

### APPENDIX 3: SUMMARY OF PUBLIC REPRESENTATIONS

**Table 1: Summary of Public Representations – Consultation Period one, for a 4-week period between 21<sup>st</sup> November to 19<sup>th</sup> December 2019**

Note: the tables below provide a summary of the comments received throughout the different public consultations carried out by the LPA on this application and are not intended to be a full transcript of those comments. A short officer response is provided. However, these are not intended to be a comprehensive assessment of the issues and should be read in conjunction with the rest of the committee report where a full appraisal of the proposals and material planning considerations is set out.

Summary of Issue/Representations Received	Officer Response
<b>Public representations:</b>	
<p><b>Issue 1: The capacity of Brent Cross West station</b></p> <ul style="list-style-type: none"> <li>- Concerns raised regarding the number of platforms proposed. Passive provision must be made for six platforms.</li> <li>- Would the staircases, footbridge and corridors to and from the platforms be wide enough to be safe?</li> <li>- Will the existing corridor widths within the station be sufficient?</li> <li>- Will the reserved matters design cope with the increased static loading on the fast-track-platform bridge support?</li> </ul>	<p>Paras 5.44-5.49 of the Committee Report address the number of platforms. Paras 145-151 address the station capacity.</p> <p>The new Brent Cross West (BXW) station will be safe and functional for passengers. The station has been designed to accommodate both current and future passenger flows and demand. As part of the design development for the Station, station capacity assessments were undertaken to ensure the station (including platforms, overbridge, and interchanges) will be able to safely accommodate current and future passenger numbers. The design year for assessment purposes is 2038, and demand forecasts have been derived for 2058 and 2075.</p> <p>The following Network Rail Guides and Standards were used to ensure compliance with the legislative hierarchy, including rail industry standards and good practice guidelines:</p> <ul style="list-style-type: none"> <li>- Network Rail Station Capacity Assessment Guide, October 2016</li> <li>- Network Rail Fire Safety Policy, NR/L1/FIR/100, 2010</li> <li>- Rail Industry Standard RIS-7700-INS, Station Infrastructure, Iss 2</li> <li>- Station Design Principles for Network Rail, 2015</li> </ul>

	<ul style="list-style-type: none"> <li>- Rail Industry Standard GI/RT7016 Iss 5. Interface between Station Platforms, Track and Trains, and</li> <li>- GI/GN7616 Guidance on Interface between Station Platforms, Track and Trains, Iss 2</li> <li>- Output Specification for provision of Accessible Route at Stations, Network Rail, 2009</li> </ul> <p>The New Train Station is based on a 4-platform design in accordance with Network Rail and Train Operating Company requirements. This has formed the basis of the modelling. Any further extensions of the station would be subject to further modelling once the detailed requirements of the WLO has been developed.</p>
<p><b>Issue 2: Future growth potential at Brent Cross West and the envisaged West London Orbital scheme</b></p> <ul style="list-style-type: none"> <li>- The application does not make reference to Barnet's own West London Orbital study.</li> <li>- It is important to make passive provision for the WLO at the proposed station.</li> </ul>	<p>See paras 4.70-4.77 of the Committee Report.</p> <p>Whilst the New Train Station is designed in accordance with the design year requirements (2038), the design has also been stress-tested against long term future growth scenarios with significantly-increased passenger numbers, with capacity stress tests successfully undertaken up to the year 2075 equating to a 60% increase in demand. These passenger numbers could not be realised without a proportionate increase in train service capacity through additional trains. These capacity assessments demonstrate that there is appropriate capacity in the main station design for significantly increased passenger demand, and for future transport schemes such as the potential West London Orbital over ground project which has the potential to be integrated into the New Train Station.</p> <p>Additionally, a feasibility study has been undertaken to demonstrate how potential platform configurations for the WLO station could be integrated into Brent Cross West station. The Council is building in passive provision into the future detailed design of the New Train Station to enable integration. The proposed New Train Station does not prejudice or preclude the ability for the WLO station to be delivered.</p>

