

WESTOWE WORKSHOPS LTD

Change of use from Class B8 to Class E(g) of existing Old Cheese Factory and erection of an additional Class E(g) unit at The Old Cheese Factory, Deans Cross to Broad Oak, Lydeard St Lawrence

Location: THE OLD CHEESE FACTORY, DEANS CROSS TO BROAD OAK,
LYDEARD ST LAWRENCE, TAUNTON, TA4 3QN
Grid Reference: 312148.133332 Full Planning Permission

Recommendation

Recommended decision: Conditional Approval

Recommended Conditions (if applicable)

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: In accordance with the provisions of Section 91 Town and Country Planning Act 1990 (as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

- (A1) DrNo 84_1_7 Existing E and W Elevations
- (A1) DrNo 84_1_8 Existing Elevations
- (A1) DrNo 84_1_4 Existing GF and FF Plans
- (A1) DrNo 84_1_6 Existing North Elevation
- (A1) DrNo 84_1_3 Rev A Existing Site and Roof Plan Existing Surroundings
- (A1) DrNo 84_1_2 Existing Site and Roof Plan
- (A1) DrNo 84_1_5 Existing South Elevation
- (A1) DrNo 84_3_3 Rev A Proposed East Elevation
- (A1) DrNo 84_3_2 Rev A Proposed GF and FF Plans
- (A1) DrNo 84_3_6 Rev A Proposed North Elevation
- (A1) DrNo 84_3_8 Proposed Shop Elevations 2
- (A1) DrNo 84_3_7 Rev A Proposed Shop Elevations
- (A1) DrNo 84_3_9 Rev A Proposed Shop Plan
- (A1) DrNo 84_3_10 Rev A Proposed Site and Roof Plan 2
- (A1) DrNo 84_3_1 Rev A Proposed Site and Roof Plan
- (A1) DrNo 84_3_4 Proposed South Elevation
- (A1) DrNo 84_3_5 Proposed West Elevation
- (A3) DrNo 84_1_1 Rev A Site Location Plan

Addendum to Transport Statement dated 05 August 2021
(A1) DrNo 84_3_7B-Proposed Unit 16 Elevations 1_50
(A1) DrNo 84_3_8A Proposed Unit 16 Elevations 1_100
(A1) DrNo 84_3_9B Proposed Unit 16 Floor and Roof Plans
(A3) DrNo 21031-SPA01 Swept Path Assessment of Turning Areas
(A1) DrNo 84_3_1B Proposed Roof Plan
(A3) DrNo 84_1_1B Site Location Plan
(A3) DrNo 21031-GA01 Rev B Site Access Arrangements

Reason: For the avoidance of doubt and in the interests of proper planning.

3. The premises hereby approved shall be used for offices (Class E(g)(i), research and development of products and processes (Class E(g)(ii)) and/or light industrial processes (Class E(g)(iii)) and for no other purpose (including any other purpose within Use Class E of the Schedule to the Town and Country Planning (Uses Classes) Order 1987 or any provision equivalent to that Class in any statutory instrument revoking and reenacting that Order with or without modification).

Reason: The Local Planning Authority wishes to ensure that any future change of use, including changes with Use Class E, do not adversely affect the highway network.

4. Before the development hereby permitted is brought into use the first 8 metres of the access shall be properly consolidated and surfaced (not loose stone or gravel) in accordance with details set out on drawing number 21031-GA01, unless otherwise agreed in writing by the Local Planning Authority. Once constructed the access shall be maintained in the accordance with the agreed details thereafter at all times.

Reason: To improve the existing access by providing a drained sealed surface at the junction with the main road, so that it can accommodate the additional traffic generated by the development in accordance with Policy DM1, general requirements, of the adopted Core Strategy.

5. The parking and turning areas shown on approved plan drawing number 84_3_1B shall be marked out and be made available for use prior to the development hereby permitted being brought into use. The parking and turning areas shall thereafter be kept clear of obstruction at all times and not used other than for the parking and turning of vehicles in connection with the development hereby permitted.

