AIR QUALITY ASSESSMENT
LATOS MANCHESTER EAST
NEWTON HEATH
LATOS MANCHESTER LIMITED
AQA-30054-25-509 REV 3
APRIL 2026

MEREBROOK
CONSULTING



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Current Document Details

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Document Revisions

Rev	Date	Author	Approved	Issued	Remarks
0	04/03/2026	KK	KRJ	KRJ	-
1	05/03/2026	KK	KRJ	KRJ	Table of contents updated
2	30/03/2026	KK	KRJ	KRJ	Updated with Applicant Name and updated site layout drawing
3	20/04/2026	KK	KRJ	KRJ	Updated site layout and site location plan drawings

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EXECUTIVE SUMMARY

Latos Data Centres is seeking full planning permission for the construction of a new development for land off Bower Street in Newton Heath, Manchester.

The purpose of this Air Quality Assessment is to assess the suitability of the Site for the Proposed Development and assess the potential for adverse impacts on local air quality during the construction and operational phases of the scheme.

Baseline Air Quality	The site is not located within an Air Quality Management Area. A review of published information sources indicates that baseline concentrations of key air pollutants at the site are below the respective Air Quality Objectives.
Suitability Assessment	The Site is considered to be suitable for the proposed use in air quality terms without the requirement for mitigation measures to reduce future occupants' exposure to air pollution.
Construction Phase Impacts	The risk of dust soiling is assessed as 'medium' and the risk of human health impacts is assessed as 'low' in the absence of mitigation.
Operational Phase Impacts	The Proposed Development will not result in a significant increase in vehicle trips. Heating requirements will be met using recovered heat from the data centre operation. Emergency generators will be installed to provide back-up power in the event of a power outage. Testing hours will be limited to reduce potential air quality impacts.
Mitigation Measures	The risk of dust impacts during construction can be mitigated using appropriate management and dust suppression techniques commensurate with the level of risk and secured via planning condition. Generators will be fuelled using hydrogenated vegetable oil and testing will be limited to 18 hours per year such that relevant Air Quality Objectives will not be exceeded.
Overall Assessment of Effects	Using professional judgement and taking all relevant factors into account, the overall effect of the Proposed Development on local air quality during construction and operation is assessed as 'not significant'.

SECTION 1 INTRODUCTION

1.1 Merebrook Consulting Limited (Merebrook) has been commissioned by Latos Data Centres ('the Client') to undertake an Air Quality Assessment (AQA) to support the forthcoming full planning application for Proposed Development at Latos Manchester East located on land at Bower Street in Newton Heath ("the Site").

1.2 The Proposed Development comprises two large data centres with associated car parking and landscaping. The proposed site layout is included in Appendix 1, drawing reference LD01BS-CAL-SW-XX-DR-A-01-11-P2-Proposed Site Plan.

1.3 The objectives of the investigation are to:

i. Provide an overview of relevant air quality standards, guidelines and planning policy;

ii. Establish baseline air quality with reference to published information sources including that published by the Local Planning Authority (LPA) as part of their obligations under the Local Air Quality Management (LAQM) regime;

iii. Identify sensitive receptors which may be impacted by the proposals;

iv. Undertake qualitative assessment of the suitability of the site for the proposed development;

v. Undertake a qualitative assessment of the risk of dust impacts during the construction phase in accordance with guidance issued by the IAQM;

vi. Undertake a qualitative assessment of any air quality impacts arising from the operational development; and,

vii. Provide recommendations for mitigation of impacts where appropriate.

1.4 This assessment has been undertaken in accordance with current legislation and guidance including LAQM Technical Guidance (TG22) issued by the Department for Environment Food and Rural Affairs (DEFRA) in August 2022 and industry guidance published by the Institute of Air Quality Management (IAQM).

1.5 This report has been prepared for the Latos Data Centres for the sole purpose described above and no extended duty of care to any third party is implied or offered. Third parties making reference to the report should consult the Latos Data Centres and Merebrook as to the extent to which the findings may be appropriate for their use.

SECTION 2 PLANNING POLICY

2.1 NATIONAL POLICY

2.1.1 The National Planning Policy Framework (NPPF) published in March 2012 stated that air quality can be a material planning consideration and that local authority Air Quality Action Plans (AQAPs) for Air Quality Management Areas (AQMA) should be considered as part of the planning application process.

2.1.2 The latest revision of the NPPF was published in December 2024[1] and states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development[2].

2.1.3 Planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of AQMAs and Clean Air Zones (CAZs), and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Planning decisions should ensure that any new development in AQMAs and CAZs is consistent with the local AQAP[3].

2.1.4 The NPPF also states that the planning system should ensure that significant development is focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, it acknowledges that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in decision-making[4].

2.1.5 National Planning Practice Guidance (NPPG) was launched on 6 March 2014 to support the previous version of the NPPF. The guidance set out guiding principles on how the planning regime can take account of the impacts of new development on air quality. The guidance relating to air quality was updated in November 2019 and places greater emphasis on biodiversity effects (including cumulative effects) and includes the aspiration to deliver a net improvement in overall air quality.

2.1.6 The NPPG states that '*Whether air quality is relevant to a planning decision will depend on the proposed development and its location. Concerns could arise if the development is likely to have an adverse effect on air quality in areas where it is already known to be poor, particularly if it could affect the implementation of air*

[1] https://assets.publishing.service.gov.uk/media/675abd214cbda57cacd3476e/NPPF-December-2024.pdf
[2] Paragraph 198
[3] Paragraph 199
[4] Paragraph 110

quality strategies and action plans and/or breach legal obligations (including those relating to the conservation of habitats and species). Air quality may also be a material consideration if the proposed development would be particularly sensitive to poor air quality in its vicinity'. [5]

2.1.7 The NPPG sets out the information that may be required in an air quality assessment, making clear that '*assessments need to be proportional to the nature and scale of development proposed and the potential impacts (taking into account existing air quality conditions)*'[6]. It also provides guidance on options for mitigating air quality impacts, as well as examples of the types of measures to be considered. It makes clear that '*mitigation options will need to be locationally specific, will depend on the proposed development and need to be proportionate to the likely impact'*.[7]

2.2 REGIONAL POLICY

2.2.1 The Greater Manchester Air Quality Action Plan

2.2.1.1 The Greater Manchester Air Quality Action Plan 2016 – 2021 was published in January 2018 and sets out measures to reduce air pollution whilst supporting sustainable economic growth of the region. In this plan 'Key Priority Areas' have been identified where air quality is poor and 'Key Performance Indicators' have been defined to help categorise improvement actions. Policies and interventions were subsequently divided into broad categories including Development Management and Planning Regulation based on the area and type of effects that may be achieved.

