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URS Infrastructure and Environment UK Limited  
 6-8 Greencoat Place  
 London, SW1P 1PL  
 Telephone: +44(0)20 7798 5000  
 Fax: +44(0)20 7798 5001

## TABLE OF CONTENTS

INTRODUCTION.....	1
1 BACKGROUND.....	2
2 SA EXPLAINED .....	2
3 STRUCTURE OF THIS SA REPORT .....	2
PART 1: WHAT IS THE SCOPE OF THE SA? .....	4
4 INTRODUCTION (TO PART 1) .....	5
5 WHAT IS THE PLAN SEEKING TO ACHIEVE? .....	6
6 WHAT IS THE SUSTAINABILITY 'CONTEXT'? .....	8
7 WHAT IS THE SUSTAINABILITY 'BASELINE'? .....	14
8 WHAT ARE THE KEY ISSUES & OBJECTIVES THAT SHOULD BE A FOCUS? .....	16
PART 2: WHAT HAS PLAN-MAKING / SA INVOLVED UP TO THIS POINT? .....	19
9 INTRODUCTION (TO PART 2) .....	20
10 OVERVIEW OF PLANMAKING / SA WORK 2008-2014 .....	21
11 CONFIGURATION OF STRATEGIC INDUSTRIAL LOCATIONS (SIL) .....	25
PART 3: WHAT ARE THE APPRAISAL FINDINGS AT THIS CURRENT STAGE? .....	28
12 INTRODUCTION (TO PART 3) .....	29
13 METHODOLOGY .....	29
14 AIR QUALITY .....	30
15 NOISE .....	33
16 CLIMATE CHANGE MITIGATION & ADAPTATION.....	34
17 BIODIVERSITY.....	37
18 OPEN SPACES .....	39
19 HERITAGE AND CULTURAL ASSETS .....	41
20 SUSTAINABLE WASTE MANAGEMENT .....	42
21 WATER RESOURCES .....	43
22 DESIGN & CONSTRUCTION .....	44
23 HOUSING .....	45
24 HEALTH & WELLBEING .....	47
25 SOCIAL INCLUSION.....	49
26 EDUCATION.....	50
27 CRIME .....	51
28 ACCESS TO SERVICES.....	53
29 LAND REUSE.....	55
30 ECONOMIC GROWTH.....	56

31	EMPLOYMENT .....	59
32	SKILLED WORKFORCE .....	60
33	CONNECTIVITY & TRANSPORT INFRASTRUCTURE .....	61
34	CONCLUSIONS AND RECOMMENDATIONS AT THIS CURRENT STAGE .....	64
PART 4: WHAT ARE THE NEXT STEPS (INCLUDING MONITORING)? .....		65
35	INTRODUCTION (TO PART 4) .....	66
36	PLAN FINALISATION .....	66
37	MONITORING.....	66
APPENDIX I: REGULATORY REQUIREMENTS .....		67
APPENDIX II – CONFIGURATION OF STRATEGIC INDUSTRIAL LOCATIONS (SIL) .....		68

## INTRODUCTION

## 1 BACKGROUND

- 1.1.1 URS is commissioned to undertake Sustainability Appraisal (SA) in support of the emerging Central Leaside Area Action Plan (AAP). SA is a mechanism for considering and communicating the likely effects of a draft plan, and alternatives, with a view to avoiding and mitigating adverse effects and maximising positives. SA is legally required for this plan.<sup>1</sup>

## 2 SA EXPLAINED

- 2.1.1 It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive.<sup>2</sup>
- 2.1.1 The Regulations require that a report - which for the purposes of SA is known as **the SA Report** - is published for consultation alongside the Proposed Submission document and comments provided to the inspector.
- 2.1.2 Essentially, the SA Report must '*identify, describe and evaluate*' the likely significant effects of implementing '*the plan, and reasonable alternatives*'. More specifically, the SA Report must essentially answer **four questions**:
1. What is the scope of the SA?
  2. What has Plan-making / SA involved up to this point?
    - There must have been at least one earlier plan-making / SA iteration. 'Reasonable alternatives' must have been appraised.
  3. What are the appraisal findings at this current stage?
    - i.e. in relation to the draft plan.
  4. What happens next?
- 2.1.3 These questions are derived from Schedule 2 of the Regulations, which presents 'the information to be provided within the report'. **Table 2.1** explains the links between the regulatory requirements and the four SA questions.

## 3 STRUCTURE OF THIS SA REPORT

- 3.1.1 This document is the SA Report for the Central Leaside AAP and hence needs to answer all four of the questions listed above with a view to providing the information required by the Regulations. **Each of the four questions is answered in turn, below.**

<sup>1</sup> Since provision was made through the Planning and Compulsory Purchase Act 2004 it has been understood that local planning authorities must carry out a process of Sustainability Appraisal alongside Local Plan (including AAP) 'making'. The centrality of SA to Local Plan-making is emphasised in the National Planning Policy Framework (2012). The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report is published for consultation alongside the 'Proposed Submission' version of every Local Plan / AAP.

<sup>2</sup> Directive 2001/42/EC

Table 2.1: Questions that must be answered by the SA Report in order to meet regulatory<sup>3</sup> requirements

SA Report question		In line with regulations, the report must include...
<b>What is the scope of the SA?</b>	What is the plan seeking to achieve?	<ul style="list-style-type: none"> <li>An outline of the objectives of the plan and relationship with other relevant plans and programmes.</li> </ul>
	What is the sustainability 'context'?	<ul style="list-style-type: none"> <li>Relevant environmental protection objectives, established at international or national level.</li> <li>Existing environmental problems which are relevant to the plan including those relating to areas of particular importance.</li> </ul>
	What is the sustainability 'baseline'?	<ul style="list-style-type: none"> <li>Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.</li> <li>Environmental characteristics of areas likely to be significantly affected.</li> <li>Existing environmental problems which are relevant to the plan including those relating to areas of particular importance.</li> </ul>
	What are the key issues & objectives that should be a focus?	<ul style="list-style-type: none"> <li>Problems / issues / objectives that should be a focus of appraisal.</li> </ul>
<b>What has plan-making / SA involved up to this point?</b>		<ul style="list-style-type: none"> <li>Outline reasons for selecting the <b>alternatives</b> dealt with (and thus an explanation of 'reasonableness').</li> <li>The likely significant effects associated with <b>alternatives</b>.</li> <li>Outline reasons for selecting the approach in-light of <b>alternatives</b> appraisal / a description of how environmental objectives and considerations are reflected in the draft plan.</li> </ul>
<b>What are the appraisal findings at this current stage?</b>		<ul style="list-style-type: none"> <li>The likely significant effects associated with the <b>Proposed Submission document</b>.</li> <li>The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of the <b>Proposed Submission document</b>.</li> </ul>
<b>What happens next?</b>		<ul style="list-style-type: none"> <li>Monitoring of the plan</li> </ul>

N.B. The right-hand column of Table 1.1 does not quote directly from Schedule II of the Regulations. Rather, it reflects a degree of interpretation. This interpretation is explained in **Appendix I** of this report.

<sup>3</sup> Schedule 2 of the Environmental Assessment of Plans and Programmes Regulations 2004



## **PART 1: WHAT IS THE SCOPE OF THE SA?**

## 4 INTRODUCTION (TO PART 1)

4.1.1 This is Part 1 of the SA Report, the aim of which is to introduce the reader to the scope of the SA. In particular, and as required by the Regulations<sup>4</sup>, this part of the SA Report answers the following questions in turn:

- What is the Plan seeking to achieve?
- What is the sustainability 'context'?
- What is the sustainability 'baseline'?
- What are the key issues and objectives that should be a focus of SA?

## 4.2 Consultation on the scope

4.2.1 The Regulations require that: "When deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies". In England, the consultation bodies are Natural England, The Environment Agency and English Heritage.<sup>5</sup> As such, these bodies were consulted on the scope of the SA in during May and June 2014. The Scoping Report (which was amended following consultation) is available at: [www.enfield.gov.uk/centralleesideaap](http://www.enfield.gov.uk/centralleesideaap).

<sup>4</sup> Environmental Assessment of Plans and Programmes Regulations 2004

<sup>5</sup> In-line with Article 6(3) of the SEA Directive, these consultation bodies were selected because 'by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effects of implementing plans and programme'.



## 5 WHAT IS THE PLAN SEEKING TO ACHIEVE?

The SA Report must include:

- An outline of the main objectives of the plan and relationship with other relevant plans and programmes.

- 5.1.1 Central Leaside is an area stretching either side of Meridian Way from the Lee Valley Leisure Complex at Pickett's Lock in the north to the major regeneration area at Meridian Water to the south. It is one of London's most significant regeneration opportunities. Strategically located at the heart of the Mayor's Upper Lee Valley Opportunity Area and the London-Stansted corridor and long established as a significant employment location, the area is on the cusp of being reborn as a waterside residential neighbourhood and business district.
- 5.1.2 It is an area alive with opportunity, including:
- Meridian Water – an underutilised area to the south of the North Circular that is beginning its transformation into a new urban quarter with around 5,000 new homes and 3,000 new jobs, along with new schools, health centre and other community facilities.
  - Pickett's Lock – where the opportunity exists to improve the high quality sports and leisure offering into something with a much wider reach.
  - Edmonton Eco Park – redeveloped to provide the next generation of waste services and additional community benefits through the provision of heat for a decentralised energy network.
  - Employment areas – multiple renewal opportunities to provide the quality facilities expected by business, providing environments in which all types of companies can thrive.
  - Deephams Sewage Treatment Works (STW) – the proposed upgrade to the STW, driven by a new discharge consent driven by the Environment Agency, will significantly improve water quality and odour reduction. The upgrade will also increase treatment capacity to cater for population growth within the catchment area, particularly Meridian Water.
  - Waterways and green areas – the River Lee, the reservoirs and the Lee Valley Regional Park can be made much more accessible and attractive for the benefit all users.
  - Transport and movement improvements – notably to the railway, bus services and for pedestrians and cyclists, making it much easier to move around and through the area.
- 5.1.3 The AAP, once adopted, will provide a clear policy framework to enable an ambitious vision to be made a reality, offering certainty for those with a stake in the area. More specifically, a policy framework will be in place to ensure achievement of the following objectives:
- Objective 1: Building a Sustainable Urban Neighbourhood
    - Deliver up to 5,000 homes in Meridian Water through the creation of new neighbourhoods in a phased programme to help meet existing and future needs;
    - Ensure diversity in the type, size and tenure of housing, including affordable housing to meet local community needs;
    - Embody the principles of good urban design that will integrate Meridian Water with the rest of the AAP area and beyond;
    - Support the delivery of new educational facilities at Meridian Water and encourage links with local businesses and residents for the benefits of the whole community;
    - Facilitate the improvement of existing housing areas; and
    - Ensure that everyone has access to health, leisure and community facilities of a high standard and within close proximity to where they live.

- Objective 2: Facilitating Economic Growth
  - Increase the capacity, quality and density of existing employment land through improvement of existing industrial estates and ensure they are attractive to regional, national and international investors in order to deliver up to 3,000 jobs;
  - Consolidate the area's Strategic Industrial Location (SIL) at Harbet Road to enable new and emerging businesses in sectors that are projected to expand in the future, and re-provide SIL elsewhere in the area;
  - Support a culture of enterprise, entrepreneurship, innovation and sustainable business growth;
  - Encourage and maintain an appropriate mix of uses in the Meridian Water Local Centre without undermining the primary retail function at Edmonton Green; and
  - Ensure that employment opportunities are accessible to all and assist in securing the provision of employment training opportunities for local residents.
- Objective 3: Connectivity
  - Enhance connectivity between Central Leaside and its surrounding area to make it a joined up place in the Upper Lee Valley and north London context;
  - Deliver significant improvements to Angel Road Station;
  - Support the planned upgrade to the West Anglia Route to four trains-per-hour from 2018 and eight trains-per-hour from 2022;
  - Improve accessibility through public transport provision and greater ease of vehicular movements along the existing road networks;
  - Deliver a new spine road - 'The Causeway' - running through the area, connecting all parts of Meridian Water and becoming a focal point for public life; and
  - Improve access for pedestrians and cyclists with better routes and connections to surrounding areas and within Central Leaside.
- Objective 4: Delivering Sustainable Regeneration
  - Promote low carbon living and working;
  - Deliver the Lee Valley Heat Network to support sustainable growth of neighbourhoods and industry;
  - Provide the conditions for increased biodiversity;
  - Encourage cleaner air; and
  - Nurture a centre of excellence in sustainable waste management around the Edmonton Eco-Park.
- Objective 5: Celebrating the Lee Valley Waterways
  - Exploit opportunities for recreation and leisure along the waterways;
  - Create a linked network of green spaces and waterways;
  - Encourage river freight;
  - Use the waterways as a defining feature of Meridian Water;
  - Promote residential moorings on the waterways; and
  - Manage flood risk.

## 5.2 What is the plan not trying to achieve?

- 5.2.1 It is important to emphasise that the plan will be strategic in nature. Even the allocation of sites should be considered a strategic undertaking, i.e. a process that omits consideration of some detailed issues in the knowledge that these can be addressed further down the line (through the planning application process). The strategic nature of the plan is reflected in the scope of the SA.

## 6 WHAT IS THE SUSTAINABILITY 'CONTEXT'?

The SA Report must include:

- Relevant sustainability objectives, established at international / national level; and
- Existing sustainability problems / issues which are relevant to the plan including, in particular, those relating to any areas / populations etc. of particular importance.

### 6.1 Introduction

- 6.1.1 This chapter introduces key sustainability context messages in relation to broad problems / issues; and objectives. The source of context messages includes:
- The National Planning Policy Framework (NPPF), which constitutes the Government's view of what sustainable development in England means in practice for the planning system.
  - Other Government reports; and
  - Reports prepared by other (e.g. third sector) organisations.
- 6.1.2 A selection of key context messages is presented below under 'topic' headings'. A more comprehensive (and fully referenced) review can be found within the SA Scoping Report.

### 6.2 The environment

- 6.2.1 The Communication on a European Biodiversity<sup>6</sup> key message is to conduct conservation and sustainable use of biological diversity (conservation and restoration of ecosystems and populations of species in their natural surroundings). The Biodiversity Strategy for England<sup>7</sup> identifies the need to make sure there are minimal impacts on biodiversity and enhancing it should become a key priority for the built environment. The London BAP<sup>8</sup> sets out all the UK BAP habitats and priority species found in London. Actions to reduce deficiency in access to nature are promoted in the BAP for Enfield<sup>9</sup> as well as The Mayor's Biodiversity Strategy<sup>10</sup> to ensure Londoners have ready access to wildlife and natural green spaces. Ensuring economic benefits and functional benefits of natural green space and greening are fully realised will help protect them from the competing land uses in urban areas.
- 6.2.2 The London Landscape Framework<sup>11</sup> encourages that new development works alongside London's natural character by taking explicit account of the area's natural, as much as built context. The improvement of the Natural Signatures in London helps reinforce a sense of local identity and distinctiveness throughout London. Natural Environment and Rural Communities Act 2006<sup>12</sup> provides a legislative requirement for the Plan to conserve biodiversity.

<sup>6</sup> European Commission (1998) Communication on a European Biodiversity Strategy European Commission [online] available at: [http://ec.europa.eu/environment/nature/biodiversity/policy/policy\\_dev\\_en.htm](http://ec.europa.eu/environment/nature/biodiversity/policy/policy_dev_en.htm) (accessed 13/10/14).

<sup>7</sup> DEFRA (2002) Biodiversity Strategy for England; Working With the Grain of Nature [online] available at: <http://archive.defra.gov.uk/environment/biodiversity/documents/biostrategy.pdf> (accessed 13/10/14).

<sup>8</sup> London Biodiversity Partnership (2007) London Biodiversity Action Plan [online] available at: <http://www.lbp.org.uk/londonhabssp.html> (accessed 13/10/14).

<sup>9</sup> London Borough of Enfield (2010) A Biodiversity Action Plan for Enfield [online] available at: [http://www.enfield.gov.uk/info/200054/heritage\\_conservation\\_and\\_countryside/954/biodiversity/2](http://www.enfield.gov.uk/info/200054/heritage_conservation_and_countryside/954/biodiversity/2) (accessed 13/10/14).

<sup>10</sup> Greater London Authority (2002) Connecting with London's nature: The Mayor's Biodiversity Strategy [online] available at: <http://legacy.london.gov.uk/mayor/strategies/biodiversity/> (accessed 13/10/14).

<sup>11</sup> Natural England (2011) London's Natural Signatures: The London Landscape Framework [online] available at: <http://www.naturalengland.org.uk/regions/london/ourwork/wildlondon/landscape-geodiversity.aspx> (accessed 13/10/14).

<sup>12</sup> Central Government (2006) Natural Environment and Rural Communities Act 2006 [online] <http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/duty.aspx> (accessed 13/10/14).



- 6.2.3 Conservation and biodiversity can be hindered by economic development and unfortunately the monetary value of losing habitats and species can never be fully calculated, therefore where possible development should reflect this<sup>13</sup>.
- 6.2.4 The key messages from the EU Sixth Environmental Action Plan<sup>14</sup> are:
- Integrate environmental concerns into other policies;
  - Encourage the market to work for the environment; and
  - Empowering citizens and changing behaviour.
- 6.2.5 The improvement of water quality is focused on in the EU Water Framework Directive<sup>15</sup>, where all inland and coastal waters will reach a good ecological status by 2015 and applying and developing SUDS into policy is important. As Enfield is part of the Thames River basin, it must take into account the Thames River Basin Management Plan<sup>16</sup> to protect, improve and encourage the sustainable use of the water environment. The Thames Region<sup>17</sup> key priorities include ensuring sufficient water resources are available in the Region, working to reduce the demand and planning for population growth, and making the link between water and energy. The Government will support the development of the inland waterways from the Waterways for Tomorrow<sup>18</sup>.
- 6.2.6 With regards to air quality, The Mayor's Air Quality Strategy<sup>19</sup> aims to promote:
- Development of electric vehicle infrastructure;
  - Smarter travel initiatives to encourage a shift to greener modes of transport;
  - Maintaining roads in good repair to reduce the contribution of particulate matter from road surface wear; and
  - Smoothing traffic.
- 6.2.7 The core strategies reflected from the UK framework sustainable development<sup>20</sup> to take forward in the AAP include sustainable consumption and production, climate and energy, natural resource protection and environmental enhancement and sustainable communities. The Mayor's Energy Strategy<sup>21</sup> states the main aims for London are to use less energy, use more renewable energy and improve the supply of energy efficiently to meet the UK's target of the reduction of carbon dioxide of 60% by 2050.

<sup>13</sup> Lee valley Regional Park Authority () Lee Valley Regional Park Biodiversity Action Plan [online] available at: <http://www.leevalleypark.org.uk/parkframework/archive/adopted/Aim%203.0%20-%20Biodiversity.pdf> (accessed 13/10/14).

<sup>14</sup> European Commission (2001) EU Sixth Environmental Action Plan [online] available at: [http://europa.eu/legislation\\_summaries/agriculture/environment/128027\\_en.htm](http://europa.eu/legislation_summaries/agriculture/environment/128027_en.htm) (accessed 13/10/14).

<sup>15</sup> European Commission (2000) EU Water Framework Directive (2000/60/EC) [online] available at: [http://ec.europa.eu/environment/water/water-framework/index\\_en.html](http://ec.europa.eu/environment/water/water-framework/index_en.html) (accessed 13/10/14).

<sup>16</sup> Environment Agency (2009) Thames River Basin Management Plan [online] available at: <https://www.gov.uk/government/publications/thames-river-basin-management-plan> (accessed 13/10/14).

<sup>17</sup> Environment Agency (2009) Water Resources Strategy Regional Action Plan for Thames Region [online] available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/289918/geho1209brlc-e-e.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/289918/geho1209brlc-e-e.pdf) (accessed 13/10/14).

<sup>18</sup> DEFRA (2000) Waterways for Tomorrow [online] available at: <http://archive.defra.gov.uk/rural/documents/countryside/waterways/waterways-for-tomorrow.pdf> (accessed 13/10/14).

<sup>19</sup> Greater London Authority (2010) Cleaning London's air: The Mayor's Air Quality Strategy [online] available at: <https://www.london.gov.uk/priorities/environment/publications/mayors-air-quality-strategy> (accessed 13/10/14).

<sup>20</sup> Central Government (2005) One Future – Different Paths: UK Framework Sustainable Development [online] available at: <http://www.sd-commission.org.uk/publications.php?id=215> (accessed 15/10/14).

