

APPENDIX 5 - CONFORMITY WITH S73 CONSENT DEVELOPMENT SPECIFICATION AND FRAMEWORK

Revised Design Specification and Framework (RDSF) and Parameter Plans (PP)	Requirement relevant to Reserved Matters at Plots 53 and 54	Compliance
Plots 53 and 54		
Parameter Plan 001- Development Zones	<p>Parameter Plan 001 identifies Development zones including The Brent Terrace Development Zone Containing Plots 53 and 54.</p> <p>The Development Zones reflect areas of character within the S73 Consent site. Reference is made to the Zonal Floorspace Schedule in Appendix 5 of the RSDF.</p> <p>The plan identifies Building Zones defined by approximate locations of roads, Routes and open spaces where floorspace in accordance with the Zonal Floorspace Schedule will be constructed.</p> <p>Further sub division of Floorspace within Building zones in Parameter Plan 14 is referred to.</p> <p>Brent Terrace Development Zone is identified for the provision of New Residential Development (Class C3) with retail and educational facilities.</p> <p>Education Zone E2 is identified within the Brent Terrace Development Zone</p>	<p>Development of Plots 53 and 54 with 5,456m² residential Floorspace accords with the Zonal Floorspace Schedule in Appendix 5 of the RDSF which identifies the Brent Terrace Development Zone for 194,554m² of Residential Floorspace. The table clarifies in its notes that this floorspace excludes infrastructure elements such as sub stations and energy infrastructure. In terms of use, amount and location the proposed development complies with Parameter Plan 1. (Further Consideration of floorspace is considered against Parameter Plan 14 below.)</p>
Parameter Plan 002- Transport Infrastructure	Parameter Plan 002 identifies that Plots 53 and 54 will be accessed via Brent Terrace which is	Although the Reserved matters application does not include Brent Terrace within its site area the

	<p>identified as an existing street with a 'Home Zone' character designation where the use of shared surfaces for vehicles and Pedestrians would be encouraged.</p>	<p>development would result in improvements to the pedestrian and vehicular environment of Brent Terrace through the provision of a turning head in Plot 54. This will allow long vehicles to turn near the northern end of Brent Terrace preventing extended periods of reversing and improving safety.</p>
<p>Parameter Plan 003- Public Realm and Urban Structure</p>	<p>Parameter Plan 003 identifies a network of new and existing public spaces and the routes between them for cyclists and pedestrians.</p> <p>A Secondary Pedestrian and Cycle route through Plot 54 is identified on Parameter Plan 003 linking Brent Terrace to Clitterhouse Crescent. Supporting text identifies such routes as important in ensuring sufficient permeability of the S73 application site.</p> <p>A green corridor is identified on Parameter Plan 003 – GC7 which Table 4 within the supporting text identifies should be a minimum of 3m in width – which occupies a location similar to the existing hedgerow.</p>	<p>As identified on Drawing Ref HT-1413-P-5A the buildings have been laid out on Plot 54 to ensure that the pedestrian and cycle route is not obstructed and this route can be accommodated into the proposals</p> <p>Wherever the hedge needs to be removed for construction purposes, it will be replanted with enhanced native species, The hedgerow will measure a minimum of 3m in width as identified in Section 3 of the Landscape DDR. A continuous hedge of at least 3m in width (with the exception of points of access to the plots. will result in accordance with Parameter Plan 3. The wider planting strategy of the plots further supplements the Green corridor feature with extended strips of "Native Structure Planting to the east of the site and the further soft landscaping proposed. It is therefore considered that the proposal complies with the Parameter.</p>
<p>Parameter Plan 004 & 005 - Ground and Upper Level Land Uses to Frontages</p>	<p>Parameter Plan 004 describes the land use character of the elevations within the development at ground levels. The Parameter</p>	<p>The use class and amount of floorspace proposed both conform to Parameter Plans 004 and 005.</p>

