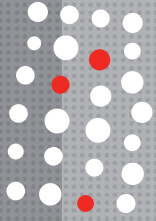


IMPROVING  
**ENFIELD**



North East Enfield  
**Sustainability Appraisal**

Proposed Submission Stage

February 2014



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1.0.1 The overarching aim of Sustainability Appraisal (SA) is to help ensure that decisions that are made about an area will contribute to achieving sustainable development. It is required for all development plan documents that will be part of the Local Development Framework.

1.0.2 Also required is Strategic Environmental Assessment (SEA) which looks at the effects plans and programmes will have on the environment to ensure that there are no significant effects, or where such effects are likely mitigation measures can be implemented. SEA and Sustainability Appraisal are similar processes and Councils are encouraged to combine them. This has been done for the North East Enfield Area Action Plan and the combined process is known as SA.

1.0.3 The North East Enfield Area Action Plan (NEEAAP) contains a vision, objectives and a series of policies that have been drawn up to act as a catalyst for development and to help manage change in the North East Enfield Area.

1.0.4 Scoping is the first stage of SA that is completed before production of the plan document starts. The Scoping Report for the NEEAAP was completed in November 2013 and all statutory consultees were given five weeks to comment on the content of the Scoping Report. Their comments have now been incorporated into a finalised version of the Scoping Report which is included within this report as Appendix A. The Scoping Report fulfils a number of important roles that set the basis of SA for the whole process:

- Identify and review other relevant policies, plans and programmes
- Collect baseline information
- Identify sustainability issues and problems
- Draw up sustainable development objectives
- Develop the SA framework

1.0.5 The first step in this Report is to test that the vision and objectives that set the direction of the AAP document are compatible with the objectives that are set within the SA Framework. This testing demonstrated that the objectives that have been set for the AAP are compatible with the SA Framework and that many of the AAP objectives will have a positive effect on the sustainability of the NEE Area.

1.0.6 The next step is to test the individual policies contained within the plan against the SA Framework and ensure that they have the most positive outcome in terms of the sustainability for the NEE Area. Part of this process is identifying where policies have a neutral or negative impact on sustainability and proposing ways in which the policies could have a more positive impact.

1.0.7 The process of undertaking the SA has been iterative with the interim results feeding back into the process of writing the policies. This has resulted in the majority of policies having a positive impact on the sustainability of the area.

1.0.8 Some policies have a neutral impact on the objectives contained within the SA Framework, this is where the policy is unlikely to affect the objective or they are unrelated.

1.0.9 For some of the policies the outcome is difficult to predict, this means that the policies may or may not have an impact on the sustainability objectives. Where there is potential for a policy to have a more positive effect this has been highlighted through the appraisal process.

1.0.10 The main areas where the sustainability outcomes are uncertain is where the policies in the AAP are not detailed enough at this stage to be able to predict the outcomes. This is particularly relevant where there is a facility or service that will be delivered in the future but the exact details of when and how are not known at this stage. In order to ensure that the most positive outcome can be achieved recommendations have been made within the SA. For example where there is an aspiration to deliver a community facility but a site and the detailed design of the site and building are not known at present, making it difficult to predict the effect on some of the SA objectives, a requirement for a planning brief in the future will help to ensure that a positive effect can be achieved on the SA Framework.

1.0.11 The next step in the SA process and the adoption of the NEEAAP is for the AAP to go through the examination process. Where this process results in significant changes to the document and the policies within it, the SA will be also be reviewed at this time.

2.0.1 This document forms the Sustainability Appraisal (SA) of the proposed submission of the North East Enfield Area Action Plan (NEEAAP). The NEEAAP is a shared strategy for the regeneration of the North East Enfield (NEE) area. It provides a clear planning policy framework for decisions about existing issues and problems, as well as a guide to inform the future comprehensive regeneration, development opportunities and targeted investment for the area.

2.0.2 The area covered by the Area Action Plan (AAP) is large and diverse in nature. At first glance the area has much to offer: there are diverse neighbourhoods of Ponders End, Enfield Highway, Enfield Wash and Enfield Lock, thriving industrial areas of Brimsdown and Innova Park and an area of natural recreation in the Lee Valley Regional Park and Waterways. The area is home to a diverse community of around 77,000 people and approximately 1000+ businesses, and many people travel to and through the area to work.

2.0.3 The area also has some of London's poorest communities suffering from high unemployment, low skill base, low educational attainment and a higher than average level of benefit claimants and income deprivation which has a disproportionate affect in children and older people. There is a need to regenerate the area, to make it an attractive place to live and work, with the facilities and services to support its residents.

## 2.1 Purpose of this Sustainability Appraisal

2.1.1 The purpose of Sustainability Appraisal (SA) is to ensure that the principles of sustainable development are considered throughout the plan making process and that the final North East Enfield Area Action Plan has considered all aspects of economic, social and environmental sustainability in its production.

2.1.2 Strategic Environmental Assessment is a requirement of the EC Directive on the assessment of the effects of certain plans and programmes on the environment (Directive 2001/42/EC) known as the Strategic Environmental Assessment (SEA) Directive. This is transposed into UK law through the Environmental Assessment of Plans and Programmes Regulations 2004 which applies to plans with significant environmental effects (SEA Regulations). Throughout this document where Sustainability Appraisal is referred to the requirements of SEA Directive have been incorporated.

## 2.2 Structure of this Sustainability Appraisal

2.2.1 This SA is structured in the following way:

- Section 2 sets the context for the AAP both in terms of the spatial location of the area and the key issues that affect it and also sets out the existing planning policy context.
- Section 3 sets out the methodology that has been used in the production of this SA. Work on the plan has been undertaken over a number of years and there are several stages of SA work that have been undertaken prior to this final assessment. This section also introduces the Sustainability Framework which is the main mechanism used for testing the policies and direction of the AAP document.
- Section 4 assesses the vision and core objectives of the NEEAAP against the Sustainability Framework to ensure that there are no conflicts between the overarching vision for the NEE area and the framework.
- Section 5 looks at each of the policies contained within the NEEAAP and assesses their impact on the Sustainability Framework.
- Section 6 outlines ways in which the potential positive impacts can be maximised and suggests some methods for mitigation of any negative impacts.
- Section 7 sets out the next steps in the process and concludes the Sustainability Appraisal.

## 2.3 North East Enfield in context

2.3.1 The area covered by the AAP is defined by four key north-south transport routes:

- The Great Cambridge Road (A10) forms the western boundary to the AAP. It is a very busy road that is difficult for pedestrians and cyclists to cross and so forms a strong edge to the area;
- The western rail corridor, serving Southbury and Turkey Street Stations;
- Hertford Road (A1010) is the main community spine in the area, where local centres and concentrations of activity are located surrounded by built up neighbourhoods. There are conflicts along this corridor between the quality of the centres and the volumes of traffic along it; and
- the eastern rail corridor, serving Ponders End, Brimsdown and Enfield Lock stations. This forms a major barrier to movement due to the restricted crossings along its length.

## Character

2.3.2 The area generally lacks places of strong and identifiable character. There are opportunities to raise the profile of the area by:

- enhancing the character and access to places that already have good potential to be 'special' such as the three local centres along the Hertford Road (A1010).
- bringing a new identity to places that have the capacity to change where major change can be secured. Such as at the Alma Estate and Ponders End Waterfront;
- raising the quality of areas that will not change significantly through the lifetime of this AAP - for example improving streets in residential areas; and
- raising the quality of the employment areas to both better serve the business demands and to enhance the quality of the environment.

