



Welcome to our Summer Newsletter

So what have Dynes been up to since our last newsletter? We have been attending various events and speaking at seminars.

John Dyne and Jared Dunbar were pleased to attend the Transport Select Committee on Tuesday 10th February with the BSA. The Committee were discussing issues with cyclists in London and the BSA were invited to put their case forward.

Brian visited the Energy Now Expo in Shrewsbury and engaged with many of our fellow professionals who are involved in the Renewables Industry. Following on from this, Complete Eco have prepared an article about the benefits of renewables for the transport sector and you can read this below.

We have also taken part in two question and answer panel sessions at Reaseheath College about Anaerobic Digestion. Brian Wake was the legal advisor on a panel of 6, which included amongst others, Phil McLoughlin from HSBC and Matthew Taylor from ADAS on behalf of WRAP.

Our latest transport seminar in conjunction with Reflex & Allen (R & A) UK in Bodelwyddan was thoroughly enjoyed by those who attended.

Jared, Hugh and Le-Ann represented the Batched-on Site Association (BSA) on their stand at the UK Concrete Show. Whilst at the event Jared was involved in a question and answer panel session. Jared and Le-Ann also represented the BSA at Hillhead 2014 in collaboration with three of the major manufacturers, namely Armcon Limited, Roadmaster Omega Concrete Mixers and Reimer Engineering.

Some of the other events attended are mentioned below. Plans are underway for more events over the coming months so keep your eye on our website and our twitter feed @DyneSolicitors.

We've also been busy solving a variety of issues for our clients, from a contaminated land issue which resulted in substantial compensation being paid to our clients, to the retention of a number of Operator's Licences throughout the country including attending Public Inquiries in Eastbourne and one in Edinburgh.

Le-Ann Walker - Commercial Director

Guide to maintaining roadworthiness

The Driver and Vehicle Standards Agency ("DVSA" - formerly known as VOSA) has recently updated and published their Guide to Maintaining Roadworthiness for Commercial goods and passenger carrying vehicles. The document launch coincided with the Commercial Vehicle show at the NEC in late April 2014.

The guidance is essential reading for all companies with a Goods Vehicle Operator's Licence or Passenger Carrying Vehicle Licence. The guidance sets out industry good practice for keeping vehicles fit and safe and, in the Forward, written by Traffic Commissioners, Sarah Bell and Kevin Rooney, it states that "operating as outlined in this guide will ensure you meet the relevant conditions and undertakings on your licence."

So, what has changed in the guidance? Here are the main points:

- The guidance on PMI intervals has changed. Previously operators were advised that a 6 weekly inspection meant a strict 42 day limit. Now the advice has changed and has returned to something much closer to what more experienced operators will remember was the norm. The guidance states that "to allow some flexibility with planning safety inspections it is recommended that the International Organisation for Standardisation (ISO) week numbering systems is used, with this system the safety inspection should be completed within the relevant ISO week it falls."
- Older vehicles and trailers. The guidance says that older vehicles and trailers require more frequent maintenance. It recommends that a maximum interval of 6 weeks between inspections for vehicle and trailers aged 12 years and older.

- Safety inspection and repair facilities. If you do in-house maintenance then the guidance sets out the items that you will need for your safety inspection facility. Because the emission test is initially a visual inspection, the DVSA has removed the need for access to engine exhaust emission test equipment from the list. However, it does go on to state that "if your vehicle exhaust is visible, you will need this equipment to make sure your vehicle's emissions fall within the legal limits."
- Brake testing. The document has included a new section on brake testing. The DVSA is now looking for regular, meaningful, laden brake testing over and above the inspection at the annual MOT test. The DVSA is "looking for a minimum of three successful brake efficiency tests spread throughout year in addition to the annual MOT test."
- Pulling third party trailers. A new section has been introduced which accepts this is a problematic area for operators. The guidance advises operators to obtain the latest inspection report from the trailer owner to make sure it has been inspected within the operators stated frequency.

