

Name of meeting: Cabinet

Date: 16 November 2021

Title of report: Dewsbury Town Park

Purpose of report: To seek Cabinet approval for the scope and preferred concept design for Dewsbury Town Park, the resources needed for the project, the relocation of services from the Customer Service Centre, progressing detailed design for the park and associated highway works. In addition authority is sought to undertake procedures, to close parts of Longcauseway implement a compulsory purchase order & associated highway works (including a new link road) to enable the park to be implemented.

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	Yes Expenditure greater than £250,000
Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)?</u>	Key Decision – Yes Private Report/Private Appendix – No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	David Shepherd- 1st November 2021
Is it also signed off by the Service Director for Finance?	Eamonn Croston – 28th September 2021
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 28th September 2021
Cabinet member portfolio	Cllr Eric Firth – Town Centres Cllr Peter McBride – Regeneration Cllr Will Simpson – Culture & Greener Kirklees

Electoral wards affected:

Dewsbury East, Dewsbury South, Dewsbury West.

Ward councillors consulted:

The 9 ward Councillors of the 3 wards above.

Public or private: Public.

Has GDPR been considered? Yes

Summary

- 1.1 If the fortunes of Dewsbury town centre are to be turned around, then investment is needed to make the centre more attractive. The importance of improving and extending public realm as part of comprehensive regeneration plan has been widely recognised. In the Dewsbury context the importance of creating a new greenspace has been acknowledged by its inclusion in the Dewsbury Blueprint; the support from the Dewsbury Town Deal Board and the outline approval by Government of the £5.0m requested for the Town Park within the Dewsbury Town Investment Plan.
- 1.2 The proposal to create a significant new piece of public realm in the heart of Dewsbury will significantly improve of this key part of the town centre. The project option preferred by the public and recommended by officers, takes in Longcauseway, Memorial Gardens and the site of the Customer Service Centre.
- 1.3 This report is presented to cabinet for the following reasons;
 - a. To inform Cabinet of progress to date on the project
 - b. To seek approval of the scope of the project, specifically to include the site of the Walsh Building (Customer Service Centre) within the scope of the project
 - c. Approve the capital funds to enable the scheme to be implemented
 - d. To seek approval to progress detailed plans for the project and carry out further public consultation on those plans prior to submitting a planning application
 - e. Seek authority for the relocation of the services currently delivered from the Customer Service Centre, Town HallWay; to other location(s) in the town centre and
 - f. Obtain authority to carry out necessary legal procedures that are necessary for the scheme, including a compulsory purchase order for land that is not in Council ownership

1. Information required to take a decision

Background

- 2.1 The genesis of the idea for a large new public space originated in the Dewsbury Strategic Development Framework 2010. The Cabinet approved an updated Strategic Development framework for the Dewsbury Town Centre in 2018 which included the proposal to create a new public space near the Memorial Gardens. The Dewsbury Town Centre Better Spaces Strategy, approved by Cabinet in December 2019 provided more detail of the possibilities for a new public space in the middle of the town.
- 2.2 The concept for the Town Park idea was included as a project in the Dewsbury Blueprint 2020 and then became a key part of the Town Deal bid submitted in early 2021. At that stage to physical scope and design concept were still at an options stage.

Feasibility Study





- 2.3 Feasibility work and public consultation has been undertaken in order to develop the project proposals. The feasibility work was undertaken in two stages. An initial feasibility study in 2019 considered the general scope of what might be achieved, the

high level options for new access arrangements and whether the opening up of Dewsbury Beck, which currently is in culvert, would be a feasible and worthwhile option.

- 2.4 The initial feasibility work concluded that a new public space could be created and that there were potential options to maintain access for buses and other vehicles that are currently served by Longcauseway. It suggested two options in terms of size for the park, one that included Longcauseway and the Memorial Gardens and another larger option that, in addition to the above, also included the site of the Customer Service Centre. The work also concluded that the potential benefits of opening up the Dewsbury Beck were outweighed by the risks and likely costs.
- 2.5 The second stage feasibility developed the ideas from stage one. The Councils Landscape Architects developed different concept designs based on the two site options and consultants have looked in more detail at access arrangements. Additionally legal advice has been obtained on the processes and powers to be used in delivering a scheme. The results of the above are all described in more detailed below.
- 2.6 The public's views were sought on the principle of creating a new park, the 4 design concepts and other matters in June 2021 and this provided strong support for the idea of creating a new park and for one of the concept designs. The results are summarised in the 'Working with People' part of this report.

Design Options

- 2.7 Two different concept designs were produced which were applied to the each of the two site options, making a total of four different options as summarised in the following table. Larger images of the concept designs can be found at Appendix 3.

