



## **Blackhorse Lane Interim Planning Policy Framework**

Sustainability Appraisal of the  
Development Options

for

London Borough of Waltham Forest

September 2006



## Blackhorse Lane Interim Planning Policy Framework

Sustainability Appraisal of the  
Development Options

for

London Borough of Waltham Forest

September 2006

| <i>Reference: REPORT/E07975/ Waltham Forest SA/4004/Development Option Assessment Aug v7</i>  |    |   |  |
|---|----|---|--|
| Issue   |    | <i>Prepared by:</i>   | <i>Reviewed/Verified by:</i>                     |
| Feb   | V1 |   |  |
| Feb   | V2 |   |  |
| April   | V3 |   |  |
| July  | V4 |   |  |
| July  | V5 |   |  |
| Aug   | V6 | <b>Nick Costaras</b><br><b>Principal Environmental Engineer</b> | <b>Peter Marsden</b><br><b>Regional Director</b> |
| Sept  | V7 |   |  |
| <i>H:\Projects\E07001 - E08000\E07975 Waltham Forest SA &amp; SFRA\4004\Blackhorse Lane\Development Option Assessment Sept v7.doc</i><br><b>White Young Green Environmental, Yeoman House, 63 Croydon Road, London SE20 7TS</b> |    |   |  |
| <i>Telephone: 020 8659 9959 Facsimile: 020 8676 9968 Email: enviro.london@wyg.com</i>   |    |   |  |

## Assessing the Blackhorse Lane Development Options.

White Young Green Environmental (WYGE) was commissioned by the London Borough of Waltham Forest (LBWF) to undertake the first stage of the Sustainability Appraisal (SA) process for the Blackhorse Lane Development Options under the Borough's proposed Local Development Framework (LDF).

LBWF is currently operating under a Unitary Development Plan that will be replaced with a LDF for the Borough post 2009. However, in the interim period, planning documents developed by LBWF will follow the LDF process closely so that they may conform with the proposed LDF when it is adopted.

The LDF is a framework of planning documents that are subject to SA in their development. The documents comprising the LDF include:

- Core Strategy;
- Site Specific Allocations;
- Proposals Map;
- Area Action Plans;
- Statement of Community Involvement;
- Annual Monitoring Report;
- Local Development Scheme; and
- Supplementary Planning Documents.

WYGE has developed a SA for the proposed LDF that resulted in the production of a SA Scoping Report and Sustainability Appraisal Objectives. The draft SA Scoping Report for the LDF was forwarded to LB Waltham Forest in June 2006 for comments. The report was forwarded to the planning policy team and the report subsequently updated to produce the final version (SA v5 of July 2006).

The current report details the second stage in the SA for the Blackhorse Lane Development Options and, more specifically, is the B2 'Developing the Development Plan Document Options' stage as outlined in current guidance produced by the Office of the Deputy Prime Minister (ODPM). In this document, the Blackhorse Lane development options are assessed against the Sustainability Objectives that are set out in the SA Scoping Report (see also Appendix A). When the proposed LDF is adopted, the Blackhorse Lane Development Plan will fit into the LDF as an Area Action Plan. The Interim Planning Policy Framework (IPPF) will define the policies to be followed by the Blackhorse Lane Development Options but this will operate as an interim framework.

The options identified for Blackhorse Lane are:

- **Option 1:** *Planned Development;*
- **Option 2:** *Option 1 + Developing the station area;*
- **Option 3:** *Option 1 + Option 2 + Opening up the Lee Valley;* and
- **Option 3a:** *The Interim Planning Policy Framework (IPPF)*

At the completion of the SA process, a preferred option is identified and recommendations for the mitigation of impacts associated with that option are

developed. In this case, the option most beneficial in moving towards the achievement of SA objectives is Option 3a.

The purpose of the Options Appraisal is to present the findings in a manner that could be used for consultation regarding the selection of the preferred option. This report has the following format:

**Chapter 1** Introduction

**Chapter 2** Options Assessment

*Provides details of the Sustainability Appraisal objectives against which the Blackhorse Lane development options have been assessed.*

**Chapter 3** Next Steps

**Appendix A** Sustainability Objectives

## CHAPTER 1 INTRODUCTION

### 1.1 Requirement for Sustainability Appraisal

Sustainability Appraisal is a process through which the sustainability of a plan under preparation is assessed. The Planning and Compulsory Purchase Act (2004) requires local planning authorities to carry out a SA of their LDF process. All Development Plan Documents (DPDs) for adoption under the new LDF must undergo SA and Strategic Environmental Assessment (SEA). SEA is a requirement of the EU Directive 2001/42 on the Assessment of Certain Plans and Programmes on the Environment more commonly known as the SEA Directive.

The principal objective of the SEA Directive as stated in Article 1 is:

*“...to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans ... with a view to promoting sustainable development...”*

The SEA Directive was brought into effect in the United Kingdom (UK) on 21<sup>st</sup> July 2004 through the Environmental Assessment of Plans and Programmes Regulations. Local planning authorities are required to carry out an environmental assessment of their LDF under these regulations.

Sustainability Appraisal involves a thorough assessment of the impacts of the proposed development. For this reason, SA addresses the interlocking social, economic, and environmental issues. Although the statutory requirements for carrying out Sustainability Appraisal and SEA are distinct it is possible to satisfy both through a single but integrated Sustainability Appraisal process. Such a joint approach is advocated in ODPM guidance. For ease of reference, the combined SEA and Sustainability Appraisal process is simply referred to as Sustainability Appraisal throughout this Scoping Report.