<sup>21</sup> GLA (2004) Green Light to clean power: The Mayor's Energy Strategy [online] available at: [http://static.london.gov.uk/mayor/strategies/energy/docs/energy\\_strategy04.pdf](http://static.london.gov.uk/mayor/strategies/energy/docs/energy_strategy04.pdf) (accessed 15/10/14).

- 6.2.8 The EU Directive 2002<sup>22</sup> recommended improvements to the energy performance of buildings through taking into account outdoor climatic and local conditions, as well as indoor climate requirements and cost effectiveness. New developments would need to take into account the application of minimum requirements on the energy performance of new buildings and large existing buildings that are subject to major renovation, and energy certification of buildings.
- 6.2.9 Noise can disrupt communication and other activities and increase stress. The Mayor's Ambient Noise Strategy<sup>23</sup> key objectives are:
- To minimise the adverse impacts of road traffic noise;
  - To promote effective noise management on rail networks in London;
  - To minimise the adverse impacts of noise on or around London's rivers and canals while retaining working wharves and boatyards, and enhancing water space tranquillity and 'soundscape' quality;
  - To minimise the adverse impacts of industrial noise, recognising the use of best practicable means/ best available techniques, and the need to retain a diverse and sustainable economy; and
  - To protect and enhance the tranquillity and soundscape quality of London's open spaces, green networks and public realm.
- 6.2.10 The Waste Strategy for England (2013)<sup>24</sup> sets the national targets for recycling and composting of household waste of at least 50% by 2020, with recovery of construction and demolition waste of 70% by 2020. This includes using a mix of technologies to recover energy from residual waste and increased recycling of resources. This is further emphasised in the Mayor's Municipal Waste Management Strategy<sup>25</sup>, where they aim to achieve zero municipal waste direct to landfill by 2025 and recycle or compost at least 60% of municipal waste by 2031. For commercial and industrial waste, the targets are to achieve 70% re-use, recycling and composting by 2020 and for construction, demolition and excavation, the target is to achieve 95%<sup>26</sup>. The Edmonton EcoPark SPD<sup>27</sup> highlights how the EcoPark is a key item of infrastructure within Central Leaside and the wider borough.
- 6.2.11 The borough's strategic flood risk assessment<sup>28</sup> should inform the preparation of the Area Action Plan and be taken into consideration with any development. It looks at two Priority Regeneration Areas, Ponders End and Meridian Water, and makes specific spatial planning and development management recommendations for future development.
- 6.2.12 Enfield's Characterisation Study<sup>29</sup> draws up a number of key points, including:
- A landscape typology shows the area to be predominantly industrial and large retail; and

<sup>22</sup> European Commission (2002) EU Directive 2002/91/EC on the energy performance of buildings [online] available at: [http://ec.europa.eu/energy/efficiency/buildings/buildings\\_en.htm](http://ec.europa.eu/energy/efficiency/buildings/buildings_en.htm) (accessed 13/10/14).

<sup>23</sup> Greater London Authority (2004) Sounder City: The Mayor's Ambient Noise Strategy [online] available at:

[http://www.london.gov.uk/sites/default/files/archives/mayor-strategies-noise-docs-noise\\_strategy\\_all.pdf](http://www.london.gov.uk/sites/default/files/archives/mayor-strategies-noise-docs-noise_strategy_all.pdf) (accessed 13/10/14).

<sup>24</sup> DEFRA (2013) Waste Management Plan for England [online] available at:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/265810/pb14100-waste-management-plan-20131213.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/265810/pb14100-waste-management-plan-20131213.pdf) (accessed 03/12/14).

<sup>25</sup> Greater London Authority (2011) The Mayor's Municipal Waste Management Strategy [online] available at:

[http://www.london.gov.uk/sites/default/files/Municipal%20Waste\\_FINAL.pdf](http://www.london.gov.uk/sites/default/files/Municipal%20Waste_FINAL.pdf) (accessed 14/10/14).

<sup>26</sup> Greater London Authority (2011) The Mayor's Business Waste Strategy for London [online] available at:

[http://www.london.gov.uk/sites/default/files/Business%20Waste\\_FINAL.pdf](http://www.london.gov.uk/sites/default/files/Business%20Waste_FINAL.pdf) (accessed 14/10/14).

<sup>27</sup> London Borough of Enfield (2013) Edmonton EcoPark SPD [online] available at:

[http://www.enfield.gov.uk/info/1000000664/edmonton\\_regeneration/2249/edmonton\\_ecopark\\_planning\\_brief\\_supplementary\\_planning\\_document\\_spd](http://www.enfield.gov.uk/info/1000000664/edmonton_regeneration/2249/edmonton_ecopark_planning_brief_supplementary_planning_document_spd) (accessed 14/10/14).

<sup>28</sup> London Borough of Enfield (2013) Level 2 Strategic Flood Risk Assessment [online] available at:

[http://www.enfield.gov.uk/downloads/file/7883/level\\_2\\_lb\\_enfield\\_strategic\\_flood\\_risk\\_assessment](http://www.enfield.gov.uk/downloads/file/7883/level_2_lb_enfield_strategic_flood_risk_assessment) (accessed 14/10/14).

<sup>29</sup> Enfield Council (2011) Enfield Characterisation Study [online] available at:

[http://www.enfield.gov.uk/info/200057/planning\\_policy/1834/local\\_plan\\_evidence\\_base/2](http://www.enfield.gov.uk/info/200057/planning_policy/1834/local_plan_evidence_base/2) (accessed 14/10/14).



- Importance of Edmonton cemetery to the streetscape and contribution to the heritage of the area.

6.2.13 Overall the Characterisation Study shows the importance of considering the landscape characteristics that make a positive and defining contribution to the area. There is a potential need for assessment of, and appropriate provision for, preservation of any archaeological resource identified, as well as the need for protection of the settings of heritage assets in adjoining areas.

6.2.14 The vision of Enfield Parks and Open Spaces Strategy<sup>30</sup> is:

1. Making open spaces in Enfield places for everyone;
2. Delivering high quality open spaces in partnership;
3. Creating sustainable open spaces for the future; and
4. Protecting and managing the exceptional quality and diversity of Enfield's spaces.

### 6.3 Communities

6.3.1 Housing provision needs to meet the aims set out in the Mayor's Housing Strategy<sup>31</sup>, including provision of affordable and family housing and better design quality.

6.3.2 The Enfield Housing Strategy<sup>32</sup> provides the vision for housing in the borough. It sets out high level aims to address the housing needs of local people, increase housing supply and improve the quality of homes and neighbourhoods. Furthermore the Housing Market Assessment<sup>33</sup> concluded that Enfield needs housing across all tenures, including homes for the elderly.

6.3.3 In terms of equality and diversity, Enfield has identified nine protected characteristics that are aimed to be protected from discrimination along with extending anti-age discrimination rules to include goods, facilities and services, which was not covered by legislation previously<sup>34</sup>, which should be recognised in new plans.

6.3.4 The AAP should aim to meet the targets set out in Enfield's Homelessness Strategy<sup>35</sup> to prevent homelessness and provide assistance to individuals and households.

6.3.5 The cultural objectives targeted for London include<sup>36</sup>:

- Excellence: to enhance London as a world class city of culture;
- Creativity: to promote creativity as central to London's success;
- Access: to ensure that all Londoners have access to culture in the city; and
- Value: to ensure that London gets the best value out of its cultural resources.

<sup>30</sup> Enfield Council (2009) Enfield Parks & Open Spaces Strategy 2009 – 2024 Baseline Report [online] available at: [http://www.enfield.gov.uk/info/1000000326/enfield\\_data\\_hub/2761/environment](http://www.enfield.gov.uk/info/1000000326/enfield_data_hub/2761/environment) (accessed 14/10/14).

<sup>31</sup> GLA (2010) Mayor's Housing Strategy [online] available at: <https://www.london.gov.uk/priorities/housing-land/publications/london-housing-strategy> (accessed 15/10/14).

<sup>32</sup> London Borough of Enfield (2012) Enfield's Housing Strategy 2012 – 2027 [online] available at: [http://www.enfield.gov.uk/downloads/file/6421/enfields\\_housing\\_strategy\\_2012-2027](http://www.enfield.gov.uk/downloads/file/6421/enfields_housing_strategy_2012-2027) (accessed 14/10/14).

<sup>33</sup> London Borough of Enfield (2010) Housing Market Assessment [online] available at: [http://www.enfield.gov.uk/downloads/file/3085/enfield\\_strategic\\_housing\\_market\\_assessment\\_2010](http://www.enfield.gov.uk/downloads/file/3085/enfield_strategic_housing_market_assessment_2010) (accessed 14/10/14).

<sup>34</sup> London Borough of Enfield (2010) Fairness for All: Enfield Council's Equality and Diversity Scheme Annual Report 2010 [online] available at: [http://www.enfield.gov.uk/info/1000000152/equality\\_and\\_diversity](http://www.enfield.gov.uk/info/1000000152/equality_and_diversity) (accessed 14/10/14).

<sup>35</sup> London Borough of Enfield (2013) Enfield's Homelessness Strategy 2013-2018 [online] available at: [http://www.enfield.gov.uk/downloads/file/8004/enfields\\_homelessness\\_strategy\\_2013-2018](http://www.enfield.gov.uk/downloads/file/8004/enfields_homelessness_strategy_2013-2018) (accessed 14/10/14).

<sup>36</sup> Greater London Authority (2004) London Cultural Capital: Realising the Potential of a world-class city [online] available at: <http://static.london.gov.uk/mayor/strategies/culture/> (accessed 14/10/14).

- 6.3.6 There are “strong sustainability arguments for increased cultural provision at neighbourhood and local level”. The planning of new cultural facilities and major events needs to be integrated with transport routes. On a borough level, leisure and cultural activities can help to alleviate a range of social problems and thereby contribute to general ‘health and well-being’<sup>37</sup>.
- 6.3.7 Local authorities should adopt plans that promote a child-friendly London with inclusive, accessible and safe play spaces that allow all young Londoners to engage in fun, positive and healthy play and recreation in their own communities<sup>38</sup>. The priorities for this include<sup>39</sup> tackling the inequalities faced by young people in Enfield, helping young people to remain in education, employment and training, ensuring young people have the skills they need to achieve economic well-being in adulthood and provide a range of positive activities that area affordable and accessible.
- 6.3.8 Policy in Enfield needs to take into account the health of the local population. Everybody Active Enfield Strategy<sup>40</sup> aims include encouragement of lifelong participation to sports and physical activity via the provision for the community, accessible, diverse, exciting and inclusive sport and physical activity facilities, activities and events. The key priorities for health in Enfield, as set out by the Improving Health and Wellbeing Strategy<sup>41</sup>, are tackling childhood obesity, reducing the levels of infant mortality, increasing immunisation and vaccination rates and reducing teenage pregnancies, while health inequalities are identified as a significant priority, especially in the south and east of the borough<sup>42</sup>.
- 6.3.9 The Urban White Paper on “Our Towns and Cities – The Future”<sup>43</sup> states the main challenges that need to be tackled economically socially are more suitable homes need to be provided for people living longer, having fewer children and living alone. Also addressing the weak economic performance of some parts of towns and cities and enabling all areas to compete successfully for jobs and investment in the global marketplace and reduce the impact which urban living has on the environment while making sustainable choices practical and attractive.
- 6.3.10 The implications of the Sustainable Communities in London guidance<sup>44</sup> for future planes are:
- To provide more and better designed and affordable homes, including for key workers;
  - Improve public transport and other vital infrastructure required to support the development of new and growing communities;
  - Raise education standards and skill levels across the capital; and
  - Tackle crime, anti-social behaviour and the fear of crime.
- 6.3.11 The Upper Lee Valley Opportunity Area Planning Framework<sup>45</sup> requires Central Leaside to meet the need for new housing, jobs, transport improvements and a variety of services and infrastructure.

<sup>37</sup> London Borough of Enfield (2009) Enriching Enfield – Enfield’s Cultural Strategy [online] available at:

[http://www.enfield.gov.uk/download/downloads/id/2939/creative\\_enfield\\_strategy\\_2009-13\\_vol1](http://www.enfield.gov.uk/download/downloads/id/2939/creative_enfield_strategy_2009-13_vol1) (accessed 14/10/14).

<sup>38</sup> Greater London Authority (2008) Providing for Children and Young People’s Play and Informal Recreation. Mayor’s Supplementary Guidance [online] available at: <http://www.london.gov.uk/sites/default/files/spg-2008-children-recreation.pdf> (accessed 14/10/14).

<sup>39</sup> London Borough of Enfield (2011) Enfield Children and Young People’s Plan 2011-2015 [online] available at: [http://www.enfield.gov.uk/ChildrensTrust/download/downloads/id/5/enfields\\_children\\_and\\_young\\_peoples\\_plan\\_2011\\_-\\_2015](http://www.enfield.gov.uk/ChildrensTrust/download/downloads/id/5/enfields_children_and_young_peoples_plan_2011_-_2015) (accessed 14/10/14).

<sup>40</sup> London Borough of Enfield (2009) Everybody Active Enfield sport, physical activity and physical education strategy 2009 to 2014 [online] available at: [http://www.enfield.gov.uk/info/1000000724/sports/680/everybody\\_active\\_strategy](http://www.enfield.gov.uk/info/1000000724/sports/680/everybody_active_strategy) (accessed 14/10/14).

<sup>41</sup> Enfield PCT (2009) Improving Health and Wellbeing Strategy [online] available at: [http://www.enfield.gov.uk/download/downloads/id/6650/improving\\_health\\_and\\_wellbeing\\_in\\_enfield\\_-\\_the\\_annual\\_report\\_of\\_the\\_director\\_of\\_public\\_health\\_2012](http://www.enfield.gov.uk/download/downloads/id/6650/improving_health_and_wellbeing_in_enfield_-_the_annual_report_of_the_director_of_public_health_2012) (accessed 14/10/14).

<sup>42</sup> Enfield PCT ( ) Joint Strategic Needs Assessment [online] available at: [http://www.enfield.gov.uk/healthandwellbeing/info/3/joint\\_strategic\\_needs\\_assessment\\_jsna](http://www.enfield.gov.uk/healthandwellbeing/info/3/joint_strategic_needs_assessment_jsna) (accessed 14/10/14).

<sup>43</sup> ODPM (2000) Urban White Paper “Our Towns and Cities – The Future” [online] available at: <http://www.eukn.org/dsresource?objectid=153726> (accessed 14/10/14).

<sup>44</sup> Office of the Deputy Prime Minister (2003) Sustainable Communities in London [online] available at: [http://webarchive.nationalarchives.gov.uk/20070506093800/communities.gov.uk/pub/455/SustainableCommunitiesinLondon\\_id1163455.pdf](http://webarchive.nationalarchives.gov.uk/20070506093800/communities.gov.uk/pub/455/SustainableCommunitiesinLondon_id1163455.pdf) (accessed 14/10/14).



## 6.4 The economy

- 6.4.1 Transport revitalisation should aim to be met through the regeneration of railways and promoting transport by sea and inland waterways<sup>45</sup>. The key goals for transport in London set out by the GLA include<sup>47</sup>:
- Support economic development and population growth;
  - Enhance the quality of life for all Londoners;
  - Improve the safety and security of all Londoners;
  - Improve transport opportunities for all Londoners; and
  - Reduce transport's contribution to climate change and improve its resilience.
- 6.4.2 Worklessness and poverty needs to be tackled in Enfield to meet the GLA's Economic Development Strategy. Enfield is going through a period of profound economic and social change; as a result there is a need to concentrate on<sup>48</sup>: creating more jobs; getting more people into work and helping them stay in work; and increasing the skills of residents.
- 6.4.3 The London Plan<sup>49</sup> key aims are enforcing the 'proximity principle' where resources and wastes should be collected, re-used or disposed of as close as possible to their source. While the objectives that the AAP should meet in terms of food include establishing, maintaining and protecting community food-growing spaces and the promotion of food production and consumption in a way that is respectful to the natural environment<sup>50</sup>.
- 6.4.4 Some of the key redevelopment aims for Central Leaside, in the draft AAP<sup>51</sup>, include:
- The Upper Lee Valley Opportunity area providing a catalyst for regeneration by bringing investment in infrastructure and changing the perception of the area;
  - Making Central Leaside more integrated and connected with the rest of Enfield;
  - A balanced and managed approach to the release of industrial land to ensure that mixed use and residential development does not come forward in a piecemeal way;
  - Growth in the environmental and green and low carbon sectors, and making sure buildings and the wider urban realm are designed with a changing climate in mind;
  - Responding to the flood risk; and
  - Making sure the area has the homes, jobs, services and infrastructure to support the growing and diverse population.

<sup>45</sup> Upper Lee Valley Opportunity Area Planning Framework (2013) [online] available at: <https://www.london.gov.uk/sites/default/files/Upper%20Lee%20Valley%20OAPF.pdf-0> (accessed 03/12/14).

<sup>46</sup> European Commission (2001) European transport policy for 2010: time to decide [online] available at: [http://ec.europa.eu/transport/themes/strategies/doc/2001\\_white\\_paper/lb\\_texte\\_complet\\_en.pdf](http://ec.europa.eu/transport/themes/strategies/doc/2001_white_paper/lb_texte_complet_en.pdf) (accessed 14/10/14).

<sup>47</sup> Greater London Authority (2010) Mayor's Transport Strategy 2010 [online] available at: <https://www.london.gov.uk/priorities/transport/publications/mayors-transport-strategy> (accessed 14/10/14).

<sup>48</sup> LB Enfield (2008) Enfield's Skills and Employment Strategy: April 2008 to March 2011 [online] available at: [http://www.convery.org.uk/website/pubs/enfield\\_skills\\_employment\\_strategy\\_v4.41.pdf](http://www.convery.org.uk/website/pubs/enfield_skills_employment_strategy_v4.41.pdf) (15/10/14).

<sup>49</sup> GLA (2011) The London Plan [online] available at: <https://www.london.gov.uk/priorities/planning/london-plan> (accessed 15/10/14).

<sup>50</sup> LB Enfield (2011) Enfield Food Strategy [online] available at: [http://www.enfield.gov.uk/download/downloads/id/5061/enfield\\_food\\_strategy](http://www.enfield.gov.uk/download/downloads/id/5061/enfield_food_strategy) (accessed 16/10/14).

<sup>51</sup> LB Enfield (2012) Discover Central Leaside: Towards a Draft Area Action Plan [online] available at: [http://www.enfield.gov.uk/info/1000000456/local\\_plan\\_planning\\_policy/501/central\\_leaside\\_area\\_action\\_plan](http://www.enfield.gov.uk/info/1000000456/local_plan_planning_policy/501/central_leaside_area_action_plan) (accessed 16/10/14).

## 7 WHAT IS THE SUSTAINABILITY 'BASELINE'?

The SA Report must include:

- Relevant aspects of the current state of the sustainability baseline and the likely evolution thereof without implementation of the plan;
- Characteristics of areas / populations etc. likely to be significantly affected; and
- Existing sustainability problems / issues which are relevant to the plan including, in particular, those relating to any areas / populations etc. of particular importance.

### 7.1 Introduction

7.1.1 The baseline review is about expanding on the consideration of problems/issues identified through context review so that they are locally specific. Once the baseline has been established it can be used as a 'benchmark' against which to assess effects (of alternatives and the draft plan).

7.1.2 A selection of baseline review messages is presented below under 'topic' headings. A more comprehensive (and fully referenced) review can be found within the SA Scoping Report.

### 7.2 The environment

7.2.1 Watercourses in the area provide recreation and wildlife resources, but are also a flood threat to the surrounding developed and proposed opportunity growth areas. These watercourses include Salmons Brook and Pymmes Brook that run north west to south east through the area, the Lee Navigation that runs north south along the eastern edges, and the River Lee that runs to the east of the area boundary. The William Girling Reservoir which is a large body of water that lies alongside the eastern boundary of Central Leaside. The biological quality of the watercourses indicated 83% of the water being rated fair or better in 2007 but only 67% in 2009.

7.2.2 NO<sub>2</sub> levels are above the target of 40 ug/m<sup>3</sup> with sites at Derby Road Upper Edmonton being 47 ug/m<sup>3</sup> consistently over the last few years. CO<sub>2</sub> emissions in the borough of Enfield are 4.2 (tonnes) in 2011, but have shown a fall from 6.0 (tonnes) in 2006.

