

ERECTION OF FOUR CLASSROOM EXTENSION TO INFANT SCHOOL WITH ASSOCIATED FACILITIES; AND ERECTION OF TWO CLASSROOM EXTENSION TO COMMUNITY GROUP WITH ASSOCIATED OFFICES AND FACILITIES

AT: MAPLE GROVE INFANT SCHOOL AND COMMUNITY GROUP, MAPLE GROVE, MARCH, PE15 8JT

FOR: CAMBRIDGESHIRE COUNTY COUNCIL

LPA REF: F/2003/15/CC

To: **Planning Committee**

Date: **12 November 2015**

From: **Acting Head of Growth & Economy**

Electoral division(s): **March North**

Purpose: **To consider the above planning application**

Recommendation: **It is recommended that planning permission be granted subject to the conditions set out in paragraph 9.2 and the informative set out in paragraph 9.3**

<i>Officer contact:</i>	
Name:	Elizabeth Verdegem
Post:	Development Management Officer
Email:	elizabeth.verdegem@cambridgeshire.gov.uk
Tel:	01223 703569

1.0 BACKGROUND

- 1.1 Maple Grove Infant School is located in north March opposite Westwood Junior School. On the 1st September 2015 Maple Grove Infant School and Westwood Junior School combined to become Westwood Primary School, a 3 form entry school operating on two sites either side of Maple Grove (road). The combined school serves a primary school catchment area covering central and north-west March.
- 1.2 For the 2015/2016 academic year, the combined primary school has a published admission number of 630 pupils in 3 forms of entry, which equates to 270 pupils in the infant school. Additionally, Maple Grove Community Group operates a pre-school from a building on the infant school site, which has a total capacity of 72 children.
- 1.3 For the purposes of this report, the application will continue to be referred to as extensions to Maple Grove Infant School and Community Group, on the site to the north of Maple Grove, with the Junior School located on the separate site.

2.0 SITE AND SURROUNDINGS

- 2.1 The application site is located on the northern side of Maple Grove and includes the Maple Grove Infant School and the Community Group buildings, some areas of hard-play, the access road, and car park. The application site has an area of 0.99 hectares.
- 2.2 The remainder of the school site includes soft play area to the south-east of the infant school building and the school playing field to the west and north of the buildings. There is also other land within the ownership of the County Council, adjacent to the application site. This includes a dwelling to the west of the access onto Maple Grove, and an area of undeveloped land to the north of the school site.
- 2.3 The car park is located directly off the access road to the south, directly behind the houses on Maple Grove, and there is an additional pedestrian access to the east of the site from Acacia Grove. The temporary mobile classroom for the pre-school is located behind the Community Group building, to the north. These are all included within the application area.
- 2.4 To the east and west of the school site there is residential housing, with housing also running along Maple Grove to the south east and south west. Westwood Junior School is directly opposite the site and there is housing on the other side of the road, running east and west from the Junior School site.

3.0 PROPOSAL

- 3.1 This application proposes an extension to the Infant School of four classrooms including toilets, cloakrooms, and storage and circulation space, to the north-east of the existing building. When combined with proposed internal refurbishment and rearrangement to the existing building, the proposal will effectively increase the school by three classrooms, to increase capacity by 90 pupils.
- 3.2 Additionally, a two classroom extension, including associated internal circulation space, toilets, kitchenettes, office and interview rooms, is proposed to the front of the Community Group building. This would facilitate the removal of a mobile classroom from the site, which is currently used by the pre-school. This proposal is therefore expected to result in a one classroom increase in pre-school capacity.
- 3.3 It is also proposed to replace the existing 16 car parking spaces with a 38 space car park, and to increase the cycle and scooter parking provision by 84 spaces (of which 36 would be cycle and 48 would be scooter spaces). This would result in a total of 112 cycle and scooter spaces across the site. New landscaping and external works are proposed to the soft landscaped areas surrounding the buildings. Additionally, the access road is proposed to be widened to allow two cars to pass.
- 3.4 In summary, the proposed development would therefore increase the Infant School capacity by three classes (90 pupils) to create a 4-form entry school with a capacity of 360 pupils, and the pre-school capacity by one class (24 children) to 4 classes totalling 96 pupils.

