



Housing and Growth Committee

27 January 2020

Title	Brent Cross Cricklewood Update Report
Report of	Councillor Richard Cornelius
Wards	Childs Hill, Golders Green and West Hendon
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1: General Vesting Declaration Orders made Appendix 2: Letter: LB Barnet to residents on southern junctions Appendix 3 Southern junctions first phase programme
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Summary

This report provides a progress update on the comprehensive regeneration of the Brent Cross Cricklewood (BXC) programme since the Committee meeting on 26 November 2019. In particular it provides an update on progress on relocation of the Whitefield Estate Part 1 and on the southern junction works which commence on 20 January 2020 and confirmation that the council has now entered into the station contract with VolkerFitzpatrick and associated Asset Protection Agreement with Network Rail.

Officers Recommendations

That the Committee:

- 1) Notes the progress update across the scheme since the last report to the committee on 26 November 2019.**
- 2) Delegates to the Deputy Chief Executive in consultation with the Chairman of this Committee to finalise and enter into a Deed of Variation to the Funding Development Agreement between L&Q to reflect the current programme and to be consistent with the Part 2 Whitefield Estate Shared Equity Offer and council policy as set out in paragraph 1.4.**
- 3) authorise the extension of the scope of Conway Aecom (who have been commissioned to construct the Southern Junctions) to include detailed design and installation of the temporary access road for plots 53 & 54 as set out in paragraph 1.6**
- 4) Notes that an introductory report will be submitted to the Financial Performance and Contracts Committee on 29 January 2020 providing an overview of the individual works delivery construction contracts that the council has placed (and needs to place) to meet its delivery obligations in respect of the BXC project alongside the project's funding arrangements as set out in paragraph 1.15 of this report. The link to that report will be circulated to this Committee on publication.**
- 5) Notes that the council entered into contract with Volker Fitzpatrick on 23 December 2019 to design, build and handback the Brent Cross West Station and completed the Asset Protection Agreement with Network Rail on 9 January 2020.**

1. WHY THIS REPORT IS NEEDED

- 1.1** This report provides the quarterly update on progress since the last Committee meeting on 26 November 2019. At that meeting, the Committee:
- Noted that the Policy and Resources Committee on 3 October 2019 approved the appointment of Volker Fitzpatrick as the preferred bidder to design, build and handback the Brent Cross West Station and Vinci Taylor Woodrow as reserve bidder; and authorised Deputy Chief Executive in consultation with the Chairman of this Committee to finalise and enter into the NEC contract to deliver the Brent Cross West Station with the preferred bidder (or with the reserve bidder should it prove not to be possible to complete contracts with the preferred bidder).

- Approved the amendments to the Brent Cross South (BXS) Business Plan Executive Summary and delegated authority to the Chief Executive in consultation with the Chairman of this Committee to finalise and agree the BXS Business Plan main report in accordance with paragraphs 1.8-1.24 of this report.
- Noted that a revised First Phase Proposal is being developed to reflect the update to the Business Plan and authorised the Chief Executive to determine that the Best Consideration requirement has been met following:
 - approval of the Business Plan by this Committee;
 - completion of the Phase Project Valuer (PPV) review and on receipt of a formal letter on Best Consideration from the PPV Valuer at a minimum of £10.5m; and
 - confirmation that the tests set out in paragraph 1.31 of that report are met.
- Re-confirmed that the council Land Value be re-invested in BXS to secure a revenue stream and authorise Officers to explore options for securing this investment for consideration by this Committee in due course.
- Authorised the Deputy Chief Executive in consultation with the Chairman of the Committee to update and make any consequential changes as may reasonably be required to the BXS legal documentation in light of the updated Business Plan and revised Phase Proposal and Homes England Loan Facility Agreement.

