

**1.0 APPLICATION DETAILS**

Ref: 18/04811/FUL  
 Location: 216-220 Brigstock Road, Thornton Heath, CR7 7JD  
 Ward: Bensham Manor  
 Description: Removal of existing structures, demolition of existing building, alterations erection of part three storey / part four storey building, provision of retail use (A1 Use Class) at lower ground floor and ground floor, provision of 8 flats comprising 1 x 1 bedroom flat at rear lower ground floor, 2 x 1 bedroom flats at rear ground floor, 2 x 1 bedroom flats, 1 studio flat, and 1 x 3 bedroom flat at first floor, and 1 x 3 bedroom flat at second floor (in roofspace), provision of associated refuse storage and cycle storage, provision of one off-street parking space at rear.  
 Drawing Nos: P-216BR-01 ; 216BR-02 Rev D ; 216BR-03 Rev D ; 216BR-04 Rev C ; 216BR-05 Rev F ; 216BR-06 Rev E ; 216BR-07 Rev E ; 216BR-08 Rev E ; 216BR-09 Rev F.  
 Applicant: Mr Singh  
 Agent: MAK and Partners Ltd  
 Case Officer: Dean Gibson

	<b>studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>
<b>Existing</b>	0	0	1	0
<b>Proposed flats</b>	1	5	0	2

All units are proposed for private sale

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
1	18 (Residential) 6 (Shop)

- 1.1 This application is being reported to Planning Committee because residential objections in form of a petition with the number of signatures above the threshold in the Committee Consideration Criteria has been received.

**2.0 RECOMMENDATION**

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

## **Conditions**

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings except where specified by conditions.
3. Details of materials to be submitted for approval.
4. Details of landscaping including boundary treatment to be submitted for approval.
5. Following details to be submitted for approval : - a) appearance of angled-fin privacy screens to rear elevation upper ground and first floor balconies ; b) visibility splays to parking space ; c) security lighting ; d) appearance of rear external bin storage enclosure; e) bin storage capacity for both residential and retail uses ; f) finished floor levels.
6. No additional windows in the flank elevations.
7. Three upper ground floor rear facing windows to be implemented as obscure-glazed as specified in approved upper-ground floor plan.
8. Car parking space to be clearly defined and provided as approved.
9. Details of electric vehicle charging point for car parking space to be submitted.
10. Following details to be implemented as specified in approved plans : a) car parking space ; b) cycle storage ; c) internal refuse storage.
11. Construction Logistics Plan to be submitted for approval.
12. 19% carbon reduction to be achieved for residential use.
13. 110 litre water usage to be achieved for residential use.
14. Details of site specific SUDs to be submitted for approval.
15. Hours of opening of retail unit to be restricted to : 0700 hours to 2300 hours Monday to Saturday, and 0800 hours to 1700 hours on Sundays.
16. Section drawings at 1:10 scale of proposed windows and doors to be submitted for approval.
17. Details of security shutters to shop to be submitted for approval.
18. Contaminated land assessment to be submitted for approval and remediation carried out as necessary.
19. Details of any security shutters to be submitted for approval
20. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

## **Informatives**

- 1) Community Infrastructure Levy
  - 2) Code of practice for Construction Sites
  - 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport
- 2.3 That the Planning Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

### 3.0 PROPOSAL AND LOCATION DETAILS

#### Proposal

- 3.1 The proposal seeks full planning permission for the following:
- Demolition of existing two storey building.
  - Removal of steels.
  - The erection of a three storey building with accommodation within the lower level and roof level to provide 8 flats.
  - Provision of communal external amenity space and children's play space.
  - Provision of 1 off-street parking spaces.
  - Provision of associated refuse and cycle stores.

