



FUSION MANCHESTER DEVCO LTD

DEANS_GATE SOUTH

NON-TECHNICAL SUMMARY

JANUARY 2021

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CONTENTS

1	INTRODUCTION	1
2	DESCRIPTION OF THE SITE AND DEVELOPMENT	3
3	CONSTRUCTION METHODOLOGY AND PROGRAMME	7
4	SCOPE AND APPROACH.....	8
5	ENVIRONMENTAL ASSESSMENT	11
6	RESIDUAL AND CUMULATIVE EFFECTS	17

1 INTRODUCTION

- 1.1.1 This report provides a summary, in non-technical language, of the Environmental Impact Assessment (EIA) undertaken in support of a full planning application for the development of a student accommodation building (hereafter referred to as the 'Proposed Development') on Deansgate in Manchester City Centre.
- 1.1.2 The Site is located within the administrative area of Manchester City Council (MCC). Figure 1 illustrates the location of the Site, and the application boundary.
- 1.1.3 The Site is approximately 0.06ha in size and comprises a roughly triangular area of previously developed land at the junction of Chester Road / Bridgewater Viaduct (A56) and Deansgate. The Site was cleared in the early 2000s and currently consists of areas of hardstanding and low-quality vegetation.
- 1.1.4 The proposals are to build a 28-storey student accommodation building comprising 534 student residential bedrooms across 272 units.
- 1.1.5 This Non-Technical Summary provides a brief site description, a discussion of the proposals and then presents the assessment findings for each technical section of the Environmental Statement. For further, more detailed technical information relating to the existing baseline conditions, the Proposed Development and the impact assessment, reference should be made to the Environmental Statement.



Figure 1: Site Location (Source: Google Earth)

2 DESCRIPTION OF THE SITE AND DEVELOPMENT

2.1 The Site

- 2.1.1 The Site is located on Deansgate to the south-west of Manchester City Centre and is approximately 0.06ha in size. The Site comprises a roughly triangular area of previously developed land at the junction of Chester Road / Bridgewater Viaduct (A56) and Deansgate.
- 2.1.2 The Site was cleared in the early 2000s and currently consists of areas of hardstanding and low quality vegetation. There is a wall on the southern boundary of the Site, adjacent to Deansgate, which acts as a retaining wall.
- 2.1.3 The Site is bound by:
- Chester Road / Bridgewater Viaduct (A56) to the north;
 - Residential apartments (Deansgate Quay) to the east; and
 - Deansgate to the south.
- 2.1.4 Vehicular access to the Site is off Deansgate, however this access is currently closed, and the Site is enclosed by temporary hoarding. As set out below, it is not proposed to reopen this access as the development will be a zero-car scheme.
- 2.1.5 The Site is broadly flat, with land dropping off from the south-east corner of the Site where the retaining wall to Deansgate is located.

2.2 The Surrounding Area

- 2.2.1 Due to its city centre location the majority of land surrounding the Site is densely developed with a mixture of residential and commercial uses.
- 2.2.2 The closest existing development to the Site is Deansgate Quay, residential apartments immediately east of the Site. Land to the south-west of the Site is currently being redeveloped, with Deansgate Square, a development of four residential tower blocks, located to the south of the Site.
- 2.2.3 Deansgate train station and the Deansgate-Castlefield tram stop are located approximately 150m and 185m north-east of the Site respectively. Bridgewater and Rochdale Canals are both located to the north of the Site.
- 2.2.4 There are no relevant environmental designations within the Site.
- 2.2.5 Castlefield Conservation Area is adjacent to the north of the Site and there are a number of Grade II listed buildings in the surrounding area.

2.3 Planning History

2.3.1 The planning history at the Site is as follows:

- December 2015: full planning application (Planning ref. 10730/FO/2015/C1) for the construction of a 13-storey building including 53 apartments, a commercial unit, and associated car parking, landscaping and access. The application was granted approval in March 2016.
- March 2017: an application (Planning ref. 115591/FO/2017) to amend the approved development at the Site. This included the reconfiguration of the building design and amended elevations. The amended scheme was granted approval in June 2017.
- In January 2018: an application (ref. CDN/18/0048) was submitted to discharge conditions of the approved development. Partial approval was granted.