1.2 The link to the Committee report is here:
<https://barnet.moderngov.co.uk/documents/g9930/Public%20reports%20pack%2026th-Nov-2019%2019.00%20Housing%20and%20Growth%20Committee.pdf?T=10>

BXC Programme Wide Progress Update

- 1.3 The Committee is asked to note the following programme wide progress update;
- The Train Operating Company (TOC) Building works are now complete and Govia Thameslink Railway (GTR), the incumbent TOC, are now using the building.
 - The council entered into contract with VolkerFitzpatrick (VF) to design, build and handback the Brent Cross West Station on 23 December 2019. VF are now engaged and progressing with the detailed design. The council also completed the associated Asset Protection Agreement with Network Rail for the station works.
 - The council are developing an integrated rail industry endorsed programme with Department of Transport, Network Rail, Train Operating Companies, VF and Brent Cross South to take account of the delays associated with the TOC building and loss of track possessions as reported to the last Committee. This will be incorporated into the Memorandum of Understanding between the council and rail industry partners. The emerging programme maintains a 2022 station opening date. The revised programme and updated budget forecast is expected to be finalised and endorsed by the rail industry in February 2020 and will be reported to the next Committee.
 - The BXS demolitions within BXS are now well advanced. The photographs below show the clearance and demolition of the Claremont Industrial Estate.



March 2019



August 2019



December 2019

- The council and Argent Related are finalising the project legal documentation to take account of the revised delivery strategy and scheme development. The variations required will be completed in February in accordance with the delegations provided by this Committee on 27 November 2018.
- The negotiations with Homes England for BXS JVLP to secure funding to deliver both physical and social infrastructure, land acquisition and section 106 costs to accelerate development is expected to conclude by the end of February 2020 following approval of the BXS Business Plan. The revised First Phase Proposal is expected to be finalised shortly.
- BXS are working to place the first significant infrastructure contract in January to commence infrastructure works by mid-2020 to enable plot development to commence on Plot 12 in early 2021.
- The land assembly strategy is now being implemented. Land is being acquired either under private treaty or under CPO if required to meet the delivery programme. This includes residential and hardship acquisitions within the Whitefield Estate. General Vesting Declarations have been served on properties listed at appendix 1.
- The council is continuing to progress the critical infrastructure workstreams to deliver the highway improvements to the junctions of Claremont Road / Cricklewood Lane and

Cricklewood Lane / A5 Edgware Road (known as the Southern Junctions). The first tranche of works will start on 20 January 2020 with the main significant works taking place over the summer 2020 as explained in paragraph 1.10 below.

- In respect of the rehousing of Part 1 of the Whitefield Estate replacement homes which will be built on Plots 53 and 54 off Brent Terrace, the novation of the L&Q Funding Agreement from BXN to the council was completed on 12 November 2019 and main works are expected to start on site in Spring 2020 as set out in paragraph 1.5 below. The Council hosted two events, an 'Drop in' evening for the Brent Terrace Residents on Monday 2 December 2019 and an Information Event for residents on the Whitefield Estate on Tuesday 3 of December 2019. Representatives from the Council/RE and its partners on the Brent Cross Cricklewood Scheme were on hand to respond to queries and provide information updates on aspects of the scheme. PEP, the Whitefield Estate Resident Independent Advisor will also present at the Information Event on the Whitefield Estate.
- Further additional design works is continuing to confirm feasibility and identify a single option to enable passive provision for an interchange arrangement for the WLO within the Brent Cross West Station for incorporation within the GRIP5 station detailed design stage by the station contractor.
- In respect of the revised waste programme, the council met with North London Waste Authority (NLWA) and London Energy Limited (LEL) on 14 January 2020 to discuss next steps. The Chief Executive in consultation with the Chairman of the Committee council will finalise the procurement strategy in accordance with existing delegations shortly.
- There remains no further update on the proposals for Brent Cross North (BXN) as yet.
- A site visit to for the Committee is being arranged.

