CIRCLE SUSTAINABILITY

Sustainability Statement
Latos Manchester East

Date: 2nd March 2026

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Latos Manchester East

Document information

Document prepared for
Latos Manchester Limited

Date of issue
March 2026

Issue no.
1

Our reference
J000013 – Latos Manchester East

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Executive summary

Overview

The proposal is to create a new build Latos data facility. The scheme will include 2 data centres with associated office & plant space, parking, vehicular routes, and landscaping.

The building will be the second purpose built data centre for Latos and therefore be a benchmark facility of high design quality and efficient use of spaces.

This Sustainability Statement will be provided as evidence to demonstrate the development's holistic approach to sustainable design and construction. It summarises the contribution that the design will make to create a more sustainable development, drawing on information provided by specialist consultants and design reports, and identifying key features intrinsic to achieving low carbon, Sustainable developments.

Key sustainability features within the development will include:

- Significant PV arrays to both buildings, currently assumed at,196m2 for each building, producing 48MWh/annum, to mitigate climate change.
- Highly efficient split/multi-split system for space heating and cooling across the development (with electric radiators in WCs and some low footfall areas).
- The inclusion of sustainable transport options such as secure cycle storage.
- A sustainable materials procurement policy and an efficient waste strategy on site.
- The implementation of health and wellbeing measures through design and operational procedures, including daylight, optimum indoor air quality and thermal comfort; and
- Protection of ecology on site during construction and biodiversity enhancement measures.

Key Sustainability Measures

In summary, the key measures incorporated to meet planning requirements and to achieve a low carbon development address the following key areas of sustainable design and construction:

- Energy and CO_2
- Adaptation to climate change
- Flood risk mitigation and SuDS
- Waste
- Water efficiency
- Transport and connectivity
- Materials
- Health and wellbeing
- Land use and ecology

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Introduction

Sustainability Introduction

The design team has experience in delivering schemes that are considered highly sustainable, either through application of formal green building rating systems, such as BREEAM and Home Quality Mark, as well as applying benchmarks from standards such as Passivhaus Design and adopting precedents from industry exemplary sustainable developments.

BREEAM Assessment

Circle Sustainability carried out a preliminary BREEAM assessment for the proposed development under BREEAM Data centres. Latos Manchester East has an aspiration to achieve BREEAM Very Good, and the design as proposed within this application takes this into account, with early appointment of the BREEAM assessor planning an integral role within the facility design.

LEED Assessment

Circle Sustainability carried out a preliminary LEED assessment for the proposed development under LEED data centres. The project team are targeting a LEED Gold rating for development.

Description of Development and Existing Site

The proposed development will comprise the following:

- Two data centres, with a total floorspace of 2,465sqm, including an external plant pod
- 8 car parking spaces, 7 with EV charging
- 1 accessible parking space
- 10 cycle storage spaces
- Two new substations
- Hard and soft landscaping to provide an attractive and welcoming environment for the new development, including significant tree planting.
- An improved access off Bower Street with the widening of the existing site access to provide Vehicular and pedestrian means of access.

The Site is 1.22 hectares (3.02 acres) in size and is located within the administrative boundary of Manchester City Council ("MCC"). It is bounded by existing industrial units to the West, Bower Street to the North with residential properties beyond, the Rochdale Canal to the South and residential properties to the North East.

The Site is currently vacant. It comprises large areas of hard standing, interspersed with self-seeded trees, shrubs and scrub, as well as a number of established trees along the site boundaries. There are no listed buildings or structures within the Site, and it is not within a conservation area. In terms of flood risk, the site is located in Flood Zone 1 but is subject to surface water flooding in places.



Proposed Site Plan.

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Policy Context

National Context: The 2008 Climate Change Act

The UK Government is committed to reducing the UK's carbon emissions by 100% over 1990 levels through the Climate Change Act 2008. Truly sustainable design and construction as well as the green agenda within the construction industry across the UK is inherent for achieving these ambitious emission targets. This development aims to do both.

To help monitor carbon reductions and to plot progress being made for future plans and investments in the UK's low-carbon economy, intermediary targets have been established to ensure that the UK remains on course for meeting the 100% reduction by 2050.

