



Cabinet

Title	Brent Cross Update Report
Date of meeting	16 th April 2024
Report of	Councillor Ross Houston Deputy Leader and Cabinet Member - Homes and Regeneration
Wards	Cricklewood
Status	Public with Exempt appendix (Not for publication by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972 as amended as it relates to Information relating to the financial or business affairs of any particular person (including the authority holding that information))
Key	Key
Urgent	No
Appendices	<ul style="list-style-type: none"> • Annex 1 - Brent Cross Update – (Exempt) • Appendix A - Third Phase Plots • Appendix B - Northern Quarter Plots • Appendix C - South of Station Plots
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Summary

This report provides an update to Cabinet on progress being made across the Brent Cross Cricklewood Regeneration Programme since the last programme update to Cabinet on the 6th February 2024.

Recent progress includes ongoing construction of early development plots, with the Plot 12 external façade now visible with scaffolding removed, completion of public realm enabling new bus routes to

be activated, and finalisation of legal agreements enabling council investment in Plot 1 (Sheffield Hallam) and kickstarting the office quarter at Brent Cross Town.

The report also includes recommendations relating to approval of details for the Third Phase Proposal for the Brent Cross Town Regeneration, along with a recommendation to approve the main Heads of Terms for sale of two plots (23 and 43b) within the Third Phase to specialist developers

Recommendations

Cabinet is asked to:

1. Note the contents of the report.
2. Delegate authority to the Chief Executive in consultation with the Leader of the Council to finalise and approve the Third Phase Proposal on behalf of the Council, in line with the details set out in [paragraphs 1.19 to 1.30](#).
3. Delegate authority to the Chief Executive in consultation with the Leader of the Council for agreement of legal documentation relating to the sales of Plots 23 and 43b as set out in [paragraphs 1.31 to 1.34](#) and the exempt appendix to this report.

1. Reasons for the Recommendations

1.1 The last full update report on Brent Cross was submitted to the Cabinet on 6th February 2024 and can be accessed with the following link.

<https://barnet.moderngov.co.uk/documents/s81925/Brent%20Cross%20Cabinet%20Report.pdf>

1.2 Notable progress since the last update includes the following:

- Finalisation and completion of the legal agreements to enable the council investment in Plot 1 enabling works to start on site.
- Buses are now serving the eastern entrance to the station following completion of leases of the public realm.
- Development of the third phase proposal and third-party plot proposals, signalling good levels of interest in Brent Cross Town.
- Removal of scaffolding from part of Plot 12, which will provide homes for the residents of the Whitefield Estate high rise blocks.
- Ongoing works on site with the first buildings of Brent Cross Town nearing completion with residents due to move in imminently.
- Various updates on other council led delivery which forms part of the scheme including the replacement for the Hendon Waste Transfer Station and land acquisition strategy.

1.3 This report provides updates to progress on the Brent Cross Programme since the last report and seeks delegated authority from Cabinet to finalise and enter into agreements to maintain the progress of the Brent Cross regeneration.

Brent Cross Regeneration – Site Progress

Brent Cross Town Update

Site Works Update

- 1.4 Work continues at pace on the first phase of Brent Cross Town as can be seen from the latest site wide drone images on the Brent Cross Town website - [February 2024 Drone Footage - Brent Cross Town](#)
- 1.5 Notably above ground works on Plot 14 are well underway with the first few stories of this building emerging from the ground, while work on the other plots is all progressing to programme.

Brent Cross Town – February 24



- 1.6 Plot 25, which will be a student accommodation building, is also progressing well. This plot is due to complete in 2025. Both plots 12 and 25 can be seen in the image below taken in March 2024. Note the removal of the scaffolding on part of Plot 12.



- 1.7 Brent Cross Town continues to take shape with works progressing on the early development plots and public realm. Park View Avenue, which links Claremont Road to the new station, is now open for pedestrians and cyclists and is due to be open to road users shortly. Claremont Park is also now open 24 hours a day.

1.8 Plot 12 is expected to complete later this year with residents from the Whitefield Estate high rise blocks moving in soon after completion. Works are also progressing on Plots 25, 202, 203, 13 and 14, which are expected to be completed in 2025.

