

HIGHGATE NEWTON COMMUNITY PARTNERS PUBLIC REALM MANAGEMENT PLAN



SYSTRA

HIGHGATE NEWTON COMMUNITY PARTNERS

PUBLIC REALM MANAGEMENT PLAN

IDENTIFICATION TABLE

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Version	Name	Position	Date	Modifications	
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1. INTRODUCTION

1.1 General

1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by the London Borough of Camden (the Client) to provide transport and highways consultancy in support of the development proposals at Highgate Newton Community Partners, at 25 Bertram Street, London, N19 5DQ (the Site). The Local Planning Authority and Local Highway Authority is the London Borough of Camden (LBC).

1.1.2 Planning permission was granted (ref: 2016/6088/P) in July 2017 for the redevelopment of the existing Highgate Newtown Community Partners (HNCP) and Fresh Youth Academy (FYA) and the change of use of the People’s Mission Gospel Hall to provide replacement community facilities and 31 residential units with associated public open space, landscaping, cycle storage, plant and disabled parking.

1.1.3 Planning permission was subsequently granted in March 2019 (ref: 2018/5774/P) for a revised scheme whereby the principles of development remained the re-provision of community facilities and new residential units, but incorporating standalone residential and commercial buildings and an increase in residential units to 41 from 31 (the Consented Development). The Consented Development includes the provision of cycle parking facilities and refuse storage.

1.1.4 Planning permission was subsequently granted in August 2023 (ref: 2023/2662/P) to secure minor modifications to the Consented Development, whereby the principles of development remained the re-provision of community facilities and new residential units, but would facilitate a tenure change to 100% affordable housing along with a change to layout of selected units to increase their capacity and size which would result in an overall reduction in unit numbers from 41 to 36. Access arrangements, car parking and cycle parking provision remain as per the Consented Development.

1.1.5 Planning Condition 41 of the permission (ref: 2018/5774/P) states that:

On or prior to the Occupation Date a Public Realm Management Plan shall be submitted to and approved by the Council. The public realm shall be constructed and maintained open and in accordance with the approved plan thereafter.

Reason: In order to protect the pedestrian environment and the amenities of the area generally and to ensure the continued free flow of traffic in the area in accordance with Camden Local Plan policies T1, T2 and T3.

1.1.6 This Public Realm Management Plan has therefore been prepared to discharge Planning Condition 41. Scoping discussions with LBC Highways have confirmed that the Public Realm Management Plan should cover the following:

- Ensure there is no illegal parking on-site;
- Ensure there is no safety conflict between servicing and pedestrians on-site; and
- Ensure the space would be managed so it is mainly for pedestrians and does not become transport dominated.

1.2 Report Structure

1.2.1 Following this introductory section, the remainder of this Public Realm Management Plan is structured as follows:

- **Section 2: Baseline Conditions** – Describes the existing highways and transport conditions in the area surrounding the Site, with a focus on the local highway network and parking restrictions.
- **Section 3: Development Proposals** – Summarises the Consented Development in terms of land uses, residential units, access and both car and cycle parking provision.
- **Section 4: Public Realm Management** – Sets out the management strategy for the Consented Development’s public realm, addressing the requirements identified by LBC.
- **Section 5: Summary & Conclusion** – Summarises the key points arising from the work carried out to inform this Public Realm Management Plan.