7.2.3 Although no designated heritage assets lie within Central Leaside, there are conservation areas close to the boundary of Central Leaside including at Montagu Road Cemeteries, Angel Road, Edmonton Green and Ponders End.

### 7.3 Communities

7.3.1 A high working age population is seen in the area with majority of the population being between the ages of 25 and 44 in 2012<sup>52</sup>. However, there is a growing young population at school age with more being between the ages of 5 and 14 than 15 and 24. The largest ethnic group in the borough is White British, however even though this is still true in the Central Leaside wards, the percentage is considerably less with more people being of other ethnicities including Other Black Asian and Turkish. This shows the diverseness in the local community and the range of community facilities that need to be provided to meet the array of needs in the area.

<sup>52</sup> LB Enfield Chief Executive Unit (2013) 2013 ward profiles.

- 7.3.2 House prices are lower in the area than the borough average, reflecting the lower income levels of the local population. Despite falling numbers in households in temporary accommodation, this remains an issue with 2,143 households in the borough in temporary accommodation in 2012 to 2013<sup>53</sup>. There is a need for more family housing in Central Leaside. Levels of privately rented, council and social landlord housing are fairly high with owner occupied lower than the borough's average.
- 7.3.3 There are rising numbers of school-aged children in the borough. Although there open spaces in Central Leaside, not all households experience good access, and in some cases the condition of the open spaces is not of high good quality. There are a number of allotment sites, however borough-wide demand is high. With regard to the social grades, there is a significant underrepresentation of AB grades (high and intermediate professional and managerial) and over-representation of DE grades (semi and unskilled manual, and low-grade, unemployed on state benefits only).
- 7.3.4 Central Leaside wards have high levels of households with no cars (53.5% in Edmonton Green Ward compared to 32.5% in Enfield as a whole) which is potentially an indicator of wider deprivation. Central Leaside also has a higher level of lone parent households compared to Enfield as a whole. The GCSE pass rates in the area are below the Enfield average, for example the Jubilee ward had a pass rate of 51% with 5 A\* to C grades in 2011, compared to the borough average of 59.5%. School absences show a mixed picture with some schools experiencing low levels of absence, while others are well above the borough average.
- 7.3.5 Health statistics in Central Leaside show the area to be worse than the borough average, including for people with long-term illnesses and general poor health. Enfield is among the worst child obesity rate in England for the year 6 age group with 25.2% of children being overweight compared to London's average of 21.9%. There are relatively high levels of crime and anti-social behaviour, particularly in the Edmonton Green ward. Also, the percentage of people feeling unsafe after dark is higher in Upper Edmonton than the Enfield average. Finally, deprivation levels are high, both compared to the borough average and national average.

## 7.4 The economy

- 7.4.1 The unemployment figures of the wards in Central Leaside in 2013 were predominantly higher than the 5.9% figure for all of Enfield. Edmonton Green ward is the worst with 15.5% unemployment and 33.2% of the households earning less than £15,000 (gross) a year. Long term unemployment is highest in Edmonton Green with 35.1% of the JSA claims population in longer than 12 months unemployment. Furthermore Enfield resident's gross weekly pay is below the London average with in 2013 it being £559.3 compared to London's £613.3.
- 7.4.2 The area has low levels of higher education qualifications (only 15% of 16-74 aged people in Jubilee ward with higher level qualifications) and a high level of working age population with no qualifications (44.6% of the population with no qualifications in Edmonton Green ward).
- 7.4.3 The transport further has deficiencies with too few stopping trains on the Liverpool Street to Stansted line and no east west rail links. Bus connections to the east are weak and the Central Leaside area is not well connected to the remainder of the borough. The east west road links are also weak with the Liverpool Street to Stansted line in particular forming a barrier. The traffic flow numbers on the A406 (North Circular) section A1010 (Hertford Road) to A1055 (Meridian Way) has increased from 2007 where the figure was 75,815, to 83,390 annual average daily flow in 2010. There is a need to reduce the number of car-based journeys and encourage more people to use sustainable modes of transport.

<sup>53</sup> Source: <https://www.gov.uk/government/statistical-data-sets/live-tables-on-homelessness>



## 8 WHAT ARE THE KEY ISSUES & OBJECTIVES THAT SHOULD BE A FOCUS?

The SA Report must include:

- Key problems / issues and objectives that should be a focus of / provide a framework for appraisal.

8.1.1 Drawing on the review of the sustainability context and baseline, the SA Scoping Report was able to identify a range of sustainability problems / issues that should be a particular focus of SA, ensuring it remains focused. These issues were then refined further and modified in order to take the form of sustainability 'objectives'.

8.1.2 Table 8.1 presents a concise list of the sustainability objectives and 'supporting criteria' which provides a methodological 'framework' for appraisal, ensuring that the sustainability appraisal remains focused and concise.

Table 8.1: The SA framework

Sustainability objectives		Supporting criteria
		<i>Will the site/policy proposal under consideration...</i>
Environment	Reduce air pollution and ensure air quality continues to improve	<ul style="list-style-type: none"> <li>• Contribute to a reduction of levels of NO<sub>2</sub> and PM<sub>10</sub> in Central Leaside?</li> <li>• Reduce congestion and reliance on the private car?</li> <li>• Encourage the use of sustainable transport?</li> </ul>
	Reduce disturbance from noise	
	Meet the challenge of climate change	<ul style="list-style-type: none"> <li>• Limit emissions of greenhouse gases?</li> <li>• Reduce reliance on the private car?</li> <li>• Encourage the use of sustainable transport?</li> <li>• Encourage development of a decentralised energy network (DEN)?</li> <li>• Ensure that new development is prepared for the impacts of climate change?</li> <li>• Ensure that development does not increase vulnerability to flooding?</li> <li>• Use of SUDS and green roofs?</li> </ul>
	Conserve and enhance biodiversity in the CLAAP's area and beyond	<ul style="list-style-type: none"> <li>• Protect and enhance areas of biodiversity identified on the Core Strategy Policies map?</li> <li>• Alleviate fragmentation and link areas of biodiversity?</li> </ul>
Protect enhance and make accessible for enjoyment, the area's green and open spaces		
Protect and enhance heritage and cultural assets in Central Leaside and surrounding area		
Achieve the sustainable management of waste		<ul style="list-style-type: none"> <li>• Support the proximity principle in relation to waste?</li> <li>• Reduce waste arising's?</li> <li>• Increase the re-use of materials?</li> <li>• Increase recycling and composting, or recovery of energy from waste?</li> <li>• Support redevelopment of Edmonton EcoPark for handling of waste?</li> </ul>

Communities	Achieve sustainable water resources management	<ul style="list-style-type: none"> <li>• Improve the quality of water in the borough?</li> <li>• Reduce the demand for water?</li> <li>• Support the upgrade of Deephams STW?</li> </ul>
	Meet the requirements of sustainable design and construction	<ul style="list-style-type: none"> <li>• Increase energy efficiency in buildings?</li> <li>• Reduce the demand for water?</li> <li>• Increase the proportion of energy generated from renewable sources?</li> </ul>
	Improve land use efficiency	<ul style="list-style-type: none"> <li>• Promote re-use of previously developed land and existing buildings?</li> </ul>
	Ensure the opportunity for all to live in a decent, sustainably constructed and affordable home	<ul style="list-style-type: none"> <li>• Provide for warm, weatherproof homes with reasonably modern facilities?</li> <li>• Ensure energy and resource efficiency both during construction and afterwards?</li> <li>• Contribute to the provision of affordable housing, including social housing?</li> <li>• Ensure the housing mix includes sufficient family housing</li> <li>• Reduce the number of people in temporary accommodation?</li> <li>• Support the regeneration of the Meridian Water area?</li> </ul>
	Improve the health and well-being and reduce inequalities in health	<ul style="list-style-type: none"> <li>• Assist in reducing health inequalities within the area and between Central Leaside and other areas, accounting for climate change impacts?</li> <li>• Address rising levels of childhood obesity?</li> <li>• Increase the level of active adults and children?</li> <li>• Improve access to health services, in particular to a GP?</li> <li>• Improve access to green / open spaces and the natural environment?</li> </ul>
	Reduce poverty and social exclusion	<ul style="list-style-type: none"> <li>• Assist in the regeneration of deprived areas?</li> </ul>
	Raise educational achievement levels	<ul style="list-style-type: none"> <li>• Ensure there are sufficient school places available for the growing number of school-aged children?</li> </ul>
	Reduce crime, anti-social behaviour and fear of crime	<ul style="list-style-type: none"> <li>• Address issues, especially in those areas where crime is highest?</li> </ul>
	Improve accessibility for all to services and facilities	<ul style="list-style-type: none"> <li>• Improve access to key services for all?</li> </ul>

Economy	Sustain economic growth and competitiveness	<ul style="list-style-type: none"> <li>• Support existing businesses?</li> <li>• Attract new businesses to the area?</li> <li>• Support the regeneration of the Meridian Water area, Picketts Lock site and Angel Road Retail Park?</li> <li>• Increase the numbers of higher paid jobs?</li> <li>• Increase the employment opportunities for young people?</li> <li>• Develop workforce skills necessary to support and grow the economy?</li> </ul>
	Ensure high and stable levels of employment	<ul style="list-style-type: none"> <li>• Protect and enhance SIL and LSIS?</li> <li>• Help people to acquire the skills needed to find and remain in work?</li> </ul>
	Increase the skill levels of CLAAP workforce	<ul style="list-style-type: none"> <li>• Reduce the proportion of adults of working age with no qualifications?</li> <li>• Decrease the numbers of young people Not in Education, Employment or Training (NEETs)</li> </ul>
	Improve transport infrastructure and reduce road congestion	<ul style="list-style-type: none"> <li>• Improve green transport networks for cyclists and pedestrians?</li> <li>• Reduce the need to travel?</li> <li>• Reduce congestion and reliance on the private car?</li> <li>• Encourage people to use sustainable forms of transport?</li> <li>• Improve east west access throughout the area?</li> <li>• Improve north south access throughout the area?</li> <li>• Encourage businesses to allow more employees to work at home and work flexible hours.</li> </ul>

## **PART 2: WHAT HAS PLAN-MAKING / SA INVOLVED UP TO THIS POINT?**



## 9 INTRODUCTION (TO PART 2)

The SA Report must include:

- An outline of the reasons for selecting the alternatives dealt with;
- The likely significant effects on the environment associated with alternatives; and
- An outline of the reasons for selecting the approach in-light of alternatives appraisal (and hence, by proxy, a description of how environmental objectives are reflected in the draft plan).

9.1.1 The aim of this part of the SA Report is to explain the 'story' of plan-making / SA up to this point, i.e. up to the point where a proposed submission version of the plan is published for consultation. Specifically, in-line with Regulations<sup>54</sup>, it is the aim of this part of the SA Report to present information about the '**reasonable alternatives**' that have been subjected to SA, and how this work has fed into the plan.

9.1.2 This part of the SA Report comprises two sections:

Section 10 - Provides an overview of plan-making / SA work undertaken between 2008 and 2014. This section demonstrates for the plan issues discussed that the approach is justified on the basis of previous technical work and consultation

Section 11 - Explains SA work undertaken on the issue of Strategic Industrial Locations (SIL) between 2008 and 2014. Due to alternatives considered during the preparation of the current stage (Proposed Submission) of the Plan, an assessment of the alternatives is presented.

<sup>54</sup> In-line with Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations (2004), there is a need to present an appraisal of "reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme" whilst in-line with Schedule 2(8) there is a need to explain "the reasons for selecting the alternatives dealt with". The requirement to explain 'reasons for selecting the alternatives dealt with' is understood to have a dual meaning: 1) explain reasons for selecting the alternatives considered; and 2) explain reasons for subsequently selecting the preferred option / developing the preferred approach.

## 10 OVERVIEW OF PLANMAKING / SA WORK 2008-2014

### 10.1 Introduction

- 10.1.1 The policies contained within the AAP – both for thematic / area-wide issues and Opportunity Areas - are the outcome of work undertaken over several years. Options for all plan issues have been the focus of technical work and consultation at various times, and this Section provides an overview.
- 10.1.2 The following paragraphs consider various elements of the plan in turn, essentially explaining the background to the approach and thus helping to demonstrate that the approach is broadly justified.

### 10.2 Connectivity

- 10.2.1 Key issues relate to the need to enable movement through an improved Angel Road Station, improve other pedestrian and cycle links, improve bus services and connectivity, manage traffic (including through road network design) and use of the waterways for transportation.
- 10.2.2 Scenarios pertaining to connectivity were presented for consultation in the 2008 *Central Leaside Issues and Options Report*, with preferred approaches set out in *Discover Central Leaside 2012 - Towards a draft Area Action Plan* and the *Meridian Water Masterplan and Sustainability Appraisal (2013)*.
- 10.2.3 Amongst other things, the policy approach seeks to capitalise on an improved Angel Road public transport interchange that will serve the relatively high density Meridian Water residential development; and implement London Plan standards around requirements for cyclist and pedestrian infrastructure (linking residential areas, industrial areas, Pickett's Lock and the wider area of Central Leaside, with a focus on new direct east-west routes). The approach closely aligns with Enfield's Core Strategy, which recognises the need to open east-west linkages. Another focus of the approach is enhanced use of the waterways for freight traffic, a policy that is supported by the LB Enfield's Freight by Water Feasibility Study. Other 'movement' related policy objectives are also referenced, but remain aspirational at the current time.

### 10.3 Celebrating waterways and green spaces

- 10.3.1 There is the potential to support much improved access to waterways and green spaces through the plan, capitalising upon Central Leaside's waterfront location. Locations that have been identified as offering potential for the creation of new multi-functional open space include but are not limited to Pickett's Lock, the land on either side of the North Circular Road to the east and north-east of Meridian Water; and Kenninghall Open Space. There are also opportunities around improving access across and between existing and new green spaces, including through the use of 'green corridors' that incorporate footpaths and cycle paths.
- 10.3.2 Policy context for waterways and greenspaces is set through a number of higher level plans, specifically the London Plan (and FALP), the Upper Lee Valley Opportunity Area Planning Framework, and the Enfield Core Strategy. The context is also influenced by the Enfield Parks and Open Spaces Strategy. Policy options were also considered through *Discover Central Leaside 2012 - Towards a draft Area Action Plan*, Enfield Open Space and Sports Assessment Update, the Meridian Water Masterplan, and the Pickett's Lock Outline Masterplan: Scenarios Report.
- 10.3.3 The policy approach aims to maximise the role of waterways and green spaces within and around areas developed for housing and employment to the benefit of local residents and visitors to the area. New neighbourhoods at Meridian Water should deliver spaces linked to waterways, such as a new pocket park at Canal-side West and a scheme at the Parklands that aims to deliver both ecological and recreational benefits. The approach also seeks to capitalise on opportunities at Pickett's Lock, where there is the potential to intensify its use to provide more of a leisure and recreation offer.

#### 10.4 Promoting a low carbon future and managing flood risk

- 10.4.1 The delivery of a significant quantum of housing in Meridian Water presents a huge opportunity to provide a place which promotes sustainable lifestyles through well-designed energy efficient low carbon buildings and spaces. All developments will need to meet the environmental and energy standards set out in policies DMD 50-56 of Enfield's Development Management Document, and comply with energy policies set in the London Plan. A Lee Valley decentralised energy network supplied from Edmonton EcoPark to Meridian Water and beyond can be supported directly through the AAP.
- 10.4.2 Policy context for decentralised energy and managing flood risk is set through the London Plan (and FALP), the Upper Lee Valley Opportunity Area Planning Framework, Enfield Core Strategy, Development Management Document, Edmonton EcoPark SPD, Discover Central Leaside 2012 - Towards a draft Area Action Plan, Upper Lee Valley Decentralised Energy Network Pre-Feasibility (North London Strategic Alliance, 2011), and ULV DEN Feasibility Study (North London Strategic Alliance, 2012).
- 10.4.3 As Central Leaside is traversed by several significant watercourses including the Lee Navigation and the River Lee flood relief channel, the area lies partially in Flood Zones 2 and 3. As a large area of previously developed land with extensive flood risk, redevelopment at Meridian Water represents an excellent opportunity to improve flood risk management that will benefit future users of the area and maximise development opportunities. Risks of surface water flooding will be abated by the inclusion of sustainable urban drainage systems set out in the sustainable drainage hierarchy in the London Plan and in the Council's DMD policies.

#### 10.5 Meridian water local centre

- 10.5.1 The Meridian Water Masterplan, prepared through extensive consultation, forms the guiding framework for the development of the Meridian Water residential core, local centre zone and integrated transport hub. Scenarios for alternatives were presented in the *Central Leaside Issues and Options 2008* consultation document.
- 10.5.2 The spatial framework for the local centre was outlined in the consultation document *Discover Central Leaside 2012 - Towards a draft Area Action Plan*, which leads on from a discussion of alternatives in the Central Leaside Issues and Options Document, proposals for town centre uses. Final proposals for town centre uses were consulted upon in the *Meridian Water Masterplan* and *Sustainability Appraisal (2013)*, where modernisation of existing retail offerings, a retail corridor on Glover Drive, local leisure provision along the Causeway and waterfronts, and Central Square between the existing Ikea and Tesco were considered.
- 10.5.3 The policy context for the Meridian Water Masterplan was set by the Core Strategy in accordance with the London Plan, setting the location, scale and mix of convenience retail and town centre uses to support new communities at Meridian Water. There were therefore no reasonable alternatives to be considered regarding the quantum of provision of retail or the location of Meridian Water local centre.

#### 10.6 Meridian Water: Angel Road Station

- 10.6.1 The relocation of the Angel Road Station is fundamental to the delivery of the Masterplan. Improving access and movement through Meridian Water, Central Leaside and the Upper Lee Valley is vital to transforming the area into an integrated community and helping to deliver a new sustainable eco-quarter, along with capitalising on the potential to improve the rail network through the development of additional rail capacity from Tottenham to Brimsdown.
- 10.6.2 Discussion of alternative scenarios for the relocated public transport interchange were presented for consultation in the 2008 *Central Leaside Issues and Options*, whereby proposed improvements and relocation approaches were further consulted upon in the *Discover Central Leaside 2012 - Towards a draft Area Action Plan* consultation document. *The Meridian Water Masterplan* consulted on the development proposals which included the new station.

- 10.6.3 The policy approach for Angel Road Station was appraised in the *Meridian Water: Angel Road Station Feasibility Study & Development Brief* across a range of sustainability issues. The approach especially was found to have significant positive effects for interchange hub suitability for bus and rail, funding options, and adjacent opportunities and fitness for development. The stations integration within the Meridian Water Masterplan is significant in terms of urban legibility and views and vistas when appraised against other options. The siting of the Angel Road Station has significant positive knock-on effects on the Masterplan, creating a legible pedestrian priority route through a retail area to a newly proposed shared surface public realm local centre zone.

## 10.7 Angel Road Retail Park

- 10.7.1 The Area Action Plan seeks to create a framework permitting a more flexible approach to land use to create the right conditions for the delivery of new homes and the proliferation of complementary land uses. Approaches to Angel Road Retail Park are discussed in the *Discover Central Leaside 2012 - Towards a draft Area Action Plan* where preferred approaches favour the integration of neighbouring commercial estates.
- 10.7.2 Further Alterations to the London Plan (Policy 4.7) supports appropriate consolidation of surplus commercial floorspace, with planning policies to 'firmly resist' inappropriate out of centre development; and manage existing out of centre retail in line with the sequential approach, seeking to reduce car dependency, improve public transport, cycling and walking access. Furthermore FALP Policy 2.15 states that planning policies should "proactively manage the changing roles of centres, especially those with surplus retail and office floorspace, considering the scope for consolidating and strengthening them by encouraging a wider range of services".
- 10.7.3 The policy approach for Angel Road Retail Park in the AAP looks to support and complement surrounding SIL by designating the Retail Park as a site for employment-led mixed uses, thus consolidating the more appropriately located Ravenside Retail Park to the south of the North Circular Road. This would lead to a better integration of Eleys Estate and Angel Road Retail Park through new development to incorporate commercial space to cater for small businesses, whilst at the same time allowing successful existing businesses to continue to flourish.

