Stokes Lane Solar Farm

13/06/2025

Reference number GB01T24A39

TRANSPORT STATEMENT AND FRAMEWORK CONSTRUCTION TRAFFIC MANAGEMENT PLAN

STOKES LANE SOLAR FARM

TRANSPORT STATEMENT

IDENTIFICATION TABLE	
Client/Project owner	Stokes Lane Solar Farm Limited
Project	Stokes Lane Solar Farm
Study	Transport Statement
Type of document	Report
Date	13/06/2025
File name	Stokes Lane TS v4
Reference number	GB01T24A39
Number of pages	28

APPROVAL

Version	Name		Position	Date	Modifications
1	Author	C Gow	Engineer	02/05/2025	V1
	Checked by	A DeVenny	Projects Director	02/05/2025	
	Approved by	A DeVenny	Projects Director	02/05/2025	
2	Author	C Gow	Engineer	06/05/2025	
	Checked by	A DeVenny	Projects Director	06/05/2025	
	Approved by	A DeVenny	Projects Director	06/05/2025	
3	Author	C Gow	Engineer	28/05/2025	Update following change to access strategy
	Checked by	A DeVenny	Projects Director	28/05/2025	
	Approved by	A DeVenny	Projects Director	28/05/2025	
4	Author	C Gow	Engineer	03/06/2025	Update following comments
	Checked by	A DeVenny	Projects Director	03/06/2025	
	Approved by	A DeVenny	Projects Director	03/06/2025	
5	Author	C Gow	Engineer	13/06/2025	Update following comments
	Checked by	A DeVenny	Projects Director	13/06/2025	
	Approved by	A DeVenny	Projects Director	13/06/2025	

TABLE OF CONTENTS

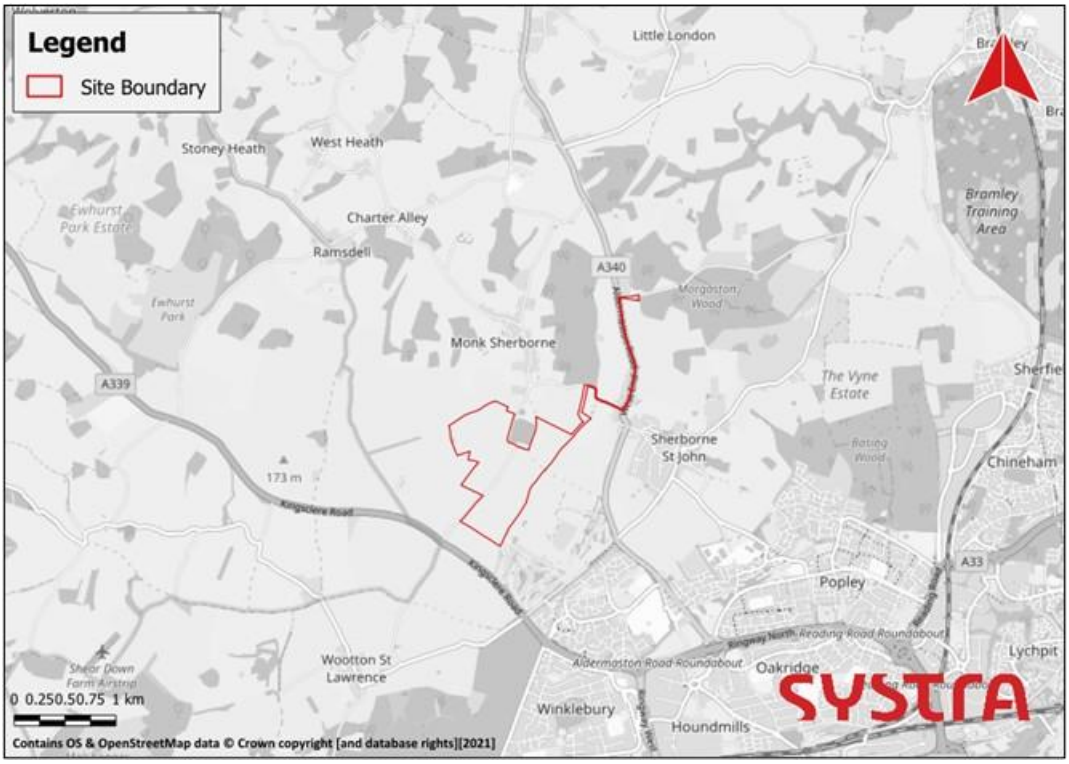
LIST OF FIGURES

LIST OF TABLES

1. INTRODUCTION

1.1.1 SYSTRA LTD (SYSTRA) has been appointed by Stokes Lane Solar Farm Ltd ("The Applicant") to prepare a Transport Statement (TS) in support of an application for planning permission for a solar farm with a generating capacity of up to 28 megawatt (MW). The Proposed Development is located on land north and south of Rookery Farm Lane in what is a rural area within the Hampshire County Council (HCC) administrative boundaries. The general site location is indicated by **Figure 1** below.

Figure 1. General Site Location



1.1.2 The purpose of this TS is to evaluate the existing transport infrastructure in the vicinity of the Site, detail the development proposals and set out the key transportation impacts that may occur during the construction phase of the development and when the Proposed Development becomes operational. Any required mitigation will be identified and detailed.

1.1.3 The report seeks to confirm that the Proposed Development at this location can be constructed with an acceptable transport impact and can be integrated into the surrounding network without detriment to existing users and local residents. It is noted that the nature of a solar farm is that once operational, it will be largely autonomous with no on-site staff. The focus of this Transport Statement is therefore on the construction stage of the development.

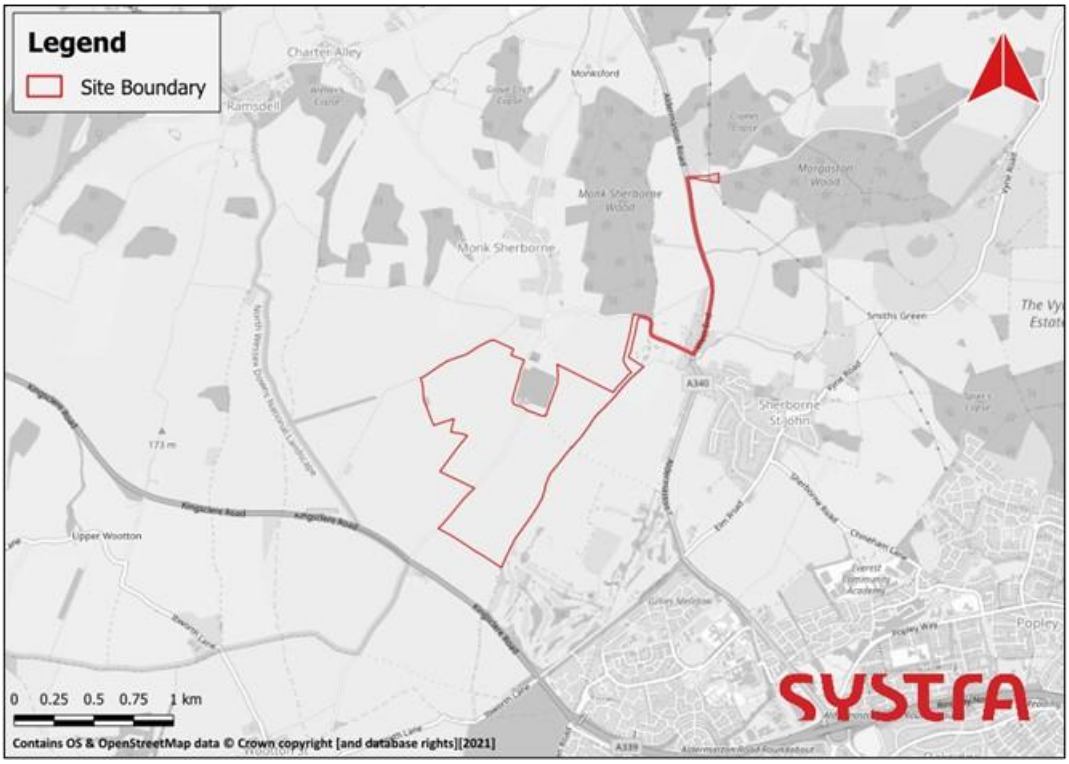
1.2 The Proposed Development

1.2.1 The Applicant is proposing to construct and operate a solar farm with all associated works, equipment, necessary infrastructure and biodiversity enhancements. The development will have a generating capacity of up to 28 MW. The solar farm will also connect into the SSEN distribution network via a new 33kV dual circuit.