	<p>Plans identify that the ground land uses for Plots 53 and 54 are residential. Parameter Plan 005 describes the land use character of the elevations within the development at upper levels. The Parameter Plans identify that the upper level land uses for Plots 53 and 54 are residential. Supporting text states that the Parameters should be read together with the Zonal Floorspace Schedule in Appendix 5 of the RDSF.</p>	
<p>Parameter Plan 007 - Maximum Building and Frontage Heights</p>	<p>Parameter Plan 007 identifies that the maximum frontage height (L.O.D. +/- 2.00m) fronting onto Brent Terrace from Plots 53 and 54 is 12m, with a Building Zone height of 12m.</p> <p>The Building Zone height fronting onto the rear gardens of residential units located along Clitterhouse Crescent steps down to 10m.</p> <p>Supporting text states that the relationship to adjacent building heights will be assessed at detailed design stage having regard to the height and massing principles set out in the Revised Design and Access Statement, section A2.4 as well as the scale thresholds in appendix 10 of the RDSF</p>	<p>As identified on Drawings Ref No HT-1413-P-11A to HT-1413-P-16A in accordance with principles of the RDAS it is proposed to erect 2 to 3 storey buildings on both sites, which measure between 9.5m and 7m in height, below the maximum height thresholds of 12m and 10m identified on Parameter Plan 007 and within Appendix 10 of the RDSF.</p>
<p>Parameter Plan 009 - Basement and Service Access</p>	<p>Parameter Plan 009 defines those areas of the development site where service or car parking basements or undercroft construction may be built.</p>	<p>In line with Parameter Plan 009 it is not proposed to provide any basement or undercroft car parking. The proposal therefore complies with the Parameter Plan.</p>

	Plots 53 and 54 are identified as having frontages which would not include any direct carpark or service yard entrances, or direct service access.	
Parameter Plan 014 - Floor Space Thresholds	<p>Parameter Plan 014 identifies Plots 53 and 54 as building zone 'BT1'.</p> <p>Table 6 within the supporting text identifies BT1 as having a primary use as 'residential' with a total development floorspace of 5,621m2 GEA. split between 5575m2 Residential and 46m2 of 'Other' use floorspace.</p> <p>Supporting text confirms that it would be permissible to increase the floorspace allocated to each Building Zone by up to 15% if this floorspace is taken from another Building Zone within the same development Zone. This could potentially increase the maximum development floorspace on Plots 53 and 54 to 6,464m2 GEA.</p>	Consistent with Parameter Plan 014 and accompanying Table 6 the primary use of the plots is proposed to be residential and of a total residential floorspace area of 5,456m2 below the maximum allowance of 5,575m2 (prior to the application of the 15% Flexibility). The Application is therefore considered to comply with this parameter.
Paragraph 2.18 –2.22 (Floorspace and Development Zones)	<p>Paragraph 2.19 of the RDSF states that the total floorspace for the development is set out within Table 1. Table 1 identifies that the total residential floorspace (Class C3) permitted within the 2014 Permission as 712,053m2 Gross External Area (GEA).</p>	The Proposed development would deliver 5,456m2 of Residential Floorspace of the total 712,053m2 proposed and is compliant with this aspect of the Revised Development Specification Framework.
Paragraph 2.27 – 2.28 (Lifetime Homes and wheelchair accessible homes)	All residential development should meet Lifetime Home standards and 10% of units across the whole BXC site should meet wheelchair accessibility standards.	All of the new units are designed to 'Lifetime Homes' standards. Three of the units have been designed to meet wheelchair housing standards which contributes towards the overall site wide

		<p>target of 10% and exceeds the needs of the Whitefield Estate Residents who will be rehoused on the plots. The development is therefore compliant.</p>
<p>Paragraphs 2.91 -2.93 (RelocationPrincipals)</p>	<p>The need to relocate some occupants from within the S73 Site Area to enable the development to reach its full potential is recognised as a fundamental element of the Development framework.</p> <p>Condition 1.10 of the S73 Consent requires submission of a residential relocation strategy prior to commencement of the development to ensure that the significant benefits of the comprehensive redevelopment can be delivered whilst minimising adverse effects resulting from temporary or permanent relocation.Principles of residential relocation include the reprovision of the residential units in the Whitefield residential Estate.</p> <p>Plots 53 and 54 have been proposed for the relocation of those Whitefield Estate Units falling within the Whitefield Estate Replacement Units (Part 1).The definition of the Whitefield Estate Replacement Units (Part 1) allows for the units to be re-provided on site or off-site in the vicinity of the Site subject to agreement with the Local Planning Authority and pursuant to the Residential Relocation Strategy.</p>	<p>The floorspace will create 47 units in total across both plots, of which 31 units are for secure tenants, 15 units are for owner occupier leaseholders and 1 additional unit would also result.</p> <p>The reserved matters application complies with the Residential Relocation Principals in providing replacement Whitefield Estate units; Providing newly built modern homes within the regeneration area for all secure Council Tennants within the Whitefield Estate Existing Units (Part 1); Providing resident leaseholder or freeholders with a new property within the regeneration area.</p> <p>Other principles will be subject to capture within the Residential Relocation Strategy submitted against condition 1.10 and currently under consideration under planning ref 15/00659/CON.</p>