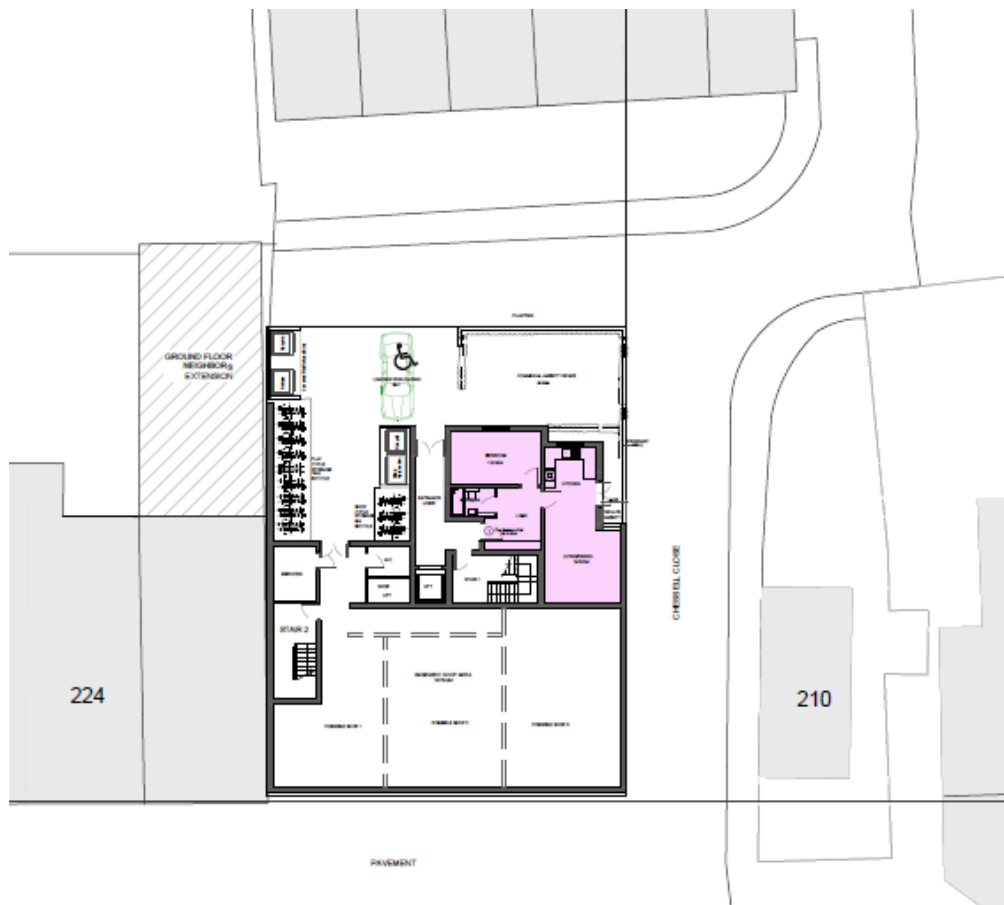


Figure 1 Proposed Site Plan

- 3.2 The scheme was amended during the course of the application. The overall number of proposed dwellings was reduced from 9 dwellings to 8 dwellings, this was on officer advice to increase the overall number of three bedroom dwellings in the scheme. Initially only 1 three flat was proposed, the scheme was amended to provide 2 three bedroom flats.
- 3.3 Other changes were made to the rear elevation. Some of the living room windows to Flats 2 and 3 on the upper ground floor were made obscure-glazed, while angled privacy screens were added to some of the living room windows to the Flat 5 on the first floor.

