

ITEM 3

ERECTION OF WOODEN STABLES AND CHANGE OF USE OF LAND TO EQUESTRIAN PURPOSES FOR PRIVATE RECREATIONAL USE AT LAND TO THE NORTH OF BALMOAK LANE, TAPTON, CHESTERFIELD, DERBYSHIRE FOR MEADOWLAND HOLDINGS LTD.

1.0 CONSULTATIONS

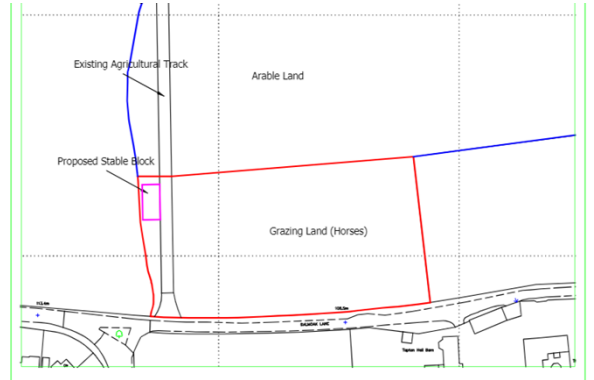
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|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ward Members | No representations received |
| Strategic Planning | Considering the type and scale of development the location is acceptable in principle subject to the proposed stable block being no larger than it needs to be and subject to it having an acceptable impact on the Strategic Gap. |
| Local Highways Authority | The Local Highway Authority (LHA) sought confirmation of the local bridleway network from internal colleagues within the Public Rights of Way (PRoW) section and confirm that Bridleway 12 (Chesterfield) ends in close proximity to the south eastern corner of the site. Therefore, no highway objections to the above planning application. |
| Representations | 5 letters of representation have been received from local residents and 1 letter from the Tapton Community Group (see section 6.0) |

2.0 THE SITE

- 2.1 The site subject of this application is located within the defined strategic gap (SG1) between the Tapton and Brimington. The site comprises of a parcel of land approximately 7000sqm (0.7 hectare) with mature hedgerow to the western boundary.
- 2.2 Access to the site is taken from Balmoak Lane onto a new agricultural access track (see application CHE/23/00485/AGR). Adopted Public Bridleway (Chesterfield BW 12) starts on Balmoak Lane to the east of the site and connects with the Trans Pennine Trail route.



Aerial photograph of site from Google ©



Extract of submitted location plan ©



Site photographs

3.0 **SITE HISTORY**

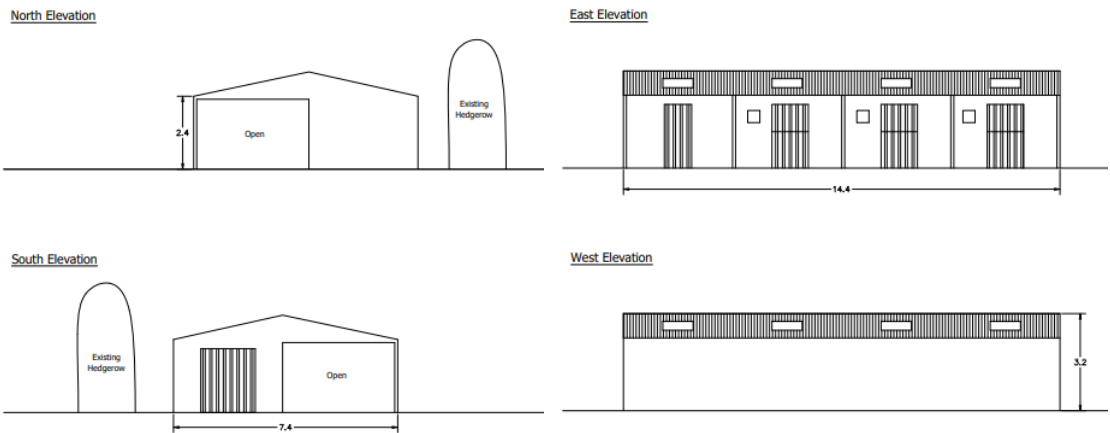
3.1 CHE/23/00485/AGR - Agricultural track – **PRIOR APPROVAL NOT REQUIRED (01.09.2023)**