<p>Paragraph 2.40 and Table 4– (Car parking standards)</p>	<p>Paragraphs 2.40 - 2.53 2 of the RDSF highlights the maximum car parking standards and construction activity. With regards to the Car Parking Standards Table 4 of the RDSF identifies the overall Maximum Car Parking Standards whereby Plot 53 & 54 are required to meet a sliding scale from 1 space per dwelling to 0.7.</p>	<p>1:1 car parking requirement accords with the sliding scale for residential car parking on Table 4, there will be 30 parking spaces (incl. 2no blue badge bays) on Plot 53 and 17 parking spaces (incl. 1no blue badge bay) on Plot 54.</p>
<p>Paragraph 2.54c – 2.54i (CHP)</p>	<p>Paragraph 2.54c – 2.54i of the RDSF requires the applicant to continue to explore the feasibility and delivery of an RDF fuelled CHP.</p> <p>In the event that a scheme-wide CHP fuelled fails the feasibility test, explore the feasibility of using alternative renewable sources.</p> <p>If this fails explore non-renewable sources. The applicant is required to connect all principal residential buildings to the district heatnetwork, where feasible to do so, to achieve the reduction in carbon dioxide emissions as stated in The Revised Energy Statement (BXC09).</p>	<p>Plots 53 & 54 are small scale residential plots which are not principal residential buildings. These plots are served by a standalone CHP engine which provides low carbon heating and hot water to the residences.</p> <p>The design for plots 53 & 54 is achieving a 40% reduction in CO2 emissions as compared to Part L 2010 as confirmed by SAP calculations provided by the design team. This is achieved through following the ‘lean, mean, green’ hierarchy as set out in policy and the Revised Energy Strategy. Key features are a high standard of building fabric design and construction, resulting in low heat loss through building fabric; good design which optimises glazing ratios, to balance heat loss through glazing with good daylight levels, air tightness of 5m3/m2/hour @50Pa, and the provision of a 60kWth CHP engine located between the two plots, providing heating and hot water to all residences.</p> <p>Provision will be made for the future linkage of</p>

		<p>the application sites to a site wide CHP should this be feasible.</p> <p>A condition is attached to the recommendation which would allow an alternate provision to the standalone CHP proposed subject to demonstrating that this would accord with the approved Revised Energy Strategy required by the S73 Consent Condition 35.6. This ensures that</p>
<p>Paragraph 2.69 – 2.87 (Open space and sustainability and energy)</p>	<p>Paragraph 2.69 – 2.87 of the RDSF require a minimum of 10% of available roof areas, where possible and distributed across the site. Green or brown roofs will be limited to flat roofs or roofs with a slope of up to 35° and created using substrate and vegetation from invertebrate rich locations on the Site, as far as possible.</p> <p>Standards of sustainability and energy commitments have been captured in the Explanatory Report. Controls have been placed through the Section 73 Planning conditions and the Revised Energy Statement (BXC9)</p>	<p>Approximately 500 square metres of brown/green roof will be provided on Plot 53, and 300 square metres of brown/green roof will be provided on Plot 54. This will comprise approximately 30% of the available roof area.</p>
<p>Paragraph 5.58 – 5.66 (Brent Terrace Development Zone)</p>	<p>Paragraphs 5.58 – 5.66 of the RDSF provides a general zonal description of development within Brent Terrace Development Zone – no specific reference is made to Plots 53 and 54. Section A3.5 of the RDAS also provides a general description of the zone and states that: <i>“The Brent Terrace district forms the southern tail</i></p>	<p>The proposed scheme forms a straight street frontage along Brent Terrace facing the existing railway workers cottages. This acknowledges the grain of the existing units along Brent Terrace. To the rear the new buildings have been laid out to follow the more informal grain of the residential properties located on Clitterhouse Crescent. In</p>

