



GLADMAN DEVELOPMENTS LTD

LAND OFF ST MARY'S ROAD, HAYLING ISLAND

NON-TECHNICAL SUMMARY

NOVEMBER 2025

DATE ISSUED: NOVEMBER 2025
JOB NUMBER: ST20674
REPORT NUMBER: REP-002
VERSION: V1.0
STATUS: FINAL

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1 INTRODUCTION

- 1.1.1 This report provides a summary, in non-technical language, of the Environmental Impact Assessment (EIA) undertaken in support of a planning application for a residential development (hereafter referred to as the 'Proposed Development') at land off St Mary's Road, Hayling Island (the Site).
- 1.1.2 The Site is located within the administrative area of Havant Borough Council (HBC). Figure 1 illustrates the location of the Site, and the application boundary. A Site Location Plan is included at Appendix A.
- 1.1.3 This Non-Technical Summary provides a brief site description, a discussion of the proposals and then presents the assessment findings for each technical section of the Environmental Statement (ES). For further, more detailed technical information relating to the existing baseline conditions, the Proposed Development and the impact assessment, reference should be made to the ES.



Figure 1: Site Location (source: Google Earth)

2 DESCRIPTION OF THE SITE AND DEVELOPMENT

2.1 The Site

2.1.1 The Site is located on land off St Mary's Road, situated amongst existing residential development in the southern part of Hayling Island, Hampshire.

2.1.2 The Site is approximately 11.77 hectares (ha) in size and currently comprises two agricultural fields and an area of grassland including a building and pond. A drain runs horizontally across the centre of the Site. Drains also run along the northeastern, southeastern, and southwestern site boundaries. The Site itself is generally flat.

2.1.3 The Site is bound by:

- An agricultural field to the north;
- The cemetery and grounds of the St Mary's Church to the north-east;
- Residential properties located off St Mary's Road and Rook Farm Way, to the east and south-east;
- Residential properties located off St Mary's Road and Southleigh Grove to the south;
- Open green space to the south-west, beyond which are residential properties located off Fathoms Reach;
- An agricultural field to the west, beyond which are residential properties located on Manor Road; and
- Hayling Island Holiday Park to the north-west.

2.2 The Surrounding Area

2.2.1 In respect of its positioning within Hayling Island, the Site is located to the northeast of West Town, to the west of Gable Head, and to the north of the South Hayling. As such, the majority of the land to the east, south and west is densely populated by residential areas with occasional commercial uses. Beyond this is Hayling Island Beach which runs along the entirety of the island's southern extent.

2.2.2 Further residential areas are located to the north-west, beyond Hayling Island Holiday Park, and north-east of the Site. Land further to the north consists mainly of agricultural land interspersed by farmsteads and hamlets. Tournerbury Golf Course is located c. 550 m to the northeast of the Site.

- 2.2.3 The mainland is accessible via a single road, Langstone Road, located on the northern extend of Hayling Island. This road is accessible from the Site via the A3023 which is located off Manor Road, west of the Site, and Church Road, east of the Site.

2.3 Environmental Designations

- 2.3.1 Whilst there are no statutory ecological designations covering any part of the Site there are eight international statutory designations within 10 km of the Site and three national statutory designations are located within 3 km of the Site.
- 2.3.2 The Site lies west of a Site of Importance for Nature Conservation (SINC) (a type of non-statutory, locally designated wildlife site) named as Tournerbury Farm (c. 395m northeast of the Site).
- 2.3.3 The Site, and the surrounding area, falls within a Nitrate Vulnerable Zone (NVZ) for eutrophic water.
- 2.3.4 Public footpaths abut the northern and western boundaries of the Site. These connect to the wider footpath network on the island.
- 2.3.5 The Chichester Harbour National Landscape (NL) (formerly Area of Outstanding Natural Beauty (AONB)) lies approximately 470m to the east of the Site.
- 2.3.6 A number of Listed Buildings (Grades II and II*) are located within the wider area.