4.0 **THE PROPOSAL**

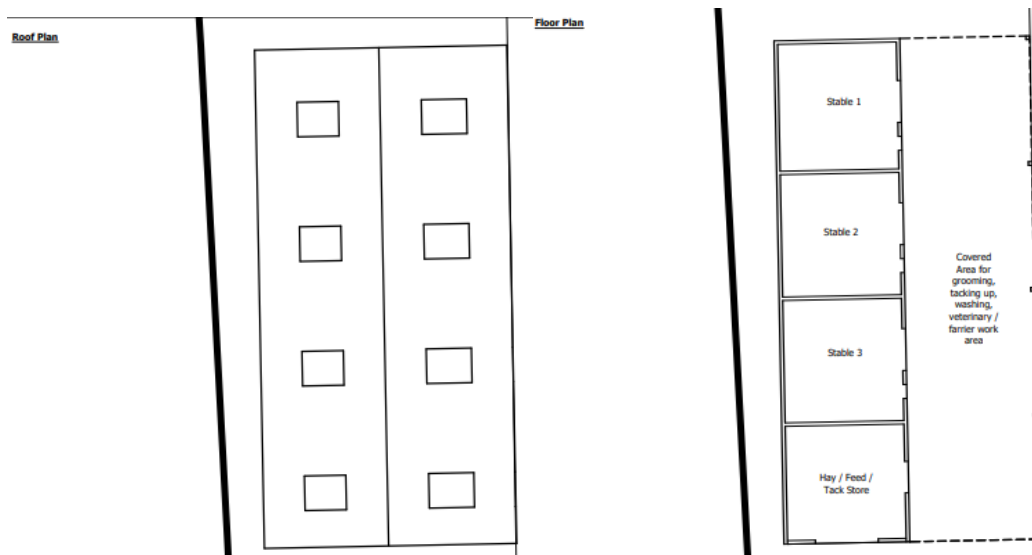
4.1 The application seeks consent for the change of use of the agricultural land to grazing land for horses and for the erection of a three bay timber stable with separate hay/tack/feed store with open covered area. The proposed stable building will be a timber frame

with shiplap cladding and onduline roof sheets. The stables measures 7.4m x 14.4m in footprint, with a dual pitched roof measuring 2.4m to the eaves and 3.2m to the ridge.

Proposed Elevations



Proposed Floor Plan and Roof Plan



5.0 CONSIDERATIONS

5.1 Planning Policy

5.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that, 'applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise'. The relevant Development Plan for the area comprises of the Chesterfield Borough Local Plan 2018 – 2035.

5.2 Chesterfield Borough Local Plan 2018 – 2035

- CLP1 Spatial Strategy (Strategic Policy)
- CLP2 Principles for Location of Development (Strategic Policy)
- CLP15 Green Infrastructure
- CLP14 A Healthy Environment
- CLP16 Biodiversity, Geodiversity and the Ecological Network
- CLP20 Design
- CLP22 Influencing the Demand for Travel

5.3 National Planning Policy Framework

- Part 9. Promoting sustainable transport
- Part 12. Achieving well-designed places
- Part 15. Conserving and enhancing the natural environment

5.4 Principle of Development

5.4.1 The application site is situated within the defined strategic gap (SG1) therefore policies CLP1, CLP2 and CLP15 are of relevance.

Relevant Policies

5.4.2 Local Plan policy CLP1 states *‘Strategic Gaps and Green Wedges Strategic gaps give distinct identity to different areas, prevent neighbouring settlements from merging into one another, and maintain open space. Green Wedges provide access to the countryside from urban areas. The open character of Strategic Gaps will be protected from development between: Brimington and Tupton (SG1)*

5.4.3 Local Plan Policy CLP2 states that when *‘Planning applications for developments that are not allocated the Local Plan, will be supported according to the extent to which the proposals meet the following requirements which are set out in order of priority:*

