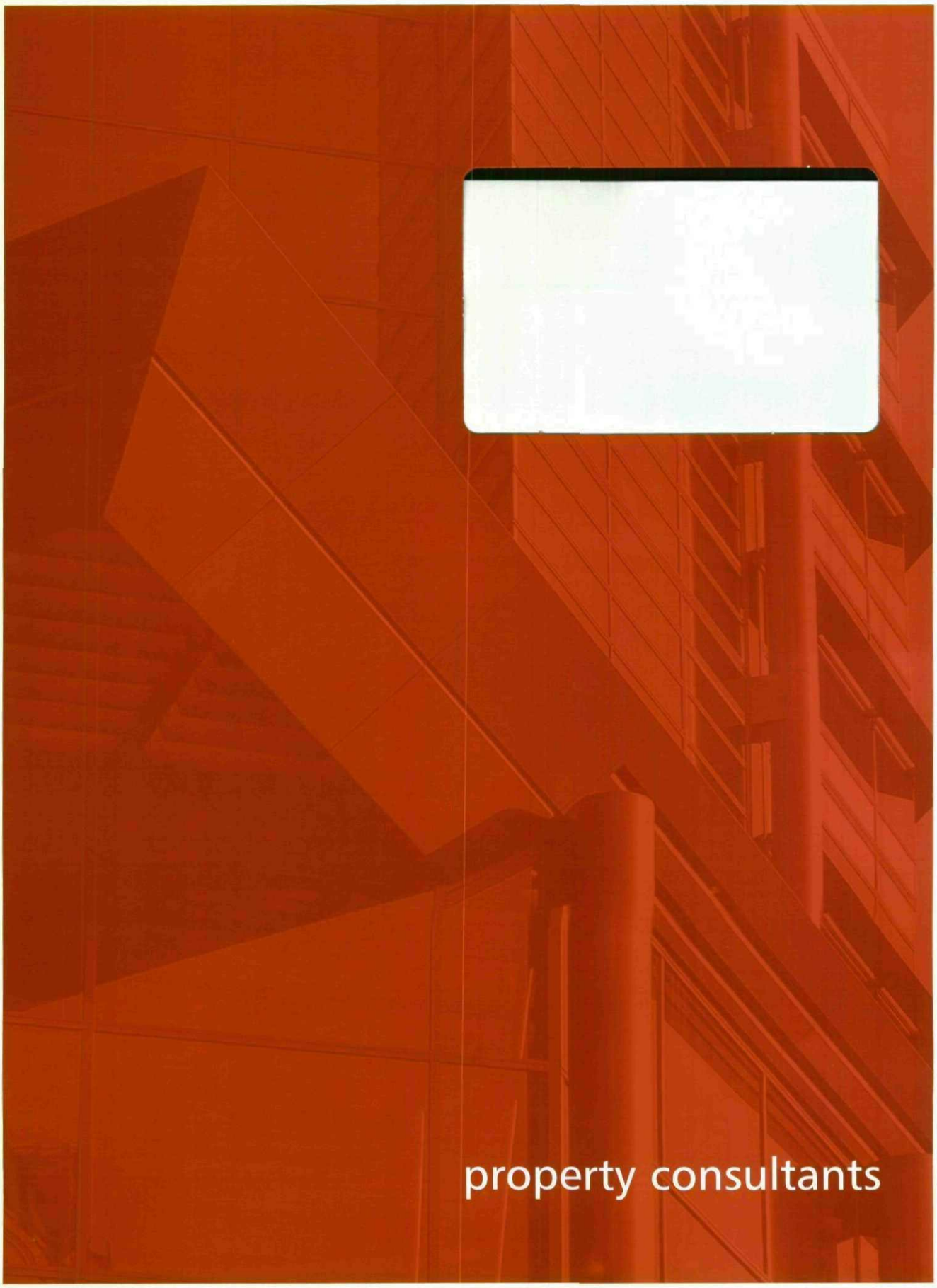
GL HEARN



Date: February 2009

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Proposed New School at the Former Darfield Colliery

Environmental Statement Addendum – Proposed Amendments

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Contents

Section		Page No.
1	INTRODUCTION	3
2	DESCRIPTION OF THE PROPOSED WORKS	5
3	EFFECTS ON THE LOCAL ENVIRONMENT	11
	3.1 TRAFFIC AND TRANSPORT	11
	3.2 LANDSCAPE AND VISUAL IMPACT	11
	3.3 SOCIO-ECONOMIC EFFECTS	15
	3.4 THE CULTURAL HERITAGE	18
	3.5 NATURE CONSERVATION	19
	3.6 NOISE AND VIBRATION	19
	3.7 AIR QUALITY	19
	3.8 GROUND CONDITIONS AND CONTAMINATION	19
	3.9 SURFACE WATER DRAINAGE	19
4	CONCLUSIONS	19

Figures

1	Site Location Plan Showing Revisions Now Being Proposed	4
2	Proposed Alterations to the siting of the ALC	5
3	Footbridge Proposal	6
4	Proposed Bridge Configuration, Wombwell By-Pass	8
5	Proposed Lay-by, Pitt Street	10

Appendices

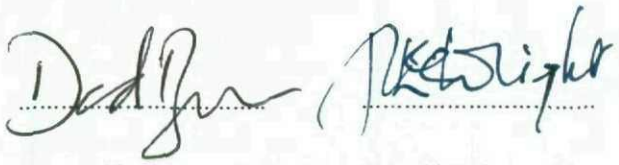
1	Landscape and Visual Illustrations	20

Quality Standards Control

The signatories below verify that this document has been prepared in accordance with our quality control requirements. These procedures do not affect the content and views expressed by the originator.

This document must only be treated as a draft unless it is has been signed by the Originators and approved by a Business or Associate Director.

DATE	ORIGINATORS	APPROVED
19 February 2009	*David Brown* Planner	*Michael Lee-Wright* Planning Director



Limitations
This document has been prepared for the stated objective and should not be used for any other purpose without the prior written authority of GL Hearn; we accept no responsibility or liability for the consequences of this document being used for a purpose other than for which it was commissioned.

1 INTRODUCTION

1.1 A planning application was submitted for the development of an Advanced Learning Centre to serve the villages of Foulstone and Wombwell on 10 December 2007.

1.2 As a result of further discussions and consultations after submission of the application, three changes are now proposed to be made to the original proposals. This Addendum to the ES describes the environmental effects associated with these changes but does not supersede the original ES conclusions, except where identified in this document.

1.3 A separate, revised Transport Assessment (TA) is also being submitted to form part of this ES Addendum. The revised TA, which is dated February 2009, completely supercedes all previous transport submissions.

1.4 The amendments to the submitted scheme being assessed in this document are shown on Figure 1 below and comprise:

1) To exchange the proposed school and playing field positions within the site;
2) To provide a new footbridge over the A633 Wombwell bypass; and
3) To create a new lay-by in Pitt Street for the picking up and setting down of students attending the new school.

1.5 In addition, the start of construction on site will now be at the end of January 2010, and not April 2009, as indicated in the original ES. Construction works will last approximately 16 months, as before.

