

FPRB Reference: 21/368

Review Decision Notice

Decision by Fife Planning Review Body (the FPRB)

- Site Address: Land To North Of Burgh Road, Cowdenbeath, Fife
- Application for review by Mrs Angela Harris against the decision by an appointed officer of Fife Council
- Application 21/02717/PPP for Planning permission in principle for the erection of two dwellinghouses and associated development (Class 9)
- Application Drawings:
01A - Location Plan, , 02 - Existing/Proposed Block Plan, 03 - Mine Risk Assessment, 04B - Flood Risk Information, 05 - Low Carbon Sustainability Checklist, 06 - Statement 07A - Drainage Plan, 08A - SUDs and Flood Risk Assessment Certs
- No Site Inspection took place.

Date of Decision Notice: 5th January, 2023

Decision

The Fife Planning Review Body (FPRB) reverses the determination reviewed by them and grants Planning Permission subject to conditions outlined below in section 4.0.

1.0 Preliminary

- 1.1 This Notice constitutes the formal decision notice of the Local Review Body as required by the Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2013.
- 1.2 The above application for Planning Permission was considered by the FPRB at its meeting on 12th December, 2022. The Review Body for this Notice of Review was attended by Councillors Jane Ann Liston, Fiona Corps and Ken Caldwell.

2.0 Proposal

- 2.1.1 The application site relates to a c. 0.18 hectare lock-up garage site to the rear and east of 95-121 High Street, Cowdenbeath, incorporating seven lock-up garages, the remains of four other lock-up garages, and parking spaces for flats 95A, 95B, 101, 103 & 105 High Street. Vehicular access is from Burgh Road to the south via an unmade private track within the site along the frontage of Myrtle Cottage to the east. The town house car park to the west of the private track and to the south of the main part of the site separates the latter from Burgh Road. A bingo hall and its car park adjoins the site to the north.

- 2.1.2 Planning permission in principle is sought for the erection of two dwellinghouses.
- 2.1.3 Planning permission in principle for the erection of four flatted dwellings (18/03012/PPP) was refused on 9 July 2019; in the interests of road safety, as the proposed flatted development would result in an increase in traffic movements on Burgh Road to the detriment of road and pedestrian safety due to Burgh Road being sub-standard in terms of its width and having a lack of adequate footway, the existing access track between Burgh Road and the site also being substandard in terms of its width, construction and lack of footway; and in the interests of flooding and the water environment, it being considered that there was insufficient information, by way of the lack of a Flood Risk Assessment and SuDs information, to determine the flooding and drainage impact on the proposal or how the proposal would impact on the surrounding area with regards to the water environment; all contrary to Policies 1, 3, 10 and 12 of the adopted FIFEplan Fife Local Development Plan (2017) and Making Fife's Places Supplementary Guidance (2018). The decision was upheld by FPRB in its notice dated 13 December 2019.

3.0 Reasoning

- 3.1 The determining issues in this review were the principle of development, design & visual impact, residential amenity, ground conditions, flooding and surface water management, sustainable buildings – Low Carbon Fife, road safety and transport, trees and arboriculture (an issue not covered by the Appointed Officer).
- 3.2 The FPRB considered the terms of the Development Plan which comprises the SESplan (2013) ("Strategic Development Plan") and the Adopted FIFEplan (2017) ("Local Development Plan"). The FPRB also considered the provisions of Making Fife's Places Supplementary Guidance (2018) (including Appendices), Low Carbon Fife Supplementary Guidance (2019), Scottish Planning Policy (SPP) (2014), Fife Council's Planning Customer Guidelines on Garden Ground, Daylight & Sunlight and the National Planning Framework 4 – Revised Draft 2022.
- 3.3 Firstly, the FPRB considered whether the proposal was acceptable in principle, assessing the proposal for housing development within the settlement boundary and the existing retail framework to consider whether it was compliant with FIFEplan Policies 1 (Development Principles) and 6 (Town Centres First). They noted that the site lies within the defined settlement boundary for Cowdenbeath in terms of FIFEplan, within a secondary shopping area in FIFEplan. The FPRB reviewed the proposal against Policy 1 which states that the principle of development will be supported if it is either (a) within a defined settlement boundary and compliant with the policies for this location; or (b) is in a location where the proposed use is supported by the plan, that residential use was supported in principle. The FPRB also considered the proposal against the town centre framework under FIFEplan Policy 6 which states that development proposals will be supported where they comply with uses and roles of the defined network of centres shown in FIFEplan Figure 6.2 and the Spatial Frameworks (and referenced in Figure 6.5). The FPRB contended that as this figure identified that residential uses would be supported within the secondary shopping area of Cowdenbeath, the proposal for housing would accord with the above principle of development provisions under Policy 1 and 6 of FIFEplan, subject to compliance with the other relevant policies requirements.