- a) deliver the council’s Spatial Strategy (policy CLP1);*
- b) are on previously developed land that is not of high environmental value;*
- c) deliver wider regeneration and sustainability benefits to the area;*
- d) maximise opportunities through their location for walking access to a range of key services via safe, lit, convenient walking routes;*
- e) maximise opportunities through their location for cycling and the use of public transport to access a range of key services;*
- f) utilise existing capacity in social infrastructure (Policy CLP10) or are of sufficient scale to provide additional capacity, either on site or through contributions to off-site improvements;*

- g) ensure the long term protection of safeguarded Minerals Related Infrastructure as identified in the Derbyshire and Derby Minerals Local Plan and shown on the Policies Map;*
- h) are not on the best and most versatile agricultural land;*

Exceptions to the council's Spatial Strategy will be considered where development proposals can clearly demonstrate that the proposed use:

- i. needs to be in a specific location in order to serve a defined local catchment or need, to access specific resources or facilities (including transport connections) or to make functional links to other, existing uses; or*
- ii. is required to regenerate sites and locations that could not otherwise be addressed or to support existing community facilities that' otherwise would be at risk of closure'*

5.4.4

Local Plan Policy CLP15 Green Infrastructure states 'Chesterfield borough's green infrastructure network will be recognised at all levels of the planning and development process with the aim of protecting enhancing, linking and managing the network, and creating new green infrastructure where necessary. Development proposals should demonstrate that they will not adversely affect, or result in the loss of, green infrastructure, unless suitable mitigation measures or compensatory provision are provided.

Development proposals should, where relevant:

- a) not conflict with the aim and purposes of the Green Belt (as set out in the NPPF); and*
- b) not harm the character and function of the Green Wedges and Strategic Gaps; and*
- c) enhance connectivity between, and public access to, green infrastructure; and*
- d) (i) protect and enhance access to the multi-user trails network as shown on the Policies Map; and*
(ii) increase the opportunities for cycling, walking and horse riding; and
- e) enhance the multi-functionality of the Borough's formal and informal parks and open spaces; and*
- f) protect or enhance Landscape Character; and*
- g) increase tree cover in suitable locations in the borough to enhance landscape character, amenity and air quality; and*
- h) where new green infrastructure is proposed, there must be clear funding and delivery mechanisms in place for its long-term management and maintenance, prior to the development*

Considerations

- 5.4.5 The main consideration relates to the impact on the character and function of the Strategic Gap and where policies CLP1, CLP2 and CLP15 are of relevance. Policy CLP1 seeks to retain the open character of strategic gaps by protecting them from development, aiming to concentrate new development within walking distance of a range of services. Policy CLP2 considers the principles for the location of the development. Policy CLP15 states that development should not harm the character and function of strategic gaps and protect or enhance landscape character.
- 5.4.6 To assess the principle of the development consideration is therefore required as to whether the site will alter the visual characteristics and landscape character of the area, resulting in encroachment of the strategic gap and merging of settlements.
- 5.4.7 Derbyshire County Council's publication "Landscape Character of Derbyshire" designates the site and surrounding area as Coalfield Village Farmlands described as 'A broad, gently undulating landscape, the Coalfield Village Farmlands is characterised by pastoral farming with localised arable cropping'. Key landscape characteristics include;
- Gently undulating landform
 - Dairy farming with pasture and localised arable cropping
 - Relict ancient semi-natural woodland, copses and linear tree- belts
 - Dense watercourse trees and scattered hedgerow trees
 - Towns and villages on ridge lines surrounded by remnant medieval strip fields
 - Network of small irregular lanes between larger urban roads
 - Small villages with sandstone buildings expanded by red brick terrace housing and ribbon development
- 5.4.8 The site is situated within Strategic Gap (SG1) to the east of the built form of Tapton. The site is bound by a mature hedge to the west and the surrounding agricultural fields slope away to the north east/east towards the Tinker Sick watercourse. A large group of trees protected by Tree Preservation Order is situated to the east of the site (Kings and Queens Coppice, Derbyshire County Council TPO number 41)
- 5.4.9 The Strategic Planning Officer noted that the proposal includes three stables on a site of 1.73 acres. Government guidance Code of practice for the welfare of horses, ponies, donkeys and their hybrids recommends that: *As a general rule, each horse requires*

approximately 0.5 – 1.0 hectares (or 1.25 to 2.5 acres) of grazing of a suitable quality if no supplementary feeding is being provided. A smaller area may be adequate where a horse is principally housed and grazing areas are used only for occasional turnout. If land is overgrazed it can lead to soil exposure and this would have a negative impact on the visual amenity of the area.

