

## **Planning Statement**

**Woodlands**

**Dynevor Road**

**Skewen**

**Swansea**

**SA10 6TW**

PHONE

MOB PHONE

EMAIL

## Content

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## 1.0 Introduction

- 1.1 This document has been prepared as a supporting statement in relation to the development of the above site.

## 2.0 Planning History - Planning Context

### 2.1. Planning History

- 2.2 Pre app – Q2019/5134 - 04/03/2020 - Negative

### 2.3 Planning Context

- 2.4 Local Policy - The development plan for the site is the Neath Port Talbot Local Development Plan 2011-2026. The Council adopted the plan on January 2016.<sup>1</sup>

### 2.5 Policy

Planning Policy Wales (Edition 10).

SC1 Settlement limits

OS1 Open Space

<sup>1</sup> <https://www.npt.gov.uk/7328>

EN6 Important Biodiversity and Geodiversity Sites

EN7 Important Natural Features

EN8 Pollution and Land Stability

W3 Waste Management in new Development

TR2 Design and access in new Development

BE1 Design

### SPG Guidance

Parking Standards SPG (October 2016)

## 3.0 Application Site

3.1 The application site is located within the settlement of Skewen as shown in **Figure 1**

**Figure 1**



- 3.2 The application site is occupied by a single dwelling with access between two dwellings off Dynevor Road. The existing dwelling is beyond economical repair and is also poorly located within the extensive site.
- 3.3 The application is for the demolition of the existing dwelling and the

construction of a detached dwelling and garage. The application is in outline with all matters reserved.

### 3.4 The scale parameters are as follows

|               | <b>Height</b> | <b>Width</b> | <b>Depth</b> |
|---------------|---------------|--------------|--------------|
| <b>House</b>  | 8m-8.9m       | 11m-12m      | 10m-11m      |
| <b>Garage</b> | 4.5m-5m       | 6m-7m        | 6m-7m        |

## 4.0 Appraisal

- 4.1 It is considered that the main issues for the determination of this application are the principle of development on the site, the effect of the proposal on highway and pedestrian safety, the character and appearance of the area, residential amenity and ecology.
- 4.2 The development is located within the identified settlement, where the principle of development is acceptable, subject to the development complying with the other development plan policies and matters such as those issues referred to below.
- 4.3 The application site has an area of over 0.2ha and therefore the proposed housing density fall well short of the requirements of Policy BE 1 which states

## Policy BE1 – Design

*All development proposals are required to demonstrate high quality design and fully take account of the natural, historic and built environmental context. From the information submitted the proposed development meets the specified density requirements of Policy BE1. Criterion 8(a) refers to the efficient use of land and indicates that, normally, within the Coastal Corridor Strategy Area a minimum of 35 dwellings per hectare should be achieved in order to make best and most efficient use of land.*

- 4.4 In this case, whilst there is more than adequate room within the site to provide several additional dwellings the applicant cannot improve the existing access or find an alternative access to the west to either a standard that meets the highways sections requirements or is economically viable. The requirements of the highway section are set out within the pre app response in **Appendix 1**
- 4.5 Given the length of the access road off Dynevor Terrace the highway section requires a 4.5m carriageway and a 2m footway this is possible. However, a replacement dwelling will have no material effect on highway and pedestrian safety. As such given the highway constraints it is considered that the development accords with Policy BE 1
- 4.6 **Highway and Pedestrian Safety** – The proposed development will utilize the existing access off Dynevor Road. The proposed dwelling will replace the existing dwelling and therefore there will be no change to vehicle movements within the existing highway network. It is therefore considered that the development will not have a detrimental effect on Highway and pedestrian safety.

- 4.7 **The character and appearance of the area** – The application is in outline and no details have been submitted in relation to the appearance of the dwelling. Given the scale of the property in the context of the site and the surrounding properties it is considered that the proposal is unlikely to have a detrimental effect on the character and appearance of the area.
- 4.8 **Residential Amenity** – The proposed dwelling is located to the rear of dwellings on Dynevor road. The proposed dwelling will be in excess of 30m from the rear of dwellings on Cwrt y Clafdy and Dynevor Road and as such there will no issues in respect of overlooking and over bearing. As such it is considered that the proposed dwelling will not have a detrimental effect on the amenity of existing residents.
- 4.9 **Ecology** – The scale of the site dictates that the proposal will be able to provide significant enhancement in relation to ecology. This can be the subject of a condition for consideration as part of the reserved matters

## 5.0 Summary

- 5.1 The application site is within the settlement where there is a presumption in favour of development. Whilst the site is able to accommodate additional dwellings the applicant is unable to provide satisfactory access for anything other than a replacement dwelling
- 5.2 The dwelling will have no detrimental effect on highway and pedestrian safety, the character and appearance of the area and the amenity of existing residents.

