

Groveport: Steel Storage Planning Statement

Groveport Logistics Limited

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1.0 Introduction

- 1.1 This Planning Statement has been prepared by Lichfields on behalf of the applicant, Groveport Logistics Limited. It accompanies a planning application for the erection of a new storage and distribution facility (Use Class B8) on the Groveport Estate.
- 1.2 Having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 ('the Act'), this statement considers the conformity of the proposals with the development plan and other material considerations, including relevant national planning policy.
- 1.3 This Planning Statement, including Design and Access Statement) should be read in conjunction with the other documents submitted to accompany the planning applications, namely:
- Flood Risk Assessment and Drainage Strategy prepared by Shadbolt Civil & Structural;
 - Geotechnical and Geo-Environmental Desk Based Assessment Report Prepared by Shadbolt Environmental;
 - Ground Investigation Interpretive Report prepared by Shadbolt Environmental;
 - Landscape and Visual Impact Assessment prepared by Southern Green;
 - Preliminary Ecological Appraisal and Great Crested Newt eDNA Survey prepared by OS Ecology; and
 - Transport Statement prepared by Milestone.

The Application Proposals

- 1.4 The application seeks detailed planning permission for the following:
“Erection of an industrial warehouse building for Class B8 Uses”
- 1.5 The development comprises the erection of 29,700 sqm (GIA) of warehouse floorspace to be delivered in two phases, the first phase being 18, 540 sqm (GIA) and the second phase of 11,160 sqm (GIA).
- 1.6 A new two-way access road will also be constructed to connect the storage building to the wider Groveport Estate. A small substation will be constructed to the north east of the Phase 1 building.
- 1.7 The proposals will internalise the existing external storage of steel products which presently occurs on the site, improving operational requirements, maximising efficient and best working practices. Given the nature of the proposals, to improve existing storage facilities at Groveport, rather than expand facilities, there will be no material change in transport movements to and from the site. Furthermore, the proposals will benefit the amenity of the local area by internalising noise generating activities associated with the storage operation.

2.0 Site and Surroundings

- 2.1 The 4.6ha site forms part of a large existing outdoor storage area for steel products within the inland port and operates in accordance with extant planning permissions PA/1999/1400 and PA/2001/0112. These permit the land to be used for ‘open air’ storage, as shown on the below aerial view of the site.
- 2.2 A plan showing the extent of the site (reference 2017-016-1-4-6-001-REVO) is submitted to accompany the planning application.

Figure 2.1 Aerial View of Groveport Logistics Ltd and the Site (indicated by ‘X’)