Concurrent with reducing CO_2 emissions by 100% by 2050 is the European Climate Change Policy targets. It sets the objective of ensuring 20% of energy consumption is generated from renewable sources by 2020 whilst also reducing Europe's carbon footprint by 20%. Ensuring a fabric first approach with consideration to renewable energy production fits both the climate change act and the European Commission's 2020 targets for reducing greenhouse gas (GHG) emissions.

National Context: National Planning Policy Framework 2024

The National Planning Policy Framework (NPPF) (2024) sets out the Government's planning policies for England. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
The NPPF is a key material consideration in planning decisions and must also be taken into account in plan-making. It emphasises the importance of sustainable development and requires planning policies and decisions to:

- Support the transition to a low-carbon future;
- Contribute to the mitigation of and adaptation to climate change;
- Encourage the effective use of land, including brownfield land;
- Promote renewable and low-carbon energy;
- Enhance the natural environment, including delivering biodiversity net gain; and
- Ensure developments are resilient to flood risk, overheating, and other climate impacts.

Planning decisions should apply a presumption in favour of sustainable development and seek to approve proposals that accord with an up-to-date development plan.

Regional Context: Green and Blue Infrastructure Strategy

Manchester's Green and Blue Infrastructure Strategy remains a key material consideration, supporting the delivery of healthy, resilient, and sustainable communities.

The Strategy promotes:

- The integration of green and blue infrastructure within all new development;
- Improved connectivity between green spaces, waterways, and active travel routes;
- Enhancements to biodiversity, climate resilience, and urban cooling; and
- The creation of multifunctional spaces that support recreation, ecology, and sustainable drainage.

This aligns closely with national requirements for biodiversity net gain and nature-based solutions to climate change.

Regional Context: Manchester Local Plan and Strategic Policies

Manchester's planning framework comprises the Core Strategy, Development Management Policies, and the Places for Everyone Joint Development Plan. Together, these documents guide development across the City and wider Greater Manchester region.

The overarching aim is to deliver sustainable growth that supports economic prosperity, enhances quality of life, and protects and improves the natural environment. A key priority is achieving Manchester's ambition to become a zero-carbon city by 2038.

The following policies are of particular relevance to this Sustainability Statement:

Manchester Core Strategy –

- Policy SP1 – Spatial Principles
- Policy EN4 – Reducing CO2 Emissions
- Policy EN6 – dĂđgeł &đĂme‖ođŮ Ĩođ CO2 Reducłions
- Policy EN9 – Green Infrastructure
- Policy EN14 – Flood Risk
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN17 – Water Quality
- Policy EN19 – Waste
- Policy T1 / T2 – Sustainable Transport

Manchester Development Management Policies Document -

- Policy DM1 – Development Management

Places for Everyone Joint Development Plan Document (PfE)

- Places for Everyone Policy JP-S1 – Sustainable Development
- Places for Everyone Policy JP-S2 – Carbon and Energy
- Places for Everyone Policy JP-S4 – Flood Risk and Water Management
- Places for Everyone Policy JP-S6 – Sustainable Construction
- Places for Everyone Policy JP-G6 – Green Infrastructure
- Places for Everyone Policy JP-G7 – Trees and Woodland
- Places for Everyone Policy JP-G8 – Biodiversity Net Gain

Regional Context: Manchester Core Strategy

Policy SP1 – Spatial Principles

- Development will support sustainable growth within Manchester by making efficient use of previously developed (brownfield) land.
- Proposals will contribute positively to the regeneration of the surrounding area and support high-quality placemaking.
- Development will enhance environmental quality, improve accessibility, and support the creation of sustainable communities.

Policy EN4 – Reducing CO2 Emissions

- Development porosals will minimise carbon emissions through the application of the energy hierarchy:
  - Reduction of energy demand through passive design;
  - Energy efficiency through building fabric fabric and systems
  - Incorporation of renewable and low-carbon energy technologies
- Proposals will consider whole-life carbon emissions, including embodied and operational carbon.
- Low embodied carbon materials and construction methods will be prioritized where feasible

Policy EN6 – Target Framework for co2 reductions

- Development will demonstrate how it contributes to Manchester's carbon reduction targets.
- Where applicable, proposals will be supported by energy and carbon assessments.
- Development should align with the city's ambition to achieve zero carbon by 2038.