- 3.4 The FPRB then assessed the design and visual impact of the proposed development within the surrounding context. With respect to FIFEplan Policy 1, the FPRB considered the potential impact on the amenity of the local community and surrounding area. They also considered FIFEplan Policy 10 to assess whether there would be any significant detrimental impact on amenity with respect to visual impact of the development on the surrounding area. Finally, they assessed the proposal against FIFEplan Policy 14 (Built and Historic Environment) to consider the impact against the six qualities of place and design objectives within Making Fife's Supplementary Guidance 2018. They concluded that the proposal would accord with the above policy provisions and could provide a high quality built form outcome in-keeping with the character of the location subject to securing conditions for approval of detailed design matters (relating to the siting, design, layout, form and materials etc. of future buildings via the Approval of Matters Required by Condition (ARC) process. The FPRB thus concluded that the proposal would comply with Policies 1, 10 and 14 and the of the Adopted FIFEplan, agreeing with the Appointed Officer's assessment.
- 3.5 The FPRB assessed the residential amenity impacts of the proposal. Giving consideration to the distance between the proposal site and third-party residential properties, the FPRB concluded that the proposal would not have an adverse impact on the daylight, sunlight or privacy provisions of neighbouring properties subject to securing appropriate conditions to approve the siting, layout and design of any future buildings within the site through the ARC process. The FPRB also concluded that any future dwellings could be laid out within the site suitably, with suitable setbacks, to ensure that existing and future residents properties would receive a suitable standard of amenity. The FPRB considered the potential for noise impacts associated with the nearby non-residential uses and noted that there should not any adverse noise concerns subject to implementation of any noise mitigation measures within an updated Noise Impact Assessment (NIA) that reflected the layout of any detailed design. This updated NIA would be required via a condition on any issued permission. The FPRB concluded therefore that the proposal would be acceptable in terms of residential amenity, complying with Policies 1 and 10 of the Adopted FIFEplan with respect to this matter.
- 3.6 The FPRB considered the garden ground proposals for each future dwelling. Assessing the indicative plot ratio and the extensive amount of land indicatively identified for each plot for future garden ground (substantially exceeding 100m²), the FPRB concluded that subject to approval of any detailed design, the proposals would be acceptable and in-keeping with Fife Council's Planning Customer Guidelines on Garden Ground (2016). The FPRB thus concluded that the proposal would comply with Policies 1 and 10 of the Adopted FIFEplan, subject to conditions to secure suitable garden ground that accords with the above requirements.
- 3.7 The FPRB assessed the transportation and road safety impacts of the proposal. The FPRB took into consideration the comments provided by the Council's Transportation Development Management Officers (TDM) who objected to the application on the grounds that Burgh Road is sub-standard in terms of its width and lack of adequate footway and that it would be unsuitable to serve any further residential development. The FPRB noted that TDM considered that this arrangement would result in an increase in traffic movements on Burgh Road, to the detriment of road safety.