1.6 These revisions have arisen as a result of post-application consultations.

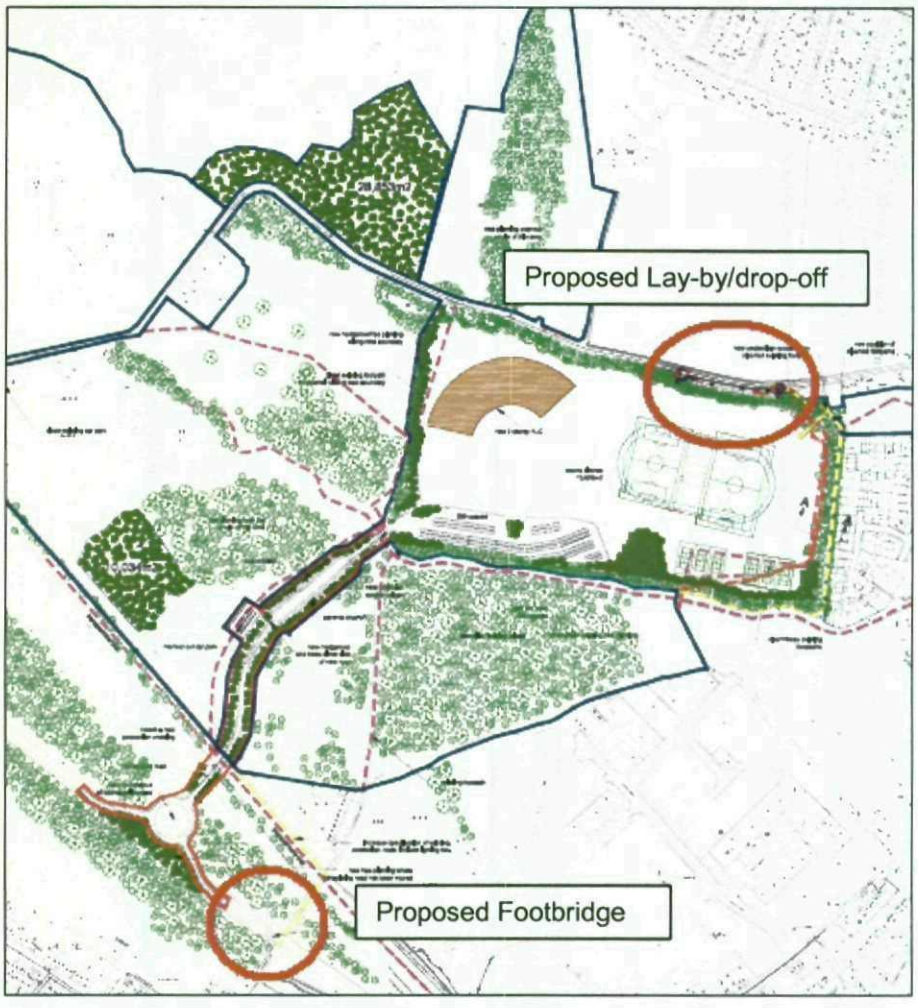


Figure 1 – Site Location Plan showing Revisions now being proposed

1.7 For the sake of clarification, the history of this application is as follows:

Submission	Date	Comments
Planning application for a new Advanced Learning Centre at the former Darfield Colliery	10 December 2007	Application included a statutory Environmental Statement (ES) and additional supporting documents.
Additional documents submitted as follows:	18 June 2008	Submitted in response to consultations replies on application.
Supplementary Transport Statement	8 August 2008	Addressed, comments of Barnsley Transportation Directorate (8 May 2008) and South Yorkshire Police (21 July 2008).

2 DESCRIPTION OF THE PROPOSED AMENDMENTS

2.1 This ES Addendum addresses only the proposed amendments to the submitted planning application and should be read in conjunction with the full Environmental Statement dated December 2007. The conclusions of the original ES remain valid throughout, except where superseded by this Addendum.

Amendment No1: Revised School Siting

2.2 Consultation within the Council's Education Service has continued in the period since submission of the planning application in December 2007. During this period, further work has been carried out on arrangements for staffing and operating the school, as well as in relation to access matters.

2.3 The continuing development of operational planning for the new ALC identified a potential inefficiency arising from the distance between the proposed coach pick-up and drop-off area and the main school buildings. Sustainability principles and the desire to maintain standards of amenity within the site presented a relocation of the coach facility, but a relocation of the school to the western end of the site could be carried out without alteration to the application boundary. This results in the area for playing for playing fields being relocated to the east of the site, and removing some potentially disturbing activity from proximity to the existing housing at Hall Croft and Layfield Place to the east of the site.



Figure 2 – Proposed alterations to the siting of the ALC (revised proposal on the right)

2.4 The application is in outline and detailed aspects of site planning, design and planting are being reserved for later consideration.

2.5 The revised layout proposals are shown in **Figure 2** above, and in more detail (on application drawing RLP01 revision D dated 29 January 2009).

Amendment No.2 : Proposed Footbridge, Littlefield Lane

2.6 The original planning submission proposed an at-grade pedestrian crossing in the vicinity of the proposed new roundabout on the A633 Wombwell by-pass. The application is now being amended to substitute the construction of a new pedestrian footbridge along the route of Littlefield Lane instead, so as to separate students from traffic on the by-pass, where vehicle speeds are unrestricted.

2.7 As explained in the Planning Statement submitted with the application, the proposed ALC will serve both Wombwell and Foulstone villages. With the objective to control traffic growth and encourage walking and cycling, the absence of a direct and convenient connection between Wombwell and undermine national sustainability policies.

2.8 A need has therefore been identified to provide a safer pedestrian access to the new ALC from the south.

2.9 The footbridge now being proposed offers both a safe pedestrian access to the site and an alternative and sustainable transport choice to students from Foulstone. The proposed footpath solution is shown in plan form below (**Figure 3**) and is shown in more detail on submission drawing no. RLP01 revision D dated 29 January 2009.

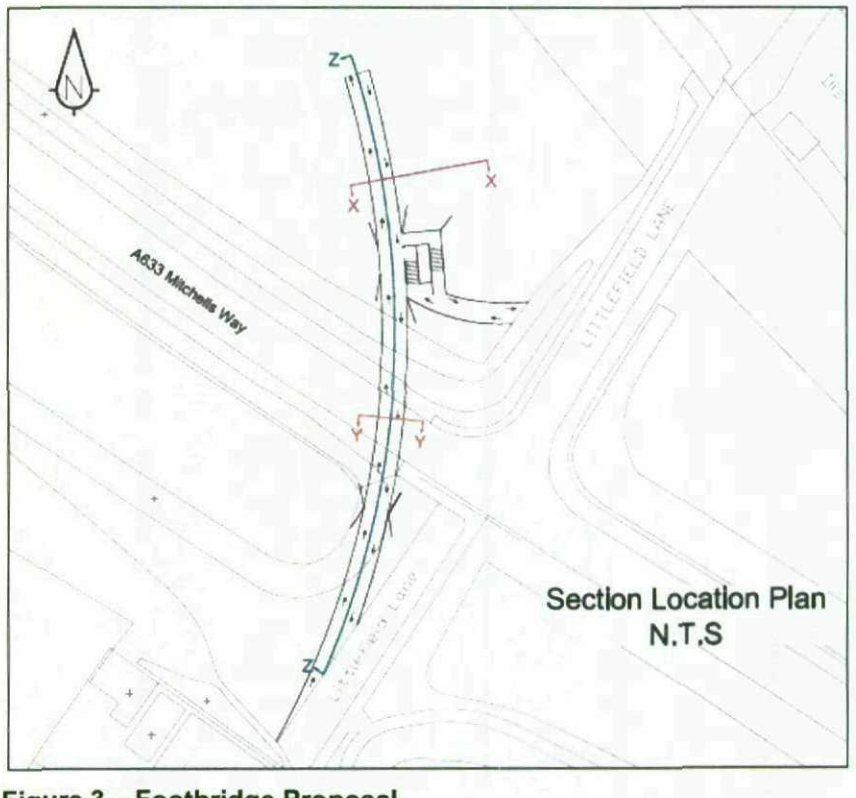


Figure 3 – Footbridge Proposal

2.10 The footbridge now being proposed will begin at Littlefield Lane to the north of the A633 by-pass and cross the by-pass to the south of the new ALC site. A ramp (suitable for mobility-impaired users) will continue over the highway verge to the north east of the A633 and will eventually descend onto the Trans Pennine Trail, which directly links to the ALC site. A separate flight of steps will also return to ground level via a short path to Littlefield.