## 10.8 Pickett's Lock

- 10.8.1 Pickett's Lock Leisure Complex is identified as a Major Development Site in the Green Belt. The principle of developing Pickett's Lock as an area for the development of additional sports and recreation facilities is supported by Core Strategy Policy 33. Any development coming forward must be considered in the context of the Green Belt and relevant adopted policy.
- 10.8.2 Enfield Council and the Lee Valley Regional Park Authority (LVRPA) share a long term strategic vision for the site, recognising the need to provide for the needs of Enfield's residents, in particular those residents living nearest the site and for the needs of the new community at Meridian Water, both in terms of access to the site and leisure activities that are currently underprovided.
- 10.8.3 While it is recognised in the AAP that Pickett's Lock occupies a strategic position in the Upper Lee Valley Corridor, as well as the London Stansted Cambridge corridor, and offers a great opportunity to deliver a large scale development of a strategic nature, it is outside the scope of the AAP to look at other reasonable approaches to that which are set in Enfield's adopted development management policy 'Previously Developed Sites in the Green Belt'.



## 10.9 Deephams Sewage Treatment Works

10.9.1 Deephams Sewage Treatment Works (STW) is strategically located within the Upper Lee Valley Opportunity Area and adjacent to the opportunity site of Pickett's Lock and to the north of the major regeneration area of Meridian Water. The Thames Water plant is located in a largely industrial and commercial area and serves a population equivalent of 883,000, discharging treated effluent into the Salmons Brook, a tributary of the River Lee, in accordance with an environmental permit set by the Environment Agency.

10.9.2 A proposed upgrade to be undertaken of the site will see an increase in capacity to accommodate growth in the area. The Council is proposing to designate Deephams STW as Strategic Industrial Location (SIL) in order to consolidate and strengthen the protection of the area for future employment uses. The reconfiguration of SIL is appraised in Chapter 11.

## 10.10 Edmonton EcoPark

10.10.1 Edmonton EcoPark is a recycling and waste management site handling waste from seven north London boroughs. It is covered by an adopted Supplementary Planning Document (SPD) guiding its proposed transformation into the hub of a decentralised energy network, which will involve the re-organisation of waste handling infrastructure on site. The EcoPark's importance is recognised through its identification and safeguarding as an existing and strategic waste site in Enfield's adopted Core Strategy and the draft North London Waste Plan. The Mayor intends for London to become self-sufficient in the management of its waste by 2031, and the EcoPark is a critical component in this ambition.

10.10.2 The EcoPark has also, through the *Upper Lee Valley Decentralised Energy Network Feasibility Study (2012)*, been identified as the key heat source for development of the Lee Valley Heat Network. The SPD provides a framework for the new on-site infrastructure required for the EcoPark to fulfil this role. Given this context of the EcoPark's critical importance to a regional planning goal, the advanced stage of the decentralised energy network planning, and the contribution of both to local and sub-regional sustainability, it was not considered necessary or appropriate to consider the development of options for alternative land uses or policies in this location.

## 10.11 Industrial Estates

10.11.1 Multiple renewal opportunities exist to provide the quality of facilities expected by business in order for more focused activity on attracting investment and job opportunities and increasing employment density. Policy steer and guidance in the AAP has been informed by the Council's Industrial Estates Strategy (IES) (2014) which sets out priorities for intervention. The overall goal of these policies is to ensure that the industrial estates of the area are used to their full potential to achieve economic growth and prosperity for businesses and to provide stable and well-paid employment opportunities for Enfield's residents.

## 11 CONFIGURATION OF STRATEGIC INDUSTRIAL LOCATIONS (SIL)

### 11.1 Introduction

11.1.1 The configuration of SIL is a key plan issue which has been considered throughout the preparation of the Central Leaside AAP. The Issues and Options (2008) looked at alternatives for SIL in Central Leaside, and which was superseded by the Core Strategy where the quantum of housing was established for Meridian Water. The Meridian Water Masterplan (2013) set out the need for housing on the southern part of the Harbet Road site, and hence the requirement for a reconfiguration of SIL. The Masterplan underwent extensive consultation and a Sustainability Appraisal. In line with the Masterplan work, the Discover Central Leaside Draft AAP document (2012) also established SIL reconfiguration as necessary element in the regeneration of Central Leaside and Meridian Water. This draft AAP document underwent an extensive consultation process. Drawing upon this body of previous work and consideration of options, the preparation of the Proposed Submission AAP document in 2014 has included a focus upon the SIL allocations within the context of the comprehensive regeneration of the Central Leaside area. The position established within the Proposed Submission document is considered by the Council to be strongly justified; however, it is nonetheless appropriate ('reasonable') for the SA Report to present information on the reasonable alternatives considered during preparation of the Plan.

11.1.2 The SEA Regulations specify the information<sup>54</sup> that should be presented within the SA Report with regards to reasonable alternatives, and as such this section answers the following questions with a view to demonstrably providing the required information:

- 1) What are the reasons for selecting the alternatives considered?
- 2) What are the alternatives appraisal findings?
- 3) What are the reasons for selecting the approach (i.e. developing the draft plan) subsequent to and in-light of alternatives appraisal?

### 11.2 The alternatives considered during the Plan preparation

11.2.1 Enfield's Core Strategy policy Core Policy 2 Housing Supply and Location for New Homes identifies that there is scope to deliver up to 5,000 new homes within the Central Leaside area in the plan period 2010-2025. The Central Leaside AAP's overarching vision is the delivery of 5,000 new homes in Meridian Water and 3,000 jobs across Central Leaside. This change is of such a scale that a comprehensive appraisal of land uses and employment locations is warranted in what is largely an industrial area. Objectives are to strengthen the role of existing industrial estates, to consolidate their employment offer, to open up access to the Lee Valley waterfront, and to reconcile conflicting land uses around new sustainable neighbourhoods. It is also important to bear in mind the Core Strategy's overall objective to promote economic prosperity and sustainability, strengthen the economy, create new jobs and address unemployment. The borough's SIL and Locally Significant Industrial Sites (LSIS) are safeguarded in order to achieve this objective.

11.2.2 Harbet Road Industrial Estate was identified through past work (*Discover Central Leaside 2012 - Towards a draft Area Action Plan* and the *Meridian Water Masterplan*) for partial release of SIL to accommodate the delivery of 5,000 homes at Meridian Water and open access to the River Lee. To ensure no net loss of SIL across the AAP area, it is necessary to re-provide the released SIL elsewhere. During the iterations of Plan preparation, the following alternatives were considered:

#### Option 1

- Retain all of the existing Harbet Road Industrial Estate as SIL.

#### Option 2

- Partial SIL release at Harbet Road;
- Consolidation of remainder of

#### Option 3

- Partial SIL release at Harbet Road;
- Remainder of SIL as an

<p>SIL as Industrial Business Park (IBP); and</p> <ul style="list-style-type: none"> <li>• Re-provision of SIL at industrial locations within Meridian Water.</li> </ul>	<p>Industrial Business Park (IBP) and Preferred Industrial Location (PIL);</p> <ul style="list-style-type: none"> <li>• Designation of sites adjoining Meridian Water as LSIS; and,</li> <li>• Re-provision of SIL at alternative locations.</li> </ul>
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- 11.2.3 It is considered these were 'reasonable alternatives' in relation to the configuration of SIL. Testing these alternative approaches helpfully enables consideration of wide ranging sustainability issues.

### 11.3 Alternatives appraisal findings

- 11.3.1 The box below presents summary appraisal findings. Detailed appraisal findings can be found within **Appendix II**.

#### Summary of appraisal findings

Option 1 would have adverse effects on the provision of the waterfront for open space and public enjoyment, and is likely to adversely affect the future delivery of the decentralised energy network for the Upper Lee Valley.

Option 1 is likely to perform badly in that it largely does not have significant effects on the baseline across most sustainability objectives. In terms of sustaining economic growth and competitiveness through the efficiency in land it was found that Option 2 and 3 offered significant positive effects through the reconfiguration of SIL to complement changing industrial land uses in line with the 2012 ELR. The socioeconomic positive effects of Options 2 and 3 were found contrary to the Option 1 approach of safeguarding Harbet Road as SIL. Option 1 is also likely not to perform as well in terms of ensuring high and stable levels of employment in a changing industrial environment. The significant positive effects of consolidating land uses offered by Options 2 and 3 are likely to increase environmental quality across Central Leaside.

In terms of 'significant effects' there is little to differentiate between Option 2 and 3 as both have the potential to lead to significant positive effects in delivering most of the sustainability objectives. Option 3 is preferable in terms of the safeguarding local industries as LSIS while safeguarding residential areas more favourably against 'bad-neighbour' conflicting land uses.

### 11.4 Outline reasons for selecting Option 3

- 11.4.1 Option 3 supports the delivery of sustainable neighbourhoods complementary to the two strands of approach the borough is taking to industrial and business locations – firstly to grow and support businesses that are successfully operating from Enfield's employment locations (designating sites as LSIS) and secondly to diversify the economy into new growth sectors (i.e. to ensure that the borough is not so dependent on declining sectors such as traditional manufacturing) to create the right conditions to attract investors to locate to Central Leaside. This approach is in line with Enfield's draft Industrial Estates Strategy (2014) which highlights the need for large scale intervention on the borough's estates to help stimulate growth and attract more investment.
- 11.4.2 Continuing to protect Harbet Road SIL, as per Option 1, would not be a suitable approach in light of meeting sustainability objectives and delivering 5,000 new homes and 3,000 new jobs across Central Leaside. The ELR recognised very little new small unit development in the borough. Option 3 supports the comprehensive regeneration of existing SIL by providing a combination of IBP and PIL as well as LSIS at Meridian Water to integrate industry with residential development.



- 11.4.3 Options 2 and 3 explore the potential to intensify and consolidate existing employment areas to deliver 3,000 jobs, and in doing so, consider the areas appropriate for SIL and LSIS designation. The designation of identified sites within Meridian Water as LSIS in Option 3, readily complement the nature of the new sustainable neighbourhoods of Meridian Water to be delivered through the AAP. LSIS designations provide for a mix of high quality employment generating uses that can be compatible with surrounding uses, such as residential, while having the potential to maximise connections with the wider industrial corridor.

## **PART 3: WHAT ARE THE APPRAISAL FINDINGS AT THIS CURRENT STAGE?**

## 12 INTRODUCTION (TO PART 3)

The report must include:

- The likely significant effects associated with the draft plan; and
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects.

12.1.1 The aim of Part 3 is to present appraisal findings and recommendations in relation to the Draft (Proposed Submission) AAP. Part 3 is structured as follows:

- Chapter 13 discusses the methodological approach taken to appraisal
- Chapter 14-33 presents an appraisal of the draft AAP under 18 sustainability objective headings
- Chapter 34 discusses overall conclusions

## 13 METHODOLOGY

13.1.1 The appraisal identifies and evaluates 'likely significant effects' of the preferred approach on the baseline, drawing on the sustainability objectives identified through scoping (see Part 1) as a methodological framework.

13.1.2 Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the AAP, and limited data availability. Because of the uncertainties involved there is inevitably a need to make assumptions. Assumptions are made cautiously, and explained within the text. The aim is to strike a balance between comprehensiveness and conciseness/accessibility to the non-specialist. In many instances, given reasonable assumptions, it is not possible to predict significant effects, but it is possible to comment on merits (or otherwise) in more general terms.

13.1.3 It is important to note that effects are predicted taking into account the criteria presented within Schedule 1 of the SEA Regulations.<sup>55</sup> So, for example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. Cumulative effects are also considered. These effect 'characteristics' are described within the appraisal as appropriate.

13.1.4 Although there is a need to focus on the effects of 'the AAP' as a whole, it is helpful to break-up the appraisal with sub-headings. Eight sub-headings are used under each 'topic' heading:

- 1) Meridian Water
- 2) Facilitating Economic Growth and Improving Industrial Estates
- 3) Angel Road Retail Park
- 4) Edmonton EcoPark
- 5) Deephams Sewage Treatment Works
- 6) Pickett's Lock
- 7) Thematic / area-wide policies
- 8) The Plan 'as a whole'

<sup>55</sup> Environmental Assessment of Plans and Programmes Regulations 2004

## 14 AIR QUALITY

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To reduce air pollution and ensure air quality continues to improve	<ul style="list-style-type: none"> <li>Contribute to a reduction the levels of NO2 and PM10 in the CLAAP?</li> <li>Reduce congestion and reliance on the private car?</li> <li>Encourage the use of sustainable transport?</li> </ul>

### Meridian Water

Relevant policies:

- CL1** (The Causeway); **CL3** (Meridian Angel Neighbourhood); **CL4** (The Gateway Neighbourhood); **CL5** (Meridian Central Neighbourhood); **CL9** (The Parklands); **CL10** (Harbet Road Industrial Estate); **CL11** (Angel Road Station Improvements); **CL12** (Enhancing the Bus Network and Services); **CL14** (Linking Ravenside Retail Park to the Wider Central Leaside Area); **CL15** (Community Facilities in Meridian Water)

- 14.1.1 **CL1**, **CL9** and **CL10** support the use of buses and other forms of sustainable transport, such as cycle and pedestrian provision along the Causeway. This will be provided through new pedestrian crossings to connect the area to the surrounding neighbourhoods (**CL3**). The Council will create safe, efficient and connected pedestrian and cycle links to encourage a shift to more sustainable forms of transport in relation to **CL5**. Further on from this, **CL14** seeks to improve the north-south connection from Meridian Water to the rest of Central Leaside for pedestrians.
- 14.1.2 In accordance with **CL3**, reliance on the private car will be further reduced, with new rail infrastructure to link with the new pedestrian and cycle links in the area. The highway network will be designed to create as little disruption during future maintenance and road works, thus reducing the potential for future congestion (**CL1**).
- 14.1.3 **CL4** expects a new bus interchange to be created at the new integrated Angel Road Station, to support the new and improved bus routes to help in promoting more bus use over private cars. The new bus interchange will become a transport hub alongside the relocated Angel Road station, making it much more convenient for people to transfer from one form of public transport to another, and therefore reducing car usage. The improvements at Angel Road Station, as listed in **CL11**, will improve the current station entrance and provide a new station to create better access and thus increase the usage of it. **CL12** sets out improving the bus network and services in the area, to help connect people to their employment and match bus times with peoples work patterns. This will make it easy and simple for people to use more sustainable methods to get to work and therefore decrease car usage and air pollution in Central Leaside.
- 14.1.4 **CL15** supports improvements to community facilities in Meridian Water that will result in clustered local centres to form a community hub set within a well-connected neighbourhood, alongside the provision of easy links to these community facilities for pedestrians and bicycles to reduce car dependency and consequently reduce air pollution.

### Facilitating Economic Growth and Improving Industrial Estates

- 14.1.5 **CL20** (Improving existing industrial areas) promotes the improvement of industrial estates within Central Leaside to facilitate economic growth. The development will be integrated with the adjacent uses, through sustainable transport, including improving the pedestrian and cycle routes to encourage more sustainable public transport. Efficient car parking layouts will be created to direct car users away from parking on the streets and therefore reduce congestion and improve air quality.

### Edmonton EcoPark

- 14.1.6 **CL22** (Redevelopment of the EcoPark Site) expects redevelopment of the EcoPark site to avoid and minimise emissions to the air environment, including carbon dioxide emissions, through the use of advanced waste management technologies and sustainable design and construction techniques. The operation of the site will also be efficient and effective to create a better air quality in the area. Sustainable forms of transport at the EcoPark will be promoted, including water borne transport, to reduce the amount of emissions released into the atmosphere from this site.

### Deephams Sewage Treatment Works

- 14.1.7 **CL23** (Deephams Sewage Treatment Works) focuses on the upgrade of Deephams Sewage Treatment Works. Air pollution will be reduced through the planting of trees throughout the site and encouragement of sustainable transport for staff of the Sewage Treatment Works.

### Pickett's Lock

- 14.1.8 **CL24** (Revitalising Developed Areas at Picketts Lock), sets out the Council's aspiration for how Picketts Lock will be redeveloped to provide a destination attraction for Central Leaside in a way that does not exacerbate congestion on the wider transport network. This will be partly achieved through the promotion of sustainable transport for staff, which will create less air pollution in the area. Measures to increase the landscaping in Pickett's Lock are supported in **CL25** (Revitalising Open Space at Picketts Lock). Enhanced landscaping including, tree, shrub and wild flower planting will increase the air quality of the area. Improvements to access to the area will be focused through pedestrian and cycle paths to reduce car usage.

### Thematic / area-wide policies

#### Relevant policies:

- **CL26** (Improving the Quality of the Pedestrian and Cycling Environment); **CL27** (Route Improvement Principles); **CL28** (Use of the Waterways for Transportation); **CL29** (Design of the Road Network); **CL32** (New and existing open spaces)

- 14.1.9 **CL26** requires new development to be required to contribute to the improvement of pedestrian and cycle routes within Central Leaside. Pedestrians and cyclists will be given the highest priority on streets with new segregated cycle paths and a continuous path created to connect Tottenham Hale and Enfield Lock. It also aims to improve the links with the area to the surrounding areas by creating transport hubs to reduce commuting time, and therefore reduce air emissions.
- 14.1.10 **CL27** identifies improvements to the crossings and links for cyclists, along with better signage and facilities. This will influence a lot more people to use cycling as their main form of transport, and thus reducing air pollution.
- 14.1.11 **CL28** highlights the transfer of road freight to waterways which will decrease congestion on roads. Changes in the design of the road network, as set out in **CL29**, will encourage sustainable travel by creating a new east-west connection (also referred to in **CL32**) and improve the more congested junctions.

#### The plan 'as a whole'

- 14.1.12 The plan will help to ensure improvements in the air quality of the area while decreasing air pollution. Many of the policies aim to improve pedestrian and cycling access in the area as a key target to move towards sustainable transport. Furthermore, the redevelopment of Angel Road Station alongside the new bus links will promote more travelling via train and buses as opposed to private vehicles.
- 14.1.13 There have been a few points raised in the policies on how congestion will be reduced, via improving the busy junctions, but a lot of the congestion reduction is assumed through the increase of sustainable transport options.
- 14.1.14 Overall, it is likely that the plan will result in **significant positive effects** for the air quality in Central Leaside in the long-term.



## 15 NOISE

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To reduce disturbance from noise	<ul style="list-style-type: none"> <li>Help reduce disturbance from noise?</li> </ul>

### Meridian Water

- 15.1.1 **CL3** (Meridian Angel Neighbourhood) requires employment development to be created in Meridian Angel with appropriate landscaping and screening, separating it from the nearby residential developments, to help reduce noise pollution on these nearby residential areas.
- 15.1.2 The creation of the Meridian East Neighbourhood supported by **CL8** includes the regeneration of the Harbet Road Industrial Estate as an Industrial Business Park (IBP), combining the re-use of existing buildings with new business and employment opportunities and live-work spaces along the water's edge. **CL8** creates a neighbour friendly integration of residential and employment uses that can successfully operate together. The transition of Harbet Road Industrial Area to an integrated industry, commercial and residential neighbourhood will reduce noise disturbance (in otherwise conflicting land uses) to allow business opportunities for creative industries and business start-ups and a hub for innovation and new ideas to coexist beside live/work, residential and commercial land uses.

### Edmonton EcoPark

- 15.1.3 **CL22** (Redevelopment of the EcoPark Site) supports the protection of local amenities for local residents of the Edmonton EcoPark. This includes minimising the disturbance from noise that can be created from any current or future development. However the way this will be achieved is not highlighted in this policy.

### Deephams Sewage Treatment Works

- 15.1.4 **CL23** (Deephams Sewage Treatment Works) highlights the need to produce measures to minimise noise impacts along the eastern boundary of the site adjacent to the Lee Valley Regional Park.

### The plan 'as a whole'

- 15.1.5 Plan policies have the potential to help reduce noise disturbance from various industrial and employment uses in the plan area. An obvious way for this to be achieved is through landscaping and screening measures. Overall, the plan supports strategic policy approaches to potentially impart **significant positive effects** in reducing disturbance from noise on the new residential core of Meridian Water. The designation of Harbet Road strategic industrial land (SIL) as Industrial Business Park potentially safeguards sites for mixed use development in close proximity to residential neighbourhoods. This approach will significantly reduce disturbance from noise while creating a cohesive integrative industrial, commercial and residential neighbourhood in Central Leaside.



SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To meet the challenge of climate change	<ul style="list-style-type: none"> <li>• Limit emissions of greenhouse gases?</li> <li>• Ensure that the CLAAP is prepared for the impacts of climate change?</li> <li>• Reduce reliance on the private car?</li> <li>• Encourage the use of sustainable transport?</li> <li>• Ensure that development does not increase the borough's vulnerability to flooding?</li> <li>• Use of SUDS and green roofs</li> <li>• Encourage the development and uptake of a decentralised energy network (DEN) in the CLAAP?</li> </ul>

### Meridian Water

#### Relevant policies:

- **CL1** (The Causeway); **CL3** (Meridian Angel Neighbourhood); **CL5** (Meridian Central Neighbourhood); **CL6** (The Islands Neighbourhood); **CL7** (Canal-side West Neighbourhood); **CL8** (Meridian East Neighbourhood); **CL9** (The Parklands); **CL10** (Harbet Road Industrial Estate); **CL11** (Angel Road Station Improvements); **CL12** (Enhancing the Bus Network and Services); **CL14** (Linking Ravenside Retail Park to the Wider Central Leaside Area); **CL15** (Community Facilities in Meridian Water); **CL16** (Managing Flood Risk in Meridian Water); **CL17** (Infrastructure Delivery in Meridian Water)

- 16.1.1 **CL1** highlights the need for bus, pedestrian and cycle provision along the Causeway to reduce the reliance on the private car for residents of the local area. It goes as far as prioritising pedestrian and cycle users whenever practical, and encouraging a pedestrian and cyclist crossing over the River Lee Navigation Bridge. A requirement will be to provide clear and consistent markings and signage for cyclists making it easy to navigate on a bicycle. The encouragement of sustainable forms of transport, such as buses, is important in reducing the effects of climate change. **CL3**, **CL5**, **CL9**, **CL10**, **CL14** and **CL15** also support the increase in pedestrian and cycle provision, especially an increase in north-south and east-west connections.
- 16.1.2 **CL3** and **CL11** outlines new rail infrastructure to match the increase in housing for the area. This development also aims to be integrated with the bus service upgrades, outlined in **CL12**, making an easy transition from one form of sustainable transport to the other. This ambitious approach will encourage new and existing residents to use rail and other forms of sustainable transport for travelling, over the use of private car.
- 16.1.3 **CL1** acknowledges the encouragement of the uptake of a decentralised energy network (DEN) where the Causeway will form a primary or secondary trunk route for decentralised energy, along with other forms of infrastructure.
- 16.1.4 New energy efficient homes, in line with **CL3**, **CL5**, **CL6**, **CL7** and **CL8**, are encouraged for Meridian Angel, Meridian Central, the Islands and Canal-side West Neighbourhoods. These will help produce less greenhouse gases and consume less energy. **CL6** highlights the potential for a new green wildlife corridor in the Islands Neighbourhood, which would help absorb CO2 emissions and create a more natural absorbing surface for surface water run-off. This is further emphasised in tree planting in **CL9**.

- 16.1.5 **CL9** supports community agriculture and food growing in the Parklands, which would help contribute to reducing travel of some food produce in the area, and thus reducing carbon dioxide emissions. It is also clear that walkways across flood storage ponds and fluctuating landforms will be created to allow for climate change adaption.
- 16.1.6 **CL3** supports any new development in Meridian Angel Neighbourhood which comprises of an area of open space, or like-for-like replacement provision to accommodate flood compensation commitments, depending on density. **CL16** sets out how flood risk in Meridian Water will be managed with all new developments having to submit Flood Risk Assessments to show how each development will go about combating and mitigating potential flooding. Measures to provide flood storage areas in close proximity to new developments, widening and restoration of the rivers, and implementation of SuDS will provide great procedures to reduce the risk of flooding.
- 16.1.7 **CL7** and **CL8** states the borough is considering the development of floating homes along the canal. This should help reduce the potential rise of flood risk that is often associated with new developments in the borough. High-level boardwalks created along the river will be safe from future flooding in **CL9**, alongside the re-profiling of the river which will increase flood storage capacity. All residential development within the Meridian Water Masterplan Area will be subject to a financial contribution towards infrastructure requirements, including flood defence, which will help spread the responsibility of providing long term flood defence solutions to the developer.

#### Facilitating Economic Growth and Improving Industrial Estates

- 16.1.8 **CL20** (Improving Existing Industrial Areas) promotes improvements to the Industrial Estates with aims to reduce congestion and therefore CO2 emissions by providing improved pedestrian and cycle connections and routes to encourage the use of sustainable transport.

#### Edmonton EcoPark

- 16.1.9 **CL22** (Redevelopment of the EcoPark Site) requires developers to avoid or minimise carbon dioxide emissions, through advanced waste management technologies and sustainable design, which should help reduce the amount of greenhouse gas emissions on this site, along with the requirement to maximise energy and resource efficiency in construction and operation. Sustainable transport options are to be promoted, including water borne transport. Designs are to be resilient to the impacts predicted as a result of climate change.

#### Deephams Sewage Treatment Works

- 16.1.10 **CL23** (Deephams Sewage Treatment Works STW) requires proposed developments at Deephams STW to promote green industry jobs and sustainable transport options for staff. This will assist in producing more jobs to manage and minimise the impacts of climate change, while reducing CO2 emissions from less private car usage.

#### Pickett's Lock

- 16.1.11 **CL24** (Revitalising Developed Areas at Picketts Lock) encourages development proposals to highlight how they will not exacerbate congestion on the wider transport networks and consequently not increase CO2 emissions. Sustainable transport options are to be promoted for staff along with new pedestrian and cycle paths outlined in **CL25** (Revitalising Open Spaces at Picketts Lock).

### Thematic / area-wide policies

#### Relevant policies:

- **CL26** (Improving the Quality of the Pedestrian and Cycling Environment); **CL27** (Proposed Route – Improvement Principles); **CL29** (Design of the Road Network); **CL31** (Celebrating the Lee Valley Waterways); **CL32** (New and Existing Open Spaces)

- 16.1.12 **CL26** and **CL27** support the improvement of the quality of the pedestrian and cycling environment. High quality design, clear and consistent signage, prioritisation of pedestrians and cyclists, links with transport hubs and better connections across the area will help encourage a shift to more sustainable forms of transport. Sustainable transport is also encouraged in **CL29** through a high quality environment to help reduce the reliance on private car.
- 16.1.13 **CL31** promotes the feasibility of using water from the waterway as part of a low carbon cooling system when a development is located there and has a significant need for cooling. This will produce less carbon emissions compared to traditional methods of cooling.
- 16.1.14 **CL32** seeks to encourage flood storage capacity for new and existing open spaces as they can act as natural barriers to flooding. It further promotes the use of footpath and cycle networks to link new and existing green spaces over using private cars, to decrease carbon dioxide emissions in the increased usage of these open spaces that will occur from the enhancement of them.

#### The plan 'as a whole'

- 16.1.15 As seen above, a number of policies address climate change adaption and mitigation. A lot of this is as a result of the reduction of private car usage through the increased uptake of sustainable transport via new pedestrian and cyclist's routes, improved bus service and more frequent trains via the proposed four tracking. Furthermore there have been attempts in showing how new development in more green industries will help contribute to a minimal carbon emissions future. Flood risk management is clearly shown as a priority in an area prone to flooding from the various waterways. This will be managed by a variety of schemes including increasing available open space to increase flood storage capacity, and the delivery of flood resistant homes in the area.
- 16.1.16 It is noticeable there are no policies dedicated to or mention the production of green roofs, although some amendments have been made to the supporting text of CL30. However this has been covered in borough-wide policies in the Development Management Document. Angel Road Retail Park policies fail to mention any methods to adapt and mitigate climate change.
- 16.1.17 Overall, it is likely that the plan will result in **significant positive effects** for the mitigation and adaption of climate change in Central Leaside.

## 17 BIODIVERSITY

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To conserve and enhance biodiversity in the CLAAP's area and beyond	<ul style="list-style-type: none"> <li>To protect and enhance CLAAP areas of biodiversity identified on the Core Strategy Policies map?</li> <li>Alleviate fragmentation and link areas of biodiversity</li> </ul>

### Meridian Water

- 17.1.1 **CL6** (The Islands Neighbourhood) proposes a new green corridor for The Islands neighbourhood which will help create more habitats for local wildlife. This is a key opportunity if connected well with Central Leaside's current areas of biodiversity. The existing Eastern Common wetland habitat will allow for public access to part of it via boardwalks and pontoons and other areas will be left inaccessible to maximise the biodiversity potential (**CL9**, The Parklands).
- 17.1.2 **CL9** further states that Water's Edge Walk biodiversity will be increased via habitat creation along the softened river landscape and protected by producing boardwalks for the public so not to disturb the natural habitats. The policy supports tree and wetland planting to promote diverse new habitats in Meridian Gardens.

### Facilitating Economic Growth and Improving Industrial Estates

- 17.1.3 **CL20** (Improving Existing Industrial Areas) identifies potential for industrial estates to provide planting to support the biodiversity of the area.

### Edmonton EcoPark

- 17.1.4 **CL22** (Redevelopment of the EcoPark Site) highlights the requirement to produce a design-led approach for any development in EcoPark, to provide ecological enhancement to conserve the biodiversity in this area.

### Deephams Sewage Treatment Works

- 17.1.5 **CL23** (Deephams Sewage Treatment Works STW) looks at linking its area of biodiversity to the rest of Central Leaside through landscape treatment and planting additional trees.

### Pickett's Lock

- 17.1.6 **CL25** (Revitalising Open Space at Picketts Lock) seeks to enhance ecological links from Pickett's Lock to the wider Central Leaside area through an integrated long-term landscape and ecological management and maintenance plan, along with tree, shrub and wild flower planting.

### Thematic / area-wide policies

- 17.1.7 According to **CL31** (Celebrating the Lee Valley Waterways); and **CL32** (New and Existing Open Spaces), biodiversity will be enhanced through softening of the river channel edges where appropriate, new landscaping and the new 'green corridors' which will also assist in connecting different biodiversity areas in Central Leaside and beyond.



#### The plan 'as a whole'

- 17.1.8 Central Leaside clearly has the potential to impact positively on biodiversity through the improvement of access to open space and enhancements to existing areas of biodiversity. Biodiversity is to play a role in the industrial areas of Central Leaside, where landscaping and ecological enhancements will be required as part of new development. There is also the potential to connect different areas of biodiversity through 'green corridors'. Biodiversity considerations are reflected in the policy approach for most, but not all Opportunity Areas.
- 17.1.9 Overall, in the long term, it is expected that the plan will lead to a **significant positive effect** for biodiversity in Enfield. The draft plan is set to help ensure that opportunities in the area's green spaces are realised to their full extent.

## 18 OPEN SPACES

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To protect, enhance and make accessible for enjoyment, the CLAAP's green and open spaces	<ul style="list-style-type: none"> <li>Protect, enhance and improve accessibility to CLAAP green and open spaces?</li> </ul>

### Meridian Water

Relevant policies:

- CL2** (Housing Density and Capacity); **CL3** (Meridian Angel Neighbourhood); **CL9** (The Parklands); **CL17** (Infrastructure Delivery in Meridian Water);

18.1.1 **CL2** seeks provision of appropriate public and private open space in relation to the number of houses provided in Central Leaside, which will help to make available easily accessible open space for all residents in the area. Providing more public open space is additionally highlighted in **CL17**. A new open space is being created is at Angel Gardens, supported by **CL3**, which will help address the open space deficiency.

18.1.2 **CL3** promotes enhancements to open space at Kenninghall open space, with the creation of new pedestrian crossings to provide safe and better connections with the surrounding neighbourhoods and to help integrate the communities in Central Leaside. This should make open spaces much more accessible to all groups of the local community. The Parklands in **CL9** will also be improved upon by creating an urban farm, community facilities, better routes with the green spaces, improved connection to the surrounding communities and enhanced landscaping to all create better green spaces for the residents of Central Leaside.

### Pickett's Lock

18.1.3 **CL25** (Revitalising Open Space at Picketts Lock) is committed to ensuring development proposals at Pickett's Lock support and encourage a mix of appropriate leisure, sport and recreational uses. Improvements will be encouraged to improve access to and within Pickett's Lock, re-landscaping to make the open spaces much more attractive to use and the provision of new leisure and recreational facilities. The enhancement of these open spaces will help ensure long-term improvements.

### Thematic / area-wide policies

18.1.4 **CL31** (Celebrating the Lee Valley Waterways) prioritises the development of new high quality public open spaces along the Lee Valley waterways. **CL32** (New and Existing Open Spaces) goes on to say that new development for open spaces should be design-led and be considered for use of a range of appropriate uses. It identifies the potential of new open spaces helping link green spaces together, possibly through the creation of 'green corridors'. This would increase the accessibility of open and green spaces making it easier for the wider community to use them.

### The plan 'as a whole'

18.1.5 A key consideration for enhancing and creating open and green spaces is making sure they have a high quality of connectivity to each other and the wider community. The plan sets out to meet this consideration by the creation of 'green corridors' to make the green spaces easily connectable via bicycle and foot. The plan also ensures new development will help make more connections to the open and green spaces from the surrounding neighbourhoods.

- 18.1.6 A targeted approach to particular sites in the plan has the potential to create new open spaces, which should help safeguard appropriate locations for open space development that will be most beneficial for the local communities.
- 18.1.7 Overall, it is expected that the plan will lead to a **significant positive effect** for open and green spaces. This is seen from the emphasis in many policies on the need to improve access to existing open space like the Lee Valley Regional Park, improvements to existing open spaces and, where feasible, the creation of new open spaces, like Angel Gardens to address open space deficiency.

## 19 HERITAGE AND CULTURAL ASSETS

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
Protect and enhance heritage and cultural assets in the CLAAP and surrounding area	<ul style="list-style-type: none"> <li>Protect and enhance the significance of heritage assets and other culturally important features in the CLAAP and surrounding area?</li> </ul>

### The plan 'as a whole'

- 19.1.1 The draft AAP has no policy references to the protection and enhancement of significant heritage assets and other culturally important features. This could be partly down to there being no designated heritage assets within the AAP boundary. However there are conservation areas in adjoining locations, such as Montagu Road Cemeteries, and there is also potential for the AAP area to yield archaeological remains from all periods. The protection and enhancement of heritage and cultural assets in Central Leaside and the surrounding areas are adequately covered by borough-wide development management policies in the LB Enfield Core Strategy.



SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To achieve the sustainable management of waste	<ul style="list-style-type: none"> <li>• Support the proximity principle in relation to waste?</li> <li>• Reduce waste arisings?</li> <li>• Increase the re-use of materials?</li> <li>• Increase the rates of recycling and composting, or recovery of energy from waste?</li> <li>• Support the redevelopment of Edmonton Eco Park for handling of waste?</li> </ul>

#### Meridian Water

- 20.1.1 As the Causeway will be used as an infrastructure corridor, **CL1** (The Causeway) seeks for household and business proposals to be given the latest waste disposal systems, which will help achieve a higher rate of recycling, along with disposing of waste in a more environmentally friendly way.

#### Edmonton EcoPark

- 20.1.2 **CL22** (Redevelopment of the EcoPark Site) particularly focuses on how the redeveloped Edmonton EcoPark Site will help contribute to a more sustainable waste management in Central Leaside, while meeting the future waste management needs of north London's residents. It supports the redevelopment of this site by encouraging a design-led approach to providing a more efficient waste management facility, creating a more environmentally friendly facility and reducing nuisance risks to local residents. All of these will contribute to creating a more efficient waste collection and management system in Central Leaside, increasing the rates of waste collection.

#### Thematic / area-wide policies

- 20.1.3 **CL30** (The Lee Valley Heat Network) proposes creating a new facility to create waste to energy/heat to be more efficient than what the old facility currently provides. This should be efficient in increasing the rates of recovering energy from waste in Central Leaside.

#### The plan 'as a whole'

- 20.1.4 The draft AAP details how Edmonton EcoPark will be redeveloped to be a more sustainable and efficient waste management facility, supporting the development of a decentralised energy network along with improvements to the waste facilities provided to local residents and businesses. Overall, approaches taken by the plan to achieving the sustainable management of waste will potentially lead to **significant positive effects** in Central Leaside and the wider area. The plan has the potential to create a low carbon community outlook towards reducing the amount of domestic waste through recycling and composting of household material waste.

## 21 WATER RESOURCES

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To achieve sustainable water resources management	<ul style="list-style-type: none"> <li>• Improve the quality of water in the borough?</li> <li>• Reduce the demand for water?</li> <li>• Support the redevelopment of Deephams STW?</li> </ul>

### Edmonton EcoPark

- 21.1.1 **CL22** (Redevelopment of the EcoPark Site) expects the quality of water in Central Leaside to be improved through new development at the EcoPark to avoid or minimise emissions to water through the use of advanced waste management technologies and sustainable design and construction technologies. This will help contribute to better water quality in the area for the long term.

### Deephams Sewage Treatment Works

- 21.1.2 **CL23** (Deephams Sewage Treatment Works STW) supports the redevelopment of Deephams Sewage Treatment Works to help meet the Environment's Agency water quality targets. Redevelopment is promoted via high quality design, landscape treatment and tree planting.

### Pickett's Lock

- 21.1.3 **CL25** (Revitalising Open Space at Picketts Lock) promotes the redevelopment of open space at Picketts Lock so all new development proposals produce a surface water management plan to demonstrate how they will have no negative impact on ground water. This will help improve and maintain water quality. **CL32** considers the potential of the enhancement of nature conservation and flood storage capacity at Pickett's Lock when opening new and existing open spaces with proposed development.

### Thematic / area-wide policies

- 21.1.4 Regeneration and improvements across Central Leaside will help to provide better access to the waterways, integrating them into the everyday living and working experience, both in the new neighbourhoods of Meridian Water as well as along the wider Lee Valley. Interactions with the waterfront have the potential to positively contribute to the character and setting of the waterway. **CL31** and **CL32** ensures that proposed development addressing the waterway, recreational use of the waterways, and new high quality open spaces at the water's edge will consider the potential to improve the quality of water resources in its capacity for flood mitigation, and its enhanced role as an ecological green corridor.

### The plan 'as a whole'

- 21.1.5 The plan makes good reference to how water quality will be improved in Central Leaside through improvements to Deephams Sewage Treatment Works and the EcoPark, and by recognising the need to require development at Picketts Lock to produce a surface water management plan. However, there is a lack of detail in the draft plan on how water demand will be reduced in Central Leaside.
- 21.1.6 Supportive policies within the plan have the potential to have a **significant positive effect** in achieving sustainable water resources management, by supporting the redevelopment of Deephams STW and Edmonton EcoPark, and improving water quality, ecological resilience and flood mitigation capacity at the interface between development, the public realm and watercourses.

## 22 DESIGN & CONSTRUCTION

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
Meet the requirements of sustainable design and construction	<ul style="list-style-type: none"> <li>• Increase energy efficiency in the CLAAP's buildings?</li> <li>• Reduce the demand for water?</li> <li>• Increase the proportion of energy generated from renewable sources?</li> </ul>

### Meridian Water

Relevant policies:

- **CL3** (Meridian Angel Neighbourhood); **CL5** (Meridian Central Neighbourhood); **CL6** (The Islands Neighbourhood); **CL7** (Canal-side West Neighbourhood); **CL8** (Meridian East Neighbourhood);

- 22.1.1 New homes built in the Meridian Angel, Meridian Central, the Islands, Canal-side West and Meridian East Neighbourhoods will be designed to be energy efficient, as supported in **CL3**, **CL5**, **CL6**, **CL7** and **CL8**.

### Edmonton EcoPark

- 22.1.2 **CL22** (Redevelopment of the EcoPark Site) promotes the use of sustainable design and construction techniques to avoid and/or minimise emissions to air and water. This shows the AAP's commitment to sustainable design and construction methods in businesses, and not just homes.

### Thematic / area-wide policies

- 22.1.3 **CL31** (Celebrating the Lee Valley Waterways) looks at some ways in which the waterways can contribute to energy efficiency. Where a development is located close to a waterway and has a significant need for cooling, the feasibility of using water from the waterway as part of a low carbon cooling system will be explored. This would mean less energy would be needed for the buildings and energy that is used for cooling would come from local renewable resources, thus creating more energy efficient buildings in Central Leaside.

### The plan 'as a whole'

- 22.1.4 A number of policies refer to the creation of energy efficient buildings and the promotion of sustainable design and construction methods. However, design and construction policy has the potential to include domestic and industrial water conserving measures; ultimately reducing water demand. Overall, the plan has the potential to have **significant positive effects** to meet the requirements of sustainable design and construction in the plan and wider areas.