## Socio- economic profile

2.3.3 Enfield has a high level of deprivation, as measured by the Office of National Statistics. There are high levels of inequality within the Borough as measured in the 2010 Indices of Multiple Deprivation Office of National Statistics, [ONS7], with some neighbourhoods in the east and south amongst the most deprived in Britain. Key challenges that face Enfield's population are:

- the growing number of predominantly low-income and low skilled households attracted to Enfield due to the relatively low rents;
- addressing child poverty indicators and the increasing number of vulnerable groups, including single parent households and disabled people, moving to the Borough;
- preparing young people to access training routes and to compete effectively for jobs when they leave full-time education; and
- the area suffers from poorer health than the rest of the Borough with the average life expectancy for males being 81.7 years and for females 77.5 years; and
- childhood obesity is an area of concern in the Borough with a significant number of children and young people overweight (13.6% of pupils) compared to the London (11.2%) and national average (9.6%) in 2011.

## Employment

2.3.4 North East Enfield contains the second largest concentration of industrial / commercial land in London. Owing to good levels of investment in employment land and buildings over recent years, these employment areas are generally thriving and in good condition. As such the economic influence of Enfield extends substantially beyond the Borough's boundaries.

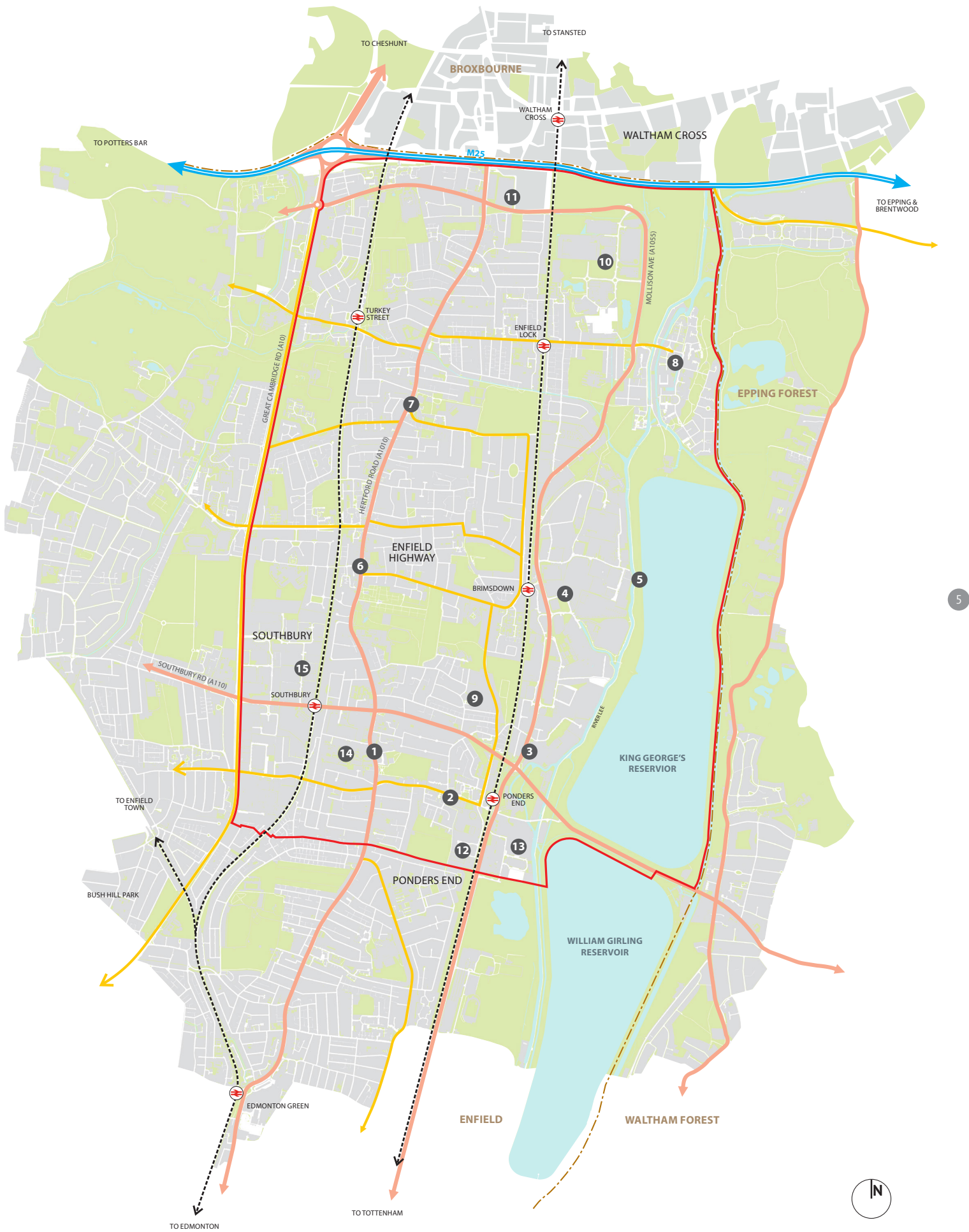
2.3.5 The key issues relating to employment in the Borough are:

- safeguarding the thriving industrial estates in the NEE area;
- continuing partnerships between the Council, community, businesses and education to provide initiatives and services to raise the skills level and employability of local people;
- improving public transport so that it dovetails with business working patterns (particularly shift work); and
- fostering the development of the key growth sectors.

### FIGURE 1.1 KEY >>>

- AAP Study Area boundary
- Motorway
- - - Railway line
- Major 'A' roads
- 'B' roads
- Waterways
- - - Enfield Borough boundary
- ① Ponders End High Street
- ② Ponders End South Street / Alma Housing Estate
- ③ Ponders End Waterfront
- ④ Brimstown Industrial Estate
- ⑤ River Lee and Lee Valley Regional Park
- ⑥ Enfield Highway Local Centre
- ⑦ Enfield Wash Local Centre
- ⑧ Enfield Island Village
- ⑨ Alma Industrial Estate
- ⑩ Innova Park
- ⑪ Freezywater
- ⑫ Redburn Trading Estate
- ⑬ Meridian Business Park
- ⑭ Queensway Industrial Estate
- ⑮ Great Cambridge Road and Martinbridge Trading Estate

FIGURE 1.1: NORTH EAST ENFIELD AREA IN CONTEXT





## Transport and movement

2.3.6 At first site the NEE area appears to have relatively good strategic transport links - it is close to the M25 and there are two rail lines running north-south through the area: the Lee Valley railway line to the east and the London Liverpool Street to Cheshunt line to the west. However, this is misleading.

2.3.7 Key transport and movement opportunities for the AAP are to:

- break down the barriers that exist and create direct accessible routes in the area;
- enhance the arrival and movement experience through the area, creating distinct and memorable gateways and making journeys to and through neighbourhoods understandable;
- ensure that key routes should be developed to be inclusive, safe and pleasant for all users. Creating a balance between vehicles, pedestrians and cyclists is important; and
- improve bus services, as these are particularly important in low-income households.

## Property market

2.3.8 Enfield holds a strategic position, sitting within the robust economy of London and the Lee Valley growth corridor into Hertfordshire and Essex that links Enfield with Stanstead and Cambridge. Despite the opportunities that this strategic location offers the Borough of Enfield's economy remains relatively weak. There are some sectoral weaknesses and the lack of presence in growth sectors such as high tech and knowledge intensive industries, and reliance on traditional (declining) sectors is clear. This makes the Borough vulnerable in terms of the present volatile economic environment.

