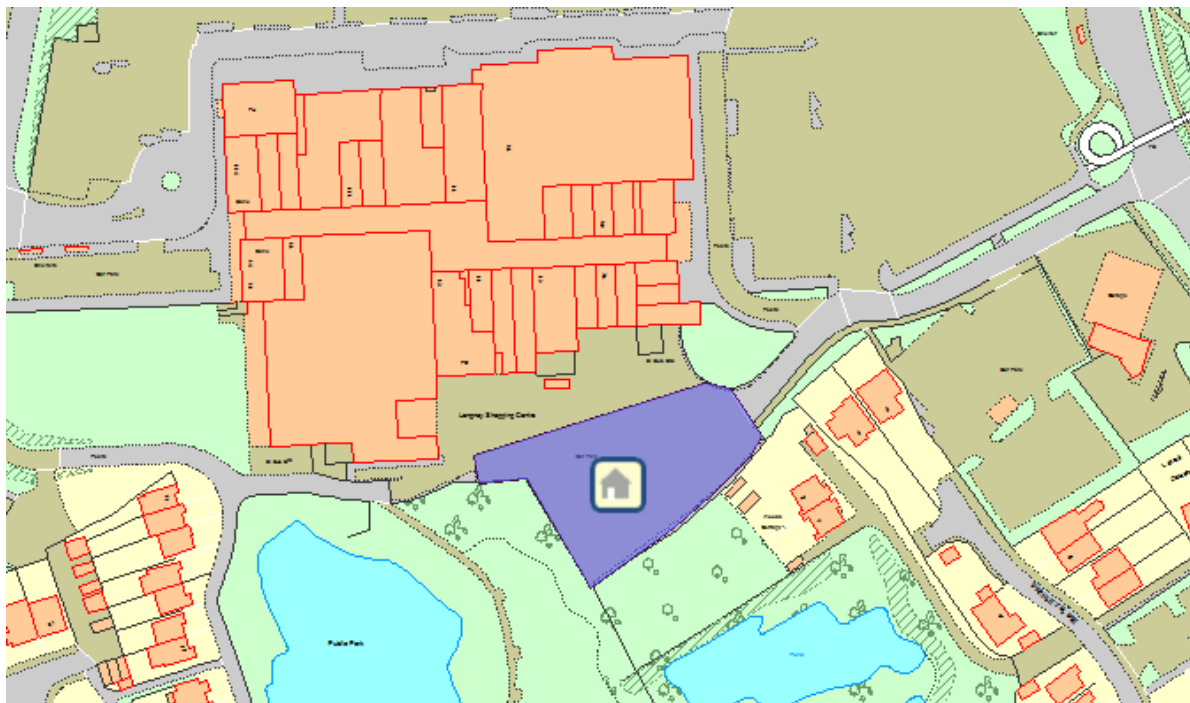


App.No: 190668	Decision Due Date: 29 November 2019	Ward: Langney
Officer: Anna Clare	Site visit date: 26 November 2019	Type: Planning Permission
Site Notice(s) Expiry date: 23 September 2019 Neighbour Con Expiry: 11 December 2019 Press Notice(s): n/a		
Over 8/13 week reason: To negotiate amendments to the scheme		
Location: Land South of Langney Shopping Centre and West of Langney Rise		
Proposal: Proposed development of 9 houses		
Applicant: Goldeneye Group		
Recommendation: Subject to no new issues being raised from the Consultation to delegate to Head of Planning in consultation with the Chair of Planning Committee to Grant planning permission subject to conditions as set out in this report		
Contact Officer(s):	Name: Anna Clare Post title: Specialist Advisor Planning E-mail: anna.clare@eastbourne.gov.uk Telephone number: 01323 4150000	



1 Executive Summary

- 1.1 The application originally proposed the erection of 10 dwellings, 7 in a terrace facing north and three to the east of the site, facing west. This was amended following advice from Officers that we could not support the scheme, as the properties did not meet the minimum housing standards, the car parking was in a bank adjacent the servicing area which created conflict, and the design of the layout was not considered to offer a good standard of amenity for future occupiers and created an awkward entrance to the site. The proposal was completely re-designed to create parking within the site, overlooked by the proposed houses.
- 1.2 The reduction in units, now takes the site below the threshold for the requirement for affordable housing provision on site, however the number of units and layout is considered to provide a good standard of accommodation given the constraints of the site and provide 9 additional residential units in a sustainable location, towards our housing requirements.
- 1.3 The scheme is recommended for approval subject to conditions. The re-consultation following the amendments expires 11 December therefore the recommendation is to delegate the decision to the Head of Planning providing no new issues are raised by the consultation.

