

RIDGE

**Design and Access Statement for
the Proposed Southern Policing Hub
at Mitre Way, Old Sarum
Salisbury**

Outline Planning Application

Police and Crime Commissioner for Wiltshire
September 2026

Version Control

Prepared for



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This Design and Access Statement has been prepared in support of Outline Planning Application for the Land at Mitre Way, SP4 6GW.

At this stage, all matters relating to design are reserved, apart from means of access.

All design elements shown are indicative of a potential design approach that may be taken by the PCC, and will be developed at the Reserved Matters stage

1.0

INTRODUCTION

1.1 Introduction

Introduction

This Design and Access Statement has been prepared to assist the application for Outline Planning Permission for the future development of a proposed new policing hub on the site with all matters reserved except means of access.

Prior to the submission of the Outline Planning Application a public consultation exercise has been undertaken.

The application includes a Police hub building and a Storage Building, and the use classification sought is sui generis.

The Document should be read in conjunction with the following architectural drawings; the full drawing package is included within Appendix 1.

- 5032745-RDG-XX-ST-D-A-010002-P02 Site Location Plan
- 5032745-RDG-XX-ST-D-A-010003-P02 Site Block Plan
- 5032745-RDG-XX-ST-D-A-950001-P07-Illustrative Site Plan



2.0

SITE

ANALYSIS

2.1 Existing Site Plan



The site is located approximately 3.2 miles (5 km) north of Salisbury city centre, within Wiltshire in the South West of England. The site lies to the east of the A345, which provides direct vehicular access and connections to the A36 and wider strategic road network.

The immediate surroundings comprise of a series of residential developments. The wider surroundings comprise of heritage assets, notably the Scheduled Monument of Old Sarum Hillfort to the west. Salisbury historic city centre lies to the south.

The site is well connected in terms of transport, with bus routes serving the wider Old Sarum area and Salisbury railway station located approximately 3 miles to the south, providing regular services to London, Southampton, and Exeter.

Overall, the site is within the built form of the Old Sarum part of the Wiltshire Local Plans mixed-used development area, with close functional links to Salisbury.



2.2 Site Photographs

The site is a grass field with a previously constructed access road / turning head to the South. Its boundaries are surrounded by existing trees and vegetation, fencing to the rear of residential properites and a car park to a care home.

North
To the North of the site is an existing small skate park which is accessed primarily by a path along the North of the site.

East
The site is bordered by Sherbourne Drive housing estate to the East, a recent residential development. The rear of some houses overlook the site.

South
The Sherbourne Drive estate extends round to the South-East of the site. An existing turn circle and vehicular access is at the South end of the site. The Avonbourne Care Home sits along the South border of the site.

West
To the West of the site, is the Alabare Garden Centre and an empty green field site.



North



West



South



East



2.3 Site Analysis

Existing site analysis

1. There is an existing skate park to the North of the site
2. There is an existing SuDs Swale from a neighbouring development.
3. To the South-West of the site there is existing vehicular access.
4. The site extends in the from North East to join with Castle Well Rd.

Archaeology

The following is taken from the Archaeological and Heritage Technical Note:

- There is considered to be negligible to low potential for archaeological remains of Palaeolithic and Mesolithic date to be present within the application site.
- There is considered to be low to moderate potential for archaeological remains of Neolithic, Bronze Age and Iron Age date to be present within the application site.

Arboriculture

The following is taken from the Preliminary Arboricultural Report Tree survey and constraints plan:

- The site is broadly enclosed by established tree belts and hedgerows along its western and northern boundaries, which provide visual containment and separation from adjacent agricultural land
- A total of 16 items were surveyed within and adjacent to the development site. These items comprised 10 individual trees and 6 groups.



2.4 Existing Opportunities & Constraints

Opportunities

1. Connection to Castle Well Road for emergency access.
2. Existing established green landscape buffer enhances natural privacy and views to the site, supporting site's security.
3. Existing vehicular access to the site.
4. South facing aspect provides opportunity for passive design measures.

Constraints

5. Proximity to the rear of residential properties.
6. Existing SuDs swale from a neighbouring development to the North East.
7. Access to the existing skate park.
8. Levels change across the site.
9. Bat Route.



2.5 Historic Buildings

The site is located to the North of Old Sarum Conservation Area, however previous development means that there is no inter-visibility between the conservation area or adjacent listed buildings.