2.3.9 North East Enfield has a healthy industrial area, and this is its greatest strength. Improving the quality of the retail and leisure offer will depend on attracting a more prosperous population to the area, which in turn is reliant on improving the quality of residential development. Improvements in public transport will support the regeneration of the area, although the effects are difficult to quantify given the long-term nature of the schemes.

## Green network and food growing

2.3.10 Much of the North East Enfield area is well served by some form of open space such as public parks. However, at the same time there is a deficiency in other facilities such as children's play provision or natural/semi-natural space.

2.3.11 The Borough has a long history of food production. In the late nineteenth century the Lea Valley was the most important concentration of glasshouse (market gardening) industry in the world. The Council is developing a food strategy that aims to:

- encourage healthier eating and physical activity as part of a healthier lifestyle;
- support and improve the performance of Enfield's thriving food sector; and
- promote food security.

## 2.4 Planning context

2.4.1 The North East Enfield [NEE] area occupies a key position in a wider growth area. It sits within the London-Stansted-Cambridge growth corridor and the Upper Lee Valley. The planning policy context for the North East Enfield Area Action Plan is set by:

- the National Planning Policy Framework (NPPF);
- regional policy in the form of the London Plan (July 2011) and the Upper Lee Valley Opportunity Area Planning Framework (July 2013);
- local policy, in particular the adopted Core Strategy, the Enfield Plan (November 2010).

### The NPPF

2.4.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It is intended to provide a framework within which local councils can produce their own distinctive local plans, which reflect the needs and priorities of their communities. Regional and local policy is expected to accord with policy set out in the NPPF. The current version of the NPPF was published in March 2012, after the adoption of the Enfield Plan and the London Plan, and prior to the adoption of the Upper Lee Valley Opportunity Area Planning Framework. Nevertheless, planning policies in both the London Plan and the Enfield Plan broadly accord with the NPPF, particularly in their promotion of and support for sustainable development.

2.4.3 Whilst they set important principles, NPPF policies cannot be specific to local areas. In order to focus on the policies most relevant to the North East Enfield AAP, this section of the Sustainability Appraisal concentrates on regional and local planning policy.



## Regional Policy – London Plan

2.4.4 Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. Under the legislation establishing the Greater London Authority (GLA), the Mayor must produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review. Boroughs’ local development documents must be ‘in general conformity’ with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London.

2.4.5 The London Plan only deals with issues of strategic importance to Greater London. Individual boroughs address specific local issues in their own local development documents.

## Regional Policy – Upper Lee Valley Opportunity Framework

2.4.6 In addition to the London Plan, the Mayor of London is able to produce area specific planning frameworks that provide coordinated strategies across boroughs. The Upper Lee Valley Opportunity Area Planning Framework (OAPF) sets out an overarching framework for an area of 3,884 hectares shared between the London Boroughs of Enfield, Haringey, Waltham Forest and Hackney. The North East Enfield AAP area lies wholly within the OAPF area.

2.4.7 The OAPF was produced by the GLA working with the four boroughs together with wider stakeholders including Transport for London, the Lee Valley Regional Park Authority and the North London Strategic Alliance. The OAPF was adopted in July 2013. In addition to objectives to secure new jobs and homes across the OAPF area as a whole, objectives relating to the NEE area are:

- growth at Ponders end;
- optimised development and redevelopment opportunities along the A10/A1010 corridor;
- Lee Valley Heat Network;
- significant investment and improvements to transport infrastructure, including four trains per hour on the West Anglia Main Line and improvements to help people walk and cycle more easily through the area; and
- a fully accessible network of green and blue spaces which open up the Lee Valley Regional Park.

## Local Policy – The Enfield Plan Core Strategy 2010–2025

2.4.8 The Core Strategy forms part of Enfield’s Local Plan. The Core Strategy is the most important of the suite of documents that make up Enfield’s Local Plan, setting out the Council’s strategy for planning in Enfield and providing context for more detailed Local Plan documents:

- Policies Map;
- Sites Schedule;
- Enfield Design Guide;
- Development Management Document;
- Enfield Town Area Action Plan;
- North East Enfield Area Action Plan;
- Central Area Planning Brief, Ponders End;
- Central Leaside Area Action Plan and Masterplan for Meridian Water;
- North Circular Area Action Plan and Masterplan for New Southgate; and
- North London Joint Waste Plan.
- Infrastructure Delivery Plan
- CIL

2.4.9 The Core Strategy sets out a spatial planning framework for the long term development of the Borough for the next 15 to 20 years. It is a strategic document providing the broad strategy for the scale and distribution of development and the provision of supporting infrastructure, ensuring that investment decisions are not made in isolation but are properly coordinated to ensure development is sustainable. It contains core policies for delivering the spatial vision, guiding patterns of development and is supported by other development plan documents.

## Local Policy – Enfield’s Development Management Document (DMD)

2.4.10 The DMD provides detailed criteria and standard based policies for assessing planning applications. It is a borough wide document and will apply to all planning applications from home extensions to large scale applications for residential, commercial and mixed use development. The final version of the DMD was agreed by the Council for submission to the Government for examination in March 2013. Whilst the DMD is not yet adopted and may be subject to change as a result of examination, it is well advanced. The emerging policies within it have been considered in developing the NEEAAP.

### 3.1 Introduction and Background

3.1.1 This methodology provides an overview of the steps that have been taken in the production of this Sustainability Appraisal it outlines the work that has previously been undertaken and describes how this work has been used within this Sustainability Report.

3.1.2 The following table outlines work that has been previously been undertaken in the production of the AAP, various elements of sustainability work have also been done to correspond with these stages:

Date	Area Action Plan production	Sustainability Appraisal
Sept 2006		NEEAAP Draft Scoping Report
June 2007	NEEAAP Baseline Report	
Feb 2008	NEEAAP Issues and Options report	Issues and options SA
		Preferred Options SA
Sept 2012	NEEAAP Interim Direction Document	
Aug 2013		NEEAAP SA Draft Scoping Report
Nov 2013		NEEAAP SA Scoping Report (final)

3.1.3 A Scoping Report was produced during the Autumn of 2013, this scoping was based on the Interim Direction Document. The purpose of this document was to set the direction and scope of change for the NEEAAP. It highlights the scale of opportunities for change that exist in the area and also considers challenges to achieving change in the NEE area. This Sustainability Appraisal is based upon the proposed submission NEEAAP, which builds upon the themes outlined in the Interim Direction Document and was published in January 2014. The themes and direction of the NEEAAP have not changed significantly since the production of the Interim Direction Document and as such the Scoping Report has been used as the basis for this Sustainability Appraisal report.

3.1.4 The Scoping Report is used to set the scene for the Sustainability Appraisal, establishing the main sustainability issues for the North East Enfield area and establishing a framework that can be used to help guide development in the area.

3.1.5 The main element of the Scoping Report that is used within this document is the Sustainability Framework which is used to assess the policies and direction of the draft NEEAAP.

3.1.6 The Scoping Report was sent to the three SEA statutory consultation bodies - English Heritage, Natural England and the Environment Agency and other key stakeholders, for the statutory consultation period of five weeks.