<p><b>Issue 3: Other comments</b></p> <ul style="list-style-type: none"> <li>- Suggestion that Barnet's Growth Strategy (2019-2030) is promoting the use of the Brent Cross Shopping Centre for a 30,000seat sports stadium or music arena and therefore the capacity of the New Train Station should be re-assessed to cater for sudden short-term peak demand. Reference to planning application for White Hart Lane station which analyses how the station would be managed under crush conditions.</li> <li>- The application is premature and should be revised in response to the already-existing LB Barnet detailed report of September 2019 on the integration of passenger services to and from the reopened Dudding Hill Freight Line. Officers would be acting unreasonably if the application in its current form were to be recommended for approval.</li> </ul>	<p>Refer to response to Issue 1 and Issue 2 above.</p> <p>There are no proposals for a sports stadium or music arena on the site of Brent Cross Shopping Centre. Policy GSS02 of Barnet's Draft Local Plan continues to support comprehensive regeneration of the Brent Cross Growth Area to deliver a new Metropolitan Town Centre providing a range of uses including new homes, a new commercial office quarter, an expanded retail offer, destination leisure and entertainment, cultural and arts facilities, restaurants and hotels supported by an extensive programme of infrastructure investment.</p> <p>The New Train Station benefits from outline planning permission and Government funding to deliver it. The WLO is identified in the draft new London Plan (December 2019) and the Mayors Transport Strategy and is also reflected in Barnet's new Draft Local Plan. However, at this point in time, it is not a funded project and does not have planning consent. The 'West London Orbital - Brent Cross West Interchange Station Feasibility Study Report (September 2019, Re Capita)' demonstrates how potential platform configurations to serve a potential WLO station could be integrated into the New Train Station. The Council is building in passive provision into the future detailed design of this New Train Station to enable integration. The proposed New Train Station does not prejudice or preclude the ability for the WLO station to be delivered. The application is not premature. Officers have taken into consideration all of the relevant material considerations in the assessment of the application and the recommendation for approval is not considered to be unreasonable.</p>
<p><b>LB Brent Elected Members</b></p>	
<p>Councilor Shafique A Choudhary, London Borough of Brent objects to the development as a local resident and Councillor and raised following concerns:</p> <ul style="list-style-type: none"> <li>- The West London Orbital and the associated Feasibility Study has not</li> </ul>	<p>See paras 4.70-4.77 of the Committee Report in relation to the West London Orbital.</p> <p>The West London Orbital and the 'West London Orbital - Brent Cross West Interchange Station Feasibility Study Report (September 2019, Re Capita)' has been</p>

<p>been included in the application; and plans on integrating the scheme have been ignored.</p>	<p>addressed in the updated station RMA Explanatory Report as well as the Design and Access Statement.</p> <p>The WLO feasibility study demonstrates how potential platform configurations to serve a potential WLO station could be integrated into the New Train Station. The Council is building in passive provision into the future detailed design of the New Train Station to enable integration. The proposed New Train Station does not prejudice or preclude the ability for a WLO station to be delivered.</p>
<b>Dollis Hill Residents Association</b>	
<p>Dollis Hill Residents' Association raised the followings comments:</p> <ul style="list-style-type: none"> <li>- To be updated regarding access to the west entrance, mainly for public transport users; and this application considers pedestrian access for people who live or work on the Brent side of Edgware Road.</li> <li>- Pedestrians need a safe walking route from this pedestrian crossing to the station.</li> <li>- It is not safe to walk across a car park, particularly for disabled persons or those with children.</li> <li>- Please could Barnet Council purchase a right of way between Edgware Road and Geron Way opposite the west entrance (bearing in mind the change in height between these two roads) and slope it gently to provide pedestrian access for all users. It would need lighting and sufficient width for visibility from the A5 through to the station. The lighting and width must be enough to make the access safe and inviting.</li> <li>- Provide improved pedestrian pathways, street marking (such as safe crossing points), islands and signage could help; to encourage pedestrians to walk south along Edgware Road.</li> <li>- Signage could be provided for pedestrians showing them the</li> </ul>	<p>As explained at paras 5.56 – 5.59 of the Committee Report, this application does not include proposals beyond the western entrance building. However, Transport Interchange T1 will form a separate RMA under Phase 2 (South) (Thameslink Station Approach) and the Council and BXSLP are engaging with TfL to establish which elements of Transport Interchange T1 should be located on the western side of the railway. Once this is known, a future application is envisaged which will address public realm and landscaping improvements around the western entrance, as well as pedestrian and cycle facilities and bus facilities. The application will be subject to public consultation including with the Dollis Hill Residents' Association.</p> <p>Proposals to amend any existing bus routes will be subject to public consultation by TfL and will need to maintain appropriate services to existing areas including Brent. Early thoughts are being given to extending a bus service that currently terminates further south on Edgware Road, up to the New Train Station.</p> <p>The provision of new pedestrian and cycle access to the station from Edgware Road is embedded in Barnet Draft Local Plan Policy GSS03 in relation to the future development of sites around the western entrance of the station.</p>

