

	<p><b>Assets, Regeneration and Growth Committee</b></p> <p><b>17 March 2016</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Brent Cross Cricklewood Compulsory Purchase Order (No. 3)</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Commissioning Director (Growth and Development)</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Childs Hill, Golders Green and West Hendon</p>
<p style="text-align: right;"><b>Status</b></p>	<p>[Public</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix 1 of 2 Plan of Proposed Boundary of CPO3 Appendix 2 of 2 Plan of Proposed Boundary of CPO3</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Karen Mercer, Programme Director Re, <a href="mailto:Karen.Mercer@barnet.gov.uk">Karen.Mercer@barnet.gov.uk</a>, 0208 359 7563</p>

<h2>Summary</h2>
<p>This report requests that the Committee approve the making of a compulsory purchase order (CPO) in respect of the land and interests needed to deliver part of the station phase in the Brent Cross Cricklewood regeneration Scheme in respect of land to the south of the North Circular as shown on the plan at Appendix Plan 1 of 1 and Plan 2 of 2.</p>

<h2>Recommendations</h2>
<p><b>The Committee is requested to note the content of this report and to approve:</b></p> <ol style="list-style-type: none"> <li><b>1. That a compulsory purchase order (CPO) be made pursuant to the powers in section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) for the acquisition of the land shaded pink on the plan at Appendix 1 of 2 Plan and 2 of 2 Plan.</b></li> <li><b>2. That the appropriate Chief Officers be authorised to settle the final form and content of the CPO and associated documentation, including the Statement of Reasons, and take all action needed to pursue the CPO and secure its confirmation.</b></li> <li><b>3. That the appropriate Chief Officers be authorised, following the confirmation of the CPO, to implement the CPO powers and acquire title to and/or take possession of the land.</b></li> </ol>

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

- 1.1 This report is requesting that the Assets, Regeneration and Growth Committee recommends the making of a compulsory purchase order (“CPO3”) and other related steps to full Council for approval in order to acquire the land and interests needed to enable part of the station phase of the comprehensive regeneration of Brent Cross Cricklewood to go ahead on land to the south of the North Circular. The extent of the land acquisition needed for this stage is shown shaded pink on the plans at Appendix Plan 1 of 2 and Plan 2 of 2.
- 1.2 The Committee will recall that on 1 June 2015, the Committee confirmed as a matter of principle, that the Council is prepared to use its compulsory purchase powers pursuant to section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) to acquire the land required to deliver the early delivery of the Thameslink Station in order to support that comprehensive regeneration of the Brent Cross Cricklewood area. The Committee noted the negotiations to acquire the land and interests in the areas required to deliver the Thameslink Station by private treaty had commenced and approved entering into agreements and undertakings with the owners and/or occupiers of the land in the said areas so as to facilitate its acquisition. The Committee also noted that work was being undertaken to prepare for a possible Compulsory Purchase Order (CPO) together with the associated documentation and, if necessary, a further report would be brought back to the Committee seeking authority to make a CPO.
- 1.3 The Council’s purpose in seeking to acquire the land shown in Appendix Plan 1 of 2 and Plan 2 of 2 is to facilitate its development, re-development and improvement of it by way of a mixed use scheme (comprising commercial business development, retail development, residential development; leisure development; community facilities; car parking; infrastructure and highway works, station buildings and rail freight facilities, public realm and environmental improvement works) (“the CPO3 Development”). This forms what is known as the Thameslink station (“BX TS”) phase of the wider Brent Cross Cricklewood regeneration area (“BXC”), one of the largest regeneration opportunities in London, a long-standing objective of the Council and key regeneration priority of the London Mayor.
- 1.4 In order to authorise the officers to make and pursue CPO3, section 226 of the Town and Country Planning Act 1990 requires that members must be satisfied that the use of compulsory purchase powers will facilitate the development, redevelopment or improvement of land, and that it is likely to contribute towards the promotion or improvement of the economic, social and environmental well-being of the area. Further, members must be satisfied that there is a compelling case in the public interest for making and promoting the CPO, that the use of the powers is necessary and proportionate, and that the public benefits associated with the proposed regeneration will clearly outweigh the interference with the rights of those affected. These matters are explained and considered in more detail below.

- 1.5 As the committee is aware, two separate compulsory purchase orders CPO1 and CPO2 have been made for the first phase of BXC and a joint inquiry is scheduled to commence 17 May 2016.
- 1.6 BXC CPO 1 comprises the major redevelopment and improvement of the Brent Cross Shopping Centre to the North of the BXC area; the provision of infrastructure associated with and required for the redevelopment of the shopping centre; significant infrastructure to support the redevelopment and regeneration of the wider BXC area (and in particular development to the south of the North Circular). This part of the scheme is to be delivered by Hammerson UK and Standard Life Ltd.
- 1.7 BXC CPO 2 for the remaining part of the first phase of the BXC area to the South of the North Circular, comprises a mixed use development including residential and retail development; community and leisure facilities; car parking; infrastructure and highways works, public realm and environmental improvement works. This part of the scheme is to be delivered by Argent Related and LBB through a joint venture company.
- 1.8 Both CPOs 1 and 2 will facilitate the delivery of Phase 1 of the BXC scheme.
- 1.9 The delivery of the Thameslink station phase will also require the Council to acquire land interests and rights within the area identified on Plans 1/1 and 1/2 (attached in Appendix Plan 1 of 2 and Plan 2 of 2) to facilitate its delivery together with associated infrastructure required, as part of the BXC wide Integrated Transport Strategy and comprehensive mixed use commercial, retail and residential development.
- 1.10 As explained below, discussions are now well under way with a view to acquiring the necessary land interests and rights to deliver the Thameslink station phase. Given negotiations to date, the Council is of the view that it is not going to be possible to acquire the necessary interests by negotiation and hence a CPO is now required.
- 1.11 In line with the approach taken for CPO1 and CPO2 an appropriate power would be Section 226(1)(a) of the Town and Country Planning Act 1990. This enables acquiring authorities with planning powers to exercise their compulsory acquisition powers if they think that acquiring the land in question will facilitate the carrying out of development, redevelopment or improvement on, or in relation to, the land being acquired and it is not certain that they will be able to acquire it by agreement. The wide power in section 226(1)(a) is subject to subsection (1A) of section 226. This provides that the acquiring authority must not exercise the power unless they think that the proposed development, redevelopment or improvement is likely to contribute to achieving the promotion or improvement of the economic, social or environmental well-being of the area for which the acquiring authority has administrative responsibility.
- 1.12 DCLG Guidance on Compulsory Purchase and the Crichel Down Rules (2015) (“the Guidance”) sets out guidance for local authorities regarding the

[Type text]

making of CPOs. The Guidance includes key policy tests which need to be satisfied before a CPO can be confirmed. Crucially, before progressing a CPO members must be satisfied that there is a compelling case in the public interest for making and promoting a CPO, that the use of the powers is necessary and proportionate, and that the public benefits associated with the proposed regeneration will clearly outweigh the interference with the rights of those affected. These matters are referred to below.