- 3.8 The FPRB assessed the proposal against Policy 1: Development Principles of the Adopted FIFEplan which requires individual and cumulative impacts of development proposals to be addressed, including mitigating against the loss in infrastructure (including road) capacity caused by the development. Moreover, they noted that Adopted FIFEplan Policy 3 (Infrastructure and Services) required that development must be designed and implemented in a manner that ensures it delivers the required level of infrastructure and functions in a sustainable manner and that proposals must be served by adequate local transport and safe access routes. They also noted the requirements to ensure suitable traffic movements under Adopted FIFEplan policy 10 (Amenity). The FPRB were then directed to Fife Council's Fife Council's Making Fife's Places Supplementary Guidance (2018) Appendix G Transportation Development Guidelines which identified minimum road and footpath widths for developments. They noted the Road Authority's requirements of 4.5m wide for a shared surface (i.e. combined road and footpath) and 5m+ or more for a road, with separate 2m wide footpath on one or both sides of the road.
- 3.9 The FPRB reviewed the width of Burgh Road, noting narrower 'pinch points' along this route, which reduced the road width to approximately 3.23m wide in addition to separate footpaths, where applicable. They then compared these against the aforementioned road design guidance. The FPRB accepted that Burgh Road was an existing adopted road and that there was limited capacity to increase its width or any specifications within the context of this planning application. They noted that the road was already subject to a series of road and pedestrian movements associated with a multiple existing nearby uses that use this road for access. However, they did not consider that trips associated with two additional dwellings would create a tipping point that would result in this road being unsuitable nor unsafe for road traffic or pedestrian users. They considered that there were sufficient passing places at the site entrance on the southern end of the existing north-south dirt-track in addition to good inter-visibility along Burgh Road that should avoid potential unacceptable traffic conflict should vehicles/pedestrians be traversing Burgh Road from High Street. They confirmed that there were suitable opportunities for passing places, particularly where there was no formal footpath at the eastern end of Burgh Road, and where existing accesses to residential properties to the south or the Town House Car park Burgh Road established suitable visibility that would prevent unsafe and unreasonable road and pedestrian conflict. They also acknowledged that the proposal could result in a requirement for 3 car parking spaces per dwelling (6 in total) and the corresponding trips associated with two large dwellings. Mindful of this, and the aforementioned matters, they concluded that the proposal would be acceptable in road, transport and pedestrian safety terms subject to a series of conditions on any permission to improve the current situation, where possible. This included a requirement for the applicant to confirm the design and seek to improve the specification of the existing north-south dirt-track internal access road (within the site) and to consider an opportunity to increase its width, should other technical and ownership constraints be overcome. The FPRB also required confirmation of waste and recycling arrangements within the site be approved via the ARC process to minimise any potential constraints with respect to refuse and recycling collection. Accordingly, the FPRB concluded that proposal would be acceptable and would accord with Policy 1, 3 and 10 of the adopted FIFEplan with respect to road/pedestrian safety and transportation and that the access arrangements utilising the existing Burgh Road would be acceptable cognisant of the aforementioned Making Fife's Places Supplementary Guidance.

- 3.10 The FPRB considered the ground conditions of the site and potential for past land contamination and previous mining activity to impact the proposal. As the application site is located within a defined Development High Risk Area for coal mining, the FPRB took into consideration the comments provided by the Coal Authority. The Coal Authority confirmed they had no objections to the development. The FPRB agreed the proposal would be acceptable and not be at risk from coal mining legacy issues. The FPRB also took into consideration the accompanying comments of the Council's Land and Air Quality Officers who requested inclusion of a standard condition on any issued permission on procedures to follow should unexpected contamination be encountered. The FPRB concluded subject to inclusion of this planning condition, the proposal would be acceptable, complying with Policies 1 and 10 of FIFEplan with regard to land contamination and previous mining considerations.
- 3.11 The FPRB considered the flooding and drainage impacts of the proposal cognisant of the response from Flooding, Harbours and Coasts. The FPRB assessed the accompanying Flood Risk and Drainage Management Plan and the indicative drainage layout, concluding that any potential flood risk associated with overland surface water flows could be accommodated via approval of a detailed design for future drainage infrastructure improvements identified within the above strategy. This included agreement of potential foul connections to existing Scottish Water Combined sewer and SUDS infrastructure that would include provision of porous paving and detention systems to collect, attenuate and delay discharge to the nearby watercourse. The FPRB concluded that subject to conditions to assess the detailed design of any future drainage solution, the proposal would be acceptable, complying with Policies 1, 3 and 12 of FIFEplan with regard to flood risk and drainage.
- 3.12 The FPRB considered whether the proposal supported the transition to a low carbon economy. Assessing the location of the development; and whether it was accessible by sustainable modes of transport; and the low/zero carbon technologies to be incorporated proposed to be incorporated, the FPRB considered that the proposal would be acceptable subject to a condition to requiring a low and zero carbon checklist to be completed to confirm the corresponding approaches within any future detailed design. Subject to this condition, the FPRB concluded that the proposal would be acceptable in terms of carbon reduction and sustainability, complying with Policies 1 and 11 of the Adopted FIFEplan with respect to this matter.
- 3.13 The FPRB also considered the potential impact of the proposal on natural environment including existing trees within the site, to understand what trees would be required to be removed and/or protected within the site. They noted that there were no specific protected trees within the site but that a detailed assessment to show root protection areas and construction exclusion zones would be required (for any trees being retained) or tree removal drawings to show any trees proposed to be removed. Overall, with respect to natural heritage, including arboriculture and ecology, the FPRB concluded that the proposed development would address Policy 14 (Natural Environment) objectives of the Adopted FIFEplan and the requirements within Making Fife's Places Supplementary Guidance subject to conditions requiring approval of the detailed matters outlined above via the ARC process.
- 3.14 Overall, the FPRB concluded that the development would have no significant detrimental impact in terms of the matters addressed by the Report of Handling, and the proposal would therefore comply with the Development Plan. The FPRB did not consider there to be any other matters for consideration or any material considerations which would outweigh the Development Plan position. The FPRB did not consider there to be any grounds to refuse the application and reversed the decision of the Appointed Officer.