### 1.2 Sustainability Appraisal Process

SEA is a means of evaluating the environmental acceptability of a plan in a formalised and systematic manner by identifying key environmental issues associated with the study area and how adoption of the plan will influence them. SEA occupies a central position in the hierarchy of land use planning sitting between high level government planning policy and environmental assessment at project level. The SEA process considers similar issues to project level environmental assessment but differs in that the existing environment is examined in broad terms and strategic options are evaluated against environmental objectives. This is because the site specific information needed to complete a project level environmental assessment and quantify environmental effects is not available at the strategic stage.

Sustainability Appraisal differs from SEA in that it expands the focus of the assessment process to encompass social and economic issues. Sustainability Appraisal is described by the ODPM (2004) guidance as:

*“An iterative process that identifies and reports on the likely significant effects of the plan and the extent to which implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined.”*

The combined Sustainability Appraisal process identifies key social, economic, and environmental issues associated with the LBWF and how adoption of the proposed Area Action Plan will influence them. It will ensure that significant effects arising from the Blackhorse Lane Interim Planning Policy Framework (IPPF) (and subsequent Area Action Plan) are either avoided or mitigated.

The process will also identify requirements (or indicators) for monitoring the implementation of the Area Action Plan following its adoption. Monitoring will identify any unforeseen impacts and inform the next revision or replacement. The Sustainability Appraisal process must be fully integrated into the Area Action Plan process.

### **1.3 Objectives of Sustainability Appraisal in the Option Assessment**

The key objective in undertaking Sustainability Appraisal is to ensure that any significant effects arising from adoption of the Area Action Plan are (at least in principle) acceptable to the LBWF and other stakeholders. Undertaking Sustainability Appraisal allows for the social, economic and environmental acceptability of the strategic options to be determined and thus taken into account in the decision making process.

However, it should be noted that whilst Sustainability Appraisal will inform the decision making process, the Area Action Plan may not always recommend the strategic option that is considered most sustainable. Where the most sustainable option is not selected as the preferred option, this will be justified accordingly.

### **1.4 Background to the Blackhorse Lane Interim Planning Policy Framework (IPPF)**

The vision for Waltham Forest is grounded on a cycle of continual investment in the Borough. With a significant potential growth in population, jobs and business services predicted, the change is to be managed sustainably. The Blackhorse Lane area has been identified as a priority investment area within the London-Stansed-Cambridge-Peterborough Corridor.

The Council was granted £1 million of ODPM funding in 2004 to look at opportunities for growth. Additionally, in February 2006 the ODPM announced a further £5.8 million of funding for Blackhorse Lane.

The following options have been identified through planning appraisals and stakeholder consultations:

**Baseline:** *No change* - No development and no change to current situation.

**Option 1:** *Planned Development* – this is based on the adopted UDP and would comprise the ongoing development of the area that would take place without any changes to existing planning policies for the area but including some housing and business developments behind Blackhorse Lane and on Billet Road;

**Option 2:** *Developing the station area* - includes all of the developments proposed under Option 1 plus two new developments opposite Blackhorse Road Station and in Sutherland Road (the development opposite the station would require agreement of the Mayor of London because the site is currently a protected industrial area); and

**Option 3:** *Opening up the Lee Valley* – includes the developments proposed under Options 1 and 2 plus a publicly accessible waterfront ‘linear park’ with views over the Lee Valley from new homes. The option proposes renewal of significant parts of the industrial areas around the station (this development would require agreement of the Mayor of London as this forms part of a protected industrial area).

**Option 3a:** *The Interim Planning Policy Framework* – the framework to support and encourage the transformation over the next 10 years. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works.

### 1.5 Sustainability Appraisal Methodology in the Option Assessment

The Sustainability Appraisal process adopted by WYGE for the proposed LBWF Local Development Framework (LDF) has been developed following current guidance produced by the ODPM. The Sustainability Appraisal process involves the following steps organised according to the ODPM (2005) guidance stages:

#### **STAGE A**      **Setting the context and objectives, establishing the baseline and deciding on the scope**

- A1: Identifying other relevant policies, plans, programmes and sustainability objectives.
- A2: Collating baseline information.
- A3: Identifying sustainability issues and problems.
- A4: Developing the SA Framework.
- A5: Consulting on the scope of the SA.

Stage A has been completed with the Scoping Report currently out for consultation.

#### **STAGE B**      **Developing and refining options and assessing effects**

- B1: Testing the Development Plan Documents (DPD) revision objectives against the SA framework.
- B2: Developing the DPD options.
- B3: Predicting the effects of the DPD.
- B4: Evaluating the effects of the DPD.
- B5: Considering ways of mitigating adverse effects and maximising beneficial effects.
- B6: Proposing measures to monitor the significant effects of implementing the DPDs.

## CHAPTER 2 OPTIONS ASSESSMENT

### 2.1 Testing the Blackhorse Lane Development Options

In order to determine whether the Blackhorse Lane options are in accordance with established sustainability principles, the compatibility of identified options against agreed SA objectives has been evaluated. The Blackhorse Lane Development Options have been assessed using the above Sustainability Appraisal objectives (see Appendix A) and taking into account the key issues identified during Stage A.

For each option, it has been determined whether the option will move towards, or away from, achievement of each objective. In some cases the options will have no influence on the objective or the “sustainability outcome” will be determined by how the option is implemented and whether its implementation would move towards or away from the achievement of an agreed sustainability objective. This is illustrated through the use of symbols in the Options Appraisal Matrices.

In each matrix, commentary has been provided to explain the likely effects that have been identified. In addition, where necessary, changes to the options or mitigation measures have been recommended to reduce potential adverse effects and maximise beneficial effects.

