

2-4 Whitworth Street West BTR Waste Management Strategy

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Client Name: Glenbrook WWS Limited, Maizelands Limited and Arringford Limited

Client Address: Union, 2 10 Albert Square
Manchester
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Control Sheet

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P01	First Issue	DD	DD	17 October 2024
P02	Second Issue	DD	DD	21 November 2024
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P04	Fourth Issue	CP	CP	17 December 2024

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Glenbrook WWS Limited, Maizelands Limited and Arringford Limited (the Applicant) to provide transport and highways advice in relation to a planning application for a build-to-rent residential development at 2-4 Whitworth Street West, Manchester city centre.
- 1.1.2 The Applicant seeks to obtain Full Planning Permission for the demolition of existing low rise commercial units and erection of a 44-storey residential development with supporting residential amenity, providing 364 new apartments.
- 1.1.3 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes of the development, management strategy and collection arrangements.

1.3 Structure of the Report

- 1.3.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the site location, including existing use and surrounding highway network, whilst relevant local and national waste policy is summarised in **Section 3**.
- 1.3.2 **Section 4** contains the waste forecasting methodology used to establish the likely refuse generation associated with the proposed development, providing details of recycling, waste management and collection procedures. The report is summarised and concluded in **Section 5**.

2.0 Existing Situation and Highway Layout

2.1 Site Location

2.1.1 The site is located in Manchester city centre, adjacent to Deansgate train station and opposite Deansgate-Castlefield tram stop. The site is bound by Whitworth Street West to the north, Cameron Street to the east, a railway viaduct to the south, and Bugle Street to the west. The site spans Rowendale Street, which will be stopped-up.

2.1.2 **Figure 2.1** below shows the site in a local context relating to the local highway network:

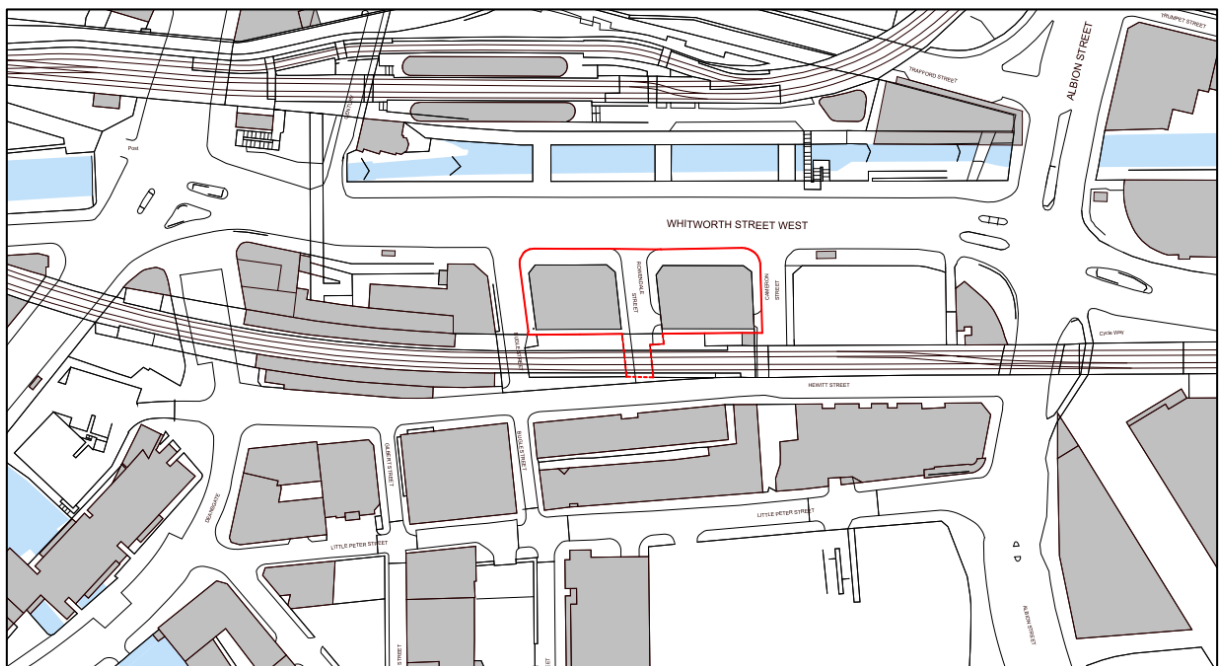


Figure 2.1 – Site Location

(Source: Sheppard Robson Architects, 2024)

2.2 Surrounding Highway Network

Whitworth Street West

2.2.1 On 5th August 2024, works commenced on MCC's 'Active Travel (ATF) City Centre Scheme section 2: Liverpool Road – Whitworth Street West', which will transform parts of Deansgate, Whitworth Street West, and Bridgewater Viaduct, including along the site frontage. The works are expected to complete in Spring 2025.