1.9 Physical progress can be seen in the latest drone video available on the Brent Cross Town website at the following link [February 2024 Drone Footage - Brent Cross Town](#)

Plot 1

1.10 A report was submitted to Cabinet on the 12th December 2023 outlining the proposal for council investment in Plot 1 of the Brent Cross development. The recommendation to proceed with the proposal was approved by Cabinet, subject to confirmation of the updated authorisation limits budget by Full Council on 30th January, and subsequent approval of the capital addition at Budget Council on the 27th February.

1.11 Both approvals referenced above have been granted, and all legal agreements have now been sealed enabling the drawdown of funds to support the construction of Plot 1. The council have put in place a process to ensure clear oversight of development progress on the plot, and updates will be reported to future Cabinet meetings. Enabling works on site commenced in March 2024.

Plot 15

1.12 This is one of 10 development plots in the First Phase of Brent Cross Town regeneration, as defined by a 'Phase Proposal' that was approved by the BXS-LP partnership in March 2020. Pursuant to the terms of a joint venture Project Agreement dated 11th July 2016, as amended ('the Project Agreement') that approval process meant the First Phase became unconditionally committed and so enabled the draw-down of individual plots and associated infrastructure land.

1.13 Six of the First Phase plots (No's 12, 13, 14, 25, 202 and 203) have already been drawn down, pursuant to the Project Agreement provisions and procedures, so leaving Plots 11, 15, 20 and 201 still to be drawn down.

1.14 Plot 15 will contain a mix of 226 Build-to-Rent apartments and 50 affordable housing units, which will be primarily affordable-rent tenure (although GLA grant may be available to convert some of these to social-rent) with the properties sharing amenities such as communal gardens.

1.15 The Council's joint-venture partner, Related Argent, intends to develop Plot 15 in conjunction with an external investment partner and a Registered Provider for the affordable housing element, and have secured Reserved Matters planning approval for the scheme.

1.16 Related Argent have now reached a stage in the procurement process where they wish to enter into formal legal agreements with their funding partner and Registered Provider to progress the development, and some of the requisite documentation (such as the plot Ground Lease and Plot Development Agreement) will include the Council as a signatory.

1.17 The legal agreements are currently being drafted and the Council will be asked to execute relevant documents during the next few months. That documentation will be in line with the Council's obligations under the Project Agreement.

1.18 Cabinet is requested to note the current position and that legal agreements will, in due course, be entered into (including the Council as a signatory) that enable Plot 15 to be drawn down pursuant to the Project Agreement provisions and related approvals.

Brent Cross Town – Third Phase Proposal

Phase Proposals

- 1.19 Under the terms of a Project Agreement (the PA), phases of the BXS project and individual plots within them, are brought forward for development through a process of Phase Proposals and subsequent plot “drawdowns”. Phases also include the “infrastructure” and services that are required to support that phase and comply with planning requirements.
- 1.20 To date two Phase Proposals have been approved by the Council. The First Phase contained a number of residential plots (including Plot 12 that will provide new homes for many current Whitefield Estate residents) a purpose-built student block, one office plot (No20) and much of the new town centre’s core infrastructure.
- 1.21 Since the First Phase Proposal was approved in 2019 a total of 7 development plots have been drawn down and are all well advanced in construction, with much of the supporting core infrastructure having been completed.
- 1.22 The Second Phase is a single-plot phase which enabled Plot 1 to be drawn down, for the first BXT office building that will house a new Sheffield Hallam University campus when it completes in summer 2026.
- 1.23 Against the background of solid progress with the First Phase and recent start on site at Plot 1, a Third Phase is now proposed that will provide fresh impetus to the scheme and enable several key plots to be drawn down over the next 2-3 years.

The Third Phase Proposal

- 1.24 The Third Phase Proposal has been developed in line with the principles set out in the Brent Cross business plan, which was updated and approved earlier in this year, and therefore reflects the agreed approach to development of the scheme.
- 1.25 The proposed Third Phase contains a mix of residential plots, with market sale, build-to-rent and a substantial affordable housing element.
- 1.26 It also includes several specialist housing typologies, such as later-living, co-living and purpose-built student accommodation.
- 1.27 There are commercial uses at ground floor level within some of the plots (particularly those with High Street or Station Square frontages) and a proposed 4* hotel close to the new Brent Cross West (BXW) rail station.
- 1.28 The plots and infrastructure proposed to be delivered through this Third Phase Proposal are located in two key locations, within the Northern Quarter and South of Station areas.
- 1.29 The plan at Appendix ‘A’ identifies the Third Phase Proposal plots and infrastructure, which are briefly described below. Appendices ‘B’ and ‘C’ contain close-up axonometric views of the Northern Quarter and South of Station zones, incorporating early illustrations of individual plots.