2.4 The Development Proposals

- 2.4.1 The Proposed Development will comprise a 28-storey student accommodation building comprising 534 student bedrooms across 272 units, in a mixture of accommodation types from one bed studios to 6 bed social studios.
- 2.4.2 The primary entrance will be on the western corner of the building, at the junction of Chester Road / Bridgewater Viaduct and Deansgate. Access to the lower ground floor (which includes utilities, waste facilities and cycle storage) will be via the eastern corner of the building, off Deansgate.
- 2.4.3 The scheme has been designed to achieve a BREEAM Excellent rating and will include energy efficiency measures to reduce and meet the energy demand of the building. These measures will ensure that the Proposed Development will provide a 9.5% improvement in CO₂ emissions (in relation to the baseline of standard Building Regulations).
- 2.4.4 In addition, renewable and low carbon technologies will be adopted, including air source heat pumps (ASHP) to generate hot water to the building, and solar panels are to be installed on the roof.
- 2.4.5 The Proposed Development will be a zero-car scheme and as such no parking provision or vehicular access has been included. A 92-space cycle store will be provided on the lower ground floor of the building.

- 2.4.6 The building will also include three roof terraces providing mitigation and enhancement opportunities, such as bird boxes.
- 2.4.7 Tree planting will be undertaken on the pavements adjacent to the Site.
- 2.4.8 Figure 2 illustrates the Proposed Development. For further detail on the development design, including floor plans, please refer to the full ES and the Design and Access Statement.

2.5 Consideration of Alternatives

- 2.5.1 The consideration of realistic alternatives to the proposed scheme helps to evaluate the environmental effects of a project.
- 2.5.2 The consideration of alternatives has reviewed the 'Do Nothing' scenario which assumes that the Proposed Development will not proceed and considers how the Site would evolve should the Site continue with its current use. Whilst this scenario would eliminate potential adverse environmental impacts as a result of the Proposed Development, the opportunity to redevelop the Site, resulting in improvements to the local area, including townscape, visual and socio-economic benefits, and to the supply of student accommodation supporting Manchester's growing student population, would be lost.
- 2.5.3 It is considered that the Proposed Development is located in a sustainable location with excellent public transport links and pedestrian access to the City Centre. The Proposed Development will also enable the redevelopment of an area of brownfield land not currently in use, contributing the wider regeneration of the local area. The Site is therefore considered the most suitable location for the Proposed Development in terms of sustainability and environmental impact.
- 2.5.4 Informed by discussions with relevant stakeholders, the design of the proposals has evolved to reflect the findings of the assessments undertaken in order to reduce the potential environmental effects to the lowest practical level and enhance the potential benefits of the scheme. The scheme has been designed to achieve a BREEAM Excellent rating and will therefore provide an exemplary development which goes above and beyond building regulations
- 2.5.5 It is concluded therefore that the proposals constitute the most sustainable option for development in the area, whilst minimising negative impacts on the environment.



Figure 2: Proposed Development (View from north-east along Deansgate)

3 CONSTRUCTION METHODOLOGY AND PROGRAMME

- 3.1.1 A construction methodology has been developed to avoid, minimise, and mitigate against any construction effects on the environment and surrounding community. The methodology details how the project will be delivered in respect of health and safety, logistics, communications and security; including details of how construction vehicles and staff will manage the scheme to ensure that noise and disturbance is kept to a minimum to residents and businesses.
- 3.1.2 Project-specific management measures have been devised and will inform a Construction Method Statement (CMS) for the Proposed Development. The CMS will be a dynamic document which should be reviewed if activities or conditions onsite change. Reviews will be undertaken at set intervals (as minimum every 3 months or when site conditions change) and new information added as appropriate.
- 3.1.3 A Construction Phase Health and Safety Plan will be developed, to compliment the CMS and will provide even greater detail in the safe delivery of the project.
- 3.1.4 A number of control measures will be implemented to ensure that the emission of dust and dirt during the demolition and construction of the Proposed Development is managed appropriately. These measures include the correct storage of materials in pre agreed designated areas; concrete and Road Sweeper washout areas; the erection of solid barriers around the site boundary; and the maintenance of plant and equipment.