## Blackhorse Lane: Options Assessment

- ✓ Minor beneficial. Option moving towards the achievement of Sustainability Appraisal objective
- ✓✓ Moderate beneficial. Option moving towards the achievement of Sustainability Appraisal objective
- ✓✓✓ Significant beneficial. Option moving towards the achievement of Sustainability Appraisal objective
  
- ✗ Option moving away from achievement of Sustainability Appraisal objective
  
- ? Unknown: depends on how the option will be implemented
  
- n Neutral: no relationship with Sustainability objective
  
- m Mitigation

| Waltham Forest Sustainability Appraisal objective | Baseline: No development and no change to current situation |  | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |  | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |  | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |  |
|---|---|--|--|--|---|--|--|--|---|--|
|   | Assess  | Comment/mitigation   | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   |
| 1. Sufficient affordable housing                  | ✗   | No additional housing or change to current situation. Currently able to re-house less than 10% of cases on the Housing Register due to shortage of affordable housing.   | ✓  | 700 new houses will be provided of which 50% should be affordable (as suggested by the Mayor of London in the London Plan) and in the LBWF Improvement Plan.   | ✓✓  | 1800 new houses will be provided of which 50% should be affordable (as suggested by the Mayor of London in the London Plan) and in the LBWF Improvement Plan.  | ✓✓✓  | 2200 new houses will be provided of which 50% should be affordable (as suggested by the Mayor of London in the London Plan) and in the LBWF Improvement Plan.  | ✓✓  | Up to 2000 new homes will be provided including a high proportion of affordable homes to rent or buy (in accordance with the London Plan) and in the LBWF Improvement Plan.  |
| 2. Reduce waste/increase recycling                | n   | This objective is in the council Best Value Performance Plan target for 2005-2008. The aim is through the introduction of household recycling; to increase the household recycling / composting rate. No additional funding for a reduction in waste | ✓  | This objective is in the council Best Value Performance Plan target for 2005-2008. The aim is through the introduction of household recycling; to increase the household recycling / composting rate. mitigation is through the use of recycled construction materials, the inclusion of recycling facilities in new developments. | ✓   | This objective is in the council Best Value Performance Plan target for 2005-2008. The aim is through the introduction of household recycling; to increase the household recycling / composting rate. mitigation is through the use of recycled construction materials, the inclusion of recycling facilities in new developments. | ✓  | This objective is in the council Best Value Performance Plan target for 2005-2008. The aim is through the introduction of household recycling; to increase the household recycling / composting rate. mitigation is through the use of recycled construction materials, the inclusion of recycling facilities in new developments. | ✓   | This objective is in the council Best Value Performance Plan target for 2005-2008. The aim is through the introduction of household recycling; to increase the household recycling / composting rate. mitigation is through the use of recycled construction materials, the inclusion of recycling facilities in new developments. |

| Waltham Forest Sustainability Appraisal objective | Baseline: No development and no change to current situation |  | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |  | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |  | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |  |
|---|---|--|--|--|---|--|--|--|---|--|
|   | Assess  | Comment/mitigation   | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   |
| 3. Conserve energy                                | ?   | No conservation in energy but there is the potential to improve if any refurbishment takes place. The LBWF Improvement Plan aims to increase the SAP energy efficiency rating in Private Sector Housing from 35 to 55 by April 2008. | ✓  | Higher standards in new housing. The LBWF Improvement Plan aims to increase the SAP energy efficiency rating in Private Sector Housing from 35 to 55 by April 2008. mitigation as there is currently no objective that energy efficiency should improve, require that new homes achieve an EcoHomes Excellent standard. Building Regulations Parts L and F aim to improve energy efficiency performance of Buildings | ✓✓  | Increased new housing. The LBWF Improvement Plan aims to increase the SAP energy efficiency rating in Private Sector Housing from 35 to 55 by April 2008. mitigation as there is currently no objective that energy efficiency should improve, require that new homes achieve an EcoHomes Excellent standard. Building Regulations Parts L and F aim to improve energy efficiency performance of Buildings | ✓✓✓  | Further increase in new housing. The LBWF Improvement Plan aims to increase the SAP energy efficiency rating in Private Sector Housing from 35 to 55 by April 2008. mitigation as there is currently no objective that energy efficiency should improve, require that new homes achieve an EcoHomes Excellent standard. Building Regulations Parts L and F aim to improve energy efficiency performance of Buildings | ✓✓✓   | Increase in new housing. The LBWF Improvement Plan aims to increase the SAP energy efficiency rating in Private Sector Housing from 35 to 55 by April 2008. In accordance with UDP policy (WPM20), all new development, both residential and commercial, should also seek to be energy efficient in terms of design, density, location and orientation and works should incorporate and include 10% of total predicted energy consumption to be in the form of renewable energy sources. mitigation as there is currently no objective that energy efficiency should improve, require that new homes achieve an EcoHomes Excellent standard. Building Regulations Parts L and F aim to improve energy efficiency performance of Buildings. |