## 23 HOUSING

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home	<ul style="list-style-type: none"> <li>Minimise flood risk to new developments and promote the use of sustainable draining systems?</li> <li>Promote the provision of warm, weatherproof homes with reasonably modern facilities?</li> <li>Ensure energy and resource efficiency both during construction and afterwards?</li> <li>Contribute to the provision of affordable housing, including social housing?</li> <li>Ensure the housing mix includes sufficient family housing</li> <li>Reduce the number of people in temporary accommodation?</li> <li>Support the regeneration of the Meridian Water area?</li> </ul>

### Meridian Water

Relevant policies:

- CL2** (Housing Density and Capacity); **CL3** (Meridian Angel Neighbourhood); **CL5** (Meridian Central Neighbourhood); **CL6** (The Islands Neighbourhood); **CL7** (Canal-side West Neighbourhood); **CL8** (Meridian East Neighbourhood); **CL9** (The Parklands); **CL16** (Managing Flood Risk in Meridian Water); **CL17** (Infrastructure Delivery in Meridian Water).

- 23.1.1 **CL2** supports this by optimising housing in Meridian Water to achieve, where appropriate, higher housing density levels than the London Plan. Housing tenure and unit size are expected to be taken into account when developments are proposed. This will help create more suitable accommodation for the surrounding population including providing more family housing.
- 23.1.2 Energy and resource efficiency are considered in **CL3**, **CL5**, **CL6**, **CL7** and **CL8** where the requirement of new development being energy efficient is compulsory. Further on mixed tenure and type is stressed to help meet the borough's family housing provision target along with providing more affordable housing. This is particularly seen in **CL8** where development that comprises of a mixture of homes that are mixed tenure to meet the range of housing needs in Enfield will be supported. As this housing will be new it is assumed it will provide modern facilities to combat the area's climate change effects.
- 23.1.3 **CL9** promotes flood risk to be managed through the re-profiling of waterways to increase flood storage capacity. This is especially important for housing as some new housing will maximise the waterfront location. Furthermore, **CL16** promotes the requirement of all developments to produce a site specific Flood Risk Assessment. It further promotes the implementation of Sustainable Urban Drainage Systems (SuDS) in new development. **CL17** supports infrastructure provision from S106 to contribute to flood defences and affordable housing for new residential developments.

### Thematic / area-wide policies

- 23.1.4 **CL32** (New and Existing Open Spaces) seeks for open spaces in Central Leaside to be developed to support greater flood storage capacity to help reduce flood risk on the nearby developments.



### The plan 'as a whole'

- 23.1.5 The plan supports a variety of ways to reduce the potential of flood risk to keep current and future housing in the area sustainable in the long term. It also supports, where appropriate, new housing at higher densities and of mixed tenure and size. This will contribute to the delivery of more family and affordable housing, along with helping more people move out of temporary accommodation. Furthermore, all new housing is encouraged to be energy efficient to meet the growing demands of climate change.
- 23.1.6 The promotion of warm, weatherproof homes with reasonably modern facilities is not specifically mentioned in the plan. However it is assumed that all new housing would meet these standards, along with the fact that the plan does promote energy efficient housing.
- 23.1.7 Overall, it is thought that the plan will lead to **significant positive effects** for housing in Central Leaside with energy efficiency and flood resilient being the driving factors behind the design of new homes, leading to modern, lifetime homes.

## 24 HEALTH & WELLBEING

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To improve the health and well-being of the CLAAP and reduce inequalities in health	<ul style="list-style-type: none"> <li>• Assist in reducing health inequalities within the CLAAP and between the CLAAP and other areas, including the impact of climate change on health?</li> <li>• Address rising levels of childhood obesity?</li> <li>• Improve access to health services, in particular to a General Practitioner?</li> <li>• Increase the level of active adults and children in the CLAAP?</li> <li>• Improve access to green and open spaces and the natural environment</li> </ul>

### Meridian Water

Relevant policies:

- **CL1** (The Causeway); **CL3** (Meridian Angel Neighbourhood); **CL6** (The Islands Neighbourhood); **CL9** (The Parklands); **CL10** (Harbet Road Industrial Estate); **CL15** (Community Facilities in Meridian Water).

- 24.1.1 One way to increase the level of active adults and children in Central Leaside is via the creation of more cycle and pedestrian routes making the area completely accessible. **CL1**, **CL3**, **CL9**, **CL10** and **CL15** support this through clear, safe and direct pedestrian and cycle provision in appropriate locations across Central Leaside. Some of the neighbourhoods are going as far as creating green wildlife corridors to create 'green' bicycle and pedestrian routes, according to **CL6**.
- 24.1.2 The Parklands in **CL9** will support new developments to create new formal playing fields in Eastern Common, to promote more active lifestyles and team sports, which will increase the level of activity in both adults and children while fighting the rising levels of childhood obesity through encouraging more community sports. **CL9** encourages the provision of a green gym in Meridian Gardens and a fitness trail and water sport activities in Banbury Reservoir. This will help encourage more people to go outside while increasing their fitness and improving their health.
- 24.1.3 **CL15** promotes improved access to health services including a General Practitioner, where the Council plan to open a new GP surgery within close proximity to the new residential areas.
- 24.1.4 **CL3** seeks to improve access to green and open spaces through the creation of new open spaces and improvements to access to existing open spaces, including through new pedestrian crossings. This will help encourage more people to spend their personal time outdoors which will in the long term improve their health. Moreover this helps reduce health inequalities by making more open space accessible to all residents.

### Facilitating Economic Growth and Improving Industrial Estates

- 24.1.5 **CL20** (Improving Existing Industrial Areas) encourages improved cycle and pedestrian routes within the industrial areas of Central Leaside. This will encourage more people to cycle and walk to work which would help increase activity and health among the local adult population.

### Edmonton EcoPark

- 24.1.6 **CL22** (Redevelopment of the EcoPark Site) aims for redevelopment at EcoPark to avoid or minimise emissions to air and water through advanced waste management technologies. This will assist in improving people's health in the surrounding area.

### Pickett's Lock

- 24.1.7 **CL24** (Revitalising Developed Areas at Picketts Lock) identifies new sport and recreation attractions that can be delivered at Picketts Lock including a health and fitness centre. This will increase the amount of facilities for the local community to use to improve their health and well-being. Redevelopment of open space at Picketts Lock is promoted in **CL25** (Revitalising Open Space at Picketts Lock). This will be achieved through a range of new leisure, sport and recreational developments, and new access routes for pedestrian and cyclists. This will increase the recreation and leisure offer for the residents of Central Leaside and beyond.

### Thematic / area-wide policies

- 24.1.8 Activity level for adults and children can be improved through more and better opportunities for walking and cycling, which **CL26** (Improving the Quality of the Pedestrian and Cycling Environment) and **CL27** (Proposed Route – Improvement Principles) focuses on. This will be achieved through high quality design, good links with transport hubs and all new developments required to contribute to the improvement of pedestrian and cycle routes.
- 24.1.9 Access to open and green spaces will be improved through providing new open spaces that will include sports and recreation facilities and through the provision of pedestrian and cycle routes to the open spaces (**CL32**, New and Existing Open Spaces).

### The plan 'as a whole'

- 24.1.10 Encouragement to go outside and use more open and green spaces is supported in plan through a variety of methods. This includes the redevelopment of open spaces to be better landscaped, enhanced visual amenities and access to more community facilities. This along with the wide spread improved pedestrian and cycle routes across Central Leaside will help increase the health and fitness of the local communities. A new GP practice is also recommended to support the new residential areas that will be developed. This should help reduce health inequalities across Central Leaside.
- 24.1.11 Although not much is mentioned about how the plan will tackle the negative health effects from climate change, overall it is thought that the plan will have **significant positive effects** on the health and wellbeing for the local residents in Central Leaside, especially with the vast improvements to open and green spaces in the area.

## 25 SOCIAL INCLUSION

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To reduce poverty and social exclusion	<ul style="list-style-type: none"> <li>Assist in the regeneration of deprived areas of the CLAAP?</li> </ul>

### Meridian Water

#### Relevant policies:

- CL1**(The Causeway); **CL2** (Housing Density and Capacity); **CL3** (Meridian Angel Neighbourhood); **CL6** (The Islands Neighbourhood); **CL8** (Meridian East Neighbourhood); **CL12** (Enhancing the Bus Network and Services)

- 25.1.1 **CL1** supports one way social exclusion aims to be reduced through using the Causeway to link Meridian Water to the wider area, integrating the residents and communities. This should help link all communities to help eliminate social exclusion. New bus links will be provided to run between high unemployment areas and areas of employment opportunity, promoted in **CL12**. This will help create more employment opportunities for the local community.
- 25.1.2 **CL2** seeks all new housing in Meridian Water to achieve high quality design, to help increase 'pepper potted' design. Mixed tenure is also suggested in **CL8** to help create a mixed community to reduce social exclusion.
- 25.1.3 **CL3** encourages the development of a new two-form entry primary school in Meridian Water. **CL6** encourages the development of a combined primary and secondary school alongside an appropriate amount of playing fields. Both of these will help contribute to providing enough school places for the growing number of school-aged children in Central Leaside and in the long term help reduce poverty through more job opportunities that open up to people with better qualifications.

#### The plan 'as a whole'

- 25.1.4 The regeneration of Central Leaside, particularly Meridian Water will be an inclusive community and a well-integrated extension of Edmonton. This is through increased connectivity across the area, producing 'pepper potted' housing and improving the educational facilities for school aged children. It is assumed that social inclusion in Central Leaside will be improved through indirect regeneration of the area, instead of direct policies on improving social inclusion, and as a result the plan will have **no significant negative effects** on this sustainability objective.



## 26

## EDUCATION

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To raise educational achievement levels across the CLAAP	<ul style="list-style-type: none"> <li>• Improve the exam performance of pupils in CLAAP schools?</li> <li>• Ensure there are sufficient school places available for the growing number of school-aged children</li> </ul>

## Meridian Water

- 26.1.1 **CL3** (Meridian Angel Neighbourhood) requires the development of a new two-form entry primary school in Meridian Water. **CL6** (The Islands Neighbourhood) encourages the development of a combined primary and secondary school alongside an appropriate amount of playing fields. Both of these will help contribute to providing enough school places for the growing number of school-aged children in Central Leaside.
- 26.1.2 Overall, **CL15** (Community Facilities in Meridian Water) expects Meridian Water to contribute two new primary schools, one secondary school and two early years facilities or children's centres. This should go a long way to providing enough school places for the growing local population with improved exam performance from the school facilities provided at an earlier age.

## The plan 'as a whole'

- 26.1.3 There is clear evidence in the plan that new schools will be delivered to accommodate the future growing population of the area. It is also assumed that the provision of new educational facilities will help improve the exam performance of pupils by creating a better ratio of teachers to children, as well as improved facilities in the schools. Overall it is thought that the plan will have **significant positive effects** on education in Central Leaside.

## 27 CRIME

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To reduce crime, anti-social behaviour and the fear of crime	<ul style="list-style-type: none"> <li>• Help reduce the fear of crime?</li> <li>• Help reduce crime rates, especially in those areas where crime is highest?</li> </ul>

### Meridian Water

Relevant policies:

- **CL1** (The Causeway); **CL3** (Meridian Angel Neighbourhood); **CL4** (The Gateway Neighbourhood); **CL5** (Meridian Central Neighbourhood); **CL8** (Meridian East Neighbourhood); **CL9** (The Parklands); **CL14** (Linking Ravenside Retail Park to the Wider Central Leaside Area); **CL15** (Community Facilities in Meridian Water)

- 27.1.1 **CL1** recommends the provision of new pedestrian and cycle routes across the whole of Central Leaside. Although this provides many benefits for access and improving people's health, this can also increase crime rates. **CL1** emphasises the need to make these new routes safe, clear and direct which should help reduce the fear of crime.
- 27.1.2 **CL5** expects Meridian Central Neighbourhood to increase pedestrian routes through a new shared surface high street, reconfigured land around Tesco and Ikea and better pedestrian connections to Ravenside Retail Park. Pedestrian movement and safety will be improved through redevelopments at Ravenside Retail Park (**CL14**). This will create a better pedestrian environment in the area which will lead to people feeling safer in the area.
- 27.1.3 Increasing activity in Central Leaside is recommended in **CL1**, **CL4** and **CL8** by the creation of new public squares and spaces to provide community infrastructure, and new public open spaces in **CL3**. This will help reduce isolation and severance by linking all areas and neighbourhoods and creating more activity in the public realm, therefore making it a safer neighbourhood.
- 27.1.4 Community meeting spaces are also recommended through an urban farm or similar activity in **CL9** and the co-location of community facilities in **CL15**. This will help create an increased community spirit and therefore safer neighbourhoods.
- 27.1.5 **CL3** seeks to improve the public realm around major transport hubs which will further increase safety, where a new community and station square around Angel Road station is proposed.

### Facilitating Economic Growth and Improving Industrial Estates

- 27.1.6 **CL20** (Improving Existing Industrial Areas) expects estate crime in Eleys Estate to be tackled through the management group and to provide safer working places for the local population.

### Pickett's Lock

- 27.1.7 **CL25** (Revitalising Open Space at Picketts Lock) recommends revitalising open space at Picketts Lock to help create a more pleasing and safe place to visit, which in turn will reduce crime. The community facilities that are required for proposals along with the improved pedestrian and cycle access should all contribute into changing the area from underused and unsafe to an attractive area to visit.

## Thematic / area-wide policies

### Relevant policies:

- **CL26** (Improving the Quality of the Pedestrian and Cycling Environment); **CL31** (Celebrating the Lee Valley Waterways); **CL32** (New and Existing Open Spaces).

- 27.1.8 **CL26** promotes high levels of walking and cycling which will be achieved through providing attractive, safe and convenient routes. This will make these forms of transport much safer and reduce the risk of crime. The waterways and open spaces are also sought to be improved to encourage greater use, according to **CL31** and **CL32**. This will result in transforming previous isolated areas into vibrant attractions, reducing crime rates.

### The plan 'as a whole'

- 27.1.9 The plan aims to tackle crime through the redevelopment of Central Leaside, to make its open and green spaces, public squares, waterfront and bicycle and pedestrian routes much more active and welcoming places to visit and use. The increase in the number of people visiting these areas will help make them less isolated and vulnerable to crime. Overall through indirect methods, it is expected that the plan will have **significant positive effects** on crime levels in Central Leaside.

## 28 ACCESS TO SERVICES

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To improve accessibility for all to services and facilities	<ul style="list-style-type: none"> <li>• Improve access to key services for all?</li> <li>• Improve access to green and open spaces for all?</li> </ul>

### Meridian Water

Relevant policies:

- **CL2** (Housing Density and Capacity); **CL3** (Meridian Angel Neighbourhood); **CL6** (The Islands Neighbourhood); **CL9** (The Parklands); **CL13** (Meridian Water Local Centre); **CL15** (Community Facilities in Meridian Water); **CL17** (Infrastructure Delivery in Meridian Water);

- 28.1.1 Access to key services is addressed in **CL3**, **CL6** and **CL15** to deliver new schools to meet the growing population of the area creating Meridian Water Local Centre as a focus for retail and leisure uses to offer better access to a town centre for the local residents (**CL13**). Improved access to healthcare will be achieved in **CL15** through a new GP surgery in close proximity to new residential developments.
- 28.1.2 **CL2** promotes the requirement of providing appropriate public and private open space in relation to the new housing provided in Central Leaside, which will help deliver easy accessible open space for all residents in the area. Providing new and improved public open space is additionally highlighted in **CL17**. An example of a new open space is at Angel Gardens, supported by **CL3**, which will help address the open space deficiency.
- 28.1.3 **CL3** seeks enhancements to open space to be provided at Kenninghall open space, with the creation of new pedestrian crossings to provide safe and better connections with the surrounding neighbourhoods and help integrate the communities in Central Leaside. This should make open spaces much more accessible to all groups of the local community. The Parklands in **CL9** will also be improved upon by creating an urban farm, community facilities, better routes with the green spaces, improved connection to the surrounding communities and enhanced landscaping to create better green spaces for the residents of Central Leaside.

### Pickett's Lock

- 28.1.4 **CL25** (Revitalising Open Space at Picketts Lock) is committed to ensuring development proposals in Picketts Lock that want to redevelop existing open spaces will be supported and encouraged. Improvements will be encouraged to improve access to and within and re-landscaping to the make the open spaces much more attractive to use and new community facilities. The enhancement of these open spaces will help ensure long-term improvements which will lead onto long-term use of them.

### Thematic / area-wide policies

- 28.1.5 **CL31** (Celebrating the Lee Valley Waterways) prioritises the development of new high quality public open spaces along the Lee Valley waterways. **CL32** (New and Existing Open Spaces) goes on to say that new development for open spaces should be design-led and be considered for use of a range of appropriate uses. It identifies the potential of new open spaces helping link green spaces, possibly through the creation of 'green corridors'. This would increase the accessibility of open and green spaces making it easy for the wider community to use them.



### The plan 'as a whole'

- 28.1.6 A key consideration for enhancing and creating open and green spaces is making sure they have a high quality of connectivity to each other and the wider community. The plan sets out to meet this consideration by the creation of 'green corridors' to make the green spaces easily connectable via bicycle and foot. The policy document also ensures that new development makes more connections to the open and green spaces from the surrounding neighbourhoods. Particular sites have been chosen in the plan to lead on new open space creations, which should help safeguard appropriate locations for open space development that will be most beneficial for the local communities.
- 28.1.7 Access to key services is being improved in the plan through the recommendation of delivering new schools and health facilities to accommodate the growing population. A new Local Centre in Meridian Water will focus retail services within easy access to the new community. Overall, it is expected that the Central Leaside AAP will lead to a **significant positive effect** for access to services.

## 29 LAND REUSE

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To improve efficiency in land use	<ul style="list-style-type: none"> <li>Promote the re-use of previously developed land and existing buildings?</li> </ul>

### Meridian Water

- 29.1.1 **CL2** (Housing Density and Capacity) maximises housing to achieve higher density levels. This will help improve the efficiency of land use for new residential developments and meet the demands of the growing population.
- 29.1.2 **CL8** (Meridian East Neighbourhood) promotes the re-use of existing buildings with new business and employment opportunities and live-work spaces along the water's edge. This will help revitalise the area and improve the efficiency of building and land use.

### Pickett's Lock

- 29.1.3 **CL25** (Revitalising Open Space at Picketts Lock) supports the redevelopment or re-use of existing open space at Pickett's Lock. This will assist in the increased use of these existing open spaces and will result in the effective use of land.

### Thematic / area-wide policies

- 29.1.4 **CL32** (New and Existing Open Spaces) promotes the enhancement of existing open space in Central Leaside. This will assist in the increased use of these existing open spaces and will result in the effective use of land.

### The plan 'as a whole'

- 29.1.5 Proposed development in Central Leaside will be achieved through the reuse of land and improvements and intervention to existing buildings. Increasing housing density is also used as a method in which to improve the efficiency of land. Overall, it is thought that the plan will have **significant positive effects** on efficiency of land use in Central Leaside, however more could be emphasised on using land and existing buildings more efficiently.

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To sustain economic growth and competitiveness	<ul style="list-style-type: none"> <li>• Support existing businesses in the CLAAP?</li> <li>• Attract new businesses to the CLAAP?</li> <li>• Support the regeneration of the Meridian Water area, Picketts Lock site and Angel Road Retail Park?</li> <li>• Increase the numbers of higher paid jobs in the CLAAP?</li> <li>• Increase the employment opportunities for young people?</li> <li>• Improve transport infrastructure and reduce congestion on the CLAAP's roads?</li> <li>• Develop the workforce skills necessary to support and grow the economy?</li> </ul>

### Meridian Water

#### Relevant policies:

- **CL1** (The Causeway); **CL3** (Meridian Angel Neighbourhood); **CL5** (Meridian Central Neighbourhood); **CL7** (Canal-side West Neighbourhood); **CL8** (Meridian East Neighbourhood); **CL9** (The Parklands); **CL10** (Harbet Road Industrial Estate); **CL11** (Angel Road Station Improvements); **CL12** (Enhancing the Bus Network and Services); **CL13** (Meridian Water Local Centre); **CL14** (Linking Ravenside Retail Park to the Wider Central Leaside Area);

- 30.1.1 **CL1** encourages new businesses to be brought forward along the Causeway. Reconfigured employment land for higher value employment generating uses in Meridian Water, is supported in **CL3** and **CL5**, will assist in increasing the number of higher paid jobs. **CL3** further aims for development of the area to comprise a new hotel or centre of social employment use, to deliver new jobs and increase employment opportunities for young people. More social employment is intended for its waterfront locations, according to **CL7**, to offer high quality residential living alongside a hub of activity. New retail opportunities via the creation of a new local centre in Meridian Central Neighbourhood, in accordance with **CL5**.
- 30.1.2 **CL8** supports new business opportunities for creative industries and business start-ups to help draw in new businesses and increase employment opportunities for young people. Meridian Water Local Centre will be redeveloped to be a focus for retail and leisure uses, according to **CL13**, which will provide a whole range of new retail and leisure jobs for the local community. Retail redevelopment is further being encouraged in Ravenside Retail Park (**CL14**).
- 30.1.3 **CL3** seeks for the support of existing businesses through new development being expected to be of high quality and innovative design to provide attractive places to work. The remaining parts of Harbet Road Industrial Estate will continued to be protected as SIL for continued employment uses, in accordance with **CL8** and **CL10**, while regeneration will be achieved through the re-use of existing buildings with new business and employment opportunities. High density development recommended in **CL10** will help increase employment and job growth and provide provision for small and medium sized businesses. Furthermore all new proposals in **CL10** will be expected to contribute to local labour initiatives and employment skills training to help support and grow the economy. Jobs in the Parklands might be increased through **CL9** as it supports the development of a range of new features and attractions, which will need to be managed and maintained.

