

Item No.	Classification	Decision Level	Date
2	OPEN	PLANNING COMMITTEE	9.11.2004
From INTERIM DEVELOPMENT & BUILDING CONTROL MANAGER		Title of Report DEVELOPMENT CONTROL	
Proposal (04-AP-0116) Erection of part 5 and part 12 storey building for mixed use to provide 56 flats [29 one bedroom, 23 two bedroom and 4 three bedroom] on part of the ground floor and the upper floors and 214m ² of retail [Use Class A1 -retail] or office use [Use Class B1 - business use] on the ground floor together with associated external landscaping.		Address Wyndham Garage, Wyndham Road SE5 Ward Camberwell Green	

PURPOSE

1. To consider the above application which is for Planning Committee consideration due to the number of objections received and the proposal containing over 50 residential units.

RECOMMENDATION

2. Grant Planning permission subject to a Section 106 Agreement in respect to the provision of 52% affordable housing, a contribution to the review of the Controlled Parking Zone/improvements to cycle routes, reinstatement of pavements instead of redundant crossovers in Wyndham Road and provision of loading bays in Comber Grove.

BACKGROUND

3. The application site is located on the corner of Wyndham Road and Comber Grove, SE5. The site is currently vacant but was used for car repairs with associated parking and storage. The site contains a petrol filling station canopy, former sales building, workshop and derelict caravan. The site has two vehicular accesses onto Wyndham Road.
4. The surrounding area is a mixture of residential, including high rise residential buildings, the nearest being Castle Mead on Camberwell Road, and small businesses located in local shopping parades or within the adjoining arches. The adjoining arches are in use as predominantly general industrial uses. The site is located close to Camberwell Green with its retail uses and good bus links.

5. The application site has been used as a petrol filling station since the 1960's. Whilst in this use the site was also used for car repairs and MOT tests. Workshop extensions were granted in the 1960's, 1970's and 1980's. The petrol sales had stopped by the 1990's. Permission was granted for the continued use of the site as a 24 hour recovery service, storage of vehicles, car repairs and sales, erection of workshop extension at the rear. This was granted subject to the recovery and storage of cars being limited until 28 March 1996.
6. Over the last five years there have been a substantial number of complaints in relation to the unsuitability of the 'bad neighbour' uses on the site comprising of car repairs, including body repairs. These were lawful uses, however, Enforcement Notices were prepared for the expired permissions in relation to recovery service and car storage on a 24 hour basis. The unauthorised uses have now ceased.
7. This proposal is for the erection of a part five, part 12 storey building. The proposal provides three units on the ground floor for a dual use of either retail (Use Class A1) or offices (Use Class B1). The ground floor also accommodates 2 one bedroom flats and 1, two bedroom flats. Refuse and bicycle storage are proposed at this level, although additional cycle storage needs to be provided and will be the subject of a condition. The rest of the upper floors provide a mixture of 1, 2 and 3 bedroomed flats. The total number of units provided is 29, one bedroom units, 23 two bedroom units and 4 three bedroom units. The average size of the flats are 46 square metres for the one bedroom units, 66 square metres for the 2 bedroom units and 105 square metres for the 3 bedroom units.
8. Communal amenity areas are provided to the south of the proposed building on the east part of the site and on the west part of the site with smaller landscaped areas provided centrally. The proposal originally provided 2 parking spaces with shared access servicing the businesses in the arches. These were deleted on grounds of traffic safety. Two loading bays are also proposed for Comber Road, which will need to be provided at the expense of the applicant. An existing sycamore tree will be retained as will a large elm tree on the corner of Wyndham Road and Comber Grove. Replacement trees are to be provided, together with hard and soft landscaping.
9. There has also recently been submitted a development proposal for the adjoining site at 1 to 3 Comber Grove. This currently comprises a part three part single storey building used as offices by the Greenhouse Trust. The Trust work with disadvantaged children. They propose to erect two buildings, the first building overlooking Comber Grove will comprise of offices for the Trust and 7 residential flats in a five storey building. The rear building will comprise entirely of flats, 7 flats in a four storey building.

FACTORS FOR CONSIDERATION

Main Issues

10. The main issues in this case are whether a high building is acceptable in this location; the design and appearance of the proposal, whether a mixed use scheme is acceptable; impact on neighbouring properties; amenity issues for proposed occupiers, traffic and parking issues.

Planning Policy

11. Southwark Unitary Development Plan 1995 [UDP]:

Policy E.2.3 Aesthetic Control - Complies appearance, height and design of building considered acceptable.

