

---

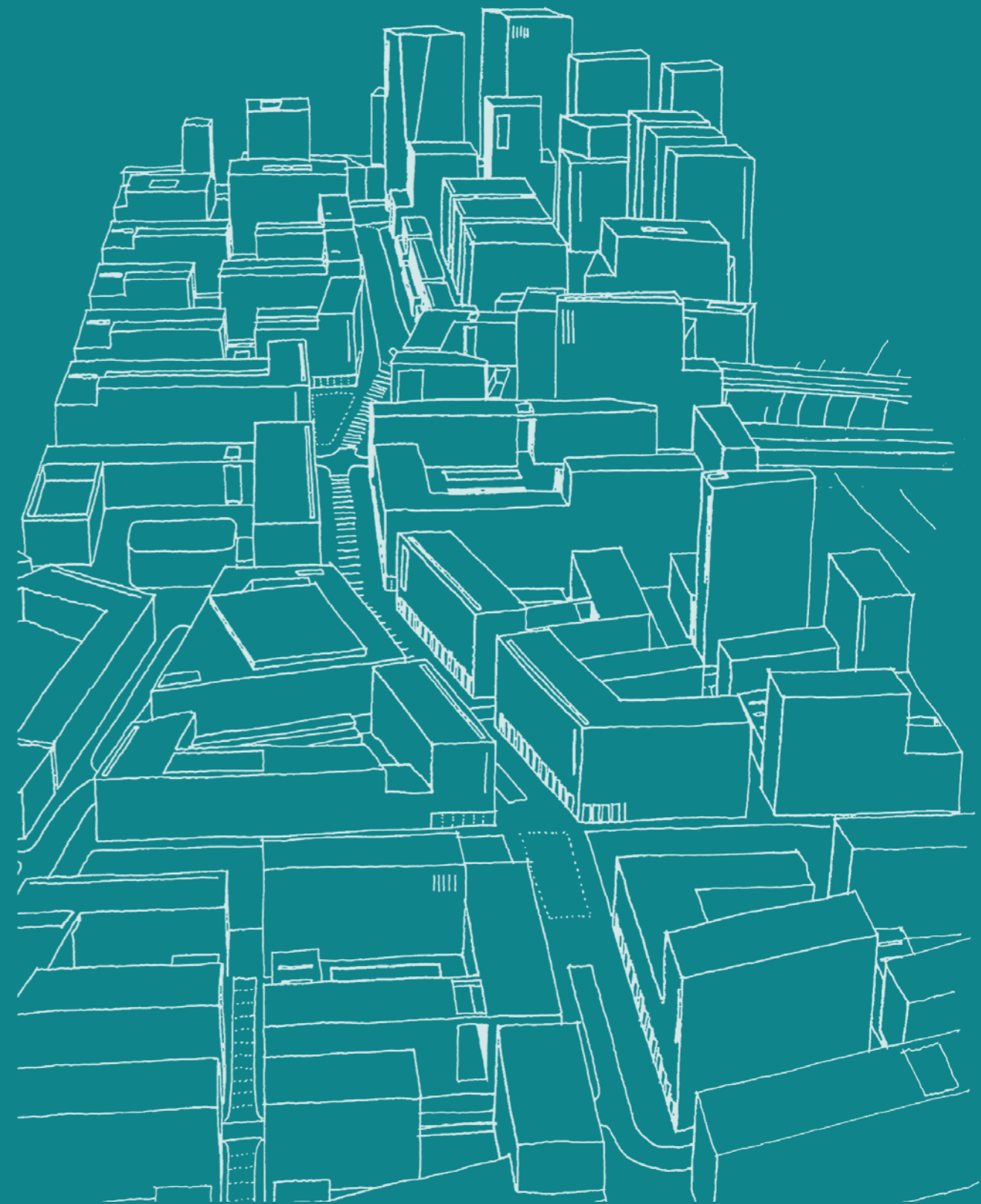
LONDON'S NEWEST TOWN CENTRE

Memorandum of Information



# content

1. Foreword	1
2. Investing in infrastructure	2
3. The sites and their setting	4
4. Overview of the opportunity	6
5. Barnet Council's objectives	8
6. The procurement process	9
6.1 Securing and managing delivery	10
6.2 Pre-qualification Questionnaire (PQQ)	12
6.3 Invitation to Negotiate (ITN)	15
6.4 Pre-contract business plan	16
6.5 Timetable	16
Further information and contacts	rear cover



# 1.

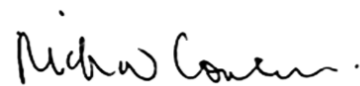
## Foreword

Barnet has ambitious plans to deliver over 7,500 new homes and 20,000 new jobs at Brent Cross Cricklewood.

Brent Cross Cricklewood is the flagship for Barnet's growth plans. The 151 hectare site offers a rare opportunity to create a new town centre in an unparalleled location within London. We are looking for a partner who will work alongside the Council to create a special place, which will be seen by Londoners of all ages, backgrounds and income brackets as a smart place to live.

Brent Cross Cricklewood is a major project for the Council and will play a key role in our long term financial sustainability. It will set the tone for the future development of Barnet and North West London epitomising what it is to be a successful 21st Century Suburb in which the design of places and the activities within them contribute to the health, wellbeing and independence of residents, visitors and workers.

The Council and the Greater London Authority are working closely with central Government and Network Rail to deliver a new station on the Thameslink line by 2020, moving Brent Cross Cricklewood to be just 12 minutes from King's Cross. We are working towards an Autumn 2014 agreement in principle to fund the station, followed up by a binding commitment in the Spring of 2015. We anticipate that this public sector investment in the design and delivery of the station will be reflected in the eventual partnership structure that delivers the development of Brent Cross South.