2 Relevant Planning Policies

- 2.1 Revised National Planning Policy Framework (2019)
 - 2. Achieving sustainable development
 - 3. Plan-making
 - 4. Decision-making
 - 5. Delivering a sufficient supply of homes
 - 8. Promoting healthy and safe communities
 - 9. Promoting sustainable transport
 - 11. Making effective use of land
 - 12. Achieving well-designed places
 - 14. Meeting the challenge of climate change, flooding and coastal change
 - 15. Conserving and enhancing the natural environment
- 2.2 Eastbourne Core Strategy Local Plan (2013)
 - B1: Spatial Development Strategy and Distribution
 - B2: Creating Sustainable Neighbourhoods
 - C8: Langney Neighbourhood
 - D1: Sustainable Development
 - D5: Housing
 - D8: Sustainable Travel
 - D10a: Design
- 2.3 Eastbourne Borough Plan – Saved Policies
 - NE4: Sustainable Drainage Systems
 - NE17: Contaminated Land
 - NE18: Noise-
 - UHT1: Design of New Development
 - UHT4: Visual Amenity

UHT7: Landscaping
HO2: Predominantly Residential Areas
HO6: Infill Developments
HO20: Residential Amenity
TR7: Provision for Pedestrians
TR11: Car Parking
US4: Flood Protection and Surface Water Disposal

3 Site Description

- 3.1 The site refers to an existing part of the car park for Langney Shopping Centre directly to the south of the centre itself. The site is triangular in shape, and entirely hard surface, sharing an access road/path with the servicing yard of the Shopping Centre.
- 3.2 Immediately south of the site, but at higher level is the 'Woods Cottage' site. The only existing neighbouring residential properties are No.41 and 42 Swanley Close which are sited to the east of the site.

4 Relevant Planning History

- 4.1 No relevant planning history to this site specifically.

5 Proposed development

- 5.1 The application proposes the erection of 9, two bed, three person dwellings with associated landscaping and car parking to the south 'rear' of Langney Shopping Centre.
- 5.2 Existing vehicular access is provided to the site from the Langney Shopping Centre access off Langney Rise.

6 Consultations

- 6.1 Specialist Advisor (Arboriculture)
No objections raised, conditions requested regarding safeguarding trees on the adjacent site.
- 6.2 Specialist Advisor (Environmental Health)
If planning permission is granted please include conditions on standard hours of work.
- 6.3 Specialist Advisor (Planning Policy)
The site is currently occupied by car parking spaces which service Langney Shopping Centre, though the site is privately owned. The site is within the Langney neighbourhood.
- 6.3.1 The vision for Langney, as stated in the Core Strategy is *"Langney will make a significant contribution to the delivery of additional housing in a sustainable location. It will also maintain and improve the provision of services and facilities as well as increasing opportunities to access employment. It will seek to reinforce its*

position as one of the town's most sustainable neighbourhoods". The Core Strategy also states that "Langney will make a significant contribution to the delivery of additional housing in a sustainable location."

- 6.3.2 The Core Strategy Policy B1 identifies Langney as a sustainable neighbourhood and it states that higher residential densities will be supported in these areas. The site is located within the predominantly residential area as defined by Eastbourne Borough Plan Policy HO2. The National Planning Policy Framework (NPPF) supports sustainable residential development and planning permission should be granted to meet local and national housing needs.
- 6.3.3 This site would not be considered a windfall site, as it has been previously been identified in the Council's Strategic Housing and Economic Land Availability Assessment (SHLAA). This application will result in a net gain of 10 dwellings.
- 6.3.4 The development is within a District Shopping Centre as described in Policy D4: Shopping within the Core Strategy. As the development will not result in the loss of a retail unit, and there is adequate evidence that the loss of parking spaces should not have an impact on the retail area, then it is not in contravention of this policy.
- 6.3.5 The NPPF requires local planning authorities to identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of housing. As of 1st April 2019, Eastbourne is only able to demonstrate a 1.57 year supply of housing land, meaning that Eastbourne cannot demonstrate a five-year housing land supply. The NPPF would view this application with a 'presumption in favour of sustainable development,' as described in paragraph 14 of that document. It is not considered that the proposal would be contrary to the NPPF as a whole, or contrary to any specific policies in the NPPF.
- 6.4 CIL
The proposal would be CIL liable.
- 6.5 Southern Water
Advise a surface water sewer crossed the site and advise it might be possible to direct the sewer as long as this would result in no unacceptable loss of hydraulic capacity. Conditions and informatives requested.
- 6.5.1 A further drainage strategy was submitted following these comments and Southern Water form part of the re-consultation. Any further comments will be updated in an addendum report.
- 6.6 Highways ESCC
- 6.6.1 Accessibility
A number of local facilities area available at the adjacent shopping centre; small supermarket, chemist, Post Office etc. and bus services are available within a short walking distance on the north, west and east sides of Langney shopping centre. The nearest bus stop on the east side is approximately 60m from the site, where services 1x (every 30 minutes) and The Loop (every 20 minutes) are available.

