



## **Assets Regeneration and Growth Committee**

**25 March 2019**

<b>Title</b>	<b>Brent Cross Cricklewood Update Report</b>
<b>Report of</b>	Councillor Daniel Thomas
<b>Wards</b>	Childs Hill, Golders Green and West Hendon
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
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### **Summary**

This report provides a progress update on the comprehensive regeneration of the Brent Cross Cricklewood (BXC) area since the last Committee meeting on 27 November 2018, with particular regard to the Revised Funding Agreement (RFA) agreed with HM Government (HMG) to enable the Brent Cross Thameslink scheme to proceed.

### **Officers Recommendations**

**That the Committee:**

- 1) notes the progress made across the scheme since the last committee on 27 November, including the entering into the Implementation Agreement Contract with Network Rail (paragraph 1.2); agreement of a revised funding package for the Thameslink Station and critical infrastructure and**

**the commissioning of Schedule 2 (Rail Systems and Sidings) works as set out in paragraph 1.9; entering into contract with Grahams in respect of the Train Operating Compound, (paragraph 1.19) and Waste Transfer Station enabling and demolitions works (paragraph 1.22), and the required Asset Protection Agreement with Network Rail (paragraph 1.19)**

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 This report updates on progress since the last Committee meeting on 27 November 2018, with particular regard to the Revised Funding Agreement (RFA) with HM Government (HMG) to enable the Brent Cross Thameslink (BXT) project to be proceed.
- 1.2 Following approval by this Committee on 27 November 2018 and then subsequently Policy and Resources (P&R) Committee on 11 December 2018 and Full Council on 18 December 2018 to proceed with the station project (BXT), the council entered into the Implementation Agreement (IA) with Network Rail to deliver the Rail Systems and Sidings and instructed the Schedule 1 Site Setup works (which are now underway); and commenced an OJEU procurement for the station platforms and station access / pedestrian bridge. The links to the reports are included within section 6.
- 1.3 Full Council also delegated to the P&R Committee the decision to commission the Part 2 (Rail Systems and Sidings) works provided: (a) the RFA has been agreed with HMG; and (b) that the RFA does not expose the council to unacceptable risk having regard to the updated financial tests approved by P&R on 11 December 2018. Full Council also noted that the final RFA and any consequential capital budget approvals required would be reported to the Committee on 20 February 2019.

### **Update on Revised Funding Agreement with HMG**

- 1.4 The report to the P&R Committee on 20 February 2019 set out progress on the RFA with HMG. The link to that report is included within section 6.
- 1.5 The key points are summarised as follows.
  - a) The council submitted an update to the 2016 HMG approved BXC Full Regeneration Business Case (2019 FBC) to Ministry of Homes, Communities and Local Government (MHCLG) on 30 January 2018. This took into account the substantial scheme development since February 2016 and the changes in delivery responsibility associated with BXN Partners decision to defer start on site. The 2019 FBC updated the strategic, economic, financial, commercial and programme cases, with regard to value-for-money and the level of risk in line with the letter from MHCLG dated 11 December (and appended to the report to Full Council on 18 December 2018). The 2019 FBC established a benefit cost ratio of 2.6:1 with jobs and 2.2:1 without jobs based on a south side only scheme, confirming that the project continues to provide value for money. The reports to P&R on 11 December and Council on 18 December, and the business case submitted to MHCLG, identified the preferred funding option as HMG forward funding and investment in the station to unlock 7,500 new homes in

return for 100% of the ringfenced local share of business rates growth for an agreed period, (Option 1, paragraph 1.17 P&R, 11 December 2018).

- b) The Business Case was considered by the MHCLG Investment Sub-Committee (ISC) on 6 February 2019. The Panel concluded that the BXC programme continued to meet their investment requirements and indicated that financial support will be provided through an additional grant of £319.5m.
- c) The 2019 FBC is based on a) the total BXT anticipated final cost of £365m (2016 prices inflated) to acquire the necessary land and deliver the Rail Systems and Sidings, Station platforms and station access / pedestrian bridge, Train Operating Compound (TOC) and new Waste Transfer Station and highway works; and b) the BXC core critical infrastructure totalling £55m, which is now being delivered by the council and Brent Cross South through the revised delivery strategy.
- d) The costs associated with the rail systems, sidings, TOC and station elements have been reviewed by external costs advisors Currie and Brown who have confirmed that the costs within the Anticipated Final Cost (AFC) are appropriate. An allowance for risk has been made for each project at an appropriate level based on a quantified risk assessment and a separate contingency budget is held within the council. The total funding investment required in the RFA is £419.47m, including the £97m grant agreed in 2016.