The guidance should be read carefully and expert advice sought if operators are in any doubt about what is acceptable practice. Failure to keep your vehicles maintained properly will put your Operator's Licence at jeopardy.

If you would like any advice on transport law, or to discuss any aspect of this article, then please ring **Jared Dunbar on 01820 773105**.

Are your energy bills as low as they could be?
There are the options you may not even realise for
reducing commercial energy use.



If you run a distribution centre, you already know about the significant associated running costs and a major part of that is likely to be energy bills. In the coming years, all businesses face two major challenges when it comes to energy: cost and supply.

The current price of energy has doubled in the last 6 years. This is even more concerning when we consider that this trend is set to continue, with forecasts for further increases of anything from 6-10% annually.

How to get bills down? Simple, first reduce the cost ...

Most companies will target the energy provider as a first stop and negotiate better rates of supply for electricity and gas. A studious move, especially effective if you use a broker with a strong collective bargaining power. We regularly see companies reduce bills by over 10% for the price of a phone call. Another tactic for lowering the cost of energy is to generate your own. Most commercial sheds have ideal opportunities for Solar PV or Thermal on the roof or land nearby for Wind Turbines, Airsource or Groundsource heating and anyone using a boiler can switch to Biomass. Payback periods can vary depending on size and use but, with a general window of 7 to 10 years, it's an ideal scenario for any company that's in it for the long-term.

... then reduce the consumption

Energy management is one of the fastest developing areas in the market with new products launching every month and it can be hard to keep up. There's a huge range of measures to look at and many of them are answers to questions you didn't even know to ask.

Reduction measures usually have an edge over renewables, as they are lower cost, easy to implement and usually demonstrate much shorter payback periods.

Some, such as LED lighting, are already well-established. For any businesses running office lighting or high-wattage lights, such as high bays, exterior floodlights or car parks, the savings can be significant.

There are numerous technologies available for space heating and also cooling from Infrared Radiant Heaters providing low-cost ultra-efficient zoned heating to Free From Air Evaporative Cooling technology. Another superb technology is a Thermostat Optimisation system that demonstrates big savings by preventing cold-storage areas from calling on the refrigeration plant unnecessarily.

Boilers and heating systems can be made vastly more efficient through use of brand-new innovations such as Magnetic Fuel Conditioning and Heating System Additives, each of which achieving savings of up to 10% or more against heating bills.

The latest thinking in the war against energy wastage is to control equipment more accurately. Energy Monitoring Systems show where electricity is being used and the real cost of leaving equipment on unused. Boiler Controls and Building Management software can automatically run HVAC systems for you, adjusting fuel use in real time.

On a broader scale, Voltage Optimisation control can ensure that premises aren't drawing more units of electricity than they actually need to run electrical equipment.

We can even improve efficiency on the road, with technology to reduce the energy used by refrigerated lorries.

Covering the costs

Needless to say the barrier to implementing any or all of these technologies is the up-front capital expenditure. Although some of the reduction technologies are low cost in themselves, the ideal scenario, especially with bigger projects, is to make any measures cost-positive from day one. Funding, usually through asset finance, can be the answer. If the cost of the loan is less than the savings then installations become instantly profitable, regardless of payback periods. For renewables though, the new trend is power purchase agreements.

Your roof could be an undiscovered gold-mine

Most large commercial units have roof space that does nothing more than keep out the rain. By leasing the space over a fixed period to a solar installation company, you could not only generate revenue from the lease but also take advantage of an option to purchase the power generated at a rate far below the main utility suppliers and, at a rate protected against big price hikes... for no capital expenditure!

It almost seems too good but it's true. Within reason, any type of commercial shed can take advantage of a low cost, protected energy supply that will last at least 20 years.