1.2.2 The proposed development is situated on land to the north and south of Rookery Farm Lane currently used for agricultural purposes.

1.2.3 The red line boundary plan (the Site boundary) is indicated by **Figure 2** below. The A339 lies to the south of the site and is the main road link in the area. It is noted that the red line boundary also includes the majority of Rookery Farm Lane between the site and the A339.

Figure 2. Site Location and Red Line Boundary



1.3 Policy and Guidance

1.3.1 The TS has been undertaken in accordance with the following local and national transportation policy documents:

- NPPF (UK Government, 2025);
- LTP4 (Hampshire County Council, 2024);
- IHT (Guidelines for Traffic Impact Assessment 1994); and
- IEMA (Guidelines for the Environmental Assessment of Traffic and Movement 2023).

1.3.2 All new or improved transport infrastructure for the development will be designed in accordance with the standards provided in the Design Manual for Roads and Bridges (DMRB), local development design guidelines and to the agreement of the local highways authority.

1.4 Report Structure

1.4.1 Following this introductory chapter, the TS report structure is as follows:

- Chapter 2 – Existing Transport Network;
- Chapter 3 – Proposed Development and Associated Travel Characteristics;
- Chapter 4 – Framework Construction Stage Traffic Management Plan; and
- Chapter 5 – Summary and Conclusions.

2. EXISTING TRANSPORT NETWORK

2.1 Introduction

2.1.1 Due to the nature of the proposed development, it is likely that the majority of trips to the site during the construction phase will be by vehicle. Notwithstanding this, a full review of the accessibility of the site by a range of transport modes such as walking, cycling and public transport has been undertaken in line with policy and is summarised below.

2.2 Sustainable Modes of Transport

Walking

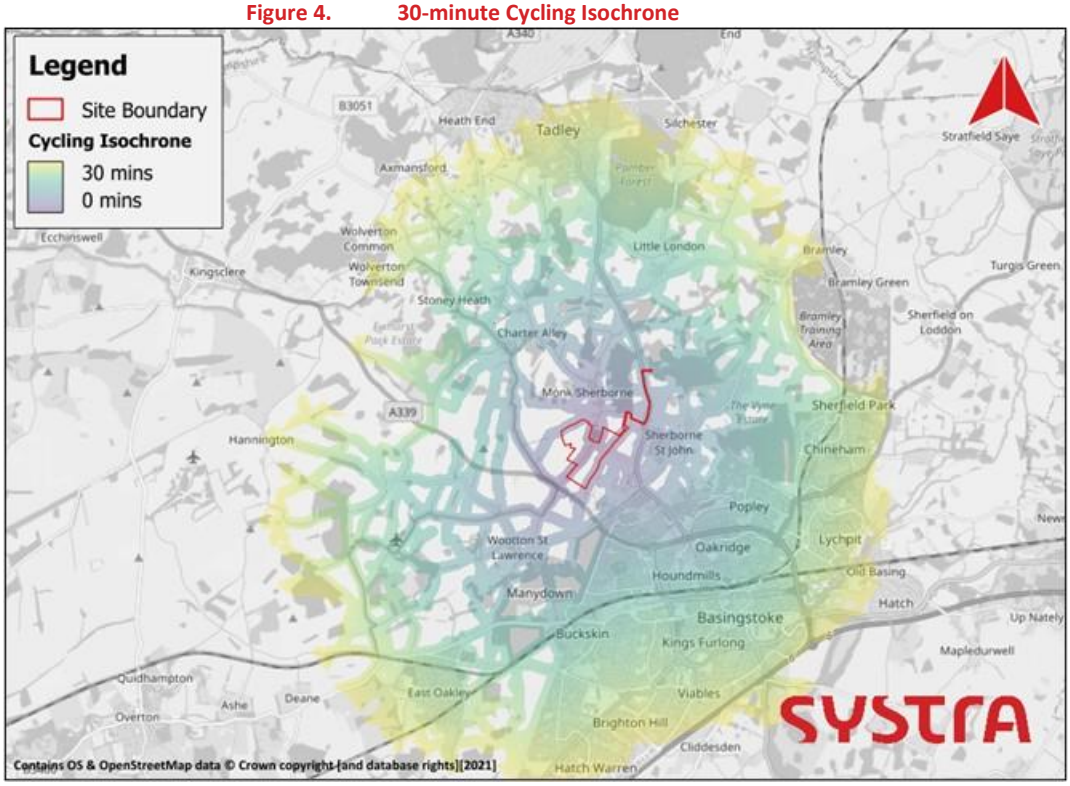
2.2.1 The proposed development is more than 2km west of the Basingstoke settlement which is the nearest residential centre from the proposed development. There is a likelihood that some of the construction workforce may be drawn from Basingstoke but the distance to the site and the lack of any direct walking routes means that the proposed site is not really accessible by walking. The access route to the site will be via the A339 and then Rookery Farm Lane heading north. There are no footways adjacent to the carriageway along the sections of the road that bound the site. The existing characteristics associated with the A339 are illustrated by **Figure 3** below.

Figure 3. Existing Conditions on the A339 (Looking East)

Cycling

2.2.2 There are no dedicated cycle lanes or paths around the site. It is anticipated that any trips by bicycle would have to use the local road network. The site is well located to serve trips on bicycle from local settlements including Basingstoke to the south east, and Tadley to the north. A 30-minute cycling isochrone is shown in **Figure 4** indicating the area within a 30 minute cycle time. Notwithstanding the above, it is considered that there will be very few cycling trips to the construction site.