Development Timetable and Programme

- 3.1.5 Subject to the successful discharge of the planning conditions construction has a start date of April 2022 and a completion date of September 2024.
- 3.1.6 The proposed working hours for the scheme are as follows:
- Monday to Friday – 0730hrs to 1800hrs;
 - Saturdays – 0730hrs to 1400 hrs; and
 - Sundays & Bank Holidays – Only with prior written approval.

4 SCOPE AND APPROACH

4.1 Scope of Assessment

4.1.1 The scope of the EIA was agreed with MCC and informed by consultation with relevant consultees. The following environmental assessments have been undertaken as part of this EIA:

- Noise;
- Air Quality;
- Townscape & Visual;
- Built Heritage;
- Daylight & Sunlight;
- Wind Microclimate; and
- Socio-Economics.

4.2 Assessment Approach

4.2.1 For each environmental discipline, the method of assessment differs according to the guidance documents that relate to the discipline. However, the overarching assessment approach is as described below.

Step 1: Establish the Baseline

4.2.2 The baseline conditions refer to the current status of the Site and the surrounding area (which, together, comprise the study area) that relate to the environmental discipline(s) being assessed. For example, noise surveys were undertaken to ascertain the existing noise levels surrounding the Site.

Step 2: Assess the Effects

4.2.3 The standard approach to each assessment is to identify how sensitive the baseline is to change (i.e. impact) as a result of the Proposed Development and to determine the magnitude of that change. The assessment of sensitivity and magnitude of change are then combined to provide an overall level of effect of the impact. Depending upon impact, an effect may be adverse or beneficial.

4.2.4 Effects assessed below a certain level are considered to be 'Not Significant' and effects assessed as being above a certain level are identified as being 'Significant'. Where significant adverse effects are recorded, mitigation measures are identified to avoid,

reduce or remedy these effects. Where possible, enhancements are recommended for beneficial effects.

Step 3: Identify Mitigation Measures

- 4.2.5 Where possible, potential adverse effects are ‘designed out’ of the design proposals as far as practicably possible. Any remaining adverse effects are then addressed via mitigation measures intended to avoid, reduce or remedy the potential adverse them. This may include the adoption of best practice working methods and techniques, or specific strategies or action plans.

Step 4: Assess Residual Effects

- 4.2.6 The potential impacts of the proposals are reassessed with the mitigation measures in place and the resulting effect is referred to as the ‘residual effect’. It is the purpose of the mitigation measures to have reduced any potential adverse effects to the lowest level possible.

Step 5: Assess Cumulative Effects

- 4.2.7 Cumulative effects have also been considered as part of this assessment. This includes:
- Potential cumulative effects occurring as a result of different impacts of the Proposed Development in combination with each other; and
 - Potential cumulative effects occurring as a result of the Proposed Development in combination with other nearby developments.
- 4.2.8 The nearby developments considered within the cumulative assessment for this EIA are as follows:
- Castle Wharf (planning ref: 113870/FO/2016);
 - Crown Street Phase 1 (Planning ref: 119806/FO/2018);
 - 325 - 327 Deansgate (Planning ref: 125804/FO/2019);
 - Land Bound by Silvercroft Street, Crown Street, And The Mancunian Way (Planning ref: 126668/FO/2020);
 - Transition (Planning ref: 116850/FO/2017);
 - Deansgate Square (Planning ref: 111719/FO/2016/C1);
 - River Street (Planning ref: 118683/FO/2017 and 122211/NMC/2018);
 - Plot 9A First Street (Planning ref: 121462/FO/2018);

- Land Bounded By River Street To The North, Plot 10 To The East, Hulme Street To The South And Medlock Street To The West (Planning ref: 125833/FO/2019);
- 10-12 Whitworth Street West (Planning ref: 111003/FO/2016/C1);
- Axis (Planning ref: 106490/FO/2014/C1 and 115351/NMC/2017);
- Viadux (Planning ref: 115871/FO/2017 And 126868/JO/2020);
- Potato Wharf (Planning ref: 114999/FO/2017); and
- Land Bounded By Arundel Street, Ellesmere Street, The A57 (M) Inner Ring Road (Mancunian Way) And Worsley Street (Planning ref: 123261/FO/2019).