2.2.2 Before the works started, Whitworth Street West had a c. 14m-wide carriageway bordered by c. 2 – 5m-wide footway on the southern side (c. 4.5m along the site frontage) and a c. 5m-wide footway on the northern side. The carriageway was marked as one lane of general vehicular traffic in each direction

with some on-street car parking along each side, but there was sufficient width for two vehicles to pass in each direction along much of its length.

- 2.2.3 Cyclist facilities were limited to advanced stoplines at traffic signals and a narrow c. 1m-wide painted eastbound cycle lane for the final 60m before the junction with the A5103 Albion Street.
- 2.2.4 The scheme will improve facilities for active travel and buses, particularly cycling, on a key city centre route, and connect with other existing cycling facilities. Throughout the scheme area, there will be new continuous, segregated cycle lanes, improved crossing facilities for pedestrians and cyclists, wider footways, and rain gardens. General vehicular traffic will be restricted to eastbound only on Whitworth Street West between Deansgate and Albion Street (to provide a westbound bus lane), and Deansgate between Jackson's Row (Deansgate is already southbound only to the north) and Great Bridgewater Street. Some Pay & Display parking, disabled parking, loading bays and taxi ranks will be retained.
- 2.2.5 In addition to the existing c. 4.5m-wide footway, there is now an additional c. 1.8m-wide footway for the floating bus stop in front of 4 Whitworth Street West.
- 2.2.6 **Figure 2.2** below shows an extract of the scheme in the immediate vicinity of the site.

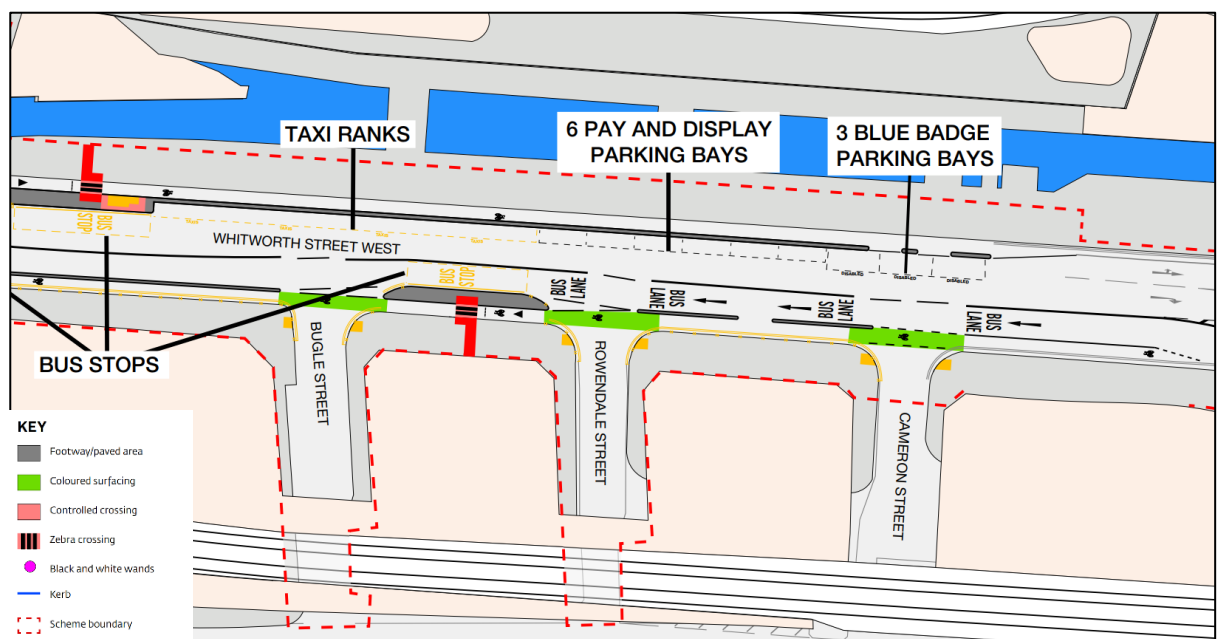


Figure 2.2 – Extract of Changes Adjacent to Site
(Source: MCC, 2024)

- 2.2.7 As of the week commencing 23rd September 2024, **Figures 2.3** and **2.4** below demonstrate the progress on the Active Travel Scheme along Whitworth Street West, while **Figures 2.5** and **2.6** illustrate the site itself.