Relocation of the Part 1 Whitefield Estate

1.4 The council and L&Q are in the process of agreeing the programme for the relocation of the Whitefield Estate. The Funding Development Agreement between the council and L&Q needs to be updated to align with the emerging programme as well as to allow for minor changes which are to be incorporated within a Deed of Variation. These are as follows:

- to allow for an earlier start on site than within the existing contract terms;
- to address disparities between CPO1&2 shared equity offer to Whitefield leaseholder and to align rents with existing Barnet Rents;
- to enable L&Q to appoint a main contractor to deliver the build with L&Q's own construction services team being responsible for early site enabling and establishment works allowing for fixed main build cost and greater certainty on grant level before construction
- to reduce interest cost (and grant level) by allowing the majority of the grant to be drawn 10 days after the start on site date.

1.5 Committee approval is sought to delegate to the Deputy Chief Executive in consultation with the Chairman of this Committee to finalise and enter into a Deed of Variation to the Funding Development Agreement with L&Q within the parameters identified within paragraph 1.4.

- 1.6 Tree removal works will be undertaken in February before the start of the bird nesting season ready for the main works to start in the Spring.
- 1.7 In order to deliver Plots 53 and 54, the council has agreed to construct a temporary access road through the former Acre Metals site in the Claremont Industrial Estate linking to the North end of Brent Terrace South to minimise construction traffic along Brent Terrace. This road will be for construction vehicles only, and will significantly reduce the number of HGV movements travelling the full length of Brent Terrace South, which is a residential road. This is funded from the HMG grant. To facilitate the delivery of the access road by early 2020, the Committee's confirmation is sought to extend the scope of Conway Aecom (who have been commissioned to construct the Southern Junctions) to include detailed design and installation of the temporary access road.
- 1.8 Previously, the Council served Initial Demolition Notices on properties in the Whitefield Estate Part in November 2015. These Notices are due to expire on 18 November 2020 and as such the Council will be serving Final Demolition Notices in October 2020 to extend this period by a further two years. Whilst the Initial Demolition Notices are active, the Council will not complete on any new or existing 'Right to Buy' applications. A Final Demolition Notice completely suspends the 'Right to Buy' for an additional two year period.
- 1.9 The council regeneration team is continuing to work with L&Q to develop a stakeholder engagement strategy and action plan taking into consideration the impacts on both residents from the Whitefield Estate, and neighbouring properties of plots 53 and 54.
- 1.10 L&Q jointly with Barnet Homes will update the Housing Needs Surveys on the secure tenants later this year.

Southern Junctions Work and Consultation Programme

- 1.11 Highway infrastructure improvements along Cricklewood Lane at its junctions with Claremont Road and the A5 have been agreed as part of the planning permission for the Brent Cross Cricklewood regeneration programme. This will include the installation of new traffic signals and street lighting, and provide additional traffic capacity by widening the Eastbound (A407) and Southbound (Claremont Road) approaches.
- 1.12 The first phase highway improvement work will commence on 20 January 2020 at the junction of Cricklewood Lane with Claremont Rd/Lichfield Rd, initially with the demolition of the wall at 1 Claremont Road to create the new boundary wall. The improvement works will last approximately 25 weeks and includes the installation of new traffic signals and street lighting, and provide additional traffic capacity at this junction. Traffic management processes have been agreed with TfL and the work has been planned to minimise disruption during works. Works will take Monday to Fridays between 8am to 5pm and 8am to 1pm on Saturdays. A letter has been issued to residents on 9 January 2020 and is attached at appendix 2 alongside a plan of the junction. The proposed programme of works is attached at appendix 3.
- 1.13 There will be five traffic management phases during the construction period which have been designed to cause as little disruption as possible. Before each new phase begins communication will be issued to the affected stakeholders explaining impacts.

- 1.14 The more substantial works will take place on the second junction of Cricklewood Lane and the A5 (Cricklewood Broadway) and are scheduled to take place in July 2020. Further details on these works will be shared with affected parties closer to the time through direct engagement in line with TfL and LBB Highways protocols.