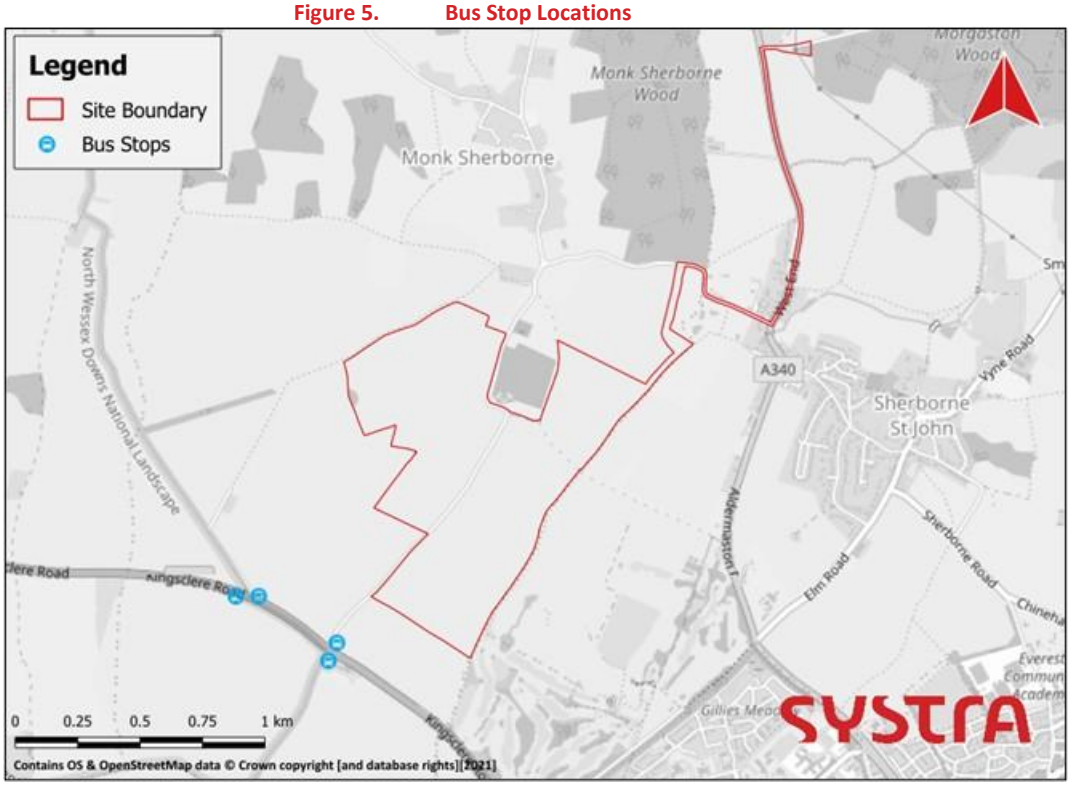
Figure 4. 30-minute Cycling Isochrone



Public Transport

2.2.3 The nearest bus stops to the site are located on the A339 to the south of the site and are some 1.5km from the site access which is likely beyond what is considered to be an acceptable walking distance. Rookery Farm Lane also has no footway provision so unlikely anyone would walk from the site to the bus stops. **Figure 5** indicates the location of the bus stops in relation to the site.

Figure 5. Bus Stop Locations



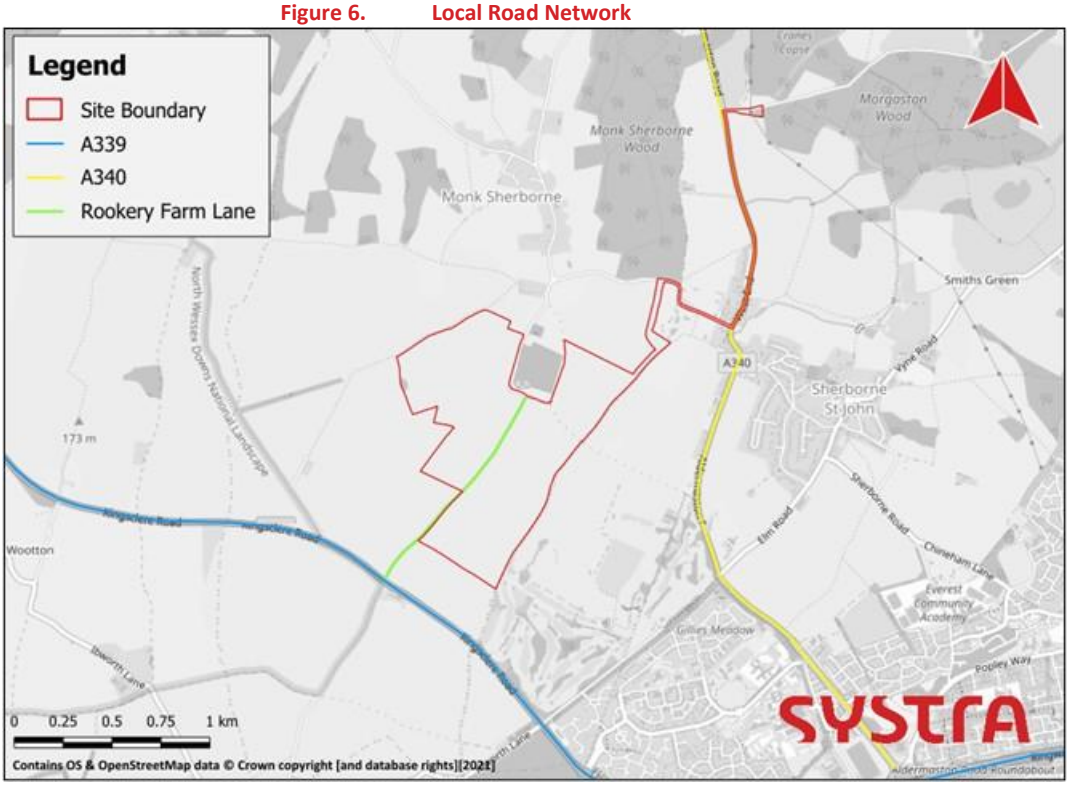
2.2.4 There are two buses per hour serving the A339 bus stops linking between Basingstoke and Newbury, but the services are only likely to be used by construction workers associated with the proposed development if they are provided with a drop-off and pick-up facility from the site. This may be possible but would be on an ad-hoc basis.

2.2.5 Given the above, it can be concluded that the vast majority of trips to the site during the construction phase would be made by vehicle as a result of tools and equipment needing to be carried and due to the rural location of the development. This should not, however, be seen as a barrier to development at this location given that the proposed land use is commensurate with rural locations.

2.3 Surrounding Road Network

2.3.1 The site has good connections to the wider road network. The key road links are indicted by Figure 6. The route to the site is from the A339 arriving from the east, then north on Rookery Farm Lane.

Figure 6. Local Road Network

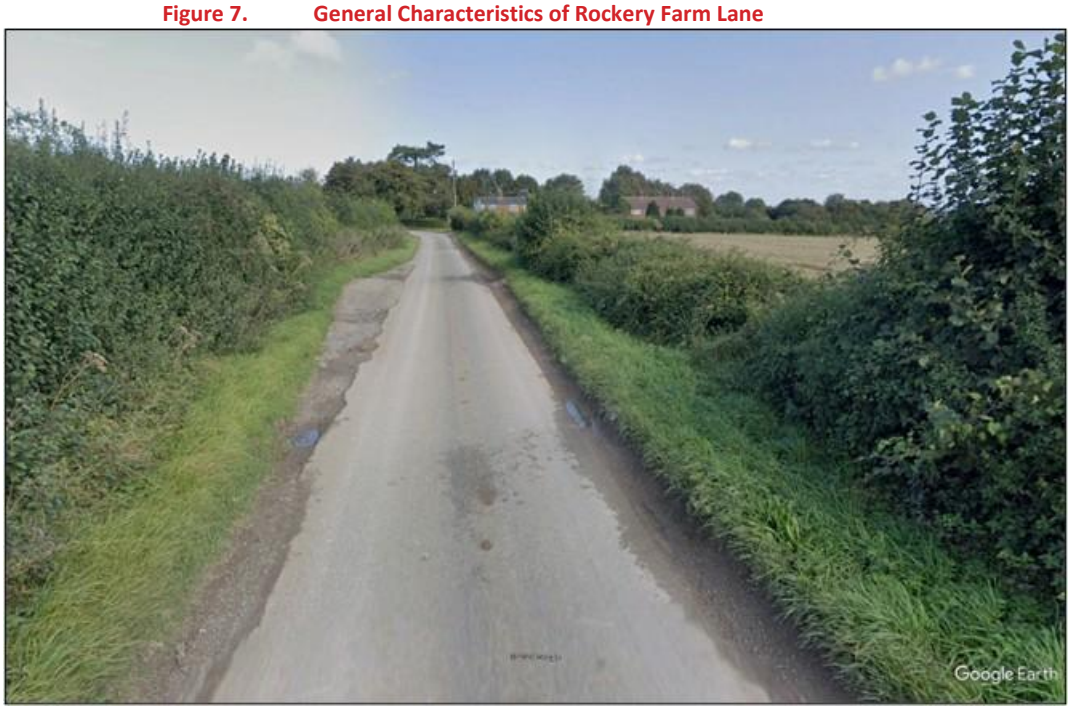


Rookery Farm Lane

2.3.2 Rookery Farm Lane is a single track road which connects the A339 in the south, and connects to the site access point to the north. It has no footway provision on either side of the carriageway and is of narrow width throughout its length. Notwithstanding this, there are a high number of formal passing places along its route that would allow for heavy goods vehicles in opposing directions to pass each other safely.