Figure 2.3 – West Facing View of Whitworth Street West / Deansgate / Castle Street / Bridgewater Viaduct Junction



Figure 2.4 – East Facing View of Whitworth Street West



Figure 2.5 – South-West Facing View of Whitworth Street West and the Site



Figure 2.6 – South-East Facing View of Whitworth Street West and the Site

Hewitt Street

- 2.2.8 South of the site and the railway viaducts, Hewitt Street extends for approximately 220m and runs parallel to Whitworth Street West. The road links the rear entrance of the Deansgate Railway Station to the A5103 Albion Street, where vehicles can only turn left to the north and into Manchester city centre.
- 2.2.9 The road comprises a two-way, single carriageway of approximately 5m in width. There are existing Traffic Regulation Orders in the form of single yellow lines located along the length of the carriageway.
- 2.2.10 The road is subject to a speed limit of 20mph throughout, and is well lit. It is also complete with a footway of approximately 2m in width along the southern side of the road, with dropped kerbs at junctions.
- 2.2.11 On the other side of the road under the railway arches, there are small commercial/industrial units, which are occupied by car repair services, retail units, small offices, and a coffee shop. Hewitt Street is paved in a manner that suggests a level of shared surface (block paving), although servicing arrangements currently take place along Hewitt Street.
- 2.2.12 Hewitt Street is unaffected by the Active Travel Scheme.

Rowendale Street/Bugle Street/Cameron Street

- 2.2.13 Rowendale Street, Bugle Street, and Cameron Street are all perpendicular to Whitworth Street West and Hewitt Street. They all provide a link between the north and south of the site and extend for approximately 45m in a south/north alignment (except for Bugle Street, which continues for an additional 35m south of the railway viaduct), terminating at priority-controlled T-junctions on both ends.
- 2.2.14 Bugle Street is primarily a private road which provides on-street parking for permit holders and also used to host a loading bay for the commercial building on 2 Whitworth Street West, which is currently vacant. The road is approximately 6.5m wide.
- 2.2.15 Rowendale Street shares similar characteristics with Bugle Street, with the exception that it has footways on both sides of the road and two Pay & Display parking bays operated by Manchester City Council (MCC). Traffic Regulation Orders in the form of single yellow lines are located along the rest of the road. There is also access to a shed for the commercial building on 4 Whitworth Street West, secured by a roller shutter.
- 2.2.16 The footways along Rowendale Street and Bugle Street are c. 2.0-2.5m wide, narrowing under the arches.
- 2.2.17 As shown by **Figure 2.6** earlier, part of Rowendale Street is currently occupied by a small Rosgal compound related to the construction of the Active Travel Scheme.
- 2.2.18 Cameron Street is similar to Rowendale Street and has three Pay & Display parking bays. However, as shown by **Figure 2.5** earlier, the road and the bays has been closed off for some time for construction works for a committed development (MCC planning reference 111003/FO/2016/C1). This application

was approved in April 2017, but has since expired. However, there is a reasonable prospect of an application of a similar nature coming forward for the site in the future.

2.2.19 As illustrated by **Figure 2.2** earlier, the changes brought about by the Active Travel Scheme to Bugle Street, Rowendale Street, and Cameron Street themselves are limited to uncontrolled crossings comprising dropped kerbs and tactile paving, and short sections of double yellow lines around the junction radii.

2.2.20 Rowendale Street is proposed to be permanently stopped-up to deliver the development proposals.

3.0 Waste Management Policy

3.1 Introduction

- 3.1.1 When developing refuse strategies, it is important to be cognisant of the national and local waste management policies. The following section of the report provides an overview of the policies relevant to the proposed development.