Policy E.3.1 Protection of Amenity - Considered to comply, the proposal will not materially affect amenities of adjoining occupiers.

Policy B.1.2 Protection Outside Employment Areas and Sites - Complies, the last use caused nuisance problems in terms of noise, disturbance and pollution for nearby occupiers. The proposal will improve the environment for adjoining residential and commercial occupiers.

Policy E.2.1 Layout and Building Line - Complies

Policy H.1.4 Affordable Housing - Complies, more than 25% of units/habitable rooms are provided.

Policy H.1.5 Dwelling Mix of New Housing - Provides a range of units from one bedroom flats to a three bedroom flat, however, 2 more one bedroom flats are provided over the two/three bedroom flats.

Policy H.1.8 Standards for New Residential Development - Complies, proposal is of an acceptable standard.

Policy H.1.7 Density of New Residential Development - Does not comply, it is over the adopted UDP density range, however this density range no longer complies with Government Guidance or the London Plan.

Policy T.6.3 Parking Space in New Developments - Complies in part, adequate provision could be provided, a virtually car free proposal is considered acceptable in this location.

Policy E.2.2 Tall Buildings - Complies in part, although generally Southwark does not welcome tall buildings, however, in areas where there are already tall buildings and areas with sustainable transport they are considered acceptable.

Policy T.1.3 'Design of Development and Conformity with Council Standards and Controls. - Complies subject to imposition of conditions.

12. The Southwark Plan [Revised Deposit Unitary Development Plan] March 2004

Policy 3.11 Quality in Design - Complies, design, height and scale all acceptable.

Policy 3.13 Urban Design - Complies, building is considered to be of a high

quality.

Policy 3.2 Protection of Amenity - Considered to comply.

Policy 4.4 Affordable Housing - Complies, affordable housing has been agreed with the GLA and provides 52% of habitable rooms as affordable.

Policy 4.1 Density - The density of the proposal which includes the commercial element is 800 hrh, this residential element falls just outside the density range for the urban area of 300 to 700 hrh.

Policy 5.6 Car Parking - Given the sustainable level of public transport in this area it is considered that adequate provision has been provided.

Policy 3.20 Tall Buildings - Complies, there are other high buildings in the area, proposal makes a positive contribution to the landscape and will become a landmark in the area, particularly from the railway line.

Policy 1.5 Mixed Use Developments - Complies in part, property is outside a preferred industrial location and formerly contained a Use Class A/B building (sales and car repairs) provides more employment opportunities than the existing use but does not provide 30% of the scheme as commercial.

13. Government and Regional Advice

The London Plan - Confirmation received from the Greater London Authority that the proposal meets the policies within this plan.

LPAC Strategic Planning Advice on High Buildings and Strategic Views in London: *“local authorities should identify appropriate locations for tall buildings. Tall buildings should be assessed in the light of the quality of the development, in particular the design, the local context, the impacts on the local environment, and the social and economic impacts of the building. Particularly sensitive sites are identified including strategic views”*.

Guidance on Tall Buildings – English Heritage and CABE July 2001: indicates that LPAC Guidance is particularly important and identifies criteria for evaluation of tall buildings such as local context and relationship to other tall buildings, relationship to transport infrastructure, Architectural quality, impact on public spaces and the local environment.

Regional Planning Guidance 3: : Proposal is not detrimental to any strategic viewing corridor.

Planning Policy Guidance Note 1: General Policy & Principles: generally complies and promotes mixed use scheme. The proposed 12 storey element is considered to be acceptable and will have a positive impact on the streetscape.

Planning Policy Guidance Note 13: Transport: generally complies, provides cycle storage. The site is in area of sustainable transport (PTAL), having a range of 5/6 in a range of 1-6, where 6 is excellent.

Planning Policy Guidance Note 24: Planning and Noise: complies, subject to further consideration of plant equipment and air conditioning units.