4.0 Decision

4.1 The FPRB therefore reverses the decision of the Appointed Officer and approves Planning Permission subject to the following conditions and reasons:

1. The development to which this permission relates must be commenced no later than 5 years from the date of this permission.

Reason: In order to comply with the provisions of Section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by Section 32 of The Planning (Scotland) Act 2019.

2. Approval of Matters Required by Condition application(s) submitted for the development hereby approved shall include the following, subject to agreement from the Planning Authority (acting reasonably):-
 - a) a location plan of all the site to be developed to a scale of not less than 1:2500, showing generally the site, any existing trees, hedges, walls (or other boundary markers) layout of the roads and sewers;
 - b) a detailed existing site plan to a scale of not less than 1:500 showing the existing site contours, the position and width of all proposed roads and footpaths including public access provision and the position of all buildings;
 - c) a detailed Site Plan to a scale of not less than 1:500 showing the site contours, the siting of the proposed buildings, finished floor levels, new walls and fences and details of proposed landscape treatment;
 - d) detailed plans, sections and elevations of all buildings proposed to be erected on the site;
 - e) details of any proposed external alterations and finishes to boundary walls and openings, as applicable;
 - f) details of the proposed method of drainage and details of a Sustainable Drainage System (SuDS) in accordance with the approved Flood Risk Assessment and Surface Water Management Plan (2022) or any updated version, as applicable;
 - g) details of the existing access where it meets the adopted road, including improvements to the surfacing and specification of the internal access road within the site, including its widening, where relevant and a vehicle turning area within the site;
 - h) details of a scheme of replacement planting, where relevant;
 - i) the colour and type of materials for all external materials;
 - j) a detailed plan to a scale of not less than 1:500 demonstrating off-street parking spaces in accordance with the current Fife Council Transportation Development Guidelines.
 - k) street elevations, photomontages and/or cross sections outlining the proposed buildings in relation to the existing adjacent buildings within the immediate area;
 - l) details of the boundary treatments, landscaping, cycle racks, drying areas and amenity space.
 - m) details of waste and recycling provision of the proposed collection strategy
 - n) an updated Noise Impact Assessment outlining predicted the noise climate in gardens (daytime), bedrooms (night-time) and other habitable rooms of the development and outlining any noise attenuation and mitigation necessary to protect the amenity of the occupants of new dwellings;

- p) tree survey showing tree species type, height (at maturity) and root protection areas for any trees to be retained/protected within the site or to identify any trees to be removed within the site;
- q) ecological surveys, as applicable, should any building, structure or tree with moderate or high bat roost potential be identified for removal;
- r) a sustainability statement illustrating the developments' compliance with Fife Council's Low Carbon Fife Supplementary Guidance Document (2019).