Bring in the experts

With so many options and opportunities available, you need to form an energy strategy to get the best out of the market and that's where Complete ECO can help. We keep up with all the latest developments and advise you on what will work for you and your business. The right approach can reduce energy bills by 50% or more, so the real question is: can you afford to wait any longer?

For more information, visit our website www.completeeco.com or call now on **0844 824 3527**.

Cadbury's



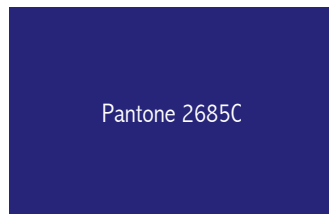
At the end of a decade-long legal battle, the Supreme Court has refused Cadbury's trade mark application for the colour purple.

This brings to an end an extended dispute between Nestlé and Cadbury which was instigated by Cadbury's desire to protect their brand by trade marking their recognisable (and specific) shade of purple (Pantone 2685C) for use on chocolate (bars, drinks etc). So long as a mark is a 'sign' which is 'graphically represented', then it is capable of being registered as a trade mark. The registration of colours is, therefore, not objectionable in itself.

What is the reason for Nestlé getting embroiled in legal proceedings? Simply put; competition. Both are major players in the confectionary industry and any competitive advantage needs to be capitalised on.

Nestlé opposed the application as they said that the mark was, amongst other things, devoid of distinctive character and that the colour purple was commonly used in the trade for similar goods. In law, Cadbury's could not argue against the lack of distinctiveness in the colour purple, per se, (it is used on lots of contexts) but they were adamant that they had used the colour for such a long time that it was inherently associated with them and thus had acquired its own distinctiveness. The Intellectual Property Office and the High Court agreed with Cadbury's and permitted the mark to be registered.

Nestlé's next step was to attack the very foundation of Cadbury's application — whether there was a sign that was graphically represented. The Cadbury's application included use of the word 'predominant' which Nestlé said could be too wide-ranging and might include other colours and/or subjects/matters not specified in the application. It could be compared by saying that a tiger is predominantly orange where in fact it has orange, black, white, brown and myriad other colourings. The Court of Appeal agreed and held that the description might extend beyond the colour purple and so was not correctly graphically represented as it lacked specificity, clarity and precision of visual appearance. On the whole, the application lacked certainty.



Cadbury's then sought leave and appealed to the Supreme Court. This was denied as the Supreme Court could not find an arguable point of law in the Court of Appeal's decision and that permitting the appeal would be tantamount to giving Cadbury's a competitive advantage.

The outcome is that Cadbury's are worse off financially and have lost the commercial confidence of having a registered (and therefore heavily protected) colour. It does not, however, hand that big an advantage to Nestlé, and other rivals, as it would be a very brave competitor who did sell a chocolate bar that was wrapped in purple packaging, as Cadbury's would take legal action, most likely alleging passing off.

This highlights two areas of note for those looking to register trade marks or who already have an intellectual property portfolio. Firstly, there is nothing stopping the registration of a colour. Secondly, it is essential to have a sound application that takes into account the need for certainty, with a thorough and robust description, that fits and wholly complies with the requirements of the law.

On a separate note, Cadbury's were also recently successful in blocking the trade mark registration of the KIT KAT bar's shape by Nestlé. It remains to be seen whether this will be drawn out in a similar vein to the above proceedings.

If you need advice on protecting your brand or products then call **Jonty Gordon on 01248 672610 or email jg@dynesolicitors.co.uk**.

John Dyne sets the PACE at CIWM



DSL were recently invited to speak at the Chartered Institution of Wastes Management (CIWM) centre meeting in Huddersfield which was entitled "Regulatory Update". The event was attended by members of

the North West and North East centres, with attendees ranging from Local Authorities, and Waste Management Companies to Environmental Consultants and the Environment Agency.

John Dyne was DSL's first speaker and spoke about managing environmental PACE interviews. John spoke about the process, the evidential considerations, the types of defence and gave suggestions on how the actual interview under police caution, could be handled.