2. BASELINE CONDITIONS

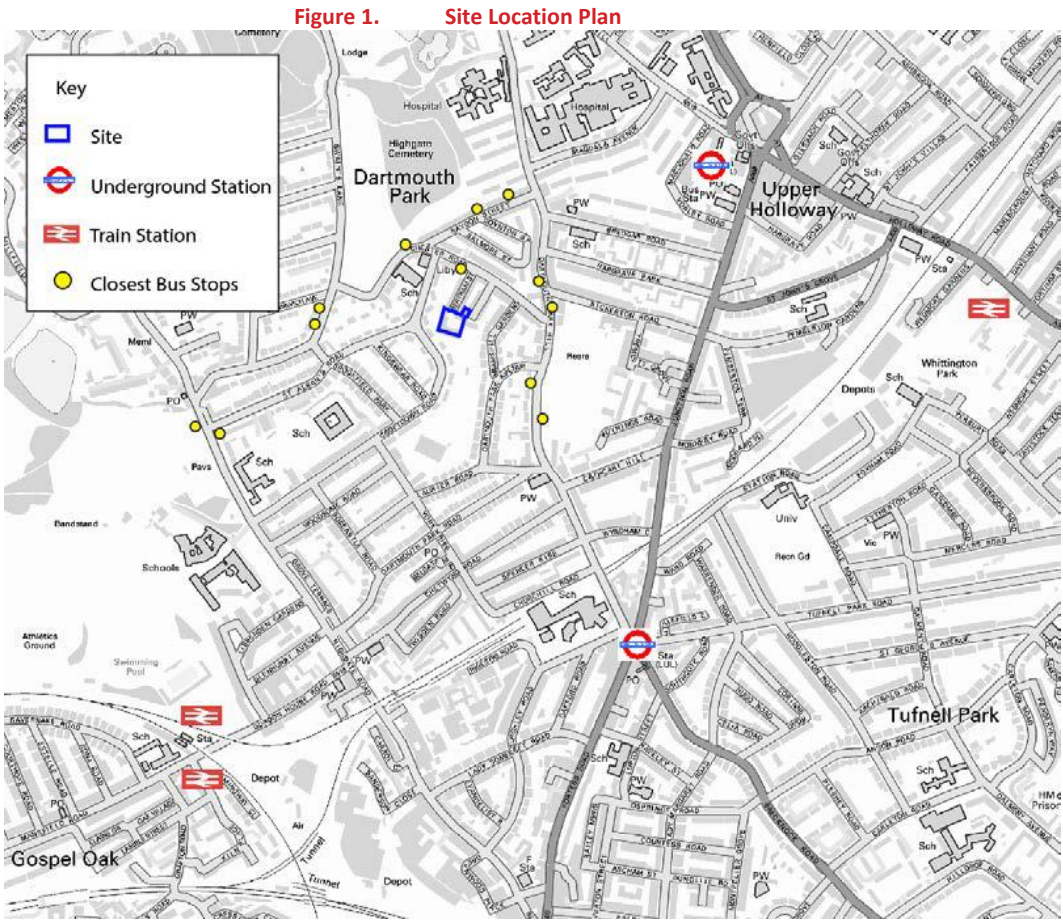
2.1 General

2.1.1 This section describes the existing transport and highways conditions at the Site and in the immediate surrounding area. Particular focus is placed on parking provision, the highway network and cycle infrastructure.

2.2 Site Location

2.2.1 The Site is located at the southern end of Bertram Street, a residential cul-de-sac in the London Borough of Camden. It is bound by Bertram Street to the north, properties fronting Croftdown Road to the west and south, and properties fronting Bramshill Gardens to the east.

2.2.1 A plan detailing the location of the Site in the context of the surrounding area is shown in [Figure 1](#).



2.3 Pedestrian & Cycling Facilities

Pedestrian

- 2.3.1 Existing pedestrian infrastructure in the vicinity of the Site is of good quality, and suitable for use by people with disabilities and young children. Footpaths are generally wide, smooth and good quality. Tactile paving and dropped kerbs are utilised at the majority of junctions and pedestrian crossing points in the vicinity of the Site.
- 2.3.2 In addition to the footways provided on both sides of streets in the vicinity of the Site, prior to development works commencing on-site, a footpath ran in a north-to-south direction from Croftdown Road, across Chester Road and to Balmore Street. As part of the Consented Development, pedestrian (and cycle) connectivity between Bertram Street and Croftdown Road will be provided through the Site and via its internal courtyard.

Cycle

- 2.3.3 The Site is located in close proximity to a number of segregated cycle routes, as well as quieter roads recommended for use by cyclists. To the west of the Site, Highway West Hill and Highgate Road are signed or marked for use by cyclists, and there are off-road routes through Hampstead Heath. Chester Road, Raydon Street and Dartmouth Street are labelled as quieter roads that are recommended for use by cyclists.