3.1.7 The other key stakeholders were the GLA, Broxbourne Borough Council, Epping Forest District Council, Essex County Council, Hertfordshire County Council and the Lee Valley Regional Park Authority. A full summary of the consultation responses and how they were incorporated into the final Scoping Report can be found in section 10 SA Scoping Report which is included as Appendix 1 to this Report.

3.1.8 This SA has been undertaken by the project team that is producing the NEEAAP thus ensuring that there has been an iterative process between the Plan's production and issues that arise as a result of the SA process.

3.1.9 The SA process involves a number of different stages, Figure 3.1 overleaf explains these different stages and how they relate to the stages in the production of the NEEAAP. The steps in stage A culminated with the SA Scoping Report which was consulted on during the Autumn 2013. This report forms stages B and C and is known as the 'Sustainability Appraisal (SA) report'.

FIGURE 3.1: THE DIFFERENT STAGES IN THE SA PROCESS



## Sustainability issues for North East Enfield

3.1.10 As part of the Scoping Report a list of 35 sustainability issues have been identified, these cover all aspects of sustainability. The list is as follows:

1. Air quality across Enfield needs to be improved, there are areas within the NEEAAP where there are areas of traffic pollution from congestion of local and through traffic on the Hertford Road and congestion on Bullsmoor Lane where commercial traffic from the industrial estates are en route to access the M25.
2. Protecting biodiversity value across the borough in particular in the NEEAAP areas of the Lee Valley and Turkey Brook Green Chain Corridor.
3. Green Belt and SSI areas to be protected, benefitting biodiversity, human health, quality of life and climate change adaptation.
4. There is a need to prevent deterioration in the quality of waterbodies and the overall aim is for all waterbodies to reach good status or good potential (for modified waterbodies).
5. Urgent need to address the causes and impacts of climate change.
6. There are areas of flood risk within the NEEAAP, in particular along the Lee Valley.
7. Need to consider sustainable drainage and utility provision for new developments.
8. Need to implement the 'proximity principle' in relation to waste and manage as much of London's waste within London as possible.
9. Need to reduce waste arisings, re-use, recycle and recover energy from waste.
10. A poor noise environment along major road routes.
11. There is an overall lack of green infrastructure for pedestrians and cyclists.
12. A need to maximise the opportunities for a Decentralised Energy Network (DEN) within the NEEAAP location and the Central Leaside AAP area to the south.
13. Protect and enhance the appearance and character of the conservation areas in the NEEAAP area.
14. Protect and enhance the condition and setting of Conservation Areas in the NEEAAP.
15. Deprivation as measured by the indices of Multiple Deprivation worse than the Borough and national averages in the NEEAAP, with hotspots of very high deprivation.
16. Health inequalities affecting the NEEAAP area means there is scope to increase general health and life expectancy.
17. Bringing contaminated land back into beneficial use.
18. Poor condition of some housing stock.
19. There is a shortage of affordable family housing and new housing needs to include a suitable mix for families.
20. Affordability of housing.
21. Fuel poverty is an issue for some households.
22. Energy efficiency of housing is low, especially, in some older housing stock.
23. Water efficiency and consumption.
24. Crime, anti-social behaviour and fear of crime are of concern.
25. Essential to provide facilities for the needs of all parts of the community.
26. Below-average GCSE results and high rates of absence in some schools.
27. Rising numbers of children places demands on increase in school places.
28. Problems over access and perception of access, to open space, education, health, housing, shops and leisure and community facilities, both in terms of location and physical access.
29. Shopping centres and parades in NEEAAP area show signs of decline with vacant premises and a poor shopping environment.
30. There is a high level of low income households in the NEEAAP, a high level of benefit claimants, and earnings are lower than the London average.
31. The level of skills and qualifications among the working age population is low and needs to increase.
32. Levels of unemployment are high with some high concentrations among young people.
33. There is a need to preserve and enhance the industrial estates of the NEEAAP area which provide employment opportunities in the local area and are of strategic importance to the borough and London.
34. Need to reduce congestion on the roads, in particular the Bullsmoor Lane and A10 junction, the Hertford Road and Southbury / Nags Head Road.
35. East west transport routes are impeded by railway lines which run north - south, along with the large industrial areas, Lee Valley waterways and reservoirs to the east of the NEEAAP area.



## 3.2 Sustainability Framework

3.2.1 The Sustainability Framework was developed in the Scoping Report and is the main tool for appraising the NEEAAP. The Framework is shown in the table below.

SA objective		Decision making criteria. Will the policy...
<b>ENVIRONMENT</b>		
1	To reduce air pollution and ensure air quality continues to improve	Contribute to a reduction the levels of NO2 and PM10 in the NEE area? Reduce congestion and reliance on the private car? Encourage the use of sustainable transport?
2	To reduce disturbance from noise	Help reduce disturbance from noise?
3	To meet the challenge of climate change	Limit emissions of greenhouse gases? Ensure that NEE is prepared for the impacts of climate change? Reduce reliance on the private car? Encourage the use of sustainable transport? Encourage the development and uptake of a Decentralised Energy Network (DEN) in the NEE area?
4	To conserve and enhance biodiversity in the North East Enfield (NEE) area and beyond	To protect and enhance the NEE area's of biodiversity identified on the Core Strategy Policies map?
5	To protect, enhance and make accessible for enjoyment, the NEE area's green and open spaces infrastructure	Protect, enhance and improve accessibility to the NEE area's green and open spaces?
6	To protect, enhance and make accessible for enjoyment, the NEE area's historic environment	Protect and enhance the significance of all heritage assets and other culturally important features in the NEE area and surrounding areas?
7	To achieve the sustainable management of waste	Support the proximity principle in relation to waste? Reduce waste arisings? Increase the re-use of materials? Increase the rates of recycling and composting, or recovery of energy from waste?
8	To achieve sustainable water resources management	Improve the quality of water in the borough? Reduce the demand for water? Ensure that development does not increase the borough's vulnerability to flooding?
9	Meet the requirements of sustainable design and construction	Increase energy efficiency in the NEE area's buildings? Reduce the demand for water? Increase the proportion of energy generated from renewable sources?

**SOCIAL**

10	To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home	Minimise flood risk to new and adjoining developments and promote the use of sustainable drainage systems?
		Promote the provision of warm, weatherproof homes with reasonably modern facilities?
		Ensure energy and resource efficiency both during construction and afterwards?
		Contribute to the provision of affordable housing, including social housing?
		Ensure the housing mix includes sufficient family housing
		Reduce the number of people in temporary accommodation?
11	To improve the health and well-being of the NEE area's and reduce inequalities in health	Assist in reducing health inequalities within the NEE area and between the NEE area and other areas, including the impact of climate change on health?
		Address rising levels of childhood obesity?
		Improve access to health services, in particular to a General Practitioner?
		Increase the level of active adults and children in the NEE area?
12	To reduce poverty and social exclusion	Assist in the regeneration of deprived areas of the NEE area?
13	To raise educational achievement levels across the NEE area	Improve the exam performance of pupils in NEE area schools?
		Ensure there are sufficient school places available for the growing number of school-aged children
14	To reduce crime, anti-social behaviour and the fear of crime	Help reduce the fear of crime?
		Help reduce crime rates, especially in those areas where crime is highest?
15	To improve the viability and shopping experience of the NEE area's shopping centres	Reduce the number of vacant premises?
		Improve the shopping environment?
16	To improve accessibility for all to services and facilities including community facilities	Improve access to green and open spaces for all?
		Improve access to key services for all?
17	To improve efficiency in land use	Promote the re-use of previously developed land and existing buildings?

