



Secretary of State for Transport
Department for Transport
Transport and Works Act
Orders Unit
General Counsel's Office
Zone 1/18 Great Minster House
33 Horseferry Road
London SW1P 4DR

London Borough of Barking and
Dagenham
Town Hall
1 Town Square
Barking
IG11 7LU
Phone: 020 8215 3000
Email:
transportpolicy@lbbd.gov.uk
Website: www.lbbd.gov.uk

Reference: 3200 - BRE
Date: 29 July 2016

Dear Sir,

Transport and Works Act 1992: Application for the Proposed London Overground (Barking Riverside Extension) Order. London Borough of Barking and Dagenham Statement of Case

The London Borough of Barking and Dagenham welcomes the opportunity to set out our Statement of Case in support of the Transport and Works Act Order (TWAO) application for the proposed London Overground extension to Barking Riverside. Where necessary, The Council will seek to rely upon the core documents provided by TfL and as set out in Appendix 1 of the TfL statement of case.

Overview

The delivery of the London Overground extension to Barking Riverside and subsequent realisation of new homes, jobs and improved connectivity with the rest of the borough and London is a key priority for the Council. The key benefits that we consider a new rail link would bring include:

- The full development of Barking Riverside, providing much needed additional, affordable housing for the borough and for London;
- The generation of significant numbers of new jobs – including temporary construction jobs and permanent jobs in servicing the area, and a boost to the local economy through increased local retail spend;
- The provision of enhanced links to Central and North London and significantly reduced journey times for people living and working in the area.

Enabling Regeneration

Barking and Dagenham is London's Growth Opportunity. The Council is committed to growth, to playing its role in London and delivering for its community. It has ambition and aspiration to become a destination of choice, where people stay and feel

**One borough; one community;
London's growth opportunity**

welcome. The Borough has capacity for 40,000 new homes over the next twenty five years and improvements to transport are critical in realising these new homes which are vital to London's global competitiveness.

The Barking Riverside development is London's single largest development opportunity with outline permission for 10,800 new homes and 65,000 sqm of commercial, retail and community facilities. Barking and Dagenham is one of the most affordable boroughs in London and therefore the homes planned in Barking Riverside are real homes within the reach of ordinary London workers who underpin London's economy. Without this new rail infrastructure it is unlikely that more than 1,451 homes will be constructed which is 9,361 homes less than the fully developed site would allow. A substantial amount of investment has been spent on this development to date, but if the rail link is not secured the future of the development will be put in jeopardy.

The Barking Riverside Extension (BRE) not only unlocks 10,800 homes at Barking Riverside but also supports the regeneration of the wider London Riverside area, as set out in the London Riverside Opportunity Area Planning Framework and the Council's emerging Local Plan. This includes 3,000 homes at Creekmouth, 3,000 homes within the Barking Riverside Gateway Housing Zone and 6,000 homes at Castle Green where crucially the BRE includes passive provision for a second station to support the development of this site.

Facilitating Economic Growth

The wider economic case for the BRE is compelling. As well as the increased land values a rail link would bring, it is estimated that around 6,000 jobs would be generated as a result of the rail extension and development that follows, which includes up to 3,500 temporary construction jobs created to build the railway, housing and associated infrastructure and around 2,500 permanent jobs in servicing the area. The full build out of homes is estimated to increase local retail spend by around £47m per year by 2031.

The regeneration of Barking Riverside is expected to maximise employment opportunities for local residents and help improve skills, making Barking and Dagenham a place where people want to move to and stay. The percentage of residents in managerial categories is one of the lowest in the country and so it is expected that the new aspirational homes near to London's strategic employment centres will help create a more mixed and balanced community. The BRE therefore holds the key to unlocking the area's potential.

Improved Connectivity

The BRE will provide a much needed link to a wide range of destinations across London, including Central London via interchange at Barking to the existing c2c Fenchurch Street line and the District and Hammersmith & City lines, as well as to North London on the existing Barking-Gospel Oak line. The new station will allow people living and working in Barking Riverside to reach Barking Town Centre in 7 minutes, the City (Fenchurch Street) in 20-25 minutes, Canary Wharf in as little as 25-30 minutes and Stratford in 22 minutes.

The Council has been closely involved in the testing of the route alignment options for the BRE and the preferred option (Option B) has the advantage of allowing for the provision of a second rail station near Renwick Road, enabling improved access to public transport services for a greater number of residents from the Thames View and Great Fleete estates. A station in this location will also help further the case for the re-zoning/redevelopment of the adjacent Rippleside commercial area with the potential to deliver upwards of 5,000 new homes. In addition, the route alignment also allows for the further extension of London Overground services across the river Thames to Abbey Wood station in Bexley - providing enhanced connectivity with South East London and opening up significant business and employment opportunities.

The delivery of the BRE will also act as catalyst to re-connect Barking and Dagenham residents with over 2km of Thames waterfront which at the moment is largely inaccessible due to the intervening industrial uses, lack of pedestrian and public transport access and permeability. The proposals will help transform the area's image and how the waterfront is perceived, as well as attracting and sustaining development interest.