2.3.3 The general characteristics of Rockery Farm Lane are indicated by **Figure 7** below.

Figure 7. General Characteristics of Rockery Farm Lane



A339

2.3.4 The A339 is a single carriageway two-way road that runs from east to west. The A339 is located to the south of the site and meets Rookery Farm Lane at an “all movements” priority junction that is suitable for HGVs.

2.3.5 The road is subject to a 60mph speed limit and connects Basingstoke to the east and Kingsclere to the west. The general characteristics of the A339 are indicated by **Figure 8.**

Figure 8. General Characteristics of the A339

A340

2.3.6 The A340 is a relatively narrow single carriageway two-way road that runs from north to south. Due to the nature of the road width there are a number of passing places for larger vehicles. The A340 is located to the east of the site and meets the A339 at Aldermaston Road Roundabout. The route connects to the north at the A4 to the west of Reading.

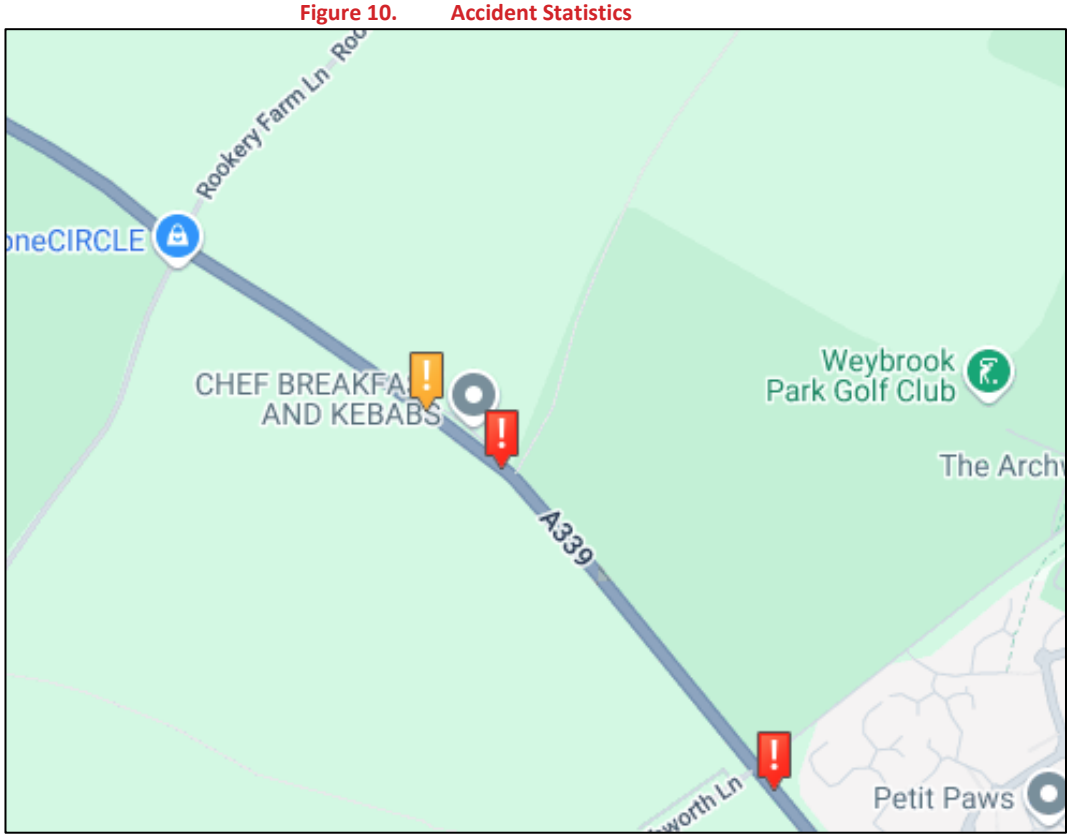
2.3.7 The general characteristics of the A340 are indicated by **Figure 9** below.

Figure 9. General characteristics of the A340

2.4 Accident Statistics

2.4.1 The most recent available data from the Crashmap (www.crashmap.co.uk) website has been used to establish the number of road traffic accidents that have occurred in the past five years (2019-2023) in the vicinity of the site. These are indicated in **Figure 10.**

Figure 10. Accident Statistics



2.4.2 **Figure 10** indicates that there have been 3 accidents on the road network that would be used to access the site in the last 5 years. These are summarised in **Table 1** below.

Table 1. Summary of Accident Statistics

LOCATION	SLIGHT	SERIOUS	FATAL	COMMENT
A339	1	2	-	There have been two serious accidents, and one slight accident on the A339 towards the site in the last five years

2.4.3 Whilst there have been three accidents recorded in the area, we would note that there are no particular clusters of accidents and no accidents at the A339 / Rookery Lane Junction. It is therefore considered that there are no accident issues that would require specific consideration as part of this planning application.

3. PROPOSED DEVELOPMENT AND ASSOCIATED TRAVEL CHARACTERISTICS

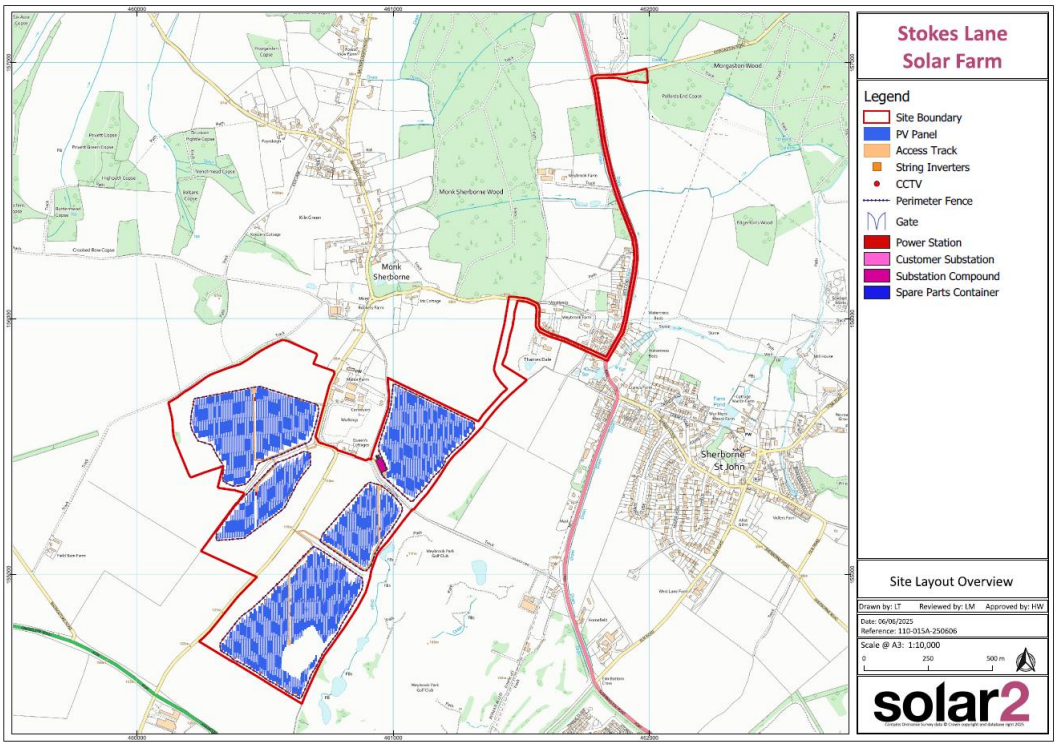
3.1 Proposed Development

3.1.1 The Applicant is proposing to construct and operate a Solar PV Farm with associated infrastructure, with a generation capacity of up to 28MW. The proposed development is situated on land currently used for agricultural activities which lies to the northwest of Basingstoke.