| Waltham Forest Sustainability Appraisal objective | Baseline: No development and no change to current situation |  | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |   | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |   | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |  |
|---|---|--|--|--|---|---|--|---|---|--|
|   | Assess  | Comment/mitigation                                       | Assess   | Comment/mitigation   | Assess  | Comment/mitigation  | Assess   | Comment/mitigation  | Assess  | Comment/mitigation   |
| 4. Protect/enhance water, soil, air quality       | n water<br>n soil<br>n air                                  | Will continue to decline in the absence of intervention. | ✓ water<br>✓ soil<br>✗ air   | 20mph zone but small increase in traffic. Potential increase of pollutant runoff to water and soil with a flood relief channel and reservoirs immediately to the west of the development area. Development will require clean up of development sites. Looking to renaturalise Dagenham Brook. <b>m</b> itigation by adoption of Environment Agency pollution prevention guidelines for any development. | ✓ water<br>✓ soil<br>✗ air  | Increased traffic. Potential increase of pollutant runoff to water and soil with a flood relief channel and reservoirs immediately to the west of the development area. Development will require clean up of development sites. Looking to renaturalise Dagenham Brook. <b>m</b> itigation by adoption of Environment Agency pollution prevention guidelines for any development. <b>m</b> reduced parking standards for new development, enhanced public transport | ✓ water<br>✓ soil<br>✗ air   | Further increase in traffic. Potential increase of pollutant runoff to water and soil with a flood relief channel and reservoirs immediately to the west of the development area. Development will require clean up of development sites. Looking to renaturalise Dagenham Brook. <b>m</b> itigation by adoption of Environment Agency pollution prevention guidelines for any development. <b>m</b> reduced parking standards for new development, enhanced public transport | ✓✓ water<br>✓ soil<br>✗ air   | Increase in traffic. Potential increase of pollutant runoff to water and soil with a flood relief channel and reservoirs immediately to the west of the development area. Development will require clean up of development sites. Development at Sutherland Road and Billet Works to include measures to reduce the run-off generated from the site through sustainable ground water drainage techniques and consideration of overland flow paths. Considered redevelopment of existing Flood Relief Channel at Station Hub and Waterfront. Reinstatement of equivalent volumes of floodplain storage to that lost by development at Blackhorse Road. <b>m</b> itigation by adoption of Environment Agency pollution prevention guidelines for any development. <b>m</b> reduced parking standards for new development, enhanced public transport. <b>m</b> development at the Station Area will require incorporation of sustainable development features with particular regard to management of flood risk. |

| Waltham Forest Sustainability Appraisal objective | Baseline: No development and no change to current situation |   | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |   | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |  | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |  |
|---|---|---|--|--|---|---|--|--|---|--|
|   | Assess  | Comment/mitigation  | Assess   | Comment/mitigation   | Assess  | Comment/mitigation  | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   |
| 5. Reduce crime/ fear of crime                    | ?   | The LBWF Improvement Plan sets a target to increase by 10% the number of people who feel safe by March 2008 | n  | The LBWF Improvement Plan sets a target to increase by 10% the number of people who feel safe by March 2008. mitigation to include crime reduction through design. | ✓   | Improved facilities for young to be consistent with the LBWF Improvement Plan for a reduction in youth offending. The Plan sets a target to increase by 10% the number of people who feel safe by March 2008. mitigation to include crime reduction through design. | ✓✓   | Improved facilities for young to be consistent with the LBWF Improvement Plan for a reduction in youth offending. New investment and better management of the industrial areas will have a positive impact on the local economy and unemployment rate. Improved footfall and surveillance associated with the station hub development will have a positive impact on crime levels and general feeling of community safety. Transport for London may include security initiatives at the station. The Plan sets a target to increase by 10% the number of people who feel safe by March 2008. Reduced traffic in residential areas. Potential for increased crime with increased amenities and patronage. mitigation to include crime reduction through design. | ✓✓✓   | Improved facilities for young to be consistent with the LBWF Improvement Plan for a reduction in youth offending. New investment and better management of the industrial areas will have a positive impact on the local economy and unemployment rate. Improved footfall and surveillance associated with the station hub development will have a positive impact on crime levels and general feeling of community safety. Transport for London may include security initiatives at the station. The Plan sets a target to increase by 10% the number of people who feel safe by March 2008. Reduced traffic in residential areas. Potential for increased crime with increased amenities and patronage. Links to the Waltham Forest Community Strategy section 7.5 (green spaces); 8.3 (high quality design of new developments); 10.5 (improving community safety) and BHL11 (safer environmental around Blackhorse Road station). Developers are expected to work with police and the Council to consider and address potential community safety issues. mitigation to include crime reduction through design. Increased natural surveillance of public spaces and improved lighting. |

| Waltham Forest Sustainability Appraisal objective | Baseline: No development and no change to current situation |                         | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |   | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |  | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |  |
|---|---|-------------------------|--|--|---|---|--|--|---|--|
|   | Assess  | Comment/mitigation      | Assess   | Comment/mitigation   | Assess  | Comment/mitigation  | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   |
| 6. Improve health/ wellbeing                      | x   | No plan for improvement | ✓  | Leisure facilities will help encourage people to lead healthier lifestyles. mitigation – ensure that facilities are accessible, provide cycleways and footpaths. | ✓✓  | Fitness centre, improved facilities for cycling, walking, leisure activities, doctors to encourage healthier lifestyles. mitigation – ensure that facilities are accessible, provide cycleways and footpaths. | ✓✓   | Fitness centre, improved facilities for cycling, walking, leisure activities, doctors. New leisure activities from Billets Road to the playing fields at Britannia Sports Grounds, linear waterfront park, to serve increased population. New facilities to encourage healthier lifestyles. mitigation – ensure that facilities are accessible, provide cycleways and footpaths. | ✓✓✓   | Noted in the Waltham Forest Community Strategy BHL3 (recreation opportunities of Lee Valley Regional {ark); BHL5 (waterfront park); section 7.4 (outdoor leisure and recreation facilities); 10.3 (access to quality healthcare with new health centre); BHL13 and BHL15 (improved conditions for pedestrians and cyclists). Fitness centre, improved facilities for cycling, walking, leisure activities, doctors. New leisure activities from Billets Road to the playing fields at Britannia Sports Grounds, linear waterfront park, to serve increased population. New facilities to encourage healthier lifestyles. Development of Essex Hall to offer higher quality and wider range of healthcare services and support increased patient numbers from associated residential developments. mitigation – ensure that facilities are accessible, provide cycleways and footpaths. |