6.6.2 The closest railway station is Hampden Park, and is 2.5km from the site. This would take approximately 30 minutes by foot, or 9 minutes when cycling. Secure cycle parking is available at the station.

6.6.3 Considering the above, it is considered that the site is located within a suitable accessible location.

6.6.4 *Trip generation*

A TRICS assessment has been submitted as part of this application. This illustrates that each dwelling has the potential to generate approximately 5 daily vehicular movements.

The proposed development of 10 dwellings would generate approximately 53 two way vehicular daily trips, based on similar developments assessed from the TRICS database. The methodology used for suggested daily trips for 10 units is sound, with approximately 6 trips in both the AM and PM peak times. It is not expected that an increase of 53 daily trips would have a significant impact on the local highway network.

6.6.5 *Car Parking*

A parking beat survey was undertaken in the surrounding car park to ascertain whether the level of displaced parking can be accommodated. This survey determined that the maximum parking level stresses generated from this proposal, in addition to the redevelopment scheme of the shopping centre. The results determined on a Saturday, there would be approximately 64% parking stress, leaving 173 parking spaces unoccupied. The survey therefore determines there is enough capacity to accommodate parking demand generated from the proposed redevelopment of the shopping centre and taking into account the removal of car parking spaces from the application site as part of this application.

6.6.6 *Cycle Parking*

In terms of cycle parking provision, two spaces would need to be provided per house. Having reviewed the submitted plans, a secure cycle store is to be provided in each garden and is in line with the County Council's parking guidance. The County Council requires cycle stores to be located in a secure, convenient and covered location. The provision of the cycle store should be secured by condition.

6.6.7 *Construction*

A Construction Traffic Management Plan would need to be provided with details to be agreed. This would need to include management of contractor parking to ensure no on-street parking occurs during the whole of the construction phases. This would need to be secured through a condition of any planning permission.

6.6.8 *Travel Plan Statement*

Although a travel plan statement is not required for this number of dwellings, it is recommended that the applicant provides a Travel Plan Pack for every first occupier of each dwelling, in order to encourage the uptake of sustainable modes of transport. This should include details of bus timetables, bus stops, train stations and timetables, local facilities and distances on both foot and cycle etc.

6.6.9 *Delivery and Servicing Statement*

Although a deliver and servicing statement has not been submitted, swept path drawings have been submitted that show refuse vehicles can access and service the site without blocking the highway, which is considered acceptable.

6.6.10 *Pedestrian access*

The works associated with shopping centre extension currently underway will provide some level of enhanced footway provision but the desire line for residents at this development will be along both sides of the shopping centre access road. The footways are not continuous due to the petrol filling station (PFS) and South East car park access, and crossing the access road close to the shopping centre entrance is not convenient and is circuitous. There is limited provision for crossing the access road to the northern side.

6.6.11 The pedestrian access to the rear of plots 2-6 (to the refuse and cycle parking) does not follow a desire line, ie the route from plot 2 goes southbound past plots 3-6 and then back round to leave the site. I recommend that the rear access path go the other way (towards the visitor parking spaces) for plots 1-5.

6.7 SUDS

The surface water flood maps show an existing overland surface water flow path through the application site. This flow path starts from the area around Langney Shopping centre and the parking area to the east. It is currently not clear whether this has been taken into account in the development proposals to avoid an increase in flood risk as a result of blocking this flow path.