Listed Buildings

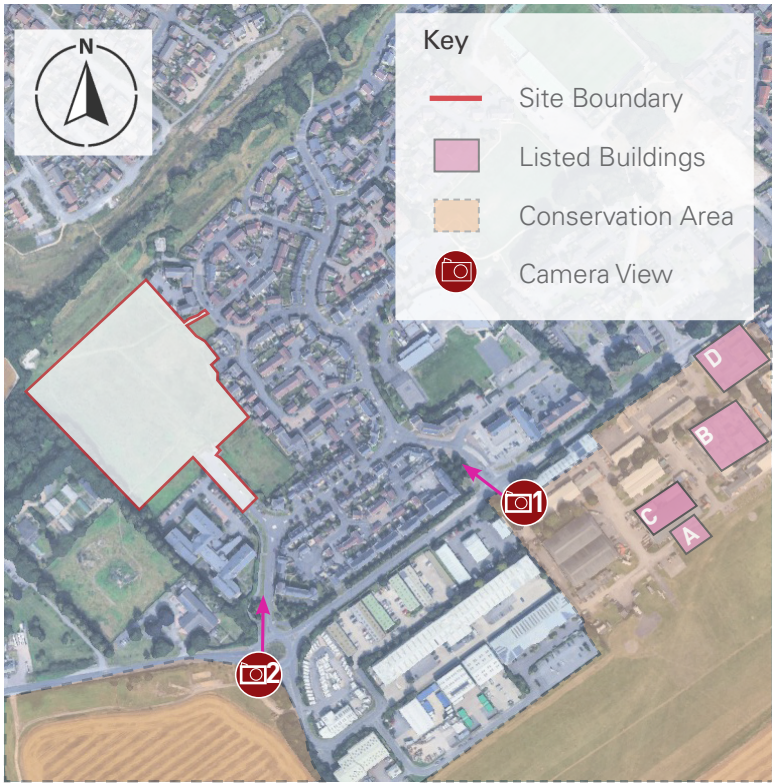
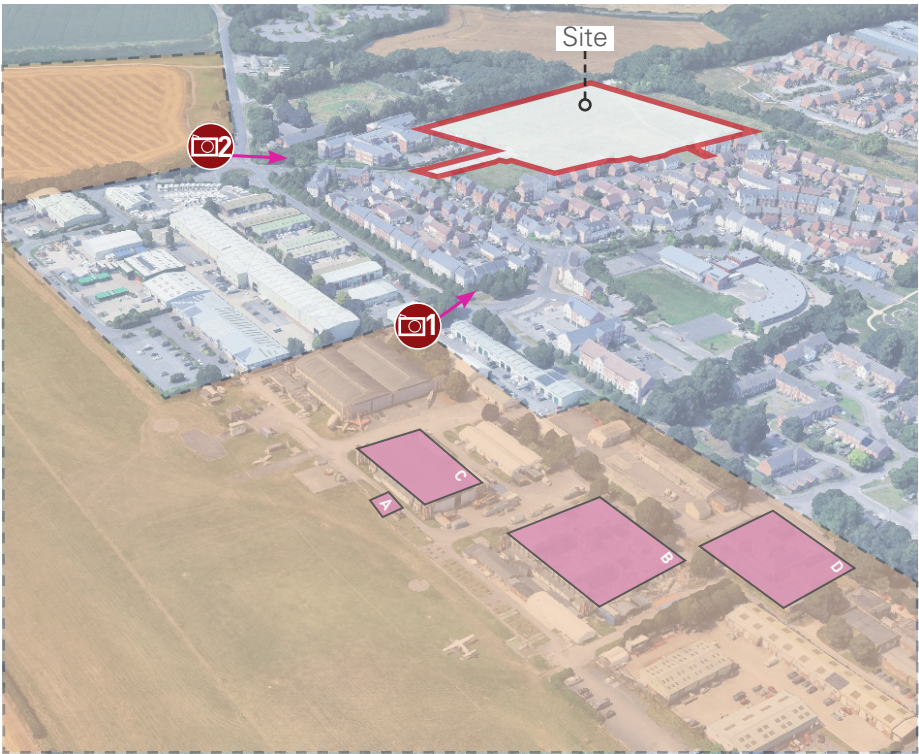
Located near the site are four listed buildings that make up the World War I Aircraft Hangers at Old Sarum Airfield and the previously occupied Airfield Office and training spaces.

A. Former Training Centre: Camera Obscura - 1477924

B. 3 Former World War 1 Aircraft Hangars (fire damaged) - 1355710

C. Former Workshops: Hangar 2 - 1391602

D. Former TA Headquarters - 1391603



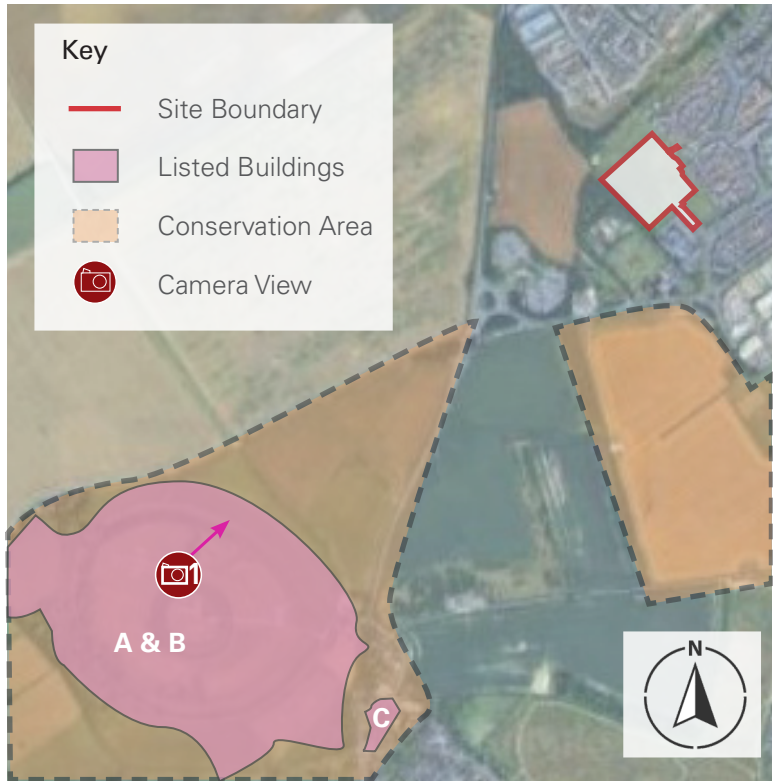
2.6 Old Sarum Hillfort

The site is located to the NorthWest of Old Sarum Hillfort. Old Sarum and the Old Sarum Castle and Cathedral Remains are situated to the north of Salisbury, controlling the southern approaches. There are views in all directions, across the wider landscape, including toward the airfield, the Portway development, including the Park & Ride, the care centre and the residential development, as well as the proposal site.

Another Listed building, the old Castle Inn, is situated nearby in the shared Conservation Area to the west.

Listed Buildings

- A. Old Sarum Scheduled Monument -1015675
- B. Remains of Old Sarum Castle and Cathedral - 1248682
- C. Old Castle Inn - 1258431



3.0

PROPOSAL

3.1 Proposed Illustrative Site Plan

At this stage, all matters relating to design are reserved, apart from means of access.