3.2 Waste Management Plan for England (January 2021)

- 3.2.1 The Waste Management Plan for England, to be read in combination with the Resources and Waste Strategy issued in 2018, sets out measures to eliminate avoidable plastic waste, tackle confusion over household recycling, and make sure that those responsible for creating polluting products pay for the costs of that pollution.
- 3.2.2 The Resources and Waste Strategy identifies five strategic ambitions:
- *“To work towards all plastic packaging placed on the market being recyclable, reusable or compostable by 2025;*
 - *To work towards eliminating food waste to landfill by 2030;*
 - *To eliminate avoidable plastic waste over the lifetime of the 25 Year Environment Plan;*
 - *To double resource productivity by 2050; and*
 - *To eliminate avoidable waste of all kinds by 2050.”*
- 3.2.3 **Figure 3.1** below, included in the Waste Management Plan, identifies the evolution of *The Waste Hierarchy* through the years, its current status, and the goal for 2030:

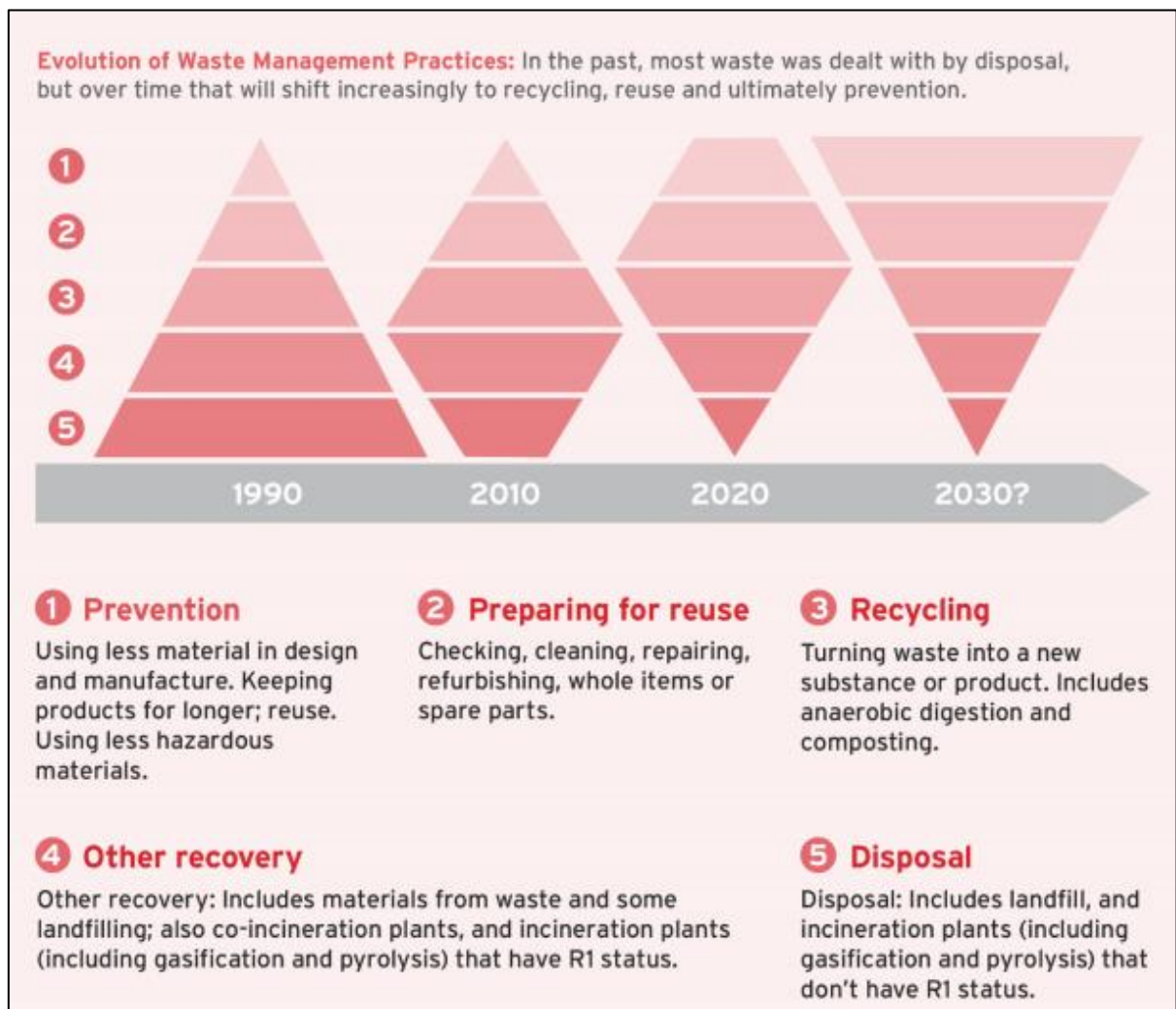


Figure 3.1 – Evolution of Waste Management Practices.