Plots in Third Phase

- **22** - 150 unit later-living scheme with on-site resident facilities
- **23** - circa. 300 unit co-living scheme with on-site gym and other facilities
- **24a** - affordable housing c.70 units (incl’ 22 units commuted from Plot 25)
- **24b** - approx. 110 market sale residential units
- **42a** - build-to-rent housing scheme of approx 125 units

- **42b** - affordable housing with approx. 45 units
- **43a** - market sale housing scheme of approx. 65 units
- **43b** - student housing scheme of approx. 600 units
- **44** - upper-mid scale (4*) hotel with 270-300 beds

1.30 Plot 22 is already under contract to Audley, who are a well-respected specialist developer and operator in the supported later-living sector. Following approval at Housing & Growth Committee on 23 March 2023, which delegated authority to the Director of Resources in consultation with the Chair of that Committee to finalise the heads of terms and complete the required legal documentation to bring forward plot 22, legal agreements have since been exchanged (subject to Reserved Matters planning permission) detailed design has been progressed and a planning application is expected to be made in late-May.

Sale of Plot 23

1.31 As mentioned above, this plot has been identified for a co-living scheme, which is an emerging market sector with only a small number of credible participants at this time.

1.32 The partnership has taken advice from market experts and also engaged with a number of the established developer/operators in the sector, and this has resulted in a proposal to sell Plot 23 on the terms set out in the Exempt appendix which accompanies this Cabinet report.

Sale of Plot 43b

1.33 This is another market sector in which the joint venture partners have no regular involvement and also requires specialist operator input to deliver successful long-term outcomes.

1.34 The partnership has therefore taken a decision (as with the first student housing scheme at Plot 25) to sell Plot 43b to a well-known developer/operator to develop out and Cabinet approval is requested for the main commercial terms contained in the Exempt appendix to this report.

Strategic Infrastructure

1.35 The proposed Third Phase will help deliver a number of strategic infrastructure works (SIW) including new public realm, green spaces, and the re-provision of Claremont Primary School. The total value of this infrastructure investment is circa. £40m.

Phase Infrastructure

1.36 Both the Northern Quarter and South of Station areas have a substantial amount of infrastructure already in place, although currently the road 'loop' from Claremont Road to Neighbourhood Square (via the Station entrance) and exiting onto Tilling Road, is only partially completed.

1.37 The Third Phase will help define the new High Street, with Plots 22 and 24 linking to Plot 25 on the northern side and balanced by a group of residential plots (12-15) on its southern side.

1.38 There will also be areas of shared public realm and roads/footways between plots within the Third Phase (as illustratively shown in Appendices A-C) and those spaces will largely be delivered by the plot developers, with some involvement by the BXSLP joint venture where the infrastructure will be used by users of the wider BXT scheme.

Council Land Receipts (CLC)

- 1.39 Under the terms of the Project Agreement which governs BXT regeneration, the Council makes land available for development plots and infrastructure and is entitled to land receipts based on agreed financial parameters for the overall phase and individual plots.
- 1.40 This Council land value (known as 'CLC') is determined by a financial appraisal model, as set out in the governing Project Agreement and LBB is also entitled to a proportion of other development related receipts, including overage and utility connection payments.
- 1.41 for the Third Phase it is estimated that LBB will receive a total of circa. £8M in CLC and other land related receipts, which can be retained by the Council or re-invested back into the scheme. It should be noted that this is an estimate and the final CLC numbers could change depending on market conditions and cost factors at the time of plot drawdown.