| Waltham Forest Sustainability Appraisal objective  | Baseline: No development and no change to current situation |                                       | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |   | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |   | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |   |
|--|---|---------------------------------------|--|--|---|---|--|---|---|---|
|  | Assess  | Comment/mitigation                    | Assess   | Comment/mitigation   | Assess  | Comment/mitigation  | Assess   | Comment/mitigation  | Assess  | Comment/mitigation  |
| 7. Increase provision of and access to community facilities to meet local cultural, recreational, and social needs | x   | No provision for facility development | ✓  | The LBWF Community Facilities Audit indicates that existing and planned provision of facilities is adequate. Essex Hall service centre and leisure provision and some new shops. The increased population from housing development may put a strain on existing services. <b>mitigation</b> – ensure that sufficient services are provided to accommodate new residents. Ensure that the site is accessible by all patrons i.e. public transport, footpaths, and cycleways are provided. | ✓✓  | LBWF Community Facilities Audit indicates that existing and planned provision of facilities is adequate. The increased development may strain on existing services, but new service centre, increased leisure provision, shops, possible school/ community site. The increased population from housing development may put a strain on existing services. <b>mitigation</b> – ensure that sufficient services are provided to accommodate new residents. Ensure that the site is accessible by all patrons i.e. public transport, footpaths and cycleways are provided. | ✓✓   | LBWF Community Facilities Audit indicates that existing and planned provision of facilities is adequate. The increased development may strain existing services, but new service centre, further increased leisure provision and shops, possible school/ community site. The increased population from housing development may put a strain on existing services. <b>mitigation</b> – ensure that sufficient services are provided to accommodate new residents. Ensure that the site is accessible by all patrons i.e. public transport, footpaths and cycleways are provided. | ✓✓✓   | LBWF Community Facilities Audit indicates that existing and planned provision of facilities is adequate. The increased development may strain existing services, but managed through provision of new service centre, further increased leisure opportunities and shops, new children's centre, rebuilt schools and extended schools. The increased population from housing development may put a strain on existing services. Proposed new residential development on site MOS4 but greenbelt lost due to relocated school at Douglas Eyre Playing Fields. Provision of outdoor leisure and recreational facilities. New cycle and footways will be provided. <b>mitigation</b> – ensure that sufficient services are provided to accommodate new residents. Ensure that the site is accessible by all patrons i.e. adequate public transport, footpaths and cycleways are provided. |
| 8. Improve condition public and private housing  | n   | No change                             | ✓  | 700 new houses, proposed improvement of Council stock. <b>mitigation</b> – ensure that new housing is of high quality and meets BREEAM standards.  | ✓✓  | 1800 new houses, proposed improvement to Council stock. <b>mitigation</b> – ensure that new housing is of high quality and meets BREEAM standards.  | ✓✓✓  | 2200 new houses, proposed improvement to Council stock. <b>mitigation</b> – ensure that new housing is of high quality and meets BREEAM standards.  | ✓✓  | Up to 2000 new houses, proposed improvement to Council stock. <b>mitigation</b> – ensure that new housing is of high quality and meets BREEAM standards.  |

| Waltham Forest Sustainability Appraisal objective   | Baseline: No development and no change to current situation |                            | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |  | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |   | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |  |
|---|---|----------------------------|--|--|---|--|--|---|---|--|
|   | Assess  | Comment/mitigation         | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   | Assess   | Comment/mitigation  | Assess  | Comment/mitigation   |
| 9. Conserve/enhance ecology/increase understanding  | n   | No change                  | ?  | Assume it will be integrated into new development and waterfront gardens depending on the biodiversity of the site. mitigation - specify as part of new development. Need to undertake ecological surveys and habitat creation where possible. | ?   | Assume it will be integrated into new development and waterfront gardens depending on the biodiversity of the site. mitigation - specify as part of new development. Need to undertake ecological surveys and habitat creation where possible. | ✓  | Assume it will be integrated into new development, opportunity in new linear park depending on the biodiversity of the site. mitigation - specify as part of new development. Need to undertake ecological surveys and habitat creation where possible. | ✓✓  | Assume it will be integrated into new development, opportunity in new waterfront linear park depending on the biodiversity of the site. Inclusion of SSSI and SPA into design considerations. Increased access to green space through increased provision of walkways to and through open spaces. Use of environmental features such as green roofs in development. mitigation - specify as part of new development. Need to undertake ecological surveys and habitat creation where possible.   |
| 10. Clean, well maintained, attractive public realm | n   | No funding for improvement | x  | No substantial Section 106 funding for improvements mitigation - Increased Council funding required. Ensure that any development includes attractive open space.   | ✓   | Potential for improved S106 funding for public realm, especially around station. mitigation - ensure that any development includes attractive open space.  | ✓✓   | Increased potential for S106 funding for public realm, facilities. Views of water side. mitigation - ensure that any development includes attractive open space.  | ✓✓✓   | Increased potential for S106 funding for public realm, facilities. Views of water side. Incorporation of new publicly accessible green spaces and environmental features such as green roofs. Provision of a new public square at the heart of the new Neighbourhood Centre with neighbouring new shops and services, cafes / restaurants / bars and small scale leisure facilities. Provision of new public green space at Sutherland Road development area. mitigation - ensure that any development includes attractive open space. |