CLLR RICHARD CORNELIUS

Leader of the Council  
Barnet

The Chancellor's Budget speech in March 2014 said:

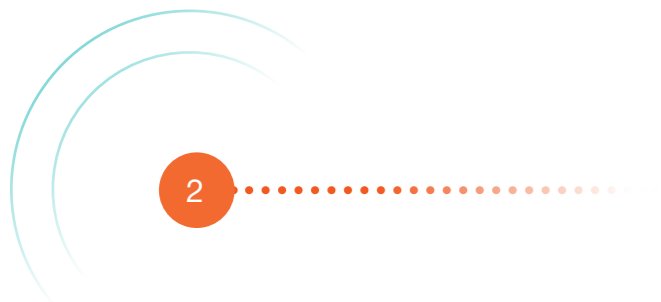
*“In the South East where the pressure is greatest we're going to build new homes in Barking Riverside, regenerate Brent Cross, and build the first new Garden City in almost a hundred years at Ebbsfleet...”*

*Taken all together, the housing policies I announce today will support over 200,000 new homes for families.*

*We're getting Britain building.”*

On a site visit in April 2014 the Chancellor added:

*“It will really make Brent Cross what it has been in the past and will be in the future, the centre of London.”*



# 2.

## Investing in infrastructure

The Brent Cross Cricklewood Scheme includes a number of major public transport improvements, with support from all levels of Government.

London's population is set to soar to ten million by 2030 and the scale of the challenge in providing the infrastructure to cope with that increase is not to be underestimated.

That is why I am developing a long-term infrastructure plan that will aim to meet that challenge head on.

Key to the plan are schemes like Brent Cross Cricklewood, which as one of London's largest brownfield development sites, has the capacity to deliver thousands of new homes and jobs.

We have been working closely with Barnet Council to secure investment in a new Thameslink station at Brent Cross Cricklewood and I look forward to seeing this crucially important part of London transformed over the coming years.

BORIS JOHNSON  
Mayor of London



### Existing site boundary (approximate)



### Consented scheme

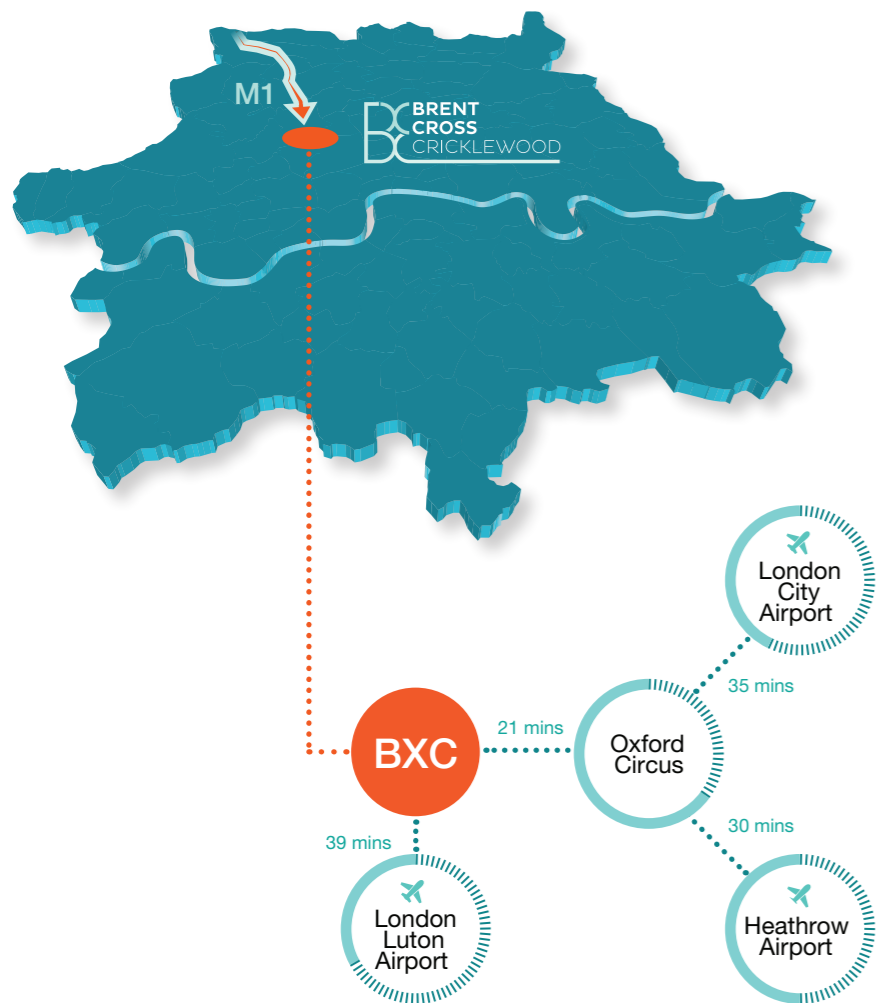


- New Bus Station
- New Living Bridge
- New Train Station
- Improved Tube Station Access
- New Education Facilities
- Improved Cycling Access
- New Vehicular Access
- Improved Open Space

# 3.

## The sites and their setting

Brent Cross Cricklewood is a major gateway between London and the rest of the UK.



The area of Brent Cross takes its name from an old crossroads near the River Brent. The area is most closely associated with the existing shopping centre (the first of its kind in the UK) though it covers a wider area of mostly 'big box' retail and industrial units.