**ECONOMY**

18	To sustain economic growth and competitiveness	Support existing businesses the NEE area?
		Attract new businesses to the NEE area?
		Increase the numbers of higher paid jobs in the NEE area?
		Increase the employment opportunities for young people?
		Improve transport infrastructure and reduce congestion on the roads in NEE?
		Develop the workforce skills necessary to support and grow the economy?
19	To ensure high and stable levels of employment	Protect and enhance SIL and LSIS in NEE?
		Help people to acquire the skills needed to find and remain in work?
20	Increase the skill levels of the NEE area's workforce	Reduce the proportion of adults of working age with no qualifications?
		Decrease the numbers of young people not in Education, Employment or Training (NEETs)
21	To improve transport infrastructure and reduce road congestion	Improve green transport networks for cyclists and pedestrians?
		Reduce the need to travel?
		Reduce congestion and reliance on the private car?
		Encourage people to use sustainable forms of transport?
		Improve east west access through the NEE area and direct access on to the M25?
		Encourage businesses to allow more employees to work at home and work flexible hours

## 4.1 Introduction

4.1.1 This section of the appraisal assesses the Vision and Objectives of the NEEAAP to ensure that the principles of sustainable development are imbedded within the NEEAAP.

4.1.2 The vision and objectives of the NEEAAP are as follows:

### Overall vision

*"In 2032, North East Enfield will be a place where people aspire to live, work, visit and invest. It will have a reputation for leading the way in sustainable living - from innovative energy generation to exemplar cycle routes, from energy efficient new homes to integrated public transport. North East Enfield will show how joined up approaches to employment, education and childcare support a successful economy and provide local people with opportunities to improve their job prospects."*

4.1.3 There are 3 spatial components that will help to deliver this vision. These are:

- 36. transforming transport infrastructure within the area;
- 37. upgrading the image and identity of the area by enhancing specific areas that either already have a special character or have the potential to be distinctive; and
- 38. bring forward major sites, so providing high quality development that changes the image and identity of the area.

4.1.4 There are 5 objectives that will help to deliver the vision. The objectives are as follows:

### Objective 1: Long term coordinated planning for growth

- to plan for growth and change in the area in a comprehensive way with an emphasis on delivery;
- to unlock development potential and provide a framework for site assembly;
- to build a strong business justification for inward investment; and
- to act as an image-marketing tool for the area.

### Objective 2: Sustainable Neighbourhoods

- to promote low carbon living and working;
- instil principles of low carbon living/working and sustainable development opportunities to meet current and future social, economic and environmental needs in a

balanced and integrated way taking account of cumulative impact;

- embody the principles of good urban design from the wider area and neighbourhood level to individual buildings and sites with consideration of cumulative impact;
- protect and enhance the historic environment, including non-designated buildings and sites of heritage value, for the benefit of residents and visitors alike;
- comprehensively manage development opportunities and growth to enhance the local centres along the Hertford Road, smaller local centres and shopping parades in the wider North East Enfield area;
- strengthen, maintain and enhance the mix of uses in the local centres including retail, office, leisure and residential without undermining the primary retail function;
- comprehensively deliver around 550 new homes in North East Enfield by 2026 through development opportunities and reconfiguration of existing neighbourhoods through housing estate renewal initiatives to help meet existing and future housing needs; and
- ensure diversity in the type, size and tenure of housing, including affordable housing to meet local community needs.

### Objective 3: Employment Growth and the Local Economy

- increase the physical capacity of existing employment land through improvement of existing industrial estates and ensure they are attractive to regional, national and international investors in order to secure economic diversification, business growth and the creation of jobs;
- ensure that employment opportunities are accessible to all and assist in securing the provision of employment and training opportunities for local residents; and
- support a culture of enterprise, entrepreneurship, innovation and sustainable business growth.

### Objective 4: Maximising Value of Natural Assets

- protect, enhance and improve access to existing natural assets of the Lee Valley Regional Park and Waterways from the surrounding neighbourhoods;
- ensure that the local area's natural environments biodiversity is protected and enhanced; and
- work in partnership with the Lee Valley Regional Park Authority to maximise the value of the Park and waterways.

### Objective 5: Infrastructure Investment

- support the transformation of educational facilities in the area and encourage links with local businesses and residents for the benefit of the whole community;
- ensure that everyone has access to health, leisure and

community facilities of a high standard and within close proximity to where they live;

- maintain and enhance the network of linked open space, green space, playing fields to establish connected green space, natural leisure and health living corridors across the plan area;
- consider flood risk mitigation through proposals for development;
- improve overall accessibility and connectivity in North East Enfield, providing safe and convenient routes by a choice of transport modes, secure appropriate investment in key public transport improvements and road infrastructure, and support the effective management of sustainable travel patterns;
- support the provision of transport infrastructure with an emphasis on sustainable transport, which increases accessibility and navigation. Of particular emphasis will be strong support for improvements to rail infrastructure and the feasibility of West Anglia Mainline Enhancements, and exploring the feasibility of direct access to the M25 as part of the overall NGAP package of projects;
- ensure that utilities and other business-critical infrastructure will be competitive with business locations nationally and internationally and seeks out low carbon alternatives where feasible; and
- build upon initial feasibility work of the Lee Valley Heat Network [LVHN] to support sustainable growth of neighbourhoods and industry.



## 4.2 Testing the Plan objectives against the SA Framework

4.2.1 The following table (Figure 4.1) assesses the objectives of the Plan against the SA Framework to ensure that the core objectives of the plan are in line with the principles of sustainability. As this appraisal is being carried out by the same team producing the Plan, the appraisal has been an iterative process with the development of the AAP.

4.2.2 The table (Figure 4.1) demonstrates that there are no areas within the Vision and Objectives of the NEEAAP that conflict with the Sustainability Appraisal objectives. The objectives are either positively compatible or have a neutral effect on the SA Framework.

SA objectives	Reduce air pollution	Reduce noise disturbance	Meet the challenge of climate change	Conserve and enhance biodiversity	Protect and enhance open spaces	Protect and enhance the historic environment	Achieve sustainable management of waste	Achieve sustainable water management	Achieve sustainable design and construction	Provide decent, affordable and sustainable housing	Improve health and well-being	Reduce poverty and social exclusion	Raise educational achievements	Reduce crime, anti-social behaviour and fear of crime	Improve the viability and experience of retail	Improve accessibility for all to services	Improve the efficiency in land use	Sustain economic growth and competitiveness	Ensure high levels of employment	Increase skill levels within the NEEAAP	Improve transport infra. and reduce road congestion
NEEAP objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1 long term planning for growth	0	0	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2 sustainable neighbourhoods	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	✓	✓	✓	✓	✓	✓
3 employment growth and the local economy	0	0	0	0	0	0	0	0	0	0	✓	0	✓	0	✓	0	0	✓	✓	✓	0
4 maximising value of natural assets	✓	0	✓	✓	✓	✓	✓	✓	0	0	✓	✓	0	0	0	0	✓	0	0	0	0
5 infrastructure investment	✓	✓	✓	?	?	0	0	0	✓	0	✓	✓	0	0	✓	✓	0	✓	✓	✓	✓

KEY	
✓	Positively compatible
0	Neutral / no effect
X	Negatively compatible

## 5.1 Introduction

5.1.1 This section appraises the policies which are contained within the AAP. Rather than just assessing compatibility with the Sustainability Objectives this section also predicts any likely effects that policies may have on the Sustainability Objectives. Where this can be easily predicted

the magnitude of the likely impact is indicated. In some instances it is difficult to predict what the effect of a policy may be or there may be an uncertain outcome. The following table provides a key for the assessment.