- 5.4.10 The Agent provided a response noting that the DEFRA Code of Practice recommendation of 0.5 – 1 hectare per horse is based on the horses continually grazed and outwintered on pasture without access to a stable. The horses using these proposed stables would not graze all of the time and would be housed overnight with access to grazing during the day with supplementary feeding of hay / haylage and concentrates will be provided with a storage area incorporated in the design of the building for then purpose. The Agent highlighted that excessive grazing can cause health issues and strip grazing is recommended which also provides better grass utilisation than a continually grazed pasture. Taking into account the above, the grazing requirement is significantly reduced and the grazing area proposed is considered sufficient for the horses housed in the proposed stables.
- 5.4.11 The proposed stable is single storey in character, sited in the north western corner of the site and bound by mature hedgerow to the west. The nature and scale of the development is considered to be acceptable in principle. The timber frame construction with shallow pitched roof is typical in form and design for an equestrian building. Overall the scale and siting of the development is considered to be acceptable within the strategic gap, maintaining the visual characteristics, function and openness of the strategic gap. It is recommended that a condition covering materials be imposed to ensure the building is recessive and dark in form to prevent undue visibility.
- 5.4.12 Access to the site is taken from Balmoak Lane which does not have a full pedestrian footway and is not completely lit. It is necessary to note that Balmoak Lane links to Paxton Road via Pettyclose Lane which has pavements on both sides and streetlights. There is a bus stop approximately 450m away from the site on Brimington Road. There is also a cycle route on Brimington Road and a public footpath to the east linking to Brimington (Chesterfield FP 15) and Tapton (Chesterfield FP 13, Chesterfield FP 101) and the Trans Pennine Trail.

5.4.13 The proposal partly meets the criteria of policy CLP2. The proposal is not on best and most versatile agricultural land according to the DEFRA dataset, the land is classified as Grade 4 (poor quality agricultural land) and therefore accords with part h and is not previously developed land that is not of high environmental value b.

5.4.14 In conclusion the proposal would maintain the open character of the strategic gap and would not result in neighbouring settlements merging together (CLP1). The proposal does not accord with all aspects of CLP2, however, the small scale nature of the site and siting of the development will not harm the character or function of the strategic gap or adversely impact the landscape character (CLP15)

5.5 Design and Appearance of the Proposal

Relevant Policies

5.5.1 Local Plan policy CLP20 states *'all development should identify and respond positively to the character of the site and surroundings and respect the local distinctiveness of its context respect the character, form and setting of the site and surrounding area by virtue of its function, appearance and architectural style, landscaping, scale, massing, detailing, height and materials.'* For full wording of policy see the Chesterfield Borough Local Plan 2018 – 2035.

Considerations

5.5.2 The application seeks consent for a single storey timber framed stable building with shallow pitched roof. The building will be clad in shiplap with onduline roof sheets. Full detail of the colour of the materials have not been provided therefore it is recommended that a condition be imposed requiring the timber cladding to be stained a dark colour and for the roofing to be dark i.e. black, brown or dark green. Materials used in the structure should be dark to appear recessive and to limit the visual impact of the proposal.

5.5.3 Whilst it is acknowledged that the proposal will introduce built form to the open strategic gap, consideration of the specific context including the scale and size of the buildings and positioning within the landscape have bearing on the visual impact of the proposal. An existing hedgerow to the western boundary of the site provides a degree of screening and the site slopes gradually towards the north.

- 5.5.4 The proposed building is situated in the most appropriate location within the site, set back from the road and in the north western corner. The proposal would not result in significant adverse impacts on the visual amenity and character of the area. The proposal will therefore accord with Local Plan policy CLP20 subject to a relevant condition covering materials.