2.2.1.2 For Development Management and Planning Regulation, Greater Manchester councils are instructed to adopt Institute of Air Quality Management (IAQM) guidance on the Assessment of Dust from Demolition and Construction Sites and the most recent IAQM air quality planning guidance[8]. These documents ensure that planning applications consider impacts consistently, that appropriate mitigation controls are conditioned and that opportunities to improve air quality are realised.

2.2.2 Greater Manchester Low Emission Strategy 2016

2.2.2.1 The Greater Manchester Low-Emission Strategy takes a long-term approach to carbon emissions and air quality, aiming to reduce emissions from transport and encourage sustainable travel including public transport, cycling and walking.

2.2.2.2 In terms of air quality, the aims of this strategy are to 'support the UK Government in meeting all EU thresholds for key pollutants at the earliest date' and 'reduce air pollution as a contributor to ill-health in Greater Manchester'.

[5] Reference ID: 32-005-20191101
[6] Reference ID: 32-007-20191101
[7] Reference ID: 32-008-20191101
[8] Moorcroft and Barrowcliffe et al, (2017) 'Land-Use Planning & Development Control: Planning for Air Quality' v1.2, IAQM/EPUK

2.2.3 Greater Manchester Transport Strategy 2040

2.2.3.1 The Greater Manchester Transport Strategy focuses on creating a sustainable and co-ordinated transport system which supports a wide range of different travel needs. It also aims to bring about a behaviour change to encourage the use of sustainable modes of travel, to reduce emissions from transport, and reduce the need to travel through better integration between land use and transport planning.

2.2.4 Places for Everyone Joint Development Plan (JDP) (2022-2039)

2.2.4.1 Places for Everyone (PfE) is a long-term, strategic joint development plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the Greater Manchester Combined Authority (GMCA) on behalf of the nine districts.

2.2.4.2 The Places for Everyone spatial strategy seeks to deliver sustainable, inclusive growth by focusing significant growth in jobs and housing at the core; boosting northern competitiveness through provision of significant new employment and housing opportunities and infrastructure and supporting key economic drivers in the south.

2.2.4.3 It will also ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

2.3 LOCAL POLICY

2.3.1 Draft Manchester Local Plan

2.3.1.1 The Local Plan currently consists of the PfE JDP (2022-2039), Core Strategy (2012-2027), Extant (saved) Unitary Development Plan (UDP) Policies, Greater Manchester Joint Waste Development Plan Document (DPD) and Greater Manchester Joint Minerals DPD.

2.3.1.2 The Plan has been under consultation since 2020. Once adopted, it will replace the Manchester Core Strategy and saved UDP polices and be aligned with the PfE JDP.

2.3.1.3 Air Quality is address through one policy:

Policy EN 7 Air Quality

The Council will seek to improve the air quality within Manchester, taking account of policy JP S5 in Places for Everyone; and statutory Air Quality Management Areas within the City. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

2.3.2 Manchester Core Strategy (CS) 2012 to 2027

2.3.2.1 The CS was adopted by Manchester City Council (MCC) in July 2012 and is the key document in Manchester's Local Development Framework covering a period of 15 years.

2.3.2.2 Air quality is addressed throughout the CS and specific mention of air quality relevant to the Proposed Development are made in the following policies:

Policy CC 5 Transport

2.3.2.3 *Developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.*

Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements.

The Council will seek to ensure that development includes adequate parking provision for cars and bicycles.

Policy EN 16 Air Quality

2.3.2.4 *The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.*

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Policy DM 1 Development Management

2.3.2.5 *All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:*

- *Appropriate siting, layout, scale, form, massing, materials and detail;*
- *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the area;*
- *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include*

proposals which would be sensitive to existing environmental conditions, such as noise;
- *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes;*
- *Community safety and crime prevention;*
- *Design for health;*
- *Adequacy of internal accommodation and external amenity space;*
- *Refuse storage and collection;*
- *Vehicular access and car parking;*
- *Effects relating to biodiversity, landscape, archaeological or built heritage;*
- *Green Infrastructure including open space, both public and private;*
- *The use of alternatives to peat-based products in landscaping/gardens within development schemes;*
- *Flood risk and drainage;* and,
- *Existing or proposed hazardous installations.*

SECTION 3 ASSESSMENT CRITERIA

3.1 AIR POLLUTANTS OF CONCERN

3.1.1 Oxides of nitrogen (NO_x) are emitted by combustion processes, mostly in the form of the less harmful nitrogen oxide (NO). This is converted in the atmosphere to the Air Quality Strategy pollutant nitrogen dioxide (NO_2). The amount of NO_2 produced depends on a number of factors, including the presence of other pollutants (particularly ozone) and meteorological conditions. It therefore varies considerably over time and geographical area. However, the relative contribution of various sources to the resulting ambient concentrations of NO_2 can generally be assumed to be in proportion to their emissions of NO_x.

3.1.2 PM_{10} comprises the proportion of airborne particulate matter that is less than 10 µm in diameter. This includes fine particles of less than 2.5 µm diameter ($PM_{2.5}$), which can penetrate deeper into the lungs than coarser particles and are becoming increasingly associated with the health effects of particulate pollution. Fine particles are emitted by combustion processes, non-exhaust traffic-related emissions (tyre and brake wear) and also include secondary particles, which are formed in the atmosphere by chemical reactions between other pollutants. The sources of secondary particles can be very distant and include areas outside the UK. The coarser fraction of PM_{10} originates primarily from non-combustion sources.