<p>suggested route from the bus-stop to the station.</p> <ul style="list-style-type: none"> <li>- It may be that diverting some buses along Geron Way is being considered. This raises many issues in increasing the time for north/south journeys and removing bus stops that serve the Brent side of the road</li> </ul>	
<b>Representations from other Groups:</b>	
<p>The Consolidated Access Forum is in support of the application and provided the following comments:</p> <ul style="list-style-type: none"> <li>- The CAF is delighted to see that the proposal for this station is to have level access throughout “provided the technical solutions can be achieved that are necessary to satisfy safety and other relevant regulations”.</li> <li>- The CAF is pleased that over the last two years of consultation with members the designs have improved with feedback and members comments have been taken on board. For example, extra seating would now be provided within the station ticket hall area and seating would be provided along the footbridge. The layout of accessible toilet had been amended.</li> <li>- The CAF is delighted that the design team took seriously our deep concerns that wheelchair users would be reliant on temporary ramps and train service operating staff to board and alight. The lack of independent access and a slowdown of disabled people’s journey time would have been a massive blow.</li> <li>- It had been thought that freight trains will use these tracks; this would mean that the trains need to sit above any platform height – freight trains are also wider, and it is reported that it would dangerous to add humps to the platform.</li> <li>- There was also the PRMTSI – Person Reduced Mobility Technical Specification of interoperability</li> </ul>	<p>As addressed at paras 5.60 – 5.66 of the Committee Report, the station will provide step-free access from the station entrance to the platform level. The provision of raised sections on the platforms to eliminate the vertical gap from platform to train is also being proposed subject to the regulatory rail authorities support and approval. The applicant is currently progressing discussions with Network Rail and GTR, who support in principle the provision of level access at the station. A commitment to continue engagement with the CAF has been made by the applicant.</p>

European Legislation this requires that platforms be built at 915mm above the track. Currently no UK trains align with this, therefore level access from Brent Cross West Station platform to train would not have been achievable.

- The CAF wants to restate its support for level access. Technology and train stock has been changing. Old trains are being withdrawn, several trains that previously may have required to stop at this station will not remain in service for very much longer and may not be around by the time the station is opened.
- The AECOM report Brent Cross West Station, Level Access Report is a valuable and comprehensive document, it is attached now as an appendix to the CAF submission. This document identifies several solutions that we would lend support to such as the option of using High Fixity Slab Track. The benefit of the High Fixity Slab Track in terms of the horizontal stepping distance reduction at platform 3 is considerable.
- CAF look forward to working with the London Borough of Barnet and the developers to maintain standards of inclusive design.

**Table 2: Summary of Public Representations – Consultation Period two, for a 2-week period between 3<sup>rd</sup> March to 17<sup>th</sup> March 2020**

<b>Summary of Issue/Representations Received</b>	<b>Officer Response</b>
<b>Public representations:</b>	
<p><b>Public Representation 1</b> objected to the development and raised the following comments:</p> <ul style="list-style-type: none"> <li>- The creation of this new station will dramatically improve public transport in the immediate area, and across London.</li> <li>- The West London Orbital Scheme should be a material consideration.</li> <li>- The 'Barnet Growth Strategy' is also a material consideration.</li> <li>- Objections raised regarding the capacity of the New Train Station</li> </ul>	<p>These comments do not raise any new points or material considerations from the first round of consultation responses. Refer to the Officer Response addressing 'Issue 1', 'Issue 2' and 'Issue 3' above.</p>
<p><b>Public Representation 2</b> objected to the development and raised the following comments:</p> <ul style="list-style-type: none"> <li>- Objections raised that the future potential growth at the New Train Station has not been considered; and how the West London Orbital Scheme will be integrated.</li> </ul>	<p>These comments do not raise any new points or material considerations from the first round of consultation responses. Refer to the Officer Response addressing 'Issue 1', 'Issue 2' and 'Issue 3' above.</p>
<b>LB Brent Elected Members</b>	
<p>Councilor Shafique A Choudhary, London Borough of Brent objects to the development as a local resident and Councillor and raised following concerns:</p> <ul style="list-style-type: none"> <li>- Concerns raised regarding the current traffic in the area and how this has been addressed.</li> <li>- Concerns raised regarding the transfer of passengers from the mainline station to the West London Orbital.</li> </ul>	<p>The Reserved Matters Application is specifically focused on the proposed New Train Station. The wider Brent Cross Cricklewood regeneration has outline planning permission and was approved following a full transport assessment of the associated traffic impacts. The New Train Station will provide a sustainable public transport alternative to travel by car. Therefore, the proposals provide a positive benefit to sustainable travel modes, which is recognised in the model split assumptions contained within the transport matrix of the S73 Permission.</p> <p>The new Brent Cross West station has been designed not to preclude any future West London Orbital station from linking in</p>