## **Site and Surroundings**

- 3.4 The site was once formed by a two storey terrace of three buildings, but it is understood that two of the buildings (No 218 and 220) within the terrace were part demolished due to fire damage, although some of the steel rigid steel joints are still evident. No 216, is a two storey building at the end of the terrace, that fronts Brigstock Road, abuts Chessell Close, has a vacant ground floor shop unit (accountants) and two bedroom flat at first floor. The site/terrace has been part derelict for over 10 years. The building has a rear dormer extension and single storey rear projection. It also has a rear hardstanding which provides 2 informal off-street parking spaces accessed from Chessell Close. The land level of the site falls noticeably from south to north (front to rear of site). The site is bounded to the west by a small two storey terraced shopping parade at No.s 222 to 230 Brigstock Road. It is bounded by the east, north-east, north, by Chessell Close, a cul-de-sac comprising ten two storey terraced houses. A pair of semi-detached houses at 7 and 9 Nutfield Road back onto Chessell Close. There is also a two storey detached house at 210 Brigstock Road. Due to the derelict nature of the site for many years the site has become overgrown with self-seeded trees and has been subject to fly-tipping.
- 3.5 The site (Fig. 2 and 3 below) is part of a designated Shopping Parade and within a designated Neighbourhood Centre. It has a low risk of surface water flooding and a Public Transport Accessibility Level (PTAL) of 4. The site is a 10 minute walk from Thornton Heath Railway Station and Thornton Heath District Centre (Tesco and other District Centre amenities). Brigstock Road is a classified road



Figure 2 Front of Site

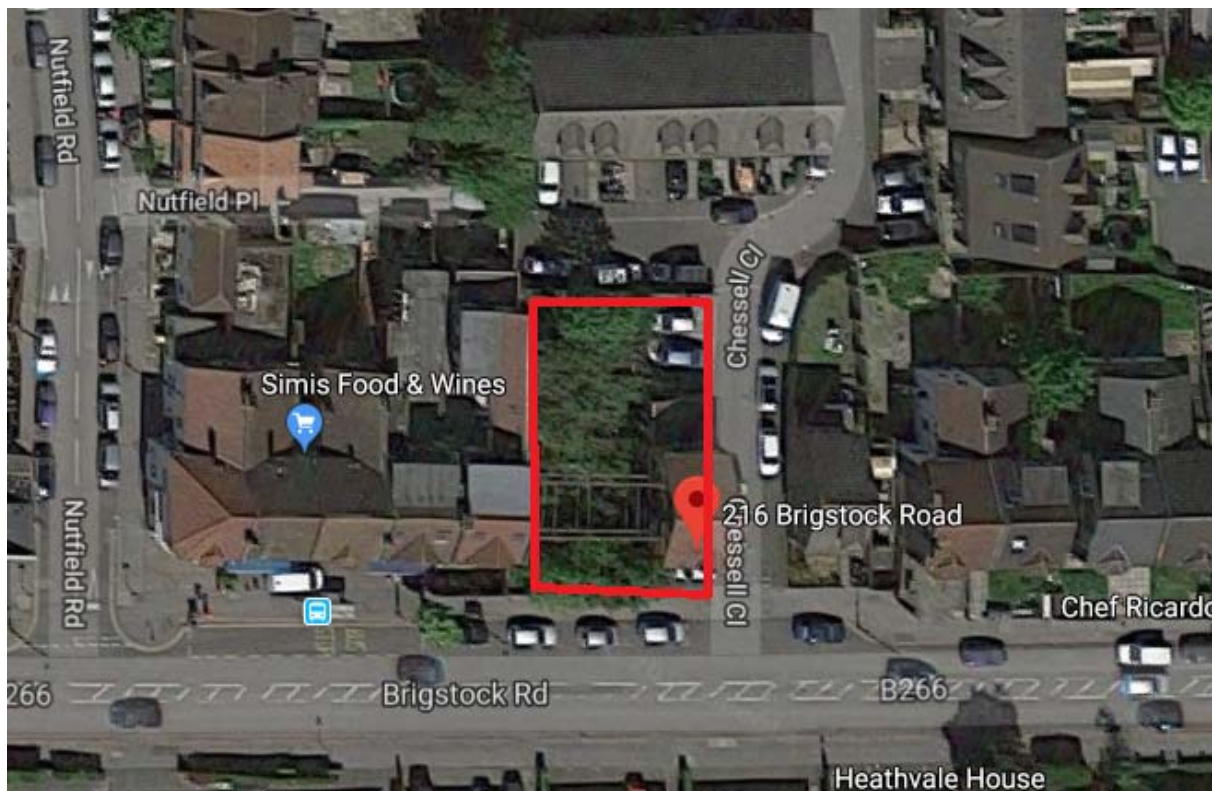


Figure 3 Aerial street view Proposed site highlighted within the surrounding street scene

## **Planning History**

- 3.6 17/02590/PRE and 17/05563/PRE – Pre-application for a mixed use retail and residential use.