2.11 The bridge top will measure a maximum of 9.1m above by-pass road level (to allow for vehicular clearance) and will extend to a total length of approximately 300m, as shown on the plan at **Figure 3**. The ramped path will connect to the existing Trans Pennine Way footpath but at this stage the plans do not indicate the precise point of connection as the necessary surveys are not yet in place.

2.12 These physical parameters for environmental assessment of the proposed bridge will be supplemented by more specific details of design, finish and materials, which will be dealt with by way of reserve matters. If necessary, a further Environmental Impact Assessment of the bridge design could be carried out at that stage.

2.13 The bridge has been designed to allow for access by people of impaired mobility. Access is by ramps at each end of the bridge, with a more direct flight of steps also provided as an alternative. This arrangement is shown on **Figure 4** below, and in more detail on application drawing 5068-05 dated January 2009.

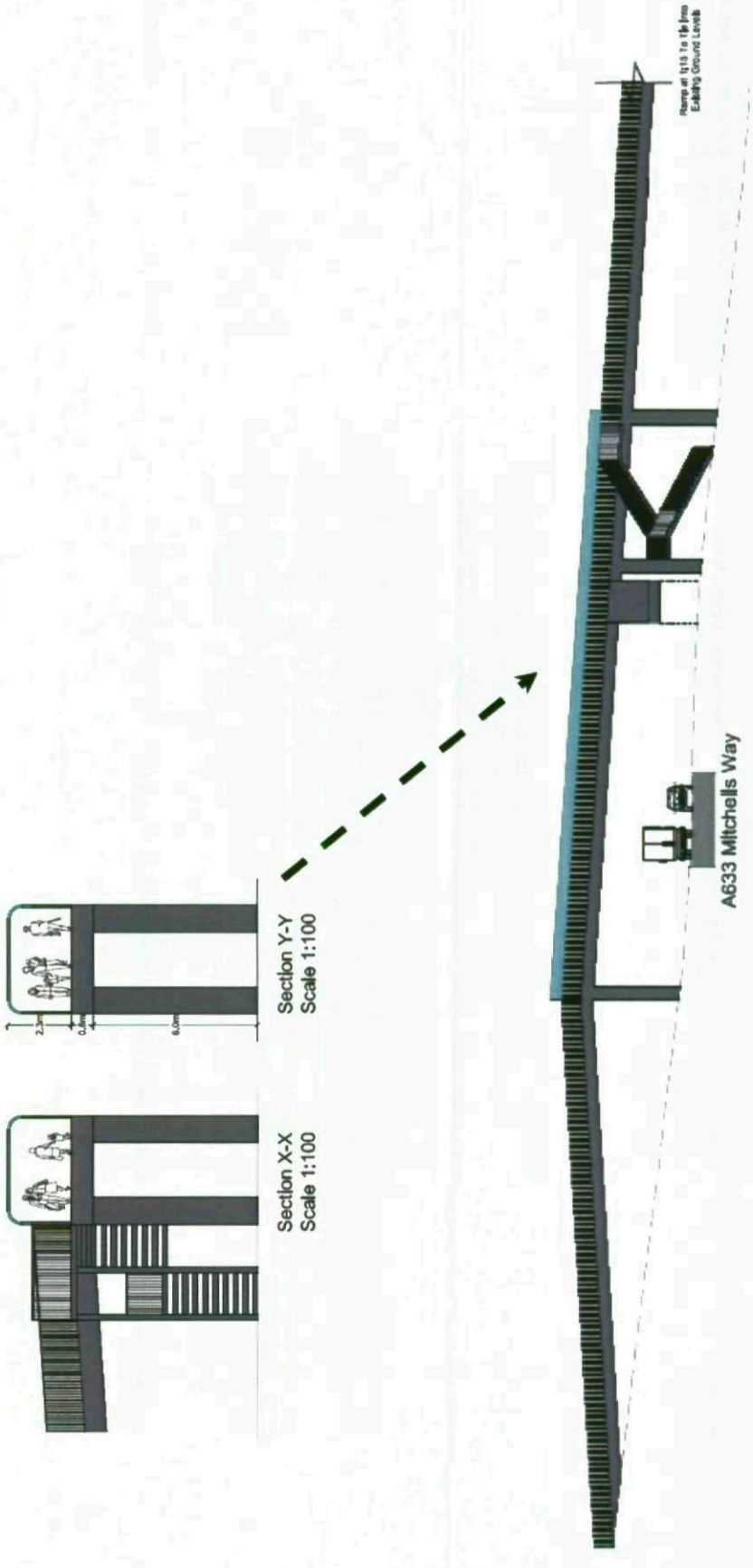


Figure 4 – Proposed Bridge Configuration, Wombwell By-Pass

Amendment No.3: Proposed Lay-by, Pitt Street

2.14 The original planning submission made provision for the majority of students to access the site via the new access road from the A663 Wombwell by-pass. Local footpaths in the vicinity of the site nevertheless would allow for access from Pitt Street for pedestrians, and the approach to the ALC from that direction would be both more direct and more convenient for students from that part of the combined catchment.

2.15 It was indicated in the original planning submission that a rationalisation of the existing and established rights of way in and around the site would be promoted separately under the Highways Act, but this did not from part of the planning application proposals.

2.16 After submission of the planning application, discussions with the Council's transportation officers considered the possibility that the existence of pedestrian–only access from Pitt Street would encourage pick-up and set-down stops in Pitt Street by vehicles from the northerly parts of the catchment area. In the absence of any off-road stopping provision, such activity would be likely to cause congestion, inconvenience and possibly safety issues for pedestrians and road users there.

2.17 The amendments to the planning submission now being proposed include a proposed new lay-by on south side of Pitt Street to facilitate access to the site from the north. The lay-by will be of sufficient length to accommodate up to 17 vehicles at peak times, and there will be a one-way flow arrangement to minimise vehicle conflicts. The layout will be primarily designed to serve vehicles approaching from the east, and will allow return by the same route.

2.18 The proposed lay-by configuration, which is introduced by these amendments, is shown in **Figure 5** below, and on detailed drawing no. RLP01 revision D, dated 29 January 2009, which is being submitted as part of this planning submission.

