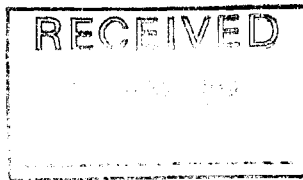


Chief Executive's Office

Chief Executive: Andrew Kilburn



Waltham Forest

Waltham Forest Town Hall, Forest Road, Walthamstow, E17 4JF

The Rt. Hon. Iain Duncan Smith, MP,
House of Commons,
London,
SW1A 0AA

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Date: 22nd March 2010

Dear Mr. Duncan Smith,

Thank you for your letter of 9th March. I set out below my response regarding Tesco and Highams Park Station car park.

Tesco

The planning application for the principal scheme for the site in Highams Park was considered by meetings of the Planning Committee in September and October 2009.

S106 agreement

The decisions to approve were subject to conditions and to the completion of a S106 legal agreement. This S106 agreement has yet to be completed. However, local residents should not be unduly concerned by this. The mix of uses on the site and the overall size of the development mean that the agreement itself is quite complex. At the moment lawyers for both the Council and for Tesco's are currently considering the finer details.

Housing

In terms of the residents' concerns regarding housing on the site, one of the key drivers for the scheme was that it was mixed use, and thus presented positive regeneration benefits to the local area. As such, the wording of the agreement will seek to ensure that there is a strong link between the store being open to trade and the completion of the housing, in a phased approach.

The polyclinic element of the scheme has always been a part of the mix of uses within the planning application. The initial documentation refers to a community use in its broader sense. Re-consultation with local residents in July 2009 quite clearly makes reference to a 'community use/PCT Polyclinic'. In addition, the very lengthy reports to the Planning Committees cover the issue of Polyclinic provision.

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Servicing/delivery vehicles

The on-going issue of congestion and servicing is one that officers are aware of through direct correspondence with residents and through feedback from the South Chingford and Highams Park Community Council. Given this is one of the current topics of particular concern, I give below a more detailed reply.

The routeing of service vehicles has been discussed since the site was first identified as a potential store location in 2000. It was recognised that the site would generate a lower number of heavy goods vehicles than had historically been the case. However, it was considered that Tesco should manage delivery routes as opposed to the unrestricted situation that was the case when the site was a distribution warehouse for C&A Stores. In considering the actual routeing, the intention of traffic engineers (from both the Council and the developer side) was to protect the most sensitive areas which were identified as Winchester Road and Larkshall Road, north of the site. Accordingly, since the first application for a food store on the site in 2003, the HGV delivery route has been identified as being to and from the A406 using Hale End Road. It has always been accepted by Tesco and LBWF officers that this would require arrivals to use Wadham Road.

During the most recent application process, Waterman Boreham (on behalf of the applicant) submitted detailed drawings of proposed lorry routeing in response to a request from the Council for a plan showing the full route to and from the A406 and demonstrating that HGVs could pass through recently constructed traffic calming measures along Hale End Road. The routeing plan is attached.

Residents have also been concerned about how the routeing would be enforced.

It is understood that agreed delivery protocols are a common requirement for Tesco stores. These protocols can cover a range of issues but most include details of lorry routes and timings of deliveries. Tesco have advised that they are very proactive in managing their own delivery fleet and those of suppliers. Delivery routes are provided to drivers at the distribution warehouses for all stores irrespective of any planning requirement and the drivers are contractually required to follow the advised routes. Their lorries are also tracked using GPS to monitor their location and routes taken. Tesco implement a strict disciplinary process in relation to lorry routeing with their drivers.

The same processes are used for deliveries from suppliers, though these are relatively limited to Tesco stores who rely on a centralised supply system for the majority of goods.

The policing of the routeing and compliance with delivery protocols is achieved in a number of practical ways. The overriding system is as above. In addition there is local store management who can monitor and report any problems. Clearly, local residents are likely to become involved should there be any problems, and the Council's Development Management and Planning Enforcement service will pick up on any problems and deal with them accordingly.

Highams Park Station

Two planning applications are relevant to this site – which also involve land at 454-458 Larkshall Road.

In Decemeber 2009, members of the Planning Committee considered a scheme for the redevelopment of the site to provide 56 residential units, and three retail units. The scheme was refused planning permission on six grounds in relation to excessive density, the character of the development, the lack of amenity space, traffic generation, the retail element and issues to do with air quality. This decision is currently in the early stages of an appeal against the refusal.

The scheme was altered and returned to the Planning Committee on 2nd March 2010. The proposal saw a reduced number of residential units (45) and alterations to design and massing. However, the Planning Committee refused planning permission on grounds relating to over-development and air quality.