Alex Sandland was DSL's second speaker and gave a very interesting talk about being an expert witness in Court. He included information on what qualifications and experience you need to be an expert witness, as well as procedure for the instruction and appointment of experts.

Other speakers at the event included Sam Taylor of Eunomia Research and Consulting who spoke about the "Waste Crime Report – Britain's Dirty Secret". The report was commissioned by the Environmental Services Association Education Trust (ESAET) and looked into illegal waste activity and offered recommendations from an industry perspective. Ray Parmenter, who is the Legislation Manager for Veolia spoke about the ever changing regulatory landscape, whilst Nigel Homer from the Environment Agency spoke about Shipment Regulations.

Copies of the presentations from the event can be downloaded from the CIWM website at http://www.ciwm.co.uk/CIWM/RegionalCentres/North_West/NorthWestCentreEvents/NorthWestCentrePastEvents.aspx - under '**Regulatory Update' Joint NW & NE Open Meeting**.

Employers are responsible for safe loading and unloading

Many minor injuries result from accidents that occur whilst vehicles are being loaded and unloaded. The majority of these injuries, such as sprains, cuts and bruises are simply put down to the perceived inevitability of injury being suffered in the course of a routine and daily activity. In much the same way, more serious accidents, such as back injuries, are treated as acceptable 'work related' injuries.

In fact, the Safety, Health and Welfare at Work (General Applications) Regulations 2007 set out the circumstances in which the risks arising from Manual Handling become the responsibility of the employer, and identifying an activity which involves manual handling is not likely to present an employer with any great problem. The bigger problem, involving looking at an employee's daily routine, is identifying work that does not involve handling.

The legislation requires that, where there is an identified risk, there should be a 'risk assessment' and, for that reason, there should be written risk assessment for every routine loading or unloading activity. The assessment should consider the weight of each part of the load that is to be handled, and the safest and most efficient method of dealing with it, for example hand balling or forklift trucks might be suitable. That is not to say that each individual load requires an assessment; a single assessment will be sufficient for loads that are repeated and are similar in form, but care should be taken to recognise any load that is unusual so that, if necessary, a new assessment can be undertaken.

A far greater problem arises if the load on the vehicle is dangerous to unload. Any load can move in the course of a journey and every load should be approached with care, even if it is routine and familiar. The fact is that a surprising number of injuries occur in the course of loading and unloading, these range from cuts and bruises to serious back injuries and, if there is no relevant health and safety regime in place, it is likely that the employer will be found to be responsible.

Amser i ddathlu – Cheers!

We celebrated the opening of our new office in Bangor on the 20th March 2014. Food and drink were plentiful and the guests included existing clients and representatives from a number of local businesses and organisations.

Whilst the office is relatively new, the function is already going from strength to strength and we are pleased to announce that we have taken on a new paralegal assistant Elwyn Evans, who is fluent in Welsh.

Alex Sandland commented "We realised that there was a void in the supply of specialist transport and environmental legal advice in the region. With many transport businesses being based in and around Holyhead and North Wales, we felt that there was a place for a strong and recognised presence in the area. The location of the new office also allows us to extend our services to those businesses which are also operating from Ireland.

The initial success of the new office is a significant indication that companies recognise and appreciate the provision of specialist advice and representation".

For any enquiries, please contact Jonty Gordon at the **Bangor Office on 01248 672610**.

Employers need to be particularly careful when dealing with 'foreign' vehicles, that is to say vehicles which they do not own, and which they did not load. Trailers which, either with or without a tractor, have crossed either the Channel or the Irish Sea, or both, can be subjected to movement which affects the load. Equally, when a vehicle or trailer is unloaded in the course of a journey, the stability of the remaining load can be altered.