## **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The principle of the development is acceptable given the retail and residential character of the surrounding area.
- The design and appearance of the development is appropriate, respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and comply with Nationally Described Space Standard (NDSS).
- The level of parking and impact upon highway safety and efficiency is considered acceptable, given the high Ptal rating and close proximity to Thornton Heath District Centre.
- Sustainability aspects can be controlled by conditions.

## **5.0 CONSULTATION RESPONSE**

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

## **6.0 LOCAL REPRESENTATION**

- 6.1 The application has been publicised by 20 letters of notification to neighbouring properties in the vicinity of the application site. Site notices were also erected in two locations (Brigstock Road and Chessell Close). Re-notification letters were also sent out on receipt of amended plans.
- 6.2 The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses:    Objecting: 2       Supporting: 0       Comment: 0  
No of petitions: 1 (objecting) with 21 signatures.

- 6.3 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Objection	Officer comment
<b><i>Impact on amenities of neighbouring properties</i></b>	

Loss of privacy light	Addressed in paragraph 8.21 of this report.
<b><i>Transport and Parking</i></b>	
How will development prevent parking in Chessell Close?  Where will the disabled parking bay be located?  Will there be pedestrian access to any of these flats via Chessell Close?  How will you manage the noise and disruption for the residents of Chessell Close whilst the flats are being built?	Addressed in paragraphs 8.23 to 8.32 of this report.
<b><i>Other</i></b>	
Timescale for the works from demolition to completion of flats	It is not possible to control the time it takes for a development to be constructed, but there is a time limit of 3 years for the development to commence without a permission lapsing.
What will the commercial properties be used	The proposed units would be used as shops under an A1 Use Class. Typical uses include small grocers, hairdressers, newsagents, etc.
The pre application suggests reducing the number of dwellings. Will the number of dwellings be adjusted?	The number of dwellings has been reduced during the course of the planning application from 9 dwellings to 8 dwellings.

## 7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

- 7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2016, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

## Emerging New London Plan

- 7.2 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.
- 7.3 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.
- 7.4 It is important to note that in the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.
- 7.5 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.
- 7.6 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.2 to 7.5 above.
- 7.7 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:
- Achieving sustainable development;



- Making effective use of land;
- Ensuring the vitality of town centres;
- Delivering a sufficient supply of homes;
- Promoting healthy and safe communities;
- Promoting sustainable transport.

7.8 The main policy considerations raised by the application that the Committee are required to consider are:

#### Consolidated London Plan 2016

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 4.7 Retail and town centre development
- 4.8 Supporting Diverse Retail Sectors
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

#### Croydon Local Plan 2018

- SP1 – Places of Croydon
- DM48 – Thornton Heath
- SP2 - Homes
- DM1 - Housing choice for sustainable communities
- SP3 – Employment
- DM5 – Development in neighbourhood centres
- DM6 – Development in shopping parades
- SP4 – Urban Design and local character
- DM10 - Design and character
- DM13 - Refuse and recycling
- SP6 – Environment and climate change
- DM23 - Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems
- SP7 – Green grid
- DM27 – Biodiversity
- DM28 – Trees

- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

#### Supplementary Planning Guidance

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019
- Supplementary Planning Guidance – Shop Fronts and Shop Signs.