5 ENVIRONMENTAL ASSESSMENT

5.1 Introduction

5.1.1 An overview of each of the environmental assessments is provided below.

5.2 Noise

5.2.1 A noise survey was undertaken which established that the major noise source affecting the Site was from road traffic on the A56.

5.2.2 The construction of the Proposed Development will have the potential to generate short-term increases in noise levels at existing receptors surrounding the Site (in particular at the nearby residential apartments). To minimise the potential impact of construction works, mitigation measures would be put in place. These will include restrictions on working hours, the implementation of temporary screening where possible, and best working practices. A Construction Environmental Management Plan (CEMP) will also be prepared which will provide best practice noise mitigation measures for each stage of the development.

5.2.3 It is possible that piling will be required during construction. To minimise the potential for vibration from piling there will be a suitable separation between existing receptors and the piling areas. Residents at nearby receptors will also be informed when piling activities will occur. Where a suitable distance cannot be met careful consideration will be given to the type of piling used.

5.2.1 Additional traffic as a result of construction is expected to be minimal when compared to existing traffic levels, will be suitably routed and kept within normal working hours.

5.2.2 No parking provision is included in the proposals and therefore, the Proposed Development (once completed) will not cause changes in traffic, or changes in traffic noise levels. Potential noise from building services will be mitigated through industry standard measures.

5.2.3 Appropriate glazing and ventilation to minimise noise levels will be included within the Proposed Development, in accordance with Local Authority Requirements.

5.2.4 Overall, following the implementation of suitable mitigation measures, noise and vibration effects will not be significant.

5.3 Air Quality

- 5.3.1 The Site is located within the Greater Manchester Air Quality Management Area (AQMA). Monitoring undertaken by the Greater Manchester Combined Authority (GMCA) indicates that pollution levels near the Site exceed relevant air quality objectives.
- 5.3.2 In order to mitigate the risk of nuisance dust during construction a best practice Dust Management Plan will be produced for the Site which will set out the practical measures to limit the generation of dust on site and reduce the possibility of dust being generated through mud and dirt on the public highway. These measures will ensure that there are no significant air quality effects during construction.
- 5.3.3 The development will not include any car parking and, as such, will not cause changes in traffic. The development is also not expected to increase average speeds on the local road network. Therefore, the effect from vehicle exhaust emissions are not predicted to be significant.
- 5.3.4 Computer modelling has predicted that all sensitive locations within the Proposed Development are expected to experience pollution levels below the respective air quality objectives and, as such, the Site is considered to be suitable for residential use.

5.4 Townscape & Visual

- 5.4.1 The Site is in an urban area with low levels of tranquillity, characterised by a dense mixture of commercial and residential uses. The immediate area around the Site is evolving with new buildings, many of considerable height, currently under construction.
- 5.4.2 No vegetation cover exists within the Site with much of the tree cover and green spaces in proximity to the Site associated with the green infrastructure that runs along the canals. However, public parks and recreation facilities are features of the wider area of Manchester.
- 5.4.3 Given the numerous tall buildings in the area views of the Site are limited to a close range. However, given the proposed height of the development it is likely that the building will be visible from a wider context and views will be experienced by drivers, nearby residents, and walkers on nearby recreational routes.
- 5.4.4 Construction of the building will involve the use of a single crane and will result in disruption around the Site. The visual effect because of this will be significant but temporary (less than 5 years). In addition, the temporary increase in noise and activity

(such as demolition of existing boundary wall, construction vehicle movement and temporary diversion of pedestrian and cycle routes), could detract from the surrounding townscape including the nearby Conservation Area. To ensure these effects are not significant a Construction Method Statement (CMS), will be put in place.

