includes: • Wind turbines; and • Solar photovoltaics (PV); Furthermore, regulated energy usage will be minimised as far as possible on site in line with the energy hierarchy. Proposed measures at this stage include: • Fabric performance to meet Future Building Standard; • Passive measures to reduce cooling demand; • Lighting control to minimise energy usage; • Low carbon heat pumps to deliver space heating; and • On-site renewable energy generation in the form of solar PV, estimated to be circa 3,352MWh per annum. An all-electric building services strategy is proposed to achieve greater savings in carbon emissions over the lifetime of the development.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	<i>No further mitigation required.</i>
Does the proposal ensure that buildings and public spaces are designed to respond to winter and summer temperatures, for example	☒ Yes ☐ No	Subject to detailed design measures, it is intended that the Proposed Scheme will adopt the Future Buildings Standard (FBS) to minimise energy demand. Passive cooling measures will be incorporated into the design to reduce cooling demand at the risk of overheating. These	☒ Positive ☐ Negative ☐ Neutral	<i>No further mitigation required.</i>

⁹⁸ Ibid.

ventilation, shading and landscaping?

measures will be masterplan led to maximise effectiveness, and could include: ☐ Uncertain

- Deciduous tree planting, providing shade in summer and allowing solar gains in winter;
- Extensive green and blue infrastructure to reduce the urban heat island effect;
- Low albedo surfaces;
- Orientation of offices to avoid significant south facing glazing; and
- Brise soleil over windows which may be at risk of excessive solar gain.

Whilst energy usage is reliant on occupant behaviours, further measures will be considered within the future design of these spaces, to maximise energy efficiency and limit energy wastage. These could include:

- Mechanical Ventilation Heat Recovery (MVHR);
- Energy efficient LED lighting;
- Internal and external lighting controls to minimise unnecessary use e.g. presence and daylight detection; and
- Building management system which monitors energy usage and can control heating systems to avoid out of hours use.

In line with the NGDF SPD, the Applicant has committed to achieving a BREEAM 'Excellent' rating for each building within the Proposed Scheme where viable.

Does the proposal maintain or enhance biodiversity?	☒ Yes ☐ No	As stated in Section 3, the BNG Assessment⁹⁹ outlines that the existing Application Site contains very little in the way of planting, biodiversity or landscaping (other than poor modified grassland) which is of low distinctiveness. As stated in the NGDF SPD¹⁰⁰, any biodiversity loss has been advised to be mitigated on-site through the creation of new tree planting, woodland enhancement and hedgerow connections. Given the widespread nature of the Application Site, there is an opportunity to increase and strengthen tree canopy and hedgerow cover across the Application Site with new native planting set within a connected green infrastructure network. Initially, the assessment of the Parameters Plan shows a loss of biodiversity of 46.95%. However, the BNG Mitigation Strategy describes methodology to achieve 10% net gain, through on-site and off-site habitat creation. With the implementation of appropriate mitigation measures, the BNG Assessment confirms that it would be possible to secure an overall measurable biodiversity net gain for the Application site.	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	Implementation of appropriate mitigation measures to secure an overall measurable biodiversity net gain.
Does the proposal incorporate sustainable urban drainage (SuDS) techniques?	☒ Yes ☐ No	The Planning Statement¹⁰¹ for the Proposed Scheme summarises the findings from the Flood Risk Assessment¹⁰² and the Outline Drainage Strategy¹⁰³. As set out in the Sustainability and Energy Statement¹⁰⁴, the flood risk is low, however Sustainable Drainage System features (SuDs) have been considered, such as: rainwater harvesting, filter drains and basins and	☒ Positive ☐ Negative ☐ Neutral ☐ Uncertain	Confirmation via planning condition of the site-wide drainage strategy.

⁹⁹ Tyler Grange (2025) Northern Gateway (JPA1.1) Biodiversity Net Gain Assessment

¹⁰⁰ Atom Valley, Rochdale Borough Council and Bury Council (March 2025) Northern Gateway Development Framework (JPA 1.1): Supplementary Planning Document

¹⁰¹ Turley (2025) JPA1.1 (Northern Gateway) – Outline Planning Application: Planning Statement

¹⁰² Tetra Tech (2025) Northern Gateway, JPA1.1: Flood Risk Assessment

¹⁰³ Tetra Tech (2025) Northern Gateway, JPA1.1: Outline Drainage Strategy

¹⁰⁴ Turley (2025) JPA 1.1 Northern Gateway – Outline Planning Application: Sustainability and Energy Statement

ponds. As part of the wider blue and green infrastructure network, this would bring wider health and wellbeing benefits, such as improved amenity, and enhanced biodiversity.

The Outline Drainage Strategy¹⁰⁵ sets out the overarching principles for the site-wide drainage strategy, which will be secured via planning condition and/or as part of the approval of reserved matters. The Outline Strategy confirms that:

- The Proposed Scheme will increase the rates and volumes of runoff to the existing main rivers, watercourses and tributaries within and surrounding the Application Site. This will be mitigated by the inclusion of various attenuation and sustainable drainage systems (SuDS) features across the Proposed Scheme;
- It is proposed that post-development rates of runoff will be limited to pre-development greenfield runoff rates;
- Attenuation requirements will consider the volume of water generated by the rainfall events up to and including the 100-year storm, including an allowance of 45% climate change;
- There will be multiple points of outfall for the surface water system throughout the Application Site due to scale of the Proposed Scheme and the complexity of the catchment analysis. Where feasible, the volumes of water being discharged will be reduced by maximising infiltration to the ground; and
- Infiltration opportunities will be assessed in the context of the significant, site-wide ground re-profiling that is required to achieve the required developable areas. Any infiltration testing will be confirmed by a series of soakaway tests in accordance with BRE Digest 365.