5.6 Impact on Amenity of Surrounding Occupiers

Relevant Policies

- 5.6.1 Local Plan policy CLP14 states that '*All developments will be required to have an acceptable impact on the amenity of users and adjoining occupiers, taking into account noise and disturbance, dust, odour, air quality, traffic, outlook, overlooking, shading (daylight and sunlight and glare and other environmental impacts*'. For full wording of policy see the Chesterfield Borough Local Plan 2018 – 2035.
- 5.6.2 Local Plan policy CLP20 expects development to '*k) have an acceptable impact on the amenity of users and neighbours;*' For full wording of policy see the Chesterfield Borough Local Plan 2018 – 2035.

Considerations

- 5.6.3 The site is bound by agricultural fields to the north, south, east and west. The nearest residential properties are located on Pettyclose Lane and Balmoak Lane to the south west. Disturbance to the nearest residential neighbours arising as a result of the proposal is unlikely and not considered to be sufficient to warrant a refusal. The proposal is therefore considered to accord with the provisions of Local Plan policies CLP14 and CLP20.

5.7 Highways Safety and Impact on Public Right of Way/Bridle Path/Trans Pennine Trail

Relevant Policies

- 5.7.1 Local Plan policy CLP20 expects development to '*g) provide adequate and safe vehicle access and parking;*' and '*h) provide safe, convenient and attractive environment for pedestrians and cyclists*'. For full wording of policy see the Chesterfield Borough Local Plan 2018 – 2035.

5.7.2 Local Plan policy CLP22 details the requires *‘To reduce congestion, improve environmental quality and encourage more active and healthy lifestyles, the Council will seek to maximise walking, cycling and the use of public transport through the location and design of development and parking provision’.* For full wording of policy see the Chesterfield Borough Local Plan 2018 – 2035.

Considerations

5.7.3 Access to the site is taken from Balmoak Lane via a newly created agricultural track (which can be seen in the site photographs). Part of Balmoak lane is a narrow adopted road which continues on to become Grove Road and Tapton Grove to the east. Balmoak Lane is also an adopted public bridle way (Chesterfield BW 12) and the route of the Trans Pennine Trail (to the east of the site).

5.7.4 The Local Highways Authority were consulted on the proposal. The Highways Officer stated that confirmation of the local bridleway network was sought from internal colleagues within the Public Rights of Way (PRoW) section and confirm that Bridleway 12 (Chesterfield) ends in close proximity to the south eastern corner of the site. The Highways Officer raised no highway objections to the planning application.

5.7.5 It is accepted that the proposal will result in additional vehicular movements to the site with access taken close to the junction with Pettyclose Lane. To service the stables and care for horses visits will likely be required multiple times a day and vehicles visiting the site may also be larger to accommodate horses i.e. horse boxes and trailers. It is therefore necessary to highlight that the existing use of the site for agricultural purposes could be served by large farming machinery i.e. tractors and equipment without any restriction on frequency of use.

5.7.6 It is noted that Balmoak Lane is very narrow in places and leads on to an extended private drive to Tapton Grove and a small group of dwellings. Access to the site can be taken from Brimington Road via Paxton Road and there is space for vehicles to park on the public highway without obstruction.

5.7.7 It is necessary to highlight paragraph 115 of the NPPF states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.7.8 Based on the observations above and existing use of the site, it is considered the scheme will not result in significant highway safety concerns sufficient to warrant a refusal under paragraph 115. The proposal therefore accords with Local Plan policies CLP20 and CLP22.

5.8 Landscape and Biodiversity

Relevant Policies

5.8.1 Local Plan policy CLP16 states that *'The council will expect development proposals to:*

- *avoid or minimise adverse impacts on biodiversity and geodiversity; and*
- *provide a net measurable gain in biodiversity'*

5.8.2 The NPPF also requires net gains in biodiversity (paragraph 170 d).

Considerations

5.8.3 The application site is situated within the open countryside and is bound by a mature hedgerow to the west. It is considered that there is scope for additional supplementary native hedgerow planting to achieve a biodiversity enhancement on site. It is recommended that a condition be imposed on the decision requiring the submission of further details of biodiversity enhancement scheme.

5.8.4 Subject to a condition as set out above the proposal is considered to accord with the provisions of policy CLP16 of the Local Plan and the NPPF.