<u>Table 1: Concept Design Options</u>		
	<u>Maximum Site</u> Longcauseway & Memorial Gardens, Town Hall 'Apron' plus Customer Service Centre.	<u>Minimum Site</u> Longcauseway & Memorial Gardens, Town Hall 'Apron'.
<u>Circular Designs</u>	Design B 	Design D 
<u>Linear Design</u>	Design A 	Design C 

Aims and benefits

2.8 It is proposed to make the park a high quality addition to the Dewsbury townscape, a facility that is both family friendly and inclusive and delivers the following benefits:-

- Makes the town centre attractive
- Improves the perceptions of the town
- Attracts more people into the town centre
- Increases dwell time in the town centre
- Makes a more liveable town centre, providing open space for the growing town centre population.
- Contributes to improving air quality, tree cover, recreational opportunities, health

2.9 The site and boundary of the proposed new park is shown in Appendix One.

The preferred Concept Design B

2.10 The proposed site of the Town Park was originally a railway station and goods yard. The design concept aims to reflect this with the theme of railways and ideas about the circulation, connection and movement of people through space. For the design option chosen (Design B), the emphasis is on curves and flow. Appendix 3 includes an 'artist impression' of design B.

2.11 The design aims to facilitate the unrestricted movement through the space whilst encouraging people to stop and linger. It combines routes to reflect desire lines to shops/café's and cycleways through the park with the provision of recreational pathways and opportunities for relaxing in attractive green and open space. The creation of a clean, safe and welcoming environment will increase footfall and encourage people to spend time and socialise in the area, which will in turn promote economic activity and business growth.

2.12 The new park will be flexible and able to cater for a variety of events, such as live performances, festivals and other ad hoc activities. In addition, by incorporating the Town Hall apron, the managements vision for hosting celebratory occasions, such as weddings, can be fulfilled with a 'spill out' capacity and additional photo opportunities in the Town Park.

2.13 Designed to attract both Kirklees citizens and visitors of all ages and from all backgrounds, accessibility has been and will continue to be a key consideration. For example: attention has been given to levels and the design of pathways to ensure ease of access for people who are less mobile and families with young children. The palette for surfacing will be dementia-friendly, and functional as well as stylish seating will be appropriately situated. Street furniture will be designed to minimise obstructions to pedestrians, which will additionally offer more flexibility for events. Ease of navigation around the park is the underpinning principle, which is of benefit to everyone regardless of any impairment.

2.14 Elements of play and activities to encourage cross-generational enjoyment of the park are incorporated as an important element of the design. As well as contributing to the creation of an engaging, relaxing space, high quality planting will increase

biodiversity and improve air quality – this will be enhanced by the inclusion of a substantial green wall along the boundary, which will also help to mitigate traffic noise from the ring road.

- 2.15 The good quality open space of the new Town Park will help with our commitment to improving health and wellbeing. Well-planned lighting and accent lighting will contribute to help to create a vibrant, welcoming and safe space. In addition, the inclusion of improved CCTV will assist in reducing anti-social activity and improving security.
- 2.16 Centred around a large circular water feature with rill and water jets against an amphitheatre backdrop, the design gives space and prominence to the war memorial and includes a performance space as well as areas for sitting and play. The design will also encourage a street-café culture providing the opportunity for people to sit and socialise outdoors. A ‘woodland walk’ will offer a sense of peace and tranquillity away from the hustle and bustle of the town centre. The circulatory route allows for an array of experiences as the park is circumnavigated.

Vehicular access and associated Highway Works

- 2.17 The new park will require the closure of Longcauseway from the ring road to Wakefield Old Road to through traffic and also Town Hall Way from its junction of Longcauseway to the southern east corner of the Town Hall.
- 2.18 Limited access will be permitted to Longcauseway United Reform Church for weddings and funerals, but otherwise vehicles will not be able to enter the area unless by specific arrangement e.g. for an event. The shops in Princess of Wales Precinct that face onto Longcauseway will need to use the rear service yard for their deliveries. .
- 2.19 As part of the overall design of the park consideration has been given to how best to maintain vehicular access to the Town Hall, the car park to the rear of the Town Hall and the town centre generally. Specific attention has been given to maintaining existing bus routes through the town centre, that currently use Longcauseway (northbound).
- 2.20 A number of options were considered in relation to their ability to provide suitable access, their technical suitability, risks and likely cost. The preferred access solution is in two parts. Firstly, it is proposed to make Crackenedge Lane two way between Corporation Street and Wakefield Old Road and secondly to build a new link road from the ring road to Wakefield Old Road, adjacent to the existing Town Hall Way. The new link road will be one way only from the ring road and would be suitable to accommodate buses and heavy goods vehicles.
- 2.21 Draft plans for the proposed works described above are shown in Appendix 2. As part of the detailed proposals consideration will need to be given to Hostile Vehicle Mitigation (HVM), particularly around the junction of Wakefield Old Road and Crackenedge Lane. This will form part of the wider town centre consideration of HVM issues.