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by the application that the Planning Committee are required to consider are as follows:

1. Principle of Development
2. Townscape and Visual Impact
3. Housing Quality for Future Occupiers
4. Residential Amenity for Neighbours
5. Access and Parking
6. Sustainability and Environment
7. Trees and Landscaping
8. Other Matters

#### **Principle of Development**

- 8.2 Croydon Local Plan policy promotes maintaining retail use in Shopping Parades. It also seeks to ensure that the vitality and viability of Neighbourhood Centres are maintained and enhanced and that they continue to provide a level of service of neighbourhood significance. The site is part of a designated Shopping Parade and within a Neighbourhood Centre. Therefore, the re-instatement of a ground floor retail use (A1 Use Class) would be acceptable and supported.
- 8.3 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand in London, helping to address overcrowding and affordability issues.
- 8.4 The schemes includes a flatted development providing additional homes within Croydon, which the Council is seeking to promote. The site is located within an existing residential area and as such, providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues, the principle of residential intensification is supported.
- 8.5 Policy seeks to deliver a strategic target of 30% of new homes to be 3 bedrooms (suitably sized for family occupation). The existing building on site is retail at ground floor with a self-contained 2 bedroom flat at first/second floor. Two 3

bedroom flats are proposed to be accommodated (25% of provision) and would be suitably sized for a family. The development would not meet the 30% strategic target for the provision of family accommodation, however given the minor and mixed use nature of the development such an arrangement would maximise the intensification of the site as sought by the Neighbourhood Centre policy and is acceptable.

### **Townscape and Visual Impact**

- 8.6 The existing remaining part of the terrace building does not hold any significant architectural merit and therefore there is no objection to its demolition. Most buildings in the area have traditional brick forms, comprising two storeys with pitched roofs and the overall design has been influenced by the traditional form of building in the vicinity of the site.
- 8.7 Policy DM10.1 states that proposals should achieve a minimum height of three storeys and the proposal is for a three storey building with the second floor accommodated within the roof space (served by front gable windows, front rooflight windows, and rear dormer windows). It is considered that this scale of development is acceptable within this location.
- 8.8 The new building would have a traditional form and appearance to the frontage. It would have well-proportioned shopfront windows at ground floor and the arrangement would complement the pattern of three gables that would form the frontage of the terrace. This would also respect the general form of terraces in the locality. The rear dormer would sit within the rear roof slope of the built form and would be set in from both ends of the built form, which would make it appear subservient to the rear roof slope. The rear form at lower ground, ground and first floors would similarly be set in at both ends to make it appear subservient to the main front form of the building. There are forms of similar height and massing attached to the rear of properties at 222 and 224 Brigstock Road, directly to the west of the site.
- 8.9 The building would use a simple material palette of red bricks, red clay roof tiles, and upvc glazing with grey window frames to the ground floor and white window frames to the upper floors. The choice of materials would reflect the appearance of the existing building on site and the parade of shops to the west.



*Figure 4 Elevation of proposed frontage within the street scene*

- 8.10 The proposed layout, massing and appearance would be acceptable in the context of the previous terrace form of the site and in the context of the siting, height and massing of the buildings in the adjacent parade of shops to the west. The proposed shop front would provide a traditional shop appearance of stallrisers, mullions, and fascia, and would provide a level access threshold to the entrance. Details of security shutters can be secured by condition to ensure they would comply with the Council's design guidance. Overall, the proposed design and appearance of the building would have no adverse effect on the visual amenity of the street scene and in this case would bring back into use a site that has been partly derelict for a considerable length of time.
- 8.11 The density of the development would be 275 habitable rooms per hectare, which is well within the target density range of 200 to 350 set out in the London Plan for new residential development in a suburban location. The application site is within an established shopping parade and residential area and is comparable in size to the adjacent terrace at 222 to 230 Brigstock Road. As outlined above, the proposal would result in a development that would respect the pattern and rhythm of neighbouring buildings and would not harm the appearance of the street scene.
- 8.12 Therefore, having considered all of the above, against the background of promoting retail use in this neighbourhood centre and against the background of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