Brent Cross Cricklewood is currently fragmented by the main highways that pass through and around it including the A5 (which heads in to central London becoming the Edgware Road), A41 (which heads in to central London, becoming the Finchley Road), the A406 (North Circular) and the M1 motorway which starts its route North at Staples Corner – adjacent to the opportunity area.

Except for some industrial uses to the east of the site, the areas surrounding the Brent Cross Cricklewood site are principally residential in nature, with Hendon to the North, Golders Green to the East, Hampstead to the South and Dollis Hill to the West.

The consented development scheme proposes a series of new districts for Brent Cross connected to the transformed shopping centre by a new living bridge:

- Market Square ①
- Station Quarter ②
- Eastern Lands ③
- Clitterhouse Playing Fields ④
- Brent Terrace ⑤
- Cricklewood Lane ⑥
- Railway Lands ⑦
- Brent Cross East ⑧
- Brent Cross West ⑨



### Consented Schedule of accommodation

	Gross External Area TOTALS PER ZONE (SQM)					RESIDENTIAL UNITS
	Business B1	Residential C3	Industrial B2/B8	Leisure D2	Retail A1-A5	Total
MARKET SQUARE	4,645	170,752	0	4,961	6,735	1,866
STATION QUARTER	373,551	35,230	0	2,787	4,645	385
EASTERN LANDS	6,131	230,761	0	2,880	20,438	2,500
CLITTERHOUSE P F	0	0	0	0	0	0
BRENT TERRACE	0	194,554	0	0	372	1,923
CRICKLEWOOD LANE	0	2,380	0	0	604	26
RAILWAY LANDS	4,459	0	61,314	0	0	0
BX EAST	5,396	26,034	0	15,450	78,133	278
BX WEST	0	52,342	0	0	0	572
<b>ALL SITES</b>	<b>395,297</b>	<b>712,053</b>	<b>61,314</b>	<b>26,078</b>	<b>110,927</b>	<b>7,550</b>



Some Illustrative views of the consented development scheme.

# 4.

## Overview of the opportunity

'Brent Cross South' (BXS) is a constituent part of the wider 'Brent Cross Cricklewood' (BXC) site, a major opportunity for a new town centre on 151 hectares of significantly underused brownfield land.

This unrivalled opportunity to create an exemplar suburb for the 21st Century has outline planning consent to deliver a comprehensive redevelopment including more than 7,500 homes and space for over 25,000 new jobs.

Planning Permission (Ref No: C/17559/08) for the comprehensive regeneration of the BXC site was granted on 28 October 2010, and revised through an s.73 application in 2013/4. The scheme has been designed to facilitate phased delivery, starting at the existing Shopping Centre.

To date the Brent Cross Cricklewood scheme has been jointly promoted by Barnet, Hammerson and Standard Life Investments ("HSL"). Barnet and HSL have signed a 'co-operation agreement' that sees the Council taking lead responsibility for delivery of land to the south of the North Circular and a commitment from HSL to deliver the infrastructure with which to service the Primary Development Package (PDP – see adjacent for more detail) of the consented scheme. This package of work describes the key infrastructure that must be delivered before the shopping centre development can commence. This infrastructure to be provided by HSL includes a number of items on Brent Cross South.

Barnet is now seeking to identify and secure a Development Partner to help realise the potential of the southern section of the wider Cricklewood masterplan. It is acknowledged that the new partner may wish to revisit the detail, content and phasing of the consent on the south side.

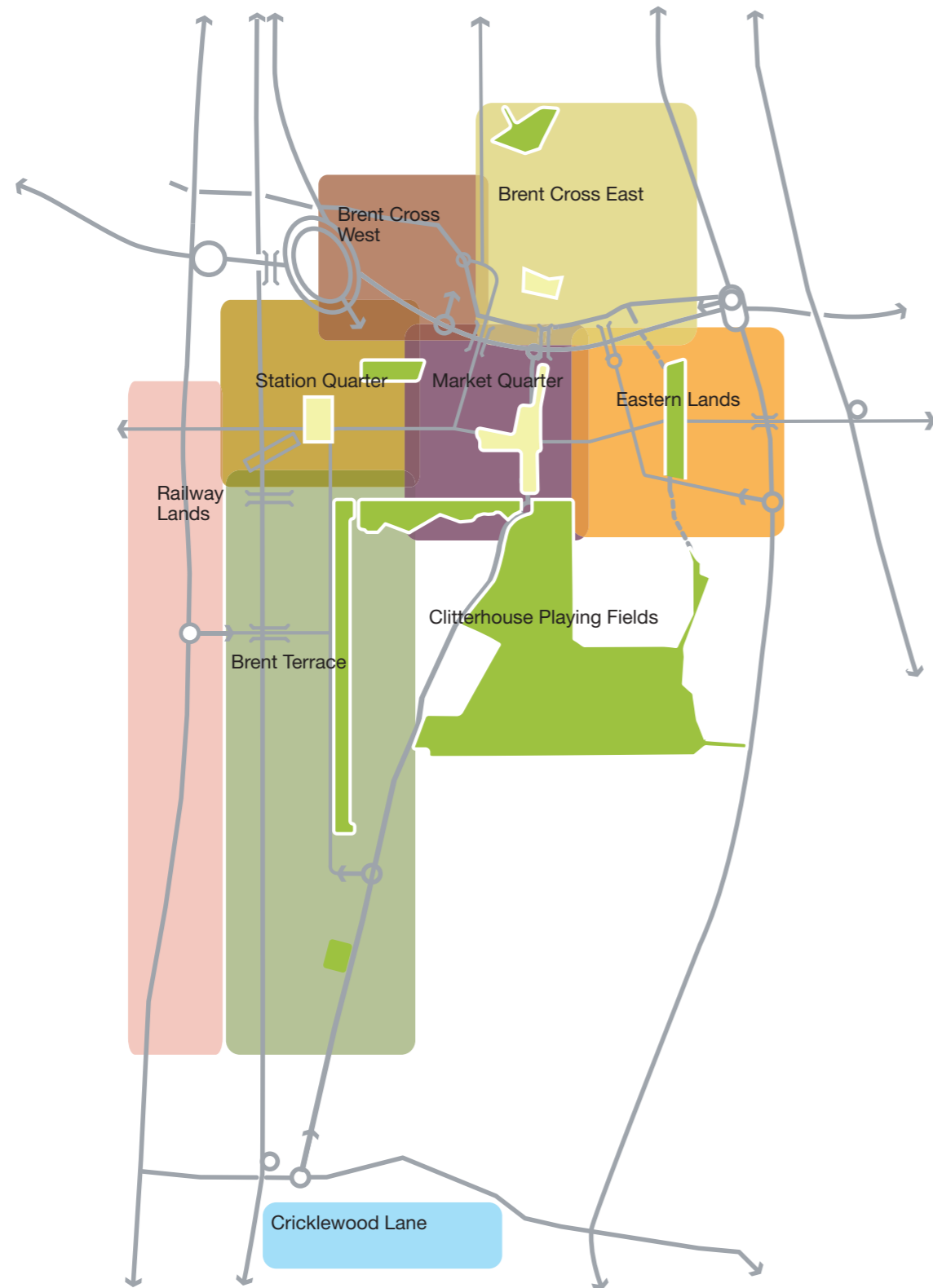
The entire masterplan – equivalent in gross floor area to that of Mayfair (some 15 million sq ft) – has the potential to become a significant new town centre for London.