Consultations

14. Consultees:

Site Notice: 23/2/2004

Press Notice: 25/3/2004

F1-30 Gothic Court Wyndham Road, F1-28 Livingstone Court Wyndham Road, F29-45 Livingstone Court Wyndham Road, Castle PH Wyndham Road, Railway Arches, 305, 308, 307/309, 310, 312, 313 Wyndham Road, 32-40 (even) Wyndham Road

Flats 1-31 Cameron House Comber Grove, Flats 32-61 Cameron House Comber Grove,

Flats 1, 2, 2A, 3-50 Comber House Comber Grove, Flats 51-96 Comber House Comber Grove 1, 3 Comber Grove

176, 176A & B, 166, 168, 170, 172, 172A, 188, 216-226 (even) Camberwell Road, F1-5 Wesson Mead Camberwell Road, F1-57 Castle Mead Camberwell Road, F58-112 Castle Mead Camberwell Road

Camberwell Society

Design and Conservation; Traffic Group; Environmental Health, Network Rail & Greater London Authority

Replies from:

15. 2 and 61 Comber House

1. Proposal will generate more traffic, parking and pollution and issues in relation to the school run.
2. Affordable housing should be given to the Council.
3. Will local people be given the opportunity of obtaining a flat?.
4. Affect light and overshadow Comber House,
5. Concerns over living conditions for future residents from noise and vibration from the railway line.
6. Concerns in respect to servicing of retail units from Wyndham Road
7. Impact of proposal on the existing Controlled Parking bays, will the proposed residents pay to park in residents bays?.
8. Loss of view of sunsets, loss of sunlight and creation of a 'vortex' due to existing high buildings in the area.

The Greenhouse Trust 1-3 Comber Grove - Trustees and Employees

Greenhouse Trust was established in 1957 and specialises in working with disadvantaged children by helping to equip them with social skills and the methods of best using them so that they have the opportunity to make positive contributions to society.

If the Trust are not able to re-develop the site to its full potential then the Charity will be in a situation that a redundancy will have to be made in respect to at least one full time worker. Not enough workers to cope with current case load which is increasing year by year. Lose an important service to local children.

Ask planners to ensure that neighbouring scheme is re-considered to ensure maximum development of their site to protect long term future of the Charity. Serious congestion will be caused by a car free scheme. Concerns regarding retail/commercial element in terms of unloading/loading. Concerns about lack of light and loss of two established trees.

Letters in support of the Trust's work received from Crawford Primary School Brunswick Park Primary School, Archbishop Michael Ramsey Technology College, The Childrens Society and Oliver Goldsmith Primary School

Burnett Ware & Graves on behalf of The Greenhouse Trust 1-3 Comber Grove, Brandon Baptist Church Redcar Street, 9 Boston House Denmark Road, 2 Coligny Court 30 Calais Street, 345 Samuel West Trust, Reverend Roy Dorey 132 Trafalgar Street, 34 Narvic House 125 Flaxman Road, 139a Barry Road, 40 Poulet Road, 6A Camberwell New Road, 56 Alloa Road SE8, School House Comber Grove Primary School, 10 Drayton House Elmington Road, 15 Livingstone House Wyndham Road, 102 Commercial Way SE15, 3 Hayes Court Camberwell New Road, 72 Ayton House Edmund Street, 62 Lomond Grove, 1 Prospect House St Georges Road, 24 Trindal Street, 24 Gateway, 9 Stenbridge Road Anerley, 4 Bonsor Street, 9 Stenbridge Road, 3 Hayes Court, 44 Knatchbull Road, 246a Camberwell Road object on the following grounds:-

1. 12 storey building behind a youth club (Greenhouse Trust at 1-3 Comber Grove) would block light to the centres courtyard and seriously affect the children's use of it and adjoining residential properties.
2. Reduce security and privacy.
3. Will the proposed occupiers not be able to drive?.
4. No designated parking for the 56 flats, traffic congestion would increase, making it more dangerous for children leaving and arriving at the centre and the primary school.
5. No access for deliveries to shops.
6. Proposal will affect redevelopment of 1-3 Comber Grove, affect the future work of the centre and will jeopardise some full time employees who will have to be made redundant.
7. Drawings of the south elevation show windows whilst on the plans there are no windows.
8. Windows overlooking 1-3 Comber Grove would affect the potential to redevelop this site. Seeking to submit an application and consideration of

- both applications should take place at the same time.
9. Believe that the scheme could be amended to ensure the redevelopment of Nos. 103 while retaining the same density.
 10. No trees should be removed, they should be incorporated into the scheme.

The Camberwell Society – Support this mixed use development

15 Gothic Court – Good idea as any design or structure may meet the modern day requirements as opposed to old and inefficient buildings.