### **Housing Quality for Future Occupiers**

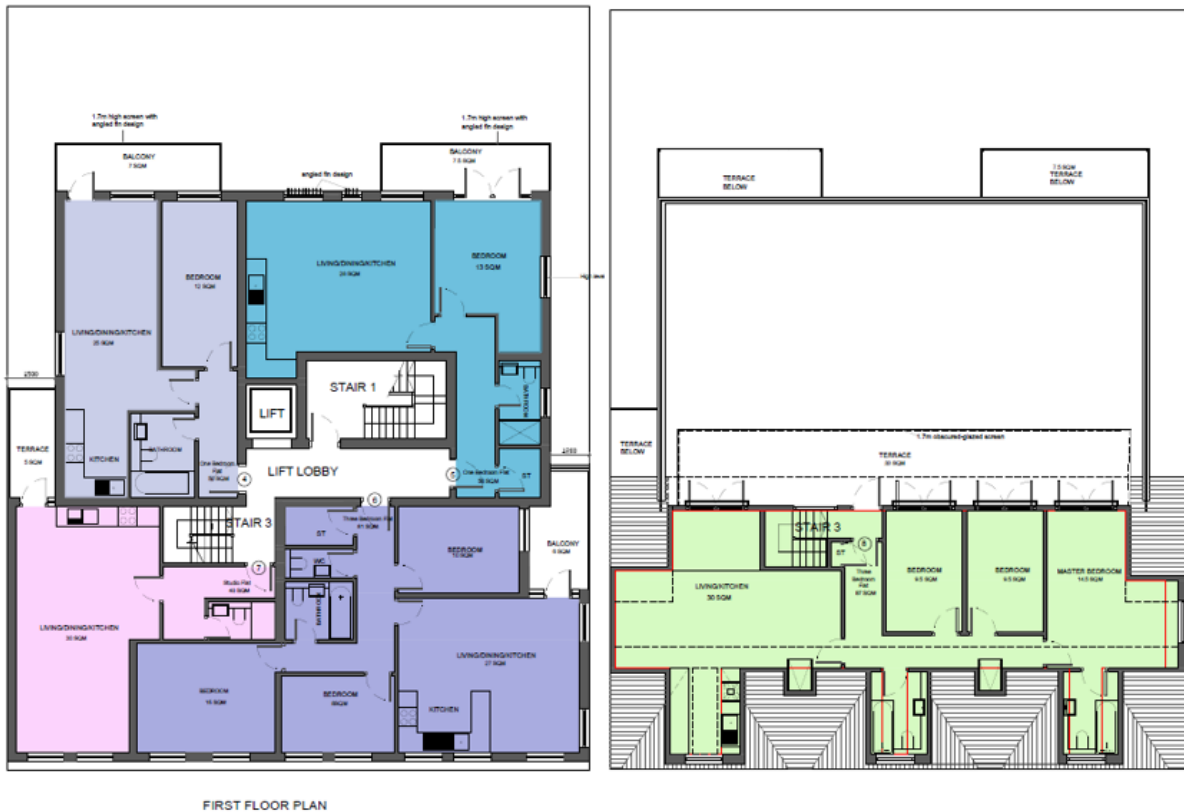
- 8.13 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS). The Flats 2 and 3 on the upper ground floor, and 4, and 5 on the first floor would face towards houses in Chessell Close and, to protect the privacy of those residential occupiers, some

of the habitable room windows would have obscure-glazing and/or angled fins to them. However, they would also have direct access to balconies and would be served by secondary flank windows. Therefore, it is considered the habitable rooms would have acceptable outlook and light levels.