3.2 Site Layout

3.2.1 The layout for the proposed solar development is indicated by **Figure 11** below, with the full development drawing pack included at a larger scale within **Appendix A.**

Figure 11. Site Layout

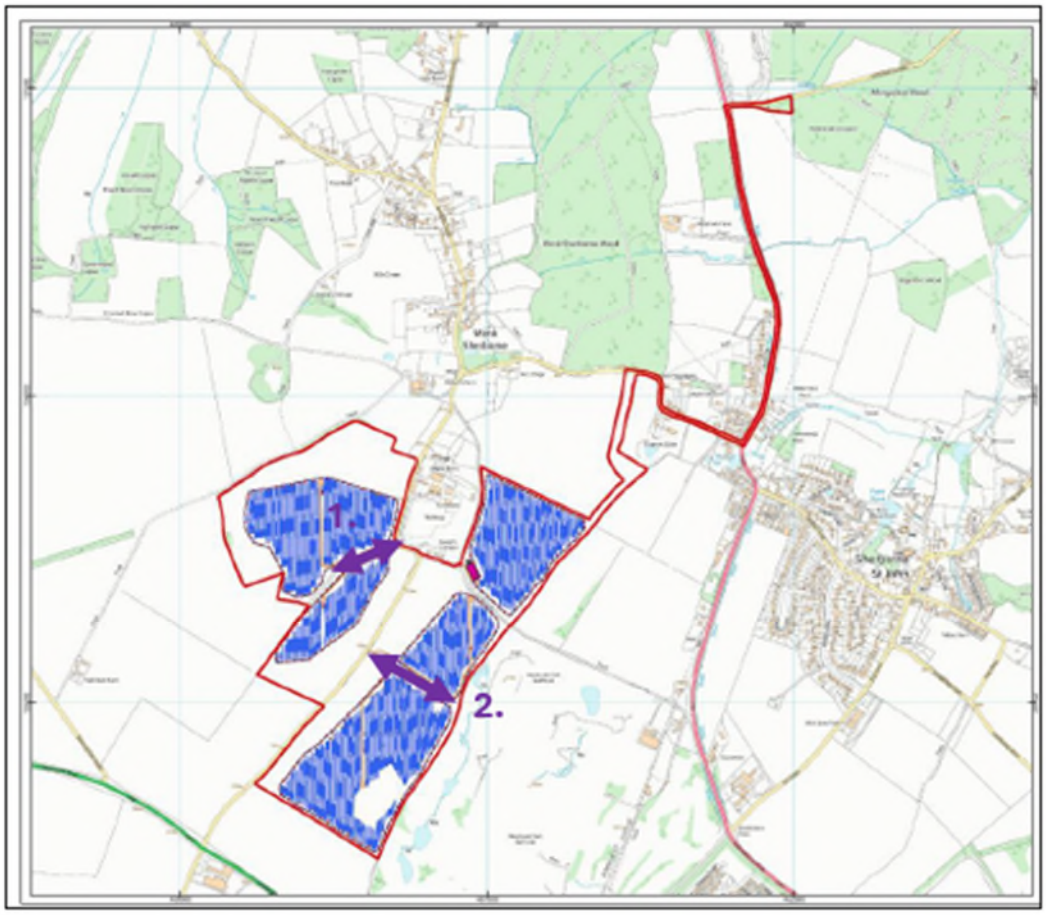


Source: Stokes Lane Solar Farm Limited

3.3 Site Access

3.3.1 It is proposed to access the site by means of two new priority junctions from Rookery Farm Lane. The general locations of these access points are indicated by **Figure 12** below.

Figure 12. Site Access Junctions



3.3.2 Site access point 1 is an existing field access and is on the outside of a bend so visibility splays are maximised in each direction from the access point. The existing access junction is indicated by **Figure 13** below.

Figure 13. Site Access Point 1

3.3.3 Access point 2 is located on the east side of Rookery Farm Lane and will see the formation of a new access junction to serve the development. The general characteristics of the site access location are indicated by **Figure 14** below.

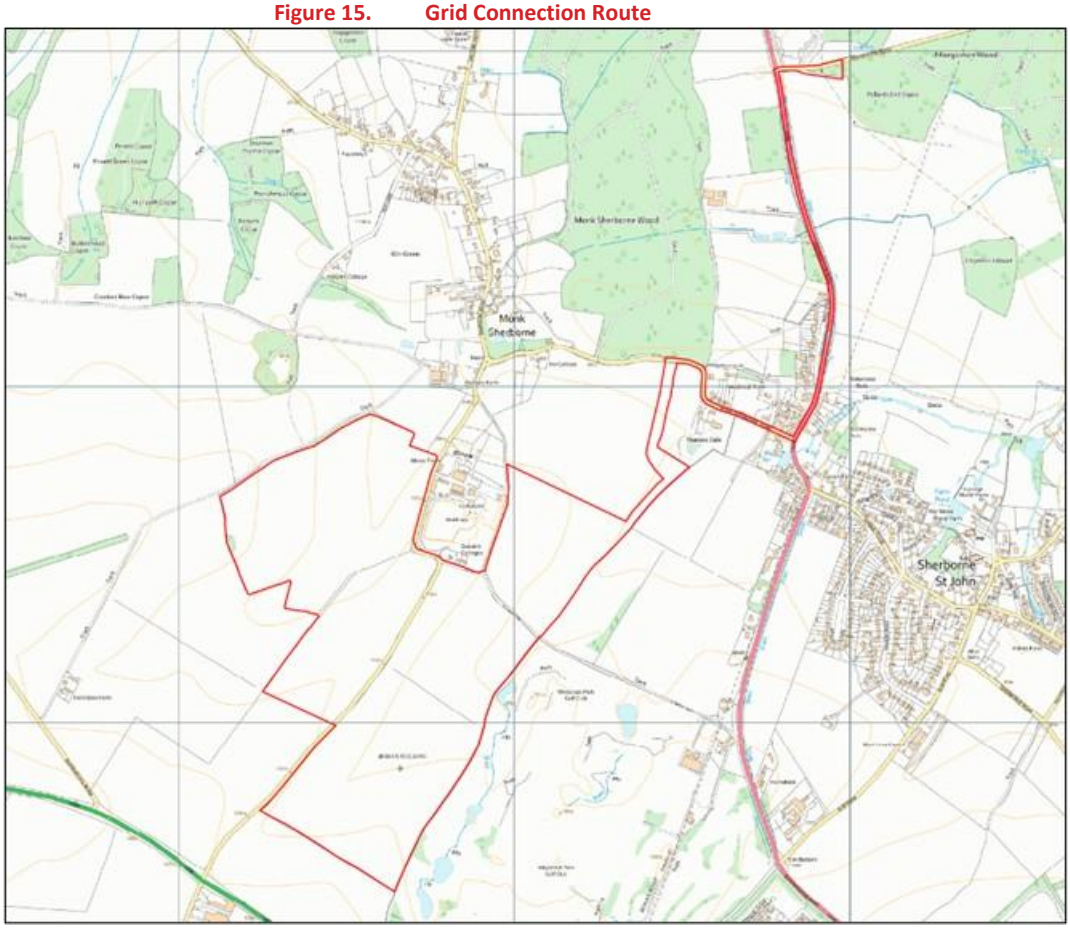
Figure 14. Site Access Point 2

3.3.4 Plans of the proposed access junctions and the associated visibility splays are contained within **Appendix B**.

3.4 Grid Connection Route

3.4.1 In addition to the onsite works, there is a requirement to connect the proposed solar farm into the electricity grid. The solar farm will connect into the SSEN distribution network via a new 33kV dual circuit. The dual circuit will be laid underground from a new 33kV metering substation at the solar farm site, to a point of connection (POC) at the existing SSEN overhead line, where it crosses Morgaston Road. The new 33kV cables will exit the ground at the base of two SSEN wood poles, connect to the poles and terminate onto the overhead lines. The route to the grid has been identified and is indicated by **Figure 15** below.