1.6 As the details of the RFA had not been finalised by 20 February 2019, the P&R Committee unanimously agreed to amend Recommendation 3 of that report to delegate to the Chief Executive, in consultation with the Chairman of the Policy and Resources Committee, approval of the Revised Funding Agreement agreed with HM Government having regard to the revised financial tests set by this Committee on 11 December 2018 for the council to assure itself that the prudential code can be satisfied so that the council can make the required capital commitment to deliver the Thameslink Station.

1.7 On 6 March 2019, the Minister of State for Housing confirmed in writing to the Chief Executive that HMG will provide grant funding to enable the station project to proceed.

1.8 The RFA now has the following key characteristics:

- (i) Government will meet the council's costs of delivering the Thameslink up to the value of £419.5m – an addition of £319.5m over the £97m already granted. This is in addition to £2.9m of business rates previously provided by the GLA.
- (ii) This will be in the form of a partially repayable grant, to be drawn down monthly on evidence of spend.
- (iii) The grant is conditional on meeting key project milestones, and HMG retain the right to clawback the grant if these milestones are not met. This is in line with the terms of the existing £97m grant.
- (iv) The grant will be repayable, as set out in (v) and (vi) below.

- (v) The current ring-fence, which sets aside the growth in business rates from the expansion of Brent Cross Shopping Centre, will remain in place. Rather than using income to repay borrowing, the council will use it to repay the grant.
- (vi) HMG will receive 50% of LBB profits from the Brent Cross South scheme (i.e. those arising from land receipts and joint venture surpluses) on a phase by phase basis, side by side with the council, and verified by independent RICS advisors. This condition reflects that the south side business rates will no longer be used to fund BXT.
- (vii) The council will not be liable to repay the grant beyond the return of business rate growth to Government and 50% of the south side surpluses, unless it breaches the terms of the grant agreement.
- (viii) That the council work with HMG to minimise the impact on government finances and ensure that the BXC project has a positive, or no more than a de minimis negative, effect on the overall balance sheet.

1.9 Having reviewed and evaluated the terms of the RFA against the revised financial tests set by the P&R Committee on 11 December 2018, the Chief Executive, in consultation with the Chairman of the Policy and Resources Committee is satisfied that the RFA does not expose the council to unacceptable risk and has approved the commissioning of Schedule 2 (Rail Systems and Sidings) works as delegated by the Policy and Resources Committee on 20 February 2019.

1.10 The link to the Delegated Powers Report is found at <http://barnet.moderngov.co.uk/ieDecisionDetails.aspx?ID=7163>. This report was shared in draft with all Members of the Assets, Regeneration and Growth and Policy and Resources Committees prior to approval.

1.11 As MHCLG has confirmed the terms of the RFA in writing, the council can now commission the Part 2 Rail Sidings and Station works to maintain the station May 2022 opening date. The RFA will be completed by the end of March 2019, and will be the subject of a separate DPR.

### **BXC Programme Wide Progress Update**

1.12 The Committee is also asked to note the following programme wide progress update

1.13 Hammerson issued their end of year results on 25th February along with a media presentation. Whilst there was no confirmed start on site, BXN re-confirmed their commitment to working with the council and Argent Related in ensuring the wider scheme can continue ahead of BXN.