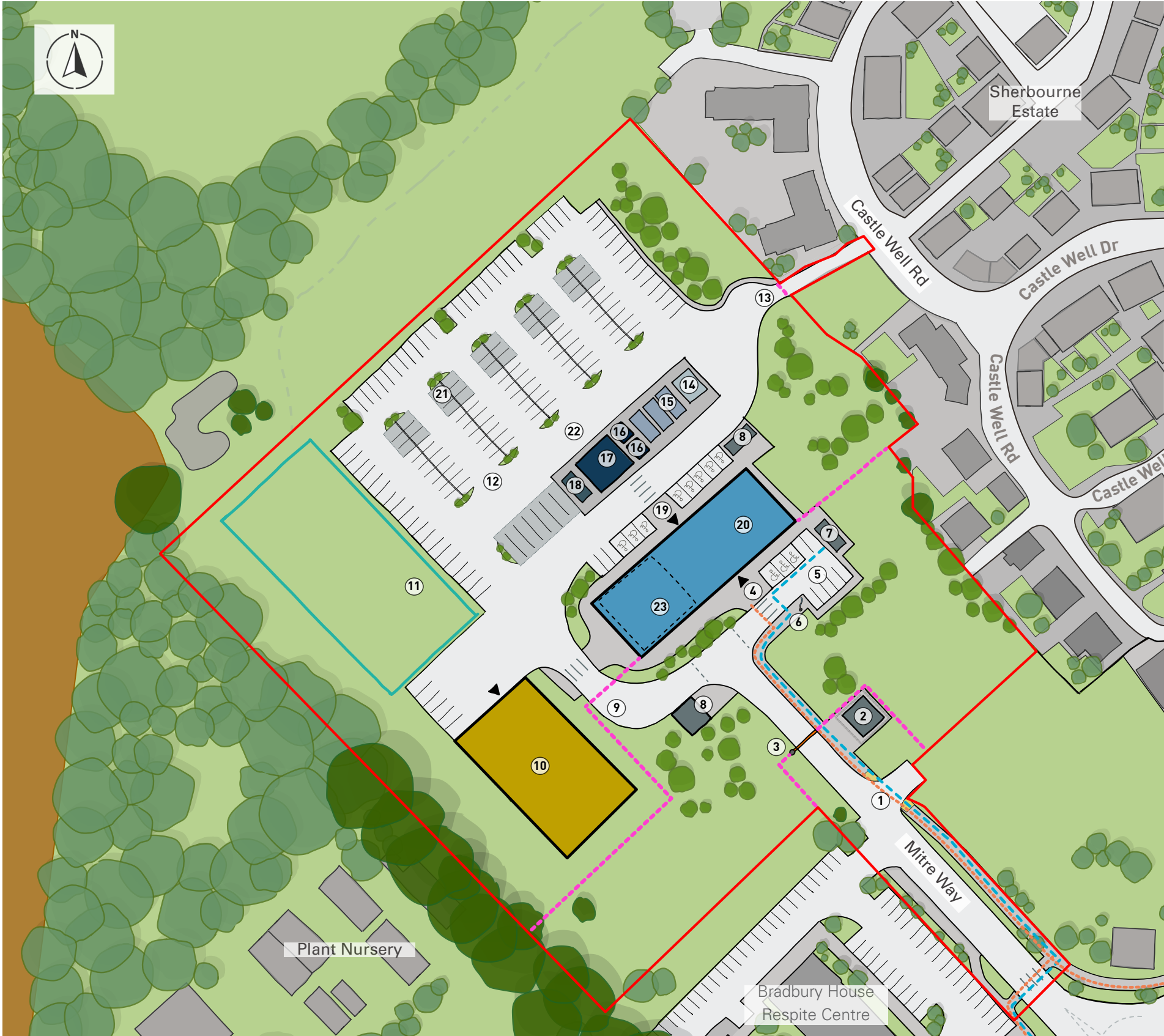
All design elements shown are indicative of a potential design approach that may be taken by the PCC, and will be developed at the Reserved Matters stage

The Illustrative Site Plan and Concept imagery throughout the statement's design section are setting out an indicative approach.

Key :

- 1 - Primary Site Entry / Exit point
- 2 - Electrical Substation
- 3 - Arm Barrier
- 4 - Main Staff and Public Entrance
- 5 - Visitor Car Park
- 6 - Flagpole
- 7 - Cycle Storage
- 8 - Bin Storage
- 9 - Bi-fold vehicular and pedestrian gate to secure rear yard
- 10 - Storage Building
- 11 - Potential Expansion Space
- 12 - Staff Car Park
- 13 - Secondary Site Access (emergencies only)
- 14 - Generator & Fuel Tank
- 15 - Secure Stores (3)
- 16 - Waste Skips
- 17 - Vehicle Washdown
- 18 - Vehicular Fuel Store and Pumps
- 19 - Staff Entrance to Police Hub
- 20 - Police Hub Building – 3 storey
- 21 - Covered Parking Bays
- 22 - Secure Police Yard
- 23 - Roof Top Plant

- Red Line Boundary & Secure Fence Line
- Secure Line (segregating Public Area and Police Secure Yard)
- Potential Expansion Space
- Cyclist Route
- Pedestrian Route
- Arboricultural Surveyed Trees
- Indicative Existing Trees
- New Indicative Landscaping
- Accessible Bays
- Indicative Parking Bay Shelter Cover
- Indicative Existing Buildings in Surrounding Context