Policy EN9 – Green Infrastructure

- Development will protect, enhance, and expand green infrastructure networks.
- Proposals will incorporate high-quality landscaping and green spaces that contribute to biodiversity, amenity, and climate resilience.
- Green infrastructure will be integrated into the design to support sustainable drainage and urban cooling.

Policy EN14 – Flood Risk

- Development will be directed to areas of lowest flood risk where possible.
- A site-specific Flood Risk Assessment will be undertaken where required.
- Sustainable Drainage Systems (SuDS) will be prioritised to manage surface water runoff.
- Development will ensure no increase in flood risk on or off site and, where possible, reduce overall flood risk.

Policy EN15 – Biodiversity and Geological Conservation

- Development will protect and enhance biodiversity, including designated sites, habitats, and species.
- Proposals will deliver measurable biodiversity net gain in accordance with national requirements.
- Opportunities for habitat creation and ecological enhancement will be maximised.
- Existing trees and ecological features will be retained where possible, with appropriate replacement where loss is unavoidable.

Policy EN19 – Waste

- Development will follow the waste hierarchy, prioritising waste reduction, reuse, and recycling.
- Construction waste will be minimised through efficient design and material use.
- Site Waste Management Plans will be implemented to manage waste during construction.
- Operational waste will be managed through appropriate facilities and strategies.

Policies T1 / T2 – Sustainable Transport

- Development will prioritise sustainable transport modes, including walking, cycling, and public transport.
- Proposals will enhance connectivity and accessibility within the local area.
- Development will reduce reliance on private vehicles and support low-carbon travel choices.

Manchester Core Strategy Policy EC1 – Environmental Protection

- Development will minimise environmental impacts, including air, water, noise, and land pollution.
- Proposals will incorporate appropriate mitigation measures and be designed to adapt to climate change.

Regional Context: Manchester Development Management Policies Document

Policy DM1 – Development Management

- Development will be required to demonstrate high standards of design, environmental performance, and sustainability.
- Proposals will respond positively to the surrounding context, including character, landscape, and existing infrastructure.
- Development will ensure appropriate mitigation of environmental impacts and contribute positively to the public realm.

Places for Everyone Joint Development Plan Document (PfE)

Places for Everyone Policy JP-S1 – Sustainable Development

- Development will contribute to sustainable growth by balancing economic, social, and environmental objectives.
- Proposals will support inclusive, resilient, and well-connected communities.

Places for Everyone Policy JP- S2 – Carbon and Energy

- Development will minimise carbon emissions and support the transition to net zero.
- Low-carbon energy solutions will be incorporated into the design.
- Whole-life carbon assessments will be undertaken where appropriate.

Places for Everyone Policy JP- S3 – Heat and Energy Networks

- Development will minimise carbon emissions and support the transition to net zero.
- Low-carbon energy solutions will be incorporated into the design.
- Whole-life carbon assessments will be undertaken where appropriate.

Places for Everyone Policy JP- S4– Flood Risk and Water Management

- Development will incorporate sustainable drainage systems and climate-resilient design.
- Surface water runoff will be managed effectively to reduce flood risk.

Places for Everyone Policy JP-S6 – Sustainable Construction

- Development will apply sustainable construction practices, including resource efficiency and circular economy principles.
- Materials with low environmental impact will be prioritised

Places for Everyone Policy JP-G6 – Green Infrastructure

- Development will apply sustainable construction practices, including resource efficiency and circular economy principles.
- Materials with low environmental impact will be prioritised

Places for Everyone Policy JP-G7 – Trees and Woodland

- Development will support increased tree planting and urban greening.
- Existing trees will be retained where possible, with replacement planting provided where necessary.