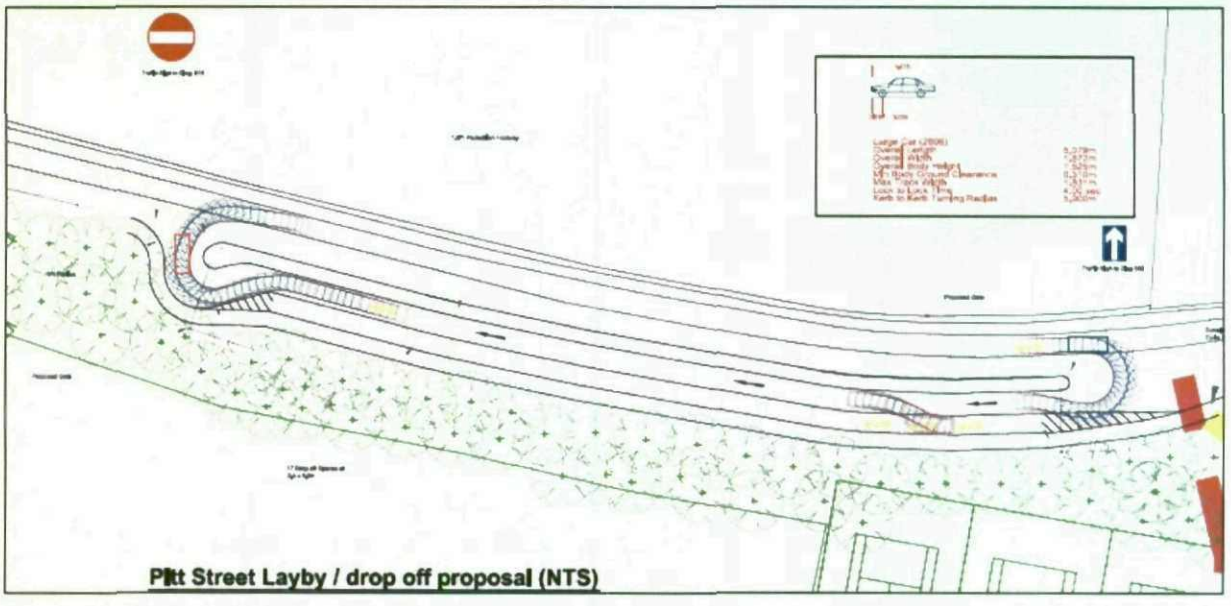


Figure 5: Proposed Lay-by, Pitt Street

3 EFFECTS ON THE LOCAL ENVIRONMENT

This section to the ES Addendum assesses the environmental effects of each of the amendments under each topic included within the main ES volume.

3.1 TRAFFIC AND TRANSPORT

3.1.1 The implications of these amendments, taken together with all the former application proposals are addressed in the accompanying Transport Assessment dated February 2009, which includes an account of their environmental effects and forms part of this ES Addendum.

3.2 LANDSCAPE AND VISUAL IMPACT

3.2.1 Chapter 4.2 to the December 2007 ES described fully the landscape and visual effects of the school proposal and that assessment remains valid, except where identified in this Addendum.

3.2.2 PPS7 makes it clear that the presumption in favour of protecting the countryside is outweighed when exceptional circumstances dictate. The very special circumstances surrounding the proposed ALC have been fully identified within the supporting Planning Statement.

EXISTING CONDITIONS

3.2.3 The landscape and visual character of the area is described in the December 2007 ES.

3.2.4 The proposed location of the new footbridge falls outside the Metropolitan Greenbelt, although within an area that has been identified as urban greenspace. Saved policy WW15 (Urban Greenspace) states that:

> *"In accordance with policy GS34 areas of urban greenspace, including those shown no the proposals map, will normally remain open and undeveloped".*

3.2.5 The supporting text to this policy indicates that the areas of urban greenspace are the most significant open spaces in the Community area due to their scale, location, recreational function and/or visual, environmental or ecological value.

EFFECTS DURING CONSTRUCTION

3.2.6 In addition to the effects identified in chapter 4.2 to the December 2007 ES, the amendments to the scheme now being proposed will have the following effects.

Amendment No.1: Revised School Siting

3.2.7 The proposal to exchange the location for the playing fields and the school buildings within the application site will remove the main site of construction works further from existing housing at Hall Croft and Layfield Place to the east by approximately 200 metres (650 feet). This will have the effect of reducing any visual disturbance during the construction period for residents of those houses. The construction of playing fields will take place later in the programme and for a shorter period, resulting in a net improvement in conditions during the construction period for adjoining dwellings.

3.2.8 The appearance of the school building construction site within the wider landscape will not be materially changed as a result of the resiting, since the presence of intervening trees and vegetation and the relative distance of visual receptors means that these changes will produce no material difference in the visual impact of the construction phase locally.

Amendment No.2: Proposed Footbridge, Littlefield Lane

3.2.9 Construction of the footbridge now proposed in Littlefield Lane will extend the construction site from that already identified in the December 2007 ES. Works will be carried out from within the highway verge of the A633 Wombwell by-pass, requiring the provision of temporary work sites and lay-bys on either side of the by-pass within the existing highway verges. Construction works here will be primarily visible to road users of the Wombwell by-pass, but also to residents of nearby dwellings in Littlefield Lane and on either side of the by-pass road.

3.2.10 Some construction traffic will be required on Littlefield Lane, but the majority of the works will be accessed direct from the by-pass, and disturbance to nearby residents will be minimal.

Amendment No.3: Proposed Lay-by, Pitt Street

3.2.11 Construction of the new lay-by in Pitt Street will require clearance of vegetation, soil stripping and excavation works in the highway verge, which will be evident to road users and passersby.

3.2.12 Construction works will require the stationing and parking of plant and machinery in the highway verge, and there may be a need for traffic signal control for a limited period. There will be a need for some site lighting for a limited period.

MITIGATION

3.2.13 All of the environmental effects associated with construction works for the amendments now being proposed are of a temporary nature and minor in terms of significance. Mitigation of effects on nearby sensitive receptors will be controlled through good practice measures in accordance with a Code of Construction Practice to be entered into by the ultimate contractor.

EFFECTS ON OPERATION

3.2.14 The principal visual effects arising from the construction of an Advanced Learning Centre on the site are set out in the December 2007 ES, to which this document forms an Addendum. That assessment remains valid in all respects, except where set out below.

Amendment No.1: Proposed School Siting

3.2.15 Of the 13 viewpoints described and analysed in the December 2007 ES, the revised school and playing fields siting now being proposed will have no material effect on the conclusions set out therein for all but 2 viewpoints. This is because 11 of the viewpoints are positioned at some distance away from the site of the proposed works, and the location of the building on the site will be either completely obscured or rendered insignificant by the effect of distance and surrounding vegetation.

3.2.16 **Viewpoint No. 8**, which is taken from the existing footbridge accessed via Valley Road, to the south of the site, will see the proposed siting of the school further to the left. In practice, the footpath to which this footbridge links is likely to be relocated further to the east, and this diverted route is now proposed to be around the new playing fields, rather than to the rear of the existing school building.

3.2.17 In visual impact terms, there are no sensitive visual receptors affected by the proposals in this area and the changes therefore of minor significance for this viewpoint.

3.2.18 **Viewpoint 10** in the December 2007 ES is the view looking westwards across the application site from the existing footpath which follows a raised bank at the rear of the adjoining housing area. In this view, the proposed exchange of the school buildings and playing field sites will result in a significantly different outlook from that described in the original ES. The current proposals will remove the school buildings into the middle distance, where they will be seen behind open playing fields.

3.2.19 The change to viewpoint 10 as a result of the revised school siting will be significant in relation to the impacts described in the December 2007 ES, and significantly beneficial in relation to the existing outlook across and open field with woodland plantation to the rear.

MITIGATION

3.2.20 The reconfiguration of the school buildings and playing fields now proposed are not predicted to cause significant additional impacts in visual terms, and no mitigation is therefore required.

EFFECTS ON OPERATION

Amendment No.2: Proposed Footbridge, Littlefield Lane

3.2.21 Appendix 1 to this ES Addendum contains a series of photographs taken in the vicinity of the proposed new footbridge across the A633 Wombwell by-pass, together with a brief description of the proposals in relation to each view.

3.2.22 The introduction of a new pedestrian footbridge across the by-pass at this point will be prominent to all road users and adjoining residents. The existing road passes through a largely green corridor at this point, and therefore the intrusion of a new built structure across the road will have an urbanising effect on views, albeit within a heavily used transport corridor.