### Key infrastructure elements to be delivered by Hammerson and Standard Life Investments

Key elements of the Primary Development Package, as they relate to the South, include the following:

- Delivery of a new "living bridge", improving connectivity across the North Circular;
- Creation of new public squares at Brent Cross South to act as anchors to the development, linked to the shopping centre by two new bridges;
- Removal of Clarefield Park, compensated by improvements to Claremont Park and Clitterhouse Playing Fields and temporary open space;
- Re-provision and expansion of Claremont Primary School;
- Residential development adjacent to Brent Terrace;
- Creation of a new foodstore, representing a replacement to the existing facility in the Eastern Lands;
- New Brent Cross Bus Station;
- Improvements to pedestrian underpass;
- Temporary health centre in the Market Quarter;
- Neighbourhood policing unit in the Market Quarter;
- Brent Terrace Green Corridor;
- Claremont Avenue linking Claremont Road with Tilling Road;
- Various major junction works.





## Requirements

Barnet Council has specified the following requirements for Brent Cross.

### A new town centre for London

- Making residents, workers and visitors feel good
- Inviting people to meet and spend time in the spaces
- Encouraging walking and cycling
- Animated at street level
- Connected with high quality parks, green spaces and nearby waterways

### Well integrated

- Complementing the expanded Brent Cross shopping centre
- Inviting visitors to the shopping centre to cross into the new town centre
- Integrated with surrounding neighbourhoods – not an 'island'

### Affordable

- Low energy bills
- Responsible service charges
- A range of housing types and tenures

### A strong local economic base

- Not simply a dormitory – a range of business and employment uses
- Recognising that the existing Barnet business base is predominantly small/micro businesses
- Recognising that entrepreneurs blur the home/work distinction
- Strong integration between the residential and commercial areas – no 'dead' areas

### Well connected

- Excellent public transport links to Barnet, London and UK
- People are likely to own cars, but won't need to use them on a day to day basis
- Spaces not dominated by the car

### A place for everyone

- For people of all ages, with housing mix that reflects different life stages
- Public spaces which are safe and accessible to all
- Promoting wellbeing through its design
- Maintaining Barnet's tradition of educational excellence

# 5.

## Barnet Council's objectives

Brent Cross Cricklewood is an opportunity to extend Barnet's success as a desirable and attractive suburb, by creating a new town centre for London which sets the tone for future evolution of the borough more widely.

- Brent Cross Cricklewood will be a place that makes residents, workers and visitors feel good – inviting people to meet and spend time in the spaces, and to walk or cycle. It will be animated at street level and connect with high quality parks, green spaces and nearby waterways.
  - Brent Cross South will complement the expanded Brent Cross shopping centre, and invite visitors to the shopping centre to cross into the new town centre. The site is at risk of being seen as an island, and the new development will need to tackle this risk, **integrating effectively with the surrounding neighbourhoods**.
  - Brent Cross Cricklewood will be **a place for people of all ages**, with housing mix that reflects different life stages, **a range of housing tenures**, and public spaces which are accessible to all. **Promoting health and wellbeing and reducing dependency** will be ingrained in the place – for example by incorporating dementia friendly design. It will maintain Barnet's tradition of educational excellence.
  - As a growing, successful suburb of a growing successful world city, Barnet benefits from a strong local economy as well as providing a home to many people who work in central London. This emphasis on **a strong local economic base is a key requirement for Brent Cross Cricklewood** – it cannot simply be a dormitory. The Borough's economy is predominantly made up of small and micro businesses, including many home based businesses, and the new Brent Cross Cricklewood will cater for this entrepreneurial community which increasingly blurs the distinction between home and work.
  - The Council expects this blurring between home and work life to extend to the design of the new development, with **strong integration between the residential and commercial areas**, and no areas that are seen as 'dead' at particular times.
  - Brent Cross Cricklewood will have excellent public transport links, allowing people to reach other parts of Barnet, London and the country easily. While many people are likely to own cars they are unlikely to be needed on a day to day basis and the space will **not be dominated by the car**.
  - Many residents are under financial pressure, and the Council is committed to taking account of this in its actions. This means that **low energy bills** and **responsible service charges** will be important aspects of the new community.
- To meet these requirements the Council is seeking a long term partner with:
1. Experience in delivering (financing and constructing) 'placemaking' through large scale, phased development;
  2. A track record of working successfully in partnerships with the public sector and other third parties;
  3. Experience in appointing and managing large professional teams to conceive and produce large scale masterplans and to secure detailed planning consents for mixed use development within them;
  4. A well established internal team with the human and financial resources to be a long term development Partner.