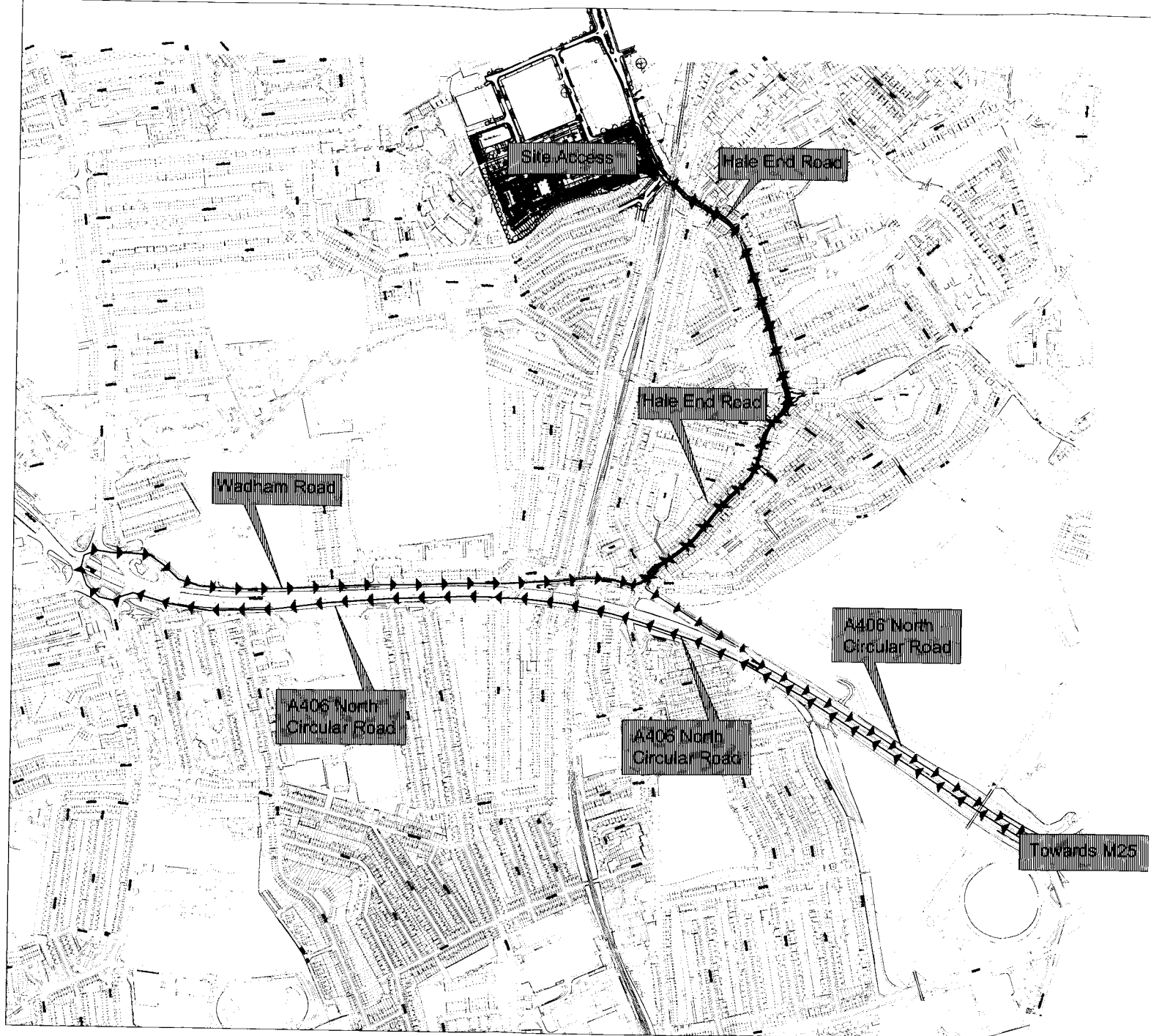
With regard to your questions concerning the draft CAAFT report (contained in your letters of 9th and 17th March) and the Scrutiny Review conducted in 2007, I am currently looking into these matters and will respond to you shortly.

Yours sincerely,



Andrew Kilburn
Chief Executive

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- Servicing to the store
- Servicing from the store

REV	DATE	AMENDMENTS	DRAWN	C-CHK	APP
Watman Boreham Ltd Regent House Huber Road Brentwood Essex CM14 4JE Telephone: (01277) 238 100 Facsimile: (01277) 238 150 Email: email@watman-boreham.com					
		Waterman Boreham Transport Planning			
Client: SPENHILL					
Project: Highams Park					
Title: Service Routing Diagram					
Team	Drawn	Checked	Approved	PR	
E	IW	PR	16.07.09	16.07.09	
Scale @ A2: NTS			Date: July 2009		
Project No. E/200076		Drawing No. 103		Rev -	
Purpose of Issue: <input type="checkbox"/> Preliminary <input type="checkbox"/> For Tender <input type="checkbox"/> For Construction <input type="checkbox"/> For Information <input type="checkbox"/> For Approval <input type="checkbox"/> As Built					