

# TECHNICAL APPENDIX 14.2: PRELIMINARY ACCESS MANAGEMENT PLAN

**Balmeanach Wind Farm**  
Prepared for: **Balmeanach Wind Farm Limited**

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## 1.0 Introduction

- 1 This document presents a preliminary Public Access Management Plan (PAMP) for the Balmeanach Wind Farm which outlines the principles and procedures which would be put in place to address any potential impacts to public access during the construction and decommissioning phases of the wind farm (hereafter referred to as the Proposed Development). It outlines provisions for public access management during the operational life of the Proposed Development as well as aspirations for future long term access to the wider area.
- 2 This document should be read in conjunction with the following documents that form part of the Balmeanach Wind Farm Environmental Impact Assessment (EIA) Report:
- **Chapter 3: Description of the Development;**
  - **Chapter 13: Site Access, Traffic and Transport;**
  - **Chapter 14: Socio-economics and Land Use;** and
  - **Technical Appendix 3.1: Outline Construction, Environmental Management Plan (CEMP).**
- 3 This PAMP is not meant to be a formal Outdoor Access Plan (OAP) and therefore has not been drafted in line with the NatureScot's OAP Guidance.

### 1.1 Purpose, Aims and Objectives

- 4 The purpose of this document is to outline how the Applicant would manage public access during the construction, operation and decommissioning of the Proposed Development. The PAMP accompanies the EIA Report for the Proposed Development, should consent be granted, it is envisaged that this PAMP would be revised and updated following discussion with The Highland Council (THC), NatureScot and the relevant landowners, to ensure that the aims, objectives and details meet the stakeholder's requirements. It is envisaged that the finalised AMP (Access Management Plan) would be secured and enforced via a planning condition.
- 5 The final AMP is intended to be deliverable, to safeguard access during construction, provide access enhancements during the operational phase of the Proposed Development and facilitate opportunities for improving access in the local area surrounding the Proposed Development. It aims to address the basic infrastructure associated with improving access such as car parks, trailheads<sup>1</sup> and path improvement within the Proposed Development and to set up a framework for delivering improved access arrangements throughout the life of the Proposed Development.
- 6 The PAMP does not provide specific details of signage and interpretation etc, instead it provides outline examples or suggestions for further discussion and agreement with consultees. If the Proposed Development is permitted and this PAMP further developed, there would be a requirement to agree a number of specific details with THC Access Officer, such as path surfacing and upgrade specifications.
- 7 This PAMP aims to cover and / or include outline specifications for the following:
- access management during construction and decommissioning, including the rights of access and where necessary, the provision of alternative routes;
    - these would be defined on the ground by maps and signage;
  - longer term access proposals, including enhancement of existing routes within the Proposed Development. This should include:

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<sup>1</sup> The point at which a path begins and includes for signage/ signposting

- details of the arrangements to be made for enabling and improving access rights, e.g. paths, and signs within the Proposed Development;
- the specification for any additional paths which should be constructed to a multi-use standard;
- the specification of access controls (e.g. location of locked gates), which should also make provision for all non-motorised users;
- the location, design and layout of car parking facilities;
- the location, design and layout of access points and path networks for pedestrians, cyclists equestrian and other users;
- the location and details of any interpretative / information facilities including mapping at appropriate road heads and any other visitor facilities to be provided (if any);
- provisions for maintenance of any existing, upgraded or new routes;
- there is an opportunity for the path system developed as part of the Proposed Development to be linked with the wider path network to provide long distance walking and cycle routes from both east / west and north / south; and
  - details of the timescales for implementing all of these measures. This last point would be included within the final AMP, if permission is granted and stakeholder discussions are advanced.