- 5.3 The scale of the site dictates that the proposal will be able to provide significant enhancement in relation to ecology
- 5.4 It is therefore considering that the proposal accords with Policies SC1, EN6, EN7, TR2, and BE1 of the Neath Port Talbot LDP.

## 6.0 Appendices

The Woodlands  
Dynevor Road  
Skewen  
Neath  
SA10 6TW

**BY EMAIL ONLY**

Dear Sir / Madam,

**Town and Country Planning Act, 1990 (as amended)**

**Pre-App. Ref: Q2019/5134**

**Proposal: 4 house development**

**Location: The Woodlands, Dynevor Road, Skewen, Neath, SA10 6TW**

I refer to your correspondence received concerning the above and your request for pre-application advice. Having considered the nature of submission in detail, I respond as follows.

**I can confirm that planning permission is required for the development you propose.**

**Local Context and Constraints**

- The application site has an historical contaminated land land use constraint.
- Trees on / adjacent to the site are covered by a tree preservation order (TPO)
- The application site is located within a Coal Authority Coal High Risk Coal Area
- The application site is located within a Coal Authority Lower Risk Coal Area
- The application site contains a dwelling that may contain bats

Please note that this information is based on our current records and is, as far as possible, accurate. Nevertheless, we reserve the right to advise you of any additional constraints that may be identified at the time of your application.

**Relevant Planning History**

From an examination of our records, the application site/ property has the following relevant planning history:

**Environment**

Nicola Pearce Head of Planning and Public Protection  
The Quays, Brunel Way, Baglan Energy Park, Neath SA11 2GG  
Tel 01639 686868

**Yr Amgylchedd**

Nicola Pearce Pennaeth Cynllunio a Gwarchod y Cyhoedd  
Y Ceiau, Ffordd Brunel, Parc Ynni Baglan, Castell-nedd SA11 2GG  
Ffôn 01639 686868

No relevant planning history

### Relevant Planning Policies

In addition to national guidance contained within Planning Policy Wales, any application would be considered against the Policies within the Adopted Neath Port Talbot Local Development Plan, details of which are available on the Council's web site by visiting [www.npt.gov.uk/ldp](http://www.npt.gov.uk/ldp). The relevant policies would include:

### Relevant National Policy:

Planning Policy Wales, Edition 10 (2018)  
TAN 12 Design (2016)  
TAN 20 Planning & the Welsh Language (2013)

### Relevant SPG:

Planning Obligations SPG (October 2016)  
Parking Standards SPG (October 2016)  
Development and the Welsh Language (July 2017)  
Pollution (October 2016)  
Open Space and Greenspace SPG (July 2017)

All of the above SPG can be viewed on the [Council's website](#).

### Relevant Studies / Evidence Base:

Open Space Assessment (2012)  
Welsh Language Impact Assessment (2012) – Menter Iaith Castell-nedd Port Talbot

### Local Development Plan:

#### Strategic Policies

|             |                                         |
|-------------|-----------------------------------------|
| Policy SP1  | Climate Change                          |
| Policy SP3  | Sustainable Communities                 |
| Policy SP4  | Infrastructure                          |
| Policy SP10 | Open Space                              |
| Policy SP15 | Biodiversity and Geodiversity           |
| Policy SP16 | Environmental Protection                |
| Policy SP19 | Waste Management                        |
| Policy SP20 | Transport Network                       |
| Policy SP21 | Built Environment and Historic Heritage |

#### Detailed Policies

|            |                                             |
|------------|---------------------------------------------|
| Policy SC1 | Settlement limits                           |
| Policy SC2 | Protection of Existing Community Facilities |

|            |                                      |
|------------|--------------------------------------|
| Policy I1  | Infrastructure Requirements          |
| Policy OS1 | Open Space Provision                 |
| Policy EN7 | Important Natural Features           |
| Policy EN8 | Pollution and Land Stability         |
| Policy W3  | Waste Management in New Development  |
| Policy TR2 | Design and Access of New Development |
| Policy BE1 | Design                               |

In respect of the above mentioned policies, please note:

### **Policy SC1 – Settlement Limits**

The site lies within the settlement limits defined by the LDP. In principle the proposal is acceptable in accordance with Policy SC1.