Fig. 4 Proposed Lower Ground Floor and Upper Ground Floor Layouts



Fig. 5 Proposed First and Second Floor Layouts



- 8.14 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All of the units provide sufficient amenity space which is in accordance with the London Housing SPG.
- 8.15 A communal garden would be provided at the rear of the site. While the scale of this space is relatively small, as all of the units have private amenity space, the provision of supplementary communal amenity space is considered acceptable. It is also noted that there is a recreation ground, Trumble Gardens, within a one minute walk of the site.
- 8.16 In terms of accessibility the shop entrance and communal residential entrance would have level access thresholds. The latter would be accessed at the rear of the site from Chessell Close. A lift would be provided from lower ground floor to the second floor, which is supported.
- 8.17 The Council would seek to ensure that no adverse noise results from the proposed shop use by using a condition to control the operational hours of the shop. Sound proofing to meet building control regulations would be required between the shop use and the residential dwellings.
- 8.18 The development is considered to result in a high quality development. It would make provision for nine flats, including one three bedroom family dwellings. All of the flats would have acceptable amenities and would overall provide an acceptable standard of accommodation for future occupiers.

### **Residential Amenity for Neighbours**

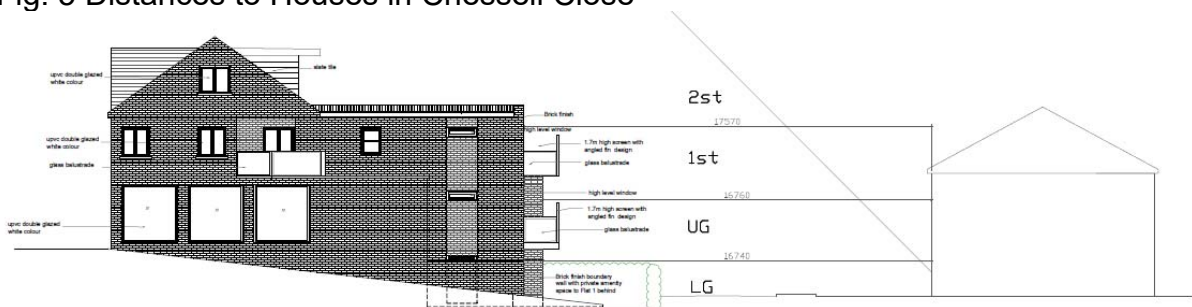
8.19 The main properties that would be affected by the proposed development are 1 to 10 Chessell Close, 7 and 9 Nutfield Close, and 210 and 222 Brigstock Road.

#### 1 to 10 Chessell Close (consecutive house numbers) and 7 & 9 Nutfield Close

8.20 Chessell Close is formed of two rows of two storey terraced houses with consecutive house numbers. The first row, 1 to 6 Chessell Close, is sited directly to the rear (north) of the application site.

8.21 The distance of the rear windows on proposed building to the front elevation of the houses at 1 to 6 Chessell Close would be 16.74 metres and 16.76 metres at lower ground level and upper ground floor respectively. It would be 17.57 metres at first floor. The upper ground floor and first floor rear balconies would have 1.7 metre height privacy screens. These would have an angled fin design to provide some outlook and light to the balcony areas. Therefore, there would be no adverse effect on the amenities of the dwellings at 1 to 6 Chessell Close. The row of houses at 7 to 10 Chessell Close and 7 and 9 Nutfield Close run perpendicular to the houses at 1 to 6 and are set further into the Close to the north-east. The siting, layout and massing of the proposed building would therefore have no adverse effects to those houses in terms of loss of privacy, loss of light, or loss of outlook.

Fig. 5 Distances to Houses in Chessell Close



#### 210 and 222 Brigstock Road

8.22 The house at 210 Brigstock Road has no windows on its western side elevation. The building at 222 Brigstock Road has a retail use at ground floor and flat on the upper floors. It has a rear dormer window and an elongated two storey rear extension, but neither have windows to the eastern side elevation. Therefore, no adverse effects would result to the adjacent properties at 210 and 222 Brigstock Road from the proposed development.

#### Access and Parking

8.23 The site has a PTAL rating of 4 which means that it has moderately good access to public transport and Thornton Heath district centre is a short walk away (approximately 500 metres).