| Waltham Forest Sustainability Appraisal objective            | Baseline: No development and no change to current situation |  | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |   | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |   | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |   |
|--|---|--|--|--|---|---|--|---|---|---|
|  | Assess  | Comment/mitigation   | Assess   | Comment/mitigation   | Assess  | Comment/mitigation  | Assess   | Comment/mitigation  | Assess  | Comment/mitigation  |
| 11. Preserve historic environment, improve access to culture | n   | No change  | n  | No new facilities or proposals to refurbish features of historic interest.<br>mitigation – undertake archaeological surveys, protect any historic buildings. | n   | No new facilities or proposals to refurbish features of historic interest.<br>mitigation – undertake archaeological surveys, protect any historic buildings.  | n  | No new facilities or proposals to refurbish features of historic interest.<br>mitigation – undertake archaeological surveys, protect any historic buildings.  | n   | No new facilities or proposals to refurbish features of historic interest.<br>mitigation – undertake archaeological surveys, protect any historic buildings.  |
| 12. Maintain/enhance vitality of town centres                | ?   | No change so only that 'maintain' state will be applicable. There is no funding for enhancement. | n  | Around Blackhorse Station. This is unlikely to improve the Walthamstow town centre other than encouraging more people through the area.                      | ✓   | More extensive improvements around station. Development of a new neighbourhood centre within the station hub development that sits within the hierarchy of town centres in the London Plan. Increased population will bring vitality and increased patronage to the nearby Walthamstow town centre. | ✓  | More extensive improvements around station. Development of a new neighbourhood centre within the station hub development that sits within the hierarchy of town centres in the London Plan. Increased population will bring vitality and increased patronage to the nearby Walthamstow town centre. | ✓✓  | More extensive improvements around station. Development of a new neighbourhood centre within the station hub development that sits within the hierarchy of town centres in the London Plan. Increased population will bring vitality and increased patronage to the nearby Walthamstow town centre. Adjusting of Strategic Employment Area will provide stronger protection for retained industrial land and proposed new business park on Blackhorse Lane / Sutherland Road and release an area of land for mixed use development. |

| Waltham Forest Sustainability Appraisal objective | Baseline: No development and no change to current situation |   | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |  | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |  | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |  |
|---|---|---|--|--|---|--|--|--|---|--|
|   | Assess  | Comment/mitigation  | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   |
| 13. Attract investment to improve local economy   | x   | The area is in relative decline. It is probable that the area will continue to decline if there is no intervention. | ✓  | Protection of business and new business workspace. The LBWF Improvement Plan aims to support business creation and growth by 2012. | ✓✓  | Loss of some business near station, but also new business workspace to attract higher quality local jobs. Loss of some employment land but intensify use of remaining employment land. The LBWF Improvement Plan aims to support business creation and growth by 2012. The zoning of sections of Blackhorse Lane at Billet Works and Sutherland Road as Mixed Use Regeneration Areas (MURAs) in the UDP will secure the provision of a proportion of modern business floorspace whilst facilitating a wider physical regeneration of the site in its entirety. | ✓  | Loss of some business near station, but also major renewal of business areas to attract higher quality local jobs. Higher rents may drive some firms out of area. Loss of some employment land but intensify use of remaining employment land. The LBWF Improvement Plan aims to support business creation and growth by 2012. The zoning of sections of Blackhorse Lane at Billet Works and Sutherland Road as Mixed Use Regeneration Areas (MURAs) in the UDP will secure the provision of a proportion of modern business floorspace whilst facilitating a wider physical regeneration of the site in its entirety. | ✓✓  | Loss of some business near station, but also major renewal of business areas to attract higher quality local jobs. Higher rents may drive some firms out of area. Loss of some employment land but intensify use of remaining employment land. The LBWF Improvement Plan aims to support business creation and growth by 2012. The IPPF supports residential led development. Protecting local employment is a priority so that businesses displaced by development will be relocated wherever possible. |

| Waltham Forest Sustainability Appraisal objective | Baseline: No development and no change to current situation |   | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |  | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |  | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |   |
|---|---|---|--|--|---|--|--|--|---|---|
|   | Assess  | Comment/mitigation  | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   | Assess   | Comment/mitigation   | Assess  | Comment/mitigation  |
| 14. Improve educational attainment                | ✓   | Walthamstow Academy now has planning consent; Hillyfield Primary has been redeveloped; Surestart Children's Academy also on site. | ✓  | The Walthamstow Academy will help to improve facilities on offer and therefore help to improve educational achievement.<br>mitigation – need to ensure that the facility is accessible to all. | ✓✓  | Walthamstow Academy will help to improve facilities on offer and therefore help to improve educational achievement. Possible school but with an unknown impact unless the development is confirmed.<br>mitigation – need to ensure that the facility is accessible to all. | ✓✓   | Proposed city academy will help to improve facilities on offer and therefore help to improve educational achievement. Possible school provision but with currently an unknown impact.<br>mitigation – need to ensure that the facility is accessible to all. | ✓✓✓   | The Walthamstow Academy will help to improve facilities on offer and therefore help to improve educational achievement. The proposed Joint Service Centre at Essex Hall will enhance the training provision already available in the area as well as providing business support and access to employment advice and support. Relocation of Willowfield School to a new larger site will allow better service and facilities provision. Increased services provision to be developed at the existing William Morris School.<br>mitigation – need to ensure that the facilities are accessible to all. Provision of sufficient housing and leisure facilities to manage any increase in population resulting from better provision of services. Establish high-quality educational facilities ensuring quality as well as quantity. |