### **Policy TR2 - Design and Access of New Development**

Policy TR2 identifies that proposals will only be permitted where there are appropriate levels of parking and cycling facilities provided. The development has to be accessible by a range of travel means, including public transport and safe cycle and pedestrian routes.

In relation to any off-site improvements required to address Active Travel, reference should be made to paragraphs 5.3.6 – 5.3.8 of the Planning Obligations SPG.

### **Parking Standards SPG (October 2016)**

Gives guidance on the level of parking required and Appendix D Note D.6 states that all residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design.

### **Policy BE1 – Design**

All development proposals are required to demonstrate high quality design and fully take account of the natural, historic and built environmental context. From the information submitted the proposed development meets the specified density requirements of Policy BE1. Criterion 8(a) refers to the efficient use of land and indicates that, normally, within the Coastal Corridor Strategy Area a minimum of 35 dwellings per hectare should be achieved in order to make best and most efficient use of land.

All of the above SPG can be viewed on the [Council's website](#).

### **Analysis of Proposal**

The development is located within the identified settlement, where the principle of development is acceptable, subject to the development complying with the other development plan policies and matters such as those issues referred to below.

### **Residential and visual amenity**

In regards to the acceptability of constructing dwellings on the site, there is concern that the development proposed is somewhat contrived. This is as the proposal relates to land / development to the rear of an existing established frontage, which would fail to integrate fully with the pattern of development in the area. This is not to say that the land is not developable, but detailed consideration would have to be given to the layout, having particular regard to the change in levels on site. However, given the negative comments from The Head of Engineering and Transport (Highways Section) below at this point, it would be futile to address this matter in further detail.

Matters of overlooking, loss of privacy and overbearing are all also issues that would be of particular concern.

In respect of the layout provided in support of this pre-application enquiry, there is concern that the development will lead to unacceptable levels of overbearing and overshadowing to those properties located to a lower level at Dynevor Road. This issue is made worse given the significant change in levels between the application site and these properties. Any development would have to take account of this matter. The sections proposed are not detailed enough to fully demonstrate the relationship between the application site / dwellings and the adjacent properties. The sections should be extended to include the adjacent land and properties. Cross and longitudinal sections should be provided.

Furthermore, a distance of 21m should be maintained between the habitable room windows of the proposed and existing properties. The amenity space of existing properties should also be protected from unacceptable and direct overlooking – this matter is particularly pertinent in this case given the level changes apart between the application site and existing properties and their amenity space.

You could of course attempt to address the matters raised above through the submission of a revised scheme.

### **Highways and pedestrian safety**

The Head of Engineering and Transport (Highways and Drainage Sections) would recommend refusal of the proposed development. The reasons are as follows:-

- 1. The applicant wishes to increase the land use from one dwelling to 5 dwellings therefore increasing the trips to and from the existing access. On average one dwelling would generate 10 trips per day which in this instance would be an average of 50 trips per day. Even though this access onto Dynevor Road is existing (established use) the access is now proposed to facilitate additional traffic trips/vehicles. Therefore existing junction and its access need to meet the council criteria to successfully facilitate the use.*
- 2. NPTCBC Design Guide to Layout and Development of Roads requires a width of 5.5m for the first 12m from the junction access. This would apply to this development based upon Dynevor Road being a Major Access Collector Highway. To achieve this the applicant would have to acquire land from neighbouring properties. Therefore the land required is outside the applicants control.*

3. *Kerb radii on the junction would require improvements as a consequence of additional dwellings. Required radii would need to be 4.5m on both sides. The applicant does not own the land either side to accommodate the radii*
4. *The access road shall be no greater than a 1 in 12 gradient (1 in 9 shown on plan – not acceptable), with a straight on approach to junction of 1 in 20m rise over a length of 15m.*
5. *The length access road from the adopted highway is shown to be a minimum 35m to the start of the development (i.e plot 4) and at the furthest distance is 73m to plots 1 and 2. NPTCBC Design Guide to Layout and Development of Roads for shared driveways requires 25m. This distance is too long for refuse and recycling carrying distances.*
6. *The access shows a bend outside plot 4 to be unacceptable. The minimum centreline radius should be 20m. this does not comply with the Council's Design Guide to Layout and Development of Roads.*

For reasons mentioned above, The Head of Engineering and Transport (Highways Section) recommends refusal on ground of non-compliance in respect of the council's highway layout and development of roads, together with highway and pedestrian safety.