5021146-RDG-XX-STD-A-950001-P02- ILLUSTRATIVE SITE PLAN

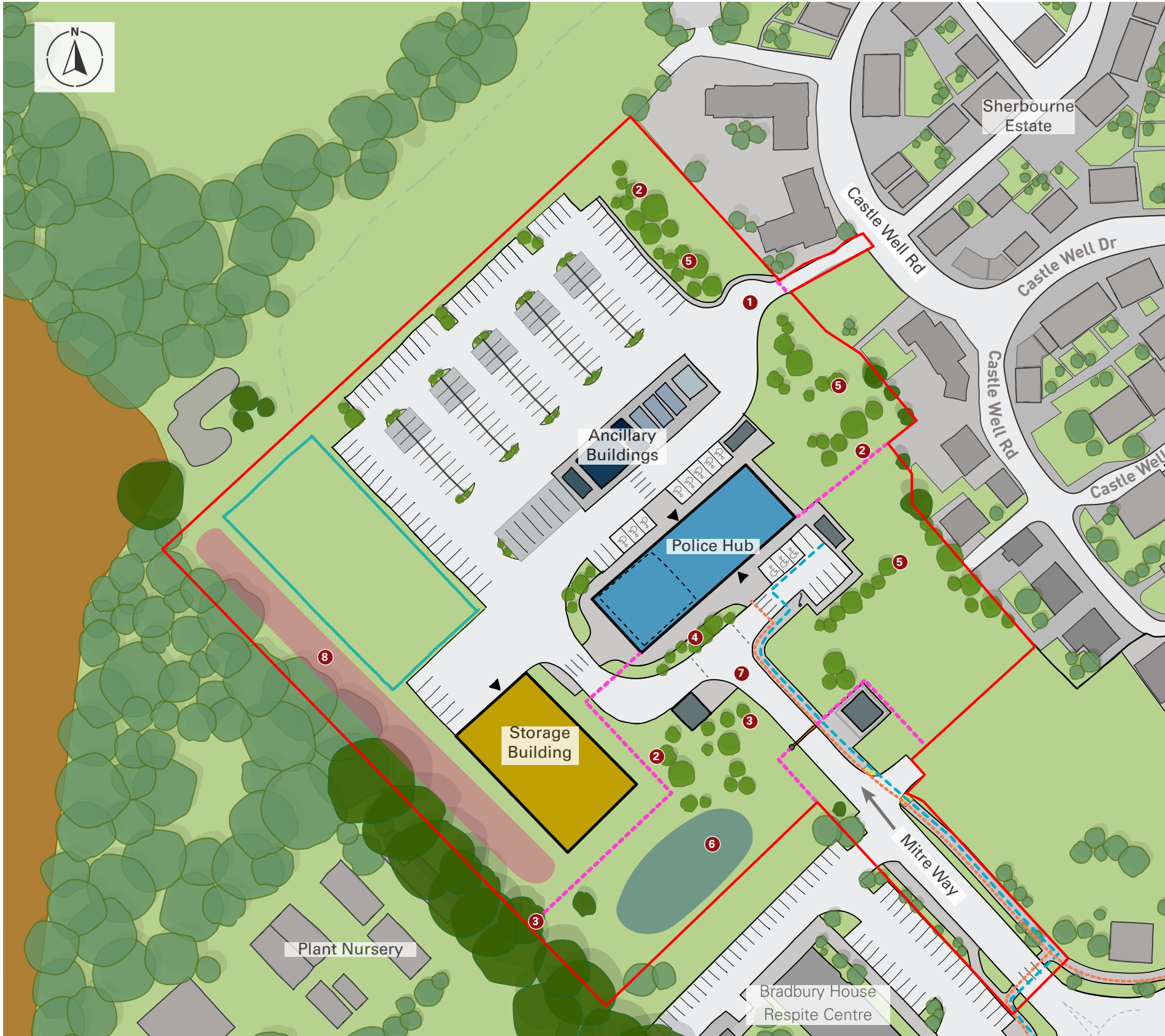
3.2 Proposal

1. Utilise connection to Castle Well Rd, for emergency secondary access, with access controlled security gate.
2. New planting to provide natural buffer and enhance sitewide security.
3. Utilise Mitre Way Access to connect vehicle access from the Portway Roundabout junction to the south of the site.
4. Strategic placement of passive shading to the south elevation of the Police Hub, to utilise opportunity for passive design.
5. Police Hub and ancillary buildings located away from east and south site perimeters. Utilising landscaping to provide buffer to the neighbouring residential properties.
6. Coordination of surface sustainable drainage systems with Biodiversity Net Gain friendly planting.
7. Tying into existing levels while avoiding need for steps, ramps or retaining infrastructure.
8. Protection of existing bat route by avoiding increased lighting levels to the west boundary.

The concept layout is oriented to split the site and distinguish between public and back of house spaces, create a public focal point of a public resource and enhance views into and out of the site. In the next stage of design, the indicative layout shown will be built upon and further developed with the following principles.

- Liveability in supporting healthy mixed communities.
- Climate considering mitigation, adaptation and management strategies effectively.
- Nature, by building on the existing tree cover on the boundaries and strengthening habitats.
- Public Space and Identity by prioritising design quality to ensure a safe space for all with a strong sense of place and pride through the design of the building, the material, and the planting.

With regards to movement, the detailed Access items of this application illustrate the sustainable transport options provided in the design and how the proposal strengthens the connections by prioritising walking, wheeling, cycling, and public transport.



5021146-RDG-XX-STD-A-950001-P02- ILLUSTRATIVE SITE PLAN

3.3 Design

Use

The site is identified for employment development within the adopted development plan, the proposal is for essential public service infrastructure and has a proposed use classification of sui generis.

The situation of the site, protected largely by existing established planting and near key road infrastructure means that there is a board range benefits for both Wiltshire Police and the community that they serve.

The site is discrete, whilst well connected and large enough to provide a modern, secure, well designed scheme fit for modern operational policing, allowing for the provision of a resilient and future proof policing service for the Old Sarum community.

Should the needs of the police service grow, an area of the site has been allowed for future development, it is intended that this area will be left undeveloped as part of the short & medium term development goals.