Brent Cross West Station

- 1.42 As reported to the last Cabinet meeting, the Brent Cross West Station opened to the public on Sunday 10th December. Since opening the station has seen good use and passenger numbers have been increasing week on week since January. This trend is expected to continue now that the station is being served by an additional bus route on the east, with further footfall expected as the first plots of Brent Cross Town complete.
- 1.43 Work to finalise the station contracts continues as reported to Cabinet in February. There remains a significant amount of work to do to finalise the account and close out the major contracts which were put in place to deliver the station. There are two significant contracts involved at Brent Cross West: the station construction contract itself with VolkerFitzpatrick, and the Implementation Agreement with Network Rail to deliver related rail infrastructure works.
- 1.44 While the station delivery contract itself is relatively straightforward, there are number of ongoing disputes with Network Rail, notably relating to delays caused by events outside of the projects control, such as strike action. The project team continue to work openly with Network Rail on settling these disputes and are following the dispute resolution set out in the contract. The council expects that these discussions will not conclude until the Summer at the earliest.
- 1.45 We continue to work with Govia Thameslink Railway (GTR) and our other delivery partners to promote the new station with a series of good news stories and social media content alongside PR opportunities including award entries. Our communications team is also leading on a piece of work with GTR to develop a community engagement strategy to encourage local residents, schools and community groups to become activity involved in future uses of the station from exhibition space to future community events. Ensuring an ongoing package of PR and communications activity will help maintain the interest in the station generated as part of the launch and contribute to footfall figures at the station.

Brent Cross – Council led Initiatives

Controlled Parking Zone (CPZ) Update

- 1.46 Phase 1 of the Brent Cross CPZ (Brent Terrace, Clitterhouse Road, Clitterhouse Crescent) is expected to be made permanent on the 19th Jun 2024 subject to the consultation period which closes on the 25th April 2024. Throughout the consultation we have been asking for feedback from residents who live in this area. Feedback so far has indicated that reduced operation timings are preferred and subject to other comments this could be made permanent following the consultation period closing.

- 1.47 The remainder of CPZ area UC4 (Claremont Road, Prayle Grove area) and UC5 (Golders Green Estate) will follow Barnet Council's policy for CPZ implementation following a comparison of monitoring surveys to assess the impact on parking after the opening of Brent Cross West station and Claremont Park use/visits. The first survey has been undertaken in Nov-23 and the follow up survey will be undertaken after station opening at a date to be determined, but to be more effective, during the summer when the park is most visited to assess the worst-case scenario. If parking controls are required, an experimental CPZ will be introduced that will follow the standard process as Phase 1 with a detailed consultation (for a minimum of six months) from the date of the implementation. This consultation will include engaging with residents, businesses, schools, and local groups in the area.

Whitefield Estate Low Rise Demolition

- 1.48 As a result of the delay to residents moving into plots 53 & 54 there is a knock on delay to the demolition of the vacated Whitefield estate low rise. The area will not be fully developed for some time, so the overall programme delays are minimal, however the council team continue to work with the contractor to ensure any resulting costs from the delay are minimised. Planning approval has been granted works and these will commence as soon as the last resident has moved out.

Community Engagement

- 1.49 We continue to work with our delivery partners to ensure residents living in the development area are kept up to date on the project and are aware of opportunities available to them from employment and skills, funding, and new amenities.
- 1.50 An integrated print and digital strategy provides different ways for residents to interact with the programme and proactively find information, ask questions or raise concerns. Transformingbx.co.uk continues to see an increase in visitors and our e-newsletter a high engagement rate.
- 1.51 We continue to run a monthly drop-in session on the third Thursday evening of every month at the Brent Cross Town Visitor Pavilion. Teams from Related Argent, Barnet Council and L&Q are on hand to answer questions from residents in the local area (particularly those most impacted by construction). This is in addition to regular opening hours at the Visitor Pavilion where Welcome Hosts are available daily to answer questions about the programme.
- 1.52 Both community@brentcrosstown.co.uk and transformingbx@barnet.gov.uk also continue to be channels where residents can contact us with any questions, requests or concerns about the project.

Community Space in Plot 13

- 1.53 As reported to cabinet in February 2024, work is ongoing to develop the strategy for implementing a community space in Plot 13. Currently under construction, Plot 13 is one of the first residential plots of the Brent Cross Town development. Presently, the Council are actively involved with the Brent Cross Town developer to produce a strategy that will deliver a vibrant and inclusive community space that will celebrate the rich diversity of the area, and will create a dynamic hub that fosters connection, creativity, and positive change within the neighbourhood. This process has included a detailed review of Council services, as well as potential community groups and charitable organisations that could benefit from use of the space. The new community space is expected to be brought into use in Summer 2025.