Relocation of Council services from the Customer Service Centre (Walsh Building)

2.22 Implementation of the preferred option will require the demolition of the Walsh Building and relocation and/or reconfiguration of services to another location(s) within the town centre. Some potential options have been identified and these and other options will be considered in more detail once Cabinet has made a decision on the Town Park option it prefers.

Timescales

2.23 The key milestones in the current programme are outlined in Table One below.

Table One: Dewsbury Town Park Key Milestones & Actions	
Date	Milestone/ Activity
16 November 2021	Cabinet approval of project
Nov 21– April 2022	RIBA Stage 3 – outline designs
March 2022	Submission of Project Summary to Government (MHCLG)
Summer 2022	MHCLG decision on Project Summary (Town Fund grant)
Summer 2022	Public Consultation on detailed proposals
Summer 2022	Submission of Planning Application for project
Autumn 2022	Planning Approval
Winter 2022/3	RIBA Stage 4 – detail designs
2023	Statutory Process undertaken inc road closure, C.P.O.
2023/24	CSC Services relocated/Highway works undertaken
2024	Construction on Town Park commences
2024-5	Project complete

2.24 The milestones above are provisional and will be subject to change as the detailed design is undertaken and the programme refined. The planning and implementation of a timely relocation of services will be a critical to the overall programme.

Risks

2.25 There are a number of key risks in delivering this project. Particular risks worth highlighting at this stage include:-

- Funding – uncertainty over outcome of Towns Fund application
- Relocation of Services in CSC – impact on programme and budget
- Statutory processes – objections raised leading to elongated programme
- Outcomes – project does not deliver the benefits anticipated

2.26 Officers will continue to review the project risk register as the scheme progresses, in order to ensure that all risks are identified and managed appropriately so that the project delivers the intended benefits, to budget and outline programme.

3 Implications for the Council

- **Working with People**

3.1 The genesis of the Town Park idea comes from the idea to create a new Urban Park as a result of the substantial public engagement work done as part of producing the Strategic Development Framework in 2010. The concept in that document, in

addition to the area currently proposed for the Town Park also included aspirations to close parts of the ring road and extend the park across to the Sports Centre/Minster. This could still be a longer term option but for the medium term the current proposal focuses on the area to the north of the ring road. The project working title, Town Park, was chosen to reflect the difference from the wider Urban Park concept.

3.2 The Council held town centre public consultations on the Dewsbury Blueprint and workshops in the town centre during the early part of 2020. This included a town centre presence via a blueprint shop. In relation to the 'Greener town' theme people thought that improving the appearance of buildings was the best way to improve the attractiveness of the town, alongside more greenspace and parks. The Town Park was mentioned by nearly half of those who responded to the question about improving the appearance of the town.

3.3 A more extensive on line/telephone survey was carried out as part of developing the Town Deal proposals in late 2020. In rating 'what areas should the Dewsbury Towns Fund application prioritise?' the second highest response was for parks and open spaces with 45% of responses. The Town Park scored well in terms of which projects should receive investment; coming after the Arcade and the Market. In June 2021 the Council undertook public consultation on the proposal to create a new public park in Dewsbury town centre. 262 people from a broad spectrum of the local population responded to the survey. 62% agreed with the idea of creating a new park. Of the 4 concept designs respondents preferred the two options that covered the largest area i.e. included the site of the Customer Service Centre (CSC), with highest preference (69%) selecting design B; the design taking in the site of the CSC and with a circular emphasis to the layout.

- **Working with Partners**

3.4 Dewsbury Town Deal Board includes a wide range of stakeholders from across the Dewsbury area including community, education, business, and development sectors as well as the Council and the local Member of Parliament. They are supportive of the principle of creating a new public space in the town.

- **Place Based Working**

3.5 Developing the proposal has been a place based approach as it has considered the specific circumstances of Dewsbury and consulted with residents of the town. The project is a key part of the Strategic Development Framework (2018), Dewsbury Blueprint and Dewsbury Town Investment Plan all of which contribute to place based working.

- **Climate Change and Air Quality**

3.6 The introduction of a green space within the heart of Dewsbury and associated improvements to pedestrian and cycle routes, will help to address issues of air quality and climate change by creating a more natural environment and encouraging more walking and cycling; while maintaining levels of access to bus services.

