

## 13 PLANNING OBLIGATIONS

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In order to be acceptable in planning terms, new developments within the Blackhorse Lane area will be expected to contribute to the wider objectives of the area through planning obligations (Section 106 agreements).

All developments will be expected to make appropriate provision of, or contributions towards, affordable housing (see Section 8.4), sustainable transport (Section 11), education and childcare (Section 10.2), employment and training (Section 9.7) and health facilities (Section 10.3). The Council is preparing Interim Planning Policy Guidance on Planning Obligations which will be issued as a draft for consultation in the near future. The guidance will provide a clear formula-based methodology for calculating the level of developer contributions required for key planning obligations such as these.

In addition, the Council will require contributions from developers to support the objectives of the framework in a range of other areas including recreational open space, regeneration and economic development, community safety, general environmental improvements, community facilities / libraries and sustainable development.

In line with government guidance<sup>57</sup> wherever reasonable the Council will seek to pool developer contributions so that the costs of infrastructure can be spread across developments in a fair and equitable way. Particularly given the proximity of proposed major developments at Tottenham Hale, the Council will work with the neighbouring planning authority and relevant agencies to agree appropriate pooling mechanisms for issues that extend beyond the borough boundaries such as transport and employment and training initiatives.

In order to guide the determination of the additional planning obligation requirements for which a formula has not been adopted by the Council, the following provides an indication of potential priorities (not in any order) for contributions from developments within each of the growth areas:

### Station Area (sites BHL1, BHL2 and BHL3)

- Improved pedestrian priority and streetscape at the Standard Junction and nearby including pedestrian links between existing Blackhorse Lane retail parade and rest of the new Neighbourhood Centre (Policy BHL12 and Section 6.2).
- New road linking Forest Road to Blackhorse Lane (Policy BHL15).

### Sutherland Road (sites BHL4, BHL5 and BHL6)

- New industrial access road linking Blackhorse Lane to Sutherland Road (Section 11.3.5 and UDP Policy INB5).
- Traffic management measures to separate business and residential traffic in the Sutherland Road area (Sections 11.3.5, 11.3.5 and 12.3)
- High quality streetscape in Sutherland Road (Sections 7.5 and 12.3)

### Billet / Kimberley (site BHL7)

- Improvements to Cheney Row open space (e.g. provision of informal recreation facilities) and/or access to water sports facilities on Banbury Reservoir (Sections 7.4 and 12.4).
- Improvements to bus services, particularly the 158 service (Policy BHL13).
- New secure cycle park at Blackhorse Road Station (Policy BHL14).

### All growth areas

- Improvement of and access to open space and recreation facilities, in particular development of a waterfront linear park (Policy BHL5).
- New and improved pedestrian and cycle routes (Policies BHL3 and BHL14).
- Improved co-ordination of community facilities including ICT facilities and improving or extending services for young people (Policy BHL11).

- Community safety initiatives (Section 10.5)
- Improved speed enforcement, sight lines and pedestrian priority along Blackhorse Road and Billet Road and speed restrictions and improved pedestrian priority on residential streets (Policy BHLP 16).
- Improvements to streetscape to improve the environment and community safety including planting and lighting along Blackhorse Road, Billet Road and Forest Road west of the Standard Junction (Sections 7.5 and 10.5).

In addition, the Council will work with Transport for London to agree a contributions matrix for public transport improvements to outline specific requirements.