	<p>with the Brent Cross West station when it comes forward. The WLO is being led by TfL, and the council is working with Network Rail and TfL and public sector partners as it comes forward. The scheme is currently at GRIP Stage 2 (Governance for Rail Investment Projects) and is currently unfunded. Nonetheless, the Council is ensuring that passive provision will be provided within the detailed design of the station for when the WLO does come forward.</p> <p>The WLO Feasibility Study, undertaken in September 2019, demonstrates that interchange between services can be provided between the BXW Thameslink services and proposed WLO platforms via the passenger concourse of the BXW station. It should be noted that current plans are for half the frequency of WLO services to go north to Hendon, which would pass through Brent Cross West (with half going south to West Hampstead). Therefore, interchange with Thameslink services will also be available at Hendon and West Hampstead.</p>
<p><b>LB Brent Residential Groups</b></p>	
<p>Dollis Hill Residents' Association raised the followings comments:</p> <ul style="list-style-type: none"> <li>- Provide a safe walking route from the southbound A5 Humber Road bus stop to the west entrance through the car park alongside Argos for when the station opens. Request for Barnet Council to purchase a right of way between Edgware Road and Geron Way, alongside Argos.</li> <li>- Pedestrians will not feel safe to walk along Geron Way in the dark. On the north part of Geron Way, the superstores will be shut. On the south part of Geron Way, between the waste transfer station, Bestway wholesalers and the railway line, pedestrians would not be safe from robbery and harassment because the area is too isolated, with little traffic and nothing overlooking it.</li> </ul>	<p>Broadly the same issues as raised in the response to the first round of consultation. As explained at paras 5.56 – 5.59 of the Committee Report, this application does not include proposals beyond the western entrance building. However, Transport Interchange T1 will form a separate RMA under Phase 2 (South) (Thameslink Station Approach) and the Council and BXSLP are engaging with TfL to establish which elements of Transport Interchange T1 should be located on the western side of the railway. Once this is known, a future application is envisaged which will address public realm and landscaping improvements around the western entrance, as well as pedestrian and cycle facilities and bus facilities. The application will be subject to public consultation including with the Dollis Hill Residents' Association.</p> <p>Interim Transport Interchange T1 is required to be in place prior to the New Train Station opening. This will include provision for cycle parking.</p>



<ul style="list-style-type: none"> <li>- Interim provision for bicycle and motorbike parking at the west entrance.</li>   <li>- When the station opens, it is important that pedestrians can walk from the station's east entrance to Brent Cross across the current Templehof Avenue Bridge. The new High Street leading from the station needs to have its junction to the Templehof Avenue Bridge built in time for the station to open. The buses stopping at the station will also need direct access to Tempelhof bridge to take people quickly and efficiently to the shopping centre, avoiding traffic on the A5 and A406.</li> </ul>	<p>Proposals to amend any existing bus routes will be subject to public consultation by TfL and will need to maintain appropriate services to existing areas including Brent. Early thoughts are being given to extending a bus service that currently terminates further south on Edgware Road, up to the New Train Station.</p> <p>The provision of new pedestrian and cycle access to the station from Edgware Road is embedded in Barnet Draft Local Plan Policy GSS03 in relation to the future development of sites around the western entrance of the station.</p> <p>Bus services will be able to access from the New Train Station and Interim Transport Interchange T1 to the Brent Cross Shopping Centre via Tempelhof Avenue over Tempelhof Bridge.</p>
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