¹⁰⁵ Tetra Tech (2025) Northern Gateway, JPA1.1: Outline Drainage Strategy

5. Discussion of Findings

Summary of Health Impacts

- 5.1 This HIA has assessed the potential health and wellbeing impacts of the Proposed Scheme on land at Heywood/Pilsworth (Northern Gateway) within Bury and Rochdale, on the existing and future local communities and workforce, associated with the Outline Application.
- 5.2 The aspiration is for the Proposed Scheme to deliver long-term health and wellbeing benefits for existing communities, workers and visitors. As acknowledged by Greater Manchester planning, health and economic policy and strategy, and validated by the baseline analysis presented in Section 3, analysis indicates that health outcomes are poorer in Bury and Rochdale in a number of respects in comparison with wider geographies. This suggests that there is significant potential to deliver health and wellbeing improvements through the enhancement of the built environment.
- 5.3 Overall, the HIA has found that the Proposed Scheme is not likely to result in any negative impacts on the health of existing or future communities – including potentially vulnerable groups – in the surrounding locality or the future workforce, and recommends that a number of design measures are considered at the Reserved Matters stage.
- 5.4 Indeed, the Proposed Scheme is assessed as making the following positive contributions in terms of health and wellbeing:
- **A significant number of new employment opportunities will be created**, during both the temporary construction period and on a permanent basis once operational.
 - **High-quality public realm and new and enhanced open space could be delivered**, accompanied by new pedestrian and cycling links. This would promote walking and cycling, which will be further encouraged by the proposed on-site Mobility Hubs, which could include provision of secure bike storage, charging points and showers. Other sustainable transport options, including bus and car-sharing could be promoted through implementing the measures set out within the Framework Workplace Travel Plan.
 - **Access to the natural environment could be opened up**, substantially enhancing usable provision of open and green space and significantly improving biodiversity.
 - **Commercial buildings and other structures will be designed so as to be energy efficient**, prioritising energy efficiency and responding passively to changes in temperature, whilst also basing its energy strategy on low-carbon and renewable energy technologies. The Proposed Scheme is targeting a BREEAM 'Excellent' Rating.

HIA Recommendations

- 5.5 Overall, no adverse impacts that cannot be effectively mitigated have been identified by the assessment.
- 5.6 Subject to Reserved Matters, the measures identified in the assessment will fully mitigate potentially adverse impacts and further enhance the potential of the Proposed Scheme to deliver positive health and wellbeing outcomes for residents, workers, visitors and the wider local community. These measures are summarised below:

Recommended Mitigation and Enhancement Measures

- Ensure that the site-wide design principles within the NGDF SPD, which are reflected in the *Design Code* submitted with the Application, are followed in the detailed design of the Proposed Scheme at Reserved Matters stage;
- Implementation of CEMP measures (once produced) and ongoing monitoring as to their effectiveness in consultation with the Councils and community;
- Production of a Landscape Management Plan at Reserved Matters stage;
- Implementation of the *Framework Workplace Travel Plan* measures aimed at promoting sustainable transport modes and reduction in vehicle trips;
- Production of noise assessments as part of Reserved Matters applications for each phase of the Proposed Scheme and identification of mitigation measures to control any potential noise impact; ;
- Monitor usage of parking provision and uptake for private cars, car-share and cycles, with the potential to convert private car parking spaces to car-share and/or cycle parking should monitoring indicate that there is demand;
- Implementation of identified recommendations by Greater Manchester Police for Design for Security in the submitted *Crime Impact Statement*, to support the Proposed Scheme;
- Explore the potential to provide skills and training opportunities as the planning process progresses and following appointment of construction contractors;
- Explore the potential to provide workspaces which are accessible to local businesses to meet their needs through ongoing engagement with the Councils, GMCA and other stakeholders;
- Explore opportunities for work for local people and local businesses via local procurement arrangements during the construction and operational phases through ongoing engagement;
- The potential for partnerships with the Councils and other public bodies (including the Department for Work and Pensions and local Job Centres) and local community groups could be explored in order to refer/identify suitable

applicants/entrants for training and development programmes taking place at the Proposed Scheme;

- Explore the implementation of measures to reduce carbon emissions at the appropriate design stage;
- Implementation of appropriate mitigation measures to secure an overall measurable biodiversity net gain; and
- Confirmation via planning condition of the site-wide drainage strategy.

Conclusion

- 5.7 Overall, this HIA concludes that following these measures, the Proposed Scheme would not result in adverse impacts on the health and wellbeing of the existing or future local population.
- 5.8 Indeed, the Proposed Scheme will deliver a number of beneficial impacts, which are likely to lead to long-term improvements in local health and wellbeing outcomes, which could be further enhanced through applying the recommendations made by this HIA.

Turley Office
Transmission,
6 Atherton Street,
St Johns,
Enterprise City,
Manchester
M3 3GS