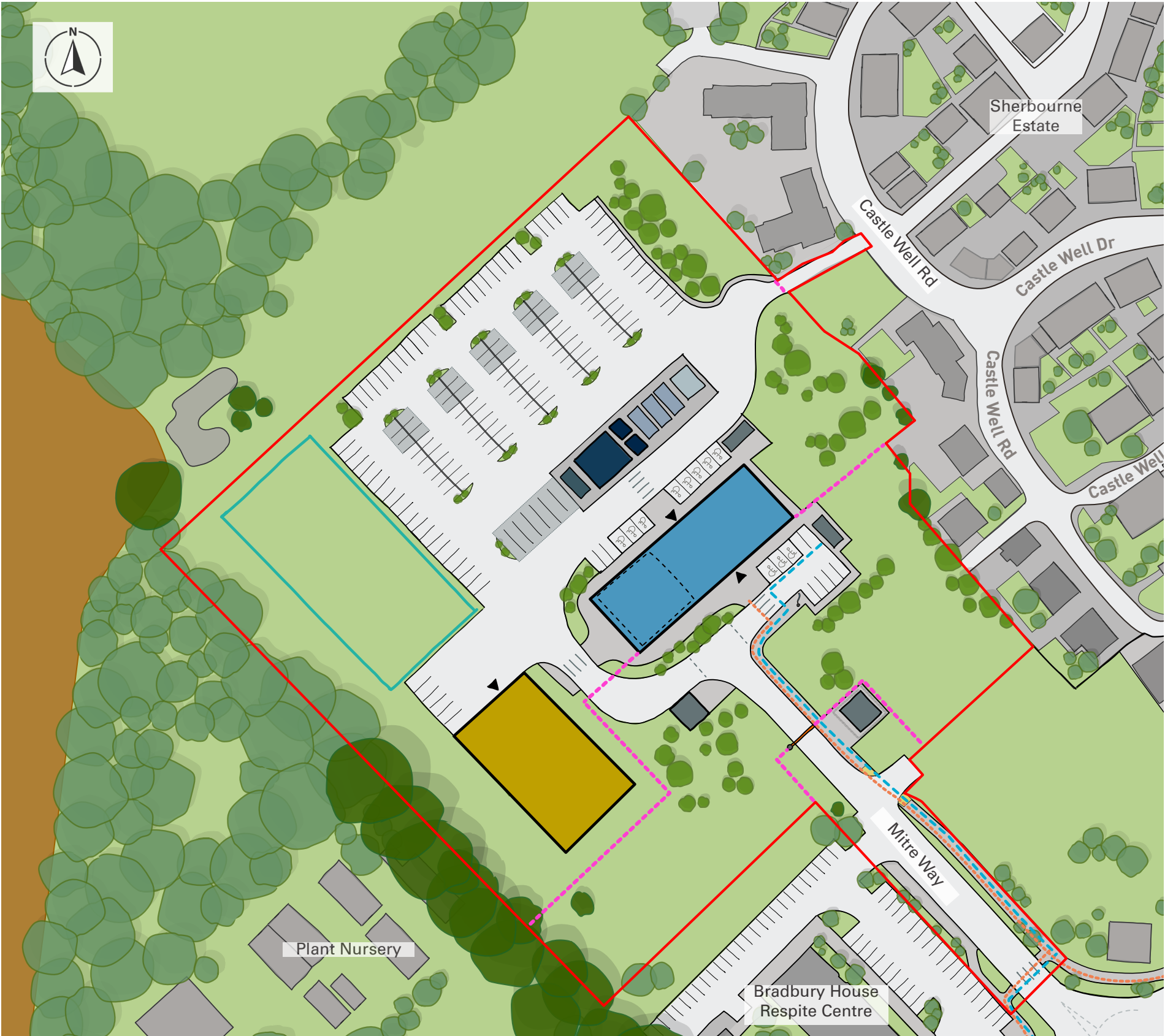
Amount

The proposals are a 3 storey Police Hub building with a roof top plant. This provides for the accommodation required by Wiltshire Police to undertake their current operations.

The future growth space to the north-west of the site maintains flexible and the amount of accomodation for the Police operations is something to be defined in the future.

The proposed Storage Building is a 2 storey storage facility with a mezzanine level. The Storage Building is a key storage and warehouse operations area for the Police force, which requires a sufficiently sized building footprint to cater to the current needs and future expansion of the Police force's on-site accommodation.

This proposal also includes 3 external secure stores, a vehicle washdown, fuel store and fuel pumps all located to the north of the Police Hub. The combined GIA of the three 5mx7m stores is approx 100sqm.



5021146-RDG-XX-STD-A-950001-P02- ILLUSTRATIVE SITE PLAN

3.4 Design

Layout

1. The police hub is located centrally to the site creating a barrier between the policing operations and rear parking area, and the public facing front entrance and visitor parking.
2. This 'front of house' and 'back of house' split allows for the opportunity for trees and planting to set a soft tone to define the visitors first impression. In addition it allows space for sustainable surface water management and for some BNG offset planting.
3. The site is an operational policing facility and needs to ensure that security measures are in line with modern policing need, and therefore a perimeter fence surrounds the whole plot, with a secondary mid fence line to ensure permitted visitors do not access the secure back of house areas. Where possible these boundaries have been created with the police hub building itself.
4. The police hub location allows for space between the neighbouring properties to the east, this area includes for planting to continue the established west to north buffer.
5. The vehicle route comes towards the building and policing vehicles swing around to the left, vehicle gates are located to ensure that visitors can not pass through this area, but are directed to the right with clear signage.
6. Parking is provided for visitors at the front of the site, and at the rear for fleet vehicles and staff. The site has cycle parking provision and is accessible on foot from the Park and Ride to the south west.
7. The Storage Building is located to the west of the site, conveniently located near the entrance to allow for delivery vehicles to enter and exit without traversing the wider site. As this building is largely storage and doesn't have a requirement for large windows it is suitable to face onto the bat route as light spill will be minimal.



5032745-RDG-XX-XX-I-A-950010-Aerial View

3.5 Design

Local Amenity

Impact to local amenity was considered to mitigate any negative impact to the existing site boundaries:

- 1. Additional vegetation is proposed to the eastern boundary to reduce visual and audial impact of the proposed Police Hub and Secure Police Yard from the surrounding residential dwellings.
- 2. The northern boundary is located south of the Skate Park to enable pedestrians to access the Skate Park via existing pedestrian route bordering Rhodes Moorhouse Way Residential Area.
- 3. To maintain and protect the existing bat corridor along the site's western boundary, there should be minimal light introduced within the adjoining areas (Storage Building and future expansion space) with any light omission to be sensitively directed away from existing habitats.
- 4. The waste storage is located outside of the secure line to mitigate delays to waste removal vehicles.
- 5. Improved existing pedestrian and cyclist routes into the site from the southern Mitre Way access point.