Reason: To ensure that the parking areas shown on the approved plans are provided prior to the commencement of the use and subsequently retained for the use of the occupiers of the units in accordance with Policy A1, Parking Requirements, of the adopted Site Allocations and Development Management Plan (Cross referenced to appendix E).

6. The access, internal road and HGV turning areas, as detailed on

drawings numbered 84_3_1B, 21031-SPA01 and 21031-GA01, shall be made available for use prior to the development hereby permitted being first brought into use. These areas shall thereafter be kept clear of obstruction at all times and not used other than for the purpose of access and turning in connection with the development.

Reason: To ensure that the HGV turning areas shown on the approved plan are provided prior to the commencement of the use and subsequently retained for the use by the occupiers of the units in accordance with Policy DM1, General Requirements, and Policy DM2, Development in the Countryside, of the adopted Core Strategy.

7. Provision shall be made within the site for the disposal of surface water so as to prevent its discharge onto the highway, details of which shall have been submitted to and approved in writing by the Local Planning Authority. Such provision shall be installed in accordance with the approved details before the development hereby permitted is first brought into use and thereafter maintained at all times.

Reason: To ensure that surface water from the development does not discharge onto the highway adversely affecting highway safety in accordance with Policy DM2, Development in the Countryside, of the adopted Core Strategy.

8. Prior to the development hereby permitted being first brought into use access to secure, covered cycle storage and electric vehicle charging points shall be made available in accordance with details which shall have been submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure adequate provision is made for secure, under cover, cycle storage and the charging of electrically powered vehicles in the interests of sustainability and in accordance with policies CP6, Transport and Accessibility and DM5, Use of Resources and Sustainable Design of the adopted Core Strategy and Policy A5, Accessibility of Development of the adopted Site Allocations and Development Management Plan.

9. The works to the former Cheese factory building shall not in any circumstances commence unless the Local Planning Authority has been provided with either:
 - a. a copy of the licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorising the development to go ahead; or
 - b. a copy of a letter from Natural England confirming that the works fall within the remit of a Bat Mitigation Class Licence (WML-CL21) and that the site has been registered in accordance with the class licence; or
 - c. a statement in writing from a licensed bat ecologist to the effect that he/she does not consider that the specified development will require a

licence

Reason: A pre-commencement condition in the interest of the strict protection of European protected species and in accordance with Taunton Deane Core Strategy 2011 -2028: Policy CP 8 Environment.

10. The works hereby permitted will not in any circumstances commence until:
 - a. Construction operatives have been inducted by a licensed bat ecologist to make them aware of the possible presence of bats, their legal protection and of working practices to avoid harming bats. Written confirmation of the induction will be submitted to the Local Planning Authority by the licensed bat ecologist within one week of the said induction
 - b. 2x 1FF Schwegler bat boxes, or similar, to provide suitable alternative roosting location, and to accommodate any discovered bat(s), have been hung on a suitable tree or building on or adjacent to the site at a minimum height of 4 metres as directed by a licensed bat ecologist. Any such box will be maintained in-situ thereafter. Photographs showing their installation will be submitted to the Local Planning Authority.
 - c. Works potentially affecting bats will then proceed under the supervision of the licensed bat ecologist.

Reason: A pre-commencement condition in to ensure the strict protection of European protected species and in accordance with Taunton Deane Core Strategy 2011 -2028: Policy CP 8 Environment.

A scheme for the provision of roosts must be submitted to and approved in writing by the Local Planning Authority prior to work commencing on site. The roosts will be implemented in strict accordance with the agreed scheme and maintained for the exclusive use of bats thereafter. Provision shall be made for roosting bats in accordance with Section 6 of the Further Bat Surveys, Former Cheese Factory, Lydeard St Lawrence Report (Seasons Ecology, 2021). The location of and type of roost entrances will be set out in the approved scheme. Any areas that are accessible to bats must be lined with traditional black bitumen felt (type 1F) to avoid the risk of entanglement of bats. Modern roofing membranes will not be permitted in areas which are accessible to bats.

Any timbers that are to be retained and requiring remedial timber treatment should only be treated with 'bat friendly' chemicals (see <https://www.gov.uk/guidance/bat-roosts-use-of-chemical-pest-control-products-and-timber-treatments-in-or-near-them>).