Any future planning application would therefore be likely to be met with an unfavourable officer recommendation on highways and pedestrian safety grounds.

### **Onsite Observations**

Highways:

- Proposed garage internal dimensions are more than the highway authority recommends therefore deemed acceptable.
- Plot 4 drive has an existing boundary wall to the left whilst exiting the drive which could compromise vehicular and pedestrian visibility, and likewise for plot 5 which has the same issue.
- Is the access proposed to lit – clarification would have to be provided.

### **Drainage Observations**

- Prior to any works commencing on site a full SAB approval would be required.
- The council are aware that there is a spring/issues within the site, the spring currently discharges through area where plots 2, 3 are situated on plan No 1955-03. This would need to be considered as part of the drainage design.

### **Contaminated Land**

The application site contains an historical contaminated land land use constraint. As such, the council's contaminated land section were consulted. A response was received confirming that there are no objections to this pre-application enquiry. However, the council's contaminated land officer did recommend a condition to deal with the scenario that unexpected contamination was encountered. Such a condition would therefore be imposed were planning permission sought and approved on this site.

## **Biodiversity and trees.**

As identified above, Policies EN6 and EN7 will be of relevance insofar as there is a need to ensure any impacts on biodiversity/ natural features are appropriately assessed and, where applicable, mitigated.

In respect of trees, a tree survey will be required as there are trees on / adjacent to the application site. These trees together with their root protection zones will need to be plotted on the proposed site plan.

The Council's arboricultural Officer was contacted and made the following comments:

*If this development is allowed to proceed in its current format the two Sycamore protected by tpo's will require removal.*

*During the site clearance works these two trees were the only suitable specimens for legal protection but they are not of a particularly good form.*

*If these trees were removed mitigation measures could be considered. This could include the planting with native tree species of the land at the rear of 63 to 71 Dynevor Road. This area is adjacent to and west of the new development and covers an area of approximately 1,770 square meters. When established this area of woodland would be beneficial for biodiversity and be an attractive feature in the local landscape.*

*To ensure that the area is retained as woodland and the trees are planted and maintained correctly a legal agreement would need to be drafted.*

Given the comments above, subject to the mitigation and signing of an appropriate legal agreement, it is considered likely that there would be no objection to the development of this land on arboricultural grounds.

In terms of biodiversity consideration on this site, these comments will follow shortly and under the cover of a separate letter / email.

## **The Coal Authority**

The Coal Authority were consulted as the application site is located within a Coal Authority Coal High Risk Coal Area. It should also be noted that the application site is located within a Coal Authority Lower Risk Coal Area.

The Coal Authority provided a consultation response which is detailed below:

*"I have reviewed the proposals and confirm that the a small area of the site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application.*

*The Coal Authority records indicate that the application site is likely to have been subject to historic unrecorded coal mine workings at shallow depth associated with a thick coal outcrop.*

*I have reviewed the proposed drawings and I am able to confirm that in the event the planning application is made the Coal Authority would raise **no objection** and would not request a Coal Mining Risk Assessment to accompany the submission. This is due to only a small section of the vehicular access lying within the Development High Risk Area."*

Given the comments above, it is considered that that development is unlikely to cause stability or related issues linked to coal mining legacy and the developers will not be required to undertake specialist investigations or assessment in support of any future planning application.

You are encouraged to contact Natural Resources Wales (NRW) to seek further pre-application advice – see note below for details of their pre-application services.

You are encouraged to contact Dŵr Cymru Welsh Water (DCWW) to seek further pre-application advice – see note below for details of their pre-application services.