Source: Google Earth

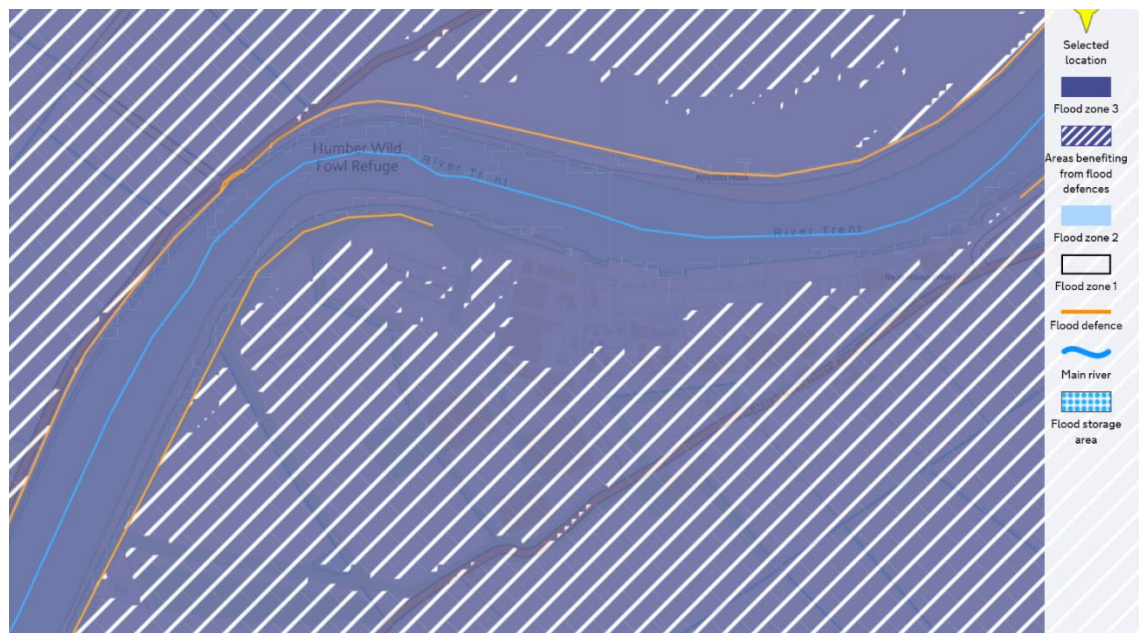
- 2.3 Groveport itself is a 190-acre inland port complex situated on the south bank of the River Trent. The port operates as an important terminal for long steel products, operating as a handler, stockholder and distributor for some of the UK’s major steel suppliers.
- 2.4 The site is bound on all sides by the wider Groveport Logistics Limited operation, consisting of further open-air steel storage areas to the north, west and south, with a timber and steel yard to the east. Further to the east and also within the Groveport Estate are a number of other warehouse and industrial units within the complex, as can be seen on the photograph taken from the site as existing towards the warehouse development (see Figure 2.3).
- 2.5 These existing ‘sheds’ are a variety of sizes to meet operational requirements. Most recently permission was granted for a ‘Shed 21’ with the dimensions of 119m x 107.6m and a maximum height of 16.7m, providing some 12,802 sq m of warehouse floorspace (Application Reference PA/2018/2182, granted 27 November 2018).
- 2.6 As the site is a small part of the considerably larger Groveport Estate, access into the site and the proposed warehousing will continue to be from the main security-controlled Groveport Estate access, which is taken from the B1216, Neap House Road. Access to the site itself can then be reached by existing internal circulation routes comprising of surfaced and unsurfaced haulage roads.
- 2.7 Beyond the site and the Groveport Estate the land is mainly agricultural, with Gunness village to the south and the River Trent forming the northern and western boundary of the port, which provides access to the North Sea via the Humber Estuary.

Figure 2.2 Photograph of Existing Site, looking east towards warehousing



- 2.8 The topography of the site is flat, albeit Groveport is enclosed by a series of landscaped bunds that restrict views into the site. A bund runs along Neap House Road to the south of the site, further also bunds within the site in a north west/south east direction that compartmentalise views within the site.
- 2.9 Being located adjacent to the River Humber the site is located in an area of flood risk (see Figure 2.3). The Government's Flood Map for Planning identifies that the site is within Flood Zone 3 – whilst there is a likelihood of flooding in the area, is also an area that benefits from flood defences. Accompanying details state that the flood defences protect the area against a river flood with a 1% chance of happening each year, or a flood from the sea with a 0.5% chance of happening each year.