Looking at these issues from a Health and Safety point of view, the employer's responsibility is clear. When a load arrives which looks as if it might present problems, there should be a formal and written Risk Assessment. Where the assessor concludes that the vehicle or trailer can be safely unloaded, provided that the unloading is carried out in a particular way, the method should be clearly set out in writing. Where the assessor concludes that the condition of the load in its present state is too dangerous to be unloaded, there should be an immediate instruction that no one is to approach the vehicle. In the event that the vehicle has to be moved to make space for other activities, that movement should be the subject of a separate Risk Assessment.

Whilst, at first glance, this may all seem to be yet another impossible burden for the employer, an operator should find that in practice there is no real problem. A simple form of 'load risk assessment' should be prepared to suit the company's routine practices which can be used on a daily basis; but, on those rare occasions when a load might seem to present real danger to the loading/unloading staff, the use of the assessment form would ensure that the risk was recognised and action can be taken to avoid the possibility of injury.

For further advice on Health & Safety and Transport, please contact **John Dyne on 01829 773100**.

Environment Agency to speak to DSL about Waste

As part of our continued engagement with industry, here at DSL we arrange quarterly consultancy meetings. The meetings are an opportunity for the consultants that we work with to come together for industry updates. The last consultancies meeting saw Phil Wilding from Cheshire Fire and Rescue Service being grilled by our experts about Fire Risk Assessment.

Our next meeting will take place on Thursday 11th September and we are pleased to announce our guest speak will be Martin Jenkins from the Environment Agency, who is the NPS Permitting Review Programme Lead and the NPS IED Implementation Lead for the National Permitting Service. Martin has agreed to provide an update on the implementation of the Industrial Emissions Directive (IED), which is new and very topical and has implications for the waste industry and others in terms of its influences in permitting going forward. Martin will begin with an informal presentation setting the background, context and direction and then it will be over to the attendees to ask questions. Le-Ann Walker comments "This will be an excellent opportunity of asking an expert from the Environmental Agency those all important questions, in an informal and friendly environment. Whilst these events are normally limited to our consultants Martin has asked us to invite any clients whose business may be impacted by the Directive".

Anyone wishing to attend the event should contact, **Le-Ann Walker via email law@dynesolicitors.co.uk**.



Do you want to make a profit or a fortune?

Nothing I mention today is new and has been gained over 50 years working first as a traditional banker, then in industry and now running my own business as a Utilities Specialist. See link for details www.linkedin.com/in/martinbale.

There are two very important principles which need to be embraced. I hope my article will not be news to you but I fear there will be some that have not looked at their business in this way.

The first principle is you need a fresh pair of eyes to come to look at your business on a regular basis. I do not mean employing consultants - use your best customer, friend or family - as you need to have the things you take for granted but which may be a real problem and costly brought to your attention because they have been disguised by familiarity. When you go to any new business site you will see all the things that could be improved or changed and will ask yourself WHY are they doing this or that and have not changed it, on the second visit you will only see half the things you noticed on the first visit and on the third visit you will not see any of them - it will have become what you take as the norm.

When you see something, if appropriate, ask WHY they do this or that especially as to you it may seem very wasteful or costly. You will also learn but more importantly, demonstrate your interest in their business. However, Do be mindful, it may have been addressed already and the alternatives found to be impractical, too costly or already in hand.

The second principle is
IF YOU DO NOT MEASURE IT YOU CAN NEITHER CONTROL IT NOR MANAGE OR AVOID IT
and unless you embrace this nothing will change. It applies to people, work practice, equipment and most importantly utilities especially energy.

Let me give you an example. If I said doing X will save £5 a day when using a 7.5tonne fridge bodied vehicle for the most part you may say that is nothing startling. However that vehicle works 365 days a year delivering food, there are a 118 in the fleet - the saving is enough to buy a new lorry each year.