#### *Sustainable Drainage – Statutory Requirements w.e.f January 2019*

Please note that from 7<sup>th</sup> January 2019, all new developments of more than 1 house or where the construction area is of 100m<sup>2</sup> or more will require sustainable drainage - built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers - to manage on-site surface water. More information is available in [Schedule 3 of the Flood & Water Management Act 2010](#).

These systems must be approved by the Council's Engineering Service acting in its SuDS Approving Body (SAB) role **before construction work begins**. In this respect it is essential that a developer of any such project gain SAB approval of its surface water drainage alongside any relevant planning permission. **You will not be allowed to start construction until both permissions have been approved.**

If you have not done so already, and your development would not fall into any of the relevant exceptions<sup>1</sup>, you are therefore strongly encouraged to request further advice from the SAB. Involving the SAB Officers in pre-application discussions will allow for SuDS drainage matters (to ensure suitability of proposed SuDs design in line with national standards and adequate site layout) to be considered alongside the assessment of planning merits. **There is an additional charge of £250 for this service.** This can be as part of any agreed further pre-application submissions with the Planning Authority (recommended) or independently/ direct with the SAB. You are advised, however, that failing to engage in joint pre-application discussions has the potential to lead to delays and, most notably, the potential need to obtain further planning permission should any agreed SuDS design not be compliant with any relevant planning permission. Further details are available at [www.npt.gov.uk/planning](http://www.npt.gov.uk/planning).

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<sup>1</sup> Exceptions and exemptions, in summary, relate to:-

- Existing sites and developments with planning permission granted or deemed to be granted (whether or not subject to any conditions as to a reserved matter) or for which a valid application has been received but not determined by 7 January 2019. However, SAB approval will still be required if the planning permission was granted subject to a condition as to a reserved matter and an application for approval of the reserved matter is not made before 7 January 2020.

## Section 106 Planning Obligations (if applicable)

The Council's approved [Planning Obligations Supplementary Planning Guidance](#) (SPG) provides the local policy basis for seeking planning obligations through Section 106 Agreements in Neath Port Talbot. The Council's approved SPG is also available to view/ download at [www.npt.gov.uk/planning](http://www.npt.gov.uk/planning).

Following consideration of the proposed development and potential impacts and needs arising from the development, I would advise that the Council is likely to seek planning obligations covering the following: -

- Affordable Housing
- Public Open Space

Further discussion on such matters can, of course, be entered into at the time of an application, or as part of any agreed further pre-application submissions. I would be happy to advise you further on this matter and provide approximate financial contribution figures for developer contributions where it has been shown that they are required.

## Required Supporting Documentation

We would encourage you to submit your application electronically via [www.gov.wales/planningapplications](http://www.gov.wales/planningapplications).

Having regard to the nature of your proposal, it is considered at this stage that in addition to the submission of standard mandatory supporting documentation such as application forms, plans and fee, any application for the above development should also be accompanied by the following additional documentation: -

- Site survey identifying existing ground levels
- Existing and proposed cross and longitudinal sections to take in adjacent land and properties
- Existing and proposed ground, floor and ridge levels of proposed properties and adjacent properties.
- Demolition and Construction Management Plan
- Tree Survey and tree constraints plan
- A bat survey may be required in respect of the demolition of the existing dwelling on site. Biodiversity comments are however to follow.

If any subsequent application fails to include the information above, there is a chance it may not be registered and, in any event, it is likely that an application will either be refused or will not be able to be progressed until its satisfactory submission.

***DELETE – does the development fall within thresholds as EIA Development? Will it require a screening opinion?***

It is also this Authority's practice to recommend to applicants that detailed information is submitted at application stage to ensure that, in the event of planning permission being granted,

that 'pre-commencement' conditions (which require approval of details prior to work starting on site) can be minimised. You are therefore encouraged to ensure that your initial submissions incorporate as much information as possible (for example materials, boundary treatment, ecology mitigation, Construction Management Plan, Travel Plan etc.), and address all matters raised in the advice given above.

Detailed guidance on the use of the national standard application form for planning permission and other associated consent regimes; and the information which must accompany a planning application so that the local planning authority can determine the validity of the application, can be found as follows: -

**“Guidance on the use of the standard application form ('1app') and validation of applications”:**

<http://wales.gov.uk/topics/planning/policy/guidanceandleaflets/1appguidance>

**The Town and Country Planning (Development Management Procedure)(Wales) Order 2012:** [http://www.legislation.gov.uk/wsi/2012/801/contents/made \(original Order\)](http://www.legislation.gov.uk/wsi/2012/801/contents/made/original_order).