- **Improving outcomes for children**

3.7 The vision for the park is to create an inclusive and family friendly space which will encourage families to spend time together, within their local area.

- **Legal**

3.8 In addition to obtaining planning permission the project will also require a number of other statutory procedures to be undertaken. External legal advice has been sought on the procedures and powers the Council can use to implement the scheme. These include a road closure of parts of Longcauseway, licencing changes to the current tax rank on Longcauseway, and a compulsory purchase order to acquire unregistered and any other land within the park footprint that is not in Council ownership. A Traffic Regulation Order may also be required to control the limited vehicular access that will be required for the Longcauseway Church.

3.9 Procurement of consultancy and works contracts will be carried out in accordance with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015 ; and UK Subsidy rules .

3.10 In carrying out a public consultation, the Council will comply with the "Gunning principles" namely:

- that consultation must be at a time when the proposals are still at a formative stage
- The council must provide sufficient information about the proposals to consultees to enable intelligent consideration and informed responses
- The product of the consideration of responses must be conscientiously taken into account in finalising any proposals.
- Before making a decision, section 149 Equality Act 2010 requires that the decision-maker considers the need to promote equality for persons with the following "protected characteristics": age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:
 - (i) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
 - (ii) advance equality of opportunity between persons who share a relevant protected characteristic and those do not share it. This involves having due regard, in particular, to the need to:
 - remove or minimise disadvantage suffered by persons who share a relevant protected characteristic.
 - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons' disabilities);
 - encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
 - (iii) foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

- **Financial**

Capital

3.11 The total estimated capital cost of the Dewsbury Town Park project is £12.5 Million and a high level cost breakdown is provided in Table Two below. The majority of the capital expenditure will occur in financial year 2024/25 when contractors are on site.

Table Two: Dewsbury Town Park Estimated Capital costs & Funding		
Cost	£,000	Comments
Surveys & Investigations	70	
Design Fees	830	External & Internal fees
Park Works	9,600	
Highway Works	1,500	
Relocation of CSC services	500	Provisional Allocation.
Total	12,500	
Funds		
Kirklees Capital Plan	7,500	
Town Deal (TIP)	5,000	
Total	12,500	

Revenue

- 3.12 The proper maintenance and repair of the park will be critical to its success. Those towns and cities that have the best examples of good quality new public spaces are those that have invested in ongoing maintenance and repair.
- 3.13 There will therefore be a need to make provision for ongoing revenue costs related to the maintenance of the park and in particular maintenance/repair of the water features. The costs of these will be established as the detailed design progresses. It is proposed that at the appropriate time the Strategic Director (Environment & Climate Change) in conjunction with the Strategic Director (Growth and Regeneration) make suitable revenue provision for these costs. If necessary a report will be brought back to Cabinet to agree the budget.
- 3.14 Consideration will also be given to how to most effectively manage the new space, so that it is a place that is welcoming to Dewsbury residents and visitors. This is also likely to incur some ongoing revenue costs and these will be considered as management plans are developed for the park.

Capital Funding

- 3.15 The proposed funding for the project is split £7.5Million from the Council Capital plan and £5 Million from the Town Deal. The £5 Million would come from within the £6.25 Million agreed by Cabinet on the 12th October for the Town Park/Urban Realm project, as part of the report on Dewsbury Town Deal Next Steps.
- 3.16 Kirklees Council in conjunction with the Dewsbury Town Deal Board, submitted a Town Investment Plan (TIP) to Government at the end of January 2021. The Government gave an in-principle approval of the TIP in June 2021. The TIP approval of £24.8 Million included Dewsbury Town Park as a named project within the plan and a request for £5 Million of Towns Fund towards the capital costs of the project. The report approved by Cabinet on the 12th October 2021 'Dewsbury Town Deal – Next Steps' outlines the steps that need to be taken to enable this grant to be accessed. The Council has up until June 2022 to complete a compliant project business case and submit the 'Project Summary' to Government. It is anticipated that Government will inform the Council of its decision on funding the project in summer 2022.

- **Integrated Impact Assessment (IIA)**

3.17 An integrated Impact Assessment (IIA) will be carried out, if required, as part of the developing proposals.

- **Climate Change Emergency**

3.18 The Councils policy on the Climate Change Emergency has been considered as part of the concept design process and will continue to be taken into account as detailed designs are progressed and in both construction and operational phases of the project.

4 Consultees and their opinions

4.1 In addition to the public consultation, officers have separately consulted the owners of the Princess of Wales Precinct, the Longcauseway United Reform Church, owners of Empire House, Dewsbury Town Hall management and West Yorkshire Metro. All are generally supportive of the proposal and where necessary the concept designs have reflected comments made. The proposals for the new link road have specifically been designed to allow continued access of northbound buses through the town centre.