Places for Everyone Policy JP-G8 – Biodiversity Net Gain

- Development will will deliver measurable biodiversity net gain in accordance with national policy.
- Proposals will contribute to the enhancement of ecological networks and access to nature.

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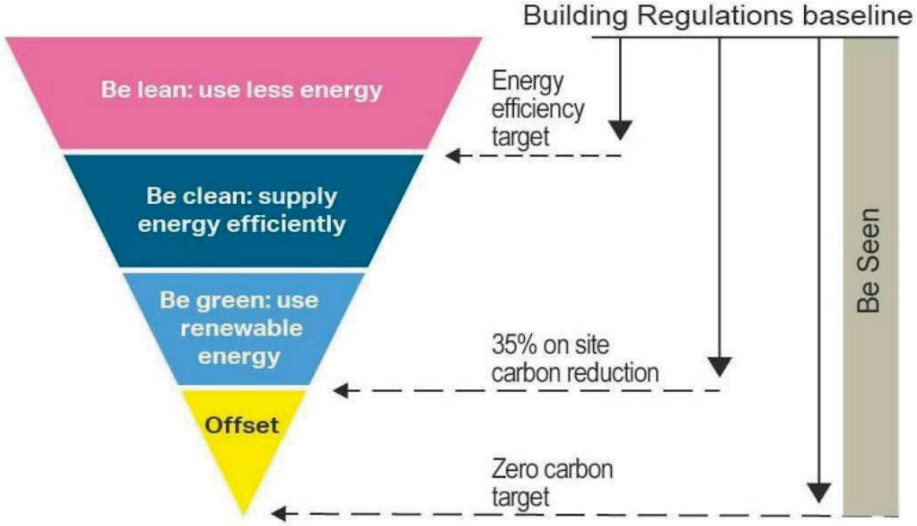
Energy and CO2

Energy Strategy

The energy strategy for the scheme follows the principles of the energy hierarchy, emphasising the importance of reducing energy demand as the priority. Only after minimising demand will the focus shift to integrating renewable energy sources and low- or zero-carbon technologies.

The Energy Hierarchy

The proposed scheme has followed the energy hierarchy, illustrated in Figure 3 below.



This methodology, widely used in accordance with the Sustainable Design and Construction Supplementary Planning Guidance (SPG) 2014, has been adopted for the scheme using a 'Lean', 'Clean', and Green' approach

Energy Efficiency Strategies

- Energy efficiency measures that will be explored as part of design development include:
- Energy-efficient building fabric and insulation to all heat loss floors, walls and roofs
- High-efficiency triple-glazed windows throughout.
- Significant PV arrays to both buildings, currently assumed at 196m2 for each building, producing 48MWh/annum.
- Envelope air tightness to reduce unnecessary air infiltration.
- Low-energy lighting throughout the building

Thermal Comfort and Overheating Risk

To minimise energy loss, the building fabric performance will be designed to achieve a balance between retaining heat during winter and allowing the building to dissipate heat during the summer months. Further measures to reduce overheating and the need for cooling include:

- Energy-efficient building fabric and insulation to all heat loss floors, walls and roofs
- Quality of build will be confirmed by achieving good air-tightness results throughout
- Efficient-building services including high-efficiency heating systems
- Use of lower glazing g-values
- Carefully managing the extent of glazing
- Passive ventilation measures may include openable windows. The importance of reducing energy demand as the first priority. Only after minimising demand will the focus shift to integrating renewable energy sources and low- or zero-carbon technologies.