- 1.13 As indicated in Section 3 below, the Thameslink station will increase the attractiveness of Brent Cross Cricklewood area as a place to live, shop and work and by doing so promote a more rapid pace of development and delivery of wider economic and social benefits. It is an essential component of the Integrated Transport Strategy to ensure the comprehensive regeneration of the Brent Cross Cricklewood regeneration.
- 1.14 The station project includes the relocation of the existing Strategic Rail freight facility and Hendon Waste transfer station from the east to west side of the railway lines as envisaged by the Brent Cross Cricklewood planning permission, providing a long term future for these facilities.
- 1.15 The station phase also encompasses the station quarter elements of Brent Cross South comprising residential, commercial, community, retail and leisure uses alongside public transport improvements. These transport improvements include the transport interchange adjacent to the station and the spine road linking the Midland Mainline Bridge to the Station Square, along the southern high street and into the expanded Brent Cross Shopping centre in accordance with the integrated transport strategy approved by the outline planning permission. The station quarter elements of the project will be taken forward and funded by Brent Cross South JVLP.
- 1.16 The delivery of the Thameslink Station itself is an important element when it comes to achieving the ambition of creating a regional town centre that offers priority to sustainable transport modes including rail, bus, cycling and walking.
- 1.17 Accordingly, officers are of the view that a compelling case in the public interest for making and promoting a CPO is made out and the use of the powers can be seen as both necessary and proportionate and the public benefits associated with the proposed regeneration are likely to outweigh the interference with the rights of those affected.
- 1.18 Turning to human rights issues, officers would provide the following guidance at this stage on the human rights implications of pursuing CPO action.
- 1.19 The Guidance confirms that an acquiring authority should be sure that the purposes for which it is making a compulsory purchase order sufficiently justify interfering with the human rights of those with an interest in the land affected. Regard should be had, in particular, to the provisions of Article 1 of the First Protocol to the European Convention on Human Rights (ECHR) (right to the peaceful enjoyment of property) and, in the case of a dwelling,

Article 8 of the ECHR (right to respect for private and family life, home and correspondence).

- 1.20 Before deciding whether to authorise a CPO, the Committee will need to consider the balance and compatibility between the compulsory powers sought and the rights enshrined in the ECHR and whether there is a compelling case for a CPO in the public interest which means that the acquisition of land to enable the scheme to proceed, brings benefits to the area, which could not be achieved without the use of compulsory purchase powers.

## **2. UPDATE**

### **Brent Cross North**

- 2.1 On 23rd July 2014, following the completion of the Section 106 agreement, the Section 73 planning permission for the comprehensive Brent Cross Cricklewood scheme (which amended the phasing of the original planning permission and made consequential changes) was granted. Planning permission is therefore now in place for the scheme.
- 2.2 Since then the Brent Cross North Partners have focussed on discharging the relevant pre-reserved matters planning conditions and preparing the necessary reserved matters applications in respect of the critical infrastructure to be provided to support the shopping centre and comprehensive regeneration of the area.

### **Brent Cross South**

- 2.3 As the Committee is aware, on 3 March 2015 the Council approved the appointment of Argent and Related Companies PLC (Argent Related) as the Council's preferred development partner for the Brent Cross Cricklewood South Scheme through a staged OJEU procurement process.
- 2.4 This Committee is now requested by separate report to the Committee to formally re-confirm Argent Related as the Council's development partner and approve the business plan and legal documentation as detailed below so that the Joint Venture can be created to deliver the south side regeneration.

### **Thameslink Station Phase**

- 2.5 The Committee is aware the Council has been working with the GLA, HM Treasury, DCLG and Department for Transport over the last year to develop the Business Case and funding strategy to bring forward the station phase proposals.
- 2.6 The Outline Business Case was considered by the Finance Sub-Committee in February 2015. Following this, the Government announced in its March 2015 Budget Statement that the government will provide £97m grant funding and

[Type text]

ring-fence the local 50% share of business rate growth to support the London Borough of Barnet and the Greater London Authority plans for the regeneration of Brent Cross, and facilitating the delivery of 7,500 new homes.

- 2.7 This funding commitment was reaffirmed by the Chancellor in the November 2015 Spending Review.
- 2.8 The Council submitted the Full Regeneration Business Case to HM Government on 22 January 2016. The Business Case was reviewed by the Department of Communities and Local Government Finance Sub-Committee on 25 February 2016, and a final decision is imminent.
- 2.9 To support the business case and the delivery of the station phase, the Council entered into a Design Services Agreement with Network Rail in July 2015 to take forward a feasibility study on the options for the station design in accordance with Network Rail's GRIP (Governance Railway Investments Projects) procedures to develop a single option selection (known as GRIP 3). The main purpose of this exercise was to establish the required rail-side track works and location of the platforms to provide an updated cost estimate and design to support the Full Business Case as well as to progress to and inform the detailed design stage (known as GRIP 4) with full approval from Network Rail and the Department of Transport.
- 2.10 The GRIP 3 (Single Option Selection) for the new Thameslink Station, which undertaken by Network Rail supported by Capita and Carillion, is now complete.
- 2.11 The emerging design is based on two island platforms (four faces) long to accommodate 12 car Thameslink Class 700 trains with a stopping pattern of 8 trains per hour in the 3hr peak and 4 trains an hour off peak on the slow lines. This will require track re-alignment works, overhead line, signalling and telecoms for the station area, sidings and the Midland Mainline Bridge.
- 2.12 In order to progress the station project in accordance with the programme, work will now start on the detailed design of the station and bridges alongside the rail systems (track signalling, telecoms and associated infrastructure, overhead electricity lines and mechanical and electrical works) as well as civils (platforms, foundations, cctv), subject to the approval of the Committee in respect of the a separate report before this Committee. This work represents the GRIP 4 process as required by Network Rail in order to agree an approval in principle design.
- 2.13 The Committee will recall that on 1 June 2015, the Committee confirmed, as a matter of principle, that the Council is prepared to use its compulsory purchase powers pursuant to section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) to acquire the land required to deliver the early delivery of the Thameslink Station.
- 2.14 The Committee also noted that negotiations to acquire the land and interests in the areas required to deliver the Thameslink Station by private treaty had

[Type text]

commenced and approved entering into agreements and undertakings with the owners and/or occupiers of the land in the said areas so as to facilitate its acquisition as detailed above.