2.4 Local Highway Network

Bertram Street

- 2.4.1 Bertram Street is 7.0m wide cobbled residential cul-de-sac which runs north-south and connects the Site to Chester Road. Parking bays are marked on both sides of the carriageway. Footway build-outs are provided at the northern end of and half way down Bertram Street, which narrow the carriageway width to approximately 3.2m.
- 2.4.2 At present, there is no turning head provided on Bertram Street, meaning vehicles have to turn in locations where there are empty parking spaces, or travel in reverse gear along the entire length of the road. The latter practice is currently undertaken by refuse vehicles, which reverse back onto Chester Road. It is noted that traffic volumes on Bertram Street are low; however, such manoeuvres could be considered a highway safety hazard.

Chester Road

- 2.4.3 Chester Road is located to the north of the Site and is adopted by LBC as the Local Highway Authority. It runs east-west between Swan’s Lane and Dartmouth Park Hill. Residential parking and wide footways are provided both sides of the road. Vehicles are permitted to travel in a westbound direction only on the section of Chester Road between Dartmouth Park Hill and Raydon Street.
- 2.4.4 There are a series of footway build-outs and associated speed cushions provided on Chester Road, aimed to reduce vehicle speeds and provide informal crossing points for pedestrians.

Croftdown Road

- 2.4.5 Situated to the south of the Site, Croftdown Road runs north-east to south-west between Chester Road and Highgate Road and facilitates two-way traffic for its duration. It is also adopted by LBC as the Local Highway Authority. Speed humps are installed at frequent intervals to reduce vehicle speeds.
- 2.4.6 No stopping and loading is permitted on Croftdown Road adjacent to the pedestrian route that links to the Site between 07:30 and 18:00, Monday to Saturday.

2.5 Parking

- 2.5.1 Streets in the vicinity of the Site (including Bertram Street and Croftdown Road) are located in Controlled Parking Zone (CPZ) CA-U, in which parking restrictions are operational between the hours of 10:00 and 12:00, Monday to Friday.
- 2.5.2 The majority of the parking bays on Chester Road, Croftdown Road and at the northern end of Bertram Street (Figure 3) are available for use by permit holders only during CPZ operational hours, and for general public use without charge at other times.
- 2.5.3 The bays at the southern end of Bertram Street and a limited number on Chester Road are shared use (for permit holders or Pay & Display) during CPZ hours, with a maximum stay of 1.5 hours permitted. Outside of CPZ hours, bays can be used without charge or stay duration restriction.

Figure 2. Bertram Street



- 2.5.4 There are a number of disabled parking bays in the area, including two on Bertram Street (one adjacent to the Site entrance and one approximately mid-way down its length), and two on Croftdown Road, close to the pedestrian footpath. Whilst located within a short walk distance of the Site, the bays on Croftdown Road are designated to a specific permit holder.

2.6 Public Transport Services

- 2.6.1 Four daytime bus services (4, 134, 390 and C11) operate within an accessible walk distance of the Site (defined by TfL standards as a maximum walk distance of 640m). The

closest bus stops to the Site are located on Chester Road, approximately 200m to the north.

- 2.6.2 The Site is located approximately 650m north-east and 750m south-east of Archway and Tufnell Park London Underground stations respectively, whilst the closest London Overground stations are Gospel Oak and Upper Holloway.

3. CONSENTED DEVELOPMENT

3.1 General

- 3.1.1 This section provides an overview of the Consented Development, including land uses and unit numbers, parking provision and access details.
- 3.1.2 The Consented Development to which the planning condition is associated incorporates the demolition of the building previously located on the Site and construction of a new building to provide a new home for the community centre uses previously located on-site through the Highgate Newton Community Partners (1,892 sqm), and three buildings accommodating residential units.
- 3.1.3 This will be supported by associated public open space, landscaping, cycle parking, plant and refuse storage.
- 3.1.4 Planning permission was subsequently granted in August 2023 to secure minor modifications to the Consented Development, whereby the principles of development remained the re-provision of community facilities and new residential units, but would facilitate a tenure change to 100% affordable housing along with a change to layout of selected units to increase their capacity and size which would result in an overall reduction in unit numbers from 41 to 36.
- 3.1.5 A total of 36 units will be provided across three buildings, comprising 1x studio, 19x one-bed, 8x two-bed, 3x three-bed, 3x four-bed and 2x six-bed.
- 3.1.6 Access arrangements, car parking and cycle parking provision remain as per the Consented Development.
- 3.1.7 The planning applications allows for the community use to be operational between the hours of:
- 08:30 and 22:00, Monday to Thursday;
 - 08:30 and 23:30, Friday and Saturday; and
 - 09:30 and 21:00, Sunday.
- 3.1.8 HNCP has confirmed that the community uses, incorporating the ground floor, first floor and hall, are expected to accommodate a peak capacity of 300 people. LBC's Youth Service will occupy other floors of the building.