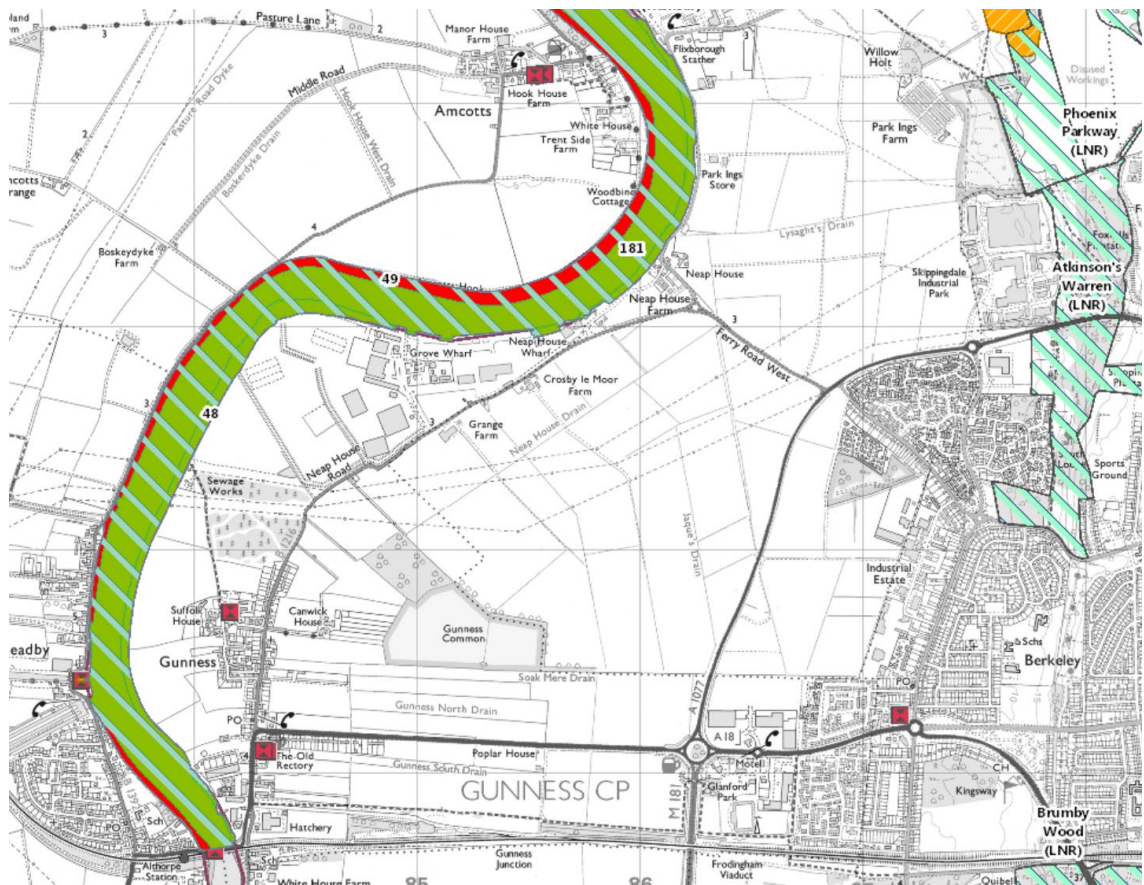
Figure 2.3 Extract from Flood Map for Planning



Source: <https://flood-map-for-planning.service.gov.uk>

- 2.10 The site is not subject to any statutory or non-statutory designations and based on the information available, is also not subject to any other technical constraints.
- 2.11 There are, however, a number of designated heritage assets in the wider vicinity of the site, including the Grade II listed 94, Old Village Street (c.820 metres south-west).
- 2.12 The River Trent is also subject to a number of statutory designations – a Ramsar Site and Site of Special Scientific Interest (the main channel being in ‘unfavourable recovering’ condition and the northern bank in the vicinity of the site being in ‘unfavourable declining’ condition). Phoenix Parkway and Atkinson’s Warren Local Nature Reserves are a minimum of 3.1km east of the site.
- 2.13 Figure 2.4 below provides an extract from Magic Map that shows the siting of the statutory designations and heritage assets in relation to the site.

Figure 2.4 Location of Statutory Designations and Heritage Assets



Source: Magic Map, Defra (<https://magic.defra.gov.uk/MagicMap.aspx>)

2.14

The site is not within an Air Quality Management Area (AQMA). The closest AQMA is Scunthorpe AQMA, which is approximately 5.3km to the east of the site, to the east of Scunthorpe.