(Source: Defra)

3.2.4 The 2030 hierarchy gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).

3.2.5 This WMS adheres to the above guidance, prioritising recycling.

3.3 Waste Management in Buildings – Code of Practice (BS 5906:2005)

3.3.1 To complement the Waste Management Plan for England, a National Code of Practice (BS 5906:2005) document has been developed and this provides guidance relating to waste forecasting for new developments.

3.3.2 This WMS aligns with the projections set on this code of practice, although the calculations have been based on local guidance.

3.4 Building Regulations

- 3.4.1 In addition to the above guidance, all new developments must comply with the requirements set out in Part H6 of the Building Regulations 2015, which states that adequate means of storing solid waste should be provided and adequate means of access should be provided for people in the building to the place of storage.
- 3.4.2 This WMS proposes waste storage areas that comply with the requirements set by these Building Regulations.

3.5 Controls on Animal By-Products

- 3.5.1 Organic waste recycling is subject to DEFRA's Controls on Animal By-Products – Guidance on regulation (EC) 1069/2009 and accompanying implementing Regulation (EC) 142/2011, enforced in England by the Animal By-Products (Enforcement) (England) Regulations 2011.
- 3.5.2 The regulations predominantly relate to food waste. These regulations state that if the volume of waste is over 20kg, it must be stored and labelled in a special container and will be collected by a licensed carrier, who records all stages of the waste movement.
- 3.5.3 It is the occupier's responsibility to ensure that a licensed waste company is arranged, and that it complies with the Regulations.

3.6 Waste Storage and Collection Guidance for New Developments (GD 04 – v7.00)

- 3.6.1 At a more local level, Manchester City Council has prepared a Waste Storage and Collection Guidance Note, which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.
- 3.6.2 The note states that all planning applications for new developments and conversions must include a WMS that includes:
- An estimated storage area for the waste produced by the development;
 - Details of internal and external stores for both waste and recycling; and
 - Location of the proposed collection point and details of the route the collection will take.
- 3.6.3 The following sections of this report provide additional information on each of the above points whilst the pro forma document, contained at the rear of the guidance note, is included as **Appendix B**. This guidance has also been used to forecast the number of required bins.

4.0 Waste Forecasting and Strategy

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments maximise recycling while minimising waste generation. It is important to ensure that developments facilitate high recycling rates by providing convenient, attractive and simple means to achieve the Government’s goals.

4.2 Waste Forecast

4.2.1 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00.

4.2.2 The proposed development involves the erection of a 44-storey residential tower with 364 residential units (Use Class C3), 3 floors of amenity, and back-of-house. The apartments comprise 120 one-bed apartments, 218 two-bed apartments and 26 three-bed apartments.

4.2.3 To comply with the local requirements set by MCC, an initial 50% recycling rate has been forecast for all uses.

4.2.4 **Table 4.1** forecasts the total weekly waste volume for the proposed development based on these requirements.

Residential Use	
Waste Stream	Waste Volume (364 Apartments)
Non-recyclable Waste	40,040 l
Dry Mixed Recyclables	20,020 l
Glass Recycling	20,020 l
Organic Recycling	3,640 l
Development Total	83,720 l

Table 4.1 – Development Weekly Waste Volume Forecast

4.3 Bin Types

4.3.1 The main waste streams for the residential uses are:

- General waste (comprising non-recyclable waste);
- Dry Mixed Recycling (comprising: cardboard, paper, plastic and tin);
- Glass recycling; and
- Organic recycling.

4.3.2 Given the potential volumes involved for the use of the proposed development, the most suitable containers for the general waste and recycling streams would be a combination of 1,100l Eurobins and 240l wheelie bins.

4.3.3 **Table 4.2** summarises the number of required waste containers per stream, assuming the waste collection frequencies described in the following **Section 4.5**.

Residential Use	
Waste Stream	Number of bins
Non-recyclable Waste	10 x 1,100l
Dry Mixed Recyclables	5 x 1,100l
Glass Recycling	5 x 1,100l
Organic Recycling	4 x 240l
Development Total	20 x 1,100l + 4 x 240l

Table 4.2 – Number of Required Bins

4.4 Waste Management Strategy – Internal Arrangements

4.4.1 It is proposed that residents within the development would be provided with four bins. One for general non-recyclable waste, one for mixed dry recyclables, another one for glass and a small receptacle for organic recycling (food).