Brent Cross Infrastructure (Delivered by the Council)

Waste Transfer Station

- 1.54 Dialogue is ongoing with the North London Waste Authority (NLWA) regarding a potential alternative site for the replacement waste facility. Designs are being developed and reviewed by all stakeholders. In the meantime, the Geron Way option has completed RIBA4 design stage and remains a viable option should the alternative site not be progressed.
- 1.55 In mid-March there was a break-in at the vacant plot on Geron Way, and while the council team worked quickly with enforcement officers and police to move trespassers off site, a large amount of waste had been dumped by the time they left. Additional security measures have been implemented however the best deterrent would be an active user of the site. The council team continue to explore options for short term temporary uses.

Hendon Waste Transfer Station (HWTS) Demolition

- 1.56 As reported to the cabinet in February, the Brent Cross team are proceeding with the planned demolition of the HWTS to remove the ongoing business rates liability associated with the vacant building. The planning application documents are currently being compiled and a contractor has been selected. Following planning approval, the works will commence and are expected to take between 2-3 months with start on site currently scheduled for August.

Claremont Road Safety Improvements

- 1.57 LBB Highways are undertaking safety improvement works to the controlled crossing outside the Whitefield School on Claremont Road. This involves upgrading the crossing facilities directly outside the Whitefield School with a new pedestrian and cycle crossing, which will include improving the footway on either side of the crossing. The improvement works will take place from Saturday 16 March for approximately 5 weeks. The most impactful works are planned to take place during the Easter school break.

Tilling Road / Claremont Road Junction Improvement Works

- 1.58 The design is nearing completion for the Tilling Road / Claremont Road junction improvements. The junction widening, in addition to signalisation will improve capacity and provide essential pedestrian / cycle facilities. These works will take place in the summer following the demolition of the low-rise buildings on the Whitefield Estate.

Land Management

Infrastructure

- 1.59 The team continue to implement the CPO strategy to minimise exposure to the council of acquiring land not needed for the long term scheme as reported to cabinet in February 2024. There will be a need to further assess land requirements when detailed plans around revised infrastructure are developed.

Whitefield Estate

- 1.60 Since the last Cabinet report in February, the Council has used the CPO vesting process to secure the 6 remaining leasehold interests in the Whyhcote tower block on 13th March 2024. The Brent Cross Team has granted 2 licences to owner occupiers to remain in their flats until the new shared equity flats are completed in Plot 12.

- 1.61 The Brent Cross Team are working with Barnet Homes and Barnet Options to assist with moving the remaining private tenants without the need to resort to using bailiffs to obtain vacant possession.
- 1.62 The leasehold flats in Norden and Clare Point will vest with the council on 23rd April 2024. The Brent Cross team are liaising with leaseholders on compensation settlements with licences to be completed for those owner occupiers of the flats who wish to take up a shared equity flat in plot 12. The Brent Cross team will liaise with the private tenants to ensure they utilise the support of Barnet Homes and Barnet options to move on or shortly after the vesting date.

2. Alternative Options Considered and Not Recommended

- 2.1 The Third Phase Proposal has been developed in line with the principles of the approved Brent Cross Town business plan, which was updated and approved earlier this year.
- 2.2 Investment proposals for individual plots are reviewed through the Brent Cross Joint Venture which the council is represented on. Market analysis and investment advice is provided through this process to ensure alternative options are considered.

3. Post Decision Implementation

- 3.1 The Council and its advisors will continue to progress all work streams to ensure delivery of the Brent Cross regeneration programme as outlined in this report and should they be approved, implement the recommendations within the recommendations section of this report.
- 3.2 Delegated Powers Report and Officer Decision Reports will be drafted as required and recorded on the Brent Cross decisions register to ensure a good audit trail of decisions relating to the scheme.

4. Corporate Priorities, Performance and Other Considerations

Corporate Plan

- 4.1 The Brent Cross Cricklewood regeneration scheme seeks to embody the key themes of the corporate plan including people place and planet.
- 4.2 The Brent Cross Town development will have an on-site energy centre and the largest air source heat pump installation in Europe. It will provide low carbon heating the planned 6,700 new homes and all energy supplied will come from 100% renewable sources.
- 4.3 The Brent Cross Town community fund has now been running for over 5 years and supports local community groups each year with funding towards improvement projects, yet again putting local people at the heart of the development.