6.0 REPRESENTATIONS

6.1 The application has been publicised by site notice and neighbour notification letter. 5 letters of representation have been received from local residents and 1 unsigned letter from the Tapton Community Group. The main concerns raised are summarised below;

- Access/Highway Safety
 - access on and off site is awkward as it is a narrow lane next to a very tight junction.
 - Whichever of the routes of access to the site the applicant uses will cause significant inconvenience and risk to the users of Balmoak Lane including vehicle users, walkers,

- pedestrians and other patients/visitors/carers attending Tapton Grove Nursing Home
- pedestrians use this lane to walk dogs and there is no pavement which could cause a safety risk
 - Much of Balmoak Lane is a single lane carriageway which is unsighted by traffic travelling in the opposite direction for much of its length. Numerous times each day even normal cars have to reverse back to a point where two vehicles can pass. The route of access to the site is totally unsuitable for further increase in traffic levels and certainly for horse boxes and typical vehicles which tow them.
 - Only alternate site access would be via Paxton Road/Pettyclose Lane which joins Balmoak Lane and at an island junction with 3 mature poplar trees. The site is usually accessed by the agricultural vehicles currently using the site. Normal access accessing Balmoak Lane by this route usually negotiate the island in an anti-clockwise direction even though they cannot see vehicles approaching the junction from the right hand side due to a stone wall that borders the field facing the application site. Larger vehicles are obliged to negotiate the island junction in a clockwise direction but this manoeuvre involves at least one 3 point turn and often with larger vehicles necessitates mounting the pavement putting front garden and retaining wall at risk.
 - Whilst the applicant may suggest that the equestrian vehicles and equipment are no larger than agricultural vehicles and equipment that currently access the site I would suggest that the site visits will be much more frequent for equestrian purposes and they will be in addition to those associated with the agricultural activities that are still to be carried out. Possible increase in traffic of larger and wider vehicles to transport horses would have an impact on road users.
 - Will result in increase in flow of traffic to site where safety and general amenity of current users of Balmoak Lane is already compromised by current levels of vehicular and pedestrian activity
 - First section of Balmoak Lane is designated public highway however it is poorly maintained single lane carriageway on which vehicles travelling in opposite directions are unable to pass unless at a passing point. It is also part of the Trans Pennine Trail which is very popular and leads on to Tapton Grove and six residential properties at Tapton Hamlet and is privately maintained and is single track with poor visibility where drivers are unable to see oncoming vehicles

- Only two routes to the site both requiring significant manoeuvring. Either route will cause more obstruction and frustration for road users and proposal will result in more vehicle trips and additional traffic, likely daily not seasonal visits as tends to be the case with the current agricultural visits.
- No parking is proposed and access is restricted with no parking possible at the entrance to the site. The application should include provision for at least 3 vehicles seeing as there will be 3 stables.
- Impact on wildlife – use of field will create more traffic damaging to nearby wildlife.
- Field next to site is being protected by owner for environmental purposes protecting wildlife in the area
- Foul sewage/waste storage and collection – no detail of storage and disposal of waste is provided
- Impact on watercourse – stream next to field which could be contaminated by horse sewage, manure
- Water supply – stables would require water supply for horses
- Toilet facilities - people spending time on the land would require toilet facilities and there would need to be a sewage system
- Safety of horses – land is dangerous for horses as there are deep ditches next to wall surrounding field
- Trees and fences – application form states that there are no trees and hedges adjacent to development which could influence the development or might be important as part of the local landscape character which is untrue. There is a hedgerow as shown on the elevational detail, floor and roof plan and is also mentioned as natural screening
- Visual effects on the area – planning statement mentions the structure will be fully visible to people on Balmoak Lane and some residential houses as existing hedgerow and trees will not completely block the view of the structure. Proposed elevations and plans state onduline roof sheets will be used but doesn't state which colour will be used, green or brown would be more in keeping.
- Future use – initial intentions for land could be followed by static caravans
- Fencing – no details of fencing have been included to show how the applicant plans to control horses grazing
- Existing stables at junction of Wheathill Lane and Dark Lane a short distance from the site. Should consider an addition to this facility as it is already established.

- Other matters – fireworks get set off in proximity to the site which can cause distress to animals and as the stables are not adjacent to an occupied property the horses will be on their own unless provisions are put in place by the horse owners to mitigate any problems.