3.2.23 Figure 4 to this ES addendum indicates the general appearance of the proposed bridge in terms of its position. However, the application is in outline only and the design and facing materials of the bridge are being reserved for later consideration. If necessary, a further ES can be carried out at that reserved matters stage.

3.2.24 Residents of nearby housing areas in Wombwell to the south will experience a minor change in views towards the north as a result of the elevation of the footpath which currently crosses the by-pass at road level. Residents of the dwellings in Littlefield Lane will experience a significant change in the view along Littlefield Lane to the south, as the new bridge and staircase rises up to give significant height clearance over vehicles on the by-pass.

3.2.25 Existing dwellings on either side of the by-pass in the vicinity of the new bridge are however orientated so that their outlook will not be significantly altered by the construction of the new bridge works. The impact on these dwellings is therefore regarded as being minor.

MITIGATION

3.2.26 The proposed new footbridge will be designed in detail to respect its semi-rural setting, and suitable facing materials will be agreed with officers of the local planning authority. The final details will be the subject of a subsequent reserved matters application.

EFFECTS ON OPERATION

Amendment No. 3: Proposed Lay-by, Pitt Street

3.2.27 Once completed, the proposed new lay-by in Pitt Street will form a new urbanising element in the road. Tarmac surfacing, road marking to prevent conflicting turning movements and new fencing will replace the existing roadside vegetation, and the wider surfaced area will significantly alter perceptions of this part road, which will be evident to all road users, including those visiting the Netherwood Country Park.

3.2.28 The position of the proposed works in Pitt Street is however situated away from any potentially sensitive visual receptors, and there are no nearby dwellings whose outlook will be material affected as a result of the works. On balance, the change resulting from this proposal is regarded as minor.

MITIGATION

3.2.29 The highway works in Pitt Lane proposed by this amendment offer limited scope for mitigation and, in view of the minor scale of impact caused by them, it is not regarded as necessary. However, the choice of materials for surfacing and fencing remain to be agreed at the detailed stage, and due regard will be paid to the need to protect the character of Pitt Street as far as possible in making those choices.

RESIDUAL EFFECTS

3.2.30 The effect of the changes now being proposed will be to increase urbanisation marginally in this semi-rural area, but this change will be off-set by the community benefit and evidence of investment in community facilities, to the benefit of the area as a whole. On balance, the construction of the new access works and the reconfigured school and playing fields layout as now been proposed will result in a significant positive benefit to this area in visual terms.

3.3 SOCIO-ECONOMIC EFFECTS

EFFECTS DURING CONSTRUCTION

Amendment No.1: Revised School Siting

3.3.1 The proposed revised siting arrangements will remove the school building construction works further from existing adjoining housing to the east, resulting in the risk of noise and disturbance to residents.

3.3.2 No other material effects on social and economic interests are expected to arise as a result of this amendment, other than those indentified in the original Environmental Statement of December 2007.

MITIGATION

3.3.3 In the absence of any significant additional socio-economic impacts arising from the proposed re-planning of the site, no further mitigation is required.

EFFECTS DURING CONSTRUCTION

Amendment No.2: Proposed Footbridge, Littlefield Lane

3.3.4 The construction of a footbridge over the A633 Wombwell by-pass in the vicinity of Littlefield Lane will cause a period of increased activity and disturbance as a result of construction traffic and activities. Residents of existing dwellings in Littlefield Lane either side of the by-pass will notice both activity construction traffic and security lighting for the duration of these works.

3.3.5 Access to the bridge construction site will be taken from a temporary lay-by constructed within the existing by-pass verge and plat materials and parking of site vehicles will be contained within the existing road margins.

MITIGATION

3.3.6 The approved contractors will be required to use best practice methods in order to protect the amenities of neighbouring properties, including the control of noisy activities outside normal working hours. Contact details will be advertised on site notice boards in case of complaints or comments.

3.3.7 Site lighting will be sited away from dwellings and directed to avoid stray light disturbance.

EFFECTS DURING CONSTRUCTION

Amendment No.3: Proposed Lay-by, Pitt Street

3.3.8 Construction of the proposed lay-by in Pitt Street will result in the temporary period of construction traffic activity in the road, causing a marginal increase in disturbance to frontage residents. The main access to the work site will be from George Street/Snape Hill Road to the east of the work site.

3.3.9 Users of the Netherwood Country Park will be aware of construction activity in the road for a limited period, although there will be no direct impact on use or access to either the angling lakes or the public access areas as a result of the proposals.

MITIGATION

3.3.10 The parking of site vehicles will be confined to roadside areas away from neighbouring properties. Working times will be limited to normal business hours, and the approved contractor will be required to use best practice working methods, including making provision for complaints through an on-site contact information board.

EFFECTS ON OPERATION

Amendment No.1: Revised School Siting

3.3.11 This amendment, which removes the proposed school building to the westerly end of the site, with its former position replaced by the proposed playing fields will marginally reduce any noise or disturbance experienced during school activities by residential occupiers of the housing estate to the east of the site. Noise and activity associated with the school buildings during the school day will be more distant from housing, while activities on the school playing fields, which will be more intermittent in nature, will be closer to the housing adjoining.

3.3.12 Despite these changes, there is predicted to be no significant change from the level of activity experienced by adjoining residents as a result of the proposed re-planning of the site.

MITIGATION

3.3.13 In the absence of no significant impacts being identified as a result of this change, no additional mitigation is required.

3.3.14 Subsequent details of the way in which the site operates will be submitted as a reserved matters application at a later date, and this will provide an opportunity for local residents to comment on the detailed arrangements.

3.3.15 Any significant changes resulting from details to be submitted at the later reserved matters stage, will be made the subject of a new formal Environmental Impact Assessment, if appropriate.

EFFECTS ON OPERATION

Amendment No.2: Proposed Footbridge, Littlefield Lane

3.3.16 Once the development has been constructed and is in operation, the new A633 Wombwell by-pass footbridge will be available to both local residents, leisure walkers and students alike. During school arrival and departure times, use of the footbridge and connections to Littlefield Lane and the nearby section of the Trans Pennine trail will be well used. Outside these times however, it is likely that only occasional pedestrians will be using the bridge and access roads.

MITIGATION

3.3.17 The use of the new pedestrian bridge is not predicted to cause significant impacts on any sensitive local receptors in socio-economic terms, and therefore no mitigation is required.

EFFECTS ON OPERATION

Amendment No.3: Proposed Lay-by, Pitt Street

3.3.18 The construction of a new lay-by in Pitt Street will result in the temporary period of construction traffic activity in the road, causing a marginal increase in disturbance to frontage residents. The main access to the work site will be from George Street/Snape Hill Road to the east of the work site.

MITIGATION

3.3.19 The new lay-by in Pitt Street is not predicted to cause significant impacts on any sensitive local receptors in socio-economic terms, and therefore no mitigation is required.

3.4 THE CULTURAL HERITAGE

3.4.1 The amendments now being proposed are not predicted to cause any material impacts on the cultural heritage additional to those evaluated in the December 2007 Environmental Statement.

3.5 NATURE CONSERVATION

3.5.1 The amendments now being proposed are not predicted to cause any material impacts on the nature conservation issues additional to those evaluated in the December 2007 Environmental Statement.

3.6 NOISE AND VIBRATION

3.6.1 The amendments now being proposed are not predicted to cause any material noise and vibration impacts on neighbouring properties additional to those identified in the December 2007 ES. The relocation of the school buildings further to the west as expected to reduce noise levels experienced at the adjoining residential properties, when compared to the predictions in the December 2007 ES.