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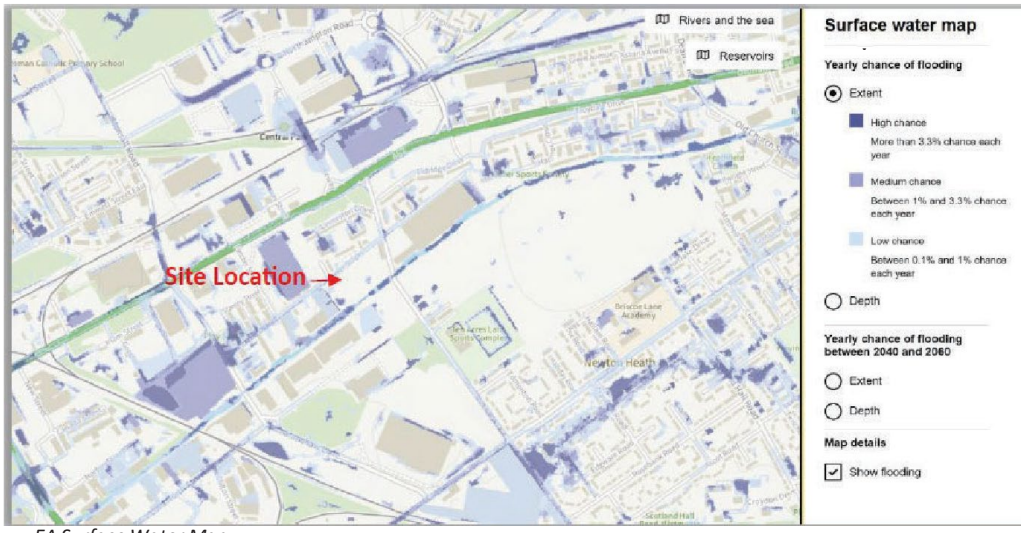
Adaption to Climate Change

Climate Change Mitigation

The proposed development will aim utilise, PV panels and implement passive design measures and reduce the burden on local and national infrastructure.

Flood Risk and Sustainable Drainage

Latos Manchester East, is located within Flood Zone 1 on the Environment Agency's Flood Map for Planning, as shown in Figure 4. Flood Zone 1 is classified as an area with little or no risk of flooding, where the annual probability of river, tidal, or coastal flooding (including existing defences) is less than 0.1%, or less than 1 in 1,000 years.



EA Surface Water Map

Flood Risk		
Source of Flooding	**Risk**	**Control Measures**
Fluvial and sea	Low	N/A
Pluvial	Low	External Surface design for Runoff away from buildings
Flood defences	Low	None
Groundwater flooding	Low	None
Sewers and Private Drainage	Low	Proposed Site Drainage
Other Sources	None Identified	

The table provides a summary of the risk ratings for each potential flood source

Waste

Construction Waste Management

Resource efficiency will be promoted through effective and appropriate management of construction site waste.

In line with the waste hierarchy, during the construction phase, the approach will be the following:

- Use reclaimed materials.
- Use materials with higher levels of recycled content; and,
- Use new materials.

For any demolition, the following approach will be adopted:

- Prioritise the on-site reuse of demolition materials.
- Adopt on site recycling and, where required, use off site recycling; and,
- The least preferred option – disposal to landfill.

A site waste management plan will be developed which adopts best practice benchmarks for resource efficiency, details procedures and commitments to minimise non-hazardous and hazardous waste at the design stage and monitors/measures waste production on site. The plan will apply to the location of the building.

The site waste management plan will also include procedures and commitments to sort and divert waste from landfill through the following:

- Re-use on site.
- Salvage/ reclaim for re-use off-site.
- Return to supplier via a 'take-back' scheme.
- Recovery and recycling using an approved waste management contractor; and
- Compost.

Operational/ Domestic Waste

A refuse store will provide safe and convenient access. Separate store areas will be provided for each of the units, accommodating general refuse, mixed recycling and food waste disposal.

The bin store is located close to the main entrance. Four bins (3 x 1,100l and 1 x 120l) are provided in the store for general and recycled waste. The architect has advised that the waste generation and capacity is based on WRAP guidance.