4.0 PLANNING HISTORY

- 4.1 The Maple Grove Infant School has little recent relevant planning history. Two mobile classrooms were installed in the early 1990s (F/01004/91/CC and F/00880/92/CC).
- 4.2 The Community Group building (pre-school) was granted planning permission in 2000 (F/00002/00) to the west of the infant school, with permission granted for a mobile classroom in 2011 (F/YR11/0849/F) to increase capacity. This was replaced by an extension in 2012, granted under F/YR12/0553/F. A further retrospective planning permission was granted for the existing mobile classroom in 2015 (F/YR15/0260/F).

5.0 CONSULTATION

- 5.1 Fenland District Council – no objection.
- 5.2 March Town Council – recommend approval.

- 5.3 CCC Highways Development Management—included in the comments from CCC Transport Assessments.
- 5.4 CCC Transport Assessments – raised initial concerns regarding some details of the Transport Statement, the justification for the increase in car parking spaces, the expected trip data and highway impact. These were clarified and resolved by the applicant to the satisfaction of officers. Concerns were also raised about the access to the public highway, particularly larger vehicles accessing the school site. Officers confirmed that the widening of the access road was an improvement on the current situation, and that the appropriate visibility splay had been achieved, and requested a condition for a detailed engineering scheme showing the access layout where the access meets the public highway, in order to confirm the exact details of the access construction.
- 5.5 CCC Road Safety Officer – advised that neither Maple Grove Infant School nor Westwood Junior Schools have up to date Travel Plans, and recommended a full review via the ModeShift STARS system.
- 5.6 CCC Access Officer—no comments received.
- 5.7 Police Architectural Liaison Officer—no objection or any other further recommendations beyond those made at the pre-application stage.
- 5.8 Cambridgeshire Fire & Rescue —no comments received.
- 5.9 Middle Level Commissioners—objected to the proposal on the grounds that the applicant has not provided evidence of a viable drainage scheme that meets the MLC requirements and design standards, nor evidence that arrangements for the whole life funding, management and maintenance of the scheme have been established.
- 5.10 Neighbours— objection received from a resident of Maple Grove, to the west of the school entrance, with concerns regarding traffic and highway safety. Specifically, this related to an existing concern about cars belonging to staff being parked off site on the surrounding residential roads, leading to increased disturbance and loss of privacy. This has led to concerns about highway safety and an increase in noise and disturbance when combined with parents dropping-off children during peak hours. There is concern that the proposal would lead to an increase in noise, disturbance and loss of privacy.

6.0 PLANNING POLICY

- 6.1 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 all applications for planning permission be determined in accordance with the development plan unless other material considerations

indicate otherwise. The relevant policies from the development plan are set out below.

6.2 National Planning Policy Framework (NPPF)

Paragraphs 11-14 - the presumption in favour of sustainable development
Paragraph 72 – choice of school places

6.3 Fenland Local Plan (2014) (LP)

Fenland District Council's Local Plan 2014 was adopted on 8th May 2014.

LP1 A Presumption in Favour of Sustainable Development

LP2 Facilitating Health and Wellbeing of Fenland Residents

LP14 Responding to Climate Change and Managing the Risk of Flooding in Fenland

LP15 Facilitating the Creation of a More Sustainable Transport Network in Fenland

LP16 Delivering and Protecting High Quality Environments across the District

LP19 The Natural Environment

7.0 **PLANNING CONSIDERATIONS**

- 7.1 The NPPF has at its core a presumption in favour of sustainable development (paragraph 14) and contains the government's national planning policy. It is a material consideration in planning decisions and indicates that development which is in accordance with the development plan should be approved unless other material considerations indicate otherwise (paragraphs 11, 14).