3.0 **Planning Policy Context**

National Planning Policy Framework ('NPPF')

- 3.1 The revised NPPF was published in February 2019. It sets out the Government's planning policies for England and how they are expected to be applied by Local Planning Authorities (LPAs). The policies contained within the NPPF are a material consideration in the determination of planning applications.
- 3.2 Paragraph 7 of the NPPF asserts that the purpose of the planning system is to contribute to the achievement of sustainable development, broadly defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Paragraph 8 sets out the Government's three dimensions of sustainable development:
- a. An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b. A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c. An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment: including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 3.3 Paragraph 11 states that planning decisions should apply a presumption in favour of sustainable development, affirming that development proposals that accord with an up to date plan should be approved without delay. Furthermore, the framework is clear in Paragraph 38 that local planning authorities should approach decisions on proposed development in a positive and creative way. They should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should therefore seek to approve applications for sustainable development where possible.
- 3.4 Paragraph 80 confirms that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 3.5 Paragraph 119 states that local planning authorities should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership. The NPPF is clear that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses (Paragraph 117). This includes making as much use as possible of previously developed or brownfield land. It also identifies that the planning system should actively manage patterns of growth in support of sustainable transport objectives.
- 3.6 NPPF Paragraph 155 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. When determining any planning applications, Paragraph 163 also stipulates that local planning authorities should

ensure that flood risk is not increased elsewhere and where appropriate, applications should be supported by a site-specific flood-risk assessment and should incorporate sustainable drainage systems.

- 3.7 Paragraph 170 seeks to contribute to and enhance the natural environment by protecting and enhancing valued landscapes, minimising impacts on and providing net gains for biodiversity; preventing new and existing development from contributing to, or being adversely affected by, soil, air, water or noise pollution or land instability; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land.
- 3.8 Paragraphs 178, 179 and 180 seek to ensure that development sites are suitable for their proposed use taking account of ground conditions and any risks arising from land instability, contamination and remediation and that applications are accompanied by appropriate assessments in order to determine this as well as appropriate mitigation measures.

The Development Plan

- 3.9 The Development Plan Comprises:
- The North Lincolnshire Local Development Framework Housing and Employment Allocations Development Plan Document (2016);
 - North Lincolnshire Local Development Framework Core Strategy (2011); and
 - The North Lincolnshire Local Plan (2003, Saved Policies 2007).

Relevant Policies

- 3.10 Policies relevant to the application proposals are summarised below.
- 3.11 Core Strategy Policy CS2 (Delivering More Sustainable Development) requires all future development in North Lincolnshire will be required to contribute towards achieving sustainable development including, inter alia, contributing to achieving sustainable economic development to support a competitive business and industrial sector and be located where it can make the best use of existing transport infrastructure and capacity.
- 3.12 Core Strategy Policy CS5 (Delivering quality development in North Lincolnshire) requires all new development to be well designed and appropriate for their context. It should contribute to creating a sense of place. The Council will encourage contemporary design, provided that it is appropriate for its location and is informed by its surrounding context.
- 3.13 Core Strategy Policy CS17 (Biodiversity) states that the Council will ensure development seeks to produce a net gain in biodiversity by designing in wildlife, and ensuring any unavoidable impacts are appropriately mitigated for.
- 3.14 Core Strategy Policy CS18 (Sustainable resource use and climate change) requires development to actively promote utilisation of natural resources as efficiently and sustainably as possible, including the use of Sustainable Urban Drainage Systems (SuDS) where practicable. In areas close to the Humber Estuary and rivers, land use and development is required to respond appropriately to the character of the area, in the interests of preserving and making best use of limited resources.
- 3.15 Core Strategy Policy CS19 (Flood Risk) states that development in areas of high flood risk will only be permitted where it meets the following prerequisites:
- It can be demonstrated that the development provides wider sustainability benefits to the community and the area that outweigh flood risk.

- The development should be on previously used land. If not, there must be no reasonable alternative developable sites on previously developed land.
- A flood risk assessment has demonstrated that the development will be safe, without increasing flood risk elsewhere by integrating water management methods into development.

3.16 In addition, development will be required, wherever practicable, to incorporate Sustainable Urban Drainage Systems (SUDS) to manage surface water drainage.