Figure 15. Grid Connection Route



3.5 Construction Stage

3.5.1 Due to the nature of the Proposed Development being largely autonomous in nature, the vehicle trip generation is expected to be negligible at the operational stage. Furthermore, it is not possible to obtain appropriate data regarding trip generation from the TRICS database for developments of this type.

3.5.2 Taking the above into account, any concentration of vehicle trips to the Proposed Development will be during the construction phase of the development, and as such, a first principles approach has been applied using forecasted data provided by the applicant to quantify the level of vehicle trip generation during the construction phase. This information is largely based on experience gained from the construction of other solar farm developments.

Site Working Hours

3.5.3 Work hours are expected to be between:

- 08:00 to 18:00 on weekdays;
- 08:00 to 12:00 on Saturdays;
- No work will occur on a Sunday or Bank Holidays.

Construction Programme

3.5.4 The construction phase will take place over a 12-month period. Any temporary hardstanding areas will be removed and the site reinstated at the end of the construction period.

Traffic Generation

3.5.5 The construction phase of the Proposed Development is anticipated to last approximately 12 months. It is anticipated that there will be ~651 one-way HGV vehicle movements associated with the construction phase over the 12-month period.

3.5.6 A breakdown of the HGV movements throughout the 12-month construction period is shown in **Table 2** below.

Table 2. HGV Movements

HGV type							
	Mega trailer 40T	Rigid Lorry 26T	AIL (Artic) 44T	10 m3 conc. Mixer	28 Tons dump truck	flat bed 16m	Cranes up to 200T
Number of one way delivery	10	242	2	91	291	9	6
Total one-way deliveries	651						
Daily Average one-way deliveries	6						
Daily Peak one-way deliveries	9						
Total two-way deliveries	1302						
Daily Average two-way deliveries	12						
Daily Peak two-way deliveries	18						

3.5.7 Breaking down the numbers, it is expected that there would be (on average) 54 inbound and outbound HGV trips per month. This equates to around 14 per week or around 2.5 per day. No abnormal loads are anticipated.

3.5.1 In addition to the HGV trips there will also be some LGV / car trips associated with construction staff. It is expected that the number of construction staff will peak at about 20 staff members. Allowing for an element of trip sharing, it is considered that there would be 15 two-way car / LGV trips per day.

3.5.2 Staff will be expected to arrive on site by 08:00 and will typically depart between 15:00 and 18:00. Given the expected level of traffic generation, it is not anticipated that the development will create additional congestion or delay on the strategic or local road network.

Traffic Impact

3.5.3 Overall, the traffic volumes associated with the Proposed Development are expected to be modest and are not expected to have any significant impacts on the road links in the area in terms of capacity. The impact will be experienced most on Rookery Farm Lane where traffic management plan measures will be needed to manage and control HGV activity. The impact on the A339 road link itself is expected to be negligible.

Construction Compounds

3.5.4 Two construction compounds would be located within the site boundary to facilitate the construction of the proposed development. The compounds will provide sufficient space for:

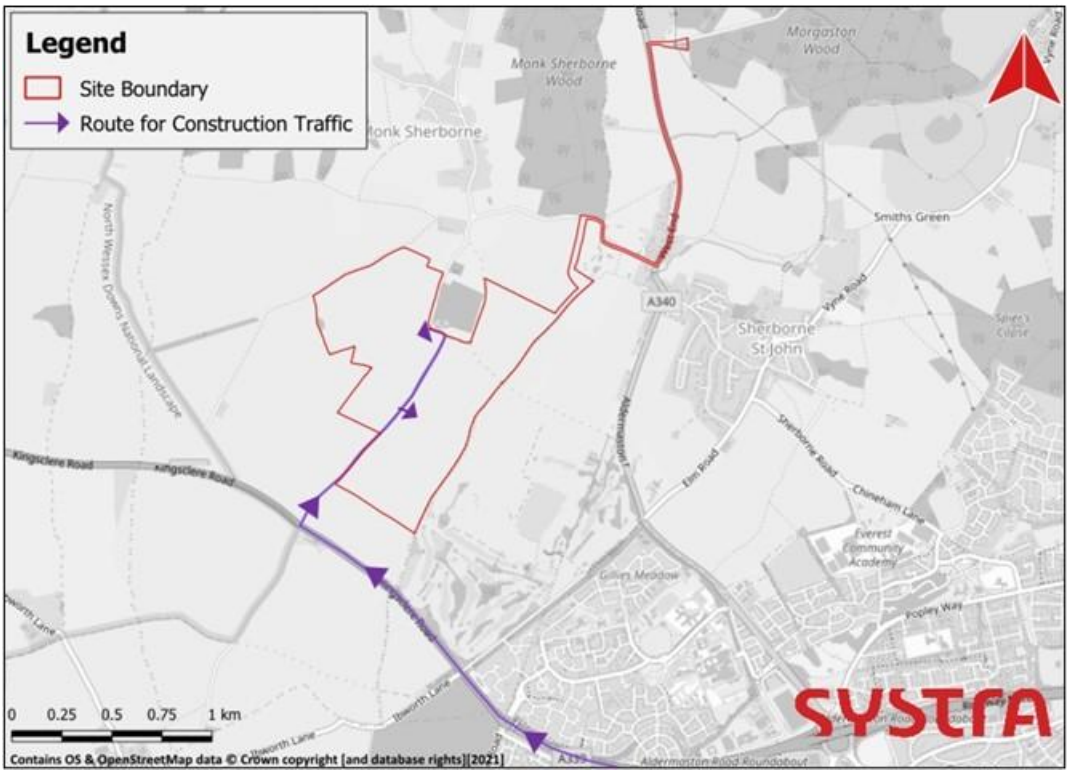
- Site offices;
- Storage of site vehicles and materials;
- The safe loading and unloading of materials; and
- Staff vehicle parking.

3.5.5 In relation to car parking, all vehicles will be accommodated on site and no parking off-site will be permitted. The site is not constrained so no issues are anticipated.

3.6 Designated Route for Construction Traffic

3.6.1 A designated construction route has been identified for this development, which is via the A339 from the east, before a right turn on to Rookery Farm Lane where the site will be accessed from. It has been advised that no construction traffic will arrive from the west of the A339. The Designated Route will be identified within the CTMP and measures will be put in place to prevent traffic from using other routes which are prohibited. The designated construction route is indicated by **Figure 16** below.

Figure 16. Designated Construction Route



3.7 Operational Phase

3.7.1 During operation, the proposed development will be largely autonomous and does not require resident staff. There will be a small number of regular trips to site, comprising of deliveries, regular maintenance visits and associated parts deliveries. These trips will generally be undertaken by van or by pick-up truck rather than HGVs.

