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Dear [REDACTED]

BAKERLOO LINE EXTENSION PROPOSAL AT NEW CROSS GATE

Thank you for your letter of 20 July 2017 and the accompanying suggested work programmes. We have now considered the contents of these documents and in advance of our meeting on 7 September 2017, and to aid our future discussions, I wanted to provide a formal response.

Overall Programme

As you are aware, we received a very large number of responses to our spring 2017 public consultation that ran from 9 February to 21 April, including your response which we received in April 2017. We are now in the process of considering all the responses received and hope to be in a position to publish a report in response to these by the end of the year.

To assist us in this work, we are now commissioning further technical work that will entail (amongst many other things) looking in more detail at the best option for a new station at New Cross Gate and for a main construction worksite or worksites for the whole scheme. The work will be taking into account the responses to our public consultation and so will be considering in detail the technical paper that accompanied your April 2017 consultation response as well as any subsequent correspondence.

Further Technical Work – New Cross Gate Station

It remains our position that the location for a new station at New Cross Gate has not been decided. Although our current preferred option for a new station at New Cross Gate is set out in the 'Background to consultation report' that we published as part of the 2017 consultation alongside the reasons why we

preferred this option instead of the others identified, the purpose of the consultation exercise was to invite representations on our proposals so that we could consider and if needed revise our proposals in light of these.

Subject to discussions with yourselves and other stakeholders, we intend to build upon on the previous work that has been undertaken, and focus our assessment on the identified preferred option and any alternatives in the vicinity of the existing New Cross Gate station that have been raised through the consultation process. It will also include any variants that may emerge from this assessment. As such, this work will review the possibility of using the site to the east of the existing station as advocated in your technical report.

In terms of the level of work required, we appreciate that there is a substantial amount of technical work ahead of us but as I am sure you will understand there are also limits to how much technical work TfL can be expected to undertake at this stage of the process in terms of time, cost and appropriateness.

We expect those we appoint to be in a position to let us have at least some initial views by the end of October 2017 and once we have the technical input we require we will review the situation and discuss it with stakeholders including yourself. We will do so taking into account the factors we considered for the purposes of the 2017 consultation paper in putting forwards our preference for a new station at New Cross Gate and also additional criteria as appropriate. In doing so we will also take into account the suggested work programme related to New Cross Gate station that you provided with your letter of 20 July, as well as TfL's experience in station construction, not least our recent and considerable experience gained from the Northern Line extension scheme.

The criteria that we are considering are set out in the attached draft table, and I thought it might be useful for you see this draft table before we meet on Thursday 7 September.

Further Technical Work – Main construction worksite

A further aspect of the technical work we are now commissioning is identifying and considering options for a main worksite or worksites for the scheme as a whole as part of working up an overall methodology for construction.

We recognised in our 2017 consultation paper that your site to the west of New Cross Gate station could potentially serve as a main worksite from which tunnelling machines could be launched, including the advantage that could be provided by the existing railway connection during the construction process. However this did not form the basis of the decision to locate a new station at New Cross Gate on this site and a decision on the location of a main worksite has not been decided.

Accordingly through our technical work, we will consider all options for a main work site and they are likely to include those mentioned in your proposed programme of works for a main construction work site.

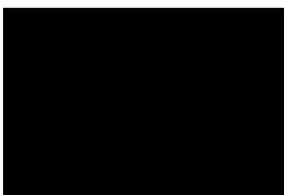
As for the work mentioned above in respect of New Cross Gate we are expecting to have some initial views from our appointed technical consultants by the end of October. We will evaluate the situation accordingly when we have the technical information we have asked for and discuss the situation with yourselves and other relevant stakeholders through an ongoing dialogue.

Generally

I hope that this clarifies the position as we move forwards to firming up on our proposals for the scheme. We appreciate that as matters move forwards further and more detailed technical work will be needed as we move towards a potential Transport & Works Act Order application in due course.

We look forward to maintaining a constructive dialogue with you and your professional team as matters progress.

Yours sincerely



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Annex

The proposed further information below is supplementary to that included in the existing published evaluation and remains subject to:

- Further review and advice from our suppliers who will be review our proposals and the consultation feedback.
- The progression of our review work and the emerging outcomes – specifically we reserve the right to determine the extent to which we review the alternative options proposed to us. This will ensure that we do not unnecessarily spend resources on aspects that we identify are not determining factors or that we feel have been sufficiently addressed by work already undertaken.
- Engagement with other third parties aside from our own discussions with Sainsbury's e.g. Network Rail, the local Borough Lewisham etc.

Station Appraisal Criteria	Draft Proposed supplementary information for review for each criteria
Local connectivity	Lewisham Council Place-making Study Forecast passenger demand at station
Impact of operation	Access arrangements for servicing station. Passenger journey times.
Cost of operations	Station operating costs estimate. Train service operating costs estimate.
Impact of construction	Station capacity and sizing requirements to service demand and operations. Construction costs of each option for station infrastructure. Impact on each option for associated running tunnels alignments including costs. Construction site layout and operations. Construction duration and possible phasing.
Local resident, business and wider public impacts	Economic impact of job loses from commercial / retail extinguishment for duration of BLE construction. Economic impact of job creation during BLE station construction.
Land ownership / occupation status	Relevant matters arising from consultation responses
Policy Compliance	Assessment of the potential impact upon housing delivery

We anticipate that the consideration of the main construction worksite will be evaluated on a similar set of areas. Details of the requirements and evaluation of the impacts will be developed as we develop the approach to constructing the whole line.