3.2 AIR QUALITY STANDARDS

3.2.1 The Environment Act 1995 requires Local Authorities to review and document air quality within their area with the aim of meeting specified Air Quality Objectives (AQO) by target years, as defined in the Air Quality (England) Regulations 2000 and Air Quality (England) (Amendment) Regulations 2002 and set out in the UK National Air Quality Strategy 2007. The AQO are designed to be protective of human health and where they are unlikely to be achieved by the target year the LA is required to

designate an AQMA. The authority is then obliged to plan for future compliance with the objectives. Guidance is provided in the UK Air Quality Strategy 2007 and Local Air Quality Management (LAQM) Policy Guidance[9] (PG22).

3.2.2 The relevant AQO for NO_2 are an annual mean concentration of 40 $\mu g.m^{-3}$ and an hourly concentration of 200 $\mu g.m^{-3}$ not to be exceeded more than 18 times per year. For PM_{10} the AQO are an annual mean concentration of 40 $\mu g.m^{-3}$ and a 24-hour mean of 50 $\mu g.m^{-3}$ not to be exceeded more than 35 times per year.

3.2.3 These local AQOs for NO_2 and PM_{10} are the same as the national limits set out in the Air Quality Standards 2010 for which the UK as a whole is required to demonstrate compliance.

3.2.4 The Environment Act 2021 sets out two new legally-binding long-term targets to reduce concentrations of $PM_{2.5}$. The targets were introduced in the Environmental Targets (Fine Particulate Matter) (England) Regulations 2023. Interim targets are also set out within the UK Environmental Improvement Plan

3.2.5 The targets for $PM_{2.5}$ are:

i. An annual mean concentration of 10 $\mu g.m^{-3}$ to be achieved by 2040, with an interim target of 12 $\mu g.m^{-3}$ by January 2028; and

ii. A 35 % reduction in average population exposure by 2040, with an interim target of a 22% reduction by January 2028, both compared to a 2018 baseline.

3.2.6 Whilst $PM_{2.5}$ is not currently part of the LAQM framework, the government still expects all local authorities to effectively use their powers to reduce $PM_{2.5}$ emissions from the sources which are within their control. Whilst it does not fall within the LAQM framework, a national annual mean limit value of 20 $\mu g.m^{-3}$ has been set for $PM_{2.5}$ (to be achieved by 2020 and thereafter).

3.2.7 This assessment has been undertaken in accordance with current legislation and guidance including LAQM TG22[10] issued by the Department for Environment Food and Rural Affairs (DEFRA) in August 2022.

SECTION 4 SITE SETTING

4.1 The Site is located in Newton Heath ward, northeast of Manchester City Centre at approximate National Grid Reference $^{3}87061$, $^{4}00195$. The Site location is indicated on drawing reference LD01BS-CAL-SW-XX-DR-A-00-01-P2-Location Plan in Appendix 1.

4.2 The Site occupies approximately 1.23 hectares and is bound as follows:

i. To the north by Bower Street, and residential properties beyond;

[9] DEFRA (2022), Local Air Quality Management Policy Guidance (PG22)
[10] DEFRA (2022), Local Air Quality Management Technical Guidance (TG22)

ii. To the east by four residential dwellings (immediately adjacent to the Site boundary), Ten Acres Lane and a textile warehouse beyond;

iii. To the south by the Rochdale Canal with undeveloped land beyond, and,

iv. To the west by industrial properties.

4.3 The Site is currently vacant. It comprises large areas of hardstanding, interspersed with self-seeded trees, shrubs and scrub, as well as a number of established trees along the site boundaries.

SECTION 5 BASELINE AIR QUALITY

5.1 INTRODUCTION

5.1.1 The Site is not situated within an Air Quality Management Area (AQMA), but it is located approximately 180 m north of Manchester AQMA (Oldham Road, A62), declared by MCC in respect of annual mean concentrations of nitrogen dioxide (NO_2).

5.2 LOCAL AUTHORITY MONITORING DATA

5.2.1 Reference has been made to the following information sources:

i. 2024 Air Quality Annual Status Report (ASR) – Greater Manchester Combined Authority (GMCA)

ii. Air Quality England website[11].

iii. Clean Air Manchester website[12]

5.2.2 Automatic monitoring

5.2.2.1 MCC operates 4 continuous (automatic) monitoring stations (CMS) in 2024. The two closest CMS are located over 5 km away from the Site with one being classed as an 'Urban Centre' monitoring location (MAN3) and one as a 'Roadside' location (MAN09). These monitoring locations are not considered to be representative of the Site data is summarised below for reference.

[11] https://www.airqualityengland.co.uk/ (accessed on 24-11-2025)
[12] Home | Clean Air Greater Manchester (accessed on 24-11-2025)

Table 1: Summary of CMS monitoring data in the vicinity of the Site

Site ID	Site Name	Distance from Site (km)	Annual Mean Concentration (µg.m^{-3})						
			Pollutant	2020	2021	2022	2023	2024	AQO
MAN3	Manchester Piccadilly	5.6 SW	NO_2	27	30	29	26.8	27	**40**
			PM_{10}	15	15	17	15.1	14.8*	**40**
			$PM_{2.5}$	8	9	10	8.5	8.5*	**20**
MAN09	Manchester Bridge Street (CAP)	6.6 SW	NO_2	-	-	-	**53.5**	**51.9**	**40**

Numbers in bold indicate AQO exceedance
*Valid Data Capture is below 90%

5.2.3 The concentrations recorded during 2020 and 2021 should be treated with caution as data capture was limited and is likely to have been impacted by travel restrictions imposed during the Covid-19 pandemic.

5.2.4 Annual mean concentrations of NO_2 for both monitoring locations indicate a decreasing trend overall. At MAN09 monitored concentrations significantly exceeded the AQO of 40 µg.m^{-3} in both years.