Justification and Need

- 7.2 The applicant has stated that the school extension is required owing to the demographic need for primary school places in March that will come forward over the next few years. Cambridgeshire County Council has a statutory duty to provide enough primary school capacity throughout the county in order to ensure every child has a school place. Creating increased capacity at this school will ensure that children in the local area are able to attend their local school and not have to travel further afield for their education.
- 7.3 As well as meeting the statutory duty, it will therefore also contribute to the aims of the Fenland Local Plan, specifically LP1 'A Presumption in Favour of Sustainable Development' and LP15 'Facilitating the Creation

of a More Sustainable Transport Network in Fenland'in creating more sustainable development and communities and reducing the need to travel. It is also in accordance with paragraph 72 of the NPPF, which gives "great weight to the need to create, expand or alter schools" in relation to providing an appropriate number of school places.

Design and Location

- 7.4 The proposed extensions are single-storey. Flat roofs are proposed for the Infant School, and a clay-tile pitched roof on the Community Group building, which match the existing buildings. The same yellow brickwork is proposed for both buildings, ensuring that the extensions complement the existing building and are in accordance with policy LP16.
- 7.5 The extension to the Community Group building is proposed to the front of the existing building and is in the centre of the site. It is some distance from the neighbouring houses, and its location and position is therefore unlikely to have an adverse impact upon residential amenity.
- 7.6 The extension to the Infant School is to the north-east of the existing school building and close to 39 Acacia Grove, next to the existing secondary pedestrian access. The extension is approximately 7 metres from the boundary of number 39, and is located further north than the house itself, on the other side of the boundary from the garden. No comments have been received from the occupants of number 39 following consultation. Given that the extension is single-storey and flat roofed, the position and design of the building is unlikely to have a significant adverse impact on the residential amenity of the occupiers of number 39, or any other residents in the area. It is considered that the proposal is therefore in accordance with policies LP2 and LP16 in regards to the design and location in that it will have little impact on residential amenity.

Sustainability and Energy Efficiency

- 7.7 The extensions have been designed to be energy efficient with careful design of the insulation and ventilation aspects of the building to reduce the need for energy consumption and to increase energy efficiency. The applicant has therefore demonstrated how the development will minimise resource consumption in accordance with policy LP14.
- 7.8 Policy LP14 also encourages the use of renewable energy in all development. It is disappointing that no renewable energy features are incorporated into the design of the extensions. However, given that a quantified requirement to incorporate renewable energy generation is not contained within the Fenland Local Plan, and given that efficiency measures are incorporated into the design, it is considered that on balance the development is in accordance with part (A), which refers to resource use and renewable energy, of policy LP14.

Flooding and Surface Water Drainage

- 7.9 The entire school site is contained within FloodZone 1, meaning that it is considered to be at a low risk of flooding. Much of the rest of March is in a higher flood zone category. However, it has been identified through consultation with the Middle Level Commissioners (MLC) that the local area around the school has been subject to flooding in the past, and therefore Flood Risk Assessments and Drainage Assessments have been submitted.
- 7.10 The Middle Level Commissioners (MLC) objected to the proposal as they consider that an appropriately designed drainage scheme has not been produced by the applicant, nor has a plan for the whole life maintenance and funding of such a scheme been established. Further revisions to the flood risk and drainage assessments have been submitted throughout the application process. However, the MLC still have concerns with the drainage proposals of the scheme and that overall evidence of a viable scheme has not been provided. Based on discussions with the MLC it has been agreed informally that it should be possible to achieve a solution that will work for the site and mitigate the impact of the development.
- 7.11 From the above discussions with the MLC it will be essential that a full drainage scheme be submitted by the applicant and approved prior to works commencing on site, which will include the requirement to obtain consent directly from the MLC for the works proposed. As a solution is possible of being reached it is considered that this requirement can be effectively dealt with by a pre-commencement condition, for a fully detailed drainage scheme and maintenance plan, and an informative. The informative would notify the applicant that it is their responsibility to gain all the necessary legal consents from the Middle Level Commissions or surrounding Internal Drainage Boards, before works can commence on site.
- 7.12 By including this condition and informative, it is considered that the aim of part (B) (Flood Risk and Drainage) of policy LP14, to reduce the risk of flooding, can be achieved through negotiations between the applicant, MLC and other relevant parties at the post-determination stage. The condition and informative will prevent any development taking place before a comprehensive scheme and maintenance plan has been approved. It is therefore considered that this site is an appropriate location to increase school place capacity within March, and that the outstanding concerns regarding drainage can be mitigated before works start on site.