2.4 The Development Proposals

- 2.4.1 Outline planning permission, with all matters reserves expect for access, will be sought for:

the development of up to 300 dwellings (including affordable housing). The proposal includes provision for structural planting and landscaping; informal public open space; children's play areas; sustainable drainage system (SuDS); a new vehicular access from St Mary's Road; associated ancillary works; and the demolition of an existing agricultural building

- 2.4.2 As an outline application, a parameters based approach has been adopted within the ES, as illustrated at Appendix B.
- 2.4.3 Up to 300 dwellings, at a density of 40 dwellings per hectare (dph), are proposed within an area up to 7.53ha in size. The proposed dwellings will be either 2 storeys (up to 8.5m above ground level) or 2.5 storeys (up to 10.5m above ground level).

- 2.4.4 Two surface water pumping stations are proposed on Site. Together these will be up to 0.03ha in size and will be suitably located away from existing and future receptors. The pumping stations will have a maximum fence height of 1.8m above ground level.
- 2.4.5 The principal vehicular and pedestrian access to the Site will be located off St Mary's Road. Further pedestrian accesses will be located off Southleigh Grove via an existing footpath located to the west of the Site whilst a potential pedestrian/cycle connection up to the Site's northern boundary is also proposed. An emergency access will be located from Rook Farm Way. Car parking provision will be based on HBC parking standards for C3 use.
- 2.4.6 Access to the proposed dwellings will be via an internal road network. A number of pedestrian and cycle routes are also proposed across the Site.
- 2.4.7 A minimum of 4.21 ha of Green Infrastructure (GI) is proposed. This will comprise; the retainment of the pond, and ditch features located at the centre of the Site; green space including public open space (POS), planting, landscaping, buffers, allotments, community gardens, and habitat creation; SuDS basins; a Local Equipped Area for Play (LEAP) (up to 400m² in size); and teenage provision (up to 225m² in size).
- 2.4.8 A section of existing trees and hedgerows, located at the centre of the Site, will be removed, to facilitate the development. Further vegetation will be removed to facilitate the vehicular access from St Mary's Road.
- 2.4.9 It is proposed to maintain a southwest / northeast view corridor of St Mary's Church across the Site.
- 2.4.10 The existing building, located within the centre of the Site, will be demolished as part of the Proposed Development.

Development Timetable

- 2.4.11 It is estimated that construction of the Proposed Development would commence in 2027 and, depending upon market factors, could be fully built out by 2035.

2.5 Consideration of Alternatives

- 2.5.1 The consideration of realistic alternatives to the proposed scheme helps to evaluate the environmental effects of a project.

'Do Nothing' Alternative

- 2.5.2 The 'Do Nothing' approach assumes that the Proposed Development will not proceed and that the Site will continue with its current use as agricultural land. Whilst this option would eliminate potential adverse environmental impacts as a result of the Proposed Development, it would not contribute to the housing and affordable housing targets that have been identified within Havant Borough.
- 2.5.3 The Proposed Development also includes for a network of GI which will be accessible to the existing and future population and presents an opportunity to create temporary jobs during construction and generate an increase in consumer spending in the local economy, supporting local retail and other services.

Alternative Design

- 2.5.4 The design of the proposals has evolved to reflect feedback from consultees, including HBC, and the findings of the assessments undertaken. The potential significant environmental impacts have been 'designed out' of the Proposed Development as far as possible.
- 2.5.5 For example, a network of footpaths and cycleways are proposed across the Site linking the Proposed Development to the wider external network and routes through and around Hayling Island, increasing access to recreational areas for new and existing residents. In addition the layout of the scheme has been designed so that views of St Mary's Church are retained.
- 2.5.6 A Biodiversity Net Gain (BNG) will be delivered as part of the Proposed Development, in line with statutory requirements.
- 2.5.7 The Applicants undertook a process of engagement and public consultation to support and inform the proposals. This included a leaflet drop to nearby residents and a dedicated website.

Alternative Site Location

- 2.5.8 The EIA Regulations require only the "reasonable alternatives... studied by the developer" to be considered within the ES, and therefore it would not be appropriate to consider alternative site locations as the Applicant does not control any other available sites for the Proposed Development within the area.
- 2.5.9 The environmental constraints within the Site are limited and the potential environmental impacts that could occur have been mitigated as far as possible as part

of the EIA. On the basis of the above, it is considered that the Site is located in a sustainable and environmentally suitable location. The proposals constitute a sustainable option for development in the area, whilst minimising negative impacts on the environment.