Corporate Performance / Outcome Measures

- 4.4 A benefit realisation plan is in place to measure the numerous benefits being delivered by the Brent Cross development. Many of these have been baselined from the original business case and include tangible benefits such as new homes, school places, sq. ft of open/green space and numerous other measures.
- 4.5 In addition to the above, the Brent Cross Town Joint Venture have worked with Manchester University to develop the Flourishing Index, which seeks to measure how well the people at Brent Cross Town and the surrounding communities are doing. Baseline data has been recorded and future surveys will provide insight into health and wellbeing of residents as the

development comes forward. Progress on the Flourishing Index will be reported to Cabinet in more detail later in 2024.

Sustainability

- 4.6 Brent Cross Town will address the urgent challenge of the global Climate Crisis, achieving net zero carbon by 2030 at the latest.
- 4.7 The development is addressing this with low-carbon construction, renewable power, circular economy principles, carbon offsetting — and by empowering everyone who lives and works in Brent Cross Town to make low-carbon lifestyle choices of their own.

Corporate Parenting

- 4.8 None in the context of this report.

Risk Management

- 4.9 Risk management has been applied across all levels of the programme. 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 the Brent Cross Governance Board. Currently the high-level risks and mitigations are summarised below:
- 4.10 Infrastructure Requirement – Brent Cross North is in a state of deferral. Infrastructure currently required within the planning permission that was the responsibility of the shopping centre owner currently has no programme for delivery. The regen team are working with the shopping centre owner on a strategy to review planning requirements and triggers. Some funds may need to be spent on land to protect scheme delivery in the short term.
- 4.11 Brent Cross West delivery costs – While the station is now completed and the station delivery contract is in the process of being closed out, there does remain a risk around a number of claims with Network Rail pertaining to historic programme delays under the Implementation Agreement for the Rail Systems and Sidings works. Both parties agreed to pause the escalation process on these claims in the buildup to the station opening. As discussed in paragraph 1.36, focus will now turn to closing out all remaining claims and disputes with Network Rail. Until these are agreed there remains a cost risk relating to how much the council may be able to recover from NR.
- 4.12 Brent Cross West Station Operating Costs – As part of the original station business case and grant agreement, it was agreed that the Council would take on the shortfall in operational cost of the station until it became profitable. Income generated from the purchase of the Retail Park has been identified as a source to cover shortfall, however until actual revenues from the station are measured the budget position remains at risk. Initial passenger numbers are encouraging, and the council will be receiving interim updates on trips throughout the year.
- 4.13 Resources - The most important control mechanism for the council is to employ experienced staff who will provide diligent review and challenge contractor costs and reject any costs which are not reasonably and properly incurred. The council's Client and Brent Cross West delivery team comprises professionals, used to working on the railway within Network Rail and are experienced in delivering large railway projects. 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.
- 4.14 Economic Change – The wider economic situation presents a challenge to both delivery and marketability of the development. Brent Cross Town development partners are

exploring/reviewing diversification of offer within the Brent Cross development area and the business plan has been updated in light of the challenging economic conditions. For the council, increased construction costs for the remaining scope is likely, most notably for the construction of the Waste Transfer Station. The programme team continues to assess the changing situation and are taking a pragmatic approach, considering alternative materials where possible if lead times are becoming an issue.

- 4.15 Retail Park Acquisition - The key risk associated with the acquisition of the Retail Park is ensuring that the acquisition has no negative impact on the General Fund. The council has in place the required structures and will update as required to enable it to manage the Retail Park against these short-term variables while also working with Related Argent to ensure the timing of bringing the Retail Park into the development works in the best interest of the council.

Insight

- 4.16 None in the context of this report

Social Value

- 4.17 Continued efforts are being made to identify a suitable location for The Skills Centre (TSC) at Brent Cross Town. Two locations have been reviewed to date but proven unfeasible. Further reviews are taking place with vacant land being identified which could be used as a temporary site. This option could prove beneficial as it would allow TSC to expand more easily as the development grows.
- 4.18 Following a meeting with Women Into Construction (WIC) and submission of a proposal, plans are being drawn up to launch a programme for BXT later this year.

5. Resource Implications (Finance and Value for Money, Procurement, Staffing, IT and Property)

- 5.1 The Council has put in place procedures to ensure the effective monitoring of the financial performance of the Brent Cross Programme. The Brent Cross 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 Brent Cross 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 Brent Cross Programme.