1.14 The council has concluded the legal negotiations with the Brent Cross North (BXN) Development Partners Hammerson and Aberdeen Standard (HASI) in respect of the revised delivery strategy so that the council and Brent Cross South (BXS) can bring forward the necessary core critical infrastructure to deliver the first phases of BXT and BXS. These works relate to delivery of the replacement homes for the Whitefield Estate, highway works and power/utilities with associated land assembly and will enable BXS and the station project to be delivered ahead of BXN. In this regard, this Committee has

delegated to the Deputy Chief Executive in consultation with the Chairman of the Committee to finalise the revised delivery strategy and agree the detail of the consequential changes required to a) the Brent Cross Property Development Agreement and Co-operation Agreement, CPO indemnity agreement and Grant Agreement and associated commercial documentation; and b) the BXS Project Agreement. The legal documents with BXN are currently being finalised and will be entered into in due course

- 1.15 The required planning submissions to support the revised delivery strategy and construction sequencing will be submitted for consideration to the Local Planning Authority by the end of March 2019.

### **Brent Cross South**

- 1.16 The BXS Reserved Matters Planning Applications for Plot 11 was unanimously approved at planning committee on the 4 March along with the associated highways drop-in application. A further RMA for Plot 13 is under review and is expected to be considered at the April planning committee.
- 1.17 The council is continuing to assemble the land within the Claremont Industrial Estate so that the BXS site preparatory works can commence. Vacant possession of the Estate is close to being achieved.
- 1.18 BXS is in negotiations with Homes England to secure funding for use in delivering both physical and social infrastructure to accelerate development. An update will be provided to a future meeting of the Committee and required approvals sought.

### **Thameslink**

- 1.19 The BXT Early Works for the Thameslink Sidings, which included invasive species removal and ground remediation to allow the start on site of the new sidings development and TOC compound, was completed in early 2019. The council have entered into contract with the council's framework contractor Graham's to deliver the TOC compound and fuel farm that forms part of the Thameslink sidings work package. As part of this delivery the council has also entered into an Asset Protection Agreement (APA) with Network Rail to ensure the operational railway is protected during this work. This work was originally part of the Implementation Agreement with Network Rail but was split out in line with the updated procurement strategy reported to Policy and Resources committee on 11 December. Construction on the TOC is due to start imminently.
- 1.20 Following approval at Policy & Resources Committee on the 11 December, and Full Council on the 18 December, the council entered into Part 1 of the Implementation Agreement to deliver the Rail Systems and Sidings work package with Network Rail on 21 December 2018. Site set up is now complete. The weekend 10/11 March marked a key milestone on the programme - the first rail possession in which Network Rail and Amey made alterations to the railways track and signalling equipment as part of the staged works to bring into use the newly constructed railway sidings by the end of the year.
- 1.21 The council / Re teams are currently evaluating the Selection Questionnaire's (SQ) received following the issue of the OJEU Notice on 1 February 2019 to select a contractor for the delivery of the station platforms and station / pedestrian access bridge.

Nine responses have been received from a mix of large and small contractors. It is anticipated that up to three contractors will be selected to proceed to the Invitation to Tender stage in April. The tender process is set to last 8 months with a recommendation due to be considered by this Committee in September 2019, with contract award by October 2019.

- 1.22 Contract negotiations are ongoing with Grahams, the council's framework contractor, to deliver the new Waste Transfer Station. The contract is due to be agreed by 9 May (Sub-Structure Only) with work due to commence on 29 May 2019. Vacant possession of the Selco building has been secured, and enabling & demolitions contract with Grahams signed on 2 January 2019 for works due to begin within the next two weeks.
- 1.23 The council has also commissioned the design integration study in respect of the West Orbital route and will be reported to the Committee prior to the submission of the station reserved matters application in early summer.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The comprehensive regeneration of Brent Cross Cricklewood is a long-standing objective of the Council and a key regeneration priority of the Mayor of London. The details of the scheme are set out in previous update reports to this Committee, including the report to the November 2017 meeting, which can be accessed on this link:  
<http://barnet.moderngov.co.uk/documents/s36613/121216%20-%20Final%20Draft%20BXC%20Update%20ARG%20Report%20v3.pdf>

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 Alternative options have been considered and these options are summarised in previous reports

## **4. POST DECISION IMPLEMENTATION**

- 4.1 The council and its advisors will continue to progress all work streams to ensure delivery of the Brent Cross regeneration proposals as outlined in this report and approved by the Assets, Regeneration and Growth Committee.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 Previous reports describe in detail the ways in which the regeneration of Brent Cross Cricklewood supports the Council's Corporate Plan 2015-20 as updated.