(Note subsequent Amendment Orders: [2014](#) ; [2015](#) ; [2016](#) ; and [2017](#)).

#### How we will deal with your planning application

As part of its emphasis on 'Delivering Quality Development Quickly', the Planning department prides itself on the service it offers our customers. Once your application has been received, this will include an allocated case officer making contact with you or your appointed agent within the first week and arranging a visit, following which we will contact you by phone or email to advise of any discrepancies with your application. We will also work with you to address any outstanding concerns, including any amendments required to make your proposal acceptable.

Once we are happy with the validity of your application, we will formally consult neighbours and relevant consultees. Provided there are no significant matters of concern resulting from such consultations, we will then seek to determine your application as swiftly as possible after the expiry of the statutory publicity period, and aim to do so within the 8 week statutory period.

While Officers will endeavour to ensure you are aware of the progress of your application, we would encourage you to contact the case officer should you wish to discuss any matter further.

#### Development Team Approach – Building Control

The Development Management and Building Control teams work closely to assist developers in improving the quality of their development and ensuring compliance with all appropriate conditions and Regulations. In particular, Building Control provide a competitive and highly professional service and seek to actively engage with developer's at the earliest stage of their project. You are therefore encouraged to contact the Building Control team on 01639 686820 or by emailing [building.control@npt.gov.uk](mailto:building.control@npt.gov.uk) to enter into early negotiations and understand the benefits of the Council's Development Team approach.

#### Requests for Further Advice

Following receipt of this initial advice, should you wish to discuss your scheme prior to formal submission, please contact the case officer on the direct number or email address given above. Further charges may apply.

Yours faithfully,

**Rhodri Griffiths**

**If you require this information in larger print, or in an alternative format, please contact the above named officer.**

**Please Note:**

The advice offered in this response represents an informal opinion, provided in accordance with the Council's Planning Pre-Application Service Protocol. In particular, it is emphasised that while this pre application advice will be carefully considered in reaching a decision or recommendation on an application, the final decision on any application that you may make can only be taken after we have consulted local people, statutory consultees and any other interested parties. It does not, therefore prejudice any decision which the Local Planning Authority may make should an application be submitted.

## **Seeking Pre-Application Advice from External Consultees**

### **Natural Resources Wales (NRW)**

Natural Resources Wales has a key role in the planning system and you may wish to hold pre-application consultation with them, utilising their pre-application service, so that environmental considerations are identified and addressed at the earliest opportunity. More information about Natural Resources Wales's pre-application service, including what advice can be sought for free, and what advice is subject to a fee can be found at:

<https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/advice-for-developers/our-service-to-developers/?lang=en>

### **Dŵr Cymru Welsh Water (DCWW)**

Dŵr Cymru Welsh Water has a key role to play in the development and planning process as the services provided are at the forefront of public health and protection of the environment. Dŵr Cymru encourages all developers to engage with them as early as possible in order to address any issues that may arise during the planning/construction process.

To assist, Dŵr Cymru operates a pre-planning service in order to assess the impact of the proposed development. A written response will be provided advising whether the local network(s) can support the proposal, whether off-site water mains and/or sewers will need to be provided, and whether there are any apparatus located within the land you wish to develop and the requirements for these apparatus. This service is provided for a fee of £155+ VAT and can be submitted by post or by completing the online enquiry form at <http://www.dwrcymru.com/en/Developer-Services>. Further information can be obtained from the dedicated team of planning officers on 0800 917 2652.

### **Coal Authority**

In line with many other statutory consultees, the Coal Authority no longer provides responses to pre-application enquiries without a charge. The Coal Authority therefore requests LPAs to direct applicants that are seeking pre-application advice regarding coal mining legacy issues because their site falls within the Development High Risk Area to them, so they may provide a quotation for providing advice.

Should only a small part of your site fall within the High Risk area, we would especially encourage you to engage with the Coal Authority, since they may advise in certain situations that a Coal Mining Risk Assessment is not required.

Further advice may be found at: <https://www.gov.uk/government/organisations/the-coal-authority>