Landscaping and External Areas

- 7.13 The site contains a number of trees with Tree Preservation Orders (TPOs), primarily in the area to the east of the access road and along the western boundary of the school site, beyond the sports field. Although some trees are proposed to be removed in order to facilitate the development, none of the trees to be removed have TPOs. New

planting is proposed to compensate for the loss of trees on a 1:1 basis, and a new wildflower/habitat area is proposed to the north of the site. It is considered that the proposal is in accordance with policy LP19 in that it will enhance the biodiversity on site. Full details of the landscaping scheme, including species and types of planting, will be secured by condition.

- 7.14 An existing hard play area is being used to accommodate the new school extension, and other areas of hard-play on site are to be expanded to accommodate this. Existing play equipment is to be retained and other soft-play areas rearranged in order to ensure that adequate play space provision will remain on site following the proposal. No works are proposed to the school field or sports pitch other than new tree planting along the school boundary. Therefore outdoor sports provision for the pupils has been retained.

Transport and Traffic

- 7.15 The increase in capacity at the school will inevitably increase the number of trips to the school. In order to reduce the impact during peak flow times, it is proposed to increase the size of the staff car park in order that all staff can park on site and off the surrounding residential streets; the details of the proposed parking provision are discussed in paragraph 7.20.
- 7.16 Maple Grove Infant School does not currently have a School Travel Plan to manage school traffic to and from the site. Owing to the rearrangement of the school as Westwood Primary School from September 2015, it would be appropriate to request a new School Travel Plan to accommodate both parts of the school and the proposed extensions. This has been suggested by the applicant and endorsed by CCC Road Safety Officer, and will be required by condition.
- 7.17 Initial CCC Transport Assessment and Highways Officers' concerns with the Transport Statement, regarding data on trip generation and a justification of the car parking numbers, have now been addressed to the Officer's satisfaction. An area of concern was that the access road to the site and the ability of large vehicles to leave the site without passing over into the opposite lane of traffic on Maple Grove. After further consultation with highways officers, it was concluded that large vehicle movements were not expected to increase as a result of the proposal (specifically refuse trucks) and that the increased width of the access road was likely to lessen the problem rather than exacerbate it. Officers concluded that there was nothing to suggest that there was an existing highway safety issue and therefore ultimately had no objections.
- 7.18 Additionally, concerns were received from a neighbour of the school site, located on Maple Grove to the west of the school entrance. It is recognised that staff vehicles are being parked on the surrounding streets owing to a current lack of capacity in the car park, and that this

caused increased problems during pick-up and drop-off times with parent's vehicles. As above, to mitigate this impact the car park is proposed to expand to accommodate more staff vehicles on site and a Travel Plan will be required by condition to encourage the use of more sustainable travel methods. While traffic is inevitable during peak times outside of schools, it is considered that the increased car park, increased cycle parking and a thorough, achievable School Travel Plan will reduce traffic congestion and encourage a shift towards more sustainable travel.

Access Road and Entrance

- 7.19 The access road to the school from the main entrance on Maple Grove is proposed to be widened. At present the access road is single carriageway with a lay-by/passing place. This will be widened to allow two cars to pass along the access road and through the entrance gates. The applicant has provided evidence that the appropriate visibility splay has been achieved at the entrance, and swept path diagrams to demonstrate that vehicles can enter and exit the site safely, to the satisfaction of Highways Officers. They have also confirmed that the entrance gates open inwards at present and will continue to do so following the development. The visibility splay and inward opening of the access gates will be secured by condition. The proposal is therefore considered in accordance with LP15 in providing safe, well-designed access and transport infrastructure.