### **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

Budget Monitoring

- 5.2.1 The council has put in place procedures to ensure the effective monitoring of the financial performance of the BXC Programme. The BXC Governance Board comprising senior officers of the council, including the Chief Executive and the Director of Finance, receives a detailed report each month setting out the financial performance of the BXC Programme. This report includes a breakdown of the performance against the approved budgets and details of the individual Officers responsible for managing the budgets included within the BXC Programme.

#### Land Acquisitions

- 5.2.2 The approved budget for land acquisition to facilitate the BXC programme in 2018/19 and future years is £37.482m split £22.355m in 2018/19 and £15.124m in 2019/20.
- 5.2.3 To date this year, £20.0m has been spent acquiring strategic sites to enable the development of the Brent Cross South area by the JVLP.

#### Thameslink Station and Critical Infrastructure

- 5.2.4 As stated in this report, the council has agreed with HMG the revised funding solution to support the delivery of the Thameslink station and other critical infrastructure to facilitate the regeneration of the BXC area and the delivery of the 7,500 new homes.
- 5.2.5 The approved budget in the capital programme is £365m for BXT, and £55m for core critical infrastructure, totalling £419m for Brent Cross Cricklewood. The spend profile across financial years is as follows:

<b>Spend Profile by year (£m)</b>	Cumulative to end of FY18/19	19/20	20/21	21/22	22/23	TOTAL £M
Thameslink	87.24	181.54	61.43	29.11	5.15	364.47
Critical Infrastructure		12.2	42.8			55.00
TOTAL						419.47

- 5.2.6 Spend to date (including expenditure committed but not yet paid) is £79.17m and anticipated spend to 31 March is £87.24m.
- 5.2.7 The Thameslink works, including land acquisitions and the core critical infrastructure is contained within the council's capital programme and funded by the MHCLG grant and new homes bonus. To date £99.7m has been claimed from MHCLG to fund project costs and land acquisitions.

#### Brent Cross North/London

- 5.2.8 The Brent Cross Principal Development Agreement confirms that the BXN Partners are obliged to pay the Council's (and their consultants) costs in connection with this project – this covers a range of costs, including land acquisitions, fees, highway works.

## Brent Cross South

- 5.2.9 As previously reported, the council has agreed to provide funding of £23m to the council's Joint Venture Limited Partnership with Argent Related (the JVLP) to provide infrastructure to facilitate the development of the southern area. The details of that facility are currently being finalised.

### **Social Value**

- 5.2.10 As indicated in sections within this report, the Brent Cross Cricklewood programme will secure wider social, economic and environmental benefits.

### **5.3 Legal and Constitutional References**

- 5.3.1 The council's Constitution, Article 7.5 responsibility for function, states the functions of the Assets, Regeneration and Growth Committee, includes responsibility for regeneration schemes and asset management.

### **5.4 Risk Management**

- 5.4.1 Risk management has been applied across all levels of the programme. As reported to Committee in September, owners and mitigation plans are identified and risks are measured against impact and likelihood to give an overall rating. High rating risks are escalated and reported through the defined reporting procedure with top risks reported to BXC Governance Board. Currently the key risks and mitigations are summarised below:
- 5.4.2 Programme and funding – There is a risk that BXN does not progress or that planning dates are not achieved across the programme. This risk has been significantly mitigated through the Revised Funding Agreement with Government.
- 5.4.3 Station Delivery Date – there is the risk that the May 2022 station opening date cannot be achieved. This would result in additional costs due to programme prolongation as the earliest viable opening date would be December 2022 due to restrictions on timetable changes. This could be later depending on other works on the railway. Railway possessions are already being booked. To mitigate this risk there are project and programme review boards in place that regularly monitor and challenge deliverables at all levels. Specific project risks are identified and managed at the work package level with clear owners and mitigation plans for each. Any risk that results in an impact on a key milestone is reviewed by the programme team and BXC governance board taking into consideration time and cost implications alongside impacts on BXS given the interdependencies and criticality of delivery of the station on the BXS programme.
- 5.4.4 Thameslink delivery costs – as with all major programmes there is the risk that costs will increase during programme delivery. The council/Currie and Brown have undertaken an independent review of the Network Rail cost estimates. BXT/Currie and Brown have now endorsed the Target Cost Estimate between NR/Amey in respect of the Rail Systems and Sidings works as required before commissioning of the Schedule 2 works of the NR Implementation Contract signed on 21 December 2018. The contract between the Council and NR is an Emerging Cost contract. As indicated in previous reports, all emerging cost contracts entered into will require strong contract management to ensure