8.24 Pedestrian access to the proposed flats on site would be from the rear of the building via Chessell Close. One-off street parking space would be provided with a dual function as a shop delivery space for a small vehicle and as a disabled

space for the new residential dwellings. It would also be accessed from the rear of the site from Chessell Close. In the event of the space being fully utilised by a disabled user, then it is noted that there are three on-street free parking bays directly in front of the site on Brigstock Road.

- 8.25 Objections have been received from residents in Chessell Close regarding increased traffic and parking. Chessell Close is not within a Controlled Parking Zone. It is further noted that seven of the houses in Chessell Close have direct off-street forecourt parking and there are also five indirect but marked out off-street parking spaces provided in the Close. Kerbside parking that occurs in the Close and its access is done on an ad-hoc basis. As a result of the proposed development, two ad-hoc kerbside parking spaces directly at the rear of the site in Chessell Close would be lost. However, these kerbside parking spaces are ad-hoc spaces and not formally marked out.
- 8.26 In this instance, the low amount of off-street parking would be acceptable. This is because of the close proximity of the site to Thornton Heath District Centre and its good access to buses and Thornton Heath railway station. The type of accommodation proposed, predominantly one bedroom and studio dwellings is also likely to appeal to non-car users.
- 8.27 The proposed rear parking bay would have an acceptable turning circle and would allow a vehicle to manoeuvre safely to and from the site. Details of visibility splays to the parking space can be secured by condition.
- 8.28 Local Plan Policy DM30 states that 20% of parking bays should have Electric Vehicle Charging Provision (EVCP). This matter can be secured by condition.
- 8.29 A Construction Logistics Plan (CLP) would be required to ensure that demolition and construction works are properly managed and undertaken in a considerate manner to minimise noise and disturbance to nearby residents and to ensure the safety and efficiency of local roads . This matter can be secured by condition.
- 8.30 A cycle storage area would be provided within the lower ground floor of the building and would be easily accessible via the communal rear residential entrance of the building. 24 cycle parking spaces would be provided (18 for the flats and 6 for the shop use) and this would accord with London Plan requirements. The provision of the cycle storage prior to the first occupation of the development can be secured by condition.
- 8.31 Refuse storage is also shown at the lower ground floor level with separate storage areas for the flats and for the shop use. It would be located in close proximity of Chessell Close which would be convenient and suitable for refuse collectors. Full details to demonstrate that the scale is adequate for the needs of the development can be secured by condition.
- 8.32 In this instance the provision of the cycle and refuse storage would be sited near to the rear communal entrance of the flats and would be overlooked by houses in Chessell Close. Therefore, natural surveillance of these areas would occur.



### **Environment and Sustainability**

- 8.33 The residential part of the development would need to meet a 19% reduction in CO2 emissions over 2013 Building Regulations. Similarly, the mains water consumption would meet a target of 110 litres or less per head per day.
- 8.34 Policy DM25 requires all new development to incorporate sustainable urban drainage systems (SUDs). The site is located within an area at low risk of fluvial and surface water flooding and so the matter can be secured by condition.

### **Trees and Landscaping**

- 8.35 The site is not covered by any Tree Preservation Orders. There are some self-seeded trees/shrubs on the site, but none are of any particular merit. A communal rear garden is proposed at lower ground floor and full details of its planting can be secured by condition.

### **Other matters**

- 8.36 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

### **Conclusions**

- 8.37 The principle of development is considered acceptable within this area. The development has been designed to ensure its appearance respects the character of the surrounding area and that there is no significant adverse impacts on neighbouring occupiers. The impact on the highway network would be acceptable considering it is well served by public transport and it is a short walk to Thornton Heath district centre facilities and services. The development would assist in bringing forward a mixed use development on a vacant and derelict brownfield site and would contribute towards the regeneration of the Neighbourhood Centre. Therefore, the proposal is considered to be in accordance with the relevant policies of the London Plan and the Croydon Local Plan.
- 8.38 All other relevant policies and considerations, including equalities, have been taken into account. As such, the development is considered acceptable and is therefore recommended for approval.