3.17 North Lincolnshire Local Plan Saved Policy INV10 (Wharves) states that proposals for new or extended port, wharf and jetty facilities on the Rivers Humber and Trent will be permitted provided that there is no adverse impact on:

- i sites of nature conservation interest;
- ii high quality agricultural land;
- iii the landscape of river corridors and coastal margins;
- iv the flood defence system;
- v the strategic and local road network; and
- vi the amenity of settlements.

3.18 Saved Local Plan Policy DS1 (General Requirements) requires a high standard of design in all new development. Proposals are encouraged to reflect or enhance the character, appearance and setting of the immediate area.

3.19 Saved Local Plan Policy DS16 (Flood Risk) states that development will not be permitted within floodplains where it would:

- i increase the number of people or buildings at risk; or
- ii impede the flow of floodwater; or
- iii impede access for the future maintenance of watercourses; or
- iv reduce the storage capacity of the floodplain; or
- v increase the risk of flooding elsewhere; or
- vi undermine the integrity of existing flood defences unless adequate protection or mitigation measures are undertaken.

3.20 Saved Local Plan TS2 (Access to Development) requires all development to all development must be provided with a satisfactory access. In larger developments it should be served adequately by being readily accessible by a choice of transport modes and the existing highway network.

3.21 The Groveport Estate is identified as white land on the Local Plan and Allocations DPD Proposals Maps and is not therefore the subject of any site-specific allocations or designations.

Summary

3.22 On the basis of the above, the key planning considerations relevant to this planning application to be to be:

- the appropriateness of new development in Wharf locations; and
- flood risk.

3.23 The proposals' conformity with the development plan is assessed below. Other material considerations are also explored.

4.0 **Conformity with the Development Plan**

4.1 This section of the Planning Statement examines whether the development proposed in the accord with the development plan, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.

4.2 The proposals are assessed on a topic basis.

New Development in Wharf Locations

4.3 The NPPF (2019), places emphasis on the need to build a strong and competitive economy. Paragraph 80 states that planning decisions should “*help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*”. The development will enable current operations to be maximised and managed more efficiently and are therefore considered to contribute to sustainable development.

4.4 The North Lincolnshire Local Plan (2003) and Core Strategy (2011) recognise the significant role that Wharves play in the local economy, providing opportunities for industrial activities and employment. Saved Local Plan Policy IN10 (Wharves) states that *proposals for new or extended port, wharf and jetty facilities on the Rivers Humber and Trent will be permitted provided that there is no adverse impact on:*

- i *sites of nature conservation interest;*
- ii *high quality agricultural land;*
- iii *the landscape of river corridors and coastal margins;*
- iv *the flood defence system;*
- v *the strategic and local road network; and*
- vi *the amenity of settlements.*

4.5 The proposals allow Groveport Logistics Limited and their customer to enhance their operations and maximising productivity. The proposals are proportionate in scale and appearance to the existing buildings on the port complex. They will have no impact on any of the provisions listed in Policy IN10 and should, therefore, be considered acceptable.

Flood Risk

4.6 Saved Local Plan Policy DS16 (Flood Risk) states that development *will not be permitted within floodplains where it would:*

- i *increase the number of people or buildings at risk; or*
- ii *impede the flow of floodwater; or*
- iii *impede access for the future maintenance of watercourses; or*
- iv *reduce the storage capacity of the floodplain; or*
- v *increase the risk of flooding elsewhere; or*
- vi *undermine the integrity of existing flood defences unless adequate protection or mitigation measures are undertaken.*