# 6.

## The procurement process

The procurement of a Development Partner is being conducted via an OJEU procurement procedure.

Essentially, the procurement will comprise a four stage process:

1. Pre-qualification Questionnaire (PQQ)
2. Invitation to Negotiate (ITN) (3-5 parties)
3. Pre-contract business plan (single party)
4. Finalising and engrassing the contract

The Council's procurement strategy is;

- To identify a partner that understands the Council's requirements and its vision; has the ability to work in Partnership; and with the commitments and financial capacity to execute the required Business Plan. The stated commitments will include a range of placemaking, commercial and financial matters.
- A vision will be developed between the parties through the negotiation procedure and before the creation of a formal joint venture partnership.
- The Partner will be afforded a period of time to work with Barnet and the key external stakeholders (Network Rail, Hammerson, GLA etc) to set the vision, finalise a masterplan and to confirm the Business Plan. This process will be as described and specified in the second round bidding stage.
- Subject to an appropriate scheme being established, and third party interests being aligned, the Partner will then have the opportunity to enter in to a formal Joint Venture with the Council through which the scheme may be implemented. This Joint Venture (or a wholly owned subsidiary) will receive land from the Council and investment and expertise from the Partner.

- The preferred Partner will work 'at risk' (unsecured) until such time as the Business Plan is finalised and approved. This means that the party will incur costs for which the returns are only guaranteed if it satisfies both itself and the Council that its plan meets all the stated requirements and is viable. As part of the bidding process, parties will be invited to submit what tests they consider to be the appropriate criteria for defining 'feasible' and how the Joint Venture should be formalised. We expect criteria to include the implementation of Hammerson's PDP and confirmation on the train station funding and timing.
- At the point that the preferred partner is selected, a mechanism for calculating the Council's financial return will be agreed. This methodology will have been set out as part of the bidding process, parties will be invited to describe how this process will work. We suggest that this is based on an open book formal valuation, on a phase by phase basis. This process involves the independent assessment of the build costs and values of a phase which, less all fees and profit requirements, delivers a land value to the Council. This approach will also allow the Council to satisfy s.233 of the Town and Country Planning Act 1990.
- Failure to implement the scheme (or particular phase), despite meeting the stated criteria may be used by the Council as an opportunity to render the relevant part of the agreement void and to allow the Council to tender the specific opportunity.

## 6.1 Securing and managing delivery

The Council and Partner will enter in to an equally controlled Joint Venture (JV) to establish and own a Business Plan for Brent Cross South. The two parties are to enjoy equal voting rights on the form and content of the Business Plan, subject to dispute and deadlock resolution controls. The Business Plan will describe the actions required to meet the vision shared by the parties, and through this route the JV will guide the activity, roles, responsibilities and obligations of the two institutions.

Subject to adhering to the Business Plan, the procured Partner will essentially be free to implement the scheme in line with its own skills and expertise. The Business Plan will also describe the processes for managing and ‘curating’ the scheme to deliver on the placemaking agenda.

The Business Plan needs to outline:

- the vision for the project
- the strategy for realising this vision
- roles and responsibilities, including voting rights
- financial commitments
- priority returns, returns on investment
- a programme for delivery
- detailed plan of action
- key performance indicators
- dispute resolution.

The Business Plan will be a live document capable of being reviewed as required.

The actual returns to the Council will be agreed on a phase by phase basis, probably through a series of wholly JV-owned ‘Special Purpose Vehicles’ (SPVs). The returns are likely to vary over time and by phase. Note the distinction between equal voting rights to inform and guide the business plan as compared to the junior role that the Council expects through the actual phase by phase delivery process.

Example performance indicators and ‘tests’ could include:

- target profit on cost
- priority returns
- share of surpluses (overage)
- development management fees
- timing/longstops
- caps and collars on expenditure
- corporate guarantees
- the definition of ‘viable’.

Shortlisted parties will be invited to produce an outline Business Plan as part of their selection process to become the Council’s preferred partner. The proposed key performance indicators (development management fees, returns, longstops, obligations for the SPVs) will be taken in to a contract with the Council.

### 6.1.1 Backstop provision

As part of the bidding process parties will be invited to consider what aspect of the masterplan could be revisited.

Given the need to maintain progress and momentum, parties will also be invited to describe a 'backstop' position in their ITN submission. This backstop position will describe what a first phase would comprise, based on the extant outline consent. Parties will be invited to declare what they would implement in the event that their alternative plans proved unrealistic or too complex to progress in a timeframe that is acceptable to the Council.