## 1.2 Location of the Proposed Development

- 8 The site, which measures approximately 680ha, is located in the north west of the Isle of Skye, on the Bracadale Estate, on the Balmeanach and Caroy Common Grazings, and partly on the Coishletter Estate. Access to the site would be via the existing Ben Aketil Wind Farm access track from the A850, and then south east via the consented Ben Sca Wind Farm Site access track onto the hillside.
- 9 The site lies within an upland landscape and is grazed by sheep and deer. To the south, an area of forestry covers the lower slopes of Beinn a' Chlèirich, to the east of the crofting township of Balmeanach.
- 10 The surrounding area is rural in nature, with land predominantly used for grazing and forestry. There is coniferous plantation to the north and west of the site. There are several residential properties and crofts located to the south and south west of the site which extend down to the A863 and Loch Caroy; the closest (Balmeanach) being approximately 2.1km from the nearest proposed turbine (T8). The settlement of Edinbane is located approximately 3km to the north, Dunvegan approximately 8km to the west, Balmeanach approximately 2.5km to the south and Struan approximately 7km to the south<sup>2</sup>.
- 11 Directly to the east of the site is the operational Edinbane Wind Farm; and to the west of the site, lies the operational Ben Aketil Wind Farm and its Extension. The consented Ben Sca Wind Farm and its Extension will be located directly to the north west.
- 12 The turbine layout and infrastructure for the Proposed Development is shown on EIA Report **Figure 3.1a-b**, whilst the land use and recreational baseline is described in detail in the EIA Report at **Chapter 14: Socioeconomics and Land Use**.

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<sup>2</sup> Measurements taken from main infrastructure development area to centre of settlements

## 2.0 Methodology

### 2.1 Access Baseline

13 There is no definitive record of Rights of Way in Scotland, but data from Scotways (The Scottish Rights of Way and Access Society) and the THC Access Officer have identified a number of Rights of Way (RoW), Core Paths and informal routes around the site, which are shown on **Figure 14.2.1**.

### 2.2 Paths, Access and RoW within the Site

14 The site would be accessed from the A850, utilising a site entrance that was built for Ben Aketil Wind Farm. This is also the site entrance to be used for the consented Ben Sca Wind Farm and Extension. Access would then be gained onto the site via the existing Ben Aketil access track and via the consented Ben Sca Wind Farm access track. Use of this site entrance as well as a section of the existing and consented access tracks would minimise the amount of upgraded or new track required to be built for the Proposed Development.

15 Within the site boundaries there are no other paths, RoWs, Core Paths, Heritage Paths or long-distance routes to be considered. However, the access route to the operational Ben Aketil Wind Farm can be used recreationally similar to a RoW, allowing users to walk around the rural Proposed Development site. Once constructed, the public would have access rights across the Proposed Development site.

### 2.3 RoW in the Surrounding Area

16 The Edinbane to Greshornish Road End Core Path is located on the A850, north adjacent to the proposed site access. To the east on the same road is the Edinbane Link Path, whilst to the west is the Greshornish Forest Path, which extend north from the A850. The final Core Path which could be associated with site's access is the Loch Caroy to Glen Vic Askill, which is located to the south of the site, extending east from the southern tip of the site boundary, as shown on **Figure 14.2.1**.

17 Further Core Paths in the wider area, as shown on **Figure 14.2.1**, which are less likely to be impacted by the restriction of, or creation of new, access to the site are:

- Churches Walk – a 3km path located west of the site;
- Healaval Forest – a 4.25km path located within the Healaval Forest to the west of the site;
- Tayinloan to Fanks Road End – a 2.18km path to the north east of the site;
- Vatten to Feorlig;
- Seakbost to Carbost – track located east of the site; and
- South Cuidrach to Earlish.

18 Also within the wider area is a Heritage Path, Tracks to Idrigill Point Townships, a 23km circular rural path which runs 4km south west of the western boundary of the site, in a south westerly direction, forming a circular route. It does not lie within the site, and the distance from the site means it will remain unimpacted by the construction and operation of the Proposed Development.