Reason: A pre-commencement condition in the interests of the Favourable Conservation Status of populations of European protected species and in accordance with Taunton Deane Core Strategy 2011 -2028: Policy CP 8 Environment.

11. Prior to first occupation of the development, a lighting design for bats, following Guidance Note 8 - bats and artificial lighting (ILP and BCT 2018), shall be submitted to and approved in writing by the Local Planning Authority. The design shall show how and where external lighting will be installed (including through the provision of technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory or having access to their resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the approved design, and this shall be maintained thereafter in accordance with the design. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

Reason: In the interests of the 'Favourable Conservation Status' of populations of European protected species and in accordance Taunton Deane Core Strategy 2011-2028: Policy CP 8 Environment.

12. No removal of hedgerows, trees or shrubs or works to or demolition of buildings or structures shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check for active birds' nests immediately before the vegetation is cleared or works to or demolition of buildings commences and provides written confirmation to the Local Planning Authority that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the Local Planning Authority by the ecologist accompanied by dated photos showing the site before and after clearance. In no circumstances should netting be used to exclude nesting birds.

Reason: In the interests of nesting wild birds and in accordance with Taunton Deane Core Strategy 2011 -2028: Policy CP 8 Environment.

13. Retained hedgerows and trees shall be protected from mechanical damage, pollution incidents and compaction of roots in accordance with BS5837:2012 during site clearance works, groundworks and construction and to ensure materials are not stored at the base of trees, hedgerows and other sensitive habitats. Photographs of the measures shall be submitted to the Local Planning Authority prior to the commencement of any vegetative clearance or groundworks. These measures shall be maintained throughout the construction period.

Reason: A pre-commencement condition in the interests of European and UK protected species and biodiversity generally and in accordance with Taunton Deane Core Strategy 2011 -2028: Policy CP 8 Environment.

14. A Biodiversity Enhancement Plan (BEP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior to commencement

of construction works hereby permitted. Photographs of the installed features will also be submitted to the Local Planning Authority prior to occupation: The content of the BMEP shall include the following:

- a) 2x 1FF Schwegler bat boxes or similar will be built into the structure at least four metres above ground level and away from windows of the west or south facing elevation and maintained thereafter.
- b) 1x no. Schwegler 1B and 1x Schwegler 2H bird boxes (or similar) will be installed on retained trees at the site boundary and maintained thereafter.
- c) 1x bee brick will be built into the wall about 1 metre above ground level on the south or southeast elevation of the building.
- d) One log pile as a resting place for reptiles and or amphibians constructed on the northwest boundary of the site
- e) Where the landscaping scheme allows, new trees and hedgerow/s will be planted up with native species comprised local native stock including a minimum of 5 of the following species: field maple, hornbeam, smallleaved lime, pedunculate oak, silver birch, beech, hazel, blackthorn, hawthorn, elder, bird cherry and spindle.

Reason: In accordance with Government policy for the enhancement of biodiversity within development as set out in paragraph 170(d) of the National Planning Policy Framework

Notes to Applicant

1. In accordance with paragraph 38 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the applicant and has negotiated amendments to the application to enable the grant of planning permission.
2. The developers are reminded of the legal protection afforded to badgers and their resting places under the Protection of Badgers Act 1992 (as amended). It is advised that during construction, excavations or large pipes (>200mm diameter) must be covered at night. Any open excavations will need a means of escape, for example a plank or sloped end, to allow any animals to escape. In the event that badgers, or signs of badgers are unexpectedly encountered during implementation of this permission it is recommended that works stop until advice is sought from a suitably qualified and experienced ecologist at the earliest possible opportunity.

Proposal

Planning permission is sought for change of use of the existing Old Cheese Factory from Class B8 to Class E(g) to allow the building's use for workshops and manufacturing together with the insertion of a mezzanine floor, some changes to the external appearance of the building, erection of a new small (51sqm) workshop building and the laying out of 25 parking spaces. As originally submitted the proposal included the erection of Class E(a) Local Convenience Store, but

subsequently the scheme was amended to remove this element and substitute it with another commercial unit.