Reason: To be in compliance with Section 59 of The Town and Country Planning (Scotland) Act 1997 (as amended by the Planning etc. (Scotland) Act 2006) and to ensure that sufficient information is submitted to assess any detailed proposal.

3. BEFORE ANY WORKS COMMENCE ON SITE, a surface water management and drainage scheme (including all relevant calculations) shall be submitted and agreed in writing with Fife Council as Planning Authority. Following approval, this surface water management and drainage scheme shall be fully implemented before any development hereby approved commences and shall be retained and maintained for the lifetime of the development.

Reason: To ensure that adequate measures are put in place to deal with surface water drainage.

4. BEFORE ANY WORKS COMMENCE ON SITE, exact details and specifications of any acoustic soundproofing scheme accompanied and justified by a Noise Impact Assessment shall be submitted and agreed in writing with Fife Council as Planning Authority. Following such approval, the agreed acoustic attenuation scheme shall be fully implemented before any use hereby approved commences and retained for the lifetime of the development.

Reason: In the interests of safeguarding residential amenity; to ensure a reasonable control of noise levels, which may be emitted from adjacent premises

5. The scheme of landscaping required under Condition 2 shall provide details of the siting, numbers, species and heights (at time of planting) of all trees, shrubs and hedges to be planted, and the extent and profile of any areas of earthmounding, shall be submitted for approval in writing by this Planning Authority. The scheme as approved shall be implemented within the first planting season following the completion or occupation of the development, whichever is the sooner.

Reason: In the interests of visual amenity and to ensure a satisfactory standard of local environmental quality.

6. The Tree Survey required under Condition 2 shall provide an accurate survey to be carried out by a qualified arboriculturist of all trees existing on the site and all trees adjacent to or overhanging the site and submit details of those trees proposed to be felled or lopped and those to be retained including tree protection and removal plans. The survey shall contain details of the position, canopy spread, bole diameters, health, size, species, root protection area, construction exclusion zones of all trees within the curtilage of the site. No trees shall be felled, topped, lopped or have roots cut or damaged without the prior written approval of this Planning Authority.

Reason: In the interests of visual amenity; to ensure that all trees worthy of retention are satisfactorily protected before and during (demolition) construction works.

7. Improvements to the existing north-south internal access road and vehicle turning area within the site, as required by Condition 2 of this permission, shall be constructed BEFORE ANY DWELLING IS OCCUPIED in order that vehicles can enter and leave the site in a forward gear.

Reason: In the interests of road safety; to reasonably avert the reversing of vehicles onto the adopted road.

8. The Noise Impact Assessment required by condition 2 shall demonstrate that the development can comply with the following environmental noise criteria for new and existing dwellings:

- 35dB_{16hr LAeq} between 0700 and 2300 hours in any noise sensitive rooms in the development.
- 30dB_{8hr LAeq} between 2300 and 0700 hours inside any bedroom in the development.
- 45_{LAMax} dB between 2300 and 0700hrs inside any bedroom in the development.
- 50dB_{16hr LAeq} between 0700 and 2300 hours in any external amenity space.

The proposed mitigation measures shall ensure that relevant internal noise criteria are achieved with an open window scenario wherever feasible (i.e. assuming windows are opened by 10 degrees). Closed window mitigation (for example, acoustic glazing with trickle vents) can only be accepted where the noise assessment(s) demonstrates that an open window scenario is not achievable for specific dwellings/elevations due to site constraints and/or best practice urban design outcomes. In relation to noise levels in outdoor amenity areas, wherever feasible the 16hr LAeq shall not exceed 50 dB between 0700 and 2300 hours. The higher limit of 55 dB can be accepted where 50 dB is not achievable due to site constraints or to enhanced urban design outcomes.

PRIOR TO THE OCCUPATION OF ANY DWELLING INDICATED AT RISK BY THE NOISE ASSESSMENT, the agreed mitigation measures shall be put in place prior, unless otherwise agreed in writing with Fife Council as planning authority and thereafter retained for the lifetime of the development.

Reason: In the interest of protecting the amenity of existing and future residents.

9. PRIOR TO OCCUPATION OF ANY DWELLING, off-street parking spaces shall be provided in accordance with the current Fife Council Transportation Development Guidelines and thereafter maintained and kept available as such.

