

Conditions - Summary

- A - Conditions relating to the detailed element only
- B - Conditions relating to the outline element only
- C - Common conditions (phase-related where necessary)

A- Conditions relating to the detailed element only

1. COMPLIANCE (Detailed)- Commencement

B - Conditions relating to the outline element only

2. Reserved Matter Approval (Scale, Appearance, Layout, Access, Landscaping)
3. COMPLIANCE (Outline) - Time limits for Reserved Matters
4. COMPLIANCE (Outline) - Reserved Matters Specification (List of documentation to accompany Reserved Matters Applications)

C - Site-wide conditions (phase-related)

5. COMPLIANCE - Development in Accordance with Approved Drawings and Documents
6. COMPLIANCE - Quantum of Development
7. COMPLIANCE- GIL Phasing
8. COMPLIANCE- Land Use (Business and Commercial Space)
9. COMPLIANCE - Land Use (Retail)
10. COMPLIANCE - Noise
11. COMPLIANCE- Residential Mix
12. COMPLIANCE - Environmental Statement
13. COMPLIANCE - Development in Conformity with Energy Statement
14. COMPLIANCE - Hybrid Application Area
15. COMPLIANCE -Architect Retention
16. COMPLIANCE - Land Contamination
17. COMPLIANCE - Landscaping - Replacement of Trees and Plants (LBH Development Management)
18. COMPLIANCE - Accessibility
19. COMPLIANCE - Compliance with London Housing Design Standards
20. COMPLIANCE - Individual Satellite dishes or television antennas precluded
21. COMPLIANCE - Commercial Premises -Access
22. COMPLIANCE - Hours of Operation - A3 & A4 Uses
23. COMPLIANCE - Electric Vehicle Charging Points
24. COMPLIANCE - Environment Agency - Planting
25. COMPLIANCE - Network Rail - Demolition
26. COMPLIANCE - Network Rail - Construction
27. PRE COMMENCEMENT - Updated Air Quality Assessment
28. PRE COMMENCEMENT - Phasing strategy & details
29. PRE COMMENCEMENT - Meanwhile and Interim Uses
30. PRE COMMENCEMENT - Confirmation of Site Levels

31. PRE COMMENCEMENT - Drainage Strategy (Thames Water)
32. PRE-COMMENCEMENT - Water supply (Thames Water)
33. PRE- COMMENCEMENT - Construction Environmental Management Plan
34. PRE-COMMENCEMENT - Electricity Sub Station
35. PRE COMMENCEMENT - Waste Management Scheme
36. PRE COMMENCEMENT - Updated Construction Logistics Plan
37. PRE COMMENCEMENT - Piling method statement
38. PRE-COMMENCEMENT - Landscaping -Arboricultural Method Statement
39. PRE COMMENCEMENT - Details of Flues
40. PRIOR TO ABOVE GROUND WORKS - Affordable Housing Strategy
41. PRIOR TO ABOVE GROUND WORKS - Fibre Broadband strategy
42. PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan
43. PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage
44. PRIOR TO ABOVE GROUND WORKS - Sustainability Standards - Non-residential
45. PRIOR TO ABOVE GROUND WORKS - Green and Brown Roof
46. PRIOR TO ABOVE GROUND WORKS - Secured by Design
47. PRIOR TO ABOVE GROUND WORKS - External Solar Shading and Passive Ventilation Study (Residential only)
48. PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)
49. PRIOR TO OCCUPATION - Commercial and Workspace Strategy
50. PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details
51. PRIOR TO SUPERSTRUCTURE WORKS - Sample Materials
52. PRIOR TO SUPERSTRUCTURE WORKS - CCTV and Security Lighting
53. PRIOR TO SUPERSTRUCTURE WORKS - Environment Agency - Landscape Management Plan
54. PRIOR TO OCCUPATION - Soft landscaping and play space
55. PRIOR TO OCCUPATION - Estate Management & Maintenance Plan
56. PRIOR TO OCCUPATION - Lighting strategy
57. PRIOR TO OCCUPATION - Details of Central Dish/Receiving System
58. PRIOR TO OCCUPATION - Delivery and Servicing Strategy

Section 106 Heads of Terms:

1. Affordable Housing
 - No less than 32.5% affordable housing (site-wide on habitable rooms basis) on a tenure split of 48.3% affordable rent: 51.7% shared ownership by habitable rooms.
 - Affordable Housing Plan to be submitted to include a phasing plan showing how no less than 32.5% site wide would be achieved.
 - Occupation restriction per phase (market housing) until affordable units delivered would need to be agreed in line with an agreed phasing plan.
 - Housing mix as follows, unless otherwise agreed:

Mix	Manhattan	1 bed	2 bed	3bed	4bed	Total Homes	Habitable Rooms
Private Homes (Number or % of homes)	173 (or 13.6%)	431 (or 33.9%)	626 (or 49.3%)	39 (or 3.1%)	1 (or 0%)	1,270 (or 100%)	3,074 (or 100% of private habitable rooms and 70.0% of total habitable rooms)
SO Homes (Number or % of homes)	0 (or 0%)	87 (or 32.5%)	181 (or 67.5%)	0 (or 0%)	0 (or 0%)	268 (or 100%)	766 (or 100% of shared ownership habitable rooms or 51.7% of affordable habitable rooms)
Affordable Rent Homes (Number or % of homes)	0 (or 0%)	22 (or 12.5%)	59 (or 33.5%)	69 (or 39.2%)	26 (or 14.8%)	176 (or 100%)	715 (or 100% of affordable rent habitable rooms or 48.3% of affordable habitable rooms)
Total Number	173	540	866	108	27	1714 (or 100%)	4,555 (or 100% of total habitable rooms)

All affordable rented units in the development will be nominated units with targeted rents as follows:

- I. up to 80% of the local market rent or local housing allowance levels, for one-beds (whichever is lower);
 - II. up to 65% of the local market rent or local housing allowance levels, for two-beds (whichever is lower), and
 - III. social/target rent for three-beds.
- All shared ownership affordable units in the development are to be aimed at those households with average household incomes up to £55k and £75k for the one and two bed homes All shared ownership units to remain affordable until and unless affordable occupiers staircase to 100% outright ownership
 - Time Limited marketing the scheme, for a period of two months, to persons who live or are employed in Haringey.

Review mechanism

- 'Pre-Implementation Review' to be attached to the detail component. This will require implementation to occur within 18 months of the date of the hybrid planning permission.

- 'Pre-Implementation Review' to be attached to the first phase only of the outline component. St William agree to a timescale of 3 years from approval of first reserved matters to implement the outline component, and will commit to submitting the first reserved matters application within 5 years of the date of the hybrid planning permission. The first reserved matters application may be for the whole, or part of, the outline component.
- Uplift funds to be used for on-site provision in the first instance capped at 40% affordable by habitable room with a tenure split of 60% affordable rent: 40% shared ownership.
- Any 'Pre-Implementation Review' would:
 - include a review of the land value
 - review the undelivered phases only

2. Energy Centre

- The development does not pay carbon offset payment but provides a land interest (100-year lease at peppercorn rent) and build the LBH Energy Centre box.
- Provisions for the construction of a 900m² LBH Energy Centre box to be leased to LBH at nil cost for a 100year term in order for LBH to install and maintain an Energy Centre that will serve the wider Wood Green Heating Network.
- St William to provide the 900m² LBH Energy Centre box to a 'shell and core' standard (specification to be agreed)
- Notices from St William to LBH on completion / handover of constructed LBH Energy Centre box. Period of notice to be agreed.
- St William will undertake a DEN Feasibility Study that will assess the DEN performance against agreed performance and management KPI's (to be agreed). Should all agreed KPI's be met then St William will connect the Site into the LBH Energy Centre.
- The LBH Energy Centre box will be served by a below ground dedicated service route to the site boundary, to an agreed specification, to enable future utility connections to be made.
- Prior to the fit out and commissioning of the LBH Energy Centre, all space heating and hot water requirements of completed phases within the Site will be served by the Temporary Energy Plant.
- Upon connection to LBH Energy Centre any existing temporary energy centres will be decommissioned.
- The connection system will be designed to comply with CIBSE Code of Best Practice.