Refuse will be collected by private contract; swept path analysis has been undertaken for a typical refuse collection vehicle,

Construction Management

Construction Environmental Management

Environmental impacts of the construction works will be mitigated as far as possible. This will include the incorporation of the following:

- Contractor following environmental management system processes (under ISO14001), including the development of a construction environmental management plan (CEMP) specific to the sites.
- Training and site induction of all site operatives.
- Monitoring of energy, water and transport to and from site during construction.
- Management of waste on site.
- Following best practice pollution guidance from the Environment Agency.
- Ensuring all site timber is responsibly sourced in line with the UK Government's Timber Procurement Policy.
- Minimising vehicle emissions through the use of catalytic converters and the regular maintenance of vehicle engines.
- Damping down brick walls etc. during any building demolition.
- Regularly inspecting and wet suppressing materials/soil stockpiles where necessary (including wind shielding or completely enclosing, storing away from site boundaries, and restricted height of stockpiles).
- Appropriate orientating of material stockpiles.
- Providing wheel washing and wet suppressing during the loading of wagons vehicles.
- Covering vehicles carrying dry soil and other waste.
- Shielding of dust-generating construction activities.
- Providing suitable site hoarding.
- Restricting vehicle speeds on haul roads and other unsurfaced areas of the site; and,
- Inspecting unsurfaced haulage routes, and wet suppress should this be necessary (in times of prolonged dry periods).

Considerate Constructors

The scheme will adopt the principles of the Considerate Constructors Scheme (CCS). The CCS scheme aims to recognise and encourage construction sites that are managed in an environmentally and socially considerate, responsible and accountable manner

Transport and Connectivity

In the vicinity of the Site, Bower Street is approximately 7.4 m wide, with footways measuring around 3.1 m on the northern side and 2.8 m on the southern side. The road is subject to a 20 mph speed limit.
At its eastern end, Bower Street forms a priority junction with Ten Acres Lane. Northbound travel along Ten Acres Lane provides access to the A62 (Oldham Road). The junction of Oldham Road and Ten Acres Lane operates as a priority junction with uncontrolled pedestrian crossings, while a signalised junction with controlled crossing facilities is located further west along Oldham Road.

At its western end, Bower Street meets Grimshaw Lane at a priority junction. Northbound travel along Grimshaw Lane also provides access to Oldham Road, where the junction is signalised and incorporates controlled pedestrian crossing facilities.

There are no Traffic Regulation Orders in place on Bower Street in the vicinity of the Site. However, double yellow line restrictions are present on both sides of the road to the west of the Site, near the Bower Street/Fletcher Street junction, extending to the junction with Grimshaw Lane. Loading restrictions also apply along this section.

Bower Street benefits from footways exceeding 2 m in width, providing good pedestrian connectivity to the wider network, including routes along Oldham Road. Access to the formal cycle network is available via the traffic-free route along the Rochdale Canal, as well as on-road provision along Oldham Road.

Public Transport

Bus stops closest to the site are located along Oldham Road at approximately 300 m. These stops are well-served, with facilities including shelters, seating, timetable information and flag poles. Pedestrian access to eastbound services is supported by controlled crossings on Oldham Road.

Central Park is the nearest Metrolink stop, situated around 700 m from the Site. From here, tram services provide connections across Greater Manchester, including destinations such as Oldham, Altrincham, Eccles, East Didsbury, MediaCity, Ashton, Manchester Airport, Rochdale, Bury, Salford Quays and the Trafford Centre. Services run frequently on a turn-up-and-go basis, operating approximately every six minutes during weekday and Saturday daytime periods, and every 12 minutes during evenings and Sundays.

No	Route	Frequency (buses per hour)		
		Monday-Friday	Saturday	Sunday
83	Oldham – Failsworth – Manchester City Centre	6	6	3
84	Uppermill – Oldham – Failsworth – Manchester City Centre	2	2	2
151	Ashton – Failsworth – Moston – Higher Crumpsall	1	1	1
181	Wrens Nest – Shaw – Busk – Chadderton – Manchester City Centre	Peak Hours Only	Peak Hours Only	Peak Hours Only
182	Wrens Nest – Shaw – Busk – Chadderton – Manchester City Centre	1	1	1

Pedestrian and Cycling Provision

Bower Street is a 20mph street which has footways with widths over 2m wide which provide connections to pedestrian infrastructure on the Oldham Road corridor.Access to the formal cycle network can be gained via the traffic free route along the Rochdale Canal and on road routes on Oldham Road.

A covered cycle parking area is provided with capacity for eight bikes (four stands), this is sufficient to meet both staff and visitor cycle parking requirements. Dropped kerbs and tactile paving will be provided at the site access junction.