Stopping Up

- 1.15 Two existing footpaths (one serving a former playground with Plot 54 and the other which crosses over Plot 53 from Brent Terrace in the West to join a path to the East from Claremont Park to Clitterhouse Crescent) require Stopping-Up orders so that the development can proceed in accordance with the approved detailed reserved matters consent. There are several alternative routes available to these existing footpaths. These or similar alternative routes will be retained within the completed BXS development in accordance with the S73 consent. A combined Stopping-Up for both Plots 53 and 54 was advertised on 11 September 2019 three objections were received. One from the Rambler Association which has now been withdrawn. A meeting was held with the two objectors in December to address their concerns with respect to the consultation process and the provision of an alternative route. An update will be provided to the next Committee.
- 1.16 Stopping-Up orders are also required for some existing highway and public footpaths which will form part of the new and improved parks and public realm within BXS.
- 1.17 Within the current phase of BXS, stopping-up orders for Claremont Way East and paths within Claremont Park which are to be re-aligned within the new development have now been advertised, with further stopping up orders to be made as the scheme progresses.

Finance Performance and Contracts Committee

- 1.18 Overall budget, performance and risk information across the BXC programme is reported to this Committee on a quarterly basis. Now that the project is in delivery and that contracts of significant value have been let, an introductory report is being finalised to the Financial Performance and Contracts Committee on 29 January 2020. The report to that Committee will focus on the performance of contracts that have been let by the council and BXS.
- 1.19 The report will provide an introductory overview of the individual works delivery construction contracts that the council has placed (and need to place) to meet its delivery obligations in respect of the overall project alongside the project's funding arrangements. Future reports will provide greater information on those individual contracts to enable the Committee to monitor and review the financial and delivery performance of each contract going forward. The link to that report will be circulated to this Committee on publication.

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.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 None in the context of this report.

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 Housing and Growth Committee.

5.1 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

Budget Monitoring

5.1.1 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

5.1.2 The approved budget for land acquisition to facilitate the BXC programme is £63.13m, furthermore, there was expenditure on advanced acquisitions of £4.06m. This is in addition to the Thameslink budget. Actual spend to date is £52.16m. The current forecast for 2019/20 is £4.78m.

Thameslink Station

5.1.3 The current approved budget in the capital programme is £364.47m following confirmation of the HMG grant funding agreement.

5.1.4 Cost of work to date is £116.88m (Dec 19)..The total contractual commitments at the end of December 2019 is £292.31m. The current remaining forecast for 2019/20 is £27.42m for the period Jan 20 – Mar 20, totalling £90.1m for 19/20. The council has submitted drawdown requests against the HMG grant totalling £197.51m, of which all has been paid to date.

Critical Infrastructure

5.1.5 As part of the revised delivery strategy as set out in the report to the June Committee, the council is taking forward the delivery of parts of the newly created 1AN Infrastructure phase. The council has entered into contract with Conway Aecom to deliver these works and is engaging DP9 to discharge the pre-commencement planning conditions and New Steer on CPO matters as outlined above.

5.1.6 These works are funded from the £55m core critical infrastructure budget that is being provided as part of the MHCLG Revised Funding Agreement for Brent Cross Cricklewood. Actual spend to date is £0.676m. The current forecast for 2019/20 is £12.56m.

Brent Cross North/London

5.1.7 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

5.1.8 As previously reported, the council has agreed to provide funding of £23m to the council's Joint Venture Limited Partnership with Argent Related (the JVL) to provide infrastructure to facilitate the development of the southern area. The facility has now been entered and completed as at December 2019. As explained in paragraph 1.45-1.55 above, the HBF loan facility will also be used to repay the funding provided by the council through the Strategic Infrastructure Loan to fund early enabling and demolition works.

Social Value

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

5.2 Legal and Constitutional References

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

5.2.1 Council, Constitution, Article 10 Table A states that the Housing and Growth Committee is responsible for authorising (1) all disposal and acquisition of land for over £500k and (2) any transaction which is a "less than best" transaction as the term is interpreted out at s 123(2) of the Local Government Act 1972.