all costs incurred are reasonable. As part of the signed IA the council will have open book access to all of Network Rail's financial information relating to invoiced costs incurred on the programme. This will extend to Network Rail contractors where an emerging cost contract is in place. As referred to in the report to ARG in November 2018, the council also has the right (subject to notice and personal safety) to access the site and attend meetings.

5.4.5 The most important control mechanism for the council is to employ experienced staff who will provide diligent review and challenge of the NR cost base, and reject any costs which are not reasonably and properly incurred. The council's Client and Re Thameslink delivery team comprises professionals used to working on the railway within Network Rail and are experienced in delivering large railway projects. The challenge to NR will need to operate at several levels, including:

- a. A full-time site presence that stays abreast of issues that arise on site, and monitors the detail and impact of any events, or failure to meet programme milestones, quality standards etc. The site team/person will also systematically log these events/issues and share this information with NR.
- b. Whilst it will always be difficult to isolate costs associated with NR/Contractor failure, from genuine cost, it is important that NR are discouraged from passing on contractor valuations without themselves challenging whether a deduction should be made to take account of notified failures.
- c. Attendance at key NR meetings. This is in addition to the role set out in (a), targeting any issues which may not have been picked up by the site based teams, but for the same purpose as (1).
- d. A strong commercial challenge that scrutinises and interrogates any unexpected costs which emerge during the pre-invoice (valuation) process, and repeats this when the main invoices are submitted.

5.4.6 The Council is in control of the TOC, waste, highways and station programmes. It is the rail systems and sidings through Network Rail that carry the greater risk. The council has put in place an experienced team to ensure robust cost management processes are in place across the programme and ensure early warning signs of any divergence from the AFC are identified and mitigation plans put in place, and escalated if necessary, to manage the outturn cost. DfT are in a position to influence if necessary given DfT's relationship with NR. BXT costs will be reported to and monitored regularly by the Council as well as the Government Assurance Board, who will review and agree any contingency plan.

5.4.7 Residential – There is a risk that further delays to the BXN development will lead to uncertainty for residents and business owners who are being affected by the development either through relocation or disruption from construction activities. This is being mitigated through many communication activities and resident steering groups that have been setup specifically to keep affected parties up to date with the latest programme dates.

5.4.8 Economic – There is a risk that the prevailing economic position for the traditional retail sector will continue. This could result in reduced demand for retail space and

administration to existing retailers. To mitigate this the BXS development partners are exploring a diversification of offer for BXS. Wider macro-economic shocks may also impact the residential and office markets in London.

- 5.4.9 Planning – There is a risk that the BXN Partners do not meet the timescales established in the s73 Permission. To mitigate this the regeneration team are exploring ways in which the planning permission can be amended to enable BXS and BXT to be delivered ahead of BXT.

## **5.5 Equalities and Diversity**

- 5.5.1 As previously reported, the Development Proposals support achievement of the council's Strategic Equalities Objective.
- 5.5.2 The development proposals for the Brent Cross Cricklewood scheme will make a significant contribution to the provision of additional, high quality affordable housing units in the Borough as well as providing employment through the creation of a new town centre with leisure, health and educational facilities. The delivery of the Thameslink Station will enhance public transport provision and improve accessibility and provide greater choice for all. It should be emphasised that a fully integrated and accessible town centre will be created as part of these proposals.

## **5.6 Corporate Parenting**

- 5.6.1 None in the context of this report.