5.2.4.1 No clear trends in annual mean concentrations for PM_{10} and $PM_{2.5}$ are evident. However, concentrations of both pollutants were recorded below their respective AQOs, of 40 µg.m^{-3} and 20 µg.m$^{-3,}$ in all years reviewed.

5.2.5 Passive monitoring of NO_2 is undertaken using diffusion tubes at a number of locations across Manchester. Further details and bias-adjusted data for the closest monitoring sites in recent years are summarised in the tables for the closest sites. Again, due to the distance, monitoring data from these locations is not considered to be representative of baseline conditions at the Site.

Table 2: Diffusion tube monitoring locations

Site ID	Description	Type	Distance from kerb (m)
MA103BNO	Queens Rd, Harpurhey	Roadside	2
OLPSNO	Lamppost 1, Poplar St, Failsworth (end Victoria St)	Urban Background	12
MA99BNO	Oldham Road (rear of 6 Airton Close)	Roadside	3
OLWARNO	Lamppost 35, Oldham Rd, Failsworth	Roadside	3

Table 3: Summary of diffusion tube monitoring data in the vicinity of site (bias-adjusted).

Site ID	Distance from proposed development	Annual Mean Concentration NO_2 (µg.m^{-3})					
		2020*	2021*	2022	2023	2024	AQO
OLWARNO	2.4 km NE	-	32.4	33.4	33.7	27.9	**40**
MA103BNO	2.9 km NW	35.5	39.6	**40.1**	37.9	35.4	
OLPSNO	3.1 km NE	-	32.5	30.7	30.4	26.1	
MA99BNO	3.2 km SW	26.9	32.9	32.7	31.3	27.5	

Numbers in **bold** indicate AQO exceedance
*Results should be treated with caution as monitoring during COVID-19 pandemic was limited and impacted by travel restrictions

5.2.6 Annual mean concentrations of NO_2 recorded at the majority of monitoring sites was below the AQO of 40 µg.m^{-3} in all years reviewed, with the exception of MA103NO in 2022. Excluding data from 2020 and 2021 (which recorded low data capture during the pandemic), concentrations have consistently declined at most of the sites in recent years with the exception of OLWARNO which recorded a slight increase between 2022 and 2023.

5.3 DEFRA BACKGROUND MAPS

5.3.1 Reference has also been made to the UK-AIR background air pollutant concentration maps. The background maps are presented in 1 km x 1 km grid squares across England, Wales, Scotland and Northern Ireland. The current version of the background maps (reference year 2021) contains estimates for NO_x, NO_2, PM_{10} and $PM_{2.5}$ for the period 2021 through to 2040.

5.3.2 The 2021 reference year background maps are based on monitoring and meteorological data for 2021. Predicted background concentrations for the reference year (2021) and the current year (2025) are summarised in the table below.

Table 4: Predicted annual mean DEFRA background map concentrations

Pollutant	Annual Mean Concentration (µg.m^{-3})		
	387061, 400195		AQO
	2021	2025	
NO_2	16.72	14.58	**40**
PM_{10}	13.03	12.84	
$PM_{2.5}$	7.82	7.60	**20**

5.3.3 Predicted background map concentrations for the grid square in which the Site is situated are well below the respective annual mean AQOs for all key air pollutants.

5.4 INDUSTRIAL INSTALLATIONS

5.4.1 With reference to the Environment Agency (EA) online public register there no permitted Part A processes within 1 km of the Site .

5.4.2 No Part A2 activities are currently permitted by MCC within the vicinity of the site.

5.4.3 With reference to the register of Part B processes regulated by MCC, none are present within 500 m of the site boundary.

5.5 SUMMARY

5.5.1 The site is not situated within an AQMA, but an AQMA (Oldham Road, A62) is located 180 m to the north. Automatic and non-automatic monitoring in the vicinity confirms that roadside concentrations of NO_2 are well below the annual mean AQO, however, none of the monitoring locations are considered to be representative of baseline conditions at the Site (primarily due to distance).

5.5.2 DEFRA background maps have therefore been used to define baseline concentrations of NO_2, PM_{10} and $PM_{2.5}$ across the site for the purpose of this assessment.

SECTION 6 POTENTIAL IMPACT OF THE SCHEME ON LOCAL AIR QUALITY

6.1 INTRODUCTION

6.1.1 Developments can introduce new receptors into an area of poor air quality. They can also increase emissions of air pollutants during their construction and operational phases and/or create a building configuration that inhibits effective pollution dispersion.

6.2 SITE SUITABILITY

6.2.1 The Site is not situated within an AQMA and, in the absence of major roads or other pollution sources, baseline concentrations of air pollutants are expected to be close to background levels across the Site. With reference to DEFRA background maps, baseline concentrations of NO_2, PM_{10} and $PM_{2.5}$ across the site are predicted to be less than half of their respective annual mean AQOs.

6.2.2 The Site is situated adjacent to Bower Street and Ten Acres Lane, and, given the anticipated low baseline concentrations, future users of the Proposed Development are not expected to experience significant levels of air pollution even taking increased traffic associated with the Proposed Development into consideration.

6.3 CONSTRUCTION PHASE

6.3.1 Guidance published jointly by the IAQM and Environmental Protection UK (EPUK) sets out screening criteria to indicate where further assessment of air quality impacts

from a development is required. With reference to guidance, the screening criteria for further assessment of traffic emissions outside of an AQMA are as follows:

i. more than 500 light duty vehicles (LDV) flows (as Annual Average Daily Traffic (AADT)); and

ii. more than 100 heavy-duty vehicles (HDV) flows (as AADT).

6.3.2 Due to the scale of the Proposed Development, vehicular trips generated during the construction phase are not anticipated to exceed the screening criteria.

6.4 OPERATIONAL PHASE

6.4.1 The Site incorporates eight car parking spaces. The scheme is not expected to result in a significant increase in vehicle movements on the local road network (i.e. not expected to exceed the screening criteria outlined in the IAQM guidance as summarised in paragraph 6.3.1 above).