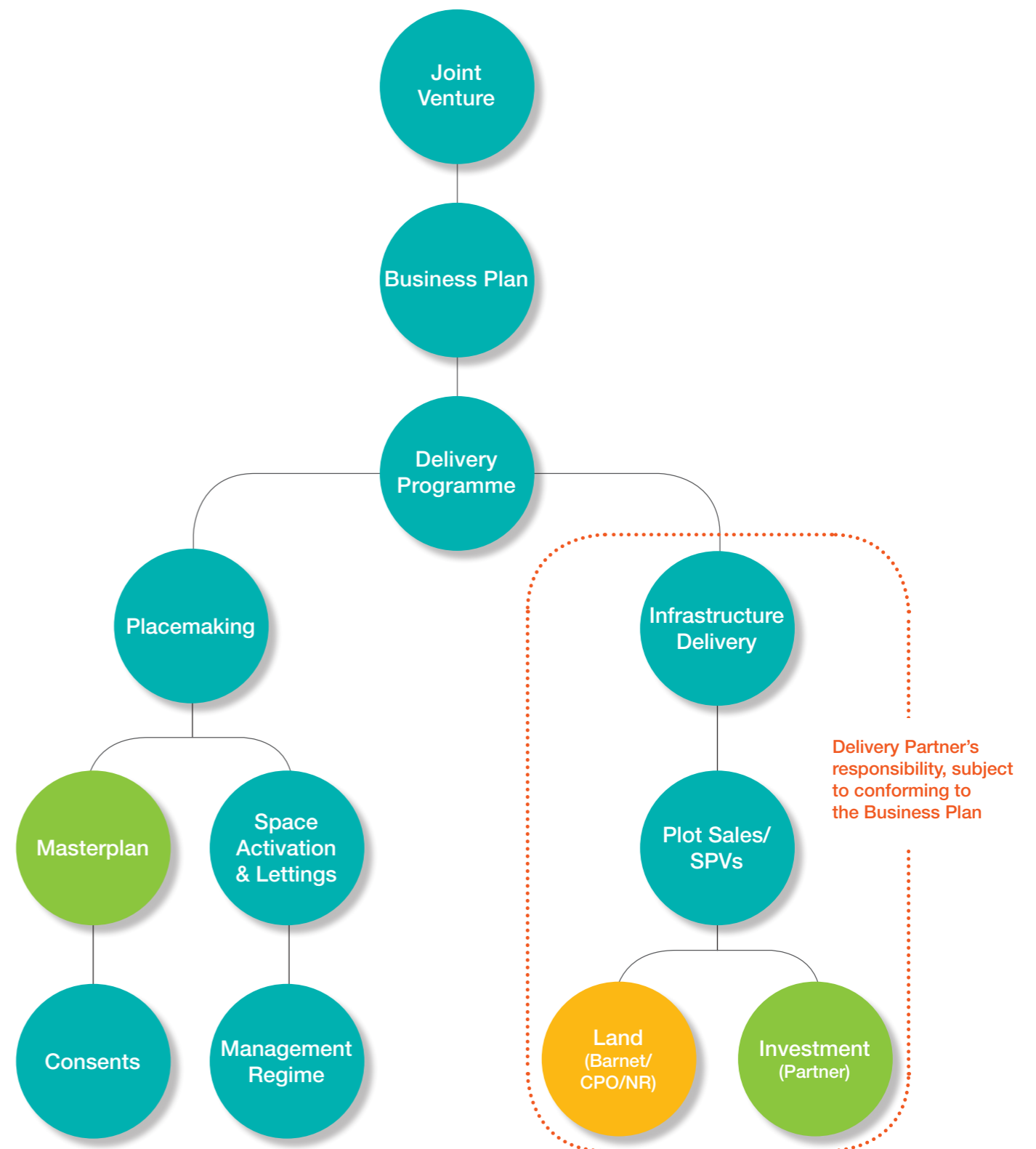
For the avoidance of doubt Barnet Council do not require bidders to present alternative plans for the site during the negotiation procedure.

### 6.1.2 Governance

The Board of the Joint Venture will be made up of representatives from both the Council and its Partner and receive regular progress reports from both parties. Failure to meet the objectives of the Business Plan will carry contractual and financial penalties.

### 6.1.3 Land interests

The Council has approximately 70% of the Brent Cross Cricklewood South regeneration area within its control. The Council acknowledges that the delivery of the Brent Cross Cricklewood proposals may require the Council to use its compulsory purchase powers, and that there may be several Compulsory Purchase Orders over the lifetime of the project. In anticipation of this, the Council is actively pursuing a land assembly strategy, and is in negotiations with landowners to acquire properties required to deliver the early phases of the Brent Cross South development, following Cabinet Resources Committee approval in January 2014.



## 6.2 Pre-qualification Questionnaire (PQQ)

As a first stage of procurement Barnet would like to invite Parties to submit information against the following criteria.

### PQQ criteria is as follows

	Qualitative Criteria	Weighting
1	Trading name and address	Information only
2	Details of the person who completed the form	Information only
3	Applicant details	Information only
4	Public or private limited company	Information only
5	Parent company	Information only
6	Conflict of interest	Information only
7	Company profile	Information only
8	Company policies	5%
9	Organisational capacity	12.5%
10	Financial capacity	17.5%
11	Turnover/profit summary	Information only
12	Referees	10%
13	Approach, understanding and experience of 'placemaking'	25%
14	Comparable delivery experience	30%

More information is contained within the document entitled "Brent Cross PQQ" which can be obtained from the Council's retained agents on request.