3.7 AIR QUALITY

3.7.1 The amendments now being proposed are not predicted to cause any material impacts on the air quality additional to those evaluated in the December 2007 Environmental Statement.

3.8 GROUND CONDITIONS AND CONTAMINATION

3.8.1 The amendments now being proposed are not predicted to cause any material impacts on the ground conditions and contamination additional to those evaluated in the December 2007 Environmental Statement.

3.9 SURFACE WATER DRAINAGE

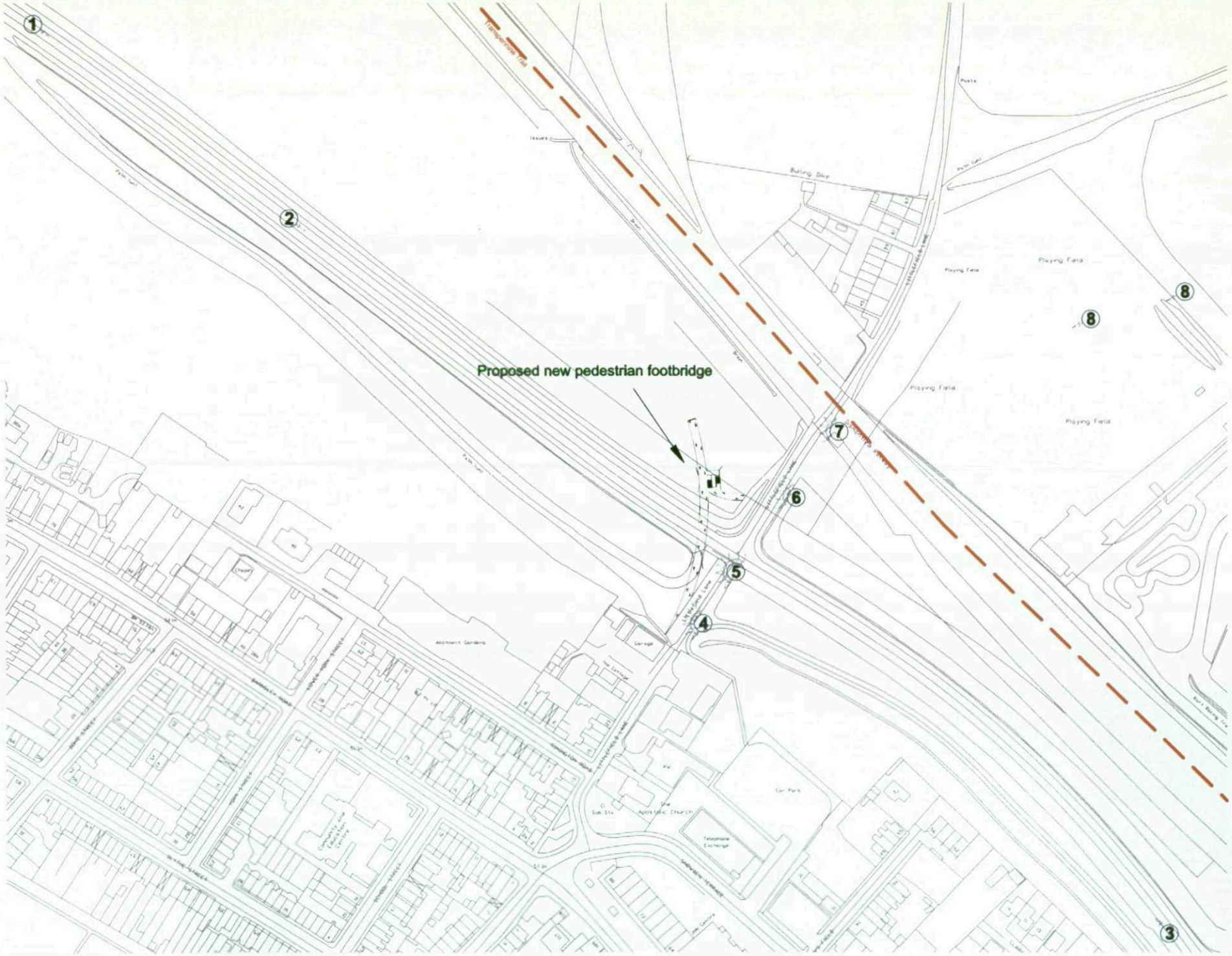
3.9.1 The amendments now being proposed are not predicted to cause any material impacts on the surface water drainage additional to those evaluated in the December 2007 Environmental Statement.

4 CONCLUSIONS

4.1 The submission of this addendum to the ES, together with a revised Transport Assessment dated February 2009 together complete the revised submission and allow for the application to proceed to determination, after suitable consultation.

APPENDIX 1

Landscape and Visual Illustrations


Proposed new pedestrian footbridge
Playing Field
Playing Field
Playing Field
Bulling Dike
Allotment Gardens
Car Park
Telephone Exchange
Apostolic Church
Sub Sta
1
2
3
4
5
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7
8
8

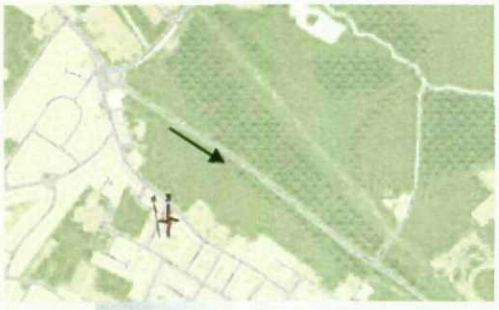
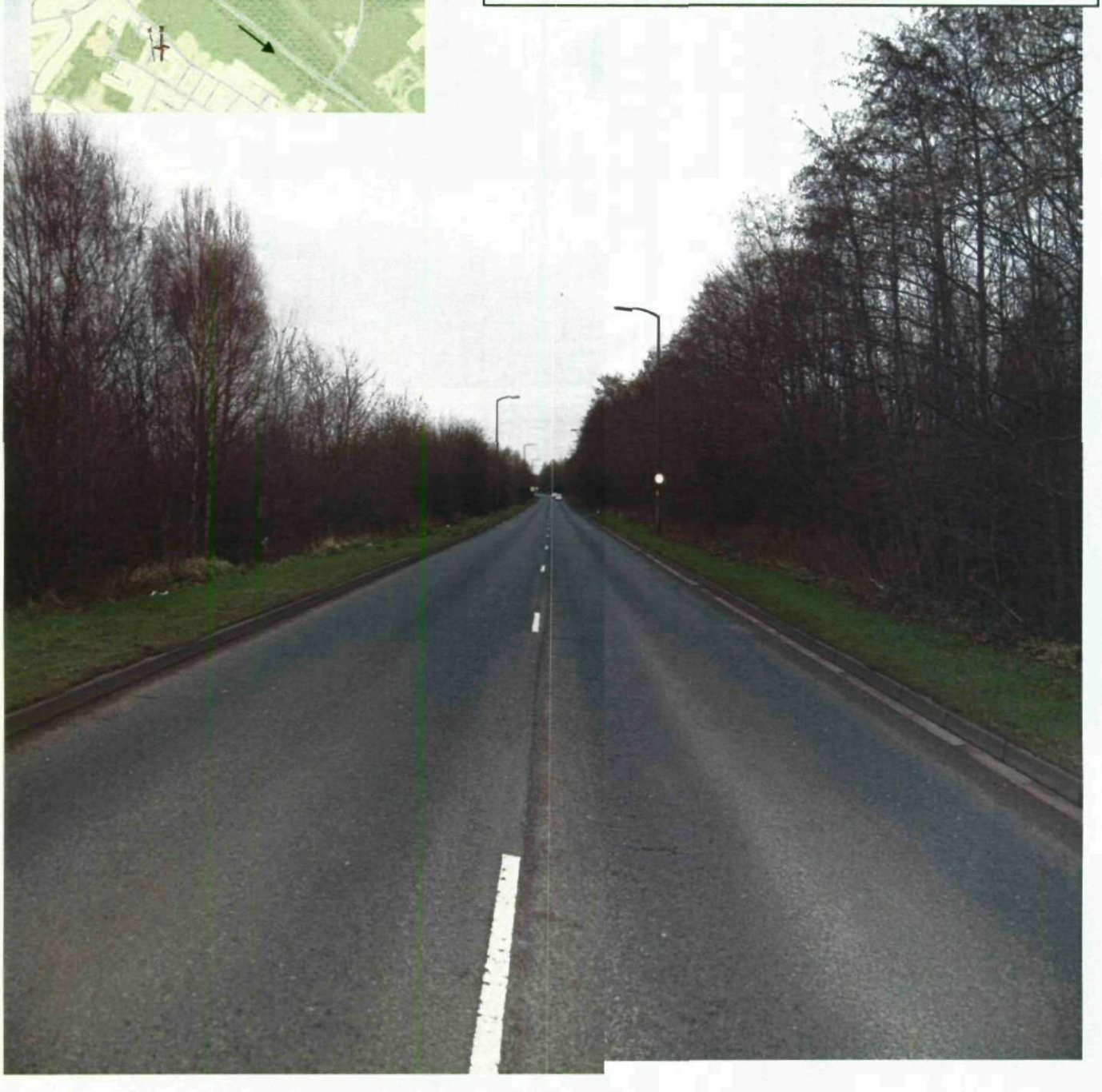