Land Acquisitions

- 5.2 The approved budget is £65.962m. Cumulative spend to date is £62.986m. The current year forecast for 2023/24, inclusive of in-year spend, is £4.487m.

Brent Cross Town Land Acquisitions

- 5.3 The approved budget is £33.657m. Cumulative spend to date is £17.781m. The current year forecast for 2023/24, inclusive of in-year spend, is £8.261m.

Brent Cross West Station

- 5.4 The approved budget is £389.145m. Cumulative spend to date is £344.733m. The current year forecast for 2023/24, inclusive of in-year spend, is £23.882m.

Critical Infrastructure

5.5 The approved budget is £55.993m. Cumulative spend to date is £49.793m. The current year forecast for 2023/24, inclusive of in-year spend, is £4.743m.

DLUHC Grant Funding

5.6 The total £416.573m grant has now been received (as of July 2022). The council continue to work with Department for Levelling Up, Housing and Communities (DLUHC) on closing off the DLUHC funded elements and will be updating further on the repayable element of the grant once income from the Brent Cross Town scheme starts to materialise.

6. Legal Implications and Constitution References

6.1 All of the activity and legal transactions contemplated in this report will be carried out pursuant to and in compliance with all relevant statutory and legal requirements, including all procurement activity which will be undertaken in accordance with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015 (as amended) or any replacement public procurement regime that may become law in the UK as applicable.

6.2 Under Part2D of the Council's constitution, the terms of reference of Cabinet includes the following responsibilities:

- The Executive will exercise all of the local authority functions which are not the responsibility of any other part of the local authority, whether by law or under this Constitution
- Development of proposals for the budget (including the capital and revenue budgets, the fixing of the Council Tax Base, and the level of Council Tax) and the financial strategy for the Council.
- Monitoring the implementation of the budget and financial strategy.
- Recommending major new policies (and amendments to existing policies) to the Council for approval as part of the Council's Policy Framework and implementing those approved by Council.
- Approving policies that are not part of the policy framework.
- Management of the Council's Capital Programme.

6.3 Under Part2D of the Council's constitution, Cabinet is responsible for key decisions, namely:

- an executive decision which is likely to result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the budget for the service or function to which the decision relates; or
- an executive decision which is likely to be significant in terms of its effects on communities living or working in an area of two or more wards of the Borough.
- A decision is significant for these purposes if it involves expenditure or the making of savings of an amount in excess of £1m for capital expenditure or £500,000 for revenue expenditure or, where expenditure or savings are less than the amounts specified above, they constitute more than 50% of the budget attributable to the service in question;

6.4 Under Part 4B1 of the Council's constitution, agreements for the temporary use of land (a lease or licence) are required to be approved by either an approved officer, a member of the

Cabinet or by the Cabinet, depending on the amount of rent/consideration and whether the proposed arrangement is for less than best consideration. Cabinet may delegate the approval of these.

7. Consultation

Consultation and engagement on the Brent Cross Cricklewood programme is ongoing

- 7.1 Communications and engagement plans are developed in collaboration with our partners alongside key projects including consultations and highways works to ensure we are doing everything we can to reach residents and wider stakeholders with information about the programme.
- 7.2 We work closely with the corporate communications team and Brent Cross Town colleagues to promote the programme, ensure consistency of messaging and avoid duplication.

Good news stories from across the development

- 7.3 Good news stories from across the development are regularly published on the project website and you can read all of these in full at Transformingbx.co.uk/news
- The first indoor baseball and softball centre in Europe opens in Brent Cross: On 23 January, hundreds of people joined an event to celebrate the launch of The 108's launch, including local residents and baseball fans, and organisations that have been involved in the facility's opening. Guests got to try out the sport, watch professional players on the field and try out food from the new American-style BBQ and sports bar. The 108 provides world-class training facilities which will help grow local and UK talent and become a cultural identity of the Brent Cross area and wider borough.
 - Brent Cross West's mini reporters: In February, six students from Claremont Primary School, who have the role of Junior Travel Ambassadors at their school, visited Brent Cross West to report on the new station. As well as learning all about the station and meeting the Thameslink staff; students hopped on the train to St Pancras International station for a fun day of activities at King's Cross set up by our development partners Related Argent. The students wrote a journal together to report back on their day and what they thought about Brent Cross West.
 - 189 bus now stops at Brent Cross West: The extension of the 189 bus came into force on 17 February, providing greater connectivity and accessibility in the local area, and connecting communities in a more sustainable way.
 - Spring activities at Brent Cross Town: Over the Easter break, Brent Cross Town will be hosting a programme of free events and activities for local children and families to join.
 - Brent Cross Town has been featured in Opportunity London's first ever prospectus. The prospectus comprises of nine major development projects that have a public-private partnership across the Capital, seeking a combined £9.6 billion of investment. The placement feature of Brent Cross Town is a good opportunity to highlight the project and generate interest amongst real estate, energy and infrastructure investors.