## Breakdown of scored elements for PQQ

8	Company policies	5%	Parties are invited to submit evidence of a comprehensive suite of policies covering health and safety, equal opportunities, anti bribery.
9	Organisational capacity	12.5%	Parties are asked to submit a full list of core team members including professional CVs, length of service and organigram. CVs to include role in case studies named in 'comparable delivery experience'. Clear statement of how the company identifies, records and shares best practice.
10	Financial capacity	17.5%	Confirmation will be sought that the organisation has met the terms of its banking facilities and loan agreements (if any) during the past 5 years. Confirmation that the organisation met all its obligations to pay its creditors and employees during the past 5 years will also be sought. The Council will look for a strong Dun & Bradstreet ("D&B") (or equivalent) net worth and risk rating. Parties are to submit evidence of experience, and approach to, raising funding for similar schemes or availability of internal resources. Parties will be invited to describe their approach for using internally and externally sourced funding, and how this varies for the different phases of a scheme. Evidence to support why the organisation believes that the approach described could be successfully implemented in the current market conditions (and resilient to change in market conditions) will be requested. Details are to be provided of current major commitments that could impact on capacity to support this project and how any potential impact(s) would be managed.
12	Referees	10%	References will be provided from previous or current partners where the organisation is delivering large scale regeneration and placemaking solutions. We will ask the referees to comment on the party's: <ol style="list-style-type: none"> <li>human resource capacity to engage on large scale urban regeneration projects</li> <li>track record in placemaking and commitment to high quality development</li> <li>ability to finance and realise development opportunities</li> <li>ability to work in partnership.</li> </ol>
13	Approach to and understanding of 'placemaking'	25%	What does the organisation understand 'placemaking' to be? Examples will include appropriate design, activation of spaces, management regimes, letting strategies, flexible approach. Parties are also asked to explain their approach to community engagement and how this process relates to placemaking.
14	Comparable delivery experience	30%	Experience in delivering major, multi-phase, development and regeneration schemes in conjunction with the public sector, investment in the public realm, land assembly, new transportation infrastructure. Detailed explanation as to how the projects were initiated, designed, funded and delivered. How has the team ensured momentum? What were the critical factors to success? Description of governance arrangements and the roles played by the individuals named in Section 9. As a team, which scheme are you most proud of and why? Which scheme was least successful and what have you learnt from it?





## 6.3 Invitation to Negotiate (ITN)

Following the PQQ stage, the Evaluation Panel will agree on not less than three and not more than five Parties to be provided with access to a full suite of information against which to respond (via an online data room). The Parties will be invited to consider the technical information and the planning information and describe, essentially, the structure of their business plan:

### 1. Placemaking (25%)

- a. Describe your understanding of the Council's objectives and requirements.
- b. Describe your approach to making this place a successful and integrated part of Barnet and London.
- c. The Council is expecting its partner to finalise a jointly-owned Business Plan before entering in to a formal joint venture. In anticipation of this:
  - i. What is your approach to creating a sustainable economic basis for the area, taking in to account the potential of the commercial accommodation provided by the extant outline planning consent?
  - ii. Can you realise your vision within the parameters of the extant outline consent?
    1. If not, why not? Which aspects would you revisit?
    2. If yes, what would be the extent of the first phase?
  - iii. If you have an alternative approach to masterplanning the site, please describe.
    1. What value will it add to the Council?
    2. How much is the work is expected to cost?
    3. Over what time period?
  - iv. Please explain your thoughts on the impact of a new train station at Brent Cross South.
    1. How might your plans change if the station is not implemented prior to the rest of the scheme starting on site?
  - v. How long do you envisage the Business Planning process will take?

### 2. Delivery (50%)

- a. Your team:
  - i. Provide the detail of your team members including professional appointments:
    1. Who will lead from within your company? Who will sit on the JV Board?
    2. Who will support from within your company? Please provide a team organigram.
    3. Please provide detail of the roles that your team members have played on your previous projects. Please use the table provided as a template and provide separate summaries of the Projects.
    4. What key skills and attributes do your internal team members bring?
    5. What process will you adopt in making professional appointments?
    6. Detail any professional appointments you have/would like to make as preferred partner. Explain why you would make these appointments and the benefits they would bring to the project. Where have you worked with the nominated professionals and what outcomes have been achieved with their support?
  - b. Please comment on the technical information that has been provided to you and comment on whether you consider there are any further studies or reports that you require as part of the Business Planning process and prior to entering in to a Joint Venture with Barnet.
  - c. How do you propose to engage with third party interests (Network Rail, Tesco, Hammerson and Standard Life Investments for example)?
  - d. How will you facilitate/procure the delivery of the scheme? Please break your answer down for:
    - i. Infrastructure.
    - ii. The development plots.
  - e. How will you maintain high build quality over the life of the scheme?
  - f. How will you help ensure best value through delivery procurement?
  - g. What is your approach to ensuring a prompt start on site?
  - h. What will be the Key Performance Indicators for the Joint Venture?
  - i. Please describe your proposed Estate Management strategy for the site.

### 3. Finance (25%)

- a. How will you approach the funding for the delivery of:
    - i. The infrastructure.
    - ii. The development plots?
  - b. How will the respective financial returns be calculated? How will the returns to Barnet Council be calculated? Please provide details on:
    - i. Your target profit on cost (i.e. your priority return)
    - ii. Distribution of returns in excess of your priority return
    - iii. Development management fees
    - iv. Caps and collars on expenditure
    - v. Corporate guarantees
    - vi. Timing/longstops.
- Parties will be issued with an unlocked excel spreadsheet for completion.
- c. It is envisaged that the Joint Venture be defined by agreed 'hurdle' rates for phase by phase viability. How will 'viable' be defined?
    - i. What dispute resolution processes will be introduced?

