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Sent by email to:  
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date: 1 August 2018

Dear Mr Dismore

Thank you for your letter of 10 July. I apologise for the delay in replying. I have also received a copy of your letter of yesterday's date to the Leader, raising a wider series of questions about the Brent Cross Cricklewood scheme. The Leader will respond to that letter in due course, however I can confirm that we remain committed to progressing the scheme including the station. I therefore thought it appropriate to respond to your earlier set of questions.

#### **Brent Cross Thameslink progress update**

The Brent Cross Thameslink scheme is continuing to progress. Works have now begun to prepare the site and lineside neighbouring residents have been notified that Network Rail's contractors will be working Monday to Friday from 8am to 6pm.

Alongside that, the other elements of the development continue to progress through the planning process. The planning application for the facility to replace the old Hendon Waste Transfer Station is currently out to re-consultation with additional information that was submitted to the Local Planning Authority in July. This can be viewed on the Barnet planning portal. Later in the summer, two planning applications for the replacement rail sidings are expected to be submitted for determination. The first will be for the new compound which replaces the current drivers' accommodation and storage facilities, and the second will be for the critical rail track and signalling works.

#### **Step free access at Brent Cross West station**

We are working up the reserved matters application for the new station with a view to submitting it for determination later in the year. The design of the station must comply with Railway Group Standards as it will be built on the East Midlands mainline. At this stage of the process, Network Rail has confirmed that the design is fully compliant with these guidelines and standards.

Ordinarily, new build stations serving one type of train or on self-contained routes are required to be fully step free from platform to train. Examples of this type of station are found on tube lines, metro systems and rail lines not used by freight or highspeed passenger services.

This is not the case at Brent Cross West which will be on a mixed traffic railway line and must be built to a network wide standard. As a result, the final solution must be able to accommodate more than 20 kinds of rolling stock which will pass the platforms at speeds of up to 110mph (fast lanes) and 75mph (slow lines). An additional consideration is that the new station design must accommodate a curve in the existing rail track which is likely to cause a significant gap between the train carriage and the platform.

These challenges generate a range of technical and engineering considerations that require in-depth analysis in working through the precise build of the platforms. This element of work is carried out at the detailed design stage which is after planning permission is achieved.

The council shares the ambition of residents to build a new station, which is expected to see two million journeys in the first year, that is fully accessible to the whole community. We have written to Network Rail [**attached**] to seek their guidance at this stage to see what options may be possible to secure fully independent travel for people with impaired mobility. We will meet with the Consultative Access Forum (CAF) which is the group specifically setup to review and advise on applications associated with the Brent Cross Cricklewood development, before the reserved matters application for the station is submitted, to discuss the issue again.

### **Rail Freight Facility (RFF)**

You asked for an update on the RFF. You are aware that planning consent has been granted for the RFF, and that DB Cargo is now working towards the discharge of the pre-commencement and other pre-operation conditions. The vehicle movements are restricted by planning condition to 226 movements in and 226 movements out per day Monday – Friday and to 132 movements in and 132 movements out on Saturdays up to 2pm.

### **Traffic impacts**

During any phase of construction, each phase of the BXC development must submit a Construction Traffic Management Plan (CTMP) for approval by the LPA which the contractor will be responsible for complying with. The CTMPs will include monitoring of vehicle sizes, numbers and timing of deliveries.

The BXC Integrated Project Management Office (IPMO) oversees the integration of the CTMP requirements across the Brent Cross Cricklewood regeneration programme. Each developer will be required to ensure that the CTMP for each phase takes account of other CTMPs and construction activity associated with other phases, particularly where a scheme has already begun construction.

The CTMP demonstrates how construction traffic will access the site and demonstrate steps taken to mitigate the impact on local communities. In general terms, a CTMP might include measures to get staff to and from the site including public transport and cycling / parking allowances, shuttle to and from neighbouring stations and car shares to reduce the number of vehicles brought to site by operatives.

There will be restrictions on heavy goods vehicles – routes they can use, hours of travel and number of vehicle movements. HGVs will be required to use main network routes only (e.g. A41, A406, A5, M1, Cricklewood Lane/A407) and will not be permitted to use residential streets.

Once operational, the Rail Freight Facility (RFF) and Waste Transfer Station (WTS) will be accessed by HGVs. All HGVs using the RFF site are required by the planning consent to be low emission Euro6 compliant vehicles only. We expect the WTS will be subject to similar controls.

In relation to the wider BXS development, residential and commercial developments will benefit from improved public transport facilities and PTAL rating, as a result of the new Brent Cross West station, improved bus station and improved pedestrian and cycle links. This enables the council to support lower car parking ratios for the residential development which will influence vehicle movements and lead to fewer car born trips. Plot 12 of the development has been approved with a 0.5 parking spaces per unit ratio and Plots 11 and 13 are proposing similar levels. The improvements the BXC scheme will deliver have the potential to benefit the wider communities in the same way.

### **Air quality**

Each development is also required to have a construction environmental management plan (CEMP) approved prior to beginning on site which will require the responsible contractor to monitor and continue to monitor air quality against a baseline. Other air quality monitoring stations have been installed throughout the development already. The RFF also has further operational controls imposed through the drop-in planning permission requiring ongoing monitoring and mitigation of air quality in relation to the nearby residential neighbourhoods.

Yours sincerely

A handwritten signature in black ink that reads "Cath Shaw". The signature is written in a cursive, flowing style with a prominent loop at the end of the word "Shaw".

Cath Shaw  
Deputy Chief Executive