30 Gothic Court – Supports proposal but flats should be bigger to have more storage and breathing space.

28 Gothic Court – Proposal is a very sound idea although concerned about parking, adequate parking should be provided

31 Cameron House Comber Grove – Rather see a block of flats than what is there at the moment.

16. Greater London Authority – The Mayor of London has concluded that the proposal fulfills the strategic objectives set out in the London Plan. It represents the development of a brownfield site within easy access to Central London, that maximizes the development potential of the site with a well designed high density mixed use scheme, in an appropriate location for high density development, that will make a contribution towards meeting London's strategic housing needs. The proposed level of affordable housing is above the level suggested by policies of the London Plan and is commended in this respect. Request a copy of report, decision notice and any S106 Agreement.
17. Design and Conservation Group – Taller element of proposal will be in keeping with surrounding context of point blocks and the backdrop of the block at a right angle to Camberwell New Road, Castle Mead. The architecture is simple and inoffensive, although the materials are considered to require further consideration. No objection subject to conditioning of samples of facing materials and a 1:20 scale section and elevation drawings of typical fenestration framing.
18. Environmental Health – The following conditions should be applied:-
 - Soil investigation required.
 - Machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise does not increase the current background level.
 - Mechanical ventilation to all habitable rooms affected by high levels of noise should be attached to the application.
 - Informative – Council's Code of Practice in respect to the development of the site
 - Noise Assessment Report
 - Recommended acoustic screening in point 6.2 of the report should be implemented
 - Recommend recommendations regarding glazing in point 6.2.1 of the report

'Proposed Bedroom Windows'

The recommended glazing in point 6.2.2 of the report 'Proposed living room windows' should be followed

The provision of balconies to the units adjacent to the railway may well lead to noise complaints and expose residents to pollution. Openable doors and balconies should not be provided.

19. Recommendations of additional report dated 31 August 2004 should be included in the decision for this application.

Traffic -

1. No objections to the layout proposed. The site is within a CPZ which has on street parking availability. However, the ground floor retail units cannot be serviced from Wyndham Road therefore funds must be secured to provide a loading bay on Comber Grove.

2. Refuse and cycle storage conditions are required on any permission issued. The refuse stores at the rear of the retail/commercial elements are not accessible to those units if that is what they are provided for.

There is insufficient residential refuse and cycle storage proposed.

3. A condition survey of the adjacent public highway will be required before works commence on site. The applicants are advised to contact the local highway inspector for such a survey.

4. The redundant crossovers on Wyndham Road will be removed at cost to the applicant. Recommend an informative.

5. Funds towards improvements to local cycle routes should be secured through a section 106 agreement.

6. Forecourt areas must be clearly delineated from public highway.

7. Boundary treatment adjacent to Comber Grove must not encroach on sightlines for this junction. A condition on boundary treatment is required on any permission issued.

20. Housing – The housing department supports fully this affordable housing scheme which will provide 28 affordable housing units managed by Metropolitan Housing Trust.

PLANNING CONSIDERATIONS

Height, Appearance and Design

21. The proposal is for a part five, part 12 storey building. The main part of the site will be occupied by the five-storey element on the west part of the site, while on the east part of the site nearest the railway line is the 12 storey element. The footprint of the five storey element measures 43 metres by 10 metres. The footprint of the 12 storey element measures 13 metres by 22 metres. The maximum height of the 5 storey element is 16 metres, while the maximum height of the 12 storey element is 36.4 metres. Due to its height, the proposal was referred to the Greater London Authority.

22. The design is of a contemporary nature. The proposal has three core areas providing access to the upper floors, these have been set in from the front elevation to delineate their function as residential access and to provide visual interest to the front arcade. The proposed balconies have coloured glazed balcony panels that add interest and are proposed to change the façade from night to day. The ground floor retail units are of a curved form in order to distinguish them from the residential element and according to the architects to encourage pedestrians to approach from the street. This also enables the provision of an increased window area resulting in the increase of good retail let able space within.
23. The materials in general are considered appropriate. They have been stated as white and grey render and full height glazing for the retail/office units. It is considered that the white render may require further consideration after samples have been submitted.
24. The Greater London Authority concluded in their report that:-

'The scheme blends a 5 storey component and a signature building, 12 storeys in height...The external profile of the blend of building heights will be a complementary addition to the building scale in the local area. The elevational design provides variation to the facades through the provision of Juliet balconies. The roof profile is suitable for the scale and design and sits successfully in respect of the proposed building'
25. To conclude, the proposed building is considered to be of a high quality design which will substantially improve the appearance of the area, particularly in view of the existing structures and previous use of the site. The height is also considered satisfactory in design and streetscape context of the area and the current residential tall buildings.