6.4.2 It is understood that recovered heat from the data centre will be re-used for water and space heating within the buildings. Excess heat can be made available for off-site, district/community heating schemes in future.

6.4.3 It is understood that the data centre will include emergency generators to provide back-up power in the event of a power outage. The generators are intended to be fuelled using hydrogenated vegetable oil (HVO) but may have a secondary fuel option (gas or hydrogen).

6.4.4 The generators will be operated for testing and emergency use only, they will not be operated as Short-Term Operating Reserve (STOR) or Demand Response System (DRS).

6.4.5 Ten generators will be installed in total (five per data hall).

6.4.6 The proposed testing regime is as follows:

i. Weekly – 15 minutes

ii. Every six months – 1 hour

iii. Annually – 2 hours

6.4.7 All testing will be carried out between 9am and 4 pm, Monday to Friday. Total testing duration will not exceed 18 hours per year therefore the short-term AQO for NO_2 (which allows up to 18 exceedances per year) will not be exceeded.

6.4.8 With reference to a study[13] undertaken by the Environment Agency's (EA) Air Quality Modelling & Assessment Unit (AQMAU), due to the very high NOx emissions of

[13]https://consult.defra.gov.uk/airquality/medium-combustion-plant-and-controls-ongenerators/supporting_documents/Generator%20EA%20air%20dispersion%20modelling%20report.pdf

generator engines, the conversion of NO_x to NO_2 is likely to be limited by the amount of available ozone in the atmosphere. The EA suggest that a short-term conversion ratio of 15% is likely to be reasonably representative within the first few hundred meters from the source.

6.4.9 Additionally, as the generators are to be fuelled using HVO as opposed to diesel, this may reduce the initial NO_x concentration discharge from the flues.

6.4.10 The overall effect of the Proposed Development on local air quality is therefore judged to be 'not significant'.

SECTION 7 CONSTRUCTION PHASE IMPACT ASSESSENT

7.1 GENERAL

7.1.1 Potential emissions during the construction phase include dust and other forms of air pollution. Sources of emissions of air pollutants are exhaust from on-site plant and site traffic and dust-generating activities, including earthworks and vehicle movements on dry ground.

7.1.2 Updated guidance on the assessment of dust impacts during demolition and construction was issued by the IAQM in 2024[14]. The construction phase impacts on local air quality associated with the redevelopment of the site have been assessed in accordance with this guidance.

7.1.3 In terms of vehicle movements within the site (plant exhaust), the impact of emissions would be very small, very localised and limited to vehicles in close proximity to potential receptors. With reference to the IAQM guidance, *'experience of assessing the exhaust emissions from on-site plant and site traffic suggest that they are unlikely to make a significant impact on local air quality and in the vast majority of cases they will not need to be quantitatively assessed'*. Exposure can be minimised by standard good practice.

7.1.4 The IAQM guidance indicates that construction impacts on local air quality can be divided into four key areas:

i. Demolition;

ii. Earthworks;

iii. Construction; and,

iv. Trackout.

7.1.5 Dust Emission Magnitude

7.1.5.1 Potential dust emission magnitude has been assessed for each of the four key areas above in relation to the development site. The dust emission magnitude is based on

[14] Stoaling et. al. (2024) 'Guidance on the Assessment of dust from demolition and construction' v2.2

the scale of the anticipated works and is classified as small, medium, or large. The guidance provides examples of how the potential dust emission magnitude for different activities can be defined.

7.1.6 Demolition

7.1.6.1 No demolition is required to facilitate the Proposed Development.

7.1.7 Earthworks

7.1.7.1 With reference to the Soilscapes website[15] the Site is expected to be underlain by loamy and clayey soils. With reference to the British Geological Survey (BGS) online geology viewer, the site is underlain by bedrock geology of Chester Formation (sandstone).

7.1.7.2 The Site appears to be relatively flat, and it is not anticipated that significant reprofiling will be required to create the development platform.

7.1.7.3 The total site area is understood to be less than 18,000 m^2 and it is estimated that less than five heavy earth-moving vehicles will be active on site at any one time.

7.1.7.4 The potential dust emission magnitude in the absence of mitigation is considered to be ‘medium’.

7.1.8 Construction

7.1.8.1 It is anticipated that the Proposed Development will be constructed using materials with a low dust generation potential (brick and metal cladding). The total building volume is expected to be less than 12,000 m^3.

7.1.8.2 The potential dust emission magnitude in the absence of mitigation is considered to be ‘small’.

7.1.9 Trackout

7.1.9.1 Trackout dust impacts are associated with HDVs leaving the site after moving over unpaved ground where they will accumulate mud and dirt which can then be tracked out onto the public highway. Trackout impacts are linked to the number of outward HDV movements over the course of a day.

7.1.9.2 The Site is expected to be underlain by loamy and clayey soils with an associated high generation potential. Particles will be prone to re-suspension in the air as a result of vehicle movements over bare ground.

7.1.9.3 During earthworks, it is estimated that no more than 20-50 outward HDV movements will be generated in any one day.

[15] https://www.landis.org.uk/soilscapes/ (accessed 21/01/2026)

7.1.9.4 It is estimated that the unpaved road length will exceed 100 m.

7.1.9.5 The potential dust emission magnitude in the absence of mitigation is considered to be 'large'.

7.1.10 Summary

7.1.10.1 A summary of the assessed dust emission magnitude for each of the site activities is displayed below.

Table 5: Summary of the Potential Dust Emission Magnitude

Activity	Dust Emission Magnitude
Demolition	N/A
Earthworks	Medium
Construction	Small
Trackout	Large

7.2 SENSITIVITY OF THE AREA

7.2.1 Introduction

7.2.1.1 The following assessment of site sensitivity has been undertaken using IAQM methodology.

7.2.1.2 The main concentration of residential receptors is to the north. Land to the northeast (on the opposite side of Ten Acres Lane) and to the southwest is occupied by commercial uses with land to the south and southeast being undeveloped.