Positive		Negative		Uncertain		No effect
++	+	--	-	+ / -	?	/
Significant positive effect on the objective	Positive effect on the objective	Significant adverse effect on the objective	Negative effect on the objective	Positive and negative effects on the objective	Uncertain effect on the objective	No effect on the objective

## 5.2 Transport policies

### Policy 4.1: Encouraging Modal Shift

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 4.1	++	+	++	?	+	+	/	/	/	/	+	?	/	?	+	+	/	?	/	/	++

**5.2.1 Commentary:** Encouraging residents to use more sustainable forms of transport over the private car will have a significantly positive effect on a number of objectives within the Sustainability Framework. The most obvious effect will be improved access to throughout the area, including to the retail areas, community facilities, employment areas and the parks and open spaces within the area. Additional positive impacts include improving the health and well-being of the population by encouraging the community to use more active forms of transport such as walking and cycling. By encouraging people to use more public transport, air quality within the area should improve as people will be discouraged from using the private car.

### Policy 4.2: Improving the Quality of the Pedestrian and Cycling Environment

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 4.2	++	+	+	/	+	+	/	/	/	/	+	?	/	/	+	++	/	+	/	/	++

**5.2.2 Commentary:** Improving the quality of the pedestrian and cycling environment within the North East Enfield area will have a positive or significantly positive impact on a number of objectives within the Sustainability Framework. These are primarily the objectives that are concerned with improving accessibility. Improvements in the quality of the environment will encourage people to walk or cycle particularly for shorter journeys. This will also have a positive impact on the health and well-being of the community, encouraging people to be more physically active within the area. The environmental improvements should also lead to cars being used less for shorter journeys thus having a positive impact upon air quality and helping to mitigate against climate change through a reduction in green house gas emissions.

### Policy 4.3: The Northern Gateway Access Package

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 4.3	+	?	?	-	-	?	/	/	/	/	/	/	/	/	/	?	?	+	+	/	++

**5.2.3 Commentary:** The Northern Gateway Access Package (NGAP) is a package of projects to improve access that includes a new section of road that is designed to relieve traffic congestion at key junctions, including Junction 25 of the M25, the A10/ Bullsmoor Lane junction and the A1010/Bullsmoor Lane junction. The relief road will have a positive impact on a number of the objectives within the sustainability framework. The NGAP will help to support the economic viability of the employment areas within the NEE area by providing a more appropriate access point for HGV's and other vehicles that need to access

the employment areas. The improved access will therefore have an impact on ensuring that the area continues to provide employment. The relief road will ease congestion on some of the smaller roads within the area, the A1055 is particularly busy and suffers from poor air quality, therefore having a positive impact on the air quality in this area.

#### Policy 4.4: West Anglia Mainline Enhancements

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 4.4	++	?	+	?	?	?	/	/	/	/	/	?	/	?	+	++	?	++	+	/	++

**5.2.4 Commentary:** The introduction of the West Anglia Mainline Enhancements project will have a positive impact on the NEE area in a number of ways. The West Anglia Mainline Enhancements will increase capacity on the trainline and faster for more frequent access to Central London and further afield. In addition the improved service is likely to improve the economic viability of the retail and commercial employment areas. The improved service will also decrease reliance on the private car and provide better access to public transport, this will have a positive effect on air quality and have a beneficial impact on the mitigation of climate change.

#### Policies 4.5 – 4.9: Improved cycle links

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 4.5	++	+	+	/	+	+	/	/	/	/	+	?	/	/	+	++	/	+	/	/	++
Policy 4.6	++	+	+	/	+	+	/	/	/	/	+	?	/	/	+	++	/	+	/	/	++
Policy 4.7	++	+	+	/	+	+	/	/	/	/	+	?	/	/	+	++	/	+	/	/	++
Policy 4.8	++	+	+	/	+	+	/	/	/	/	+	?	/	/	+	++	/	+	/	/	++
Policy 4.9	++	+	+	/	+	+	/	/	/	/	+	?	/	/	+	++	/	+	/	/	++

**5.2.5 Commentary:** Improved cycle links within the North East Enfield area will have a positive or significantly positive impact on a number of objectives within the Sustainability Framework. These are primarily the objectives that are concerned with improving accessibility. Improved cycle links will improve access across the NEEAAP area particularly for shorter journeys that may occur within the area or from nearby. Improved cycle links will also have a positive impact on the health and well-being of the community, encouraging people to be more physically active for shorter journeys within the area. The improved links should also lead to cars being used less for shorter journeys thus having a positive impact upon air quality and helping to mitigate against climate change through a reduction in green house gas emissions. By improving cycle access across the area this will also have an indirect effect of improving the viability of the retail areas by improving access to the local centres.

#### Policy 4.10: A1010 Hertford Road

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 4.10	+	+	+	/	++	++	/	/	/	/	+	?	?	?	+	++	/	+	?	/	++

**5.2.6 Commentary:** The improvements to Hertford Road will have a positive impact on a number of the objectives within the framework. The scheme will improve access across the area for a variety of users. The scheme will be designed with specific users in mind, meaning that it is likely to present a safer environment as the road will be designed appropriately for the different modes of transport. Improving the environment for pedestrians and cyclists will also have a positive impact on health and well-being and help to improve air quality as people use private cars less for shorter journeys.

#### Policies 4.11 – 4.13: Improvements to bus services

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 4.11	++	+	++	/	+	+	/	/	/	/	?	+	/	/	+	++	/	+	/	/	++
Policy 4.12	++	+	++	/	+	+	/	/	/	/	?	+	/	/	+	++	/	+	/	/	++
Policy 4.13	++	+	++	/	+	+	/	/	/	/	?	+	/	/	+	++	/	+	/	/	++

**5.2.7 Commentary:** Improvements to the bus services in the NEE area will have large benefits and as such a positive impact on a number of the objectives contained within the Sustainability Framework. The positive benefits mostly relate to improved

access to services, facilities and retail areas. The improvements will also encourage residents to use the private car less and as such have additional benefits in terms of having a positive impact on air quality and helping to mitigate against climate change through the reduction in greenhouse gases. There is also likely to be a positive outside of the NEE area as the bus services serve the wider area also.

#### Policy 4.14: Design of road network

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 4.14	+	+	+	?	++	++	/	/	/	/	?	?	/	?	+	++	?	+	?	/	++

**5.2.8 Commentary:** By thinking more carefully about the design of the road network and encouraging designs that are appropriate to the different forms of transport, this policy will have a positive impact on a number of the objectives. The positive impacts will mainly relate to improvements in access throughout the area. This will also have a knock on effect of making for a more pleasant environment which will help to encourage walking and cycling throughout the area. This will have a positive impact on health and well-being and also help to reduce the impact from transport on climate change.

### 5.3 Housing policies

#### Policy 5.1: affordable housing and mix of housing types

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 5.1	/	+	+	/	/	/	+	+	++	++	+	+	/	/	/	/	++	/	/	/	/
Policy 5.2	/	+	+	/	/	/	+	+	++	++	+	+	/	/	/	/	/	/	/	/	/

**5.3.1 Commentary:** The provision of affordable housing in a mix of sizes that relates to the housing need of the population will have a positive and significantly positive impact on a number of the SA objectives. The policies will help to provide sustainable, decent homes for the community within the NEEAAP.