6.3

Officer comments

- **Access/highway safety – see section 5.7**
- **Impact on wildlife and fields retained to protect wildlife – scheme is not considered to have an adverse impact on wildlife**
- **Foul sewage/waste storage/impact on watercourse – the applicant/horse owners will be required to comply with health and safety regulations and ensure appropriate disposal of any waste**
- **Water supply – applicant/horse owners will be required to provide adequate water for the care of horses through storage tanks**
- **There is no requirement for toilet facilities on the site**
- **Safety of horses – applicant/horse owners will be required to ensure the site is safe and secure for horses**
- **Impacts on trees/hedgerow – it is recommended that a condition be imposed require biodiversity enhancement through some additional planting.**
- **Visual impacts on area – see section 5.4 and 5.5**
- **Future use – the application is assessed on the basis of the detail of the submission**
- **Fencing – no fencing is proposed as part of the application**
- **Exiting stables nearby which could be extended – noted**
- **Other matters – it will be the horse owners responsibility to ensure the safety and security of the horses.**

7.0

HUMAN RIGHTS ACT 1998

7.1

Under the Human Rights Act 1998, which came into force on 2nd October 2000, an Authority must be in a position to show:

- Its action is in accordance with clearly established law
- The objective is sufficiently important to justify the action taken
- The decisions taken are objective and not irrational or arbitrary
- The methods used are no more than are necessary to accomplish the legitimate objective
- The interference impairs as little as possible the right or freedom

- 7.2 It is considered that the recommendation is objective and in accordance with clearly established law.
- 7.3 The recommended conditions are considered to be no more than necessary to control details of the development in the interests of amenity and public safety and which interfere as little as possible with the rights of the applicant.

8.0 STATEMENT OF POSITIVE AND PROACTIVE WORKING WITH APPLICANT

- 8.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and paragraph 38 of 2021 National Planning Policy Framework (NPPF) as the proposed development does not conflict with the NPPF or with 'up-to-date' policies of the Local Plan, it is considered to be 'sustainable development' to which the presumption in favour of the development applies.
- 8.2 The Local Planning Authority have during the consideration of this application engaged in a positive and proactive dialogue with the applicant in order to achieve a positive outcome for the application.

9.0 RECOMMENDATION

- 9.1 It is therefore recommended that the application be **GRANTED** subject to the following:

Conditions

Standard time frame

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

Reason - This is a statutory period which is specified in Section 91 of the Town and Country Planning Act 1990.

In accordance with approved plans and documents

2. The development hereby approved shall only be carried out in full accordance with the approved plans (listed below) with the exception of any approved non-material amendment. All external dimensions and elevational treatments shall be as shown on the approved plan/s (listed below).
 - Location Plan, drawing number Tapton-002

- Elevation Detail, Floor and Roof Plan, drawing number Tapton-004
- Planning statement in relation to a full planning application for the erection of wooden stables and change of use of land to equestrian purposes for private recreational use, report produced by report produced by:- C G Barks MRICS Bagshaws Llp

Reason - In order to clarify the extent of the planning permission

Landscape management and enhancement plan

3. A landscape management and enhancement plan with a programme for implementation shall be submitted to the local planning authority within two months of the implementation of this development and which shall include details of biodiversity enhancement measures including additional hedgerow planting and maintenance of the planting.

Reason – to ensure the development serves to maintain the openness and character of the strategic gap and enhances the development site in accordance with Local Plan policies CLP15 and CLP16

Materials

4. The shiplap timber cladding of the stable building shall be painted a dark brown colour stain and the roofing material shall be dark brown, black or dark green.

Reason – to ensure the development is appropriate in the strategic gap and to be a dark colour to be recessive and limit the visual impact of the proposal in accordance with Local Plan policies CLP25 and CLP20

Informative Notes

The Local Planning Authority have during consideration of this application engaged in a positive and proactive dialogue in order to achieve a positive outcome for the application.

1. If work is carried out other than in complete accordance with the approved plans, the whole development may be rendered unauthorised, as it will not have the benefit of the original planning permission. Any proposed amendments to that which is approved will require the submission of a further application.

2. The development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

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

www.groundstability.com or a similar service provider.

If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: www.gov.uk/coalauthority