Everything should be measured, time spent doing a job or process, waste, energy use for everything using it and so on - the list is endless. i.e. - electricity use should be monitored closely, especially if two similar machines are in the operation as one may be reaching the end of its working life. Its energy use may be twice the other machine and therefore not costed into a process or article being made. My experience has shown many businesses have a cavalier attitude to energy cost and use. They give its renewal to already hard pressed members of staff when it should be on the CEO's, desk especially as prices are set to rise by 80% over the next few years, and this increased cost will not be able to be passed onto the customer. Many forget energy is traded on a world market and price is subject to supply and demand on a world basis.

In conclusion most of us have completed a regular journey and been unable to recall the details. You may have walked the shop floor or premises many, many times, but are you seeing what's actually there, or just what you expect to find?

I suggest you step back from your enterprise, look at it as if it was the first time you had seen it, and ask yourself WHY is/this/that.....?

OTHER THINGS TO THINK ABOUT

Waste = Cash Lost & Thrown Away = Time Wasted & Lost Forever

Savings are invisible if not recorded or monitored

Negawatt = is the amount of energy saved and costed at the market price. The concept of 'THE NEGAWATT' is well known in some areas of industry. This enables a direct comparison between savings and the cost of energy used.

Profit & Loss Account - Identify and show savings as a separate amount after net profit and monitor annually. Old habits creeping back in will create extra costs and may not be noticed until it is too late if not

Waste - produce, energy, time, examine wastepaper baskets, waste skips - many skips are collected looking full but are only filled to a fraction of its capacity. The exception are builders on fixed price - they know how to fill a skip!



Cleaners are the people who know what is being thrown away or left on at night. Make a point of speaking to the cleaning team.

Visit premises at night when everyone has gone home and, if you have them, visit night staff on a regular basis. You may get a few surprises you had not bargained for.

Backdoor or delivery area if you have one. The staff know more about what is going on in the business than the CEO! They see the state items arrive in, what is returned, what is quietly wasted, and all sorts of other intelligence e.g. about the suppliers' businesses. Drivers talk quite freely about this most of them having worked both day & night shifts.

Vehicles not kept in good order or clean are not good for your business - if you do not care about what vehicles look like are you going to care about customers?

Vehicle sign writing - the number of businesses who just put a Company name on and nothing else - what a waste. The times I hear "everyone knows what we do". Who is everyone? I would suggest you are known only by your customers, staff, suppliers and the local area. Even national institutions like BT and British Gas have lots of information on the vehicles and contact numbers. What a waste of an opportunity especially if you delivery nationally or internationally. What it says is "we are big enough that we do not need any more business" and that is always a big mistake. In addition a possible best customer may see your vehicles but will not know what you do so a golden opportunity may be missed. You will never know.

Clothing - Company dress or workwear creates image and gives staff pride in the firm and a sense of belonging

Energy half hourly meters - it is the company's responsibility to make sure they are recording correctly not the energy supplier. Employ a specialist company not an energy supplier to do this; take photographs of readings recording the exact date, time, local weather conditions.

Energy use should be the responsibility of the CEO and should not be delegated. Energy costs affect the whole profitability of the business.

Energy Contract Renewal.

1. Always give notice that you will not be renewing the contract as soon as you get a new one to avoid a possible rollover for another 12 months.
2. Advise the current supplier you will be going to the wholesale market on renewal and at renewal time ask the current supplier to quote for 12, 24, 36, 48, 60 months which will keep them honest. Then go to the wholesale market through a broker quoting the prices from the current supplier. Be aware that new energy suppliers will check your credit rating and will refuse your business if it is poor. In addition some may not quote at all as you may not fit into their preferred supply matrix. Always give as much information as possible about your energy requirements — times when needed, how long, what sort of processes use and are involved, and most important, the annual usage.
3. Processes — can the period they are in operation be moved to a cheaper period in a day as electricity is bought every half hour and prices vary considerably depending on time of day, what day/month its is, what time of year and the weather. Work with the energy supplier to reduce the costs for both of you.

Renewables - There are at least 30 different things you can consider. It is worth doing an evaluation to see if your site/business is right for them even if you are not going to do anything in the foreseeable future.