3.7.2 It is therefore considered that the operational stage of the development will not give rise to a significant number of additional vehicle trips. As such, the impact on traffic levels on the road network surrounding the site will be negligible.

3.8 Decommissioning Phase

3.8.1 Planning permission is being sought for a 40-year operational period, at which point the development would be decommissioned.

3.8.2 In terms of traffic generation and on-site activity, the decommission stage is expected to be similar to the construction stage. It is usual for a decommissioning CTMP to be provided ahead of this operation which would look at the transport baseline around at the time of decommissioning and would contain an accurate estimate of traffic movements associated with decommissioning activities.

4. FRAMEWORK CONSTRUCTION STAGE TRAFFIC MANAGEMENT PLAN (CTMP)

4.1.1 The following section sets out a framework for the CTMP that would be put in place to support the construction of the proposed Stokes Lane Solar development. The final CTMP will confirm the measures to mitigate the impact of vehicles during the construction period and will build on this framework plan.

4.1.2 The CTMP will confirm the programme of works, the agreed construction routes to Site and details of a Site Liaison Officer who would have responsibilities for managing traffic and transport impacts and associated environmental effects. The CTMP will also identify measures to reduce and manage construction staff travel by private car, particularly single occupancy trips.

4.2 Measures to Minimise and Mitigate Construction Traffic Impacts

4.2.1 There are a number of traffic management measures which can be implemented to reduce the impact of HGVs. These measures are described below.

Minimise the Volume of Imported and Exported Materials

4.2.2 In order to minimise the volume of imported material it is anticipated that a proportion of materials (topsoil etc) would be sourced/re-used from within the boundaries of the Proposed Development site especially where hardstanding areas are created involving the removal of topsoil and later reinstatement.

Delivery Control

4.2.3 The appointed contractor for the Proposed Development will be required to plan and manage deliveries and collections from the site to minimise the impact on the surrounding road network and to minimise the impact on the local community.

4.2.4 The contractor will ensure the following measures during the construction period:

- As far as possible, delivery of materials will not be within the morning and evening road network peaks;
- The number of delivery trips will be minimised through a combination of consolidated ordering, rationalising suppliers and consolidated delivers;
- A “call ahead” system will be employed on site to ensure that the site is ready for the incoming delivery to prevent multiple deliveries on site and to prevent HGVs meeting each other on the access route:
- On-site waste will be minimised through recycling and re-use.

Dust and Debris

4.2.5 In order to reduce dust and debris being deposited onto the local road network in the vicinity of the Proposed Development access points, a wheel cleaning facility will be installed. A road sweeper can also be deployed if needed to ensure that the adjacent public road is kept free of dust and dirt.

4.3 Designated Construction Vehicle Route To Site

4.3.1 Construction traffic will generally arrive via the A339 which is identified in **Figure 16** above.

4.3.2 Vehicles will be prohibited from accessing the site via other routes. This will be written into the principal contractor's contract obligations and all site personnel and delivery drivers will be briefed on the designated access route to site.

4.4 Staff Induction & Code of Conduct

4.4.1 All site staff will be informed about traffic management arrangements and procedures via site induction packs.

4.4.2 Transportation of materials to and from the site will be conducted by HGV vehicles operated by drivers with an in-date Driver Certificate of Professional Competence (CPC) qualification.

4.4.3 In addition to the Driver CPC qualification, regular 'in-house' coaching will be provided to ensure drivers maintain best practice when operating HGVs.

4.4.4 Drivers will be fully inducted and enrolled into a code of conduct which outlines how driving duties should be undertaken. The driver's code of conduct should include guidance on the following:

- Required license categories;
- General vehicle operation and highway code;
- Drivers working hours / fatigue management;
- Breakdowns / RTC / Emergencies;
- Use of electronic devices;
- Drug and Alcohol policy; and
- Behavioural expectations.

4.4.5 The items listed above are not exhaustive and are only indicative of the elements that should be included in the driver's code of conduct document.

4.5 Sustainability

4.5.1 The appointed contractor will plan and execute the construction of the Proposed Development with a demonstrably high regard to sustainability. In particular the following objectives will be put in place:

- Minimisation of vehicle movements to / from the site;
- Promotion of shared transport arrangements for site operatives;
- Thorough pre-planning of operations on-site to optimise the redistribution of any earthworks materials together with minimisation of haul distances;
- Reduction in the amount of aggregates used on-site by means of alternative construction techniques although aggregate use on this site is expected to be low;
- Application of a reduce-reuse-recycle philosophy to all waste producing activities; and
- Conforming to construction / building codes of practice in relation to sustainability objectives and procedures.

4.6 Contracts And Emergency Procedures

4.6.1 The main contractor will be responsible for creating a final list of stakeholder contacts and ensuring this list is kept up to date on an on-going basis. Stakeholder contacts would include the roads authority, emergency services, and local businesses and residents.

4.6.2 The principal contractor will be responsible for preparing an Emergency Plan for the site. The Emergency Plan will contain information and details of procedures in the event of emergencies. Construction staff would be informed of the Plan and information provided in relation to the location of the nearest hospital, fire assembly points and inclement weather procedures.

4.7 Implementation Of The CTMP

4.7.1 The implementation of the CTMP will be the responsibility of the appointed principal contractor. Further evolution of the CTMP may be required during the construction period itself.

4.7.2 The main contractor may employ a number of sub-contractors on the Site, and all will fall under the umbrella of the CTMP and will have an obligation to adhere to the CTMP.

4.7.3 A Site Liaison Officer will require to be identified for the project who will be the key point of contact for the CTMP.

4.7.4 The Liaison Officer will be responsible for the co-ordination of all elements of traffic and transport during the construction process. This person will liaise with the local community so that the community have a direct point of contact within the Developer's organisation who they may contact for information purposes or to discuss matters pertaining to traffic management or site operation.

4.8 Monitoring Of The CTMP

4.8.1 The CTMP will be monitored by the Liaison Officer who in turn will report to the Highways Authority (Hampshire County Council) in relation to any required changes to the CTMP.

5. SUMMARY AND CONCLUSIONS

5.1.1 SYSTRA LTD (SYSTRA) has been appointed by Stokes Lane Solar Farm Ltd to prepare a Transport Statement (TS) in support of an application for planning permission for a solar farm generating up to 28 MW. The proposed development is located to the south west of Reading in what is a rural area within the Hampshire County Council (HCC) administrative boundaries.

5.1.2 This Transport Statement has considered the access strategy for the development as well as the suitability of the road network around the site to serve the development Given the nature of the development, the majority of the construction stage trips are expected to be made by private vehicle.

5.1.3 The construction period is expected to last for 12 months and there are estimated to be a total of 651 one-way HGV trips. These trips will be relatively well spaced and are not likely to occur during peak periods. The impact of these trips is not considered to be significant in terms of capacity of the road network. There will also be up to 15 car / LGV trips per day associated with construction staff movements.

5.1.4 Once operational, only maintenance visits will be required. The TS concludes that the development proposals can be accommodated without detriment to the local road network at both the construction and operational stages.

5.1.5 The TS has been undertaken to comply with the national and local policy / guidance, as set out earlier in the report.

5.1.6 With the accessibility of the site suitable, along with the support of the CTMP, it is considered that the impacts associated with the construction of the proposed development can be managed appropriately without significant impacts on local residents and other users of the road network.