2.15 The key land interests are as follows:

- DB Schenker – The Council is bringing forward the delivery of an ‘open access’ freight facility as envisaged by the approved 2014 Brent Cross planning permission to replace the displaced Strategic Rail Freight Facility, currently located to the south of the proposed station site (and occupier by NLWA). In order to assure its delivery, the Council has been actively pursuing negotiations with the current leaseholder, DBSchenker, since 2014. Meetings have been co-ordinated via Rail Freight Consulting and have included where necessary Network Rail alongside DBSchenker. Negotiations with DBSchenker are continuing, however, in order to safeguard the development and ensure delivery of the freight facility, LBB are developing a (planning and environmentally) compliant freight facility design. Nevertheless, in order to ensure early delivery of the Thameslink Station and related development, the CPO needs to be made now. Discussions will continue with DBSchenker alongside the CPO process.
- NLWA – the NLWA currently lease the strategic rail freight site from Network Rail. The Council has been in extensive discussions with NLWA regarding their proposed relocation and has sought to identify an alternative site. The Council initially suggested the rail freight facility as a possible location. However, discussions with NLWA indicate that it is not their long term strategy to continue to transfer waste by freight and therefore the site is no longer suitable. An alternative location is the site known as the Selco site to the west of the railway, and the Council is currently in discussions with NLWA regarding the site.
- Network Rail – the Committee will be aware that the Council through the proposed acquisition of Cricklewood Regeneration Limited will be able to exercise an option in respect of the land outside of the operational area required for the railway and within Network Rail’s ownership. The CPO is proposed to include this land in case any boundary issues arise or in case any unknown interests exist which would otherwise potential prevent the development.
- Selco owned by Hammerson Plc. As the Committee is aware, the Council is in discussion with Hammerson to agree terms to acquire the site as part of amendments to the Property Development Agreement and Co-Operation Agreement as approved by Committee on 30 November 2015.
- 106 Brent Terrace and Cemex, Brent Terrace: GL Hearn have commenced negotiations.

2.16 The extent of the proposed CPO has been amended since the 1 June 2015 reflecting progress in the scheme design. The main change is the inclusion of land on Geron Way adjacent to the Selco site and also land required [on the

[Type text]

A5] to ensure the necessary road and junction improvements. The Lidl foodstore on the A5 has been excluded as it is not required to deliver the freight facility.

- 2.17 The Council has continued negotiations to acquire the land and interests within the area identified at Appendix Plan 1 of 2 and Plan 2 of 2 by private treaty, and whilst progress is being made with landowners, it is clear that a Compulsory Purchase Order is required.

### **3. REASONS FOR RECOMMENDATIONS**

3.1 By virtue of Section 226(1)(a) of the Town and Country Planning Act 1990 the Council has the power to make a compulsory purchase order for any land in its area if it thinks that the acquisition of the land will facilitate the carrying out of development, redevelopment or improvement on or in relation to the land. It is an exercise of this power which the Committee is being asked to authorise.

3.2 Section 226(1A)(a) of the Act provides that the Council may not exercise the power unless it thinks that the development, re-development or improvement is likely to contribute to the promotion or improvement of the economic, social or environmental well-being of its area.

3.3 The purpose in seeking to acquire the land, the subject of the proposed CPO, is to facilitate its development, re-development and improvement of it by way of a mixed use scheme (comprising a new station and transport interchange, commercial business development, retail development, community facilities; residential development; office and leisure development; car parking; infrastructure and highway works, a new rail freight facility and public realm and environmental improvement works).

- 3.4 The CPO3 development comprises the following elements of the BXC scheme:-Thameslink Station - network change enabling works to facilitate the new station development and the remediation of brownfield land needed to support comprehensive regeneration as required by the S73 Planning Consent;Thameslink Station Entrance Buildings (east and western entrances) - providing access to the new 5 million p.p.a. Thameslink Station which is essential to the Integrated Transport Strategy for the wider BXC development; New Pedestrian Bridge – combined with the new station concourse over the railway and linking the area to the west of the railway to the new BXC town centre.Midland Mainline Bridge – creating a new link from the A5 to the new Spine road, public transport, pedestrian and cycle network connecting with the Thameslink Station transport interchange and serving the wider BXC development.New Rail Freight Facility - to release “brownfield” railway land for re-development and provide a modern “Open Access” freight facility better able to meet demand.Station Quarter (West) – providing significant amount of business and employment use together with a mix of residential, retail,



leisure uses, forming part of the comprehensive development of BXC South and including two of the main public squares within the wider BXC development.

- Station Square – planned to be a bustling vibrant square and transport interchange as part of the public space where people will be able to move easily between rail and bus networks.
- Brent Terrace (North – Building Zone BT2) – will provide in the region of 900 new homes together with retail, crèche and other community facilities in a series of courtyard buildings around internal communal gardens.

3.4 The CPO3 development will contribute to the economic, environmental and social well-being of its area by delivering important and wide ranging public benefits including a new station for 5 million passengers per annum as part of an integrated transport strategy to enable and accommodate the entire BXC development, commercial and business development which will provide opportunities for jobs, new residential accommodation (including affordable housing) retail, hotel, leisure development, new community facilities and environmental improvements. It will also, through development of a bridge over the Midland Mainline, create a new link from the A5 to the new road, public transport, pedestrian and cycle network connecting with Thameslink station transport interchange and serving the wider BXC development

### **Benefits of the Brent Cross Cricklewood Scheme**

3.5 The comprehensive regeneration of BXC is a long-standing objective of the Council and a key regeneration priority of the Mayor of London. At 151 Ha, it is one of the largest regeneration schemes in Europe. The London Plan identifies it as an Opportunity Area with an indicative employment capacity target of 20,000 jobs and a minimum new homes target of 7,500 homes. The Council's Core Strategy reinforces the significant comprehensive regeneration opportunity, which includes a new town centre, major new and improved transport and community facilities, and other infrastructure and public areas.