3 SCOPE AND APPROACH

3.1 Scope of Assessment

3.1.1 The scope of the EIA was agreed with HBC and informed by consultation with relevant consultees. The following environmental assessments have been undertaken as part of this EIA:

- Air Quality;
- Ecology;
- Transport;
- Soils and Agricultural Land;
- Water Environment;
- Rights of Way, Access and Recreation; and
- Vulnerability to Major Accidents and Disasters.

3.2 Assessment Approach

3.2.1 For each environmental discipline, the method of assessment differs according to the guidance documents that relate to the discipline. However, the overarching assessment approach is as described below.

Step 1: Establish the Baseline

3.2.2 The baseline conditions refer to the current status of the Site and the surrounding area (which, together, comprise the study area) that relate to the environmental discipline(s) being assessed. For example, ecology surveys were undertaken to identify wildlife within and surrounding the Site.

Step 2: Assess the Effects

3.2.3 The standard approach to each assessment is to identify how sensitive the baseline is to change (i.e. impact) as a result of the Proposed Development and to determine the magnitude of that change. The assessment of sensitivity and magnitude of change are then combined to provide an overall level of effect of the impact. Depending upon impact, an effect may be adverse or beneficial.

3.2.4 Effects assessed below a certain level are considered to be 'Not Significant' and effects assessed as being above a certain level are identified as being 'Significant'. Where significant adverse effects are recorded, mitigation measures are identified to avoid,

reduce or remedy these effects. Where possible, enhancements are recommended for beneficial effects.

Step 3: Identify Mitigation Measures

- 3.2.5 Where possible, potential adverse effects are 'designed out' of the design proposals as far as practicably possible. Any remaining adverse effects are then addressed via mitigation measures intended to avoid, reduce or remedy the potential adverse harm. This may include the adoption of best practice working methods and techniques, or specific strategies or action plans.

Step 4: Assess Residual Effects

- 3.2.6 A 'residual effect' is what remains even after all mitigation measures are considered. These can be considered the 'final' result of the assessment.

Step 5: Assess Cumulative Effects

- 3.2.7 'Cumulative' effects can be either where the scheme affects the same receptor more than once e.g. if a nearby household is subject to both traffic and transport and landscape and visual effects; or where this scheme and other local developments or local plan allocation both affect the same receptor e.g. contamination from two separate schemes running off into the same river.

4 ENVIRONMENTAL ASSESSMENT

4.1 Introduction

4.1.1 An overview of each of the environmental assessments is provided below.

4.2 Air Quality

4.2.1 There are currently no Air Quality Management Areas (AQMAS) declared within the administrative area of HBC.

4.2.2 Modelling has identified that air quality within HBC is considered generally good and future pollution levels across the borough, without the Proposed Development, would be below relevant air quality objectives.

4.2.3 During the construction phase, site specific mitigation, such as a best practice dust mitigation plan, will be implemented at the Site. The best practice dust mitigation plan will recommend measures such as the avoidance of activities that generate large amounts of dust during windy conditions and the implementation of a wheel washing system.

4.2.4 Following completion of the Proposed Development, it is expected that the effect of road traffic on air quality will not be significant. However, best practice mitigation measures such as electric vehicle charging points and a green travel plan could be implemented to further reduce any potential impact of the Proposed Development.

4.2.5 Overall, the impact of the Proposed Development upon air quality during both the construction and operational phase is not significant.

4.2.6 Air quality related effects upon the Chichester and Langstone Harbours Ramsar and Special Protection Area (SPA), Solent Maritime Special Areas of Conservation (SAC), Langstone Harbour site of special scientific interest (SSSI) and Chichester Harbour SSSI designated habitat complex have been assessed as part of the Ecology chapter and are summarised below.

4.3 Ecology

4.3.1 Studies and surveys have identified some important ecological features onsite and within the wider area.

4.3.2 There are no statutory designations covering any part of the Site. Eight international statutory designations were identified within 10km of the Site and three national statutory designations were identified within 3km of the Site.