5.4.5 The Proposed Development has the potential to positively impact the surrounding townscape. The building is designed to fit into the surrounding modern townscape whilst complimenting the historical heritage. The Proposed Development will result in the revitalisation of a derelict site. This results in a positive impact on the local streetscape and the improvement to the setting of local heritage assets.

5.4.6 Once complete the design of the building will result in positive effects upon Deansgate, the Cheshire Ring Canal Walk, Chester Road and The Salford Trail. The Proposed Development will however result in a significant adverse visual effect upon the Rochdale Canal Tow, due to its modern design conflicting with valuable heritage assets. Overall, the Proposed Development has the potential to become a valuable landmark at a strategic gateway location aiding orientation within the city and contributing to a diverse skyline.

5.5 Built Heritage

5.5.1 There are no heritage assets within the Site however there are numerous designated and non-designated heritage assets in the surrounding area.

5.5.2 Due to the Site's city centre location, the construction of the Proposed Development is not expected to result in any additional effects on nearby heritage assets above what is already experienced.

5.5.3 Given the scale of the new building there will be adverse effects upon the setting of the Castlefield Conservation Area and Castlefield Congregational Chapel, but these will not be significant.

5.5.4 The building has been designed with a feature entrance at the junction with Deansgate and the Bridgewater Viaduct creating a sense of connection with the area to the west of the Site and resulting in a minor benefit upon the setting of the Bridgewater Canal Offices (Grade II listed).

5.5.5 Owing to the existing urban backdrop and the dominating high-rise development skyline the effects upon remaining listed buildings and non-designated assets will be neutral.

5.6 Daylight & Sunlight

- 5.6.1 An assessment has been undertaken to establish impact of the Proposed Development upon the amount of daylight and sunlight received by properties adjacent to the Site.
- 5.6.2 A digital three-dimensional (3D) model of the Proposed Development and surrounding area has been created to inform the daylight and sunlight assessments.
- 5.6.3 Three buildings within the surrounding area were identified as having the potential to be impacted on by the proposed development. These comprised Castle Wharf, Deansgate Quay and West Tower, Deansgate Square.
- 5.6.4 The surrounding properties will experience negligible to moderate effects but given the urban context of the Site, and taking into consideration relevant policy and guidance, these effects are not significant, and no mitigation is considered necessary.
- 5.6.5 It is considered that potential effects during demolition and construction works will vary throughout the construction programme and gradually increase to a worst-case effect following completion. Given there are no significant effects during operation no significant effects will be experienced during demolition and construction.

5.7 Wind Microclimate

- 5.7.1 Multiple locations surrounding the Site currently experience high winds however these are not known to affect the public.
- 5.7.2 Modelling shows that there will be wind funnelling along Bridgewater Viaduct (A56). In order to reduce this, tree planting along the pavement immediately to the north of the Proposed Development is proposed. This will break-up the wind flowing through this area so that safer and more comfortable levels are experienced by pedestrians and cyclists.
- 5.7.3 An area of Deansgate Road has been identified as having a wind speed which will be uncomfortable for pedestrian use (both walking and cycling). Existing trees and vegetation currently assist in mitigating these winds, however, to reduce the effect further an additional three trees will be planted along the pavement to the south of the Proposed Development. It is anticipated that wind speeds within this area will be sufficiently reduced by these combined mitigation factors to provide more comfortable levels for both pedestrians and cyclists.
- 5.7.4 No excessive wind speeds were identified on the proposed external terraces.

- 5.7.5 However, the rooftop area will contain equipment such as generators, condensers, PV arrays and smoke vent fans which will all have to be maintained. The necessary health and safety measures should be implemented for any maintenance person working on the rooftop. This may include not carrying out maintenance works on the rooftop during periods of high winds.