Car and Cycle Parking

- 7.20 The application proposes a significant increase in car parking on the site, which is disproportionate with the size of the extension. It proposes an increase from 16 to 38 spaces, including 2 disabled spaces. There are currently 96 staff at the school, with an expected increase of between 10 and 12 members of staff as a result of the proposal. The proposed 38 car parking spaces would provide approximately 1 space for every 3 members of staff. In the absence of any car parking standards in the Fenland Local Plan and the identified concerns in the area with on-street staff parking on the neighbouring roads, it is considered to be an acceptable number of spaces for the school site.
- 7.21 There are currently 28 cycle spaces available on site. There are 36 new cycle and 48 new scooter spaces proposed as part of the development, which would provide a total of 112 cycle and scooter spaces on site. This would provide approximately 1 space for every 3 pupils at the primary school. Given the proposed increase in capacity of 90 pupils, the proposal equates to almost one space for each additional pupil. There are no cycle parking standards in the Fenland Local Plan. It is considered that the proposed spaces are more than adequate to provide for the increased capacity at the school and has shown significant attempts to provide appropriate numbers of spaces for the school capacity as a whole.

- 7.22 It is therefore considered that the proposed car and cycle parking are, on balance, in accordance with the aims of encouraging sustainable transport policy LP15, balanced with the benefit of providing adequate on-site parking for school staff. The installation of the cycle spaces prior to the occupation of the school extensions, and a requirement for them to be covered, will be secured by condition.

8.0 CONCLUSION

- 8.1 The proposal put forward has demonstrated that the location and design of the new extensions are appropriate for the area and the existing buildings. The applicant has taken significant steps to reduce the impact of school travel on the surrounding residents, while encouraging sustainable travel through increased cycle parking and a commitment to produce a fully revised and combined School Travel Plan for Westwood Primary School. While there is an outstanding issue of drainage at the site, it is considered that this is an issue which can be overcome and therefore dealt with by appropriate condition. Therefore, on balance the proposal is considered to be acceptable, subject to the conditions included in paragraph 9.2.

9.0 RECOMMENDATION

- 9.1 It is therefore recommended that permission is granted subject to the following conditions in paragraph 9.2 and informative in paragraph 9.3.

9.2 Advisory Note

The Town & Country Planning (Development Management Procedure) (England) Order 2015 requires the Planning Authority to give reasons for the imposition of pre-commencement conditions. Condition 3 below requires further information to be submitted to protect the environment and ensure the drainage matters are approved before construction commences. Condition 4 is required for the management of traffic throughout the construction phase. Both are therefore attached as pre-commencement conditions. The developer may not legally commence operations on site until these conditions have been satisfied.

1. Expiration Date

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

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the Application Form and the following documents and drawings:

- Supporting Planning Statement 5135764 rev B
- Site Location Plan 5135764-ATK-Z1-ZZ-DR-A-4010 rev P2
- Proposed Site Plan 5135764-ATK-Z1-GF-DR-A-4013 rev T2
- General Arrangement (External Works) 5141224-COL-LA001 rev B
- General Arrangement Sketch 5125689/COL/LA001 rev B
- Infants School Proposed Ground Floor Plan 5135764-ATK-Z1-GF-DR-A-4210 rev P1
- Pre-School Proposed Ground Floor Plan 5135764-ATK-Z1-GF-DR-A-4211 rev P1
- Infants School Proposed Roof Plan 5135764-ATK-Z1-GF-DR-A-4212 rev P1
- Pre-School Proposed Roof Plan 5135764-ATK-Z1-GF-DR-A-4213 rev P1
- Infants School Proposed Elevations 5135764-ATK-Z1-GF-DR-A-4300 rev P1
- Pre-School Proposed Elevations 5135764-ATK-Z1-GF-DR-A-4301 rev P1
- Arboricultural Impact Assessment by Atkins dated May 2015
- Tree Protection Plan 5135764/DG/ARB/001 rev B
- Ecological Impact Assessment by Atkins dated May 2015
- Transport Statement dated 31 July 2015
- Technical Note dated 22 September 2015

Reason: To define the site, protect the character and appearance of the locality in accordance with policy LP16 of the Fenland Local Plan (May 2014).

3. Drainage Scheme

No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the County Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of the development.

Reason: In the interests of reducing flood risk and creating a sustainable development in accordance with policy LP14 of the Fenland Local Plan (May 2014). A drainage scheme is essential for the development to be acceptable and will relate to the construction phase so must be approved before works start on site.