- 30.1.4 **CL1** and **CL3** aim to improve transport infrastructure and reduce congestion on Central Leaside's roads through the creation of pedestrian and cycle routes across the entire area to help reduce the number of cars on the road. Furthermore, **CL1** encourages infrastructure provision to take into account designing the Causeway route to produce minimal disruption in the form of future maintenance and road works, so congestion is reduced in the future. Rail infrastructure plans to be improved through **CL3** and **CL11** to help increase the workforce numbers that can commute into Central Leaside, via relocation of the station entrance and a new transport hub being created. Bus services will be improved to encourage additional services to match employees shift patterns and time services to match employees travel to and from work, according to **CL12**.

#### Facilitating Economic Growth and Improving Industrial Estates

##### Relevant policies:

- **CL18** (New Strategic Industrial Locations in Central Leaside); **CL19** (New Locally Significant Industrial Sites in Central Leaside); **CL20** (Improving Existing Industrial Areas)

- 30.1.5 **CL18** and **CL19** identify new SIL to be safeguarded by the Council, offsetting the reduction in SIL at the Harbet Road estate, so that there is no net loss of industrial capacity. This will help locate and direct future employment to the most appropriate locations. The existing industrial areas will also be improved through **CL20** where new development in these areas will be required to increase job densities and opportunities for local people.

#### Angel Road Retail Park

- 30.1.6 **CL21** (Angel Road Retail Park) supports the creation of new businesses to help meet the 3,000 job target and improve training and skills opportunities to support the growing economy.

#### Edmonton EcoPark

- 30.1.7 **CL22** (Redevelopment of the EcoPark Site) seeks for improvements to training and employment opportunities for new developments at the EcoPark.

#### Deephams Sewage Treatment Works

- 30.1.8 **CL23** (Deephams Sewage Treatment Works STW) recommends new type of employment through the promotion of green industry, which would increase the number of jobs available at Deephams STWs.

#### Pickett's Lock

- 30.1.9 **CL24** (Revitalising Developed Areas at Picketts Lock) proposes a large significant new development for Picketts Lock, which will include leisure, sport and recreation uses. This will create new employment for the local population through new businesses, including jobs for young people because of the type of services being created.

#### Thematic / area-wide policies

##### Relevant policies:

- **CL26** (Improving the Quality of the Pedestrian and Cycling Environment); **CL27** (Proposed Route – Improvement Principles); **CL28** (Use of the Waterways for Transportation); **CL29** (Design of the Road Network); **CL31** (Celebrating the Lee Valley Waterways)



- 30.1.10 **CL26** and **CL27** promote new and improved forms of transport infrastructure through creating good quality pedestrian and cyclist routes across Central Leaside. Existing roads will be enhanced through improvements to congested junctions and the control of on-street parking, under **CL29**. This will help reduce the congestion on the roads of Central Leaside.
- 30.1.11 **CL28** encourages new businesses through initiatives such as supporting the creation of water-borne traffic. This will create new employment through the creation of waterbus/taxis and leisure trip boats, and support existing businesses through the creation of freight transport on the waterways. Leisure activities are also encouraged along the waterways, such as new cafes, bars and restaurants, according to **CL31**.
- The plan 'as a whole'**
- 30.1.12 Overall the plan does a lot to support the creation of new jobs through the redevelopment and intensification of the industrial estates, leisure facilities at Pickett's Lock and retail opportunities in Meridian Water. Furthermore it supports the existing businesses through the redevelopment of areas to create more attractive places to work and visit, and through the encouragement of increasing other forms of transport to make commuting more convenient in the area.
- 30.1.13 Many employment areas are being redeveloped to provide more training opportunities for their workforce to help support the growing economy. Many of the new businesses recommended for the area are in the service sector, which often provides more jobs for young people. As a result it is thought that the plan will have **significant positive effects** for the economic growth of the area.

## 31 EMPLOYMENT

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To ensure high and stable levels of employment	<ul style="list-style-type: none"> <li>Protect and enhance SIL and LSIS in the CLAAP?</li> <li>Help people to acquire the skills needed to find and remain in work?</li> </ul>

### Meridian Water

- 31.1.1 The remaining area of SIL in the northern part of Meridian East Neighbourhood and Harbet Road Industrial Estate will continue to be protected and regenerated to create more and protect current employment in the area, according to **CL8** (Meridian East Neighbourhood) and **CL10** (Harbet Road Industrial Estate).
- 31.1.2 **CL10** recommends employment skills training through the creation of new developments. This will help people acquire the skills needed to find and remain in work.

### Facilitating Economic Growth and Improving Industrial Estates

Relevant policies:

- CL18** (New Strategic Industrial Locations in Central Leaside); **CL19** (New Locally Significant Industrial Sites in Central Leaside); **CL20** (Improving Existing Industrial Areas);

- 31.1.3 **CL18** and **CL19** aim to safeguard new SILs and LSISs by the Council, ensuring no net loss of industrial capacity, and to help create more employment in Central Leaside. The SILs and LSISs will be protected and enhanced through improving the surrounding road network, improving the public realm (**CL20**).

### Angel Road Retail Park

- 31.1.4 Supported by **CL21** (Angel Road Retail Park) is the need for development proposals in Angel Road Retail Park to improve training and skills opportunities, to help people remain and improve in their jobs to help support the growing economy.

### Edmonton EcoPark

- 31.1.5 **CL22** (Redevelopment of the EcoPark Site) seeks any development of the EcoPark to ensure local access to training opportunities to assist the local population.

### Pickett's Lock

- 31.1.6 **CL25** (Revitalising Open Space at Picketts Lock) encourages new community and learning facilities in the waterways at Picketts Lock through 'floating classrooms'. This should help the local population acquire the skills needed for finding and obtaining jobs.

### The plan 'as a whole'

- 31.1.7 The plan recommends an approach to reconfigure and consolidate SIL and LSIS, along with the continued protection and enhancement of existing SIL and LSIS, which has the potential to have **significant positive effects** in ensuring high and stable levels of employment. Development proposals within the plan area are to support and improve training and skills opportunities, to help the local population gain the skills needed to secure long term employment in Central Leaside and beyond. Improved connectivity to industrial and retail areas and the new local centre zone at Meridian Water will greatly improve access to work making the area an attractive area to seek employment and locate businesses.

## 32

## SKILLED WORKFORCE

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
Increase the skill levels of CLAAP workforce	<ul style="list-style-type: none"> <li>Reduce the proportion of adults of working age with no qualifications?</li> <li>Decrease the numbers of young people Not in Education, Employment or Training (NEETs)</li> </ul>

## Meridian Water

## Relevant policies:

- CL3** (Meridian Angel Neighbourhood); **CL6** (The Islands Neighbourhood); **CL10** (Harbet Road Industrial Estate); **CL15** (Community Facilities in Meridian Water).

32.1.1 By providing more schools, as outlined in **CL3**, **CL6** and **CL15**, this will provide more educational facilities for school aged children to use. Furthermore, more schools reduce commuting time making it easier for school aged children to get to school. Finally modern facilities offered in new schools are often more appealing to young people.

32.1.2 **CL10** suggests local businesses offer training and courses for the local working population, to increase the amount of working population with qualifications to help provide a more suitable working population with the skills needed for the local economy, and to provide more opportunities for the people of Central Leaside. **CL10** sets prescriptive measures for contributions to local labour initiatives and employment skills training to be made, in line with the Council's S106 Planning Obligations Supplementary Planning Document.

## Angel Road Retail Park

32.1.3 **CL21** (Angel Road Retail Park) recommends local businesses offer training opportunities to help increase the number of qualifications of the working population.

## Pickett's Lock

32.1.4 **CL25** (Revitalising Open Space at Picketts Lock) plans to encourage new community and learning facilities on green spaces and along the waterways through a range of community development projects such as 'floating classrooms' on the waterway. This will help provide greater learning opportunities.

## Thematic / area-wide policies

32.1.5 'Floating classrooms' are also encouraged in **CL28** (Use of the Waterways for Transportation) on the waterways in Central Leaside to provide more qualifications for the local community.

## The plan 'as a whole'

32.1.6 A fundamental driver for change in the AAP is the creation of 3,000 new jobs through the consolidation of employment land and residential regeneration of Central Leaside. Supporting policies for up skilling the local population has the potential to have **significant positive effects** through the delivery of new schools, and the provision of greater training opportunities offered through various businesses. The consolidation of employment land through LSIS and IBP creates an attractive environment to nurture local employment needs, start-ups, and creative businesses. The area has the potential to become a hub for innovation and new ideas set in an attractive environment.

## 33

## CONNECTIVITY &amp; TRANSPORT INFRASTRUCTURE

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
To improve transport infrastructure and reduce road congestion	<ul style="list-style-type: none"> <li>• Improve green transport networks for cyclists and pedestrians?</li> <li>• Reduce the need to travel?</li> <li>• Reduce congestion and reliance on the private car?</li> <li>• Encourage people to use sustainable forms of transport?</li> <li>• Improve east west access through the CLAAP?</li> <li>• Improve north south access through the CLAAP?</li> <li>• Encourage businesses to allow more employees to work at home and work flexible hours</li> </ul>

## Meridian Water

## Relevant policies:

- **CL1** (The Causeway); **CL3** (Meridian Angel Neighbourhood); **CL4** (The Gateway Neighbourhood); **CL5** (Meridian Central Neighbourhood); **CL8** (Meridian East Neighbourhood); **CL9** (The Parklands); **CL10** (Harbet Road Industrial Estate); **CL11** (Angel Road Station Improvements); **CL12** (Enhancing the Bus Network and Services); **CL14** (Linking Ravenside Retail Park to the Wider Central Leaside Area); **CL15** (Community Facilities in Meridian Water)

- 33.1.1 The use of buses and other forms of sustainable transport, such as cycle and pedestrian provision along the Causeway is supported by **CL1**, **CL9** and **CL10**. This will be provided through new pedestrian crossings to connect the area to the surrounding neighbourhoods (**CL3**). The Council will create safe, efficient and connected pedestrian and cycle links, through reconfigured land around major shopping centres, to encourage a shift to more sustainable forms of transport, as set out in **CL5**.
- 33.1.2 **CL3** seeks for a reduction on the reliance of the private car, made possible by new rail infrastructure and new pedestrian and cycle links in the area. The highway network will be designed to create as little disruption during future maintenance and road works, thus reducing the potential for future congestion (**CL1**).
- 33.1.3 **CL4** expects a new integrated transport hub to be created at Angel Road Station, to support the new and improved bus routes to encourage greater bus use over private cars. The new bus interchange will become a transport hub alongside the relocated Angel Road station, making it much more convenient for people to transfer from one form of public transport to another, and therefore reducing car usage. The improvements at Angel Road Station, as listed in **CL11**, will improve the current station entrance and provide a new station to create better access and thus increase the usage of it. **CL12** sets out improvements to the bus network and services in the area, to help connect people to their employment and match bus times with peoples work patterns. This will make it easy and simple for people to use more sustainable methods to get to work.
- 33.1.4 **CL15** supports the provision of easy links to community facilities for pedestrians and bicycles to reduce car dependency and consequently reduce air pollution. Improvements to the community facilities in Meridian Water will be clustered in local centres to form a community hub set within a well-connected neighbourhood. The need to travel is also reduced in **CL8** that supports new developments to be mixed tenure comprising of live/work, to reduce the distance for people travelling to work.



- 33.1.5 **CL14** seeks to improve the north-south connection from Meridian Water to the rest of Central Leaside for pedestrians, while **CL12** seeks to improve the east-west and north-south connections through improved bus routes.

#### Facilitating Economic Growth and Improving Industrial Estates

- 33.1.6 Site specific **CL20** (Improving existing industrial areas) promotes the improvement of industrial estates within Central Leaside to facilitate economic growth. Improvements to sustainable transport, including pedestrian and cycle routes to encourage the use of sustainable public transport over private cars. Efficient car parking layouts will be created to direct car users away from parking on the streets to reduce congestion and improve air quality.

#### Angel Road Retail Park

- 33.1.7 **CL21** (Angel Road Retail Park) highlights the need for development proposals in Angel Road Retail Park to not have any negative impacts upon the existing transport network.

#### Edmonton EcoPark

- 33.1.8 **CL22** (Redevelopment of the EcoPark) supports sustainable forms of transport at the EcoPark, including water borne transport.

#### Deephams Sewage Treatment Works

- 33.1.9 **CL23** (Deephams Sewage Treatment Works) encourages sustainable form of transport for staff of the Sewage Treatment Works.

#### Pickett's Lock

- 33.1.10 **CL24** (Revitalising Developed Areas at Picketts Lock) identifies how Picketts Lock will be redeveloped to provide a destination attraction for Central Leaside in a way that does not exacerbate congestion on the wider transport network. This will be partly achieved through the promotion of sustainable transport for staff, which will create less air pollution in the area. Access improvements will be focused through pedestrian and cycle paths to reduce car usage, according to **CL25** (Revitalising Open Space at Picketts Lock).

#### Thematic / area-wide policies

##### Relevant policies:

- **CL26** (Improving the Quality of the Pedestrian and Cycling Environment); **CL27** (Route Improvement Principles); **CL28** (Use of the Waterways for Transportation); **CL29** (Design of the Road Network); **CL32** (New and existing open spaces)

- 33.1.11 **CL26** requires new development to contribute to the improvement of pedestrian and cycle routes within Central Leaside. Pedestrians and cyclists will be given the highest priority on streets with new segregated cycle paths and a continuous path created to connect Tottenham Hale and Enfield Lock. The policy also aims to improve links to the surrounding areas by creating transport hubs to reduce commuting time.

- 33.1.12 Identified in **CL27** are improvements to the crossings and links for cyclists across the area. **CL27** aims to make better signage and facilities for cyclists. This will influence a lot more people to use cycling as their main form of transport.

- 33.1.13 **CL28** highlights the transfer of road freight to waterways which could decrease congestion on roads. Changes in the design of the road network, as set out in **CL29**, will encourage sustainable travel by creating a new east-west connection (also referred to in **CL32**) and improve the more congested junctions.

### The plan 'as a whole'

- 33.1.14 The AAP strongly encourages the development of more cycling and pedestrian links to encourage more sustainable forms of transport. It at times goes on to suggest this could be improved through the development of green corridors to create green transport networks. Other sustainable forms of transport are encouraged through improvements to the rail infrastructure, especially at Angel Road, and improvements to the bus network. The east-west and north-south connections across Central Leaside will be improved through the new pedestrian and cycling networks, along with improved bus routes.
- 33.1.15 The need to travel has been reduced through encouraging more work/live developments to reduce distances people have to travel to work. This should, along with creating better road networks, reduce congestion in Central Leaside.
- 33.1.16 Overall, it is thought that the plan will have **significant positive effects** on the transport infrastructure and connectivity in Central Leaside.

**34 CONCLUSIONS AND RECOMMENDATIONS AT THIS CURRENT STAGE****34.1 Conclusions**

- 34.1.1 The assessment presented above largely finds that the Plan is likely to lead to significant positive effects across the sustainability objectives. The plan performs strongly in terms of 'connectivity and transport infrastructure', 'economic growth', 'air', and 'climate change mitigation and adaptation' through a substantial policy approach to site specific and area wide regeneration issues. In terms of those objectives that the assessment highlights that the plan is likely to 'not have a negative effect', the key decisions are likely to have already been made at a higher level, i.e. the Area Action Plan is building on an existing policy framework set out in Enfield's Core Strategy.
- 34.1.2 The Plan seeks to ensure a proactive approach to the development of Central Leaside as a residential core, employment centre, public transport interchange, and local centre zone, whilst at the same time respecting (i.e. seeking to maintain or enhance) existing valued assets (i.e. River Lee Navigation) and the character of the local area more generally. The development of the Meridian Water Masterplan to facilitate 5,000 new homes and 3,000 new jobs, provides a framework to unlock the potential of Central Leaside for existing and new communities. In facilitating the drivers for change, the plan addresses strategic sustainable issues such as sustainable travel (i.e. walking, cycling and public transport), climate change, social infrastructure and the integration and access to the natural resources in the immediate and wider area.

## **PART 4: WHAT ARE THE NEXT STEPS (INCLUDING MONITORING)?**



## 35 INTRODUCTION (TO PART 4)

The SA Report must include:

- A description of the measures envisaged concerning monitoring.

35.1.1 This Part of the SA Report explains the next steps that will be taken as part of the plan-making / SA process, including in relation to monitoring.

## 36 PLAN FINALISATION

36.1.1 A Government appointed planning Inspector will consider the submitted Plan alongside the SA Report and representations received through the consultation on the pre-submission version. The Inspector will then oversee an Examination in Public where those who made representations through the consultation will have an opportunity to influence the Plan.

36.1.2 After hearing representations the Inspector will either report back on the Plan's soundness or identify modifications that are necessary in order for the Plan to be sound. If the Inspector identifies the need for modifications to the Plan these will be prepared and then subjected to consultation. An SA Report Addendum may be published for consultation alongside.

36.1.3 Once found to be 'sound' the Plan will be formally adopted by the Council. At the time of Adoption a 'Statement' will be published.

## 37 MONITORING

37.1.1 This SA Report needs to present '*a description of the measures envisaged concerning monitoring*'.

37.1.2 Part D of the Proposed Submission Plan document includes monitoring and review requirements that will be established to annually to assess the performance of the Plan over its lifetime. The Council will publish regular monitoring reports to identify progress with the Central Leaside AAP. At the current time, the Council annually prepares monitoring reports covering a range of topics including: housing land supply and availability; employment land supply and availability; and environmental quality.

## APPENDIX I: REGULATORY REQUIREMENTS

Annex I of the SEA Directive prescribes the information that must be contained in the SA Report; however, interpretation of Annex I is not straightforward. The table below 'interprets' Annex I requirements.

### Annex 1

#### The report must include...

(a) an outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes;
(b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan
(c) the environmental characteristics of areas likely to be significantly affected;
(d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;
(e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;
(f) the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;
(g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;
(h) an outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information
(i) a description of the measures envisaged concerning monitoring.

### Interpretation of Annex I

#### The report must include...

An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes	i.e. answer - What's the Plan seeking to achieve?	i.e. answer - What's the scope of the SA?
Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - What's the 'context'?	
The relevant environmental protection objectives, established at international or national level		
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan		
The environmental characteristics of areas likely to be significantly affected	i.e. answer - What's the baseline?	
Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance		
Key environmental problems / issues and objectives that should be a focus of appraisal	i.e. answer - What are the key issues & objectives?	
An outline of the reasons for selecting the alternatives dealt with (i.e. an explanation of the 'reasonableness of the approach')	i.e. answer - What has Plan-making / SA involved up to this point?	
The likely significant effects associated with alternatives, including on issues such as... and an outline of the reasons for selecting the preferred approach in light of the alternatives considered / a description of how environmental objectives and considerations are reflected in the draft plan.		
The likely significant effects associated with the draft plan	i.e. answer - What are the appraisal findings at this current stage?	
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan		
A description of the measures envisaged concerning monitoring	i.e. answer - What happens next?	

## APPENDIX II – CONFIGURATION OF STRATEGIC INDUSTRIAL LOCATIONS (SIL)

### Introduction

The aim of this appendix is to present appraisal findings in full. As discussed in Chapter 10 (Part 2) above, the following alternative was subjected to appraisal at an 'interim' plan-making / SA stage, i.e. prior to the Proposed Submission Plan being finalised:

### Appraisal methodology

For each of the options, the appraisal identifies and evaluates 'likely significant effects' on the baseline, drawing on the sustainability themes / objectives / issues identified through scoping (see Part 1) as a methodological framework. **Red** text / shading is used to indicate significant adverse effects, whilst **green** text / shading is used to indicate significant positive effects.