Parking Provision

There are no specific parking standards for data centre uses. The trip generation of the data centre is reviewed in section 4, however it is clear that the trip generation for a data centre is significantly lower than for the extant B2 land use. Hence, parking demand will also be lower than for the extant use.

The application of parking standards for B2 or B8 use results in significant overprovision of parking. It is considered that the application of the standards is not appropriate in this case. The applicant has confirmed that the ancillary office space on the site will provide for a maximum of 6 employees on site at any time. 8 EV parking spaces have been allocated. All the parking spaces within the site will be clearly marked, with the relevant road markings and signage provided.

Materials

Materials and Waste

Sustainable material sourcing and waste management will be considered throughout the life of the building to ensure the scheme's environmental footprint is minimised as far as possible. The scheme will also ensure low embodied carbon is employed throughout the procurement, transport and construction of building materials, together with end-of-life emissions.

Materials Selection and Sourcing

The selection of construction and insulation materials will consider their potential impact on both the internal and external environment. Insulation specifications will eliminate hydrochlorofluorocarbons (HCFCs) and ozone depleting materials, wherever possible. All specified insulation will have a Global Warming Potential (GWP) of less than 5 and be responsibly sourced to have a low embodied impact. The team will avoid the use of materials that produce VOC (Volatile Organic Compounds and Formaldehyde) will be avoided whilst non-toxic and environmentally sensitive materials will take precedence.

The design team will prioritise the reuse of existing materials where possible, and any new materials required will be responsibly sourced from sustainable, certified suppliers. Where feasible, new construction materials will be selected for their low environmental impact and high recycled content, including the use of recycled or reused sources such as steel.

Minimum standards apply to new timber, which must be sourced in accordance with the UK Government's Timber Procurement Policy. In addition, all timber will be FSC/ PEFC certified, all concrete will be BES 6001 certified, and any other material will be ISO 14001 certified for both key processes and supply chain/ extraction processes where feasible to do so.

The Green Guide for Specification is a reference tool, providing guidance on the relative environmental impacts for a range of different building elemental specifications, based on Life Cycle Assessment and Environmental Profile Methodology. The design team will reference the Green Guide to Specification to help specify materials with a low environmental impact, where feasible. The design will incorporate at least 5 build-up elements that will be A-C rated on the Green Guide.

Embodied Carbon Analysis

The development will utilise several opportunities to cut embodied carbon, as follows:

- A materials efficiency strategy will be followed throughout the design, procurement and construction stages of the development, to ensure the scheme produces less waste on site. For example, adjustment of some sizes will be made to minimise offcuts of materials, and some bespoke materials will be developed off-site.
- Materials will be procured from the local area where possible, to reduce carbon through transportation.
- Materials and products with a higher recycled content will be preferentially procured where feasible, as these have a low embodied carbon; and,
- Consideration has been made to use timber as a low embodied carbon alternative to steel and concrete where possible.

Water Efficiency

Water Conservation

The development proposal recognises the need to create a scheme that is efficient and adaptable to future climatic scenarios. The design team is committed to achieving a significant reduction in internal water use for the development over typical performance, equating to a water consumption target of 110 litres per person per day under the optional national technical standard.

Water consumption will be reduced through the use of water efficient components for all specified domestic water-consuming components (including low-flow showerheads and taps, dual flush toilets and low water consuming washing machines and dishwashers), water meters for each dwelling, water recycling systems where appropriate and flow control devices that regulate the supply of water to each facility according to demand.

A permanent automated water leak detection system that alerts the building occupants to a major water leak on the mains water supply within the building and between the building and the utilities water meter will be installed.

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Health and Wellbeing

Occupant Wellbeing

The development has been designed to ensure the wellbeing of occupants in terms of levels of fresh air, thermal comfort and reduction of overheating, access to natural light, good lighting levels internally and externally, acoustic performance and access to safe drinking water.

The building services strategy has been carefully considered in order to balance the need for energy-smart, low carbon technologies with the need for adequate and controllable ventilation, heating and cooling.