The applicants envisage developing a hub for creative industry on the site, improving space for existing tenants (a woodworking business) and making an attractive for artisan enterprise mainly through the conversion and improvement to the existing building. The existing rectangular shaped building is currently 2 storey. The proposal would result in it having three levels: a ground floor, a smaller second floor created by the insertion of a mezzanine and a very small second floor. The overall appearance would be improved with external cladding, first floor veranda and extra external doors. The scheme includes a new build element being a 51sqm timber and metal clad building. This was originally intended to be a convenience store but is now proposed as an extra commercial unit. The development would provide 1,282sqm gross floor area.

25 parking spaces are proposed plus 2 parking spaces suitable for use by people with disabilities, 10 cycle parking spaces and 2 motorcycle spaces and EVC charge points.

The application is accompanied by a suite of supporting documents:

- Transport Statement prepared by Miles White
- Addendum Transport Statement prepared by Miles White
Transport 05/08/2021
- Design and Access Statement (DAS) prepared by TetraTech
- Ecological Appraisal prepared by Seasons Ecology

The applicants claim that the history of the site and the change of use permissions granted on neighbouring commercial and farm sites, "*demonstrates its' Brownfield nature and longstanding employment use, firstly for dairy and more recently for storage and industry.*"

Site Description

The site is located in open countryside approximately 1.2 kilometres to the northwest of Lydeard St Lawrence village and, in a wider context, approximately 7km to the northwest of Bishops Lydeard. The site has an overall area of approximately 0.3 hectares and currently consists of a principal building with associated informal parking areas.

To the north east of Deans Cross the junction of Whitemoor Lane, Dean's Lane and Binsford Lane.

Dean's Cross cottage is located on the corner of Whirtemoor Lane and Binsford Lane to the west, and there is another mixed commercial/ residential use in the former Cold Store building, offsite to the south.

Further along Binsford lane, to the east, is another industrial building. It shares the same access. Whitemoor Lane leads to the B3224, to the south.

The existing building is a utilitarian structure of little architectural merit mixture of blockwork, corrugated cladding and shiplap boarding.

The site is located in Flood Zone 1.

Relevant Planning History

Ref. 22/11/0004 Change of use to storage and distribution, Granted conditionally May 2011

Consultation Responses

LYDEARD ST LAWRENCE & TOLLAND PARISH COUNCIL - Offered qualified support for the original proposal. Welcoming local businesses to use as workshops and studios but raised concerns over the narrow access road leading to the site for a vehicles and therefore its use to access the site for a convenience shop.

Amended Proposal - Offered support 27/09/2021 for the amended proposal.

SCC - ECOLOGY - To comply with local and national policy, wildlife legislation, and the requirements of the mitigation hierarchy and for biodiversity net gain, conditions relating to bats, birds, trees and hedgerows and biodiversity net gain are recommended to the planning permission if granted.

SCC - TRANSPORT DEVELOPMENT GROUP -

In the HA's previous comments it was noted that the proposed development was likely to give rise to an increase in traffic to the site compared to that existing and concern was raised that this would lead to an intensification in use of the substandard access. There were also concerns regarding the low level of parking being proposed. In response the applicant has provided an amended site access plan, plan detailing the HGV turning area and amended site plan showing a revised parking layout.

The proposed turning area is of a suitable size and configuration to allow large refuse lorries to be able to turn within the site. The nature of the units are such that they are unlikely to generate much in terms of larger HGV traffic, as such this arrangement is considered to be acceptable.

The visibility splays as detailed on the access plan are well below the standard usually required. It is understood however that the applicant does not have control over land to either side of the access to enable the splays to be improved. The applicant is however now proposing to make other improvements including providing a consolidated surface for the first 8 metres of the access and to install a surface water drainage scheme to prevent runoff going on to the highway.