Reason: To ensure adequate provision of off-street car parking.

10. PRIOR TO THE OCCUPATION OF ANY DWELLING, there shall be provided within the curtilage of the site suitable turning areas for vehicles suitable for use by the largest size of vehicle expected to visit or be used by occupants of the premises to allow a vehicle to enter and exit the driveway in a forward gear. The turning area shall be formed outwith the parking areas and shall be retained throughout the lifetime of the development.

Reason: In the interest of road safety; to ensure that all vehicles taking access to and egress from the site can do so in a forward gear.

11. IN THE EVENT THAT CONTAMINATION IS ENCOUNTERED that was not identified by the developer prior to the grant of this planning permission, all development works on site (save for site investigation works) shall cease immediately and the local planning authority shall be notified in writing within 2 working days. Unless otherwise agreed in writing with the local planning authority, development work on site shall not recommence until either (a) a Remedial Action Statement has been submitted by the developer to and approved in writing by the local planning authority or (b) the local planning authority has confirmed in writing that remedial measures are not required. The Remedial Action Statement shall include a timetable for the implementation and completion of the approved remedial measures. Thereafter remedial action at the site shall be completed in accordance with the approved Remedial Action Statement. Following completion of any measures identified in the approved Remedial Action Statement, a Verification Report shall be submitted to the local planning authority. Unless otherwise agreed in writing with the local planning authority, no part of the site shall be brought into use until such time as the remedial measures for the whole site have been completed in accordance with the approved Remedial Action Statement and a Verification Report in respect of those remedial measures has been submitted by the developer to and approved in writing by the local planning authority.

Reason: To ensure potential risk arising from previous land uses and any previous mining activity has been investigated and any requirement for remedial actions is suitably addressed.

Advisory notes

1. The length of the permission: This planning permission will lapse on the expiration of a period of five years from the date of this decision notice, unless the development has been started within that period (See section 58(1) of the Town and Country Planning (Scotland) Act 1997 (as amended)).
2. Notice of the start of development: The person carrying out the development must give advance notice in writing to the planning authority of the date when it is intended to start. Failure to do so is a breach of planning control. It could result in the planning authority taking enforcement action (See sections 27A and 123(1) of the Town and Country Planning (Scotland) Act 1997 (as amended)).
3. Notice of the completion of the development: As soon as possible after it is finished, the person who completed the development must write to the planning authority to confirm the position (See section 27B of the Town and Country Planning (Scotland) Act 1997 (as amended))

.....
Proper Officer

NOTICE TO ACCOMPANY REFUSAL ETC. TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

Notification to be sent to applicant on refusal of planning permission or on the grant of permission subject to conditions

NOTICE TO ACCOMPANY REFUSAL ETC. TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

Notification to be sent to applicant on determination by the planning authority of an application following a review conducted under section 43A(8).

1. If the applicant is aggrieved by the decision of the planning authority -
 - (a) to refuse permission for the proposed development;
 - (b) to refuse approval, consent or agreement required by a condition imposed on a grant of planning permission; or
 - (c) to grant permission or approval, consent or agreement subject to conditions,the applicant may question the validity of that decision by making an application to the Court of Session. An application to the Court of Session must be made within 6 weeks of the date of the decision.

2. If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part V of the Town and Country Planning (Scotland) Act 1997.

Notice under the Town and Country Planning (Scotland) Act 1997 as amended by Sections 27A and 27B of the Planning etc. (Scotland) Act 2006

You are required, prior to the development hereby approved commencing on site, to submit written notification to Fife Council as Planning Authority ("this Council") of the intended date of commencement of the development. The development shall not commence until this notification has been acknowledged in writing by this Council. On completion of the development, you are also required to submit written notification to this Council of this as soon as practicably possible. Any submission on this matter should be addressed to Economy, Planning and Employability Services, Kingdom House, Kingdom Avenue, Glenrothes, KY7 5LT.

COALFIELD STANDING ADVICE AREAS

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to The Coal Authority on 0345 762 6848. It should also be noted that this site may lie in an area where a current licence exists for underground coal mining.

Further information is also available on The Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com