| Waltham Forest Sustainability Appraisal objective                                 | Baseline: No development and no change to current situation |   | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |  | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |  | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |  |
|---|---|---|--|--|---|--|--|--|---|--|
|   | Assess  | Comment/mitigation  | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   |
| 15. Improve education and training for all residents, particularly for employment | ✓   | Walthamstow Academy now has planning consent.   | ✓  | Walthamstow Academy will help to improve facilities on offer and therefore help to improve educational achievement.<br>mitigation – need to ensure that the facility is accessible to all, that the facility will provide adult education and training, provide training schemes in the construction of the new development. | ✓   | Walthamstow Academy will help to improve facilities on offer and therefore help to improve educational achievement.<br>mitigation – need to ensure that the facility is accessible to all. | ✓  | Walthamstow Academy will help to improve facilities on offer and therefore help to improve educational achievement.<br>mitigation – need to ensure that the facility is accessible to all. | ✓✓✓   | Walthamstow Academy will help to improve facilities on offer and therefore help to improve educational achievement. The proposed Joint Service Centre at Essex Hall will enhance the training provision already available in the area as well as providing business support and access to employment advice and support. Increased services provision at existing William Morris School, including offering community learning and leisure facilities.<br>mitigation – need to ensure that the facility is accessible to all.        |
| 16. Reduce overall level of deprivation   | ✗   | Analysis shows that Waltham Forest has been ranked 47 out of 354 districts (with 1 being the most deprived district and 354 being the least), and is the 12th most deprived borough in London.<br>At present there are 45 SOA's in Waltham Forest that are in the top 20% of the most deprived SOA's in the country, 11 in the top 10% and one (in Hoe Street ward) in the top 5% most deprived wards in the country. | ✓  | Some new jobs with improvements to health, education, housing.<br>mitigation – need to ensure that improvements benefit all members of the community.  | ✓✓  | This development will lead to better quality jobs, improvements to health, education, housing.<br>mitigation – need to ensure that improvements benefit all members of the community.      | ✓✓   | This development will lead to higher value jobs, improvements to health, education, and housing.<br>mitigation – need to ensure that improvements benefit all members of the community.    | ✓✓  | This development will lead to higher value jobs, improvements to health, education, and housing. Housing deprivation and lack of affordable housing to rent or buy is a particular concern for the area. Provision of improved facilities and increasing the appeal of the area will create additional flow-on benefits that enhance quality of life in the area. mitigation – need to ensure that improvements benefit all members of the community and provide for the local community in a way that is affordable and achievable. |

| Waltham Forest Sustainability Appraisal objective   | Baseline: No development and no change to current situation |  | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |  | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |  | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |  | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |  |
|---|---|--|--|--|---|--|--|--|---|--|
|   | Assess  | Comment/mitigation   | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   |
| 17. Encourage community understanding/participation | n   | mitigation with a need to ensure consultation; maximum attendance at consultation events; involvement in community in design development; encourage involvement in community events etc. | ✓✓   | Public consultation has been carried out through (i) Visioning (ii) Options consultation (iii) Final consultation. See sustainability objective 7 above.<br>mitigation with a need to ensure consultation; maximum attendance at consultation events; involvement in community in design development; encourage involvement in community events etc. The LBWF Improvement Plan aims to enhance community understanding and participation through initiatives to work with voluntary and community sectors. | ✓✓  | Public consultation has been carried out through (i) Visioning (ii) Options consultation (iii) Final consultation. See sustainability objective 7 above.<br>mitigation with a need to ensure consultation; maximum attendance at consultation events; involvement in community in design development; encourage involvement in community events etc. The LBWF Improvement Plan aims to enhance community understanding and participation through initiatives to work with voluntary and community sectors. | ✓✓   | Public consultation has been carried out through (i) Visioning (ii) Options consultation (iii) Final consultation. See sustainability objective 7 above.<br>mitigation with a need to ensure consultation; maximum attendance at consultation events; involvement in community in design development; encourage involvement in community events etc. The LBWF Improvement Plan aims to enhance community understanding and participation through initiatives to work with voluntary and community sectors. | ✓✓✓   | <b>Residents and businesses consulted in the IPPF.</b> Public consultation has been carried out through (i) Visioning (ii) Options consultation (iii) Final consultation<br>mitigation with a need to ensure consultation; maximum attendance at consultation events; involvement in community in design development; encourage involvement in community events etc. The LBWF Improvement Plan aims to enhance community understanding and participation through initiatives to work with voluntary and community sectors. |

| Waltham Forest Sustainability Appraisal objective   | Baseline: No development and no change to current situation |   | Option 1: Development that could take place without any changes to the planning policies for the area, with housing and business developments behind Blackhorse Road Station and on Billet Road. |   | Option 2: Includes all the development proposed under Option 1 plus developments opposite Blackhorse Road Station and in Sutherland Road. |  | Option 3: Includes all the developments shown under Option 1 and 2 plus New Leisure activities and routes from Billet Road to Open Space. Public open space "linear park" with new homes overlooking the Lee Valley, and renewal of industrial areas around the station. |  | Option 3a: The Interim Planning Policy Framework – the framework to support and encourage the transformation over the next 10 years. Public open space with the (i) linear park (ii) Sutherland Garden Square. Development within each of the following growth areas: Blackhorse Road Station Areas; Sutherland Road; and Billet / Kimberley Works (forthcoming). |  |
|---|---|---|--|---|---|--|--|--|---|--|
|   | Assess  | Comment/mitigation  | Assess   | Comment/mitigation  | Assess  | Comment/mitigation   | Assess   | Comment/mitigation   | Assess  | Comment/mitigation   |
| 18. Ensure safe, integrated transport to access facilities/jobs, concentrating development at transport hubs. | ✘   | The existing transport hub at Blackhorse Road Station has surrounding land currently underused with old industrial premises and large areas used for surface level car parking. | ✓  | Improved road safety with a 20 mph zone and development hub near station; but some increased traffic from some new development. Improved walking and cycling is proposed. | ✓✓  | Improved road safety with a 20 mph zone and development hub near station, improved public transport, walking, cycling; but more increased traffic from new development. Improved crossings to/from the station. The number of homes concentrated around the station will also increase accessibility levels. | ✓✓✓  | Improved road safety with a 20 mph zone and development hub near station; but some increased traffic from some new development. Significant improvements for walking and cycling. Improved crossings to/from the station. The number of homes concentrated around the station will also increase accessibility levels. | ✓✓✓   | Improved road safety through speed enforcement, sight lines, and pedestrian priority areas on residential streets. Development of transport hub near station but some increased traffic from some new development. Significant improvements for walking and cycling. Improved crossings to/from the station. Pedestrian links between existing retail parade and rest of the new Neighbourhood Centre. Traffic management measures to separate business and residential traffic in Sutherland Road area. Improvements to provision of local bus services. The number of homes concentrated around the station will also increase accessibility levels. |
| TOTAL   | 2✓<br>0✓✓<br>0✓✓✓<br>5✘<br>4?<br>9n                         | <b>Option Ranking: 5</b><br><b>Least beneficial in moving towards achievement of Sustainability Appraisal Objective.</b>  | 11✓<br>1✓✓<br>0✓✓✓<br>3✘<br>1?<br>4n   | <b>Option Ranking: 4</b><br><b>Minor benefit in moving towards achievement of Sustainability Appraisal Objective.</b>   | 8✓<br>9✓✓<br>0✓✓✓<br>1✘<br>1?<br>1n   | <b>Option Ranking: 3</b><br><b>Moderately beneficial in moving towards achievement of Sustainability Appraisal Objective.</b>  | 6✓<br>6✓✓<br>4✓✓✓<br>3✘<br>0?<br>1n  | <b>Option Ranking: 2</b><br><b>Beneficial in moving towards achievement of Sustainability Appraisal Objective.</b>   | 2✓<br>7✓✓<br>9✓✓✓<br>1✘<br>0?<br>1n   | <b>Option Ranking: 1</b><br><b>Most beneficial in moving towards achievement of Sustainability Appraisal Objective.</b>  |