5032745-RDG-XX-XX-I-A-950010-Aerial View

3.6 Design

Scale

1. The Police Hub is intended to adopt a simple rectangular form with the following design considerations

- Three storey block running on a north east/ south west axis.
- Plant room at roof level, set back from main building parapet to reduce visual impact.
- Building height and massing is pulled away from the boundary for an appropriate relationship to the neighbouring residential buildings.

The Police Hub is intended to have a total GIA of 3200sqm across the three storeys with a building footprint of 1060sqm.

2. The Storage Building is intended to be a simple portal frame structure with a lightweight mezzanine, the following design considerations

- The two storey building sits on a north west / south east axis adjacent to the Hub.
- The building entrance is discreetly located on north facing portal end of building to ensure clear language of public facing entrance.
- The portal form of the building and lower height ensures a subservient hierarchical language between the 2 proposed buildings.

The Storage Building is intended to have a total GIA of 1490sqm across the two storeys with a building footprint of 1025sqm.



5032745-RDG-XX-XX-I-A-950010-Aerial View

3.7 Design

Ecology

A series of extensive ecological work has been undertaken on the existing site by GE consulting:

- Bat activity and emergence surveys
- Reptile, badger and botanical survey
- Biodiversity Net Gain baseline and net gain assessment

Further surveys to be undertaken by GE consulting:

- Bat activity survey to be completed early June

Bat corridors have been identified along the west boundary of the site, this has been accounted for in the proposal layout, with no proposed or future development being located within this corridor. The existing west landscape acts as a lighting buffer for the bat habitat. Lighting sensitivities along this corridor have been considered and reinforce the objective of keeping this as a green space with no intention for future development.

The development will be subject to Section 106 obligations.

The proposal will meet the minimum objective of 10% for Biodiversity Net Gain, through on and off site provision.

Landscaping

There are a series of existing Landscape buffers across the site which help enhance the site's privacy and control noise transference between the site and surrounding areas. A series of new landscape buffers have been proposed to further enhance this separation between the Police Hub site and surrounding residential areas.

Due to the existing surface water flood risk to the north of the site the proposal has identified opportunity for SuDS to the south of the site in the form of swails.



5032745-RDG-XX-XX-I-A-950010-Aerial View

3.8 Design

Design - Sustainable Energy Strategy

Wiltshire PCC and Wiltshire Police have developed an Environmental Sustainability Strategy (2022 – 2025) to support them in their aim to reach net zero carbon by 2050, with interim reductions at the following intervals:

- 26% reduction by 2025
- 52% reduction by 2030
- 78% reduction by 2035

Some of the key themes of the sustainability strategy for the development could include:

- Building design to follow a 'Be, Lean, Be Clean. Be Green' energy hierarchy approach to minimise carbon emissions throughout.
- Project sustainability strategy would be guided by Wiltshire Core Strategy and Wiltshire PCC & Police's Environmental Sustainability Strategy.
- Project Target of BREEAM 'Excellent' to be achieved.
- Building design is to be guided by the Low Energy Transformation Initiative (LETI) Climate Emergency Design Guide to ensure a highly energy efficient building in operation and low embodied carbon impact.
- The available roof space allows for photovoltaic (PV) solar panels to be maximised.
- Presence of electric vehicle charging stations means that future inclusion of useful battery storage is very feasible.

These principles will be applied as the design for the proposed development evolves, setting performance targets, and identifying further sustainability related actions as the scheme progresses.

The development will be designed to enhance resilience to the future impacts of climate change. This will include consideration of climate adaptation measures such as reducing overheating risk, managing surface water and flood risk, and ensuring the long-term durability and performance of buildings and infrastructure under future climate scenarios. These matters will be informed by relevant technical assessments and will be developed further through subsequent design stages to support a sustainable and resilient development.



5032745-RDG-XX-XX-I-A-950010-Aerial View

3.9 Design

Design - Sustainable Construction Waste Strategy

Construction waste arisings will be minimised by targeting BREEAM credit Wst 01, with at least 80% of construction waste diverted from landfill.

A resource management plan would be prepared to identify opportunities to reduce waste which would include:

- Aims to promote resource efficiency and to prevent illegal waste activities. Resource efficiency includes minimising waste at source and ensuring that clients, designers and principal contractors assess the use, reuse and recycling of materials and products on site and off site.
- A target benchmark for resource efficiency, i.e. m³ of waste per 100 m² or tonnes of waste per 100 m²
- Procedures and commitments to minimise non-hazardous waste in line with the target benchmark
- Procedures to minimise hazardous waste
- A waste-minimisation target and details of waste minimisation actions to be undertaken
- Procedures to estimate, monitor, measures and report on hazardous and non-hazardous site waste and demolition waste, where relevant, arising from work carried out by the principal contractor and all subcontractors.
- Procedures to sort, reuse and recycle construction waste into defined waste groups, either on site or through a licensed external contractor



5032745-RDG-XX-XX-I-A-950010-Aerial View

3.10 Design

Precedents

1. Pendle Police Station

Pendle Police Station is a new local law enforcement hub, operating as part of the Lancashire Constabulary. It is characterized by a series of south-facing bri soleil to manage solar exposure.

2. 95 Milton Park Drive

Building 95 provides office and laboratory space within a larger commercial park. Large windows, a triple height entrance foyer and a large top-lit central atrium provide exceptional levels of natural light.

3. Platinum House

Platinum House, the new state-of-the-art Horsham Fire Station and West Sussex Fire & Rescue Service Training Centre in West Sussex. The extruded entrance clearly defines and emphasizes the point of entry, enhancing wayfinding, visibility, and the building’s civic presence within its context.