## **5.7 Consultation and Engagement**

### **Revised Funding Agreement**

- 5.7.1 MHCLG Secretary of State James Brokenshire announced MHCLG investment In BXC on 14 March 2018. The press release can be accessed using the link below:

<https://www.gov.uk/government/news/brokenshire-announces-570-million-to-deliver-london-housing-near-transport-links>

- 5.7.2 The Council subsequently issued a press notice welcoming the grant funding which is here:

<https://www.barnet.gov.uk/news/new-station-brent-cross-be-catalyst-thousands-new-homes>

### **BXC Programme wide**

- 5.7.3 The council is continuing to work closely with development partners in reviewing the overarching Brent Cross Cricklewood communications strategy to align with the receipt of the further government grant to enable the council to build the new Brent Cross West station. This has provided an opportunity to reassess how community consultation and engagement is carried out and to seek a formal restructuring of efforts for the benefit of members, stakeholders and the wider community.
- 5.7.4 The BXC communications strategy will include protocols for benefit delivery, construction communications to keep residents and neighbouring communities informed of impactful works, community liaison requirements of each contractor, Considerate Constructors

Scheme obligations and a clear route for residents' queries to be addressed.

- 5.7.5 A first meeting between development partners and contractors working on the BXC programme and residents on the east side of the Midland Mainline who will be most impacted by the first main construction works was held on 7 February at Claremont Community Church. The BXT team presented information on the sidings and rail systems works with partners Network Rail and contractor Graham explained the works due to start for the driver accommodation block. London and Quadrant set out their illustrative construction programme for construction of replacement homes for Whitefield estate residents affected by CPO1. Demolition of the Claremont industrial estate and associated tree works were explained by Argent Related who are carrying out the works on behalf of the council. More information can be found [here](#).
- 5.7.6 A schedule of briefings for councillors is due to be reactivated in the Spring through the shareholder working group and all member briefing sessions to update on progress periodically particularly in advance of key committee papers being published and more regular written briefings.
- 5.7.7 The BXC partner communications group will be meeting regularly to plan ahead as the programme enters delivery stage and is assessing and developing the appropriate channels to ensure the most up to date and relevant information is available. A new one stop Brent Cross Cricklewood website is in development and expected to be launched in the spring along with supporting standalone social media feeds with ability to sign up to regular e-newsletters.

### **Brent Cross London**

- 5.7.8 Hammerson announced its end of year results on 25 February 2019 confirming that the expansion of the Brent Cross shopping centre would remain deferred until there was more certainty in the UK retail market. Their presentation to shareholders is [available](#).
- 5.7.9 Their statement issued in response to their involvement with Brent Cross Cricklewood regeneration programme said:
- "The team continues to work closely with our development partners, Barnet Council and Argent Related, to advance the wider Brent Cross Cricklewood regeneration programme and progress outstanding issues in preparation for future delivery. Both Hammerson, and our joint venture partner Aberdeen Standard Investments, remain committed to Brent Cross and recognise its significance as a leading London destination."*
- 5.7.10 Work is progressing to develop a full communication and engagement strategy to support the future transition of Whitefield estate residents affected by CPO1 from the estate, into their new homes and also to engage the community they are moving too on Brent Terrace.

### **Brent Cross South**

- 5.7.11 The community liaison manager for Argent Related has been meeting with key resident/community group representatives on the east side of the Midland Mainline to gain insight for the BXS community engagement plan. This will include promotion and

delivery of the Employment and Skills Action Plan which will unlock the section 106 funding for employment and training opportunities offered by the regeneration of BXS. It will also include a modest programme to support community generated initiatives which will require community involvement.

- 5.7.12 The BXS community liaison group continues to be the primary forum for community leaders to attend and input into the shaping of the future community and progressing works which will have the aim once fully established, of meeting every two months. Going forward, this should include proactive council support in addressing existing residents' concerns on outstanding issues in the local area.
- 5.7.13 The council and Argent continue to work together to ensure the most effective and coordinated way to share information with key stakeholders and residents and to seek their input in good time.
- 5.7.14 There has been a longstanding commitment to bring forward a programme of community projects across the BXS impact area starting later in 2019. Work is continuing to develop the governance of this process for residents to input on what they view as priority and options to assist funding is currently being development.