- 4.3.3 Impacts upon designated sites could occur as a result of loss of supporting habitats for wintering birds, increased recreational pressure and eutrophication of the water environment. To mitigate these impacts a permanent off-site brent goose refuge will be established, a financial contribution will be made toward the Solent Recreation Mitigation Strategy, and the Proposed Development will achieve nutrient neutrality (i.e. not increase nutrient pollution in the catchment of the designated sites).
- 4.3.4 Surveys have indicated that populations of bats and slow worms use the Site. The Proposed Development is not anticipated to result in any significant adverse effects on flora or fauna due to the ending of arable cultivation and opportunities created within new Green Infrastructure. During the construction phase measures will be required to avoid the killing and injury of reptiles. This will include the preparation of a Reptile Mitigation Strategy which will look to relocate slow worms to a suitable area created within the proposed open space.
- 4.3.5 Further measures will be implemented to reduce the risk of impacts such as a Construction Environmental Management Plan (CEMP) and a Landscape and Ecology Management Plan (LEMP). The Proposed Development will deliver a range of additional ecological enhancement measures such as bird and bat boxes; planting; creation of log piles; and provision of hedgehog gaps. These measures will be set out within the LEMP. All newly established and enhanced habitats will be monitored to ensure they remain effective.
- 4.3.6 A biodiversity net gain will be delivered, in line with policy requirements.
- 4.3.7 Air quality modelling found that potentially significant pollutant increases could occur at a single location within Emsworth Harbour, adjacent to Langstone Road. At this location, however, the habitat is intertidal and regularly inundated with tidal water, with the result that air pollutants are unlikely to be capable of adversely affecting the habitats present.
- 4.3.8 Based on the successful implementation of avoidance, mitigation and enhancement measures, the scheme is considered to accord with all relevant nature conservation legislation, as well as with all relevant policy provisions of the adopted Havant Borough Development Plan.

4.4 Transport

- 4.4.1 The assessment on transport has considering the impacts of the Proposed Development upon a study area consisting of 44 highway links.

- 4.4.2 During construction a Construction Traffic Management Plan (CTMP) will be prepared and will include measures to reduce the impact of construction traffic on the local highway and footpaths. These measures are likely to include hours of Site operation/access, provision of wheel washing facilities, and parking strategies for construction workers.
- 4.4.3 Forecast traffic modelling has shown that the Proposed Development can be accommodated on the local highway network without the need for highway mitigation. However, mitigation specifically put in place to facilitate the Proposed Development, such as the provision of footpaths and pedestrian crossings, will help to minimise the environmental impact of the development in the vicinity of the Site. A Travel Plan has also been prepared which presents several measures to promote and encourage travel by sustainable modes to help further reduce the impact of the Proposed Development.
- 4.4.4 In summary no significant effects are anticipated during the construction and operational phase.

4.5 Soils and Agricultural Land

- 4.5.1 The Site contains high quality soil resources for reuse and best and most versatile agricultural land.
- 4.5.2 Construction could result in the permanent loss of or damage to greater than 80% of the soil resource. To mitigate for this loss a site-specific Soil Management Plan will be adopted. The adoption of the measures set out in this should be fully effective in protecting soil resources for reuse.
- 4.5.3 The Proposed Development will result in the permanent loss of commercial agricultural land. The scale of loss is considered to be significant.

4.6 Water Environment

- 4.6.1 Several important features have been identified within the study area. These include designated sites, surface water sewers; and an aquifer.
- 4.6.2 The Proposed Development will implement measures designed to reduce the potential for impacts on flood risk, hydrology, and water quality. Such measures will include setting suitable floor levels; providing development free easements around drains, sewers and the onsite pond; adoption of a surface water management strategy; undertake maintenance activities to keep the land drains clear from debris

and overgrown vegetation; implementation of a drainage strategy including SuDS features; and the development of a CEMP.

- 4.6.3 The above measures will ensure that no significant effects arise from the Proposed Development.
- 4.6.4 There is also a low risk of tidal flooding associated with the access/egress points to the A3023 Langstone Bridge. In the event that a flood event led to the temporary closure of the bridge, Hayling Island and the Site would both provide safe places of refuge, and there would be no risk to life.