4.2 The outcome of the consultation exercise carried out on the concept designs for the new park is described earlier in the report. For the next stage of the project it is proposed to carry out consultation on the detailed plans for the preferred design concept with key stakeholders and the public. This will occur prior to the submission of a planning application in 2022 and will enable feedback from the consultation to be taken into account in the detailed designs

4.3 Comments were sought from the 9 ward Councillors. Two responses were received. Councillor Ramsey is supportive of the proposal, while Councillor Lukic requested the following points to be noted. 'I support the Town Park project, but it is vital for the area to be managed and maintained properly to fulfil its potential. I have the following specific concerns:

- The park will need to be regularly patrolled to deter littering and anti-social behaviour, especially at quieter times of day.
- There should be a regular programme of events and entertainment in the park.
- Views of the primary façade of Dewsbury Town Hall need to remain unobstructed, as it is a focal point and architectural jewel in the town centre. Unfortunately, some of the concept designs show tree planting directly in front of the Town Hall which would screen the facade.
- The development would result in a significant loss of car parking on Town Hall Way, Longcauseway and Crackenedge Lane. This needs to be compensated for, mainly for blue badge holders who commonly park in this area and would otherwise find it significantly more difficult to access the Town Park. With the new one-way link road provided, it may be possible to reconfigure the whole area behind the Town Hall to provide more parking overall.'

5 Next steps and timelines

5.1 If Cabinet approve the recommendations set out in this report then officers from the Councils Landscape Design Team will proceed with detailed design of the preferred

option for the Town Park and Highways officers will arrange to take forward the detailed design of the highway works. In parallel with the above officers will continue to work up options for the delivery of services & facilities currently within the Walsh Building.

- 5.2 Following completion of the designs, a public consultation will be undertaken during 2022 on the plans for the Park project and once feedback has been taken into account a planning application will be submitted. A similar process will be followed for the highway element of the project.

6 Officer recommendations and reasons

6.1 Cabinet is asked to:

1. Approve the physical scope and the preferred design concept of the Dewsbury Town Park as described in this report and specifically for the inclusion of the site of the Walsh Building (Customer Service Centre) and associated car park within the scope of the scheme.

Reason: To enable the project to proceed.

2. Approve the allocation of the £7.5 million of capital resources to fund the project

Reason: To provide the funding to enable the project to proceed.

3. Approve the progressing of detailed designs

Reason: To progress the project to the next stage

4. Approve the principle of relocating the services currently delivered from the Walsh Building (Customer Services Centre) to another location(s) with Dewsbury Town Centre and delegate to the Strategic Director (Growth & Regeneration) in liaison with the relevant Portfolio lead, the detailed plans and implementation of this.

Reason: To enable the effective and timely relocation of services to enable the building to be demolished as part of the enabling works for the scheme

5. Note the intention to carry out further public consultation during 2022 on the detailed plans and proposals for the project

Reason: To ensure that the public and key stakeholders have the opportunity to comment on the detailed plans prior to the submission of the planning application.

6. Approve the principle of acquiring land required for the Town Park and if necessary by using Compulsory Purchase Order powers

Reason: To enable the necessary land to be acquired to deliver the Town Park

7. Approve to progressing of the legal procedures necessary to implement the Town Park, including Road Closures and Traffic Regulation Orders

Reason: To enable the Town Park to be delivered.

7 Cabinet Portfolio Holder's recommendations

7.1 The Cabinet leads for Town Centres and Regeneration support the proposal for the Town Park outlines above and the recommendations in section 6 above.

8 Contact officer

Peter Thompson – ER Project Manager

Email: peterr.thompson@kirklees.gov.uk

9 Background Papers and History of Decisions

1. Strategic Development Framework 2018 [Dewsbury town centre Strategic Development Framework 2018 and Delivery Programme \(kirklees.gov.uk\)](#)
2. Dewsbury Blueprint [The Dewsbury Blueprint | Kirklees Council](#)
3. Dewsbury Town Investment Plan [Dewsbury Town Investment Plan \(kirklees.gov.uk\)](#)
4. Consultation Responses [Dewsbury Blueprint - Plans for Dewsbury Town Park | Kirklees Council](#)
5. Cabinet Report 12th October 2021 – 'Dewsbury Town Deal – Next Stages'
6. Cabinet Report 3rd December 2019 - Dewsbury Town Centre - Better Spaces Strategy

10 Service Director responsible

Joanne Bartholomew- Service Director (Development)