Land Use Issues

26. The proposed application site is not designated as an employment area or as a preferred Industrial Location. It has however been used for employment uses for some years. In recent years the Council has received numerous complaints from local residents in terms of noise, pollution etc. Therefore the loss of the employment use would not comply with the Council's policy in respect to loss of employment floor space outside protected employment areas.
27. The applicant is proposing a mixed use scheme comprising of three units with a dual use either retail (Class A1) or office use (Class B1). The floor area provides 214 square metres which when let would be likely to provide employment opportunities above those provided in the previous use.

28. It is considered that this is an appropriate area for a mixed use development and while it provides less than 30% commercial floorspace to residential it is considered acceptable.
29. The proposal provides an element of affordable housing. The applicant is to provide an element of affordable housing via a Section 106 Agreement. This comprises of 52 % of habitable rooms to provide the affordable housing on the basis of 5 one bedroom units and 4, three bedroom units to be for general needs with 9 one bedroom and 10, two bedroom units as Low Cost Home Ownership. This is acceptable to the Council and to the Greater London Authority.

Amenity issues in respect of adjoining occupiers

30. A number of objections have been raised by neighbouring occupiers in terms of loss of light to their properties, including the adjoining trust building at 1-3 Comber Grove, which will be the most affected building. The existing building has no windows in its north or east elevations in order to protect the users of the building from the industrial care repairers on the application site. The property does have the benefit of a central courtyard which serves windows within that part of the site. It is considered that the existing building already overshadows the courtyard and the impact of the 12 storey element will have little impact.
31. Other objections have been raised from occupiers of Comber House which is to the south of the application property. Given the orientation of this building it is not considered that this proposal will have an impact on Comber House in terms of loss of sunlight or daylight.
32. There have been several complaints from neighbouring properties in respect of the former use of the site. This proposal will have the impact of removing a use which is considered to have a detrimental impact on the visual amenity of the area. The proposal will provide a high quality building which protects a large elm tree on the corner of Wyndham Road and Comber Grove and provides additional landscaping. The proposal will result in the loss of two trees on the boundary with 1-3 Comber Grove. This is regretted but the applicant will be replacing these within the proposal.
33. The loss of a view, whether of a building, open space or sunset, are not material planning considerations.
34. To conclude, the proposal will have little impact on the amenity of residential occupiers in terms of loss of sunlight. The proposal will provide more green spaces and will result in the loss of visually unsightly structures and a use that has caused problems for neighbouring occupiers.

Amenity Issues for Proposed Occupiers

35. The neighbouring owner, the Greenhouse Trust, has also put in an application for the development of 1-3 Comber Grove as described in paragraph 9 of this report. The impact of the proposal on the proposed buildings on Comber Grove will be small, due to the proposal being designed with the co-operation of the architects involved in this scheme. The proposed buildings in Comber Grove adjoin bedroom windows on the rear elevation of this proposal and therefore it will not affect outlook from living room windows. A sunlight and daylight report was commissioned by the Greenhouse Trust and while some of the lower bedroom windows will be affected by their proposal it is not considered that it would cause demonstrable harm to the amenities of future occupiers of this proposal.
36. The applicant has commissioned a survey in respect to a noise assessment report for the proposed development. It particularly considered
 - Noise and vibration from the overland railway viaduct to the east
 - Noise from road traffic on Wyndham Road
 - Noise from nearby commercial units
37. The report concluded that in respect to noise and vibration
 - Wyndham Road noise – ‘The road traffic noise assessment of proposed residential facades (first to fifth floor) overlooking Wyndham Road has shown that NEC C is comfortably achieved for both day and night. Assuming a percentage glazed area of 25% to this façade, it has been shown that glazing of specification 6/12/4 mm will achieve internal noise levels within the recommended range of BS8233:1999...would expect that the Local Authority will require mechanical ventilation to be provided to habitable rooms overlooking Wyndham Road’.
 - Railway noise – ‘...In general terms, acoustic screening for the elevated railway ensures lower noise levels are achieved at lower proposed floor levels, whilst there is some decrease in received levels at the very highest elevations due to distance attenuation. On the eastern facades, the highest noise levels will occur around the fourth and to sixth floor level for proposed bedroom windows overlooking the railway, whilst the proposed living room windows facing south will receive the highest noise levels between the fifth to tenth floors.
 - Proposed bedroom windows and proposed living room windows – The triple glazing specifications set out in the report will achieve internal noise levels to those recommended in BS 8233:1999
 - Railway vibration – Vibrations have been predicted at the nearest facades to be ‘low probability of adverse comment’ at the nearest proposed residences. No specific measures are therefore anticipated to be required to proposed residences closest to the railway.
 - Adjoining commercial uses – The report concluded that during visits to

the adjoining arches that there was no noisy activity taking place. The hours of use and a full assessment of the potential impact has not been carried out.