6.7.1 The applicant should provide additional information which clearly assesses the impact of the proposed development on this flow path and corresponding flood risk. Generally we prefer that existing overland surface water flow paths are retained as they are within green corridors. If it is not possible to retain the flow path, it should be diverted safely with the flood risk impacts of the diversion on and offsite assessed.

6.7.2 It is not clear from the information provided in the Flood Risk Assessment whether the proposed discharge rate of 14 l/s into the public sewer has been agreed to by Southern Water. This should be clarified by providing evidence that Southern Water agreed to this discharge rate in principle.

6.7.3 The application site is within and drains surface water runoff to the Pevensey and Cuckmere Water Level Management Board's drainage district. Therefore the applicant should apply for consent to discharge surface water runoff into the Water Level Management Board's area as required by the Board's Byelaw 3, which is the process by which the Board agrees the proposed discharge rates.

6.7.4 A further drainage strategy was submitted following these comments and the Lead Local Flood Authority form part of the re-consultation. Any further comments will be updated in an addendum report.

7 Neighbour Representations

7.1 1 Objection received from 12a Milfoil Drive, covering the following points:

- The area is saturated with people
- Traffic impacts
- Loss of parking and impacts on on-street parking
- Impacts on doctors, dentists etc.

8 Appraisal

8.1 Principle:

- 8.1.1 The site is located within the built-up area, where the principle of development is acceptable. The site also falls within an area identified as predominantly residential within the Eastbourne Borough Plan. The redevelopment of sites in predominantly residential areas is encouraged by Policy HO2 of the Borough Plan. The Revised National Planning Policy Framework (NPPF) directs Local Planning Authorities to adopt a presumption in favour of sustainable development.
- 8.1.2 Para. 11 of the revised NPPF (2019) states that decision taking should be based on the approval of development plan proposals that accord with an up-to-date development plan without delay.
- 8.1.3 Where the policies that are most important for determining the application are out of date, which includes, for applications involving the provision of housing, situations where the local authority cannot demonstrate a five year supply of deliverable housing sites, permission should be granted unless any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the Policies in the NPPF as a whole.
- 8.1.4 Para. 122 of the NPPF states that planning decisions should support development that makes efficient use of land. This is caveated by section (d) of the paragraph which instructs decision to take into account 'the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change.
- 8.1.5 Para. 127 refers to potential impacts on character and remarks that development should be 'sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)' and that development should also create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 8.1.6 Para. 122 of the NPPF states that planning decisions should support development that makes efficient use of land. This is caveated by section (d) of the paragraph which instructs decision to take into account 'the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change.

8.1.7 It is considered that the development of the site is acceptable in principle, the proposal will utilise an underused car park area to provide required housing in a sustainable location.

8.2 Impact of proposed development on amenity of adjoining occupiers and surrounding area

8.2.1 There will be little impact on existing residential properties, the nearest being 41 and 42 Swanley Close to the east of the site. These properties are higher than the application site, given the layout of the proposed properties there some minor overlooking from plots 8&9 towards the existing properties at the upper level given the difference in levels. However this is at an almost 90degree angle and would be at a distance sufficient, just under 30m, to not be considered significant detrimental overlooking.

8.2.2 The proposals are considered not to have significant detrimental impacts on the development being considered on the adjacent site of Woods Cottage given the layout of the developments and distances involved.

8.3 Living Conditions for Future Occupants

8.3.1 The site is situated to the rear of the Langney Shopping centre adjacent the servicing yard. Therefore there are concerns regarding the impact of operations in association with the shopping centre from deliveries noise and any plant or machinery. A noise impact assessment has been submitted as part of the application.

8.3.2 According to the noise impact assessment deliveries are made during the centre opening hours of 0700 and 2000 Monday to Thursday and 0700 to 2100 on Friday and Saturday. The noise assessment concludes that based on the maximum noise exposure levels recorded on the site, new dwellings would fall within the category of Low risk during both the day and night. Therefore if good acoustic design processes are followed adverse impacts of noise will be mitigated and minimised in the finished development. A condition is recommended to ensure the recommendations contained within the Noise Impact Assessment in relation to noise mitigation are carried out.