### **Brent Cross Thameslink**

- 5.7.15 Work has begun onsite with mobilising works for the sidings rail systems and driver accommodation block. Letters have been issued to lineside neighbours to set out the forthcoming programme of works including the piling work for rail systems which will be taking place overnight starting next month. Residents have asked for further information to be aware before works begin.
- 5.7.16 In follow up to the meet the contractors meeting on 7 February, Brent Terrace residents met with the BXT team at the Cricklewood site office. They received a presentation on the impact of the most disruptive works and the proposed mitigation measures BXT would put in place for noise, movement of construction vehicles, air quality etc. The residents were taken on a tour of the site to view progress already made with the early works clearing invasive species and preparing the site for installation of the new driver accommodation block which is closest to Brent Terrace properties.
- 5.7.17 Each project/contractor has appointed a community liaison officer to deal with community inquiries. A named individual has been identified by Network Rail (contractor Amey) for sidings rail systems; for construction of driver accommodation (contractor Graham); waste transfer station (contractor Graham).
- 5.7.18 A separate community liaison officer will be appointed to support the construction of the station once the contract is awarded in the autumn.
- 5.7.19 All contractors are required to sign up to the Considerate Constructors Scheme and to abide by the requirements for community engagement and acting as a good neighbour during construction.
- 5.7.20 BXT is developing a project communications plan which sit as an appendix to the BXC regeneration communications strategy.

### ***Brent Cross West Station***

- 5.7.21 A press notice was issued to support the launch of the procurement competition seeking a delivery partner for the construction of the new Brent Cross West station. This was amplified via Barnet Council's social media channels.
- 5.7.22 The RMA for the station will be submitted in summer 2019. In advance of that, BXT as the applicant will undertake public consultation events on the plans to be submitted for consideration by the LPA. Once submitted to the LPA, the statutory consultation through the Barnet Council planning portal will go live for 28 days. Currently, two public events are currently planned for:  
Wednesday 3 April 5-9pm at Whitefield School  
Thursday 4 April 10am-4pm at Clayton Crown Hotel
- 5.7.23 On 24 January, the BXT team presented to the Consultative Access Forum (CAF) on the issue of accessibility of the new station. This included addressing seating, signage, hearing loop and step free access. BXT consultation events in summer 2018 highlighted the issue of level access for the station and the public perception that a new station in between existing Hendon and Cricklewood stations, which are not fully step free, should aim to provide fully independent and accessible travel.
- 5.7.24 BXT conveyed the intention to undertake a feasibility study to examine the technical, engineering and rail regulation options around level access from pavement to train and invited members of the CAF to participate in the study. BXT will reengage with CAF prior to submission of the planning application.
- 5.7.25 A feasibility study, previously approved by ARG, is also progressing to examine the future integration of the West London Orbital which continues to attract residents' interest.

### ***Waste Transfer Station***

- 5.7.26 The first [newsletter](#) to highlight the forthcoming construction programme of the waste transfer station has been issued to nearby residents. The newsletter includes contact details for the community liaison officer with works due to commence soon after 18 March.
- 5.7.27 Hoardings have been erected to surround the site during construction. They will be dressed with the BXC branding and key messages to help convey the benefits that the scheme will deliver.

### ***Rail Freight Facility***

DB Cargo, operators of the Rail Freight Facility, are required to provide an integrated communication plan as part of their implementation agreement. After a hiatus of public engagement, DB Cargo is beginning to re-engage with residents on proposal for the redesign of the bund to be erected close to the Railway Cottages and their construction programme.

## 6 BACKGROUND PAPERS

- 6.1 Assets, Regeneration and Growth Committee, 27th November 2018, Brent Cross Cricklewood Update Report  
<http://committeepapers.barnet.gov.uk/documents/s49849/Brent%20Cross%20Cricklewood%20Update%20Report.pdf>
- 6.2 Policy and Resources Committee 11 December 2018 Brent Cross Funding  
<https://barnet.moderngov.co.uk/documents/g9460/Public%20reports%20pack%2011th-Dec-2018%2019.00%20Policy%20and%20Resources%20Committee.pdf?T=10>
- 6.3 Full Council 18 December 2018 Brent Cross Cricklewood Update Report  
<https://barnet.moderngov.co.uk/documents/g9454/Public%20reports%20pack%2018th-Dec-2018%2019.00%20Council.pdf?T=10>
- 6.4 Policy and Resources Committee 20 February 2019 Brent Cross Funding  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?Cid=692&Mid=9461>