5.2.2 The council has a range of powers to enter into the legal agreements referred to in this report. The general power of competence under paragraph 1 of Section 1 of Chapter 1 of the Localism Act 2011 enables it to do anything that individuals can do subject to any specific restrictions contained in legislation and the 'incidental power' in Section 111 of the Local Government Act 1972 provides that a local authority has power to do anything which is calculated to facilitate, or is conducive or is incidental to, the discharge of its functions. .

5.3 Risk Management

5.3.1 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:

5.3.2 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. The Grant Agreement requires that the BXC project is monitored to milestones. In this regard, the Agreement allows these to be updated through the monthly meeting of the Governance Assurance Board, chaired by the council's Deputy Chief Executive, to reflect scheme development and market conditions and

other external factors. A cost review of the BXT budget is underway and will conclude shortly to take account of the contract awards and review the programme and cost implications as a result of the shift in possessions.

- 5.3.3 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. This risk has materialised with the loss of railway possessions for the track slews as reported to the November Committee. The council is now working with DfT and Network Rail alongside the Train and Freight Operators to develop a revised industry integrated programme. This also has programme and cost risks for BXS that need to be worked through. An update will be provided to the next Committee meeting.
- 5.3.4 Network Change – it is necessary to resolve outstanding issues to confirm Network Change. This is required by January 2020 so to enable the commissioning of the south sidings. As reported above, this risk is being actively managed and should be resolved shortly. Network Change has now been achieved. The council is reviewing the documentation provided by Network Rail and if all in place and agreed by legal advisers.
- 5.3.5 Train Operating Timetable - The BXT team have, for some time been facilitating a regular meeting with Train Operators (EMT and GTR), the DfT, and NR. This Board (Rail Operation Assurance Board) deals with all rail industry issues and interfaces. One of the headline areas of interest is the new rail timetable to accommodate the planned stopping pattern at the new station. The industry has a complex and lengthy process for securing future timetables which takes into account competing bids for access. NR and the DfT have both confirmed that everything that can be done at this stage has been done to secure the desired stopping pattern, and NR have published a letter outlining the timetable of events leading up to the publication of the new timetable. There are risks associated with this process, notably around the uncertainty of the GTR franchise, and the publication later this year of the “Williams Review” which will make recommendations on the future structure of the industry. The Board will be monitoring developments closely.
- 5.3.6 Thameslink delivery costs – as with all major programmes there is the risk that costs will increase during programme delivery. The BXT budget is under review to take account of the contract awards on both the station and waste as well as progress on the TOC and Rail Systems and Sidings contracts. This risk is being actively managed. 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 has open book access to all of Network Rail’s financial information relating to invoiced costs incurred on the programme. This extends 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. In this regard, the regular senior level meetings between Network Rail and the council/Re delivery are continuing to review the costs each month. Similarly, there is an on-site presence by the council/Re delivery team to be monitoring programme and work achieved, particularly during track possessions.
- 5.3.7 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.

5.3.8 Critical Infrastructure (Grant Funded Works) - The council is now responsible for delivering the Southern Junctions and as the Funder, delivery of Plots 53 & 54 providing new homes to rehousing residents from the Whitefield Estate.

5.3.9 Homes Building Fund - It is market norm for infrastructure loans to be secured against land. However, this approach increases the risk to the council's delivery control and its investment in BXC should BXS JVLP default on the loan facility. In order to mitigate this risk, Senior Officers are working with Homes England to put in place a framework that, in the event of default, enables both parties to work together to agree a revised delivery strategy that will continue to achieve housing delivery as well as recovering investment to date. This framework will be documented through a contractual Direct Agreement between the council and Homes England. In addition, BXS JVLP has agreed to provide an indemnity to cover council losses.

5.3.10 Resourcing – the project is now in the delivery stage. In addition, the council has taken on additional delivery items through the revised delivery strategy and needs to deploy sufficient resources. There is a need to ensure resilience within the programme in the event that key persons depart the project as well as to update the succession planning strategy.