8.3.3

Unit No.	Type of Accommodation	Actual GIA	Rec GIA	
1&6	2bed, 3person dwelling	78 m ²	70 m ²	Exceeds
2-5	2bed, 3person dwelling	70 m ²	70 m ²	Meets
7-9	2bed, 3person dwelling	82 m ²	70 m ²	Exceeds

As shown above proposed properties meet or exceed the nationally recommended housing standards for the type of property. Each property is also provided with a private rear garden.

8.3.4 The site is not ideal given it is immediately adjacent the service yard of the shopping centre. However, given the size and layout of the properties, the sustainable location and the mitigation measures proposed to be provided to

minimise noise impacts on the dwellings, the proposed development is considered to provide a good standard of accommodation for future occupiers.

8.4 Design

8.4.1 The proposal is a simple design of two sets of terrace dwellings, both terraces are proposed with central gable frontages to provide features. The materials are part brick and part tile hung. There is no street scene here and there would be limited public visibility given the location. The terraces are considered acceptable and the layout will result in the properties appearing separate from the servicing area. The existing footpath from the east will be extended into the site and the area landscaped between buildings. As such the proposals are considered acceptable on design grounds given the context.

8.5 Highways:

- 8.5.1 The pedestrian path from the east of the site will be extended into the site to provide safe routes for residents. Within the shopping centre site, the footpath extends to a pedestrian crossing over the access to the shopping centre access. There is then a further pedestrian access across to the footpath which runs from the shopping centre out of the site to Langney Rise. This gives, albeit not direct, a safe pedestrian route to the nearest public highway of Langney Rise.
- 8.5.2 Cycle parking is provided for each dwelling within the rear gardens, and the location with good public transport links will give sustainable travel options for residents.
- 8.5.3 The proposal includes the provision of 14 car parking spaces, 9 allocated and 4 visitor parking spaces. The site is a sustainable location, with access to the shopping centre amenities and good public transport links.
- 8.5.4 The ESCC car parking demand calculator estimates the demand based on the tenure/size of properties to be 13.3 parking spaces. Therefore the proposal is in line with this and would not cause significant additional demand in the surrounding area.
- 8.5.5 The pedestrian access is not ideal out of the site to Langney Rise given the lack of footpath to the north of the petrol station. However there is safe access, with a crossing providing access to in front of the new shopping centre extension, then a further crossing to the access path which leads out of the site to Langney Rise. The footpath is not necessarily the desired line but does provide safe access to the site and it is not considered possible to improve the footpath across the petrol station site given this is in different ownership. Therefore on balance the proposals are acceptable.
- 8.5.6 ESCC Highways have raised concerns regarding the back paths of plots 2-6 going south before exiting the site which is not direct. However if the path was amended this is considered to conflict with the proposals for the garden area of plot 1 and in planning terms on balance the proposed layout is considered reasonable.

8.6 Conclusion

- 8.6.1 The proposals are considered acceptable in principle providing an additional 9 residential dwellings, which would provide good quality accommodation in a sustainable location, towards our housing requirements.
- 8.6.2 It is not considered there would be detrimental impacts on the existing residential properties adjacent or those planned to the south, and the design and layout of the properties is considered appropriate to the setting.

9 Human Rights Implications

- 9.1 The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been taken into account fully in balancing the planning issues; and furthermore the proposals will not result in any breach of the Equalities Act 2010.

10 Recommendation

- 10.1 Grant planning permission subject to the following conditions:

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

Reason: To comply with Sections 91 and 92 of the Town and County Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2) The external finishes of the development shall be as shown on the approved drawings unless agreed otherwise in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development in the interests of the visual amenities of the area.

3) The development hereby permitted shall be carried out in accordance with the approved drawings no.

GEG/1011/1 Rev B – Proposed Site Plan
GEG/1011/2 Rev B - Proposed Floor Plans for Plots 1-6
GEG/1011/3 Rev B - Proposed Elevations Plots 1-6
GEG/1011/4 Rev B – Proposed Floors Plans & Elevations for Plots 7-9
GEG/1011/5 Rev B – Proposed Street Scene
GEG/1011/6 Rev B – Proposed Roof Plan
Rev A - Site Entrance Road

Reason: For the avoidance of doubt and in the interests of proper planning.

4) The proposed noise mitigation measures set out in the Noise Assessment dated October 2019 (Report Ref: 25433-04-NA-01) shall be carried out in full to the satisfaction of the Local Planning Authority unless agreed otherwise in writing.

Reason: To ensure noise impacts are minimised and mitigated to protect the amenity of future occupiers.