4.7 Rights of Way, Access and Recreation

- 4.7.1 It is considered that the Proposed Development would benefit the existing footpath and cycleway infrastructure of Hayling Island by introducing a network of footpaths and cycleways that would link open spaces, improving people's access to green space and the wider countryside on land that was otherwise inaccessible to the public. Amenity greenspace and equipped play facilities and youth provision would relieve pressure on local facilities and increase opportunities for both formal and informal recreation for the local population.
- 4.7.2 Whilst the construction and operation of the Proposed Development would increase usage of rights of way, access and recreational resources such increases would be balanced by the benefits outlined above in the long term.
- 4.7.3 It is anticipated that new residents would generate additional income and encourage the use of the sports facilities at Hayling Park.
- 4.7.4 In summary, it is considered that the Proposed Development could be accommodated within the existing infrastructure with no significant adverse effects upon the wider rights of way, access and recreational resources during both the construction and operational phases. Over time, the introduction of new footpath connections will improve permeability throughout the area and as the proposed green infrastructure matures, the Proposed Development will assimilate into the existing settlement edge context and will result in the creation of landscape, biodiversity and recreational benefits which would outweigh any adverse effects.

4.8 Vulnerability to Major Accidents and Disasters

- 4.8.1 A desktop study, comprising a review of the UK's current National Risk Register 2025 Edition was undertaken to identify an initial list of major accidents and disasters for consideration.
- 4.8.2 Major events considered of relevance to the Proposed Development include terrorism; cyber attacks; accidents and systems failure; natural environmental hazards; and human, animal and plant health.
- 4.8.3 With the implementation of the mitigation measures and assuming standard practice and regulatory compliance is followed, it is not anticipated that the Proposed Development will cause/make worse, or be affected by, a major accident and/or disaster that will result in significant effects on emergency services, human health, the natural environment or built infrastructure (including Langstone Bridge).

5 RESIDUAL AND CUMULATIVE EFFECTS

5.1 Residual Effects

- 5.1.1 Measures envisaged to avoid, reduce or, if possible, offset any identified significant adverse effects, i.e. the mitigation measures, have been identified wherever necessary.
- 5.1.2 Following the implementation of the mitigation measures, the majority of residual (i.e. remaining) environmental effects have been assessed as being not significant, as summarised within Table 5.1 below.

Table 5.1: Summary of Significant Residual Effects	
Technical Chapter	Significant Residual Effects?
Air Quality	No
Ecology	No
Transport	No
Soils and Agricultural Land	Yes (<i>adverse</i>)
Water Environment	No
Rights of Way, Access and Recreation	No
Vulnerability to Accidents and Disasters	No