Email: joanne.bartholomew@kirklees.gov.uk

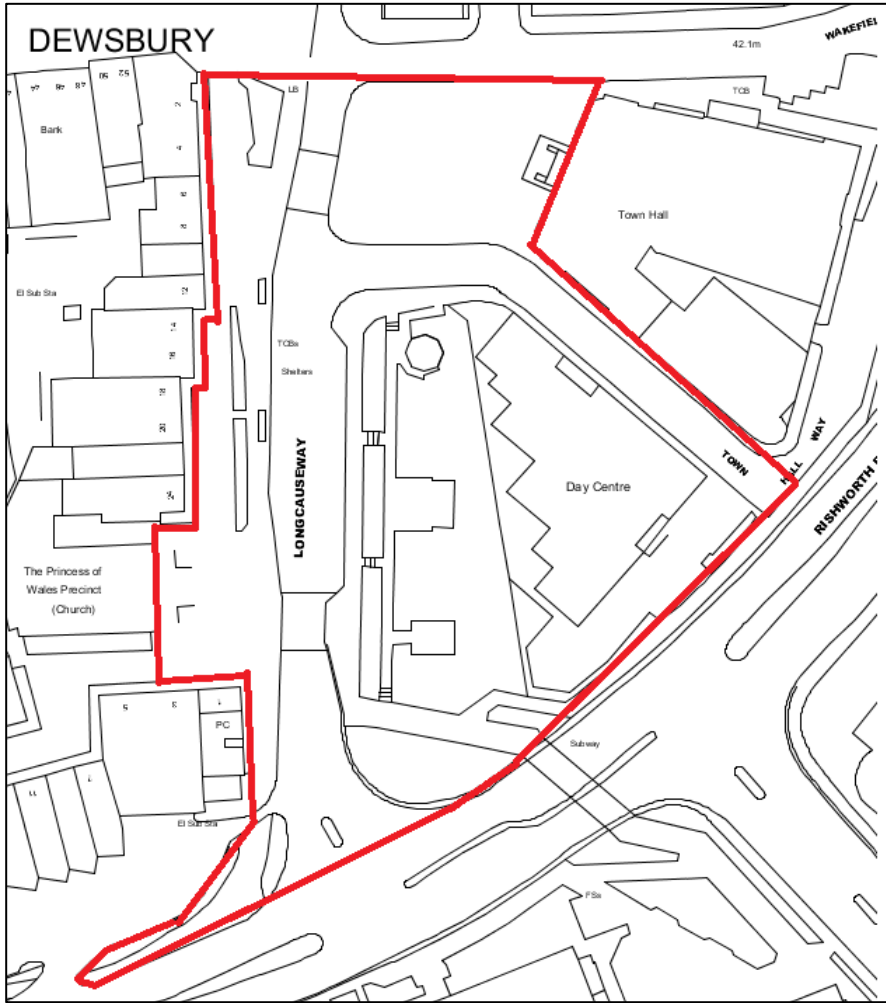
Appendix 1 – Dewsbury Town Park Site Boundary

Appendix 2 – Outline Plans for Access Works

Appendix 3 – Visuals of options (inc. preferred Concept Design B)

Appendix 4 – Location of Town Park and associated highway works.