3.2 Access

- 3.2.1 The Site's internal courtyard has been designed as primarily a pedestrian space to deter the use of this space by vehicles. To ensure that the courtyard operates as intended, it is intended to restrict access to permitted vehicles only through the installation of a key-operated telescopic rising bollard.
- 3.2.2 Any unscheduled access in the week will be managed by HNCP and FYA staff during their operating hours. Deliveries will be undertaken from a new loading bay to be provided on Croftdown Road (see **Section 5**).
- 3.2.3 This arrangement will be reviewed by LBC (as freeholder) at regular intervals and modified if required.

3.3 Car Parking

3.3.1 The residential element of the development is proposed to be car-free, in line with Camden policy. Given the Site’s PTAL level is towards the upper end of 3, it is expected that that residents will be able to travel sustainably, without the need to travel by car. By not providing car parking spaces for the residents, and restricting residents from applying for on-street parking permits, the impact of the new residential units on the surrounding highway network will be minimised.

3.3.2 As part of the planning application for the Consented Development, it was agreed that if any residential units were to be adapted for disabled residents, allocated disabled car parking spaces could be provided on-street, similar to those located on Croftdown Road. This is in line with CPG 7, which states that:

‘Where a resident in need of a reserved disabled parking space moves into a development with no off-street spaces, the Council will consider a request for a designated disabled space on-street in the same way whether the development is formally car-free or not’.

3.3.3 It is noted that any disabled users travelling by car to the community centre use will be able to be dropped off or picked up on Croftdown Road or Bertram Street, within n accessible walk distance of the community centre uses.

3.4 Cycle Parking

3.4.1 An overview of cycle parking to be provided as part of the Consented Development is provided in [Table 1](#).

Table 1. Cycle Parking Provision

UNIT TYPE	SHORT-STAY	LONG-STAY
Residential	2	58
Community Centre	20	0
Total	22	58

3.4.2 Residential cycle parking accords with minimum standards stipulated by the London Plan adopted at the time of the planning application, requiring one long-stay space per studio and one-bed unit, and two long-stay spaces for all other dwellings, alongside one short-stay space per 40 units.

3.4.3 Residential long-stay cycle parking will be located within a consolidated sheltered and secure cycle store located at ground floor adjacent to Block D. The 22 short-stay cycle parking spaces will be provided in the form of eleven Sheffield stands in two locations within the internal courtyard.

3.5 Servicing & Refuse Collection

3.5.1 The majority of delivery and servicing activity associated with the Consented Development will be undertaken on-street, from a new loading bay to be provided on

Croftdown Road. It is currently proposed that the following servicing and delivery trips will be undertaken from this loading bay:

- Residential deliveries;
- Community use deliveries; and
- HNCP minibus drop-off.

3.5.2 It is proposed for a loading bay to be provided on Croftdown Road, in front of the crossover provided to enable construction works for the Consented Development. Single yellow line restrictions are currently in place in this location.

3.5.3 Refuse collection activity will be undertaken from within the courtyard, with vehicles accessing via Bertram Street. Refuse vehicles will enter and exit the Site in forward gear. Emergency vehicle access will also be provided to the courtyard.

3.5.4 Servicing activity associated with the two freehold houses located in Block C will be undertaken on-street from Winscombe Street.

3.5.5 Compared to the previous arrangement at the Site, whereby all servicing and refuse collection vehicles were required to reverse the length of Bertram Street on leaving the Site, the proposed arrangements that include the possibility for vehicles to turn on-site represents an improvement to road safety along both Bertram Street and Chester Road.