The surfacing and drainage improvements go a little way to mitigating the impact of the development and as such are welcomed. It is disappointing that the visibility splays are not to be improved as part of this scheme however it is noted that no Personal Injury Accidents (PIA's) have been recorded in the vicinity of the access within the last 5 years. It is also accepted that the level of intensification in use of the access resulting from the proposed scheme, whilst material, will not be so significant as to be a sufficiently robust reason to object

to the scheme based on the substandard visibility.

In regard to the drainage scheme it should be noted that whilst the principle is acceptable further consideration is required as in its current form it is unlikely to be fully effective in preventing runoff on to the highway. This matter however can be addressed through condition.

Turning to the parking arrangements. Additional parking spaces are proposed although the overall level of parking still falls short of that required under SCC's Parking Strategy. The high number of tandem spaces is a concern however given how they are to be allocated it is acknowledged that it should be feasible for the separate businesses to manage their use effectively. There is still a shortfall of 7 spaces which, if the development proves to be a success, could lead to parked vehicles within the access and internal road, potentially causing problems of access including to the designated parking areas and other users of the wider site.

A condition is therefore proposed requiring that the access, internal road and HGV turning area be kept available for access and turning purposes only. Matters of cycle parking and EV charging points can be subject to a condition. Based on the above comments the HA is content to withdraw their previous objection. Should the LPA be minded to approve the application then conditions are recommended.

WESSEX WATER - no objections to this application.

ECONOMIC DEVELOPMENT - no comments received to date.

Environmental Health - all Areas including Housing Standards - no comments received to date.

Habitats Regulations Assessment

The site lies within the catchment area for the Somerset Moors and Levels Ramsar site. As competent authority it has been determined that a project level appropriate assessment under the Conservation of Habitats and Species Regulations 2017 is not required as the Council is satisfied that the new commercial development will not significantly increase nutrient loadings at the catchment's wastewater treatment works. This is on the basis that people working in the buildings are likely to live in the catchment area and therefore there will be no additional impact on the Ramsar site as a result of the development. As such, the Council is satisfied, as the competent authority, that the development is not likely to have a significant effect on the Ramsar site (either alone or in combination with other projects) pursuant to Regulation 63(1) of the said Habitats Regulations 2017.

Representations Received

Neighbours have been informed of the plans, and reconsulted in connection with the amended plans.

The original plans, which included the convenience store, attracted considerable support (27 letters) mainly on grounds that the convenience store would be an

asset to the village limiting the need to travel elsewhere. But it also attracted some strong objections (5) from those in closest proximity, who objected on grounds of poor access, limited car parking and general noise and disruption.

There is support for the proposal on grounds of convenience, sustainability and improvement to the appearance of the building. But concern continues to be expressed by those living closest to the property on grounds of adequacy of the access road and parking.

Consultation on amended plans

One further letter received welcoming the removal of the convenience store from the plans, raising concerns about the lack of restriction on the hours of business a reiterating earlier concerns about the commercial units.

Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

The development plan for Taunton Deane comprises the Taunton Deane Core Strategy (2012), the Taunton Site Allocations and Development Management Plan (2016), the Taunton Town Centre Area Action Plan (2008), Somerset Minerals Local Plan (2015), and Somerset Waste Core Strategy (2013).

Relevant policies of the development plan are listed

below. Core Strategy

Policy CP1 Climate
Change Policy CP2
Economy
Policy CP6 Transport &
Accessibility Policy CP8
Environment
Policy SP1 Sustainable Development
Location Policy SP4 Realising the Vision for
Rural Areas Policy DM1 - General
Requirements
Policy DM2 Development in the
Countryside Policy DM4 Design
Policy DM5 Use of Resources and Sustainable

Design CP8 - Environment,

Site Allocations and Development Management Plan
(SADMP) Policy A1 Parking Requirements
Policy A5 Accessibility of
Development (Policy TC3 Local
Shopping)
Policy I4 Water Infrastructure
Policy ENV1 Protection of Trees, Woodlands, orchards and hedges Policy ENV2
Tree Planting within new development

Policy D7 Design Quality
Policy D9 A co-ordinated approach to development and highway planning
Policy SB1 Settlement Boundaries

District Wide Design Guide SPD
Climate Positive Planning Statement

Determining issues and considerations

Principle of commercial use in this location

The site is located in open countryside where Policy DM2 Development in the Countryside is relevant. It states:-