APPENDIX ONE: DEWSBURY TOWN PARK - BOUNDARY

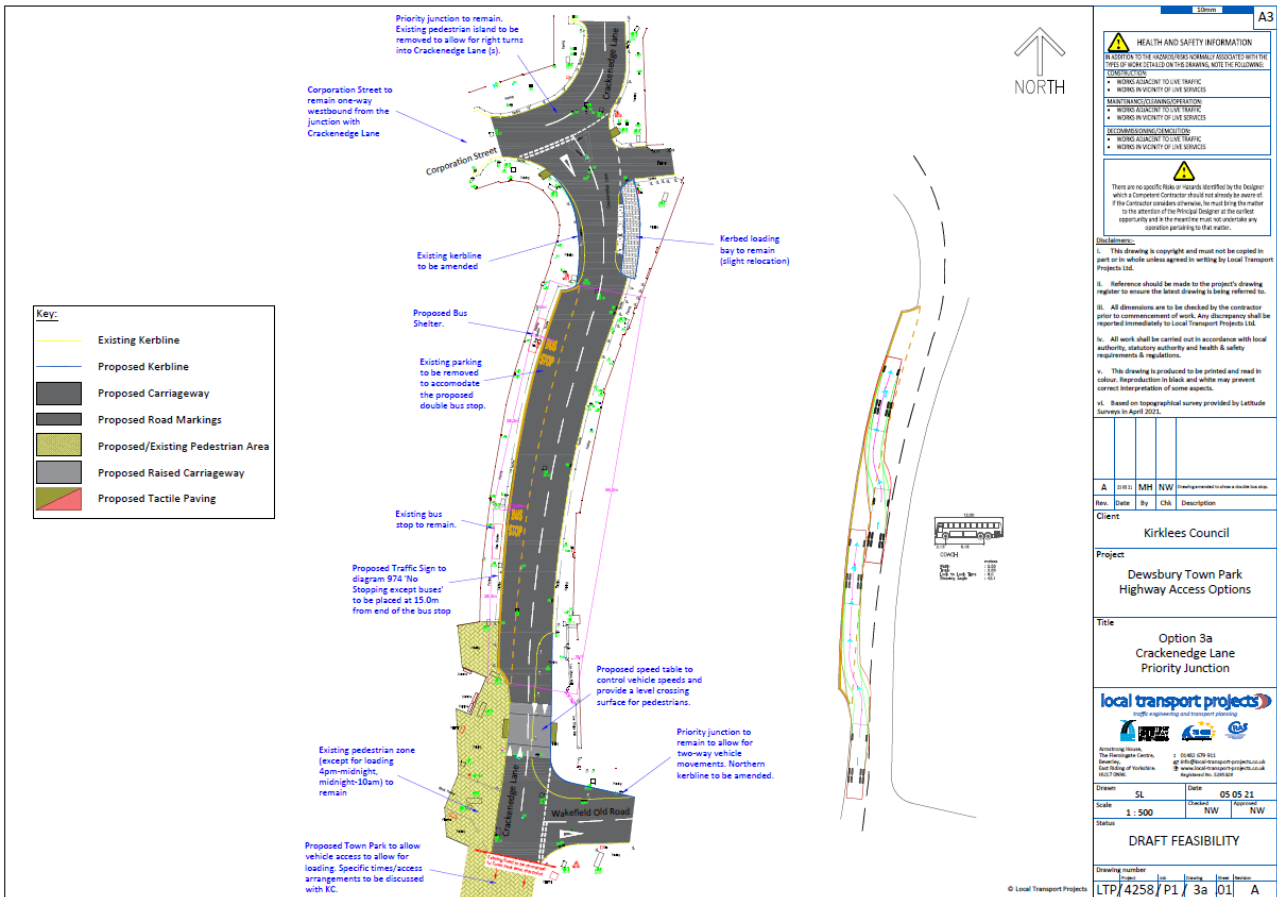


APPENDIX TWO: OUTLINE PLANS FOR HIGHWAYS

**(A) NEW LINK ROAD FROM RISHWORTH ROAD TO WAKEFIELD OLD ROAD -
PARALLEL TO TOWN HALL WAY**



(B) CRACKENDGE LANE- 2 WAY WORKING



APPENDIX THREE: OPTIONS CONSIDERED

PREFERED CONCEPT DESIGN B



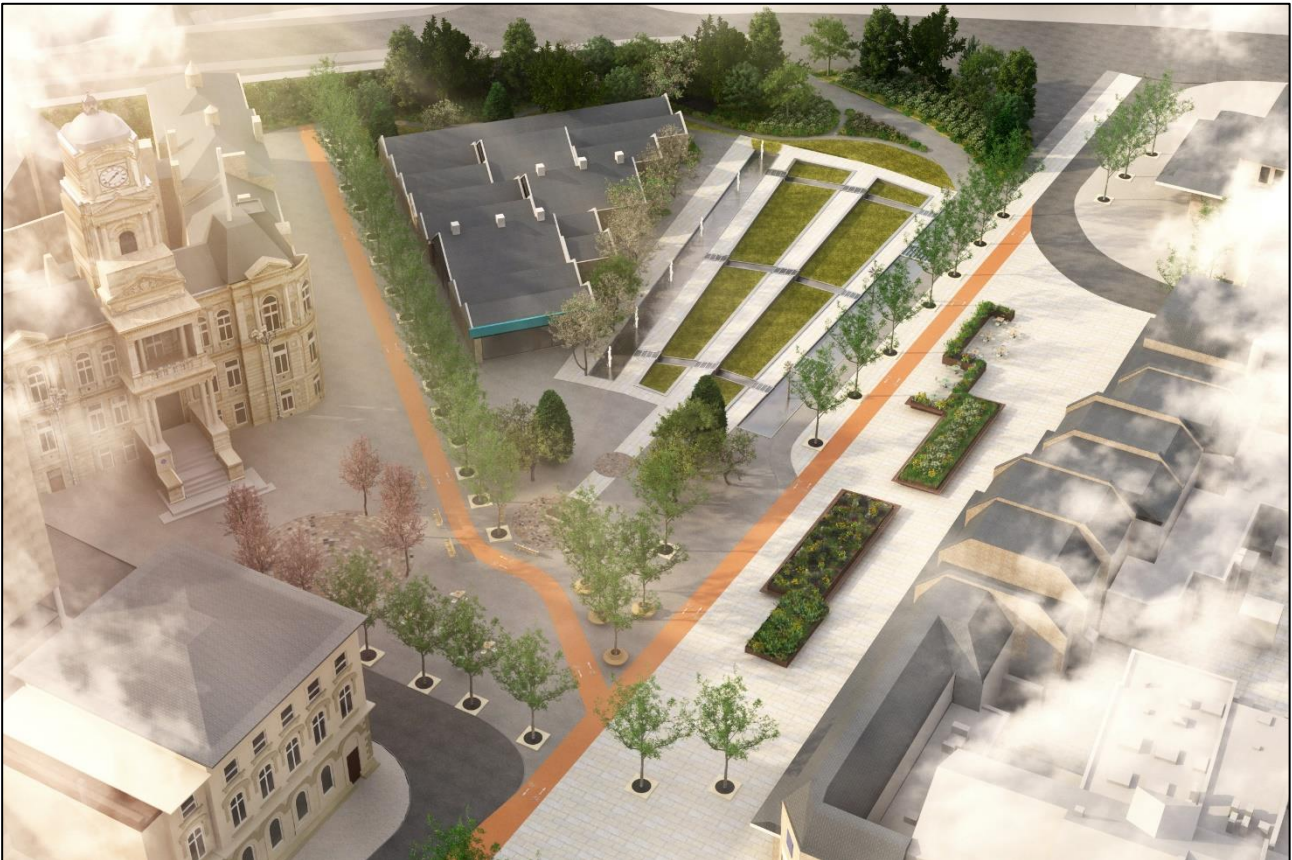
DESIGN D



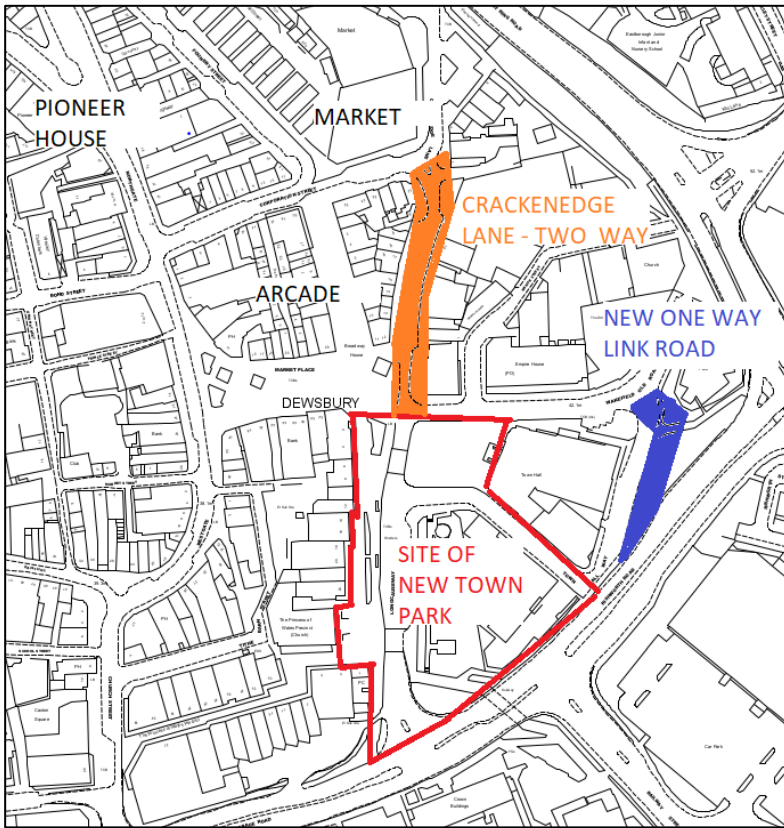
DESIGN A



DESIGN C



APPENDIX FOUR: TOWN PARK SITE AND LOCATION OF ASSOCIATED HIGHWAY WORKS



Document Control		Circulation	Comments/Key Changes
V1		CL	
V2	28/09/21		Inc Landscape (CL) input
V3	14/10/21	P Holders & ET	Appendices added, recommendations updated, more text. DBPB 21/10/21
V3a	18/10/21		App 4 added.
V4	21/10/21	LMT & cc to 9 Cllrs	Background simplified, other minor revisions.
V5	28/10/21		Legals Comments
V6	01/11/21	DS & Exec Gov	Typos. Sign off