5.8 Socio-economic

- 5.8.1 Over the past five years Manchester has experienced an increasing population. Owing to the importance of Manchester as a university city, a relatively high proportion of the resident population is within the 18-24 year age bracket.
- 5.8.2 Research predicts that there is likely to be shortage in the supply of student accommodation in Manchester between 2018/19 and 2029/30. As such, students could be forced into private market rented accommodation, thus heightening pressure on the housing market, reducing Council Tax revenue and potentially impacting the student experience.
- 5.8.3 An estimated 78 jobs per year will be generated during construction. This is of benefit to the construction sector within Manchester, temporarily increasing jobs by 1%. This will also benefit the economy of Manchester in the short term.
- 5.8.4 The Proposed Development will provide student accommodation for 534 people. A third of Manchester's large student population live in temporary rented accommodation. The introduction of private sector halls has the potential to release student occupied homes elsewhere in the City back into the housing market. Given the scale and type of population growth in Manchester this Proposed Development will provide a positive contribution to student housing and population.
- 5.8.5 It is expected that the student accommodation will employ 20 fulltime staff, such as concierge, security, and caretaker staff. Cleaners and maintenance staff would also be provided by subcontractors and it is likely that temporary staff will be employed to manage large student arrival and departure days. This creation of jobs will have a long-term beneficial effect.
- 5.8.6 The new students will generate additional local expenditure on living expenses, food, retail and leisure activities. This is considered to be beneficial to the City Centre and Manchester economies, and permanent in nature.
- 5.8.7 It is considered that the majority of the additional demand created on healthcare facilities could be absorbed by existing facilities. In addition, data indicates that there

are other medical facilities accepting new patients slightly outside the study area which could potentially serve the Proposed Development.

- 5.8.8 Given the high quality physical environment that will be created with a new active population that will generate activity and visibility throughout the day the Proposed Development will provide a significant positive impact on perceptions, feelings of safety and fear of crime on site and in the streets immediately surrounding the scheme.

6 RESIDUAL AND CUMULATIVE EFFECTS

6.1 Residual Effects

6.1.1 Each assessment has identified the potential environmental effects of the scheme, and recommended mitigation measures that could reduce or avoid these effects. With these measures in place, the remaining significant effects are summarised within Table 6.1.

Table 6.1: Summary of Residual Effects	
Technical Chapter	Significant Residual Effects?
Noise	No
Air Quality	No
Townscape & Visual	Yes (<i>adverse and beneficial</i>)
Built Heritage	No
Daylight & Sunlight	No
Wind Microclimate	No
Socio-economic	No

6.1.2 As can be seen in Table 5.1, the only anticipated significant residual effects of the Proposed Development relate to townscape and visual impact.

6.1.3 During construction, the visual effects are likely to be significant adverse due to high visibility of a crane and disruption of the streetscape. However, the effects would be temporary and short term (less than 5 years).

6.1.4 The Proposed Development will ultimately replace a derelict site and has been designed using innovative and high-quality architecture. As the development will have a significant beneficial residual effect upon the local streetscape and significant beneficial visual effects from Deansgate and the Salford Trail.

6.1.5 The Proposed Development will also result in significant adverse residual visual effects for users of Rochdale Canal Tow due to the modern design of the building contrasting with the existing heritage assets that are in view.

6.2 Cumulative Effects

6.2.1 Potential cumulative impacts of the development, in combination with other developments in the area, were considered within the EIA.

6.2.2 During construction there will be short term significant visual cumulative effects due to high visibility of a crane and disruption of the streetscape.

- 6.2.3 During operation users of the Cheshire Ring Canal Walk, Hulme Park and Whitworth Street West will experience significant visual cumulative effects due to an increasing urban character, a more dense skyline, and due to the reduction in view towards heritage assets respectively.
- 6.2.4 It is not considered that there will be any other significant effects of the Proposed Development in-combination with other developments in the area.
- 6.2.5 In addition, the Proposed Development is not anticipated to have any cumulative effects as a result of the different impacts occurring in combination with each other.

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