4. The Alliston Centre

The Alliston Centre is a flagship building for the Royal Agriculture University based in Cirencester. The expressed solar shading and panoramic glazing combined with the mix of modern and traditional materials sensitively places it within its surrounding context.



1. Pendle Police Station-Materiality & Bri Soleil Precedent



2. 95 Milton Park Drive-Glazing & Entrance Precedent



3. Platinum House - Glazing & Entrance Precedent



4. The Alliston Centre- Glazing & Entrance Precedent

3.11 Design

Appearance

Argeton Terracotta Cladding

It is typically used as part of a ventilated rainscreen façade and works as part of a passive design strategy, providing a high-performance, low-maintenance façade solution.

Standing Seam

Coloured standing seam Aluminium will help to distinguish different functions on site, and will be used for the stores and ancillary buildings.

Standing seam Aluminium panels are extremely flexible and easy to work with, are low maintenance with a long lifespan, is a lightweight and highly durable material.

Glazing

Glazing will be used to provide the building with natural lighting, whilst additionally providing relief to the brick and timber elevations. Larger glazing elements, such as full height curtain walls will help to indicate entry points. Elements will be double or triple glazed to ensure thermal insulation and retention of heat in the building.

Bri Soleil

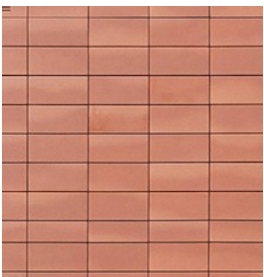
Bri Soleil can be carefully orientated with a layered façade to provide passive design strategies for solar shading, natural ventilation, and material selection to improve environmental performance of the Police Hub.

Stone Render

Stone coloured render will be used to provide a robust and low-maintenance façade finish, offering a neutral and cohesive appearance that complements the wider material palette. The render contributes to thermal performance when integrated within a layered wall build-up and helps to create a durable, weather-resistant external envelope.



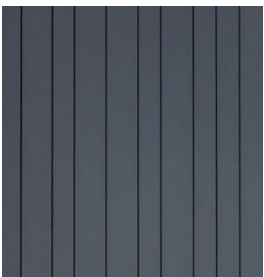
5032745-RDG-XX-XX-I-A-950012-Concept Perspective



Argeton Terracotta Cladding



Micro-Rib



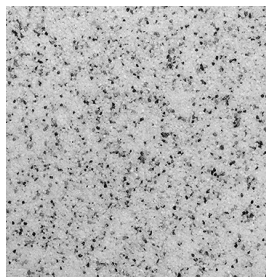
Standing Seam



Bri soleil



Curtain Walling



Stone Render

3.12 Access

Topography

The site levels fall away from the site entrance towards the north by approximately 3.5m .

Vehicle Access

The primary entrance and exit for all vehicle to the site is from Mitre Way to the south east.

A single carriageway connection is proposed to Castle Well Rd to the north east, for emergency policing access should a reason arise that Mitre Way is not available.

Parking

The proposal has public parking to the front of the site and police parking to the rear,

The public car park has 7 standard bays and 3 accessible.

The policing car park has 166 standard parking spaces of which 30 are covered, 8 accessible bays and 8 larger bays for oversized vehicles. In total, proposing 192 parking spaces.

Cycles

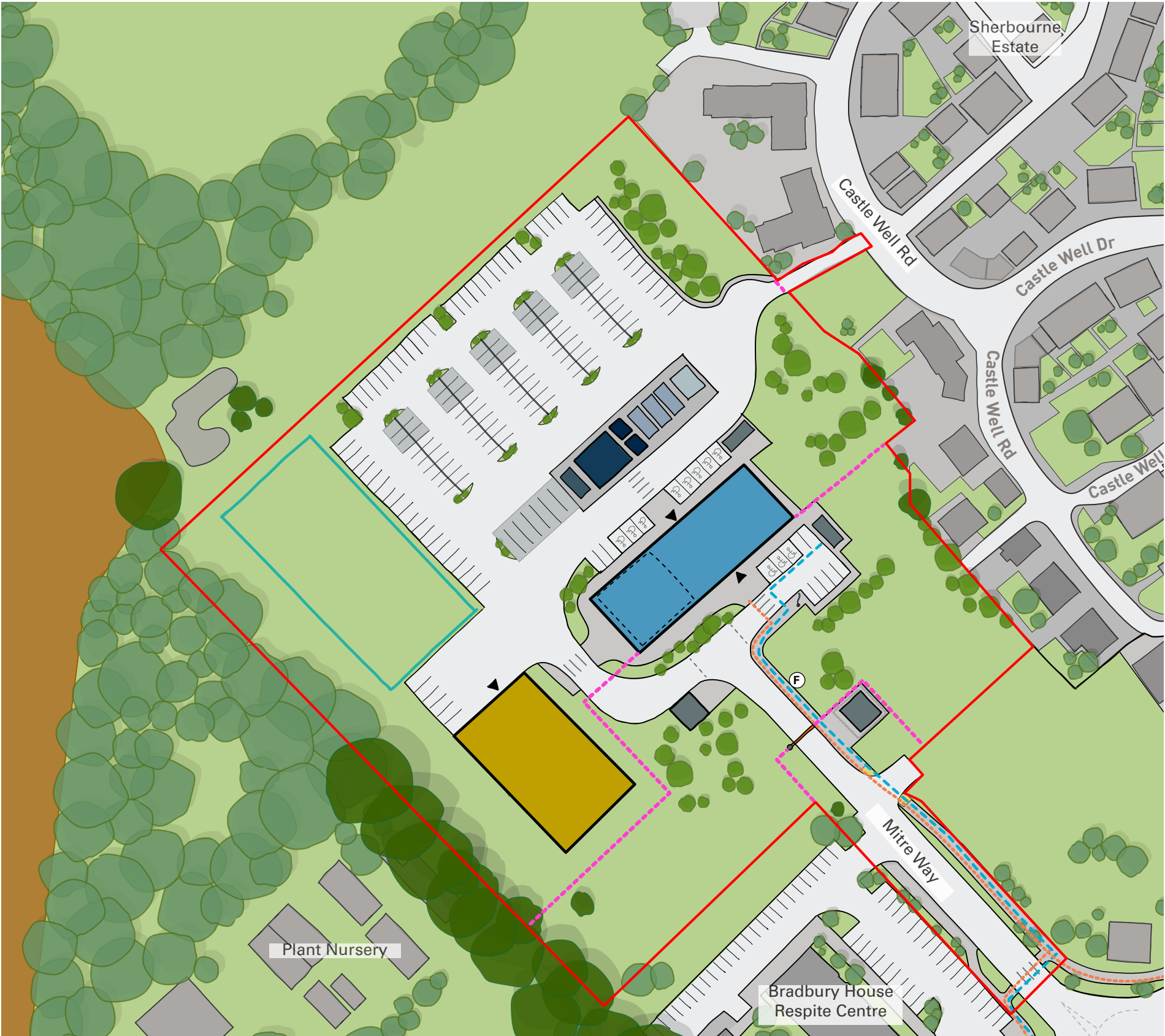
There are a total of 20 covered cycle parking spaces, 10 for visitors and 10 for staff.