Photo shows view from Mitchells Way looking towards junction of Littlefield Lane. View direction South East (See insert)





Photo shows view from Mitchells Way looking towards junction of Littlefield Lane. View direction South East (See insert)



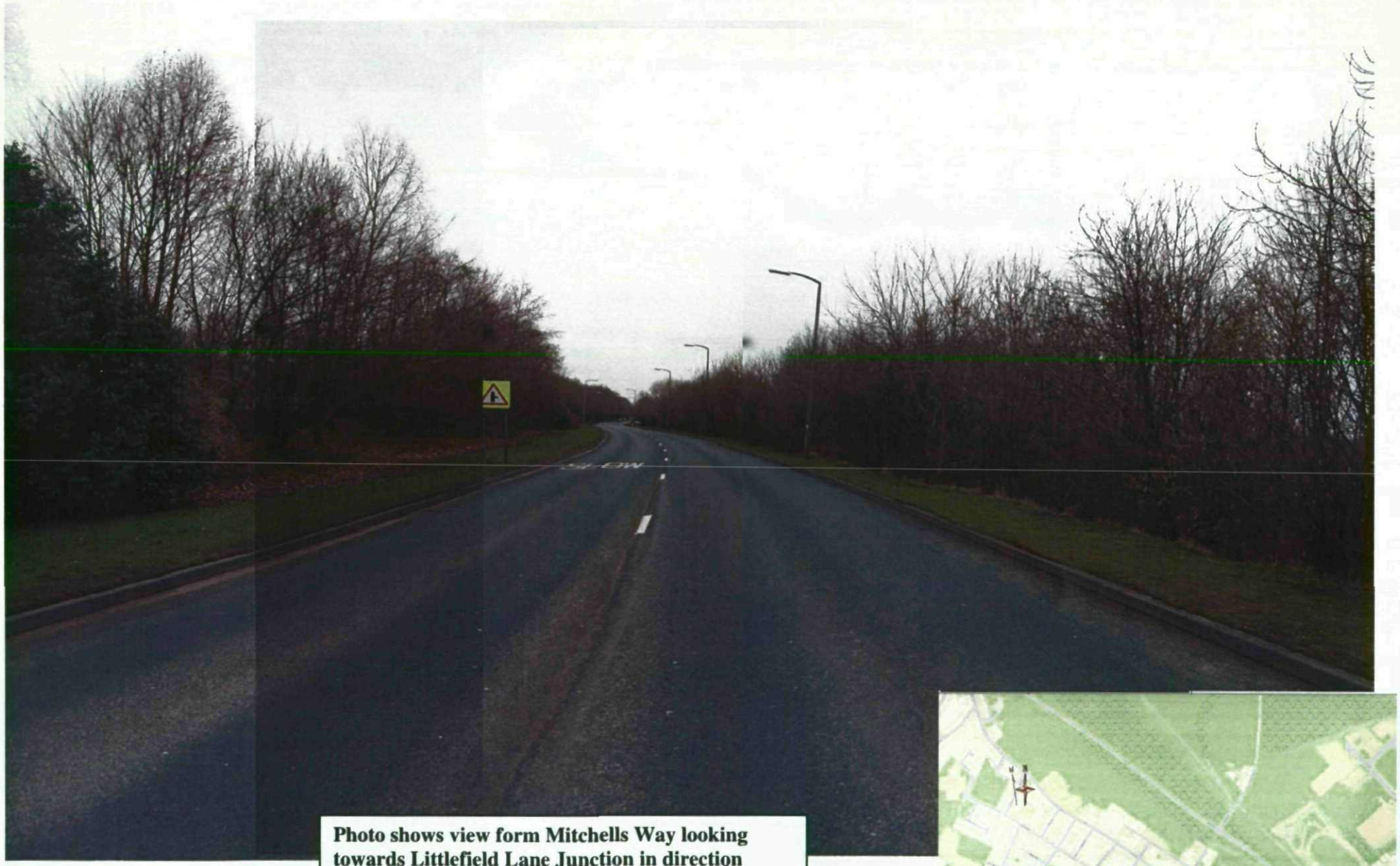


Photo shows view form Mitchells Way looking towards Littlefield Lane Junction in direction North West (See insert)

View shows panoramic montage from Junction of footpaths looking up and down Littlefield Lane (Wombwell Side of Mitchells Way) (See insert)





Photo shows panoramic montage at junction of Littlefield Lane and Mitchells Way (See insert)





View showing panoramic montage at lower section of Littlefield Lane (See insert)