- 4.7 Core Strategy Policy CS19 (Flood Risk) states that *development in areas of high flood risk will only be permitted where it meets the following prerequisites:*
- 1 *It can be demonstrated that the development provides wider sustainability benefits to the community and the area that outweigh flood risk.*
 - 2 *The development should be on previously used land. If not, there must be no reasonable alternative developable sites on previously developed land.*
 - 3 *A flood risk assessment has demonstrated that the development will be safe, without increasing flood risk elsewhere by integrating water management methods into development.*
- 4.8 The application site, located on land which is currently used as open-air steel storage, is within Flood Zone 3, however, benefits from existing flood defences. The accompanying Flood Risk Assessment (FRA) prepared by Shadbolt confirms that the proposed development will not increase the risk of flooding both within the wider Groveport Estate and elsewhere.
- 4.9 The peak runoff rate from the whole of the Groveport site will remain unchanged. The increase in the impermeable area as a result of the development will be addressed through the proposed increase in the volume of surface water attenuation. This will generally be provided along the western and southern boundaries of development area the form of swales. The swales will follow a similar form of construction to the existing ditches / swales that are located on and around the site.
- 4.10 The FRA confirms that the levels along the top of these existing flood defence embankments are higher than the predicted flood levels associated with the Environment Agency's 1:200 year storm event. The proposed development will not have any effect on the existing flood defences.
- 4.11 The finished floor levels of the proposed development are to be set higher than the current levels and as such will eliminate this localised ponding. proposed floor levels will also be set such that they minimise the risk of damage to people and property during an extreme storm event.
- 4.12 On the basis of the above, it the proposals are considered to conform with Policies DS16 and CS19.

5.0 Other Material Considerations

Transport and Highways

- 5.1 The Local Plan (2003) and Core Strategy (2011) encourage sustainable development that is readily accessible. Core Strategy Policy CS2 (Delivering More Sustainable Development) encourages, inter alia, development to be located where it can make best use of the existing transport infrastructure. Saved Local Plan Policy T2 (Access to Development) requires all development to be provided with a satisfactory access. In larger developments it should be served adequately by, inter alia, being readily accessible by a choice of transport modes; and the existing highway network.
- 5.2 The proposals are considered to be of an appropriate scale, located within a well-established inland port location with good connections to the local and wider strategic highway network.
- 5.3 The accompanying Transport Statement prepared by Milestone, confirms that the development, located in an established port complex, would have appropriate access arrangements and would not have any significant negative impacts on the surrounding highway network, given that there are no proposals to intensify the use on site beyond its current operations.
- 5.4 On the basis of the findings within this TS, it is concluded that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding road network and, therefore, planning permission should not be withheld on transportation or highway safety grounds. The proposals are considered to be in accordance with the provisions set out in national and local planning policy.

Ecology

- 5.5 Core Strategy Policy CS17 (Biodiversity) states that the Council will Ensure development seeks to produce a net gain in biodiversity by designing in wildlife, and ensuring any unavoidable impacts are appropriately mitigated for.
- 5.6 A Preliminary Ecological Appraisal ('PEA') of the site was undertaken by OS Ecology to
- identify and describe any potential ecological receptors that may be present on site or within an identified zone of influence.
 - identify and assess whether proposals may impact on the identified receptors; and
 - identify potential mitigation, compensation or enhancement measures if required.
- 5.7 The PEA identifies the site as being dominated by a large area of bare ground, considered to be of low habitat value. The woodland surrounding the site is of greater value, however only a very small area will be impacted as a result of the proposals, this area to be impacted is also of low habitat value. The site is of limited value to birds and bats and reptiles. No evidence of badger has been identified.
- 5.8 The PEA confirms that there are no areas of standing water within the site, though partially wet drains and a pond are present in the wider area. The site provides very limited suitable habitat for Great Crested Newt, though habitats at the margins, outwith the site are of greater suitability.
- 5.9 The drain and pond were subject to eDNA survey, the full details of which are provided within a separate report, also submitted to accompany the planning application. The results of which proved to be negative.
- 5.10 The PEA recommends that areas will be created at the western and southern boundaries, to increase the site's value to biodiversity. These areas would include areas of ephemeral wetland

and planting and could include berry and fruit bearing species to provide increased foraging opportunities in the local area.

- 5.11 Subject to suitable mitigation, which can be agreed by planning condition, the proposals are considered to be in accordance with Policy CS17 and the provisions of the NPPF.

Ground Conditions

- 5.12 A Geotechnical and Geo-Environmental Desk Based Assessment and Ground Investigation Interpretive Report have been prepared by Shadbolt to accompany the planning application.