	<i>of the regeneration area between Station Square and Millennium Green and occupies the land between the Midland Mainline Railway and the existing row of railway cottages known as Brent Terrace. The district will be residential in nature with the majority of development facing onto a large new green space in the form of Brent Terrace Linear Park.”</i>	this manner the proposed buildings are laid out in a manner which respects the existing grain of the surrounding residential developments. Also, breaks between the buildings allow for views through the development.
Appendix 5 Zonal Floorspace Schedule	Appendix 5 Zonal Floorspace Schedule if the RDSF highlights the total development floorspace which is divided between the Development Zones. It identifies that the residential floorspace (Class C3) within Brent Terrace amounts to 194,554m2 GEA.	The residential development of Plots 53 and 54 accords with this control
Appendix 10 Scale Thresholds	<p>The maximum and minimum scale parameters (i.e. length, width and height scale thresholds) for each Building Zone are defined in the Scale Thresholds at Appendix 10 of the RDSF.</p> <p>The maximum and minimum dimensions for buildings proposed on BT1 (Plots 53 and 54) are defined as follows:</p> <p>Height: Max: 12 Min: 6 Length: Max: 61 Min: 11 Wdth: Max: 12 Min: 8</p>	<p>As identified on Drawings Ref No HT-1413-P-11A to HT-1413-P-16A in accordance with principles of the RDAS it is proposed to erect 2 to 3 storey buildings on both sites, which measure between 9.5m and 7m in height, maximum height thresholds of 12m and 10m identified on Parameter Plan 007 and Appendix 10 of the RDSF.</p> <p>The proposed buildings have the following length and width dimensions follows:</p> <ul style="list-style-type: none"> - Terrace 1 and Block A - 60m in length with Terrace 1 measuring 12m in width and Block A measuring 23.8m in width at its widest point; - Block B – 44m in length and 23.8m in width at its widest point; - Block C – 44m in length and 23.8m in width at

		<p>its widest point; and</p> <ul style="list-style-type: none"> - Terrace 2 – 23m in length and 8.75m in width. <p>The buildings are within the maximum and minimum length parameters, but as identified in the Explanatory Report the buildings exceed the maximum width threshold with some being 24m in width at their widest point. Condition 2.4 attached to the 2014 Permission provides the ability for minor revisions to the RDSF. An application under reference 15/00834/CON is considered alongside the current reserved matters application that would allow this variation to occur.</p>
Table 4 (Car Parking Standards)	The RDSF states that the overall development will be constructed in accordance with the maximum car parking standards set out in Table 4 (RDSF) which identifies a 1:1 provision for residential development within Phase 1. Condition 38.2 attached to the 2014 Permission provides the car parking standards for the development and identifies for a 1:1 provision for residential development within the Primary Development Package (which includes the development of the plots for the replacement units).	In order to meet the 1:1 car parking requirement of Condition 38.2 of the 2014 Permission and the RDSF there will be 30 parking spaces (incl. 2no blue badge bays) on Plot 53 and 17 parking spaces (incl. 1no blue badge bay) on Plot 54.
Table 8 (Site wide Sustainability Features)	Table 8 of the RDSF illustrates Sustainability Features Delivered Site Wide Objectives.	Standards of sustainability and energy commitments have been captured in the Explanatory Report. Controls have been placed through the Section 73 Planning conditions and the Revised Energy Statement (BXC9).

<p>Table 9 (Individual Plot Sustainability Features)</p>	<p>Table 9 of the RDSF illustrates Individual Plot Sustainability Features Objectives.</p>	<p>Standards of sustainability and energy commitments have been captured in the Explanatory Report. Controls have been placed through the Section 73 Planning conditions and the Revised Energy Statement (BXC9).</p>
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