Consultations and engagement

- 7.4 We supported a consultation on a new building planned for Brent Cross Town, the first retirement village (Plot 22). This consultation ran from 1 March to 15 March and we targeted people of all ages as this building is not just for people interested in the later living facilities but also offers retail and wellness facilities that will be available for members of the public.

Two consultation events took place in The Visitor Pavilion with 37 people attending in total. The consultation received 168 responses, with overall neutral to positive feedback on the plans.

- 7.5 In February, we met with all three local schools (Whitefield School, Mapledown School and Claremont Primary School) to speak with them about upcoming infrastructure works and proposed Controlled Parking Zone. This was a good opportunity to address concerns raised by staff. Following the meetings, we shared with them our resident letters regarding the upcoming Whitefield Estate demolition works and the impact it will have on traffic and roads, as well as provided detailed CPZ plans.

Press coverage

- 7.6 The 108 launch event was covered on both BBC London television and radio, as well as Barnet Post, Harrow Online, and Parikiaki. The 108 also generated widespread social media conversation particularly within the baseball community.
- 7.7 Another milestone achieved in the programme, which was covered by The Barnet Times, BTR News and World Construction Network, was the 'topping out' of the first Build to Rent building at the Brent Cross Town. This building will deliver 249 new Build to Rent homes alongside residential amenities across three new blocks and is set to complete in summer 2025.
- 7.8 The plot 22 (Later Living homes) was featured in The Times Bricks and Mortar as part of an article focusing on intergenerational living in the UK. The reporting is part of The Times Health Commission's look at good practice, and includes a broad description of Brent Cross Town, noting the mix of uses and the opening of Brent Cross West last year. Councillor Ross Houston was also quoted in this piece.
- 7.9 The plot 22 consultation was featured in Hampstead & High, calling people to see the designs and provide their feedback on them.

Awards

- 7.10 Brent Cross West has been nominated for several industry awards this year recognising the strength of the team, design and important contribution to improving connectivity and unlocking future investment in the area.
- 7.11 In February, we were shortlisted for an LGC Awards in the 'Future Places' category. We're proud to have been nominated for this prestigious award and have shown through our submission how the new station is a brilliant gateway to Brent Cross Town. We also highlighted the successful partnerships we've had in building the station, and the social and economic impact this will have to current and future residents.
- 7.12 Brent Cross West has also recently been shortlisted for The Pineapples Awards 2024 under the Infrastructure category. The Pineapples Awards celebrate excellence in placemaking and look at the best project design where people benefit from the social and environmental impact the project has.

8. Equalities and Diversity

- 8.1 Decision makers should have due regard to the public sector equality duty in making their decisions. The equalities duties are continuing duties, and they are not duties to secure a particular outcome. The equalities impact will be revisited on each of the proposals as they

are developed. Consideration of the duties should precede the decision. It is important that Cabinet has regard to the statutory grounds in the light of all available material such as consultation responses. The statutory grounds of the public sector equality duty are found at section 149 of the Equality Act 2010 and are as follows:

A public authority must, in the exercise of its functions, have due regard to the need to:

- a) Eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by or under the Act.
- b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, the need to:

- a) Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic.
- b) Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it.
- c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

- a) Tackle prejudice, and
- b) Promote understanding.

Compliance with the duties in section 149 may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under the Act. The relevant protected characteristics are:

- a) Age
- b) Disability
- c) Gender reassignment
- d) Pregnancy and maternity
- e) Race
- f) Religion or belief
- g) Sex
- h) Sexual orientation

Discrimination on the basis of Marriage and civil partnership is covered by the 2010 Act to a lesser degree.

it is considered that the proposals have no effect for the purposes of S149.

9. Background Papers

9.1 **None**