7.2.1.3 The overall sensitivity of the area (as determined by the number and sensitivity of receptors within a given distance) is summarised in the following sections.

7.2.2 Dust Soiling Effects

7.2.2.1 Nuisance dust is defined here as all particulate matter less than 75 µm but greater than 10 µm diameter, comprising both suspended and deposited dust.

7.2.2.2 The sensitivity of receptors to dust soiling effects is dependent upon the duration and frequency that people would expect to be exposed to the effects. Residential receptors can be expected to enjoy a high level of amenity and background levels of dust soiling are expected to be low. It can be expected that dust soiling would diminish the aesthetics of their property, and such receptors are therefore assessed as being of high sensitivity. Residential properties, schools, nurseries and care homes are considered to be of high sensitivity for the purpose of this assessment.

7.2.2.3 Medium sensitivity receptors are those where users would expect to enjoy a reasonable level of amenity but would not reasonably expect to enjoy the same level of amenity as in their home or people or property would not reasonably be expected to be present here continuously or regularly for extended periods as part of the normal pattern of use of the land. Places of work and community uses are considered to be of medium sensitivity for the purpose of this assessment.

7.2.2.4 Low sensitivity receptors are those where the enjoyment of amenity would not reasonably be expected or property would not reasonably be expected to be diminished in appearance, aesthetics or value by soiling. Exposure is of a transient nature and people, or property would reasonably be expected to be present only for limited periods of time as part of the normal pattern of use of the land.

7.2.2.5 There are estimated to be between less than 10 high-sensitivity receptors within 20 m of the Site boundary increasing to between 10 and 100 within 50 m. Between 10 and 100 high sensitivity receptors are present within 20 m of the anticipated routes to be used by HDVs (up to 250 m from the site exit).

7.2.2.6 As a result, the sensitivity of the surrounding area with regards to dust soiling effects from works undertaken on site is ‘medium’ and associated with trackout impacts is assessed as ‘high’.

7.2.3 Human Health

7.2.3.1 For health effects of PM_{10}, sensitivities are based on whether or not the receptor is likely to be exposed to elevated concentrations over a 24-hour period.

7.2.3.2 High sensitivity receptors are those locations where members of the public are exposed over a time period relevant to the air quality objective for PM_{10} (eight hours or more in a 24-hour period). Indicative examples include residential properties, hospitals, schools, nurseries and residential care homes.

7.2.3.3 Workers are considered to be of medium sensitivity for the purpose of this assessment and low sensitivity receptors are those locations where human exposure is transient e.g. public footpaths, playing fields, parks and shopping streets.

7.2.3.4 With reference to the DEFRA background maps, annual mean concentrations of PM_{10} in the vicinity of the Site are predicted to be around 13 $\mu g.m^{-3}$ in 2025. Roadside receptors experience elevated concentrations of PM_{10} as a result of road traffic contributions, however, even in roadside locations, it is expected that concentrations remain below 24 $\mu g.m^{-3}$.

7.2.3.5 With reference to the number of receptors described in the dust soiling section above and taking into account the low baseline concentrations of PM_{10} in the local area, the sensitivity of the surrounding area with regards to human health impacts is considered to be ‘low’ both in respect of on-site working areas and adjacent to the anticipated trackout routes.

7.2.4 Ecological Sensitivity

7.2.4.1 An 'ecological receptor' refers to any sensitive habitat affected by dust soiling. This includes the direct impacts on vegetation or aquatic ecosystems of dust deposition, and the indirect impacts on fauna (e.g. on foraging habitats).

7.2.4.2 Dust can have two types of effect on vegetation: physical and chemical. Direct physical effects include reduced photosynthesis, respiration and transpiration through smothering. Chemical changes to soils or watercourses may lead to a loss of plants or animals for example via changes in acidity. Indirect effects can include increased susceptibility to stresses such as pathogens and air pollution. These changes are likely to occur only as a result of long-term demolition and construction works adjacent to a sensitive habitat. Often impacts will be reversible once the works are completed, and dust emissions cease.

7.2.4.3 With reference to the Multi-agency Geographic Information for the Countryside (MAGIC) website no sensitive ecological receptors have been identified in close proximity to the Proposed Development.

7.2.5 Summary

7.2.5.1 The sensitivity of identified receptors within 250 m of working areas during earthworks and construction is summarised in the table below. For trackout receptors have been considered within 50 m of routes anticipated to be used by HDVs up to 250 m from the site exit.

Table 6: Summary of the Sensitivity of the Surrounding Area

Potential Impact	Sensitivity of the Surrounding Area			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	N/A	Medium	Medium	High
Human Health	N/A	Low	Low	Low
Ecological	N/A	N/A	N/A	N/A

7.3 RISK OF DUST IMPACTS

7.3.1 The potential dust emissions magnitude for each of the site activities has been combined with the sensitivity of the surrounding area to summarise the risk of dust impacts with no mitigation. This in turn determines the level of mitigation which must be applied. The dust risk is summarised in the table below.

Table 7: Summary of Risk of Impacts

	Demolition	Earthworks	Construction	Trackout
Dust Soiling	N/A	Medium	Low	High
Human Health	N/A	Low	Negligible	Low
Ecological	N/A	N/A	N/A	N/A

7.3.2 The risk of dust soiling impacts is assessed as 'medium' during earthworks, 'low' during construction and 'high' associated with trackout in the absence of mitigation.

7.3.3 The risk of human health impacts is assessed as 'low' to 'negligible' for all phases of work in the absence of mitigation.

7.4 CUMULATIVE IMPACTS

7.4.1 No major developments have been identified within 500 m of the Site with the potential to result in significant cumulative dust impacts. In any case, dust control measures will be required for all sites as secured via planning condition.