- 5.13 Trial pits and borehole samples indicate that the soils encountered during the ground investigation do not contain significantly elevated concentrations of contaminants.

- 5.14 Minor Earthworks will likely be required as part of the proposed development. It is considered that the risk to construction and maintenance workers during redevelopment works and post-development maintenance works is low owing to the low concentrations of reported contaminants/ no asbestos fibres reported.

- 5.15 Significant methane and carbon dioxide and very high flows have been reported at the site with corresponding low oxygen. However, it is considered that the risk to future sites users from the gas reported at the site is low, subject to the incorporation of appropriate gas protection measures into the development.

Landscape and Visual Impact

- 5.16 A Landscape and Visual Impact Assessment ('LVIA') has been prepared by Southern Green and is submitted to accompany the planning application.

- 5.17 The LVIA concludes that due to the limited views available of the site, and the proposals not introducing features which are uncharacteristic of the area, the introduction of a new building in this location will have a minor to no effect on the majority of views. Due to the scale and location of the proposed development within the Groveport Estate, and the presence of natural built features within and around it, the scheme could be accommodated within the existing baseline with limited adverse effects on both landscape character and visual receptors.

- 5.18 Further, the panoramas available from the visual receptors assessed demonstrate influences of infrastructure in the views within and around the site, with numerous wind turbines and pylons evident due to the presence of Keadby Power Station, Keadby Wind Farm and Flixborough Wind Farm to the west and north of the study area.

- 5.19 The proposals are demonstrably appropriate in their industrial setting. proposed development fully accords with policy requirements defined within paragraph 170 of the NPPF

6.0 **Design and Access**

Use

- 1.1 The proposed building will be used for the storage of steel products which are currently stored in the open air on the site.

Amount, Scale and Massing

- 1.2 The proposed development comprises a single story building to be delivered in two phases.
- 6.1 A total of 29,700 sqm (GIA) of warehouse floorspace to be delivered, the first phase being 18,540 sqm (GIA) and the second phase 11,160 sqm (GIA).
- 1.3 A new two-way access road will also be constructed to connect the storage building to the wider Groveport Estate. A small substation will be constructed to the north east of the Phase 1 building. Rainwater attenuation will be provided in the form of an attenuation tank to the north of the building.
- 1.4 The scale and massing of the proposals are in keeping with the existing warehouse buildings and sheds across the port complex and will be read as a natural addition to the Estate.

Appearance and Layout

- 1.5 The warehouse building will be located to the east of the Groveport Estate, the southern section of the building will be developed first as Phase 1 with the northern element of the development following soon after. It is proposed that the materials used will be in keeping with the existing buildings across the wider Groveport Estate.
- 1.6 Further details of the appearance and layout of the proposals are provided on the submitted application drawings.
- 1.7 The LVIA submitted to accompany the development concludes that the appearance and layout proposed are appropriate and there will be no harm caused to visual receptors.

Access and Accessibility

- 1.8 The building can be accessed via 7.3m wide roller shutter doors located on the eastern and western elevations. Further personnel access doors will be located adjacent to the roller shutters and also centrally within the north facing and south facing elevations. Access will be level and designed to allow for inclusive access by all.

Summary

- 6.2 In accordance with Core Strategy Policy CS5 (Delivering quality development in north Lincolnshire) the new development is well designed and appropriate for its industrial context.

7.0 **Conclusions**

7.1 This Planning Statement comprises a detailed assessment of the proposed development in the context of the relevant policies of the development plan and other material considerations, consistent with the provisions of Section 38 (6) of the Planning and Compulsory Purchase Act 2004. This stipulates that:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”

7.2 This Planning Statement considers each of the relevant policies of the adopted development plan, as well as other material considerations.

7.3 The proposals accord with the development plan and provisions of the NPPF, providing opportunities for sustainable economic development in an established industrial wharf setting making significant contributions to the north Lincolnshire local economy. The proposals should, therefore, be approved without delay.

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