Pedestrian Access

Level pavement connection to the wider area is provided alongside the entrance road and dropped pavement kerbs and pedestrian crossings will be used to ensure accessibility across junctions.

Site Circulation

The design of the site levels is intended to avoid the need for external ramps and steps.



5021146-RDG-XX-STD-A-950001-P02- ILLUSTRATIVE SITE PLAN

3.13 Access

Approach and Access into the Building

Accessible parking spaces are located near the pedestrian entrances. Level thresholds are intended at all entrances, and all emergency exits.

Lifts will be provided for vertical circulation inside the building and will provide universal access to all levels.

Emergency Access

Access for emergency vehicles will be made via Mitre Way to the south.

Site Layout:

External Cycle parking is located close to the main entrances and is visible.

Tracking for a appropriate vehicle has been undertaken by the Ridge and Partners Transport team to ensure that sufficient access and turning space has been allowed.



5021146-RDG-XX-STD-A-950001-P02- ILLUSTRATIVE SITE PLAN

4.0

APPENDIX

4.1 Appendix 1 - Drawing & Reports, by Discipline

Architecture & Sustainability - Ridge and Partners

5032745-RDG-XX-ST-D-A-000030- SITE LOCATION PLAN
5032745-RDG-XX-ST-D-A-000040- EXISTING SITE BLOCK PLAN
5032745-RDG-XX-ST-D-A-950001- ILLUSTRATIVE SITE PLAN
5032745-RDG-XX-XX-I-A-950010-Aerial View
5032745-RDG-XX-XX-I-A-950012-Concept Perspective

Traffic and Transport Planning - Ridge and Partners

5032745-RDG-XX-XX-DR-0001- Proposed Vehicular Swept Path Analysis - Large Car
5032745-RDG-XX-XX-DR-0002- Proposed Vehicular Swept Path Analysis - Large Van
5032745-RDG-XX-XX-DR-0003- Proposed Vehicular Swept Path Analysis - Fire Tender
5032745-RDG-XX-XX-DR-0004- Proposed Vehicular Swept Path Analysis - Rigid HGV
5032745-RDG-XX-XX-DR-0005- Proposed Vehicular Swept Path Analysis - Articulated HGV
5032745-RDG-XX-XX-DR-0006 Proposed Vehicular Swept Path Analysis - Refuse Vehicle
5032745-RDG-XX-XX-DR-H-0007- PROPOSED PRIMARY SITE ACCESS DESIGN AND VEHICLE SWEPT
PATH ANALYSIS (16.5m HGV & WILTSHIRE REFUSE VEHICLE)
5032745-RDG-XX-XX-DR-H-0008- PROPOSED EMERGENCY SITE ACCESS DESIGN AND VEHICLE
SWEPT PATH ANALYSIS (SPRINTER VAN & FIRE TENDER)

Lighting Design - Ridge and Partners

5032745 - RDG-XX-XX-T-SP-996301 - Wiltshire Police - Old Sarum Outline Planning Application - External
Lighting report

Ecology - GE Consulting

2269-EcIA-AMI- Proposed Southern Policing Hub - Land at Mitre Way, Old Sarum - Ecological Impact
Assessment

Heritage, Archaeology & Air Quality - TetraTech

Old Sarum Policing Hub - 784-B071010 - Heritage Impact Assessment
Old Sarum Policing Hub - 784-B071010 - Archaeological and Heritage Technical Note
Air Quality Screening Assessment, Tetra Tech, August 2026

Arboriculture - Wooten Tree Consultancy

WTC_1710.01.prelim - Preliminary Arboricultural Report
WTC_1710.02-A2 TCP - Tree survey and constraints plan

Civils

5032745-RDG-XX-XX-T-C-300500 Flood Risk Assessment and Drainage Strategy
5032475-RDG-ZZ-ST-D-C-520501 Surface Water Drainage Plan Sheet 1
5032475-RDG-ZZ-ST-D-C-520502 Surface Water Drainage Plan Sheet 2
5032475-RDG-ZZ-ST-D-C-520510 Foul Water Drainage Plan

Acoustics - Acoustic Consultants Ltd

Noise Impact Assessment, Acoustic Consultants LTD, August 2026

Birmingham

Rhodium Building,
Blythe Valley Park Solihull,
B90 8AS
0121 713 8000

Bristol

Tower Wharf,
Cheese Lane,
Bristol,
BS2 0JJ
0117 244 2500

Cambridge

20 Station Road,
Cambridge,
CB1 2JD
01223 608939

Cardiff

2A Oak Tree Court,
Mulberry Drive,
Cardiff Gate Business Park,
Cardiff,
CF23 8RS
02920 524444

Cheltenham

3rd Floor,
Regent House,
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