40. The report is generally acceptable, subject to conditions in respect to the provision of the recommended glazing and mechanical ventilation.
41. Concern has been expressed in respect to the balconies adjoining the railway line and the openable doors. It is considered that if residents found that they did not wish to use the balconies due to noise and pollution that this would be their prerogative. However if residents did wish to use them they could. The balconies also provide visual interest to the design of the proposal.
42. In respect to the accommodation provided, it complies with the Council's minimum floorspaces. All floors are accessible by lift, all units have a balcony and are compliant with Lifetime Home Standards. A small communal garden area is provided as additional amenity space for the residents.
43. An additional report has been submitted in respect to commercial noise levels from the units in the railway arches. The report states that
 - ‘..premises in the area operate during standard daytime hours and so there will be no noise from these sources during the night-time.’
 - ‘The façade noise control measures subsequently discussed in the report are therefore considered to be more than adequate in achieving the recommended ranges in side habitable rooms...’
44. The report is considered acceptable.

Traffic and Parking Issues

45. This has been the main objection raised by local residents in terms of servicing for the proposed retail units, additional congestion in the area, particularly at school run times, and additional parking as a result of the additional residential units
46. The applicant has commissioned a report to consider parking issues in relation to the application.
47. The applicant's consultants undertook a parking survey on Wednesday 3rd December at 7pm and Thursday 4th December at 11 am. They found that:-
 - The controlled parking zone in Wyndham Road was busier during the evening, due to residential demands
 - The uncontrolled areas were busier during the day time, due to business demand
 - There is potential space for 55 cars in the CPZ streets adjacent to the

site, almost half of those on Comber Grove, no survey south of Comber Grove

- There were approximately 27 spaces vacant in the area immediately north of the site, approximately 70-80% peak occupancy was observed
- East of Camberwell Road parking was closer to capacity during the survey, approximately 90-100% peak occupancy per street.

48. The report concludes:-

- The site has good public transport access and high PTAL of 5.
- The site is located on an important distributor road
- Parking north of Wyndham Road is uncontrolled.
- The CPZ contains enough capacity to accommodate site demand
- Car-free housing is positively supported by government policy
- A loading bay on Comber Grove should be proposed to LB Southwark

The needs of the retail/commercial element will need to be catered for, ideally on site or in Comber Grove.

49. In terms of servicing, loading bays are proposed in Comber Grove. The former use involved the servicing of that business from adjoining roads. The use for car repairs and sales resulted in congestion levels which would not be exceeded and would generally be less than offices or retail uses.

50. While the proposal is not near and underground or overground station the area is assessed under the PTAL range as being good to excellent. This is as a result of good bus links to a number of underground and overground stations. The Greater London Authority support the proposed low level of parking spaces, particularly as on site constraints restrict the level of on street parking spaces.

51. The applicants have agreed to pay for a review of the Controlled Parking Zone for this area.

52. In terms of servicing, the former use involved the servicing of that business from Wyndham Road. The use for car repairs and sales resulted in congestion levels which would not be exceeded and would generally be less than offices or retail uses.

53. Other issues

The other issue raised is the need for the adjoining occupier, the Greenhouse Trust, to be able to develop their site at the most potential to safeguard the Trust from losing resources. It is recognised that the Trust does provide a very important community role. Now that they have submitted their proposal it is clear that this proposal will not prejudice the redevelopment of their land. Furthermore if this site remains in general industry it would be unlikely that the Council would consider the site suitable for residential as currently it provides a buffer zone from the existing use and the residential occupiers of Comber House.

EQUAL OPPORTUNITY IMPLICATIONS

54. The proposal provides accessible flats to lifetime standards, much needed affordable housing and the element of commercial floor space will provide job opportunities within the area.

LOCAL AGENDA 21 [Sustainable Development] IMPLICATIONS

55. The proposal will make better use of this brownfield site and provide much needed residential units, including larger three bedroom units. The proposal is in an area where there is sustainable public transport available. A low level of car parking provision is therefore welcomed.

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