#### Policy 5.3: Improving the public realm

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 5.3	+	+	?	?	++	++	?	?	/	/	+	?	/	+	++	+	/	+	/	/	+

**5.3.2 Commentary:** Well designed routes and public realm will encourage more people within the area to walk and use spaces thus having a positive impact on health and well-being. Creating positive and attractive spaces for people to use could also help to reduce anti-social behaviour and fear of crime.



## 5.4 Employment and retail park policies

### Policy 6.1: Improving existing employment areas

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 6.1	+	+	+	?	/	/	/	/	?	/	/	/	/	++	/	/	+	++	++	/	+

**5.4.1 Commentary:** Improving existing employment areas so that they are suitable to the needs of existing employers and also attracting new businesses will have a number of positive impacts throughout the NEE area. Improving the areas will help to ensure that there is varied and suitable employment for the population ensuring that the area remains economically viable. Attracting people to the area for work will also potentially have a knock on effect on improving the viability and success of some of the retail areas. Improvements could also potentially happen to some of the buildings which could increase their energy efficiency and thus have a positive impact on addressing the effects of climate change.

### Policy 6.2: Improving the Great Cambridge Road and Martinbridge Trading Estate

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 6.2	/	/	+	?	/	+	+	++	/	/	?	?	/	+	++	/	++	++	++	?	?

**5.4.2 Commentary:** Improving the Great Cambridge Road and the Martinbridge Trading Estate will have a number of significantly positive effects on objectives within the Sustainability Framework. In particular contributing the future economic vitality of the area and providing employment within the NEE area.

### Policy 6.3: Improving the Retail parks

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 6.3	/	/	/	/	/	/	/	/	?	/	/	/	/	?	++	+	+	++	+	?	?

**5.4.3 Commentary:** This policy aims to ensure that new retail development within the NEE area will not have a detrimental effect on the local centres within the area. This policy will have a positive impact upon the economic vitality of the area and provides the necessary fail safes to ensure that the existing local centres will remain economically viable. The policy also recognises the economic importance of the larger scale retail in the area.

## 5.5 Community facilities and services policies

### Policy 7.3: Providing community facilities

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 7.3	/	/	?	/	/	/	?	?	?	/	+	+	?	?	/	++	?	/	/	?	/

**5.5.1 Commentary:** Providing community facilities within the NEE area will have a positive impact on a number of objectives within the SA Framework. This primarily relates to improving access for the population to health and community facilities.

## 5.6 Green network and food growing

### Policy 8.1: Enhance existing open spaces

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 8.1	/	/	/	/	++	/	/	/	/	/	++	?	/	?	/	+	?	+	/	/	/

**5.6.1 Commentary:** This policy proposes improvements to existing open spaces to provide facilities needed by local people in the area. This has a positive effect by improving accessibility to open spaces through making them more attractive and useable by the community. This will then have an added on benefit of improving health and well-being by encouraging people to use these facilities more. The provision of more allotment space within the NEE area will have a number of beneficial effects. More allotment space will contribute to the health and well-being of the population through giving more opportunities to be active and to contribute to a community. Additional allotments will also give more people the opportunity to grow fresh fruit and vegetables contributing to health and well-being. A positive impact will also be had in terms of climate change as local food production will reduce the need for food to be obtained from outside the area. There are a number of positive benefits to the provision of more playing fields in the area, these primarily relate to improving health and well-being through encouraging more activity. It will also improve access to community and sports facilities. Where new playing fields are proposed in existing public parks (there are no specific locations proposed in the Plan at the moment) care should be taken that the existing biodiversity value of the park is not negatively impacted. Improving the nature conservation value of open spaces will have a positive impact on improving biodiversity within the area and also improve health and well-being by allowing more of the population to have access to areas of nature and open space.

### Policy 8.2: Providing new open space

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 8.6	+	/	?	?	++	/	/	+	/	/	++	+	/	?	/	++	+	/	/	/	/

**5.6.2 Commentary:** Provision of new open space and play facilities within new development will have a number of positive impacts within the NEE area. It will encourage the community and especially young people and children to be more active therefore having a positive impact on health and well-being. It is worth bearing in mind the potential ecological value that open spaces can have when considering detailed design.

### Policy 8.3: Joining green spaces together

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 8.6	+	+	++	++	++	/	/	++	/	/	++	+	/	?	/	++	/	/	/	/	/

**5.6.3 Commentary:** Providing a linked up network of green spaces through the NEE area will positively impact a large number of the objectives. It will increase the biodiversity of the area by allowing for a greater area for wildlife to use. It will also improve air quality and help to address the effects of climate change. Depending on how the spaces are designed they will also help to positively manage water within the area, by allowing more natural infiltration to take place. The network of spaces will have a positive impact on health and well-being by improving access to green spaces throughout the area.

### Policy 8.4: Encouraging local food growing

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 8.4	+	/	++	+	+	/	+	++	/	/	++	+	?	/	+	/	++	/	/	/	/

**5.6.4 Commentary:** In a similar to way to the provision of more allotment space, encouraging local food growing will have a number of positive impacts on the NEE area. Involving more of the community in food production helps to encourage healthy lifestyles and will add to the sense of community in the area. Involving local schools will help with educational achievement and could potentially have a knock on effect of reducing anti-social behaviour. Using land to grow food will also have positive benefits in terms of dealing with the effects of climate change.

## 5.7 Sustainable energy

### Policy 9.1: Sustainable energy

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 9.1	?	?	++	?	/	/	/	/	+	+	/	/	/	/	/	/	+	/	/	/	/

**5.7.1 Commentary:** The safeguarding of the existing Enfield Power station site for conversion to a combined heat and power (CHP) plant will have a number of potential positive impacts. The CHP would help to provide more efficient heat and power to the community providing positive impacts in terms of the provision of sustainable and decent homes. CHP plants do emit some green house gases in their running however this has been acknowledged through the plan by stating that any emissions would need to be no worse than the existing situation. The CHP would provide some positive benefits in terms of air quality by being a more efficient generator, thus producing less emissions for the equivalent amount of energy. Encouraging localised CHP systems will have similar air quality issues to those at Enfield Power Station. Localised CHP systems will have a positive impact on the mitigating climate change by providing energy efficient heat and power to homes in the NEE area. There is currently an uncertain impact of the Lee Valley Heat Network (LVHN) upon the Lee Valley SPA, however the Plan does address this through a statement which states that the design and implementation of the LVHN will need to ensure no direct impacts on the SPA. So long as this is complied with when the scheme is implemented there should be no harm in terms of the biodiversity impact upon the SPA. The LVHN will provide benefits in terms of delivering more sustainable heat for the area, helping to lower emissions that contribute towards climate change.

## 5.8 Site specific policies

### Policy 10.1 - 10.2: Ponders End

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 10.1	+	/	?	/	/	/	/	/	?	+	?	+	++	+	+	++	++	+	+	++	++
Policy 10.2	?	/	/	/	/	+	?	/	+	/	+	+	/	+	++	+	++	++	++	?	++

**5.8.1 Commentary:** The regeneration of the Ponders End Central area will have a positive impact on a number of objectives within the SA Framework. In particular the transformation of Ponders End High Street will have positive benefits in terms of improving the economic viability of the High Street, providing jobs and a more pleasant environment for the area.