SECTION 8 MITIGATION MEASURES

8.1 CONSTRUCTION PHASE

8.1.1 The IAQM guidance provides recommendations for mitigation measures commensurate with the risk of dust impacts. The following measures are highly recommended based on the risk assessment presented in Section 7:

8.1.2 Communications

i. Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.

ii. Display the name and contact details of persons accountable for air quality and dust issues on the site boundary together with head or regional office contact information;

iii. Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The DMP may include monitoring of dust deposition, dust flux, real-time PM_{10} continuous monitoring and/or visual inspections.

8.1.3 Site Management

i. Record all dust and air quality complaints, identify causes and take appropriate measures to reduce emissions in a timely manner. All records should be made available to the local authority when asked;

ii. Record any exceptional incidents that occur, causing dust and/or air emissions, either on or off site, and the action taken to resolve the situation;

iii. Hold regular liaison meetings with other hight risk construction sites within 250 m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised, as the same strategic road network routes might be used;

8.1.4 Monitoring

i. Carry out regular site inspections to monitor compliance with the DMP, increasing the frequency when activities with a high potential to produce dust are being carried out or during prolonged dry/windy conditions;

ii. Undertake daily on-site and off-site inspection, where receptors are nearby, to monitor dust, record inspection results and make the log available to the LA when asked. Including regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary, with cleaning to be provided when asked; and,

iii. Agree dust deposition, dust flux, or real-time PM_{10} continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences.

8.1.5 Preparing and maintaining the site

i. Plan site layout so that, where possible, machinery and dust causing activities are located away from receptors.

ii. Erect solid screens or barriers around the site boundary and implement intelligent screening, such as positioning site offices between potentially dusty activities and receptors;

iii. Fully enclose specific operations where there is a high potential for dust production and the site is active for an extensive period

iv. Avoid site runoff of water and mud;

v. Keep site fencing, barriers and scaffolding clean using wet methods;

vi. Remove materials that have a potential to produce dust from site as soon as possible unless being re-used on site; and

vii. Cover, seed or fence stockpiles to prevent wind whipping.

8.1.6 Operating vehicle/machinery and sustainable travel

i. Implement a site policy that no vehicles are left idling and engines are switched off when not in use;

ii. Avoid the use of diesel or petrol powered generators using mains electricity or battery powered equipment where practicable;

iii. Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials;

iv. Impose and signpost a maximum-speed-limit of 15 mph on surfaces and 10 mph on unsurfaced haul roads and work areas; and,

v. Implement a Travel Plan that supports and encourages sustainable travel.

8.1.7 Operations

i. Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques;

ii. Ensure adequate water supply for dust suppression, to avoid generation of wind-blown dust, using non-potable water where possible; and

iii. Minimise drop-heights into skips and use enclosed chutes, conveyers and covered skips, where possible; and

iv. Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

8.1.8 Waste Management

i. Ban the disposal of waste material by burning on site.

8.1.9 Measures specific to trackout

i. Use water-assisted dust sweepers on the access and local roads removing any material tracked out of the site;

ii. Avoid dry sweeping of large areas;

iii. Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport;

iv. Inspect on-site haul routes for integrity and instigate necessary repairs as soon as reasonably practicable and keep a record in a site log book;

v. Install hard surfaces haul routes, to be regularly damped down with fixed or mobile sprinkler systems or mobile water bowsers, regularly cleaned;

vi. Implement a wheel washing system, ensuring there is an adequate area of hard surface road between the wheel wash facility and the site exit;

vii. Access gates to be located at least 10 m from receptors where possible.

8.1.10 Provided appropriate mitigation is employed for the duration of the construction works the overall effect on local air quality is judged to be 'not significant'.

8.2 **OPERATIONAL PHASE**

8.2.1 Minimising exposure to poor air quality

8.2.1.1 The site is considered to be suitable for the Proposed Development in air quality terms without the requirement for mitigation measures to reduce future users' exposure to air pollution.

8.2.2 Traffic

8.2.2.1 Eight staff and visitor car parking spaces will be provided, including one disabled parking space. 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.

8.2.2.2 An Interim Travel Plan (ITP)[16] has been produced by the project transport consultant (SK Transport Ltd) to promote sustainable modes of transport. Pertinent measures are summarised below.

Communication Measures

i. Travel Pack - Preparation and issue of travel packs for staff.

ii. Travel Noticeboard - A travel noticeboard will be provided in a staff area.

iii. Journey Planning Software - Provision of information on journey planning software.

8.2.2.3 The travel packs will be issued to staff before they start at work. The travel packs will contain the following types of information:

i. Information on on-line and phone app journey planning software.

ii. Information on cycle and walking routes.

iii. Information on bus/tram routes and frequencies.

iv. Information on bus/tram ticketing arrangements.

v. Public and cycling route maps.

vi. Details of any site or local travel campaigns/initiatives.

[16] Report ref: 22086-TRAN-0802 dated March 2025

8.2.3 A travel noticeboard will also be provided in a staff area of the Proposed Development, this will be used to communicate updates to staff and will contain similar information to the travel packs.

Active Travel Measures

i. Active Travel Benefits

ii. Local Route Awareness

iii. Safety Tips

iv. Cycle Training

Public Transport Measures

i. Local Route Awareness

ii. Ticketing Arrangements

Sustainable Car Measures

i. Car Share Benefits

ii. Car Share Database

Heating Strategy

8.2.4 Space heating and hot water demand will be addressed using recovered heat from the data centre operation.

SECTION 9 CONCLUSIONS

9.1 Latos Data Centres is seeking full planning permission for the construction of a new data centre (Latos Manchester East) at land off Bower Street in Newton Heath, Manchester.

9.2 This AQA has been prepared to accompany the planning application.

9.3 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.

9.4 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.

9.5 Risks can be mitigated using appropriate management and dust suppression techniques commensurate with the level of risk and secured via planning condition.

Provided appropriate mitigation is employed for the duration of the construction works the overall effect on local air quality is judged to be 'not significant'.

9.6 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.

9.7 Using professional judgement, taking all relevant factors into account, the overall effect of the operational development on local air quality is considered to be 'not significant'.

9.8 It is considered that the development proposals adhere to policy guidance and that there is no reason falling within the scope of this report, that precludes the granting of planning permission for the development as proposed.