19 There are several planned, consented and constructed wind farms in the area, with the site sharing access to the operational Ben Aketil Wind Farm, which could potentially share or link routes, allowing for greater public access throughout the rural area. It is noted that the public would have access rights across these wind farm developments.

## 2.4 Potential Access Impacts

- 20 During the construction period, conflicts with the public may occur when works are taking place on or near existing routes which may be used by the public, including the access route to Ben Aketil Wind Farm. Measures would need to be put in place to ensure that there is safe and convenient access for users of the RoWs, access tracks and informal paths.
- 21 The infrastructure and traffic requirements for the Proposed Development are outlined within the EIA Report **Chapter 13: Site Access, Traffic and Transport**. The following elements in particular are most likely to affect members of the public wishing to access the site using existing tracks or routes:
- use of the site entrance and first 1.8km of Ben Aketil Wind Farm access track;
  - use of the 2.3km of consented Ben Sca Wind Farm access track;
  - construction of up to 9.4km of onsite access tracks;
  - the site access track would be adjacent to the Edinbane to Greshornish Road End Core Path; and
  - access by other construction/maintenance traffic associated with Ben Aketil Wind Farm and the consented Ben Sac Wind Farm and Extension.
- 22 In respect of recreational users, this disruption from construction works would be temporary, and expected to occur only during the construction and decommissioning phases, routine maintenance related to the operation of the Proposed Development is not expected to cause undue restriction.
- 23 Any temporary restrictions would be managed, as per the Construction Traffic Management Plan (CTMP), during the construction and decommissioning phases. Plans for temporary access management, including traffic management and access restrictions, would be communicated with the public prior to taking place, where feasible.

## 3.0 Construction Access Arrangements

### 3.1 Construction Arrangements

24 During construction, access restrictions and limitations should be kept to a minimum, to enable day to day access. The Applicant is committed to safeguarding the safety of members of the general public, whilst also ensuring that the construction progress is not comprised.

25 The final version of the AMP would include detailed information on how access would be managed by the Applicant. Mitigation measures would need to be implemented prior to, or during construction of the Proposed Development and in outline such measures would include:

- details of the temporary re-routing of publicly utilised access tracks during construction. Such measures might include provision of temporary paths set back from the existing roads and tracks so that there is clear separation of pedestrians and other recreational users from any construction traffic;
- details of the provision of signage and other information alerting the public to construction works;
  - sufficient temporary advance signage would be erected at key access locations both within and out with the Proposed Development working area prior to the start of construction, to inform all access users of the location and timing of the construction activities;
  - signage would also be employed onsite, for both site personnel and the public, to clearly define the boundary of the works where they coincide with areas accessible to the public. Annex 1 of this document provide examples of such signs;
  - proposed measures to warn recreational users of the Ben Aketil Wind Farm track about the use of this access track by construction traffic for the Proposed Development would be set out in the final Traffic Management Plan (TMP). Signage would present detailed maps illustrating where the route would be impacted upon, suggest other routes and detours where possible and detail and recommend a number of Safety Measures which users should adhere to ensuring they would not be affected by the construction work;
- details of any fencing or barriers to be provided during the construction period, including the type of fencing and gate access to be used, where access is not precluded on the basis of health and safety. For instance all site access gates would be locked to non-construction vehicle users, but the Applicant would provide kissing gates or low level wooden boards / logs to allow walkers, equestrian and bicycle access;
- details as to how publicly utilised access tracks would be inspected prior to and monitored during the construction period and a commitment to return all tracks impacted by the Proposed Development to the same condition as they were, or better, once the construction period has ceased;
- details of an active management plan for crossing points for public rights of way during the construction works. As a standard this would include signage but could also include a banksman at busy junctions; and
- details of a communication and liaison strategy to advise local communities and other users of construction works and vehicle movements. This would be aimed at walkers, cyclists and horse riders;
  - further consultation with stakeholders including THC's Access Officer. These meetings would be closely aligned with the commencement of construction of the Proposed Development; and



- the community liaison strategy could be designed not just to establish processes to keep the community informed, but also to review incidents that have occurred and how these have been / should be resolved and to discuss the forthcoming programme of work.