4. Construction Traffic Management Plan

No construction work or deliveries shall take place until a Construction Traffic Management Plan has been submitted to and approved in writing by the County Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall include details of:

- the proposed numbers and types of construction traffic movements,
- vehicle routes to and from site,
- parking arrangements for contractors and delivery vehicles,
- hours of deliveries,
- management and enforcement of the plan.

Reason: In the interests of residential amenity and highway safety in accordance with policies LP2, LP15 and LP16 of the Fenland Local Plan (May 2014). This condition relates to the construction phase so must be approved before work starts on site.

5. Construction Hours and Deliveries

No construction work or deliveries shall be carried out other than between 0800 hours and 1800 hours Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: In the interests of residential amenity in accordance with policies LP2 and LP16 of the Fenland Local Plan (May 2014).

6. Access to the Public Highway

Prior to the first occupation of the development hereby approved, the vehicular access (where it crosses the public highway) shall be laid out and constructed in accordance with a detailed engineering scheme to be submitted to and approved in writing by the County Planning Authority, and permanently retained thereafter. The scheme shall include levels, forms of construction and surface water drainage. The scheme shall also ensure that the visibility splay of 43metres at 2.4 metres set back, as shown in "Site Visibility Splays 5142213/TP/VS/001 rev A" is maintained, and that the entrance gates are shown opening inwards.

Reason: In the interests of highway safety and to ensure satisfactory access into the site in accordance with policy LP15 of the Fenland Local Plan (May 2014).

7. Parking and Turning Areas

Prior to the first occupation of the development hereby permitted, the on-site parking shall be laid out in accordance with the approved plan "Proposed Site Plan 5135764-ATK-Z1-GF-DR-A-4013 rev T2" and thereafter retained for that specific use.

Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan (May 2014).

8. Cycle Parking Spaces

Prior to the first occupation of the development hereby permitted, a scheme for the 36 additional covered cycle parking spaces and 48 additional scooter parking spaces identified in the Transport Statement dated 31 July 2015, and shown on "General Arrangement (External Works) 5141224-COL-LA001 rev B", shall be submitted to and approved in writing by the County Planning Authority. The cycle spaces and scooter spaces shall be available for use prior to the first occupation of the development.

Reason: To encourage sustainable travel in accordance with policy LP15 of the Fenland Local Plan (May 2014).

9. Travel Plan

Prior to the first occupation of the development hereby permitted a school Travel Plan for Westwood Primary School shall be submitted to and approved in writing by the County Planning Authority. The approved Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the County Planning Authority on request, together with any changes to the plan arising from those results.

Reason: To encourage sustainable travel in accordance with policy LP15 of the Fenland Local Plan (May 2014).

10. Protection of Breeding Birds During Construction

No removal of hedgerows or trees shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the County Planning Authority prior to the removal of any vegetation.

Reason: In the interests of biodiversity enhancement and protection and in accordance with policy LP19 of the Fenland Local Plan (May 2014).

11. Detailed Soft Landscaping Scheme

Prior to the first occupation of the development hereby permitted a detailed soft landscaping scheme, including details of the species and size of new trees and planting, shall be submitted to, and approved in writing by, the County Planning Authority. The planting scheme shall be implemented prior to the end of the first planting season following completion of the development.

Reason: In the interests of biodiversity enhancement and protection in accordance with policy LP19 of the Fenland Local Plan (May 2014).

12. Landscaping and biodiversity enhancement and maintenance

If within a period of 5 years from the date of planting of any tree or shrub, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or, in the opinion of the County Planning Authority, becomes seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted in the same place during the next available planting season.

Reason: In the interest of landscape character and nature conservation in accordance with policy LP19 of the Fenland Local Plan (May 2014).

8.3 Middle Level Commissioners Informative

The applicant is reminded that they have a separate legal obligation to the Internal Drainage Boards and Middle Level Commissioners in the area. Granting or refusal of consent under the Internal Drainage Board's byelaws or the Land Drainage Act 1991 is a matter for the Board itself and will require a formal application and prior written consent from the Board or Commissioners. The applicant is advised to contact Middle Level Commissioners at their earliest opportunity to establish their requirements.

Source Documents	Location
Application File F/2003/15/CC	Shire Hall