Appendix A – Proposed Site Layout

Stokes Lane Solar Farm

Legend

- Site Boundary
- PV Panel
- Access Track
- String Inverters
- CCTV
- Perimeter Fence
- Gate
- Power Station
- Customer Substation
- Substation Compound
- Spare Parts Container

Site Layout Overview

Drawn by: LT Reviewed by: LM Approved by: HW

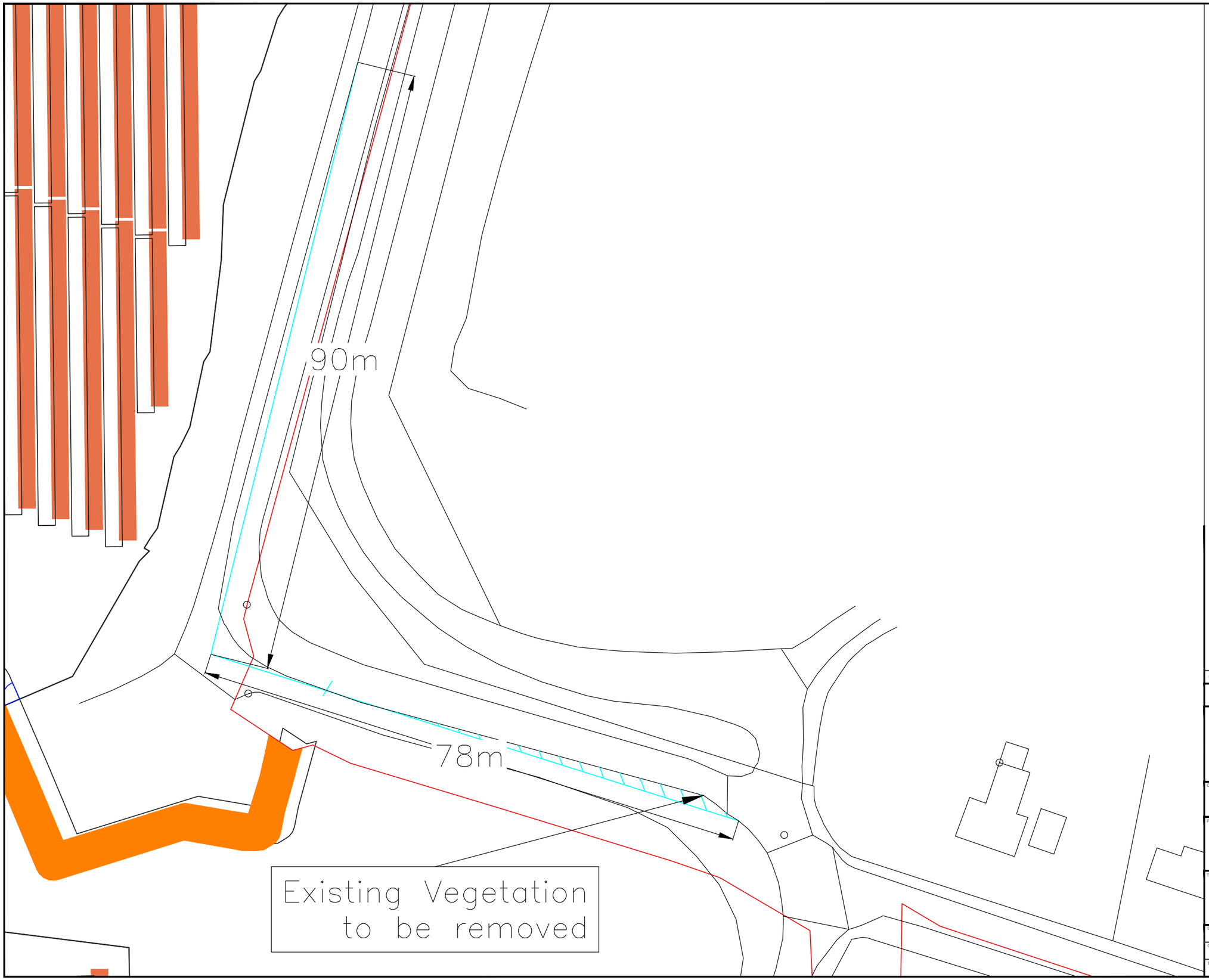
Date: 06/06/2025
Reference: 110-015A-250606

Scale @ A3: 1:10,000

0 250 500 m

solar2

Appendix B – Site Access Junctions



Rev.	Date	Revision details	Drawn	Checked	Approved

SYSTRA
www.systra.co.uk

Centrum House,
38 Queen Street,
Glasgow, G1 3DX

T 0141 468 4205
F 0800 066 4367
E UK_Scotland@systra.co.uk

Client: Atmos Consulting

Project: Stokes Lane Solar Farm

Title: Achievable Visibility Splays

Drawn	Checked	Approved
CG	ADV	ADV
Original drg. size	**Date**	**Scale**
A3	April '25	1:500
Drawing Status	**Drawing Number**	**Rev.**
Information	GB01T24A39/I/VS01	

Rev.	Date	Revision details	Drawn	Checked	Approved

SYSTRA
www.systra.co.uk

Centrum House,
38 Queen Street,
Glasgow, G1 3DX

T 0141 468 4205
F 0800 066 4367
E UK_Scotland@systra.co.uk

Client
Atmos Consulting

Project
Stokes Lane Solar Farm

Title
Achievable Visibility Splays

Drawn	Checked	Approved
CG	ADV	ADV

Original drg. size	Date	Scale
A3	April '25	1:500

Drawing Status	Drawing Number	Rev.
Information	GB01T24A39/I/VS02	

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

A diverse group of results-oriented people, we are part of a strong team of professionals worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world.

For more information visit www.systra.com/uk

Birmingham
Alpha Tower, Crowne Plaza, Suffolk Street
Birmingham, B1 1TT
T: +44 (0)121 393 4841

Bristol
33 Colston Avenue, Bristol, BS1 4UA

Cork
City Quarter, Lapps Quay, Cork City
Cork, T12 WY42, Republic of Ireland

Dublin
2nd Floor, Riverview House, 21-23 City Quay
Dublin D02 AY91, Republic of Ireland
T: +353 (0) 1 566 2028

Edinburgh
Ground Floor, 18 Charlotte Square, Edinburgh, EH2 4DF
T: +44 (0)131 460 1847

Glasgow
The Centrum Business Centre Limited, 38 Queen Street, Glasgow, G1 3DX
T: +44 (0)141 468 4205

Leeds
100 Wellington Street, Leeds, LS1 1BA
T: +44 (0)113 360 4842

London
One Carey Lane, London, England EC2V 8AE
T: +44 (0)20 3855 0079

Manchester
5th Floor, Four Hardman Street, Spinningfields
Manchester, M3 3HF
Tel: +44 (0)161 504 5026

Newcastle
Block C, First Floor, Portland House, New Bridge Street West,
Newcastle, NE1 8AL
Tel: +44 191 249 3816

Reading
Impact Working at R+, 2 Blagrave Street, Reading, RG1 1AZ
T: +44 118 208 0111

Woking
Dukes Court, Duke Street
Woking, Surrey GU21 5BH
T: +44 (0)1483 357705

York
Meridian House, The Crescent
York, YO24 1AW
Tel: +44 1904 454 600

Other locations:

France:
Bordeaux, Lille, Lyon, Marseille, Paris

Northern Europe:
Astana, Copenhagen, Kiev, London, Moscow, Riga, Wroclaw

Southern Europe & Mediterranean: Algiers, Baku, Bucharest,
Madrid, Rabat, Rome, Sofia, Tunis

Middle East:
Cairo, Dubai, Riyadh

Asia Pacific:
Bangkok, Beijing, Brisbane, Delhi, Hanoi, Hong Kong, Manila, Seoul, Shanghai, Singapore, Shenzhen, Taipei

Africa:
Abidjan, Douala, Johannesburg, Kinshasa, Libreville, Nairobi

Latin America:
Lima, Mexico, Rio de Janeiro, Santiago, São Paulo

North America:
Little Falls, Los Angeles, Montreal, New-York, Philadelphia, Washington

SYSTRA