- 26 The Applicant would liaise with local community and other users prior to any construction starting onsite and communication would be maintained on a regular basis until construction is complete and the Proposed Development is operational.
- 27 The Applicant is also willing to work with stakeholders towards any additional mitigation measures which would reduce the effect of the construction activities on recreational users.

### 3.2 Implementation and Control

- 28 The final AMP together with the final CEMP and CTMP (see **Technical Appendices 3.1** and **12.2** for outline reports) would be used by the Principal Contractor to ensure that appropriate access and environmental management is implemented throughout the construction phase of the Proposed Development.
- 29 The final CEMP would set out measures to ensure that recreational users of the site are informed of the construction work and directed into safe areas where there would be no conflict with plant and machinery. Compliance with the CEMP is the key control measure required during construction to ensure mitigation is appropriately addressed. It documents the principles and processes to be followed to implement all relevant agreed environmental mitigation. The personnel who would implement, monitor and respond to the CEMP and final AMP would be the Applicant construction team and the Principal Contractor. The Principal Contractor would be required to prepare a series of method statements in accordance with the Schedule of Mitigation set out in the CEMP. These method statements would detail how the contractor intends to implement the mitigation set out in the CEMP and would be integrated with their detailed Construction Method Statements.
- 30 The Applicant and Principal Contractor would also ensure that during all phases of the Proposed Development, the requirements of both the Land Reform Act (Scotland) 2003 (as amended) and the Scottish Outdoor Access Code are met or are exceeded.

## 4.0 Operational Arrangements

31 During the operational phase of the Proposed Development, all access restrictions and limitations would be removed, and general recreational public access rights would be restored. The final version of the AMP (to be agreed), would include detailed information about how access would be managed by the Applicant during the lifespan of the Proposed Development as well as the following aspects:

- details of potential funds for improved signage, orientation and interpretation (potentially as a part of the offered community benefit fund, and if considered an appropriate project for funding by members of the community who may manage such funds);
- details of any new access routes for the life of the development. Identified routes are discussed in Section 4.1.1;
- details of the path surfacing which should be multifunctional in usage. The British Horse Society typically requests that any off road tracks or non-motorised user tracks or paths are multi-use, catering for all including horse riders and carriage drivers;
- details of linkages offered with other constructed, consented or planned wind farms;
- details of a communications campaign linked with the end of the construction period;
- details of any opportunities for betterment within the boundaries of the Proposed Development; and
- where relevant, and upon agreement with the relevant stakeholders, details of the facilitation of wider access benefits.

32 This PAMP provides some outline information in the sections below, and should be considered the basis of future discussions between stakeholders.

### 4.1 Wind Farm Access Track Enhancements

33 The requirements of the PAMP are to provide infrastructure to support access to the site.

#### 4.1.1 New and Anticipated Wind Farm Access Tracks within the Area

34 To improve access within the site a number of strategic routes have been proposed. The enhancement of paths and trails within the site would be achieved through the presence of up to 9.4km of new wind farm tracks that would open up the area for informal recreational opportunities e.g. cyclists, mountain bikers, equestrian users, cross country skiing and walking. There is potential for linkages to be formed between the proposed tracks and other access tracks in the area through the agreement of the Applicant and other wind farm developers. This agreement could facilitate the implementation of longer recreational routes, including a proposed additional footpath link to adjoin with the existing Edinbane Wind Farm access tracks, which could result in a circular route to and from Edinbane (as shown on **Figure 14.2.1**).

35 The potential new routes would also enhance the opportunity for all types of users to link with the existing, consented and proposed wind farm sites, opening up new areas that might enhance a person's experience of the wider area. It is considered likely that with the formal designation of paths and trails for recreational use, the level of use within the area would increase and new visitors would be attracted to the area, whether for walking, running, cycling (including mountain biking) and / or horse riding.