3.6 The BXC area is significantly constrained by the existing road network and rail infrastructure, but given its location at the connections between the M1 and the A406 and between the A5 and A41, it has the potential to be an attractive gateway into London. That potential is enhanced by the proximity to the Northern Line at Brent Cross station, the Midland mainline, and Brent Cross bus station.

3.7 Substantial infrastructure needs to be provided in order to realise the area's potential. The comprehensive redevelopment and improvement of the Brent Cross Shopping Centre and other major development in the area provides the opportunity for the major infrastructure to be funded and delivered that will enable and facilitate the wider BXC regeneration. In particular, in addition to major improvements to existing roads, public transport and social

infrastructure, the BXC proposals will create strong and attractive linkages between the communities to the north and south of the North Circular.

- 3.8 The development of the BXC strategic gateway site will create a new town centre and residential quarter, uniting the areas north and south of the A406 North Circular Road, providing an attractive and vibrant place to live and work. It will contribute to the future prosperity of the Borough. The first phase alone is expected to create 3,000 construction jobs, and an additional 4,000 permanent jobs over the next 5-7 years. About 99,000 sqm of additional retail and commercial floorspace will be provided on the land proposed to be the subject of CPO1.
- 3.9 BXC is a key element of the Council's regeneration and housing programme and will provide over 7,540 new homes over the next 20 years, including affordable homes and replacement homes for the Whitefield Estate. BXC will also provide new and improved educational, community and health facilities for the community, and improved open space and recreational facilities for the community to enjoy and use.
- 3.10 The new Thameslink Station alongside the major highways and junction improvements (including those to junctions on the M1, A5, A406 (the North Circular), A407 and A41) will vastly improve the accessibility of the area and will help realise the regeneration of the area to its full potential. To address the existing barriers to accessibility between the communities to the north and south of the North Circular, as part of the first stage of development a series of bridges are proposed to be delivered including the Living Bridge (a new pedestrian and cycle bridge over the North Circular adjacent to Claremont Avenue and Market Square); the Templehof Bridge (replacing the existing Templehof Bridge over the North Circular); the A406/M1 Junction Pedestrian and Cycle Bridge – a new shared pedestrian and cycle bridge over the A406 adjacent to this improved junction; changes to the Staples Corner Pedestrian Bridge; 9 road bridges across the improved and diverted River Brent., and a further two bridges for the use of pedestrians and cyclists only.
- 3.11 The Thameslink phase of the development as well as the delivery of a new passenger station handling 5 million passengers per annum will include a new bridge over the Midland Mainline linking the A5 to the new road, public transport, pedestrian and cycle network connecting to Station Square transport interchange and serving the wider BXC development. The pedestrian and cycle network will be further improved by the provision of a new pedestrian bridge which will be combined with the new station concourse over the railway and linking the area to the west of the railway to the new BXC town centre.
- 3.12 The regeneration of BXC will be a major component of achieving the Council's priority objectives in its Corporate Plan 2013-2016, including to 'maintain the right environment for a strong diverse local economy', with the strategic objective under this priority being to sustain Barnet by 'promoting growth, development and success across the borough'.

- 3.13 The scheme also supports the achievement of the objectives set out in 'One Barnet - A Sustainable Community Strategy for Barnet 2010–2020', including:

*"Sharing opportunities for success' and 'choice and responsibility', where the proposals will provide high quality homes. The Scheme itself will offer more choice by providing a number of different housing options such as shared equity, shared ownership and private homes for sale to residents and those in the wider community".*

- 3.14 In addition, it will further the strategic objectives in the Council's Housing Strategy 2010-2025 which include:

- (a) increasing housing supply, including family sized homes, to improve the range of housing choices and opportunities available to residents; and
- (b) promoting mixed communities and maximising opportunities available for those wishing to own their home.

- 3.15 Substantial progress has therefore been made in establishing the policy basis for the regeneration of BXC, and attention must now focus on delivery and the key issue of land assembly.

- 3.16 Regeneration is to be realised on a phased basis. The early phases comprise the regeneration of the shopping centre and its environs; and the delivery of Critical Infrastructure, and regeneration of land to the south of the North Circular.

- 3.17 In order to achieve a comprehensive approach, the planning permission and Property Development and Co-operation Agreements completed with Hammerson and Standard Life in March 2015, contain provisions relating to the delivery of the Critical Infrastructure. The lack of such infrastructure has prevented the area being redeveloped in the past, and the scheme now being advanced secures the investment needed to deliver the infrastructure required to deliver the rest of the development.

### **The Need For and Benefits of CPO3**

- 3.18 The report asks the Committee to recommend to full Council the making of the London Borough of Barnet (Brent Cross Cricklewood) Compulsory Purchase Order (No 3) 2016.

- 3.19 The overall comprehensive regeneration is reliant on the delivery of an Integrated Transport Strategy (ITS) providing efficient public transport, reducing the need for cars and parking space, improving traffic flows and permitting increased development densities. Thameslink station is an essential component of this ITS.

- 3.20 Accessibility to good public transport is one of the key drivers of demand for new housing alongside commercial development. The delivery of the

Thameslink Station, transport interchange and improvements to public transport as a result of the CPO3 proposals will significantly improve accessibility and the attractiveness of the scheme thereby fulfilling the regeneration benefits.

3.21 The Thameslink station is therefore needed:-

- As part of the integrated transport strategy to enable and accommodate the development being brought forward across the wider BXC development
- To improve the PTAL of the overall development and enhance the pace of delivery of the remainder of BXC South.

3.22 The land within CPO 3 is needed:-

- to enable delivery of the Thameslink station, Midland Mainline Bridge and wider transport infrastructure as part of the Integrated Transport Strategy; and
- for the development of the Station Quarter (West) and Brent Terrace (North) as part of the comprehensive development of BXC South.

3.23 Accordingly CPO3 is required to acquire the land needed to facilitate the delivery of Thameslink Station as part of the ITS to enable development of the entire BXC regeneration area and the land needed to facilitate the development of the Station Quarter (West) and Brent Terrace (North) as part of the comprehensive regeneration of BXC South.

3.24 The CPO3 Development masterplan will be worked up in detail by the Council and Argent Related

3.25 The Council and its appointed agent Capita/GL Hearn have been in discussions with the owners whose interests are included in the proposed CPO.