Effects are predicted taking into account the criteria presented within Regulations.<sup>56</sup> So, for example, account is taken of the duration, frequency and reversibility of effects as far as possible. Effects are described in terms of these criteria within the assessment as appropriate. The potential for 'cumulative' effects is also a consideration.

Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the options. The ability to predict effects accurately is also limited by understanding of the baseline (now and in the future under a 'no plan' scenario). In light of this, there is a need to make considerable assumptions regarding how options will be implemented 'on the ground' and what the effect on particular receptors will be. Where there is a need to rely on assumptions, this is made explicit in the appraisal text.

In many instances, given reasonable assumptions, it is not possible to predict likely significant effects, but it is possible to comment on the relative merits of the alternatives in more general terms and to indicate a **rank of preference**. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of 'significant effects'.

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<sup>56</sup> Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004



## Appraisal findings

### Alternative approaches to CONFIGURATION OF STRATEGIC INDUSTRIAL LOCATIONS (SIL)

- (1) Retain all of the existing Harbet Road Industrial Estate as SIL.
- (2) Partial Harbet Road SIL release; Consolidation of remainder of SIL as Industrial Business Park (IBP) and Preferred Industrial Location (PIL); and re-provision of SIL at industrial locations within Meridian Water.
- (3) Partial Harbet Road SIL release; Consolidation of remainder of SIL as Industrial Business Park (IBP) and Preferred Industrial Location (PIL) ; Designation of sites within Meridian Water as LSIS; and, re-provision of SIL at alternative across the AAP area.

Objective	Discussion of significant effects	Opt 1	Opt 2	Opt 3
To reduce air pollution and ensure air quality continues to improve	<p>Option 1 supports the existing status quo within Central Leaside, whereby Harbet Road Industrial Estate continues to be protected as SIL Preferred Industrial Location (PIL).</p> <p>Option 2 and 3 have the potential to contribute most favourably to minimising effects on environmental quality (air pollution and noise disturbance) with respect to the creation of new neighbourhoods at Meridian Water, by establishing more neighbourhood friendly industrial land uses.</p> <p>The potential LSIS designation under Option 3 further enhances the air quality in Central Leaside by directing more appropriate employment uses in these areas which will allow residential uses to come forward.</p> <p>In conclusion the environmental quality of an area is largely dependent on road transport and the nature of the industrial land use, therefore any reduction on hauliers to the area would improve environmental quality in line with favourable land use designations. Option 2 and 3 would lead to <b>significant positive effects</b> on the baseline, while Option 1 would continue to keep environmental factors as they are.</p>	3	★	★
To reduce disturbance from noise	See 'air pollution' above.	3	★	★
To meet the challenge of climate change	<p>Option 1 does not perform well once the spatial distribution of growth is taken into account across Central Leaside. The reuse of land across Central Leaside is key to delivering a Masterplan that can meet the challenge of climate change.</p> <p>The release of SIL in Options 2 and 3 has the potential to improve air quality and allow for climate change adaptation (low carbon construction and design) and flood mitigation measures (SuDS) to be implemented through the AAP.</p> <p>Option 1 would not lead to a significant effect on the baseline. Option 2 and 3 would lead to <b>significant positive effects</b> on the baseline.</p>	3	★	★
To conserve and enhance biodiversity in the CLAAP's area and beyond.	<p>Option 1 would not result in an adverse effect on the baseline, but does not have the potential to directly conserve or further enhance biodiversity in the CLAAP's area and beyond.</p> <p>Option 2 and 3 have the potential to lead to <b>significant positive effects</b> on the baseline, as the area is transformed into a residential living space with significant access to</p>	3	★	★



Objective	Discussion of significant effects	Opt 1	Opt 2	Opt 3
	<p>enhanced green infrastructure (green open spaces and the River Lea Navigation).</p> <p>The likely consequences of developing an industrial area for housing while providing access and a renewed purpose for the Lee Navigation waterfronts, will bring significant effects to the area through appropriate landscaping, the creation of public open green spaces and transport and recreational improvements to watercourses.</p>			
To protect, enhance and make accessible for enjoyment, the CLAAP's green and open spaces.	<p>Option 1 is likely to have an <b>adverse effect</b> on accessibility and enhancement of the waterfront and open spaces around Harbet Road for enjoyment for the public in Central Leaside.</p> <p>Option 2 and 3 would lead to <b>significant positive effects</b> on the baseline by providing land for reuse as housing, opening the waterfront to become an integrated retail and open space recreational environment.</p> <p>Harbet Road Industrial Estate is largely brownfield strategic industrial land, the release of SIL in Options 1 and 2 to accommodate the Meridian Water Masterplan would result in significantly enhancing waterfront visibility and accessibility, the creation of new 'urban' spaces and the linking of all key open spaces by pedestrian and cycling infrastructure.</p> <p>Parkland to the east of Harbet Road Industrial Estate will form part of a sustainable urban drainage system (SUDS) network, with green spaces acting as temporary flood storage, helping to connect the River Lee navigation back to housing and other urban areas.</p>	3	1	1
To achieve the sustainable management of waste.	<p>Once the spatial distribution of residential growth is taken into account Option 1 does not perform well with regard to the viable delivery of the Upper Lee Valley Decentralised Energy Network.</p> <p>Options 2 &amp; 3 are likely to lead to a <b>significant positive effect</b> to achieve and enhance the sustainable management of waste in Edmonton EcoPark with regard to the potential connection of a heat and power network in Central Leaside and the wider area.</p> <p>The release of SIL at Harbet Road to provide land for the delivery of 5,000 homes, would increase provision for sustainable waste management at Edmonton EcoPark (one of London's largest recycling and sustainable waste management facilities) by further encouraging the delivery of the Lee Valley Decentralised Energy Network to heat homes in Central Leaside</p>	3	1	1
To achieve sustainable water resources management.	<p>Option 1 is not likely to have any significant effect on achieving sustainable water resources management to improve the quality of drinking water and demand on water across Central Leaside.</p> <p>The delivery of the Meridian Water Masterplan through Options 2 &amp; 3 will put in place a system of flood risk management measures and water resource infrastructure to facilitate and protect proposed development.</p> <p>The release of SIL under Options 2 and 3 to accommodate</p>	3	1	1

Objective	Discussion of significant effects	Opt 1	Opt 2	Opt 3
	the delivery of 5,000 new homes across the Central Leaside regeneration area is likely to increase demand on water supply in line with relative increases in sustainable water resources management.			
Meet the requirements of sustainable design and construction	<p>While Option 1 is not likely to have an adverse effect on the baseline, the retention of SIL is likely to see an increase in large scale warehousing for logistics and storage (and other industrial uses) in close proximity to the Meridian Water regeneration area. In terms of meeting housing need and targets for the area, an increase in large scale massing of industrial buildings would not meet the requirements of sustainable design in terms of resulting in pronouncing conflicting 'bad neighbour' land uses.</p> <p>Further designation of SIL at Harbet Road as IBP under Option 2 and 3 provides an integrated area where residential and industrial interfaces can coexist.</p> <p>The delivery of 5,000 new homes with the potential to meet the requirements of sustainable design and construction can be achieved in line with SIL release at Harbet Rd. Options 2 &amp; 3 have the potential to have <b>significant positive effects</b> on the baseline, by reconfiguring SIL to provide land for housing.</p> <p>The Council is committed to achieving the highest standards for sustainable design and construction within the borough. All developments will need to meet the environmental and energy standards set out in policy DMD 50-56 of the Development Management Policies and comply with energy policies in the London Plan (policies 5.2, 5.3, 5.6, 5.7, 5.9).</p> <p>In conclusion the delivery of 5,000 homes, green infrastructure, a new local centre zone and waterfront infrastructure, that is likely to meet the requirements of sustainable design and construction set by Enfield Council, has the potential to be implemented through the reconfiguration of SIL set out through Options 2 &amp; 3.</p>	3		
To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable housing	<p>Option 1 would have a significant effect on the baseline in terms of not providing a reconfiguration of land uses in Harbet Road to enable the Meridian Water Masterplan to deliver 5,000 new homes in a sustainable urban residential, retail and light industrial business environment.</p> <p>Options 2 &amp; 3 have potential to have <b>significant positive effects</b> on the baseline through the reconfiguration of SIL to create favourable land use conditions to deliver the Meridian Water Masterplan to sustainably construct 5,000 new homes.</p> <p>The Meridian Water Masterplan aims to deliver a wide variety of new high quality homes, comprising different types, sizes and tenure options to meet a range of needs, including family homes. In terms of providing affordable housing, a proportion of new housing must be provided for a range of incomes to be accommodated in the borough. Enfield's Core Strategy Policy 3 seeks to achieve a borough-wide target of 40% affordable housing units in new developments, applicable on sites capable of accommodating ten or more dwellings.</p>	3		



Objective	Discussion of significant effects	Opt 1	Opt 2	Opt 3
To improve the health and well-being of the CLAAP and reduce inequalities in health	<p>Existing health inequalities are likely to continue on the baseline under Option 1.</p> <p>The delivery of the Meridian Water Masterplan through Options 2 and 3 provides favourable land use reconfigurations to implement the Meridian Water Masterplan. The reconfiguration of SIL at Harbet Road will provide an opportunity to create new communities that will have access to services (such as health clinics), waterways and green infrastructure with pedestrian and cycling linkages, open spaces and playgrounds, public transport options, and low carbon homes heated by a decentralised energy network.</p> <p>Enfield Council expects that existing health inequalities, which will largely remain unchanged under option 1, will be addressed in part by increasing accessibility to education and employment opportunities, providing new open and play space to facilitate active and passive recreation opportunities, and creating cohesive and functional communities with the opportunity to interact and socialise in interesting, vibrant places. Community facilities which encourage these behaviours will be supported and provided within Meridian Water.</p> <p>Options 2 and 3 have the potential to have <b>significant positive effects</b> on the baseline in terms of unlocking and reconfiguring SIL to create new sustainable communities with a range of services in an area that has an increased environmental effect on the health and wellbeing of residents.</p>	3		
To reduce poverty and social exclusion	<p>As stated above, Options 2 and 3 are likely to lead to <b>significant positive effects</b> on the baseline, while option 1 is likely to have an adverse effect on delivering long term housing in the area.</p> <p>The release of SIL to accommodate the delivery of the Meridian Water Masterplan substantially increases a quantum of dwellings for affordable housing in Central Leaside. The Harbet Road SIL release under Options 2 and 3 enables the Meridian Water Masterplan to potentially deliver access to educational facilities and benefits derived from a decentralised energy network. Benefits to reduce poverty and social exclusion through the delivery of housing, a heat network, urban centres and services include the provision of skilled employment opportunities, addressing fuel poverty and reducing health inequalities.</p>	3		
To raise educational achievement levels across the CLAAP	<p>Option 1 would not lead to an increase in educational achievement levels across the plan area.</p> <p>Options 2 and 3 have the potential to provide the right configuration of land uses to have a <b>significant positive effect</b> on the baseline.</p> <p>The development of sustainable urban neighbourhoods supports the delivery of new educational facilities at Meridian Water, encouraging links with local businesses and residents for the benefits of the whole community. Development at Meridian Water, enabled through Options 2 and 3, has the</p>	3		

Objective	Discussion of significant effects	Opt 1	Opt 2	Opt 3
	potential to raise educational achievement levels by contributing to the provision of primary schools (with a minimum of two forms of entry), a secondary school (with minimum of eight forms of entry) and early years facilities or children's centres.			
To reduce crime, anti-social behaviour and the fear of crime	<p>Option 1 would not lead to significant effects on reducing crime, anti-social behaviour and the fear of crime.</p> <p>Options 2 and 3 set land use conditions that will contribute to creating <b>significant positive effects</b> in regenerating an industrial area that is currently undergoing employment land use changes. The residential redevelopment in Central Leaside has created the opportunity for the area to become a major focus for growth. The level of change enabled through implementation of Options 2 and 3 will be sufficient to create a new area within Enfield and the wider Upper Lee Valley that present an opportunity to reduce crime, anti-social behaviour and the fear of crime through significant urban design, local employment and educational measures.</p> <p>Upper Edmonton and Edmonton Green wards have the highest rates of crime and anti-social behaviour in the borough. Crime has been identified as a key issue on some of the area's industrial estates, from petty crime and vandalism to the theft of expensive equipment and the fear of serious crime. The delivery of 5,000 homes will transform the immediate area by simply increasing presence on site, enhancing urban legibility across Central Leaside, while making the area a more attractive place to live, shop and work.</p>	3	★	★
To improve accessibility for all to services and facilities	<p>Option 1 would not lead to significant effects on improving accessibility for all to services and facilities.</p> <p>Options 2 &amp; 3 have the potential to lead to <b>significant positive effects</b> on the baseline, as the reconfiguration of SIL is a potential overarching driver for the delivery of 5,000 new homes and improved access to public services, such as a public transport interchange.</p>	3	★	★
To improve efficiency in land use	<p>The retention of Harbet Rd. Industrial Estate as SIL land, as presented in Option one, is least likely to result in any significant effects.</p> <p>Option 2 and 3 set appropriate conditions that have the potential to have <b>significant positive effects</b> for the delivery of the Meridian Water masterplan. Option 3 further secures local industrial land use within the Meridian Water development area by safeguarding areas that remain important to local industry through the LSIS designation. Option 2 and 3 consolidate and intensify SIL at Harbet Road to improve efficiency in land use. Based on past and estimated future employment trends evidenced in the Employment Land Review, business feedback, known expansion plans and long term visioning for the area, it is expected that new jobs in Central Leaside will mainly be created in light industry (B1c), green industries (higher value</p>	3	2	★



Objective	Discussion of significant effects	Opt 1	Opt 2	Opt 3
	<p>B2), business innovation, cultural and creative industry, with some retail and leisure and community and education uses.</p> <p>The reconfiguration of SIL in the Harbet Rd. area is in line with Enfield's Core Strategy to direct employment growth in Enfield in accordance with the ELRs identification of a net additional demand of B1 (Business including light industrial) uses.</p> <p>Option 3 supports the delivery of sustainable neighbourhoods complementary to the two strands of approach the borough is taking to industrial and business locations – firstly to grow and support businesses that are successfully operating from Enfield's employment locations (designating sites as LSIS) and secondly to diversify the economy into new growth sectors (i.e. to ensure that the borough is not so dependent on declining sectors such as traditional manufacturing) to create the right conditions to attract investors to locate to Central Leaside.</p> <p>Option 2 and 3 promote the reuse of previously developed land, enabling the AAP to deliver 5,000 new homes and 3,000 new jobs through improved efficiency in land use, consolidating and intensifying employment sites in harmony with new sustainable residential communities.</p>			
To sustain economic growth and competitiveness	<p>The Option 1 approach would not lead readily to a consolidation of the changing industrial environment, or allow for the delivery of sustainable economic growth through the integration of new residential neighbourhoods and employment land. As stated above (appraisal of 'efficiency in land use'), both options 2 and 3 regenerate, consolidate and intensify sustainable economic growth and competitiveness within Central Leaside.</p> <p>The designation of an IBP directly south of the Causeway and adjacent to the Meridian Water Harbet Rd. residential area (and local centre zone) further consolidates the industrial estate by providing a 'good-neighbour' friendly environment allowing otherwise conflicting land uses to integrate better. In order to balance and deliver appropriate housing and employment in Central Leaside, Options 2 and 3 have the potential to lead to <b>significant positive effects</b> in reconfiguring SIL to grow in line with changing land uses.</p> <p>The reconfiguration within SIL of part of Harbet Road as a new Industrial Business Park (IBP), as outlined in Options 2 and 3, intensifies and promotes Central Leaside as an industrial area for higher-value added activities and industries, encouraging innovative businesses in a proactive growth sector. The promotion of these higher-value uses will also be necessary to enable 'good neighbour' businesses to exist in close proximity to the residential-led Meridian Water. Based on past and estimated future employment trends evidenced in the Employment Land Review (2012), business feedback, known expansion plans and long term visioning for the area, it is expected that new jobs in Central Leaside will mainly be created in light industry (B1c), green industries (higher value B2), business innovation, cultural and creative industry, some</p>	3	2	1

Objective	Discussion of significant effects	Opt 1	Opt 2	Opt 3
To ensure high and stable levels of employment	<p>retail and leisure and community and education uses.</p> <p>Option 1 will provide for the continuation of employment in traditional industries across Central Leaside, which may have an impact on ensuring high and stable levels of employment in a changing industrial environment (ie. decline in manufacturing)</p> <p>Options 2 and 3 provide a transformational change in the form of a shift in Central Leasides' economic base away from traditional industries, to one based on higher value industry that will strengthen the economic competitiveness of the Upper Lee Valley.</p> <p>The delivery of 5,000 homes and 3,000 jobs within Central Leaside hinges upon the reconfiguration, intensification and consolidation of employment land set out in Options 2 &amp; 3. Both of these options have the potential to lead to <b>significant positive effects</b> to ensure high and stable levels of employment in Central Leaside AAP. The designation of employment sites as SIL within the Meridian Water development area in Option 2 however, are designated as Locally Significant Industrial Sites (LSIS) in Option 3. The option 3 approach performs best in terms of the safeguarding of employment land for established businesses within or adjacent to a residential area. The Option 3 reprovision of SIL at more suitable identified industrial locations within Central Leaside consolidates and safeguards SIL to the north of Eleys Estate and Aztec 406 Industrial Estate.</p> <p>An appraisal of land uses and employment locations was warranted to realise the AAP's vision of creating 3,000 new jobs. Alternative employment land use reconfigurations were appraised to strengthen the role of existing industrial estates to consolidate their employment offer, to open up access to the Lee Valley waterfront, and to reconcile conflicting land uses around new sustainable neighbourhoods.</p>	3	2	1
Increase the skill levels of CLAAP workforce	<p>Options 2 &amp; 3 have the potential to lead to <b>significant positive effects</b> in creating an environment where an increase in skill levels is valued due to a consolidation of SIL PIL and SIL IBP at Harbet Road.</p> <p>The configuration of SIL through options 2 and 3 has the potential to create the appropriate land use conditions to deliver 5,000 new homes and 3,000 new jobs in Central Leaside, consolidating industrial employment designations to attract businesses and a skilled workforce to the area.</p> <p>The development of sustainable urban neighbourhoods supports the delivery of new educational facilities at Meridian Water and encourages links with local businesses and residents for the benefits of the whole community.</p>	3	1	1
To improve transport infrastructure and reduce road congestion	<p>Option 1 will not lead to a significant effect on the baseline.</p> <p>Options 2 and 3 have the potential to have a <b>significant positive effect</b> on the baseline through the reconfiguration of employment land to deliver the Meridian Water masterplan. This will allow significant improvement of transport</p>	3	1	1

Objective	Discussion of significant effects	Opt 1	Opt 2	Opt 3
	infrastructure to be implemented by creating a new causeway from east to west across the development area. The Meridian Water development area will be serviced by a newly relocated Angel Road Station transport interchange, where provision of multiple train, bus and cycling infrastructure routes has the potential to reduce road congestion.			

### Summary of appraisal findings

**Option 1** would have **adverse effects** on the provision of the waterfront for open space and public enjoyment, and is likely to **adversely affect** the future delivery of the decentralised energy network for the Upper Lee Valley.

**Option 1** is likely to perform badly in that it largely does not have significant effects on the baseline across most sustainability objectives. In terms of sustaining economic growth and competitiveness through the efficiency in land it was found that **Option 2 and 3** offered **significant positive effects** through the reconfiguration of SIL to complement changing industrial land uses in line with the 2012 ELR. The socioeconomic positive effects of **Options 2 and 3** were found contrary to the **Option 1** approach of safeguarding Harbet Rd. employment land as SIL. **Option 1** also is likely not to perform as well in terms of ensuring high and stable levels of employment in a changing industrial environment. The **significant positive effects** of consolidating land uses offered by **Options 2 and 3** are likely to increase environmental quality across Central Leaside.

In terms of 'significant effects' there is little to differentiate between **Option 2 and 3** as both have the potential to lead to **significant positive effects** in delivering most of the sustainability objectives. **Option 3** is preferable in terms of the safeguarding local industries as LSIS while safeguarding residential areas more favourably against 'bad-neighbour' conflicting land uses.