#### 4.1.2 Management of Access

36 It is anticipated that the Applicant, alongside the landowners, nearby existing and future wind farms and access stakeholders, would be responsible for access management within the site, In order to control vehicular access to the site, and prevent joy riding or off road rallying, there would be a necessity to install locked, access barrier gates to restrict non-construction / forestry vehicle users, but would still allow for non-vehicular access, as per the Land Reform (Scotland) Act 2003. The details of any fencing or barriers to be provided during the operation phase are subject to further consideration and detail design and final details would be agreed with the access stakeholders prior to their installation. This would include the type of fencing and gate access to be used.

#### 4.1.3 Permanent Signage, Interpretation Boards and Leaflets

37 The Applicant would be willing to discuss the provision of signage and interpretation boards with the relevant access stakeholders. The purpose of signage would be to provide information about the Proposed Development. However, this could be extended to attract a wider audience such as walkers, cyclists or horse riders.

38 The information on the signs would as a minimum include the name of the path / wind farm, the destination and distance. It is envisaged that signs would be installed at strategic locations i.e. route start and end points, trails heads and at route junctions.

39 Subject to agreement, further interpretation panels could also be designed and installed at points of interests along the routes. These could be identified in cooperation with stakeholders and people with detailed local knowledge. For instance, it may be possible to attract a larger audience to the area by providing additional information about the local area, wildlife, history and estate management throughout the operational phase of the Proposed Development, with nearby locations worthwhile to visit.

40 If suitable, locations for wildlife hides can be identified, these might also offer the opportunity to observe wildlife in their natural surroundings.

#### 4.1.4 Maintenance of Wind Farm Access Tracks

41 As part of the development of the PAMP, a maintenance plan and programme of works would be prepared. It is anticipated that route inspections and reasonable maintenance would be implemented by the Applicant in collaboration with THC's Access Officer. It is anticipated that maintenance would be carried out on a yearly basis following path and infrastructure inspection. Reasonable maintenance of the routes could be considered undertaken through the agreement of the Applicant and neighbouring wind farm developments and to be agreed with all other access stakeholders.

#### 4.1.5 Enhancement Timescales

42 The Applicant has informal agreements with the landowners and crofters to deliver the terms of the PAMP but only within the terms of its land agreement, further access proposals would be subject to discussions with all relevant access stakeholders. It cannot secure or provide any certainty beyond the 40 year life of the project. At least three years prior to decommissioning however the Applicant would initiate discussions with the landowners, crofters and wider consultee bodies regarding the ongoing use of facilities provided by the PAMP.

### 4.2 Long Term Aspirations

43 THC has aspirations for betterment within and outside of the site. They consider that there is an opportunity for the existing path system to be developed further as part of the Proposed Development

and to be linked with the proposed, consented and constructed neighbouring wind farms, to provide long distance walking and cycle routes.

- 44 It is considered that such a vision is not deliverable by the Applicant working alone; however, it is acknowledged that with close liaison between current and future local wind farm operators, THC, the Applicant, landowners and local interest groups, the future and wider integration of the wind farm path network could be facilitated. Suggestions from consultees on how this long term aspiration could be enabled and funded would be welcomed. It is possible that an annual betterment budget could be allocated from the proposed community benefit package that has been put forward for the Proposed Development (subject to community agreement). This could be used to cover new linkages and upgrading, and could also be used to implement some of the long term aspirations in this PAMP.

## 5.0 Conclusions

- 45 This PAMP is a working document and provides an outline of the range information, and level of detail that would be provided within the final AMP, should consent be granted for the Proposed Development. It is envisaged that further consultation and discussion with all other access stakeholders, would be necessary. Comments and suggestions on the PAMP are therefore welcomed from all other access stakeholders.
- 46 Through the future development of the PAMP and final AMP, the Applicant would consult with other stakeholders including other developers, the landowners, THC Access Officer and the Community Councils/Community Development Trusts. .