4.4.2 The residents would store and segregate waste into four main streams internally before taking it to the waste store at ground floor, conveniently located at ground floor close the cores of the proposed building.

4.4.3 This store is complemented by another store under the railway arches, which is not accessible by residents. The management company will be responsible to move the bins to this space from the resident accessible waste store.

4.4.4 The waste stores have been sized by Sheppard Robson Architects to accommodate a total of 30 1,100l Eurobins and 6 240l wheelie bins, which is a higher provision than the number of bins required in the above **Table 4.2** for the number of collections described below in **Section 4.5**. This is to accommodate rotation of bins on collection day.

4.4.5 The waste store sizes have been determined to maximise activity at ground floor and to reduce the number of bins at the collection point. **Drawing 082142-CUR-00-XX-DR-TP-06003** provides details of the location and size of the waste stores.

4.4.6 It is envisaged that initially 50% of the bins in store would be dedicated to recycling, combining mixed recycling, glass and organic food. This percentage could be increased at any point, with the aim to achieve future Government goals.

- 4.4.7 The management company would be in charge of monitoring the recycling rates and actively promote high recycling rates. This could be achieved by providing information on the benefits of recycling and how to segregate waste. The recycling bins should be located closer to the access gates for residents to encourage recycling by making the path to the non-recyclable waste bins longer.
- 4.4.8 The waste storage areas will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 4.4.9 The management company would be responsible for keeping the waste storage facilities clean and safe. They would also be responsible for cleaning the bins on a regular basis and arranging for replacing damaged bins when necessary.

4.5 Waste Management Strategy – Collections

- 4.5.1 Waste collection would be provided by a combination of scheduled Council collections and a private contractor. The private contractor will be appointed in due course.
- 4.5.2 The developer is willing to commit to managing and paying for commercial collections whilst the building is occupied/operational, to be conditioned as part of the planning permission via a s.106 agreement.
- 4.5.3 It is envisaged that the residential uses would be served by twice-a-week collections for the four waste streams:
- General waste (non-recyclable waste);
 - Dry Mixed Recycling (comprising: cardboard, paper, plastic and tin);
 - Glass Recycling; and
 - Organic.
- 4.5.4 The building management company would be responsible of having the full bins ready for collection at the external waste store. The waste operators would then transport the bins to the collection point and load them into the refuse vehicle.
- 4.5.5 **Drawing 085996-CUR-00-XX-DR-TP-06006** provides details of the location and size of the waste stores, collection point and routes between the stores and these areas.
- 4.5.6 The collection point is proposed along Hewitt Street. The Design and Access Statement provided as part of this planning application includes details of the optioneering exercise for waste storage, which identified this as the most favourable option, which has been agreed in principle with MCC's Environmental Health, Highways and Waste departments.
- 4.5.7 Waiting space for a large refuse vehicle will be protected with single yellow lines directly adjacent to the external waste store. As described above, bins will be collected directly from the external waste store on collection day. The Council and the private operator will be provided with a fob, passkey or code to

get access to the store. **Drawing 085996-CUR-00-XX-DR-TP-75003** provides details of the proposed loading point along Hewitt Street.

- 4.5.8 Once the bins have been emptied, containers would be carried immediately back to the bin store by the private collection company/Council.