Other Benefits

The delivery of BRE will result in a number of additional benefits to the borough and its residents, including:

- **Improved transport opportunities/Enhanced quality of life** - The BRE will provide a high quality journey experience for passengers through the provision of new trains and rail infrastructure on a part of the London rail network that currently experiences high customer satisfaction ratings. In particular, a new station with step free access and a high quality and accessible interchange with the local bus, cycle and pedestrian network will be provided. In addition, Route Option B positions the line further to the east of existing housing located along Choats Road, thereby reducing the potential for noise disturbance to residents and blight to their properties;
- **Improved safety and security** - The BRE has been designed to help reduce crime and fear of crime and provide a safe and secure public transport service to users within the Barking Riverside area through the provision of safety and security features such as lighting, CCTV and fencing. In addition, the new station will be staffed at all times while services are operating;
- **Greater transport resilience and reduced impact on climate change** - The BRE will be an electrified railway and offers a sustainable alternative to car travel. Moreover, it offers a sustainable alternative to car travel, particularly as it offers good interchange opportunities with a number of walking, cycling and bus routes. In addition, it will be constructed to the highest design and environmental standards aimed to ensure that the infrastructure is adaptive to a changing climate.

Transport and Works Act Order Issues

The Council is comfortable with the powers the TWAO would confer on Transport for London for the construction, operation and maintenance of the BRE. These include authorising the compulsory acquisition and the temporary use of land, the temporary and permanent stopping up of streets, street works and other ancillary works and other powers in connection with the construction, operation and maintenance of the works. In particular, the Council is:

- satisfied with the incorporated mitigation measures which comprise the construction environment management procedures set out in the Code of Construction Practice and the design features that have been adapted to reduce or prevent impacts;
- satisfied with the mitigation measures for the residual environmental effects during construction and operation that remain following incorporated and further mitigations as summarised in Tables 18.1 and 18.2 of the Environmental Statement Main Report;
- satisfied with the general principles and requirements that will be implemented by all contractors during the construction of the BRE which are set out in Part A of the Code of Construction Practice at Appendix 4A.2 of Volume 3A of the Environmental Statement and Condition 3 of the Planning Direction Application which requires the Council to approve Part B before development commences on the respective stage;
- reassured that prior to commencement of construction the Contractor will submit an application to the Council setting out detailed construction noise calculations and measures to maintain noise levels at acceptable levels.

The Construction Impact Assessment set out in Chapter 5 of the Transport Assessment sets out the traffic and transport construction impacts of the BRE during scheme construction. Schedules 2 and 3 of the Order list the streets to be stopped up and Schedule 9 the Temporary Traffic Regulations. This includes temporary traffic management measures to Box Lane, Choats Road and Renwick Road as set out in the Construction Impact Assessment. The Council has liaised with Transport for London with the proposed measures set out and therefore does not foresee any significant problem in agreeing either the Traffic Management or Construction Logistics Plans when submitted as part of Part B of the Code of Construction Practice.

The Council, Transport for London and Barking Riverside Limited (BRL) have worked in partnership to agree the location and design principles of the Barking Riverside Station so that the station acts as a prominent and legible visual marker which integrates with its surrounding context providing a high quality, safe and convenient interchange for pedestrians, cyclists, bus passengers and taxis, maximising active frontages and securing a high quality public realm. This is detailed in the Design and Access Statement at Volume 5 of the Environmental Statement which clarifies that BRL is working with Transport for London and the Council in developing the Station Square Sub-Framework-Plan in parallel with the TWAO. Therefore in this regard the Council is happy with Condition 4 of the Planning Direction which means that works relating to Barking Riverside Station shall not commence until details of the layout, scale and external appearance of the station have been submitted to and approved by the Council.

The Council supports the aim of TfL in maximising east-west permeability through the viaduct structure but recognises that site constraints and health and safety requirements limit the opportunities for this. As shown in figure 7.60 of the Design and Access Statement this results in an extensive amount of fencing along the route of the viaduct south of Choats Road and the Council is concerned that the design of the proposed fencing and associated landscaping minimises its visual impact in views from Renwick Road and from within the park. In this regard the Council is satisfied with Condition 5 of the Planning Direction which states that no landscaping works relating to the Development shall be carried out unless a landscaping scheme has been submitted to and approved by the Local Planning Authority.

Finally, the Council is reassured that the analysis provided in Table 6-17 of the Transport Assessment of passenger flows in Barking Station in 2031 with 10,800 homes shows that overall platform crowding remains relatively constant, although there is a reduction in crowding on platform 1 and a proportionate increase on platform 8 the main issue remains some potential overcrowding on platforms 5/6. The Council is working in partnership with C2C, as set out in the franchise agreement, on improvements to Barking Station which will improve the performance of the station with increases to the capacity of the gateline and the concourse. As the Council's plans for the wider London Riverside see fruition it will work in partnership with Transport for London and C2C on bringing forward further improvements to the station if these are found to be necessary.

In summary the Council fully supports the TWAO for the Barking Riverside London Overground Extension, subject to conditions regarding the appearance of the station, the viaduct, the fencing and landscaping. The TWAO represents the culmination of eight years of work led by Transport for London in partnership with LBB and BRL to find an affordable alternative to the DLR extension which could support 10,800 homes and support the wider regeneration of the London Riverside area including Barking Town Centre. It has been developed in parallel to and integrates with the revisions to the Barking Riverside Masterplan which are the subject of a S73 revision to the original outline planning application the Council approved in July 2016.

Yours faithfully

Jeremy Grint
Divisional Director of Regeneration

Cc: Bircham Dyson Bell