### 3.0 Next Steps

The Appraisal Matrices above, together with comments and mitigation notes, form the second stage (Stage B) of the Sustainability Appraisal of the LBWF options assessment process for the development of the Blackhorse Lane area. These will form the basis of ongoing stakeholder consultation. The findings of this consultation will need to be taken into account in the preparation and selection of the Preferred Option.

The next steps of the Sustainability Appraisal and of the Blackhorse Lane Interim Planning Policy Framework are noted in Table 3.1 below.

**Table 3.1 - Next Steps in the Sustainability Appraisal of Area Action Plan**

| ODPM Stage   |    | Sustainability Appraisal Steps   | Links to LDF Process  |
|--|----|--|---|
| Stage B<br>Developing and Refining Options and Assessing Effects | B2 | Consultation on the Sustainability Appraisal of the emerging options.  | The results of consultation will feed into the selection of the Preferred Option.   |
|  | B3 | Predict and assess the significant effects of the Blackhorse Lane Preferred Options. Currently assess the development options of Blackhorse Lane | Undertaken after draft Preferred Option developed. The Preferred Option will then need to be revised in line with any findings.   |
|  | B4 | Evaluate the effects of the DPD  | Undertaken after draft Preferred Option is selected. The Preferred Option will then need to be revised in line with any findings. |
|  | B5 | Develop mitigation for any adverse effects and to maximise beneficial effects.   |   |
|  | B6 | Develop recommendations for monitoring and indicators. Draft indicators have been developed at scoping stage.                                    |   |
|  |    |  |   |

**Appendix A:  
Waltham Forest Sustainability Objectives**

**Sustainability Appraisal Objectives for the London Borough Waltham Forest LDF**

| <b>Objective</b>  | <b>Economic</b> | <b>Social</b> | <b>Environmental</b> |
|---|-----------------|---------------|----------------------|
| (1) Provide sufficient affordable housing of good quality to meet local needs, making good use of derelict and vacant property bearing in mind their nature conservation value  | ✓               | ✓             | ✓                    |
| (2) Reduce production of waste and increase recycling   |                 |               | ✓                    |
| (3) Conserve energy   | ✓               |               | ✓                    |
| (4) To protect and enhance water, soil and air quality through reducing pollution.  |                 |               | ✓                    |
| (5) To reduce crime and the fear of crime and to ensure public safety   |                 | ✓             |                      |
| (6) Improve standard of health and wellbeing of those who live and work in the borough  |                 | ✓             |                      |
| (7) To increase the provision of and access to community facilities to meet local cultural, recreational and social local needs.  |                 | ✓             |                      |
| (8) Improve condition of public and private housing stock   | ✓               | ✓             |                      |
| (9) To conserve and enhance all aspects of the ecological environment, in particular designated sites and protected species, and provide opportunities for local residents to access and understand these including consideration of biodiversity within new development. |                 |               | ✓                    |

| <b>Objective</b>  | <b>Economic</b> | <b>Social</b> | <b>Environmental</b> |
|---|-----------------|---------------|----------------------|
| (10) Provide a clean well maintained public realm   |                 | ✓             |                      |
| (11) To preserve and enhance all aspects of the historic environment and to provide opportunities for all residents to access and understand local cultural heritage.   |                 | ✓             | ✓                    |
| (12) Maintain and enhance the vitality and viability of the borough's town centres  | ✓               | ✓             |                      |
| (13) Improve the local economy, by attracting inward investment   | ✓               |               |                      |
| (14) Improve educational attainment in schools  |                 | ✓             |                      |
| (15) To provide and improve the existing education and training opportunities for all local residents of all age groups, including the young, deprived, disabled, the elderly and particularly to enable access to local employment | ✓               | ✓             |                      |
| (16) Reduce the overall level of deprivation  |                 | ✓             |                      |
| (17) Encourage community understanding and participation  |                 | ✓             |                      |
| (18) Ensure a safe integrated transport system that provides easy access to local facilities and jobs and concentrate new development at transport hubs   | ✓               | ✓             | ✓                    |