4. PUBLIC REALM MANAGEMENT

4.1 General

4.1.1 This section sets out the management strategy for the Consented Development’s public realm. The three elements identified by LBC Highways are addressed in turn below.

4.2 On-Site Parking

Ensure there is no illegal parking on-site.

4.2.1 As set out in **Section 3**, the Consented Development is car-free, with residents restricted from applying for or owning on-street parking permits.

4.2.2 The community elements of the Site will be car-free, with disabled visitors / staff able to park on-street including on Croftdown Road and Bertram Street, with parking opportunities located within a short step-free walk distance of the main access to the community centre uses.

4.2.3 In Camden, blue badge holders are able to park in blue badge bays, resident permit bays, shared use bays and paid-for parking bays without charge. Additionally, holders can park for up to three hours on single and double yellow lines where there is no loading ban, when displaying the arrival time on the blue badge clock. Disabled motorists can therefore make use of a range of parking opportunities in the vicinity of the Site.

4.2.4 The Site and surrounding streets lie within CPZ CA-U, which limits parking to residential permit holders only between the hours of 10:00 and 12:00, Monday to Friday. As such, it is anticipated that the majority residents will not park on-street.

4.2.5 The Site’s internal courtyard has been designed as primarily a pedestrian space with limited vehicular access possible. To ensure that the courtyard operates as intended, a key-operated telescopic rising bollard will be installed at the access from Bertram Street.

4.2.6 It is noted that, whilst Croftdown Road will provide access for pedestrians and cyclists, the provision of on-street parking, street furniture and trees will ensure that vehicles are not able to access the Site from Croftdown Road.

4.2.7 The use of such a bollard will prevent access to the courtyard for parking purposes, ensuring inappropriate parking cannot be undertaken on-site.

4.3 Access Management

Ensure the space would be managed so it is mainly for pedestrians and does not become transport dominated.

4.3.1 As detailed in **Section 3**, vehicular access to the Site’s internal courtyard will be limited to minimise the extent of vehicular activity accommodated and ensure the space operates as intended as primarily a pedestrian area.

4.3.2 Rising bollards will be installed at the Bertram Street entrance to prevent unauthorised vehicular access.

4.4 Safety

Ensure there is no safety conflict between servicing and pedestrians on-site; and

- 4.4.1 Vehicular access on-site will be limited through the use of the rising bollard. It is anticipated that access will be limited to:
- Refuse collection vehicles; and
 - Emergency vehicles.
- 4.4.2 Swept path analysis has been undertaken to demonstrate that a refuse vehicle as currently used by LBC can safely enter and exit the Site in forward gear. This is contained at [Appendix A](#) for information.
- 4.4.3 Deliveries will be scheduled to occur outside of peak hours as far as possible. All deliveries to the community uses will be controlled by a delivery booking system to ensure that deliveries are equally distributed across the week and across delivery hours. The majority of deliveries are anticipated to be made by smaller vehicles.
- 4.4.4 The booking system will ensure that no more than one delivery takes place at a time. Unless there is capacity to accommodate within the loading bay on Croftdown Road, unplanned deliveries or those arriving outside of their designated time-slot will not be accepted, and will be advised to return at a pre-arranged time.
- 4.4.5 Staff members will be on-site to oversee vehicular activity and ensure no conflict with pedestrians and cyclists.

5. SUMMARY & CONCLUSION

5.1.1 SYSTRA has been commissioned by the London Borough of Camden (the Client) to provide transport and highways consultancy in support of the development proposals at Highgate Newton Community Centre, at 25 Bertram Street, London, N19 5DQ. The Local Planning Authority and Local Highway Authority is the London Borough of Camden.

5.1.2 Planning permission has been granted for the redevelopment of the existing Highgate Newtown Community Partners and Fresh Youth Academy and the change of use of the People’s Mission Gospel Hall to provide replacement community facilities and construction of 41 residential units with associated public open space, landscaping, cycle storage and plant.