5) That no demolition, site clearance or building operations shall take place except between the hours of 8.00 a.m. and 6.00 p.m. on Mondays to Fridays and 8.00 a.m. and 1.00 p.m. on Saturdays and that no works in connection with the development shall take place on Sundays or Bank Holidays unless previously been agreed in writing by the Local Planning Authority.

Reason: In the interest of maintaining the amenities of nearby residents/occupiers.

6) The Arboricultural Method Statement (section 11 of the Arboricultural Report AR/77019) and associated tree protection plan submitted in support of the application shall be adhered to in full, subject to the pre-arranged tree protection monitoring and site supervision by a suitably qualified tree specialist. This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of contemporaneous monitoring and compliance by the pre-appointed tree specialist during demolition and subsequent construction operations.

Reason: To safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained trees pursuant to section 197 of the Town and Country Planning Act 1990.

7) No retained tree shall be cut down, uprooted, destroyed, pruned, cut or damaged in any manner during the development process and up until completion and full occupation of the buildings for their permitted use within 2 years from the date of the occupation of the building for its permitted use, other than in accordance with the approved plans and particulars, without the prior written approval of the local planning authority.

Reason: To safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance.

8) The approved tree pruning works detailed in section 10 of the arboricultural report AR/77019 shall be carried out in accordance with BS3998:2010. The development thereafter shall be implemented in strict accordance with the approved details.

Reason: To avoid any irreversible damage to retained trees pursuant to section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality.

9) The development shall not be occupied until parking spaces have been provided in accordance with the approved plans and the parking spaces shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles

Reason: To ensure the safety of persons and vehicles entering and leaving the site access.

10) The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls/fences).

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the site access

11) The development shall not be occupied until cycle parking has been provided in accordance with the approved plans and the cycle parking shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: In order that the development site is accessible by non car modes and to meet the objectives of sustainable development

12) The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the approved plans and the turning space shall thereafter be retained for that use and shall not be used for any other purpose;

Reason: To ensure the safety of persons and vehicles entering and leaving the site access

13) The development shall not be occupied until a Travel Plan Pack for residents has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport and/or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

14) The development shall not be occupied until footways within the site have been provided and constructed in accordance with the approved plans.

Reason: To ensure the safety of persons within the site

15) No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters:

- a. the anticipated number, frequency and types of vehicles used during construction;
- b. the method of access and egress and routeing of vehicles during construction;
- c. the parking of vehicles by site operatives and visitors;
- d. the loading and unloading of plant, materials and waste;
- e. the storage of plant and materials used in construction of the

- development;
- f. the erection and maintenance of security hoarding;
- g. the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
- h. details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extension, enlargement or other alteration of the dwellinghouses shall be carried out, nor any outbuildings or hard surfacing shall be erected other than that expressly authorised by this permission without planning permission obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties and for this reason would wish to control any future development.

17) The internal layout of the dwellings shall be as shown on the approved drawings, and not amended or altered unless agreed in writing by the Local Planning Authority.

Reason: To protect the amenity of future occupiers from the creation of additional bedrooms without the additional living space being.

18) Prior to the commencement of development details of proposed measures to be undertaken to divert/protect the public sewers, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To protect the public sewer at the site.

19) Construction of the development shall not commence until details of the proposed means of surface water run off disposal in accordance with Part H3 of Building Regulations hierarchy as well as acceptable discharge points, rates and volumes have been agreed by the Lead Flood Authority in consultation with Southern Water.

Reason: To ensure suitable drainage proposals.

20) Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water

Reason: To ensure suitable drainage proposals.

Informatives

1. Reference should be made to Southern Waters publication 'A guide to Tree Planting near water Mains and Sewers' regards any landscaping proposed and Southern Waters restrictions and maintenance of tree planting adjacent to sewers and rising mains and water mains.

2. A formal application for connection to the public sewerage system is required in order to service this development. Please read our New Connections Services Charging Arrangements documents which has not been published and is available to read on our website via the following link:
[//beta.southernwater.co.uk/infrastructure-charges](http://beta.southernwater.co.uk/infrastructure-charges).

11 Appeal

- 11.1 Should the applicant appeal the decision the appropriate course of action to be followed, taking into account the criteria set by the Planning Inspectorate, is considered to be written representations.

12 Background papers

- 12.1 The background papers used in compiling this report are available on the online case file.