## References

### Reference Documents

**Table 1: Reference Documents**

Doc Ref.	Reference Documents
1	NatureScot (2018), <i>Environmental Impact Assessment Handbook</i> , Appendix 6. Available at: <a href="#">Publication 2018 - Environmental Impact Assessment Handbook V5.pdf (nature.scot)</a>
2	Scotways, (2023), <i>Heritage Paths</i> . Available at: <a href="#">Heritage Path   ScotWays</a>
3	Scottish Parliament (2003), <i>The Land Reform (Scotland) Act 2003</i> . Available at: <a href="#">Land Reform (Scotland) Act 2003 (legislation.gov.uk)</a>
4	NatureScot (2023), <i>The Scottish Outdoor Access Code</i> . Available at: <a href="#">NatureScot (outdooraccess-scotland.scot)</a>

### Abbreviations

**Table 2: Table of Abbreviations**

Doc Ref.	Reference Documents
AMP	Access Management Plan
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
EIA	Environmental Impact Assessment
OAP	Outdoor Access Plan
PAMP	Preliminary Access Management Plan
RoW	Rights of Way
Scotways	The Scottish Rights of Way and Access Society
THC	The Highland Council

## Annex 14.2A

### Sample Pedestrian Warning Sign

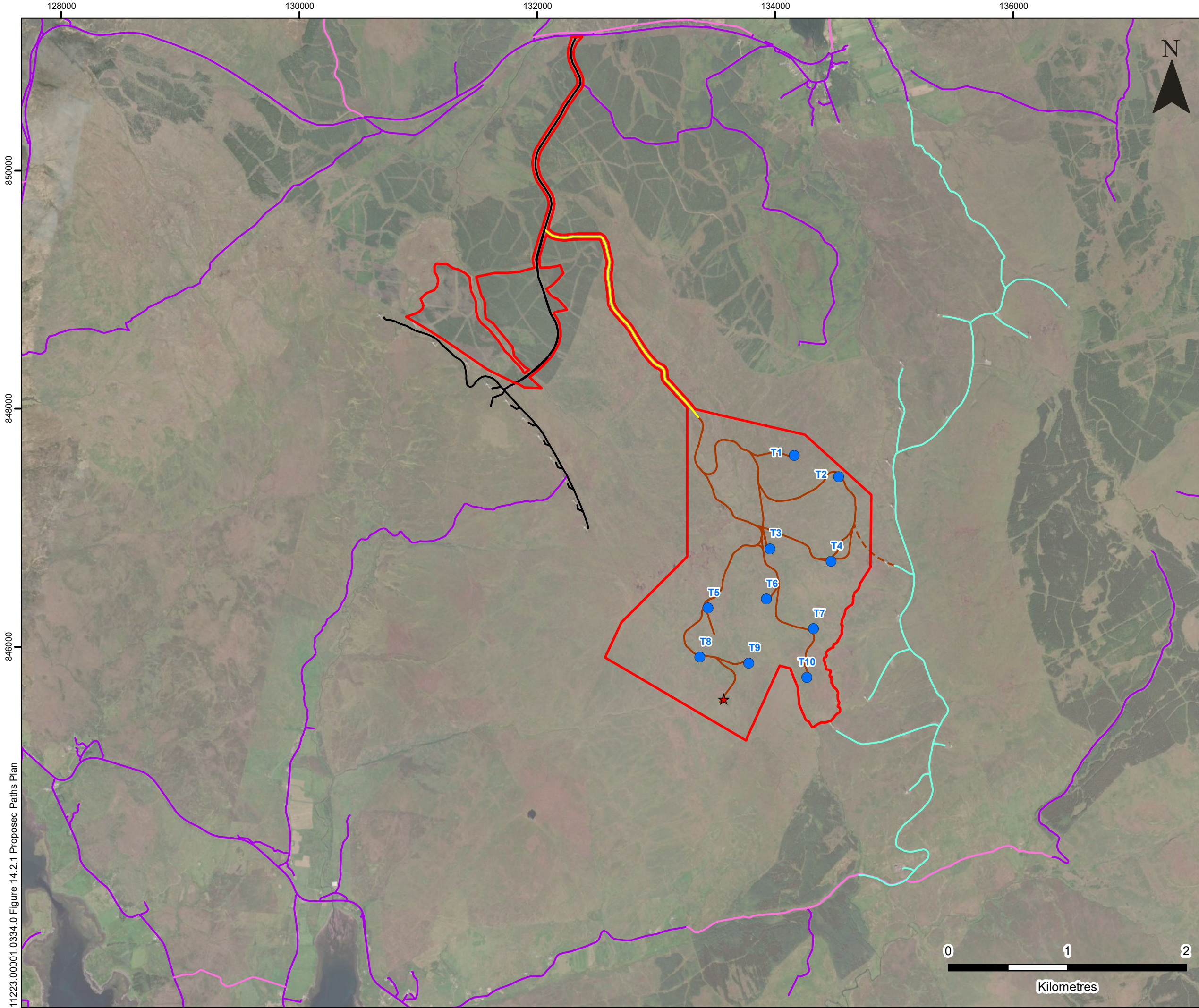


## Annex 14.2B

### Sample Construction Staff Warning Sign







**LEGEND**

- Application Site Boundary
- Proposed Turbine Location
- ★ Proposed Permanent Met Mast
- Ben Aketil Access Track
- Ben Sca Access Track
- Edinbane Access Track
- Proposed Development Access Track
- Potential Link Path
- Core Path