5.1.3 Planning permission was subsequently granted in August 2023 to secure minor modifications to the Consented Development, whereby the principles of development remained the reprovision of community facilities and new residential units, but would facilitate a tenure change to 100% affordable housing along with a change to layout of selected units to increase their capacity and size which would result in an overall reduction in unit numbers from 41 to 36.

5.1.4 Access arrangements, car parking and cycle parking provision remain as per the Consented Development.

5.1.5 The measures set out in this Public Realm Management Plan are intended to inform LBC of the ways in which the public realm and internal courtyard will be managed following occupation of the Consented Development. No parking will be provided on-site, and other vehicular activity will be limited and controlled through a key-operated telescopic rising bollard.

5.1.6 LBC will review and modify arrangements, if required, in order to ensure the safety of public and residents. The Applicant will liaise with LBC, as the Local Planning Authority, should circumstances arise under which amendments will be required to this Public Realm Management Plan. The Public Realm Management Plan will be complied with unless otherwise agreed in writing by LBC.

5.2 Conclusion

5.2.1 It is considered that the approval requirements of Planning Condition 41 have been fully satisfied within this Public Realm Management Plan and the Condition should therefore be discharged.

APPENDIX A: SWEEP PATH ANALYSIS



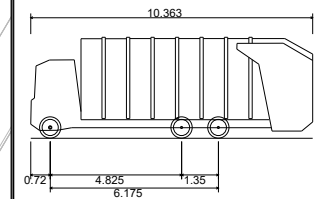
Notes:

1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.
2. All dimensions are shown in metres unless otherwise stated.
3. Layout based on Camlins General Arrangement - Landscape Plan HNCC-CAM-ZZ-ZZ-DR-L-0001 Rev 01, June 2021

Swept Path Details:

1. Vehicle forward speed: 5kph
2. Vehicle reverse speed: 2.5kph
3. Dry steering has been used due to tight turn round

- Forward vehicle wheel outline
- Forward vehicle body outline
- Reverse vehicle wheel outline
- Reverse vehicle body outline



Elite 6 6x4
 Overall Length 10.363m
 Overall Width 2.250m
 Overall Body Height 3.707m
 Min Body Ground Clearance 0.260m
 Track Width 2.250m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 16.900m

Rev	Date	Revision details	Drawn	Check.	Review	Approv
P1	15/08/23	Revised to avoid bike parking	DH	JR	-	-
PO	01/08/23	Initial issue	MIE	JR	JG	JG