5.0 Summary and Conclusions

5.1 Summary

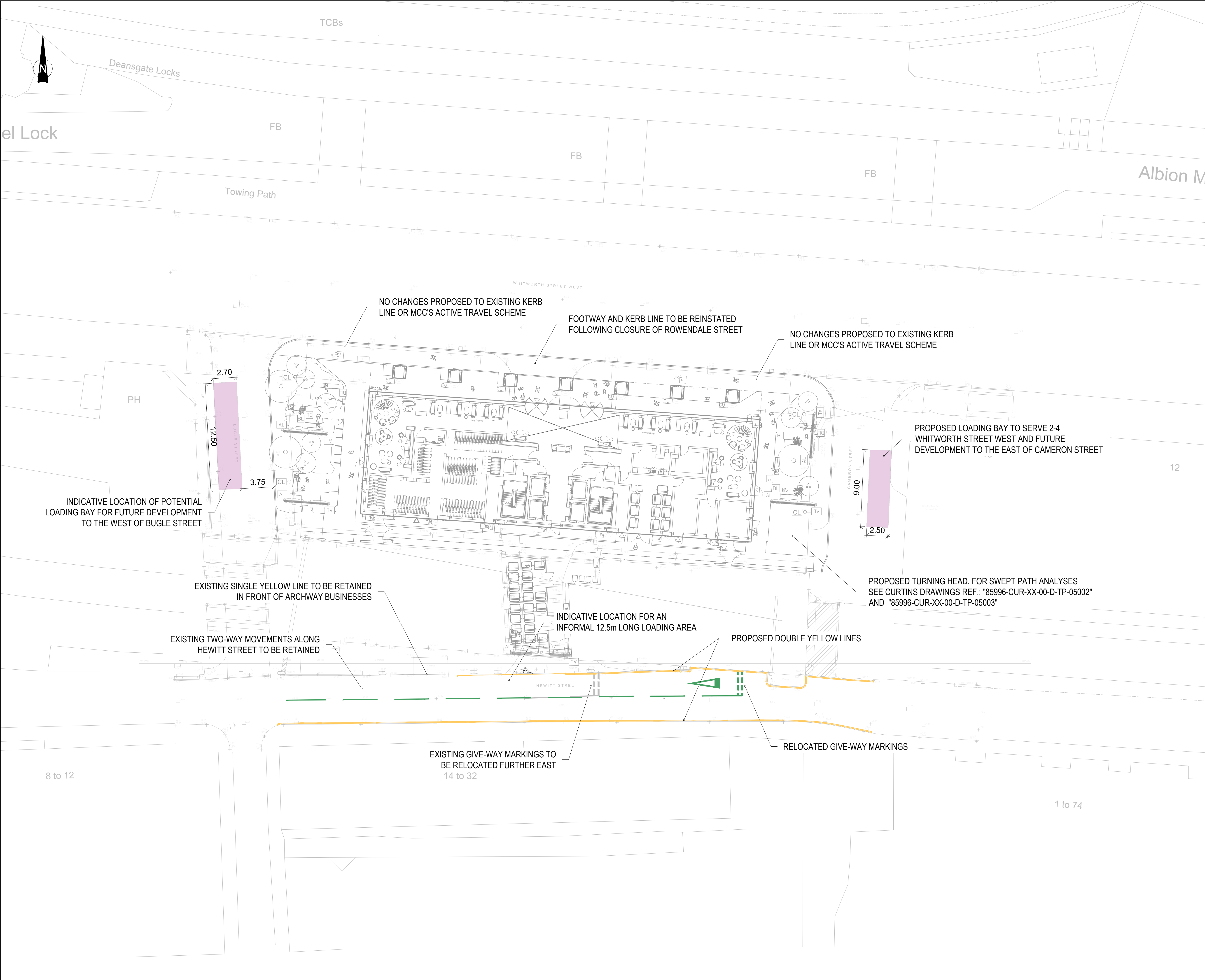
- 5.1.1 Curtins has been appointed by Glenbrook WWS Limited, Maizelands Limited and Arringford Limited (the Applicant) to provide transport and highways advice in relation to a planning application for a build-to-rent residential development at 2-4 Whitworth Street West, Manchester city centre.
- 5.1.2 The Applicant seeks to obtain Full Planning Permission for the demolition of existing low rise commercial units and erection of a 44-storey residential development with supporting residential amenity, providing 364 new apartments. The proposed site layout is provided in **Appendix A**.
- 5.1.3 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes of the development, management strategy and collection arrangements.
- 5.1.4 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00.
- 5.1.5 The residential uses will be served by twice-a-week collections, to be collected by a mixture of Council collections and a private contractor. The size of the waste stores has been determined accordingly, with due consideration to segregation and recycling.
- 5.1.6 The developer is willing to commit to managing and paying for commercial collections whilst the building is occupied/operational, to be conditioned as part of the planning permission via a s.106 agreement.
- 5.1.7 The development will be provided with two waste stores. A resident accessible store is proposed in the vicinity of the building core, complemented by an additional store under the railway arches to be accessed only by the management company, which will be responsible for moving the bins between the stores.
- 5.1.8 Waste will be collected from Hewitt Street, at a dedicated loading space. Bins will be collected and returned directly from the external store, which is located adjacent to the collection point. This has been agreed in principle with MCC's Highways, Environmental Health and Waste departments.

5.2 Conclusions

- 5.2.1 This WMS provides a suitable strategy for the proposed development. Hence, from a waste management perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings





GENERAL NOTES:

1.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.

2.

DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.

3.

ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.

4.

FOR GENERAL NOTES REFER TO DRAWING.

5.

THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

6.

BASED ON LAND SURVEY WHERE AVAILABLE

7.