- Informal Recreation Route



**BALMEANACH  
WIND FARM LIMITED**

**SLR**  
4/5 LOCHSIDE VIEW  
EDINBURGH PARK  
EDINBURGH  
EH12 9DH  
T: +44 (0)131 335 6830  
www.slrconsulting.com

BALMEANACH WIND FARM  
TA 14.2 – AMP  
**PROPOSED PATHS PLAN**  
**FIGURE 14.2.1**

Scale 1:30,000 @ A3      Date JULY 2023

11223.00001.0334.0 Figure 14.2.1 Proposed Paths Plan

## EUROPEAN OFFICES

### AYLESBURY

T: +44 (0)1844 337380

### BELFAST

belfast@slrconsulting.com

### BIRMINGHAM

T: +44 (0)121 2895610

### BONN

T: +49 (0)176 60374618

### BRADFORD-ON-AVON

T: +44 (0)1225 309400

### BRISTOL

T: +44 (0)117 9064280

### CARDIFF

T: +44 (0)2920 491010

### CHELMSFORD

T: +44 (0)1245 801630

### CORK

T: +(021) 240 9000

### DUBLIN

T: +353 (0)1 296 4667

### EDINBURGH

T: +44 (0)131 335 6830

### EXETER

T: +44 (0)1392 490152

### FRANKFURT

frankfurt@slrconsulting.com

### GLASGOW

glasgow@slrconsulting.com

### GRENOBLE

T: +33 (0)6 23 37 14 14

### KILKENNY

kilkenny@slrconsulting.com

### LEEDS

T: +44 (0)113 5120293

### LONDON

T: +44 (0)203 8056418

### MAIDSTONE

T: +44 (0)1622 609242

### MANCHESTER

T: +44 (0)161 8727564

### NETHERLANDS\

T: +31 6 28 02 18 80

### NEWCASTLE UPON TYNE

T: +44 (0)1844 337380

### NOTTINGHAM

T: +44 (0)115 9647280

### SHEFFIELD

T: +44 (0)114 2455153

### SHREWSBURY

T: +44 (0)1743 239250

### SPAIN

T: +34 6 82 04 83 01

### STIRLING

T: +44 (0)1786 239900

### WORCESTER

T: +44 (0)1905 751310