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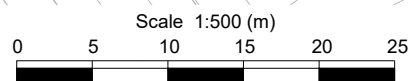
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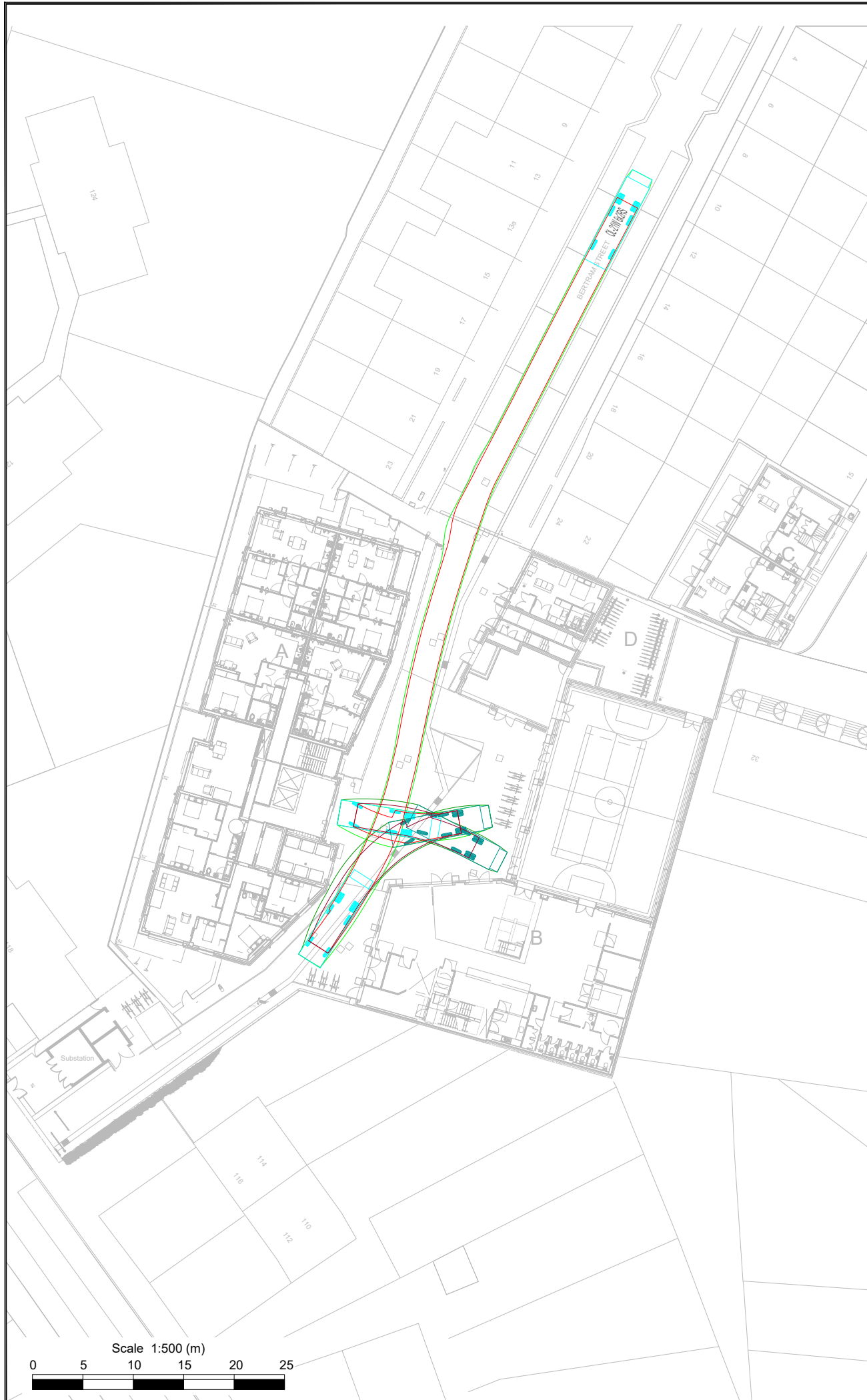
Client

Project
Highgate Newton Community Centre

Title
Vehicle Tracking Analysis

Drawn	Checked	Reviewed	Approved
MIE	JR	JG	JG
Original drg. size	Date	Scale	Drawing Status
A3	01/08/2023	1:500	Preliminary
Drawing Number	Rev		
GB01T22B84-TR-01	P1		





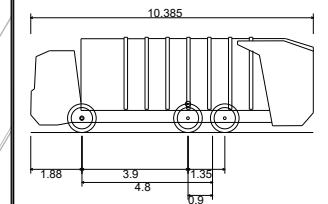
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Swept Path Details:

1. Vehicle forward speed: 5kph
2. Vehicle reverse speed: 2.5kph
3. Dry steering has been used due to tight turn round

- Forward vehicle wheel outline
- Forward vehicle body outline
- Reverse vehicle wheel outline
- Reverse vehicle body outline



OL-21W - OmniDEL	
Overall Length	10.385m
Overall Width	2.530m
Overall Body Height	3.500m
Min Body Ground Clearance	0.250m
Track Width	2.300m
Lock to lock time	4.00s
Wall to Wall Turning Radius	16.800m

P1	15/08/23	Revised to avoid bike parking	DH	JR	-	-
PO	01/08/23	Initial issue	MIE	JR	JG	JG
Rev	Date	Revision details	Drawn	Check.	Review	Approv

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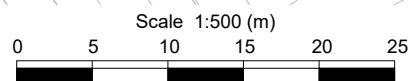
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Client **Camden**
ENVIRONMENT

Project **Highgate Newton Community Centre**

Title **Vehicle Tracking Analysis**

Drawn	MIE	Checked	JR	Reviewed	JG	Approved	JG	
Original dwg. size	A3	Date	01/08/2023	Scale	1:500	Drawing Status	Preliminary	
Drawing Number	GB01T22B84-TR-02						Rev	P1



SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

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