Outside of defined settlement limits the following uses will be supported:

2. Class B Business Use

- a. new, small scale buildings up to 5000sqm near a public road and adjacent to a rural centre within which there is no suitable site available.*
- b. extensions to existing businesses where relocation to a more suitable site is unrealistic and the economic benefit of the proposal outweighs any harm to the objectives of the policy.*
- c. within existing buildings*

The re-use and improvement of this building for business purposes is in broad accordance with this policy as it is mostly located within an existing building, criteria c, and provides economic benefits to the rural economy.

It is concluded that the proposal accords with the Development Plan, read as a whole.

Class E - Commercial, Business and Service is very broad. It covers uses previously defined in the revoked Classes A1/2/3, B1, D1(a-b) and 'indoor sport' from D2(e).

Class E(a) is the old A1 retail and E(g) is roughly the old B1 light industrial research / offices. By placing them together in the same use class the Government clearly intends interchangeability between the uses. LPAs limiting this provision by restricting change of use within a use class goes against this intention and therefore needs to be justified.

In this case, concerns about the traffic and general disturbance caused by a convenience store have been raised by close neighbours. The applicant has amended the plans to remove the convenience store element and provide an additional commercial unit instead. A condition restricting the use to Class E(g), meaning that a further planning permission would be required in the future if a change from Class E(g) to class E(a) is considered necessary to prevent an unacceptable intensification.

Design & Sustainability

The addition of cladding and extra glazing, on all elevations, together with the insertion of a ramp access and a veranda would greatly improve the appearance and setting of the main building within the wider landscape. The proposed small new building would be built in similar style. This would accord with the Design

Guide which emphasises the importance of using suitable robust materials for non- residential development.

The proposal reuses and adapts an existing building. The sunk resources used in the construction of the original cheese factory in 1976 are recycled and given new purpose, representing a positive response to the challenge of climate change.

Impact upon the amenity of neighbours

The proposal represents an intensification on the existing low key use, but historically, as a cheese factory it has been more intensively used. Without the convenience store to attract multiple visits for short duration, it is considered that the impact on neighbouring residential property is acceptable. There are other properties in the wider area including commercial ones.

Access and parking

The Highway Authority note the site's relatively isolated, car dependent, location and poor access approach road. They further note that the proposed division of the property into 16 business units represents an intensification on from the previous storage use. Nevertheless, they do not consider the impact of the development to be 'severe' and that it does not meet the test in paragraph 111 of the NPPF which states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

They have therefore not raised an objection to the proposal on highway impact grounds.

The level of car parking proposed was originally considered to be too low. It has been amended to show 25 spaces, which is closer to the maximum level recommended. This level is considered to be adequate.

It is recommended that conditions be imposed to ensure: improvements to the access (visibility and surface); the provision of 25 standard sized parking spaces prior to first occupation of the units; the provision of at least 2 spaces suitable for use by people with disabilities, the provision of EVC points; a restriction on HGV deliveries and the provision of secure under cover cycle storage, the highway aspects of the proposal are considered to be acceptable.

Ecology

The applicant's ecological appraisal and the further bat surveys, requested by the SCC ecologist, identified the presence of bats, a protected species, potential badger habitat and habitats suitable for dormice and reptiles within hedgerows. Conditions relating to the protection of these animals and their habitats are recommended by the ecologist together with biodiversity enhancement measures. These are included in the recommendation.

Conclusion

The proposal re-uses an existing commercial building for business purposes – offices, studios etc. It, thus, provides local employment opportunities and contributes to the rural economy. There are some residual concerns about the

adequacy of the proposed access and parking arrangements, but the applicant has amended the plans to maximise the deliverable improvements., In its amended form without the proposed convenience shop, it is considered to be acceptable. The existing building is utilitarian in character and is in a poor state of repair. The proposed changes to the elevations and surroundings represent a significant improvement upon its appearance.

In preparing this report the planning officer has considered fully the implications and requirements of the Human Rights Act 1998.

Contact Officer: Mr Jeremy Guise