BASED ON SHEPPARD ROBSON'S LAYOUT DRAWING REF.: "7196-SRA-ZZ-00-DR-A-20100"

8.

BASED ON LAYER STUDIO'S LAYOUT DRAWING REF.: "7196-SRA-XX-00-DR-A-02100"

KEY:

PROPOSED ROAD MARKINGS

P02	Leader text updated	17/12/24	JM	CP
Rev:	Description:	Date:	By:	Chkd:

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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Status:

PRELIMINARY

Project:

2-4 WHITWORTH STREET WEST

Orig Title:

PROPOSED SERVICING ARRANGEMENT

Drawn By	DD	Designed By	DD	Checked By	CP
		Date	20/11/24	Scales @ A1	1:200
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
85996 - CUR - XX - 00 - D -TP- 75003					P02

Time & IP Projects 085001 - 086000 085996 - 2-4 Whitworth Street West BTRQ4-Production 4A-Modelle Drawings 17/12/24 17:17

Appendix A – Proposed Site Layout

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DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text on the drawing.

NOTES

The layout is intended to represent the general intent for a typical floor arrangement. Furniture layout is indicative only.

The structural and drainage strategies depicted are indicative only. TBC by Structural and Mechanical/ Electrical Engineers.

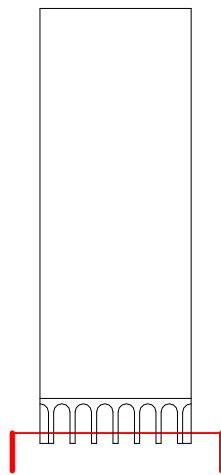
The landscape drawn is indicative, refer to Landscape Architect's drawings for landscape strategy.

KEY:

- Amenity
- Reception
- Back of House
- Plant
- Circulation

REVISIONS		
REV.	DATE	AMENDMENT
P01	18/11/24	Issued for Planning

KEYPLAN



CLIENT
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PROJECT
2-4 Whitworth Street West

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 100	18/11/24	MT	PC	TOB

DESCRIPTION
General Arrangement
Ground Floor Plan

STAGE
Stage 2

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	Planning	7196
DRAWING NO.		REV.
7196-SRA-XX-00-DR-A-02100		P01

HEWITT STREET

WHITWORTH STREET WEST

Appendix B – MCC Waste Pro Forma

Appendix E Proforma for Planning Applications



MANCHESTER
CITY COUNCIL

Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 26/11/24

Estimated volumes/ m² required by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of bins required per household	Confirm what is to be provided
General refuse	140 / 240	1 x wheeled bin	
Pulpable Recycling	140 / 240	1 x wheeled bin	
Mixed Recycling	140 / 240	1 x wheeled bin	
Garden Waste	140 / 240	1 x wheeled bin	
Food Waste	23	1 x 23 litre caddy	

High Rise Apartment Developments

	Yes/No - how much space has been provided?
0.43m ² has been provided per apartment for the container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	Sufficient to accommodate 30 bins. The strategy is to combine Council collections with private collections, to be secured via s.106 agreement

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

General Waste -	
Pulpable Recycling -	
Mixed Recycling -	
Food Waste -	
Industrial Waste -	

Has / will a contract be obtained with a licenced waste carrier?	☒
--	-------------------------------------

Mixed Use Developments

Are the stores for residential and commercial separate from each other?	☐
---	--------------------------

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

--

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

The residents would store and segregate waste into four main streams internally before taking it to the communal waste storage room, conveniently located at ground floor close to the core of the proposed building. A second store is provided under the arches to store bins (both empty and full), adjacent to the collection point. This second store will only be accessed by staff.

Ensure all bins in the store are accessible	☒
Ensure recycling facilities are as easy to access as general refuse	☒

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation -	Consideration has been given to appropriately ventilate the waste storage facilities. Details have been provided in relevant documentation.
Hygiene -	Storage rooms will be constructed in permeable materials. The management company will be responsible of cleaning the facilities.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident / management company

The management company.

Please ensure that you have attached:

Detailed plans of waste stores	☒
Location plans showing stores	☒
Location plans showing the proposed collection point and the route the collection vehicle will take	☒

Please ensure that you have completed this form in accordance with our GD04 Waste Storage and Collection Guidance for New Developments

OUR LOCATIONS

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
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T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
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T. 01624 624 585
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Dublin

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Kendal

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K Village
Lound Road
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Leeds

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