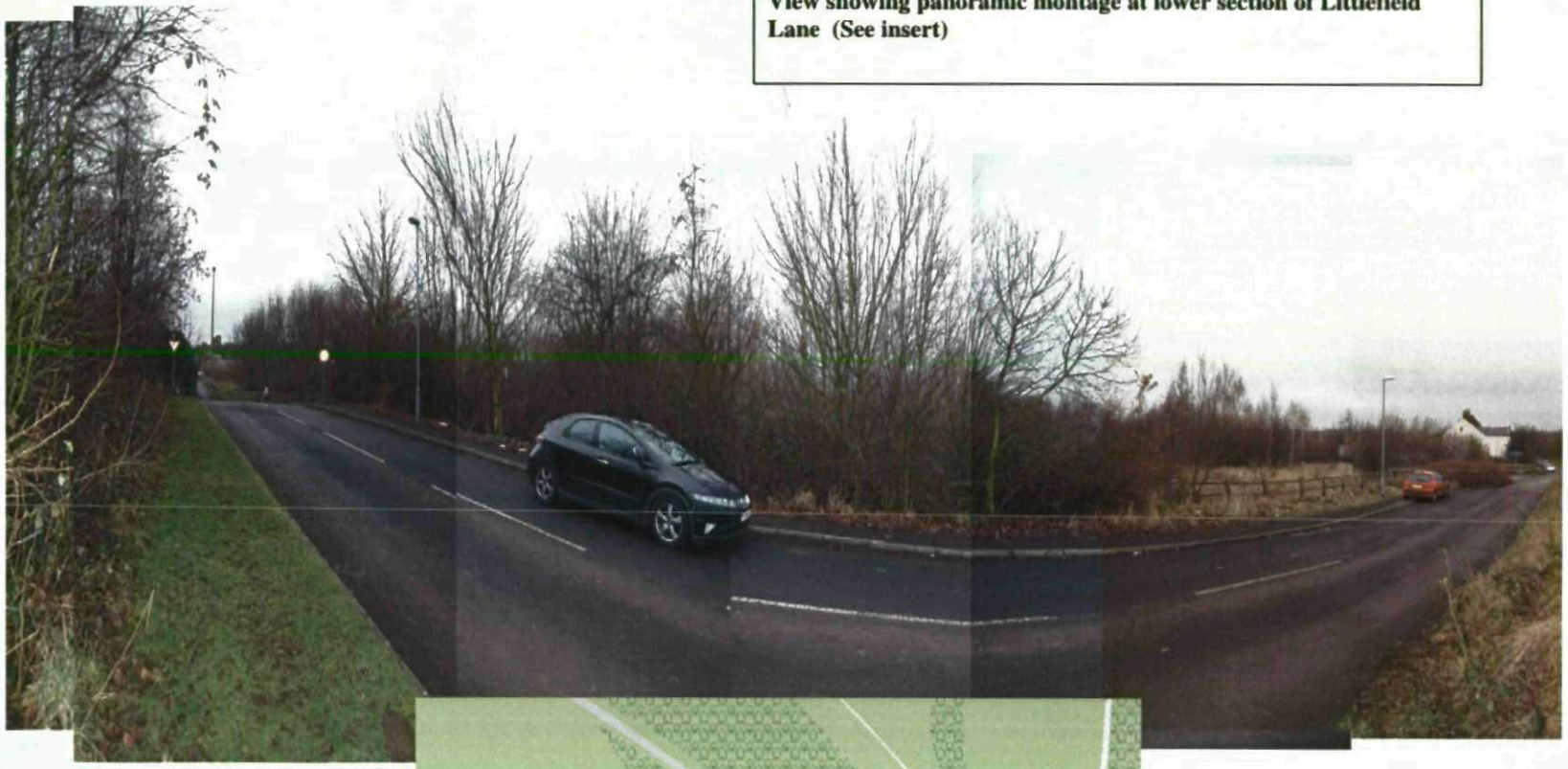
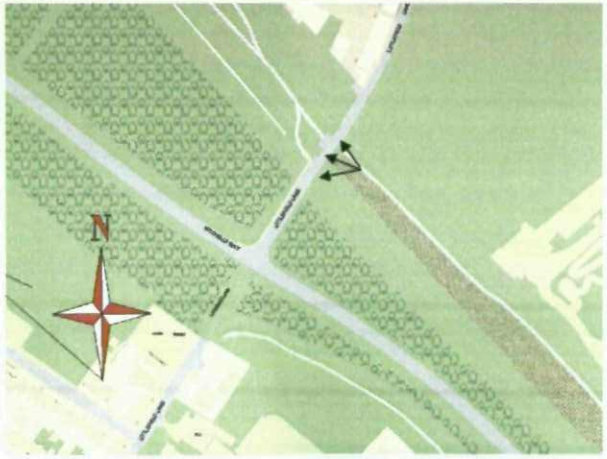


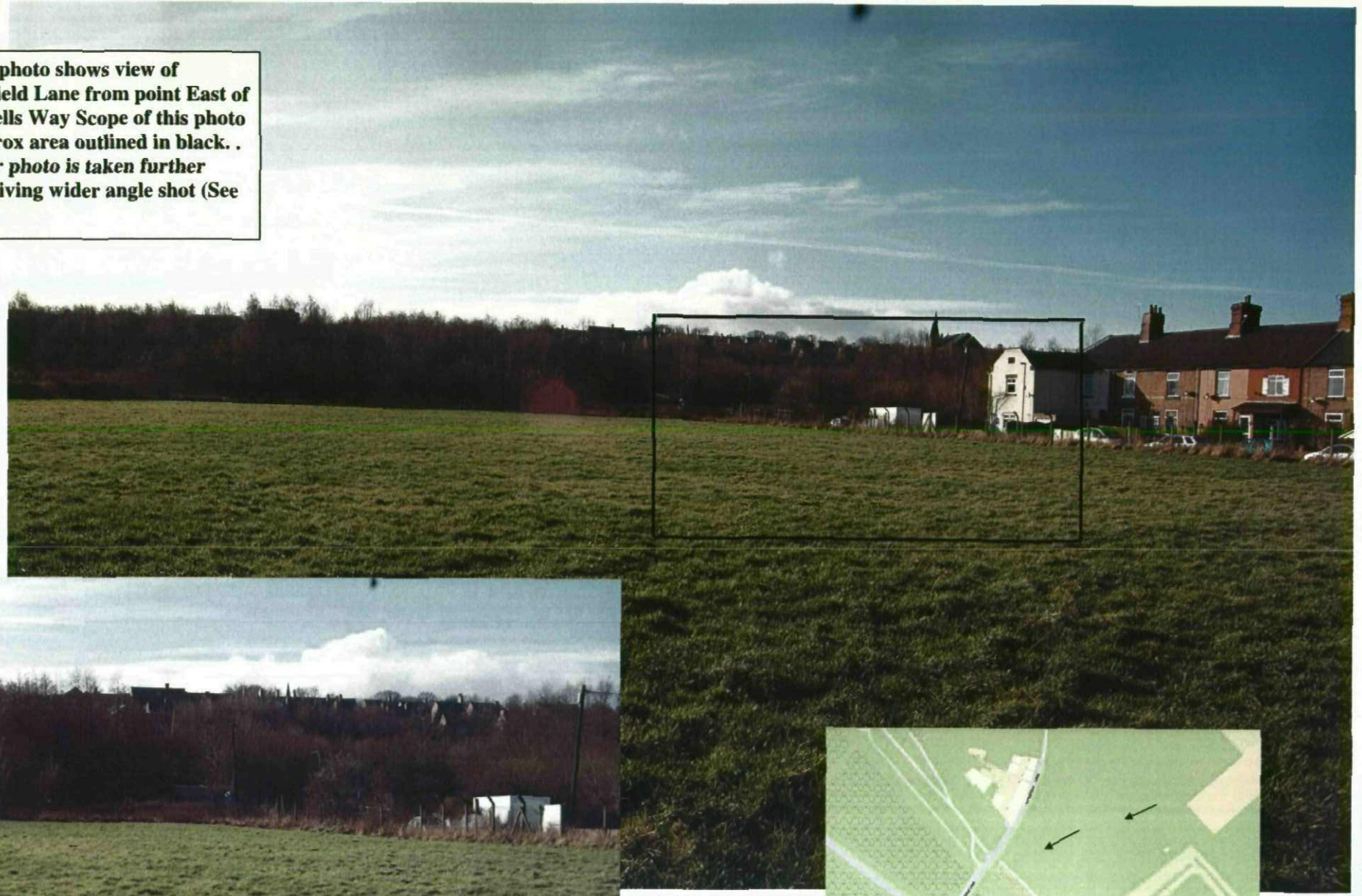


Photo shows panoramic montage view of Littlefield lane from junction of the Trans Pennine Trail. (See insert)





Insert photo shows view of Littlefield Lane from point East of Mitchells Way Scope of this photo is approx area outlined in black. . *Larger photo is taken further* back giving wider angle shot (See insert)



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