3.26 The Council has appointed Sapiens to assist businesses with their relocation requirements.

3.27 It can be seen that substantial public benefits will flow from the CPO3 Development proceeding, including:

- Providing access to and facilitating delivery of the Thameslink Station is an essential component of the Integrated Transport Strategy serving 5 million passengers per annum with access to and from King's Cross St Pancras within 12 minutes
- Creating a new link from the A5 via the new Midland Mainline Bridge to the new road, public transport, pedestrian and cycle

network connecting with Thameslink station transport interchange and serving the wider BXC development

- New Pedestrian Bridge – which may be combined with the new station concourse over the railway and linking the area to the west of the railway to the new transport interchange and BXC town centre
- New Rail Freight Facility providing a modern “Open Access” freight facility better able to meet demand and providing employment opportunities
- Within Station Quarter (West) – providing a mix of business and employment use together with residential, retail, hotel and leisure uses, forming part of the comprehensive development of BX South and including two of the main public squares within the wider BXC development.
- Provision of two new public squares Station Square, a bustling vibrant square and transport interchange and Tower Square the focus of a cluster of taller predominantly office buildings with the potential for hotel and conference facilities along its western flank.
- The creation of significant jobs within the Station Quarter and Thameslink station area.
- Delivery of approximately 900 new homes, including a significant number of affordable homes providing a range of types and sizes of homes and tenures together with retail, crèche and other community facilities within Brent Terrace (North – Building Zone BT2).
- Development of the land the subject of the proposed CPO will provide critical mass needed to act as a catalyst for the regeneration of the remainder of the BXC area to the south of the A406.
- Improved Public Transport Accessibility Level PTAL for most of BXC South from the current 1 to 3 (Very Poor to Moderate) to a level of 5 to 6 (very Good to Excellent) promoting a more rapid pace of development, delivery of new homes and employment opportunities.

3.28 This clearly demonstrates that there is a compelling case in the public interest to make CPO3. The CPO3 Development will itself contribute very significantly to the economic, social and environmental well-being of the area and will also

be an important catalyst for (being the early phase of) the regeneration of BXC to the south of the North Circular.

- 3.29 Paragraph 76 of the DCLG Guidance on Compulsory Purchase and the Criche Down Rules (2015) provides that in deciding whether or not to confirm a CPO, the Secretary of State can be expected to consider factors including the following:
- whether the purpose for which the land is being acquired fits in with the adopted Local Plan for the area or, where no such up-to-date framework exists, with the draft Local Plan and the National Planning Policy Framework;
  - the extent to which the proposed purpose will contribute to the achievement of the promotion or improvement of the economic, social or environmental wellbeing of the area;
  - whether the purpose for which the acquiring authority is proposing to acquire the land could be achieved by any other means.
- 3.30 In addition, paragraph 13 of the 2015 Guidance provides that it will be difficult to show conclusively that the compulsory acquisition of land is justified in the public interest, at any rate at the time of its making if the acquiring authority cannot show that all the necessary resources are likely to be available to achieve that end within a reasonable time-scale.
- 3.31 Members should also consider these factors in deciding whether to make CPO3.
- 3.32 As to the first factor (the planning framework for the area), the planning permission for the regeneration of Brent Cross Cricklewood gives effect to the policy requirement found in the Core Strategy and saved policies of the UDP, and as reflected in the London Plan, for a comprehensive approach across the whole area so that its potential can be fully realised. The development of the CPO3 land, including remediation works to facilitate the new station development, is an essential phase of that regeneration and the integrated transport strategy needed to enable and accommodate development being brought forward across the wider BXC development. The CPO3 development has the benefit of the planning permission that has been granted for the comprehensive regeneration of the area.
- 3.33 The area is identified as an Opportunity Area in the London Plan, and as such is one of the Mayor's key regeneration areas for the City. Given its importance, it is vital that the area's regeneration benefits are maximised, and the use of the Council's CPO powers is key to ensuring that this happens.
- 3.34 As to the second factor (contributing to well-being), as explained above, the use of CPO powers to facilitate the redevelopment and regeneration of the land shown on Appendix Plan 1 of 2 and Plan 2 of 2 will contribute towards the Council's promotion of the economic, social and environmental well-being of the area, and to the achievement of the Council's regeneration and planning objectives, and will also result in substantial public benefits being

realised, both within the land shown in the Appendices, and in the wider BXC area.

- 3.35 As to the fourth factor (availability of resources), planning permission has been granted for the development and regeneration of the whole of the wider BXC area. As well as facilitating the Thameslink station development a mixed use scheme, is to be carried out on the land the subject of the CPO as part of the wider development on land to the south of the North Circular which forms part of the BXC regeneration scheme.
- 3.36 Development of the land to the south of North Circular Road and west of the railway is to be taken forward by the BXS JVLP This includes land released from railway operational use as part of the Thameslink station scheme.
- 3.37 Council is leading on the delivery of the Station in partnership with Network Rail and public sector stakeholder partners in order to facilitate the comprehensive regeneration of the Brent Cross Cricklewood area
- 3.38 Members can therefore be satisfied that there is a reasonable prospect that the development of the land to the south of the North Circular Road and the Thameslink phase will proceed.
- 3.39 As to the third factor (other means of achieving the Council's purpose in acquiring the land), in order to secure the delivery of the wide range of significant public benefits that the regeneration of the Order Land (and the wider BXC proposals) will bring, it is essential for the proposals to come forward in a comprehensive and co-ordinated manner so nothing short of CPO action will secure the purpose. The Resources section of this report explains the funding arrangements (see paragraph 7.2.3)
- 3.40 The certainty of being able to deliver the CPO3 Development will enable the BXS JVLP to commence the much needed regeneration of the land within the Thameslink phase of the land to the south of the North Circular in a timely manner and on a programme which will enable it to be delivered in a way which is fully co-ordinated with the redevelopment of the land and critical infrastructure to the east (BXC South Phase 1) and to the north (BXC North Phase 1) . All of the land shown shaded pink on Appendix Plan 1 of 2 and Plan 1 of 2 is needed to create a viable Thameslink phase including the station which is a key component of the ITS to enable development being brought forward across the wider BXC development.
- 3.41 The purposes for which the land is to be acquired could not be achieved by any alternative means or by development in other locations. This is given further consideration in section 4 below.
- 3.42 There have been negotiations to acquire by agreement commercial properties in the ownership of third parties. These negotiations will continue and relocation opportunities considered. Owners and occupiers of commercial units will be kept informed.
- 3.43 It is clear that, unless CPO3 is made and confirmed, the Council would be unlikely to be able to assemble the land and interests needed for the station

[Type text]

phase of the regeneration of the land to the south of the North Circular area within a reasonable timescale.