Internal Air Quality

The design team will specify only low volatile organic compounds (VOC) finishing products, including sealants and paints. All composite wood products will contain no added urea formaldehyde.

Air Quality Neutral (AQN)

A qualitative assessment of the potential impacts on local air quality from construction phase activities has been undertaken, in accordance with the relevant guidance document. The risk of dust soiling during construction has been assessed as 'medium'. and the risk of human health impacts has been assessed as 'low' in the absence of mitigation. However, through good site practice and the implementation of the recommended mitigation measures, the effects of dust and PM10 releases would be significantly reduced. The residual effects of dust and PM10 generated by construction activities on air quality are therefore considered to be not significant.

The site does not lie within an AQMA and baseline concentrations of air pollutants in the vicinity of the Site are expected to be well below the relevant AQO. The Site is therefore considered to be suitable for the proposed use in air quality terms without the requirement for mitigation measures to reduce future users' exposure.

The Proposed Development is not expected to result in a significant increase in traffic flows on the local road network. Space heating and hot water demand will be addressed using recovered heat from the data centre operation. Although emergency generators are to be installed as a back-up in the event of a power outage. Testing hours for the generators will be restricted to minimise the potential impact on local air quality.

Acoustic Performance

Sol Acoustics Ltd carried out an Environmental Noise Impact Assessment to support a planning application for a proposed data centre development on Bower Street, Manchester. The scheme includes two commercial units (data centre use), external plant, substations, fencing, landscaping, access works and associated infrastructure.

An unattended noise survey was undertaken over a four-day period in November 2025 to establish existing background and ambient noise levels at locations representative of nearby sensitive receptors.

The assessment covers operational plant (including normal and emergency operation), occasional HGV movements, and internal noise levels for proposed office areas. It is based on BS 4142:2014+A1:2019 for industrial/commercial noise, BS 8233:2014 for internal noise criteria, and Manchester City Council requirements. Noise modelling was undertaken using CadnaA software, informed by architectural, plant, and transport data from the project team.

The results demonstrate that, subject to the specified acoustic mitigation measures, noise from both normal and emergency plant operations would comply with relevant planning authority criteria. Occasional HGV movements are also assessed as having a sub-adverse impact when considered in context.

A preliminary specification for the acoustic performance of the building envelopes to control environmental noise ingress in line with the recommended design targets set out in BS 8233:2014 has been provided.

Land Use and Ecology

The site is located within 1 km of Clayton Vale Local Nature Reserve (LNR), which lies approximately 950 m to the southeast. It also falls within the impact risk zone of the Rochdale Canal Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC), located approximately 2 km to the northeast.

Given the site's small footprint, the urbanised surrounding environment, and limited ecological connectivity, significant effects on designated sites are not anticipated. The site is also downstream of the Rochdale Canal SSSI/SAC, further reducing the likelihood of impacts from potential pollution incidents.

Two non-statutory Sites of Biological Importance (SBIs) are located within this radius: Rochdale Canal – Stott's Lane to Ducie Street Basin SBI, situated adjacent to the southern boundary, and Bank Bridge Meadow SBI, approximately 890 m to the southeast.

Mitigation

Due to its proximity, the Rochdale Canal SBI will require appropriate pollution prevention measures, including the provision of a minimum 5 m vegetated buffer during construction. In contrast, no adverse impacts are anticipated for Bank Bridge Meadow SBI due to its distance from the site and the nature of the proposed development.

Prior to works, an updated badger walkover survey should be undertaken, with precautionary working methods adopted where necessary. During site clearance, any common amphibians present should be carefully removed by hand.

Vegetation should be retained wherever possible; where removal is unavoidable, checks for hedgehogs should be carried out, including phased strimming of dense vegetation and inspection of tree bases, with works ideally avoiding the hibernation period (December to March).

Similarly, vegetation clearance should be undertaken outside the bird breeding season (March to September) or preceded by a nesting bird survey within 48 hours of works, with appropriate stand-off distances maintained if active nests are found. Finally, the development should deliver a minimum 10% biodiversity net gain, either on-site or, if not feasible, through off-site compensation or a conservation offset contribution.