3. Highways & Transport

- Car-free Development - ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.
- Travel Plan (Residential) - within six (6) months of first occupation of the

proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measure to be included as part of the travel plan in order to maximise the use of public transport:

- a) The developer must appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.
 - b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and timetables, to every new resident.
 - c) Establishment or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, one years' free membership for all residents.
 - d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information
 - e) The travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.
 - f) The applicants are required to pay a sum of £10,000 (ten thousand pounds) for monitoring of the travel plan initiatives.
- A Work Place travel plan. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.
 - a) The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:
 - b) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.
 - c) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.
 - d) Establishment or operate a car club scheme, which includes the provision of 1 car club bays and one cars with, one years' free membership for all commercial units.
 - e) The developer is required to pay a sum of £10,000 (ten thousand pounds) for monitoring of the travel plan

- Walking and cycling - financial contribution of £405,280 (four hundred and five thousand two hundred and eighty pounds) towards a package of measures to improve walking and cycling conditions including the following key routes:
 - a) Penstock Foot path
 - b) Homsey Park Road
 - c) Mayes Road
 - d) Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road.
- Control Parking Zone consultation CPZ - contribute a sum of £42,000 (fourth two thousand pounds) towards the design and consultation on the implementing parking management measures to the south east of the site, which are currently not covered by a control parking zone and may suffer from displaced parking as a result of residual parking generated by the development proposal.
- Section 278 Highway Act 1980 - the owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works (plan to be attached), which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. Cost estimate is based on current highways rates of the permanent highways scheme.
- Temporary or interim measures - details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate.
- Parking Management Plan - provide a Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including the wheel chair accessible car parking spaces to the front of the building and the 5 commercial car parking spaces. The residential car parking spaces must be allocated in order of the following priorities subject to a cap of 102 spaces for the 444 affordable homes (24.4% (affordable in extant consent) of the 419 residential spaces):
 - a) Parking for the disabled residential units to total 10% of the total number of units proposed.
 - b) A minimum of 1-wheel chair accessible car parking space for the commercial element of the development.
 - c) The affordable housing viability assumes 44 car parking spaces allocated to affordable only. Should the registered provider not wish to take the car parking spaces to reduce service charge they may offer the spaces to St William at nil cost.

- Bus Route Contribution - the applicant will be required to enhance the existing bus route contribution to £750,000 (Seven Hundred and fifty thousand pounds) to secure the level of bus service required.
 - Bus Route feasibility study - pay a sum of £30,000 (thirty thousand pounds) towards the bus diversion feasibility study into providing two new bus routes to service the development.
4. Considerate Contractors Scheme - evidence to be provided.
5. Local Labour and Training
- Prior to implementation an Employment skills plan will be required to be submitted outlining how St William aim to achieve the target local labour provisions of not less than 20% of those employed during construction being residents of LB Haringey;
 - St William to use reasonable endeavors to target LB Haringey residents for uptake of 25% of full time apprenticeships;
 - End User Skills Training financial contribution of £150,000 (One Hundred and Fifty Thousand pounds) towards LB Haringey's Employment and Recruitment Partnership's activities.
6. Other developer Obligations
- Reasonable endeavors for developer to organise and run Residents and Business Liaison Group on a quarterly basis
 - Reasonable endeavors to implement Cultural Strategy (October 2017); prior to commencement on Outline scheme, submit for written approval an updated Cultural Strategy.
7. Council Obligations
- Future highways adoption plan / stopping up plan resulting from realignment of Mary Neuner Road
8. Public Realm
- The development proposal will provide public access 24 hours a day (to public square, public park)- requirement for the developer to enter into a public access agreement which safeguards the public access, the agreement which is for the life of the development must include, maintenance of footways, lighting, public furniture, public art, and CCTV.
 - Maintain and manage the development of public realm areas in accordance with standards to be agreed with the Council.

9. Moselle River

- Reasonable endeavours to work in partnership with EA, LB Haringey and other partners to de-culvert the Moselle in the future
- Test the water quality of the River Moselle (testing specification to be agreed) prior to commencement of development abutting the River Moselle, and every 5 years until 5 years after practical completion of the development using the following sequence;
 - (1) Should the water quality meet the bathing standard then St William will submit for approval by the Council a feasibility every 5 years assessment for de-culverting the Moselle;
 - (2) Should the feasibility assessment be approved, then a vote will be given to on-site residents;
 - (3) If more than 75% vote in favour of the de-culverting proposals, and all necessary consents are obtained, and if the funding is available (at no cost to St William), then the scheme will be implemented
 - (4) St William will undertake the works.

10. Monitoring Fee

- Pay the monitoring fee contribution (to be agreed).