- 3.44 Accordingly, the tests in section 226(1)(a) and section 226(1)(A) of the Town and Country Planning Act 1990 have been met, the guidance in paragraphs 13 and 76 of the Guidance has been satisfied, and there is a compelling case in the public interest for the making and confirmation of the CPO.

#### **4. ALTERNATIVE OPTIONS**

- 4.1 If the CPO is not made, then the only way of acquiring the land and interests needed to deliver the Thameslink station phase of development would be by agreement. It is clear however, that unless CPO3 is made and confirmed, the Council would be unlikely to be able to assemble the land and interests needed within a reasonable timescale to support the wider BXC regeneration area development. In these circumstances, there is a significant risk that regeneration of key areas to the south of the North Circular and to complete the Integrated Transport Strategy would not come forward at all, or at best would be delayed by many years
- 4.2 Careful consideration has been given to the extent of the land and rights included in CPO 3 and whether it is necessary to include all of these.
- 4.3 All of the land shown on the plan at Appendix Plan 1 of 2 and Plan 2 of 2 is needed in order to ensure that the CPO3 Development can be delivered.
- 4.4 The Thameslink station and the Midland Mainline Bridge are essential to the delivery of the ITS to enable and accommodate the development being brought forward across the wider BXC regeneration areas.
- 4.5 The development of railway and other land will also allow completion of a key route running from Market Square along High Street South to Station Squarer and connecting to the A5 on the western side of the Midland Main Line to enabling comprehensive development.



- 4.6 It is essential that the station and regeneration of the railway and other Thames station phase land is co-ordinated with, and is delivered alongside the development of the rest of BXC South and redevelopment of the shopping centre (including the infrastructure), so that a momentum for regeneration can be created and maintained. The certainty of being able to deliver the station and development of land within the CPO3 will enable the Council to commence the station development. This will in turn enable JVLP to commence development of Station Square to complete the western end of High Street South in a timely manner and on a programme, creating a key route from Market Square to the A5 on the western side of the Midland Main Line and enabling comprehensive development to be delivered in a way which is fully co-ordinated with the redevelopment of the land and critical infrastructure to the south and north of the South Circular.

## **5. POST-DECISION IMPLEMENTATION**

- 5.1 It is proposed that, if authorised, the CPO will be made (executed) in approximately two months after the date full Council approves the CPO. A specialist land referencing company (TerraQuest) has been engaged to confirm all parties with interests in the area covered by the CPO so that they will all be served with the appropriate notices and be involved in the process if they so wish. Parties with interests in the land are required to be identified in a detailed schedule which, together with the CPO plan, forms the CPO.
- 5.2 After the CPO is made, statutory notice of the making of the CPO will be served on all affected parties, advertised in the local press, and posted up on the site. The notices served on those affected will be accompanied by the statement of reasons, which sets out the background to and justification for using its CPO powers. Service and advertisement of the statutory notices will take place very shortly after the CPO is made.
- 5.3 Following service of the notices described above, those affected and members of the public will be given a period of 28 days within which to make representations including, if they see fit, object to the CPO. (The period required by law is a minimum of 21 days, but officers wish to provide the community and those affected with ample opportunity to make representations).
- 5.4 If there are no objections, or if all objections made are withdrawn, then the Council may be authorised by the Secretary of State for Communities and Local Government to confirm CPO3 itself. If there are objections and these are not withdrawn then the Secretary of State will arrange for a public inquiry to be held and will appoint an inspector to hold it. It is likely that a public inquiry would be held towards the end of 2016. Those affected and the public may attend and if they so wish, present their objections and cross-examine the Council's witnesses regarding the case for the CPO, and be cross-examined themselves on their objections.
- 5.5 Following the inquiry, the inspector will prepare a report in which a recommendation will be made to the Secretary of State as to whether the

[Type text]

CPO 3 should be confirmed. The Secretary of State will then make his decision. This is be expected in Spring 2017.

- 5.6 Following the confirmation of the CPO, the Council will have 3 years within which to exercise the powers and acquire the land and interests needed for the development.

## **6. IMPLICATIONS OF DECISION**

### **Corporate Priorities and Performance**

- 6.1 The regeneration of Brent Cross Cricklewood supports the Corporate Plan 2013-2016 priority '*To maintain the right environment for a strong diverse local economy*', and the strategic objective under this priority to sustain Barnet by '*promoting growth, development and success across the borough*'.
- 6.2 The Growth Strategy for Barnet recognised that regeneration and growth are vital for ensuring the future prosperity of the Borough and maintaining Barnet as a successful London suburb. The BXC regeneration proposals will play a major role in delivering this objective, doubling the size of the shopping centre and linking seamlessly to a new town centre for Barnet and North London across the North Circular Road. BXC is one of Barnet's priority regeneration areas, and will provide approximately 7,500 new homes over the next 20 years. It is a key part of the wider revitalisation of the A5 corridor, linking BXC with developments at West Hendon, Colindale and Edgware and improvements to Cricklewood Town Centre, to create a series of high quality modern suburbs.
- 6.3 The Thameslink station phase will increase the attractiveness of Brent Cross Cricklewood area as a place to live, shop and work and by doing so promote a more rapid pace of development and delivery of wider economic and social benefits. It is an essential component of the Integrated Transport Strategy to ensure the comprehensive regeneration of the Brent Cross Cricklewood regeneration.
- 7.1 **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**
- 7.1.1 There are two main elements of costs associated with the CPO process: the costs of preparing and pursuing the CPO itself, and the compensation and consideration to be paid to those whose land and interests are acquired.
- 7.1.2 The Project Agreement and corporate documentation between Argent Related and the Council, which deals with the delivery of the redevelopment and regeneration of the of the land to the south of the North Circular will be completed by early April by the parties.
- 7.1.3 A CPO Indemnity Agreement, under which the Argent Related provide the Council with an indemnity in respect of the costs of promoting the CPO and the compensation payable to third parties in respect of whose land and interests are acquired pursuant to the CPO to deliver the station quarter

[Type text]

elements is anticipated to be completed prior to making the Order.