5.3.11 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 by the council taking on delivery responsibility for Part 1 Whitefield Estate relocation and the novation of the existing contracts. In addition, the council regularly communicate with resident steering groups as well as residents to keep affected parties up to date with the latest programme dates.

5.3.12 Economic – There is a risk that the prevailing economic position for the traditional retail

sector will continue alongside residential and commercial given current market conditions. This could result in reduced demand for retail space and administration to existing retailers. To mitigate this both BXN and BXS development partners are exploring/reviewing diversification of offer within BXC. Wider macro-economic shocks may also impact the residential and office markets in London.

5.3.13 Planning – There is a risk that the BXN Partners do not meet the timescales established in the s73 Permission. This risk has been mitigated through the planning applications submitted as part of the revised delivery strategy.

5.4 Equalities and Diversity

5.4.1 As previously reported, the Development Proposals support achievement of the council's Strategic Equalities Objective.

5.4.2 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.

5.5 Corporate Parenting

5.5.1 None in the context of this report.

5.6 Consultation and Engagement

BXC Programme wide

5.6.1 Led by the Strategic Communication Lead for BXC, communications leads from across the three projects continue to meet monthly, and work collaboratively in ensuring a 'one voice' approach to communications around the programme.

BXC Channel Strategy

5.6.2 The development of a dedicated microsite is on track to launch in January. A holding page is up at BXCRegeneration.com and the website is scheduled to go live, with a phased launch, on 16 January with a secondary launch including the interactive map of development work in the area due for completion by the beginning of February. The website will provide a landing page for the whole development, with programme-wide updates and information to minimise the impact of construction on residents. The website will also tell the story of Brent Cross Cricklewood and promote the overall vision for the area.

5.6.3 In January, to coincide with the launch of the website, a quarterly BXC resident newsletter will also be launched. The newsletter will include an update on each project and outline the forthcoming communications residents can expect to receive from our partners regarding construction works in the area. The newsletter will promote key consultations, news, information and community opportunities.

- 5.6.4 In December both Argent Related and Brent Cross Thameslink provided a printed update to residents in the development area on their respective programmes.
- 5.6.5 A dedicated email BXCRenovation@Barnet.gov.uk has been created for resident comments and questions and widely publicised on printed communications since November.

Community Engagement

- 5.6.6 In December we held two resident engagement events to provide an update on forthcoming works, and provide residents with a chance to ask questions about the BXC programme. Representatives from Argent related, L&Q, Brent Cross Thameslink and the programme were on hand. A separate session specifically provided an update to residents of the Whitefield's Estate.
- 5.6.7 Brent Cross Thameslink team continue to provide a weekly email update to near neighbours on construction work for the coming week.

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/documents/s51244/Brent%20Cross%20Cricklewood%20Funding%20and%20Delivery%20Strategy%20Report.pdf>
- 6.5 Chief Officer Decision, Brent Cross Cricklewood Funding and Delivery Strategy, 6 March 2019
<http://barnet.moderngov.co.uk/ieDecisionDetails.aspx?ID=7163>
- 6.6 Assets, Regeneration and Growth Committee, 25 March 2019, Brent Cross Cricklewood Update Report
<http://barnet.moderngov.co.uk/documents/s51730/Brent%20Cross%20Cricklewood%20Update%20Report.pdf>

- 6.7 Assets, Regeneration and Growth Committee, 13 June 2019, Brent Cross Cricklewood Update Report
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=696&MId=9928&Ver=4>
- 6.8 Assets, Regeneration and Growth Committee, 16 September 2019, Brent Cross Cricklewood Update Report
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=696&MId=9929&Ver=4>
- 6.9 Housing and Growth Committee, 16 September 2019, Brent Cross Cricklewood Update Report
<https://barnet.moderngov.co.uk/documents/g9930/Public%20reports%20pack%2026th-Nov-2019%2019.00%20Housing%20and%20Growth%20Committee.pdf?T=10>