APPENDIX 1

- Drawings

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KEY

1. Site Boundary + SR2 Rated Security Fence
2. Proposed 2.4m SR2 Rated Security Fence
3. Plant Screening
4. Bifold Security Gates
5. Vehicle Holding Area
6. Electric Vehicle Charging Bays
7. Substation
8. Modular Power Units
9. Generator Sets
10. Chillers on Gantry
11. Enhanced Vegetation
12. Service Yard
13. Waste Store
14. Bike Store
15. Pedestrian Gate
16. Static Bollard
17. Removable Bollard
18. Retractable Bollard
19. Armco Barrier

PLANNING

CONFIDENTIAL

Revision:	Description:	Drawn:	Chk:	Date:
P2	Planning Issue	SLH	CK	17.04.26
P1	Planning Issue	SLH	CK	27.03.26

Project:	Originator:	Volume:	Levels:	Type:	Role	Number:	Revision:
LD01BS	CAL	SW	XX	DR	A	01-11	P2

Project: Latos Manchester East
Bower Street
Manchester

CAL Project No: 25-015

SITE

Client: Latos

Drawing: **Proposed Site Plan**

Scale: 1 : 250 | Print Size: A1 | Drawn By: DC | Chckd By: SLH

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3 George Stephenson Court,
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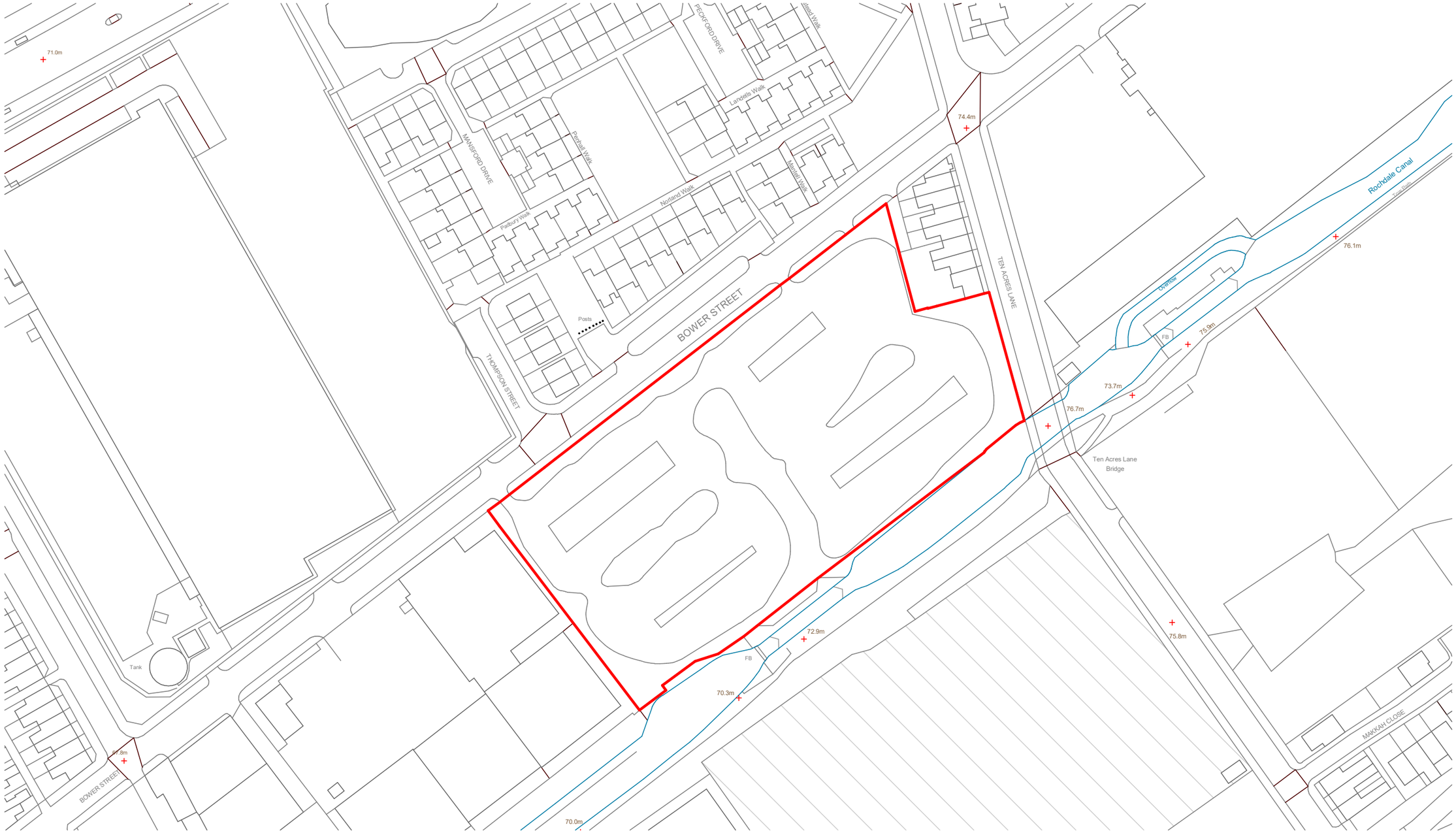
Proposed Site Plan

1 : 250

1:500 0 5m 10 15 20 25 30 35 40 45 50m

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Location Plan

1 : 1250

0 10m 20 30 40 50 60 70 80 90 100 110 120 130m
1:1250

PLANNING

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Revision:	Description:	Date:
P2	Planning Issue	17.04.26
P1	Planning Issue	27.03.26

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Project:	Originator:	Volume:	Levels:	Type:	Role:	Number:	Revision:
LD01BS	CAL	SW	XX	DR	A	00-01	P2

Project:
Latos Manchester East
Bower Street
Manchester

CAL Project No: 25-015

Client: Latos

Drawing: **Location Plan**

Scale:	Print Size:	Drawn By:	Chckd By:
1 : 1250	A3	SH	CK



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