- 7.1.4 The delivery of the Station, Midland Mainline Bridge and waste and freight facilities, including land acquisitions, will be funded by public sector initially from the existing Council capital budgets and also HM Government grant funding and public sector borrowing. As detailed above, HM Government in March 2015 announced £97 million of funding and ring fencing of the local 50% share of business rate growth to support the London Borough of Barnet and the Greater London Authority's (GLA) plans for the regeneration of Brent Cross. This was re-confirmed by the Chancellor in the November Spending Review 2015. Subject to HM Government decision on the Full Business Case submitted in January 2016, which is imminent, the Grant Agreement and Letter of Commitment will be issued prior to the Council making the CPO Order.
- 7.1.5 In terms of the costs of pursuing the CPO, this will require input from internal and external resource covering various disciplines, including senior officers, legal input, surveying and valuation expertise, planning input, input from the preferred developer when selected, technical input from engineers and consultants, and the cost of witnesses at the public inquiry. There will also be costs associated with the organisation and holding of the public inquiry. This is being met by the existing Thameslink Station and land acquisitions budget as detailed in the separate Brent Cross Cricklewood report being considered by this Committee.
- 7.1.6 In terms of the compensation payable to parties whose land is compulsorily acquired, or the consideration to be paid where private treaty agreements are reached.

### **Legal and Constitutional References**

- 7.2.1 The CPO process is governed by law, principally the Acquisition of Land Act 1981. There is a public and lawful process which must be followed by the Council in order to secure the confirmation of CPO powers.
- 7.2.2 Under section 226(1)(a) of the Town and Country Planning Act 1990 (as amended) the Council, if authorised by the Secretary of State for Communities and Local Government, has the power to acquire land compulsorily where it thinks that the acquisition will facilitate the development, redevelopment or improvement of land. Section 226(1A) provides that the Council may only use this power if it thinks that doing so will contribute to the achievement of the economic, social and environmental well-being of the area. Members must therefore address these questions when deciding whether to authorise the use of the CPO powers.
- 7.2.3 The Secretary of State will only confirm CPO3 if he is satisfied that there is a compelling case in the public interest to do so.
- 7.2.4 The Council has been in discussions and negotiations with those whose land and interests are required, and are seeking to acquire the land and interests

by agreement. These efforts to acquire the land and interests by agreement will continue, but it is clear that without the use of CPO powers it will not be possible to acquire all of the required land and interests within a reasonable timeframe.

- 7.2.5 Those who wish to object to the CPO may do so and are entitled to be heard at a public inquiry held to consider the case for, and the objections to, the CPO. Those whose land and interests are acquired will be entitled to compensation calculated on the basis of legislation and related case law known as the “Compensation Code”.
- 7.2.6 Consideration must also be given to the interference with rights protected by the Human Rights Act 1998, including Article 8 (respect for private and family life and home), and Article 1 (the right to peaceful enjoyment of possessions) of the European Convention on Human Rights. A decision to make a CPO must strike a fair balance between the public interest associated with the regeneration of the land and the interference with private rights. With the implementation of relocation strategies; the attempts to acquire by agreement; the fact that parties will receive fair compensation under the “Compensation Code”, and the fact that there is a compelling case in the public interest for the exercise of the Council’s CPO powers, it is considered that the interference with the private rights of those affected that would be the inevitable result of the exercise of compulsory purchase powers conferred by CPO3 would be lawful, justified and proportionate.
- 7.2.7 Council Constitution - Management of Asset, Property and Land Rules provide the governance structure within which the Council may acquire, lease, act as landlord, licence, develop appropriate change of use of, or dispose of assets within its Asset portfolio
- 7.2.8 Council Constitution, Responsibility for Functions paragraph 6.1 states that “Any Committee may decide to report on any matter to Council. In such cases the decision is reached by the usual process, such as a majority vote. The report may make recommendations or seek instructions
- 7.2.9 Council Constitution - Management of Asset, Property and Land Rules provide the governance structure within which the Council may acquire, lease, act as landlord, licence, develop appropriate change of use of, or dispose of assets within its Asset portfolio
- 7.2.10 Council Constitution, Responsibility for Functions, Annex A – sets out the terms of reference of the Assets, Regeneration and Growth Committee which includes to:
- “Oversee major regeneration schemes – including those of key housing estates”; and
  - “Asset Management – all matters relating to land and buildings owned, rented or proposed to be acquired or disposed of by the Council.”

## **Risk Management**

- 7.3.1 The key project risks are explained in the separate report being considered by the Committee.
- 7.3.2 In relation to the CPO, the key risks can be summarised as follows:
- 7.3.3 Affected parties failing to be identified in the CPO – a specialist land referencing firm, TerraQuest, have been appointed to undertake the land referencing exercise to mitigate against this risk. The discussions being held by the Council with those affected when seeking to acquire their land and interests also help to identify the parties with interests in the area.
- 7.3.4 The preparation of a CPO and related documents is a technical and complex area, carrying a risk of challenge. However, the Council has retained experienced and expert external legal advice and the documents will be reviewed by leading counsel.
- 7.3.5 There is a risk that owners and occupiers will seek sums in excess of the Council's estimates for the costs of land acquisitions. This risk has been mitigated through the receipt of professional valuation advice and the setting of appropriate budgets.
- 7.4.6 There is a small risk that the Secretary of State consents could be refused. Lands will not be disposed of until all necessary consents are in place. If necessary the scheme would be revised and new consents would be sought

## **Equalities and Diversity**

- 7.5.1 The public sector equality duty under section 149 of the Equality Act 2010 ("PSED") requires the Council to have due regard to: (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010; and (ii) the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. 'Protected characteristics' are: gender, race and disability, sexual orientation, age, religion or belief, pregnancy and maternity and gender reassignment.
- 7.5.2 The Council is committed to improving the quality of life for all and wider participation in the economic, educational, cultural, social and community life in the Borough.
- 7.5.3 The development proposals for the BXC 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.

- 7.5.4 An Equalities Impact analysis was carried out in respect of the Outline Planning Application granted in 2010, which took fully into account the demographic makeup of the regeneration area and addressed the impact on the protected characteristics. This anticipated a significant positive impact from the regeneration proposals.
- 7.5.5 BXC is an opportunity to extend Barnet's success as a desirable and attractive suburb, by creating a new urban village for London which sets the tone for future evolution of the borough more widely and emphasises the need to create a place that makes residents, workers and visitors feel good – inviting people to meet and spend time in the spaces, and to walk or cycle.
- 7.5.6 Importantly, the requirements highlight that BXC will be a place for people of all ages, with housing mix that reflects different life stages, a range of housing tenures, and public spaces which are accessible to all. It emphasises that promoting health and wellbeing and reducing dependency will be ingrained in the place.