Matters 3.b.i to 3.c.i (above) will be considered as 'fixes' within Head of Terms moving forward in to a formal joint venture, with other matters for finalisation at a later stage.

Please note that 10% of the marks available in questions 1 and 2 (a total of 7.5%) will be awarded on the basis of bidders' presentations in February 2015.

## 6.4 Pre-contract business plan

On the selection of a preferred partner, the Council will enter in to an exclusive programme of work with the preferred partner to finalise and agree the Business Plan. This programme will be defined as part of their ITN submission and presentation. Providing the partner adheres to this programme and delivers a viable solution that meets the Council's stated requirements the JV will be entered in to. If the partner fails to adhere to their programme, without good cause, the Council will be entitled to end the procurement with no financial penalty. The expectations on both Parties will be set out in a Memorandum of Understanding (MoU) which will be a paper presented to Committee at the time of preferred partner selection.

## 6.5 Timetable

<b>w/c 21st July 2014</b>	OJEU notices/adverts placed, marketing material issued.
<b>10th September 2014</b>	Pre-Qualification Questionnaires returned.
<b>w/c 22nd September 2014</b>	Sub-panels meet to score PQQ submissions.
<b>w/c 29th September 2014</b>	Full Evaluation Panel meets to moderate scores and to shortlist parties.
<b>Friday 3rd October 2014</b>	Shortlist agreed and (3-5) parties provided with Invitations to Negotiate (ITN) and invited to meeting with placemaking sub panel.
<b>w/c 6th November 2014</b>	Placemaking subpanel workshops and introduction to ITN process.
<b>w/c 8th December 2014</b>	Second placemaking subpanel workshop.
<b>Thursday 29th January 2015</b>	Tender submissions received by London Borough of Barnet.
<b>w/c 16th February 2015</b>	Presentations to the Council and Stakeholders by tendering companies.
<b>w/c 16th February 2015</b>	Sub-panels meet to score ITN submissions.
<b>w/c 23rd February 2015</b>	Full Evaluation Panel meets to moderate scores and to shortlist parties.
<b>Late Feb/Early March 2015</b>	Selection of preferred bidder by Assets, Regeneration and Growth Committee.
<b>March 10 – 13 2015</b>	MIPIM – target deadline for announcement of preferred bidder.
<b>March 2015 – March 2016</b>	Pre-contract business plan (single Party) Finalising and engrossing the contract.



## About Re

Re is a joint venture company co-owned by Capita and London Borough of Barnet. We work with local authorities, businesses and householders to develop, enhance and protect the built environment. In the London Borough of Barnet, Re has a 10-year partnership with the Council to deliver development and regulatory services.

The services Re delivers include:

- [Regeneration](#)
- [Strategic Planning](#)
- [Planning and Development Management](#)
- [Building Control](#)
- [Land Charges](#)
- [Environmental Health](#)
- [Trading Standards and Licensing](#)
- [Cemetery and Crematorium](#)
- [Highways: Strategy](#)
- [Highways: Network Management](#)
- [Highways: Traffic & Development](#)
- [Highways: Transport and Regeneration](#)

Our Regeneration and Strategic Planning team are central to the Council's ambitious programme of physical regeneration and economic development. We have our roots firmly in local government, with private sector insight. Many of our people joined us from local authorities, and as we are part owned by Capita, our experts also come from one of the largest multi-disciplinary property and infrastructure consultants in the UK. We know regeneration and understand the local government sector.

To find out more about Re and Capita's property and infrastructure business, go to:

[www.re-ltd.co.uk](http://www.re-ltd.co.uk)

[www.capita.co.uk/property](http://www.capita.co.uk/property)



## Further information and contacts

To discuss this opportunity please contact the following named individuals

Paul Clark MRTPI MRICS  
+44 (0)20 7544 2215  
Paul.Clark3@capita.co.uk

Jonathan Harris MRICS  
+44 (0)20 7544 4255  
Jonathan.Harris@capita.co.uk

Jonny Stevenson MRICS  
+44 (0)20 7544 2004  
Jonny.Stevenson@capita.co.uk



Capita Property & Infrastructure Ltd ("CPI"), trading as Capita, for itself and as agent for the vendors or lessors (the "Seller") of this property, gives notice that (1) These particulars do not constitute any part of an offer or a contract (2) Whilst every attempt has been made to ensure accuracy, this cannot be guaranteed and, therefore (save as set out at (6) below), (a) all statements and descriptions in these particulars as to this property are made without responsibility or liability on the part of CPI or the Seller, (b) no such statements or descriptions are to be relied on as statements or representations of fact (c) all measurements are approximate and no responsibility is taken for any error, omission or misstatement and (d) any intending purchasers or lessees must satisfy themselves by inspection or otherwise as to the correctness of each of the statements, particulars (3) The Seller does not make or give, and neither CPI nor any of its employees or agents makes or gives nor has any authority to make or give, any representation or warranty whatsoever in relation to this property. (4) Unless otherwise stated, all prices and rents are quoted exclusive of VAT and no statement is made as to the incidence of VAT. (5) No liability is accepted and no representation is made by either CPI or the Seller in respect of the presence, condition, adequacy or usability of any telecommunications or computer systems or equipment at the property, any software loaded thereon, or any related cabling or infrastructure. (6) Nothing herein shall exclude any liability which either the Seller or CPI would otherwise have for any fraudulent concealment or for any statements made fraudulently by it, its employees or agents. July 2014. Designed and produced by Capita's Real Estate Graphic Design.