

### *Proposed Conditions / Section 106 Clauses*

- Implement mitigation at the Milton Road / Ordnance Road junction, prior to occupation of the site.
- Detailed plans of the site access junctions (including Stage 1 and 2 RSA) to be submitted to and approved by LPA in consultation with HA prior to commencement.
- Junction capacity modelling of the Peacock Street / A226 junction should be undertaken and submitted prior to commencement. Mitigation to be secured if required.
- A minimum of one parcel drop-off locker system to be provided on site, plus a post / parcel room for building E, to be provided prior to occupation.
- Provision and retention of 1,436 long stay cycle parking spaces (of which 2327 to be provided for the residential use) and 50 short stay spaces, upon occupation of the associated unit. A proportion of the cycle parking should be provided for adapted bikes.
- Cycle stores to be provided with electric bike charging facilities.
- Provision and retention of a minimum of 750 vehicle parking spaces for the residential use, 50 vehicle parking spaces for the non-residential uses and 40 motorcycle bays. 10% of the Phase 1 parking and 20% of the remaining phases to be provided with active electric vehicle charging facilities (minimum of 7kw). All remaining spaces to be provided with passive charging facilities (ducting and cabling).
- Plans showing the proposed improvements resulting from the Active Travel Audit, and the proposed Way Finding Strategy to be submitted to and approved by KCC prior to commencement. If approved, the proposals to be implemented prior to occupation of the site.
- Provision of a bus service between the site and the town centre from first occupation until the occupation of 1,109 units. The service should operate as follows: Year one and Two – Monday to Sunday all day service on a 20-minute frequency. Years Three and Four - Monday to Sunday all day service on a 10-minute frequency plus one peak period service. Year Five - Monday to Sunday all day service on a 10-minute frequency (potential to increase to two services) plus one peak period service. Timetable can be amended if agreed by LPA / KCC officers. High quality bus shelters including seating, timetabled information and low floor kerbing are required.
- Provide two car club vehicles on site upon first occupation. Demand to be monitored through the travel plan and an increase of a further three vehicles to be provided by full build out, should demand be seen to warrant them. Two years free membership and a £50 drive time credit to be provided for all residents upon their occupation, and free membership for businesses located at the site and their employees.
- Provide a mobility hub on site from first occupation, containing as a minimum, rentable folding cycle lockers and scooters, car club booking facilities, walking, cycling and PROW information, cycle repair and maintenance, electric vehicle rapid chargers and parcel lockers.
- A Transport Review Group to be established upon commencement of the development, to discuss the on-going transport related impacts of the development, the success of the Travel Plan measures and to decide whether additional measures

are required. The TRG should meet on a biannual basis, unless a revised timetable is agreed by the TRG members, once of which should be KCC.

- Full Travel Plan for the residential element, and commercial units meeting the threshold, to be submitted to and agreed by KCC a minimum of three months prior to occupation.
- Travel Plan monitoring fee of £7,110 (£1,422 per year for five years) should be secured for KCC Highways to ensure adequate resourcing to audit and oversee the Residential Travel Plan monitoring process.
- A Car Park Management Plan to be submitted to and agreed by KCC a minimum of three months prior to occupation.
- If the road is to be adopted by KCC, a TRO will be required to prevent ad hoc parking on the site.
- A Construction Management Plan to be submitted to and agreed by KCC a minimum of three months prior to commencement, containing as a minimum, routing of construction and delivery vehicles to/from the site, parking and turning areas for construction and delivery vehicles and site personnel, timing of deliveries; provision of wheel washing facilities and any temporary traffic management/ signage.
- Extend parking restrictions at TC01, Norfolk Road and Wharf Road to prevent on street parking, prior to occupation, at the Applicant's expense. If objections to these applications prevent them from being implemented, the Applicant must re-submit the applications one year post occupation (and again at years 5 and 10 if still not granted), as objections may be removed if on-street parking is occurring. Residents of the proposed site should be prevented from seeking permits for the on-street parking as this would defeat the object of the parking controls.
- Vehicle parking monitoring upon occupation of 50% units of Phase 1, to determine whether the 0.5 ratio is appropriate for the remaining phases. A further 100 spaces to be provided for the further phases, if required.
- Street lighting and Landscape strategies will be required for the detailed applications, if the site is to be adopted by KCC.