### **Consultation and Engagement**

- 7.6.1 Extensive consultation has and will continue to be undertaken with key stakeholders and the community to ensure that the BXC scheme reflects local needs including the needs of those with protected characteristics, as well as securing the future of North London's only regional shopping centre.
- 7.6.2 There has also been consultation and engagement with local stakeholders and the community during the planning process, and the CPO process is designed to allow parties an opportunity to make representations and, if desired, attend a public inquiry and state their cases.
- 7.6.3 Consultation with the rail industry stakeholders has been undertaken, and continues, via a regular Station Project Board Meeting, membership includes, TfL, DfT, Train operating Companies (GTR & EMT) Network Rail and designers.
- 7.6.4 Further rail industry meetings have taken place with DfT in support of the Transport Business Case and have included GTR for acceptance of the time table modelling.

## **8 BACKGROUND PAPERS**

- 8.1 Cabinet, 26 April 2004 (Decision Item 8) – approved the adoption of the Cricklewood, Brent Cross and West Hendon Development Framework as Supplementary Planning Guidance.
- 8.2 Cabinet, 29 March 2005 (Decision Item 6) – agreed to enter into a Collaboration Agreement with the development partnership (Cricklewood Regeneration Limited, Hammerson and Standard Life).  
<http://barnet.moderngov.co.uk/Data/Cabinet/200503291900/Agenda/Document%204.pdf>
- 8.3 Cabinet, 5 December 2005 (Decision Item 7) – approved, amongst other matters, that 1) the Eastern Lands Addendum be adopted as Supplementary Planning Guidance; and 2) the Eastern Lands Supplementary Guidance is incorporated into the Cricklewood, Brent Cross and West Hendon Development Framework.  
<http://barnet.moderngov.co.uk/Data/Cabinet/200512051900/Agenda/Document%204.pdf>
- 8.4 Cabinet Resources Committee, 25 March 2008 (Decision Item 16) – approved the outline terms so far agreed with the Brent Cross partners and Cricklewood Redevelopment Limited, including the proposals for the finalisation of the financial terms, be approved in principle subject to the outcome of Counsel's advice on procurement issues, and that the finally agreed terms for the Development Framework Agreement and the Principal Development Agreements be reported to a future meeting of the Cabinet for approval.  
<http://barnet.moderngov.co.uk/Data/Cabinet%20Resources%20Committee/200803251900/Agenda/Document%2015.pdf>
- 8.5 Cabinet, 21 October 2009 (Decision Item 7) – approved the terms and conditions of entering into the Development Framework Agreement and the Principal Development Agreements, subject to approval of the Brookfield Europe and Hammerson Guarantor companies by the Director of Finance and the Leader of the Council, and the approval of the appropriate land transaction and financial arrangements by the Secretary of State. The approval was also subject to agreement of the plans, the historic costs and the form of the legal documents.  
<http://barnet.moderngov.co.uk/CeListDocuments.aspx?CommitteId=120&MeetingId=306&DF=21%2f10%2f2009&Ver=2>
- 8.6 Cabinet Resources Committee, 19 October 2010 (Decision Item 5) – approved the changes to the terms and conditions of the Development Framework Agreement and the two Principal Development Agreements regarding Brent Cross Cricklewood (as considered and approved by Cabinet in October 2009)  
<http://barnet.moderngov.co.uk/Data/Cabinet%20Resources%20Committee/201010191900/Agenda/Document%203.pdf>

- 8.7 Cabinet Resources Committee, 18 April 2013 (Decision Item 14) - noted that the Brent Cross Cricklewood Development Partners wished to modify the existing planning consent to allow re-phasing; approved that the Director for Place begin preparations to enable the Council to procure a development partner to deliver the regeneration of the southern parts of Brent Cross Cricklewood Regeneration Area and confirmed the continued appointment of the external advisors for the Brent Cross Cricklewood Regeneration project, and the procurement of appropriate additional advice, and to delegate authority to the Director for Place to deal with necessary contractual issues or arrangements.  
<http://barnet.moderngov.co.uk/mgConvert2PDF.aspx?ID=8369&ISATT=1#search=%22Brent%20Cross%20%22>
- 8.8 Cabinet Resources Committee, 16 January 2014 (Decision Item 6) - approved the changes to the terms of the Brent Cross Principal Development Agreement (as considered and approved by CRC in October 2010) and the terms for the Co-operation Agreement as set out in Section 9 of this report; authorised the Chief Executive in consultation with the Leader of the Council to agree the detail of the Brent Cross Principal Development Agreement and Co-operation Agreement; approved commencement of market testing through the issue of a Prior Information Notice to inform the delivery strategy for the Brent Cross Cricklewood South area; and approve that the Council enter into negotiations with landowners to acquire land required in advance of any Compulsory Purchase Order, subject to approval of the bid for capital funding by Cabinet on 25 February 2014; and approved that the Council continue the design and development work to develop the business case and funding strategy for delivery of the Thameslink Station, subject to approval of the capital funding bid by Cabinet on 25 February 2014; and delegate authority to the Strategic Director for Growth and Environment to procure the necessary advice and consultants to progress the Brent Cross project workstreams and deal with the related contractual issues and arrangements.  
<http://barnet.moderngov.co.uk/mgConvert2PDF.aspx?ID=12505&ISATT=1#search=%22Brent%20Cross%20%22>
- 8.9 Assets, Regeneration and Growth Committee dated 9 July 2014 approved the procurement of a partner for the Brent Cross Cricklewood South development through an OJEU Negotiated route in accordance with the Brent Cross South Procurement and Delivery Strategy, and approved the Council's requirements for the Brent Cross Cricklewood South opportunity; and noted procurement timetable and that to meet this timetable an additional meeting would be needed to approve the selection of a preferred partner, which would be called in accordance with statutory requirements and the Council's constitution.  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=696&MId=7960&Ver=4>



- 8.10 Assets, Regeneration & Growth Committee, 8 September 2014 (Decision Item 10) – approved the appropriate Chief Officers be authorised to negotiate and enter into agreements to acquire by private treaty the land and interests and; to approve and enter into agreements and undertakings with the owners and/or occupiers of the land in the said areas so as to facilitate its acquisition. <http://barnet.moderngov.co.uk/documents/s17302/Brent%20Cross%20Cricklewood%20-%20Report.pdf>
- 7.11 Assets, Regeneration & Growth Committee, 8 September 2014 (Decision Item 10) – approved the appropriate Chief Officers be authorised to negotiate and enter into agreements to acquire by private treaty the land and interests and; to approve and enter into agreements and undertakings with the owners and/or occupiers of the land in the said areas so as to facilitate its acquisition. <http://barnet.moderngov.co.uk/documents/s17302/Brent%20Cross%20Cricklewood%20-%20Report.pdf>