



## The Mall, Walthamstow, LB Waltham Forest - TfL's stage 1 comments

<b>To:</b>	[REDACTED] – GLA PDU
<b>From:</b>	[REDACTED] – TfL Borough Planning
<b>Your ref:</b>	
<b>Our ref:</b>	17/3035
<b>Phone:</b>	020 3054 7034
<b>Date:</b>	20 <sup>th</sup> October 2017

### Development and Site Overview

The site is located between Selborne Road and the High Street, to east is the town square, which is adjacent to TfL bus station, which is served by circa 150 buses per hour from Selborne Road (16 routes). Hoe Street is part of the Strategic Road Network (SRN) and is currently undergoing improvements as part of the Waltham Forest Council's 'mini-Holland' scheme, also known as 'Enjoy Waltham Forest'. The nearest Transport for London Road Network (TLRN) is 2km to the north at the A406 Walthamstow Avenue. Walthamstow Central station is less than 50 metres to the south and provides access to Victoria line services which operates a 24 hour service on Fridays and Saturdays (Night Tube). Overground services are also available from Walthamstow Central (Chingford to Liverpool Street line) and Walthamstow Queens Road, 700m to the west (Gospel Oak to Barking Line). The site therefore records the highest possible Public Transport Accessibility Level (PTAL) of 6b.

### London Underground

Walthamstow Central underground station has experienced a 25% increase in travel demand over the last 5 years due to population growth and London Overground franchise. As a result, the station experiences increasing levels of overcrowding, congestion and delays during peak times. With the Walthamstow Town Centre Action Area Plan (AAP) proposals for at least another 2,000 homes (a considerable proportion coming from this site), the station will come under further strain.

A large proportion of the proposed Mall works, including demolition, redevelopment and refurbishment is located above the Victoria Line tunnels. TfL seeks to ensure that the proposed development safeguards LU existing infrastructure, including the piling needed to support the residential towers in accordance with London Plan policy 6.1. TfL would expect that before demolition or construction commences above LU infrastructure that an agreement between the developer and TfL to safeguard existing infrastructure and allow for future passenger and emergency access will be necessary, and secured within the s106 in accordance with Policy 6.2 and the 'Land for Industry and Transport' Supplementary Planning Guidance.

Capital and Regional (the applicant) have shown themselves keen to work positively with TfL to ensure we maximise the benefits of the development opportunity to those in Waltham Forest and across London both on opening of their site and when LU is able to bring forward a new passenger entrance to the station. TfL is working with the applicant in devising a workable solution that safeguards land and provides infrastructure that will enable a future entrance to Walthamstow Central when required by TfL/ LU.

TfL and C&R agree safeguarding requires foundational structures being constructed before the developers build the shopping centre extension over TfL infrastructure,

which support their new buildings and create space underground for future LU infrastructure. The least disruptive approach to providing a new entrance in the future would be open cut i.e. create a void underground before the shopping centre extension is built, which when required LU fits out with lift, escalators, gatelines etc. However, the creation of the void at the beginning of the C&R build programme delays when the new shopping centre can open. Therefore, from engineering feasibility and buildability perspective, TfL and C&R have not agreed the optimum solution yet, hence the need for s106 to require a development agreement between TfL and C&R and their partners, Mount Anvil. TfL needs to know that before developers complete their construction phase that there is a void as well as structures of sufficient dimensions to allow TfL to connect to underground platforms and exit the station at the surface.

### **Public Realm and Pedestrian Flows**

The application site includes the town square whereby the developer proposes to extend the shopping centre. This change to the public realm has been reviewed against TfL's 10 Healthy Streets indicators and has been assessed to be positive on these indicators. The Council and applicant are considering how to accommodate cycle access through the square without undermining pedestrian safety.

The layout and design of the proposed residential units need to mitigate their impact on an existing transport interchange that operates on a 24 hour basis to mitigate risk of complaint about the bus station from future residents.

### **Highway Impact, bus reliability and Enjoy Waltham Forest scheme**

The addendum to the TA assesses the Mall development impact on the future highway network and compatibility between the Mall proposals and Enjoy Walthamstow scheme. There is an accumulative increase in bus journey time across all bus routes ( of 81 minutes during the AM peak hour, and 113 minutes during the PM peak hour, when compared to the proposed highway improvement scheme. The applicant should help mitigate this impact through their Travel Plan and their Delivery and Servicing Plan, and support the Council and TfL improvements to the local highway. The relocation of the bus stop on Selborne Road will need to be agreed with TfL colleagues and assessed against TfL Bus Stop Accessibility Guidance.

### **Car and cycle parking**

Cycle parking will meet London Plan standards, including 5% provision for larger cycles. 33 additional car parking spaces (so total for the Mall will be 700 spaces) are proposed to cover Blue Badge requirements for the residential element. Electric Vehicle Charging Points (EVCPs) will be provided to London Plan standards.

### **Construction**

The development's construction should not encroach or impact on Selborne Road bus lanes, bus stops or the bus station. The applicant has confirmed that this is not the case, which TfL welcomes, and the applicant has proposed a construction layby off Selborne Road.

Framework CLP is submitted alongside the draft TA, TfL would expect to be consulted on the detail CLP, which should be secured by condition. TfL has provided advice on the need to co-ordinate works, road safety, risk assessments, HGV routing, need to minimise impact during peak times, and use members of the Fleet

Operator Recognition Scheme (FORS) as these encourages greater legal compliance, reduced supply chain disruption and improved occupational road safety.

[REDACTED]

Principal Technical Planner- TfL Borough Planning

Email: [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)