Energy:-

1. Monitor your use initially day and night for two weeks then on a monthly basis.
2. In the first two weeks analyse what is being used during the time periods
3. List all items using gas, electricity or bottled gas.
4. Analyse what people are doing or not doing during the periods above.
5. Ask yourself what is none negotiable in that and why. Eradicate everything and anything in your work practice which increases energy consumption. Especially night and weekends.
6. It is just as important to monitor during the summer as the winter. There are so many other areas under energy where savings can be made. The last thing you look at is the rate charged for energy because the first thing should be you, your staff, your premises and, in some cases, your suppliers for how it is used or wasted.



Shining a Light on Solar

Recent DECC proposals reduce central government support for large-scale solar farms; Brian Wake looks at the sector and comments on the DECC's report.

The intense development of solar farms in the UK has seen the country's energy production from solar photovoltaics rise significantly in recent years. In 2008, generation was at 17GWh; by 2012, this had increased to a figure of 1,188GWh. Energy generation from solar is currently sufficient to power 620,000 homes.

'Solar farming', the installation of large-scale solar parks across extensive acreage (approximately 25 acres are required to produce 5MW of power, supplying 1,515 homes), is popular for landowners wishing to diversify and seek alternative incomes, receiving 'feed-in tariffs' of around £1,000 per acre of installation for up to 25 years.



However, the DECC has recently announced that it plans to alter the scheme:

- The tariffs currently payable will be reduced; energy generation from solar is now growing at a rate such that the UK may not be able to afford to pay tariffs at the existing level. Solar will be treated as an 'established technology', along with sources such as onshore wind power and energy from waste and will share the same tariff budget;
- DECC is keen to promote the installation of solar technology on rooftops rather than at ground level. To this end, the tariffs for roof and building-mounted panels will decline less rapidly than those of ground-mounted panels;

- Community-based power generation schemes are, however, supported and DECC increases the capacity for such schemes upon which tariffs will be paid.

Brian Wake, consultant for Dyne Solicitors and a nationally-recognised expert in renewables, believes that the proposals could have a significant impact on the UK's ability to achieve the EU target of 15% energy consumption from renewable sources by 2020:

"Solar energy generation is clean, low-impact and requires minimal maintenance. Land is easily restored and can be simultaneously grazed, thus maximising utilisation for landowners.

It is more economical to develop a large ground-level solar farm than to pursue building-mounted schemes. To install panels on a building may involve a more complex (and expensive) legal process, dealing not only with wayleaves and grid connections but also landlord and tenant issues, accessibility and perhaps even requiring alterations to a building's structure. Primarily, it is unlikely that any building-mounted scheme would have the same capacity as the average ground-level solar farm. In addition, solar can provide a very useful afteruse for brownfield sites.

To reduce feed-in tariffs early will have a considerable effect on what is still a new and growing industry; developers remain very active in seeking and obtaining planning permission for new sites. The Solar Trade Association focuses heavily on encouraging sustainability and responsible development by its members but, with an ever-reducing income, these values may be disregarded as the industry becomes much more competitive. The 15% target will not change and the UK still has a long way to go. In 2012, we were only at 4.1% consumption from renewables."

Given this, and with the recession still very fresh in peoples' minds, can the government afford to place such constraints on the solar industry?

If you want further advice then call **Brian Wake on 01829 773107.**

Thank you for taking the time to read our newsletter. We hope you found it useful and informative.
Should you have any questions, or if you would like to contribute to our next newsletter, then please contact our
Commercial Directors, Le-Ann Walker or Hugh Megarrell on 01829 773100.

Dyne Solicitors Limited • The White House • High Street • Tattenhall • Chester • Cheshire CH3 9PX
Tel: 01829 773100 • Fax: 01829 773109 • Email: info@dynesolicitors.co.uk

www.dynesolicitors.co.uk