### Policy 11.1 - 11.3: Ponders End: South Street, Alma Estate and estate

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 11.1	+	+	+	+	/	/	?	?	++	++	+	+	?	+	?	+	++	+	/	/	+
Policy 11.2	/	/	+	/	/	/	?	?	+	++	+	+	++	+	++	++	+	+	+	?	?
Policy 11.3	/	+	+	/	/	/	/	/	/	+	/	+	/	+	++	+	/	++	?	/	++

**5.8.2 Commentary:** The regeneration of the Alma Estate will have a positive impact on a number of the objectives contained within the SA Framework. The regeneration encompasses a variety of measures that will contribute to the regeneration of the area including providing new sustainable homes in a suitable location for residential development. The regeneration project will also improve access in the area and uplift the High Street to add to the economic vitality of the area.

### Policy 12.1: Ponders End Waterfront

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 12.1	/	/	/	?	++	++	?	+	++	?	+	?	/	+	+	+	++	++	++	?	+

**5.8.3 Commentary:** Redevelopment of the Ponders End Waterfront site for a new high quality employment led development will have a positive effect on a number of the objectives. The provision of high quality employment facilities will help to support the economic viability of the area and contribute to the supply of jobs in the area. Improving routes and access to the waterfront will also contribute to health and well-being by encouraging the population to use this valuable asset.

### Policy 13.1: Enfield Highway Local Centre

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 13.1	+	/	+	/	/	/	/	/	+	/	+	+	/	+	++	+	+	++	+	?	+

**5.8.4 Commentary:** A comprehensive street design scheme for the Enfield highway Local Centre will have a number of positive impacts. Improving the environment and public realm of these areas will encourage people to use the local facilities therefor encouraging their on going economic viability. Creating a more positive environment will also potentially have a positive impact on health and well-being.

### Policy 14.1 - 14.2: Enfield Wash Local Centre

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 14.1	+	/	+	/	/	/	/	/	+	/	+	+	/	+	++	+	+	++	+	?	+
Policy 14.2	+	/	+	/	/	/	/	+	+	?	/	+	/	+	++	/	++	++	+	?	/

**5.8.5 Commentary:** Improving the environment of the local centre at Enfield Wash will have a number of positive effects, similar in nature to those at the Enfield Highway Local Centre. The redevelopment of the Co-operative site would also have a positive effect in that it will increase the economic viability of the area. The site could also potentially provide new homes for the community.

### Policy 15.1: Turkey Street Station and Conservation Area

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 15.1	+	/	+	/	++	+	/	/	/	+	+	/	?	?	++	/	/	/	/	/	+

**5.8.6 Commentary:** Improvements to the public realm environment around Turkey Station will improve accessibility within the area, helping to encourage modal shifts to more sustainable forms of transport. This will also have an indirect effect by improving the accessibility to other desitination such as community facilities and services.

### Policy 16.1: Southbury Station Area

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 16.1	+	/	+	/	++	+	/	/	/	+	+	/	?	?	++	/	/	/	/	/	+

**5.8.7 Commentary:** The effect of improving the area around the Southbury Station will be similar in nature to those at Turkey street.

### Policy 17.1 - 17.2: Enfield Lock Station Area

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 17.1	+	/	+	/	++	+	/	/	/	+	+	/	?	?	++	/	/	/	/	/	+
Policy 17.2	+	/	+	/	++	++	/	/	/	+	+	/	?	?	++	++	/	+	+	/	++

**5.8.8 Commentary:** In the short term the effect of improving the area around the Enfield Lock Station will be similar in nature to the improvements to the other stations in the NEE Area. In the longer term the effect that the removal of the level crossing will have would mean a greater positive impact on a number of the objectives. In particular it will help improve access to employment by providing an increased frequency of trains.

### Policy 18.1: Enfield Lock Conservation Area

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 18.1	/	/	/	+	++	/	/	?	/	++	+	/	+	/	++	/	/	/	/	/	+



**5.8.9 Commentary:** The improvements proposed at the Enfield Lock Conservation Area will improve accessibility around the area for pedestrians. This will have a number of positive effects including encouraging people to use other forms of transport than the private car and increasing physical activity. Improvements to the Conservation Area will also encourage the community to engage with the historic environment of the NEE Area.

**Policy 19.1 - 19.2: Brimsdown Station Area**

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Policy 19.1	+	/	+	/	++	+	/	/	/	+	+	/	?	?	++	/	/	/	/	/	+
Policy 19.2	+	/	+	/	++	++	/	/	/	+	+	/	?	?	++	++	/	+	+	/	++

**5.8.10 Commentary:** In the short term the improvements to Brimsdown Station Area would have a similar impact on the sustainability objectives as the improvements to the other stations in the North East Enfield area. In the longer term the removal of the level crossing at Brimsdown Station would have a similar effect to the removal of the crossing at Enfield Lock with the improved rail services making the area more attractive to investors therefore improving the economic vitality of the area.

## 7.1 Introduction

### 7.1.5

7.1.1 An important aspect of Sustainability Appraisal is to ensure that the opportunities for positive impacts on sustainability are maximised and that any potential negative impacts are identified and mitigation against the effects is proposed. This section of the report also presents an opportunity to review any uncertain outcomes and suggest ways in which they could be made to have a more positive effect on the sustainability of the plan.

7.1.2 Overall the North East Enfield Area Action Plan will have a largely positive impact on sustainable development within the Borough. This is primarily through the overall contribution to the economic regeneration of the area that the Plan will have. The Plan will improve access to the NEE area through improvements to strategic developments within the NEE area, making the area more attractive to external investors and potential new residents.

7.1.3 There are some areas that have been highlighted through the Sustainability Appraisal where outcomes could potentially be made more positive. These are as follows:

- Where there are policies that provide a 'hook' for future proposals, but there are no firm proposals or a spatial location care should be taken to assess each proposal and ensure that the most sustainable outcome is achieved.
- Where there are opportunities to improve the energy efficiency of existing buildings this should be taken. This could be as part of other works that are taking place in the area, for example if improvements can be made to existing buildings in the employment areas as part of any upgrading works or redevelopment.
- There are some nature conservation areas within the NEE area that are of European importance (SPA). Care should be taken when developing detailed proposals for projects that could potentially impact upon these areas to ensure that no negative effects will occur.

7.1.4 Many of the areas where the outcomes are uncertain, are for areas where there is a policy to deliver a new building or facility, but there are no fixed proposals or location. In order to ensure positive outcomes from these policies a requirement for there to be more detailed planning briefs for these proposals and/or sites. The planning briefs will be able to address some of the areas above where the outcomes are uncertain, such as ensuring the new buildings are of a high quality standard in terms of their energy efficiency. The briefs will set standards and outcomes which will make sure that the impact of the policies within the AAP have a positive impact on the sustainability of the NEE Area.

## 8.1 Introduction

8.1.3

8.1.1 This Sustainability Appraisal report has demonstrated that the proposed submission draft of the North East Enfield Area Action Plan will have a largely positive effect on all of the sustainability objectives within the SA Framework.

8.1.2 The proposed submission draft of the North East Enfield Area Action Plan along with this sustainability report will be subject to a statutory consultation period of six weeks. Responses on the consultation draft will be reviewed and where considered appropriate the Plan will be amended. If changes to the Plan are likely to affect the outcome of the Sustainability Appraisal then the SA will also be reviewed at this point.







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