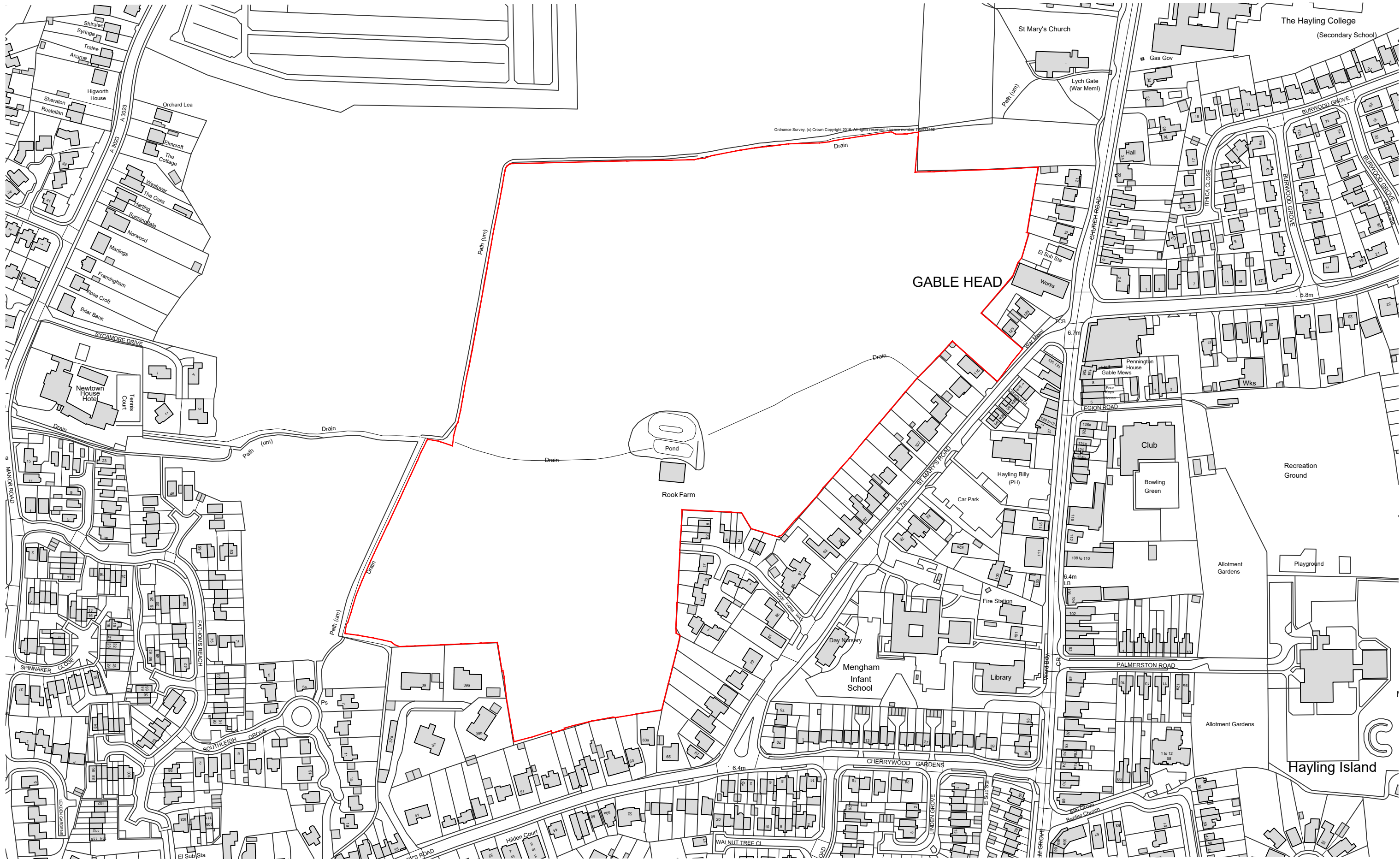
5.2 Cumulative Effects

- 5.2.1 Potential cumulative impacts of the development, in combination with other developments in the area, were considered within the EIA.
- 5.2.2 The Proposed Development in combination with other developments in the area will result in a scale of permanent loss of best and most versatile land that is considered to be significant in a local context. The loss however will not equate to more than 1% of national losses and is therefore not significant in a national context.
- 5.2.3 In addition, the Proposed Development is not anticipated to have any cumulative effects as a result of the different impacts occurring in combination with each other.

APPENDICES

Appendix A

Location Plan



Gladman Developments Ltd
Land off St Mary's Road
Hayling Island

LOCATION PLAN

1:2500 @ A3
October 2025 SJD
7478-L-05 rev **D**

masterplanning

environmental assessment

landscape design

urban design

ecology

architecture

arboriculture

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Appendix B

Parameters Plan



KEY

Site Boundary:

11.77ha

BUILT DEVELOPMENT

7.56ha

Proposed Residential Area
[up to 300 dwellings @ 40 dph]

7.53ha

Proposed Surface Water Pumping
Stations (Indicative Location)

0.03ha

GREEN INFRASTRUCTURE

4.21ha

Existing Trees & Hedges
(Purple hatch indicates vegetation proposed
to be removed.)

Existing Pond & Ditch

Existing Building to be Demolished

Green Space - includes public open space,
planting, landscaping, buffers, allotments,
community gardens, and habitat creation

Proposed SuDS Basins

Proposed Local Equipped
Area of Play
[LEAP]

400m2

Proposed Teenage Provision

225m2

Proposed South West / North East View
Corridor

Proposed Indicative Road Network
including Highway, Verge, Tree Planting &
Footpath

Proposed Emergency Access

Proposed Principal Access to Highway

Proposed Pedestrian / Cycle Connection

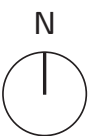
Potential Future Pedestrian / Cycle
Connection

Existing Public Right of Way

Proposed Pedestrian / Cycle Routes

SURROUNDING AREA

Listed Building - Grade II*



STOKE-ON-TRENT

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