



Housing and Growth Committee

13 September 2021

Title	Brent Cross Update Report
Report of	Chairman of Housing and Growth Committee
Wards	Childs Hill, Golders Green and West Hendon
Status	Public (with Exempt report (Not for publication by virtue of paragraphs 3 and 5 of Schedule 12A of the Local Government Act 1972 as amended as this relates to information of a financial nature and information in respect of which a claim to legal professional privilege could be maintained in legal proceedings).
Urgent	No
Key	Yes
Enclosures	Appendix A - Presentation to Government Assurance Board, July 2021 Appendix B, BXW Site Progress Photographs
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Summary

This report updates on progress across the programme since the last Committee meeting on 14 June 2021. In particular it provides an update on the progress of the new Brent Cross West Station and Brent Cross Town, and confirms the successful completion of the framework for the station bridge by the Mace and VolkerFitzpatrick teams and the closing out of the Rail Systems and Sidings works by Network Rail over the August bank holiday weekend. This report also seeks approval by the Committee to delegate to the Deputy Chief Executive to procure the station operational assets and the required resources from Govia Thameslink (GTR) to support the Station Handback and Entry into Service workstreams. Work has also commenced on the replacement homes for the Whitefield Estate Part 1 residents have now commenced on Plots 53 and 54 on Brent Terrace.

Officers Recommendations

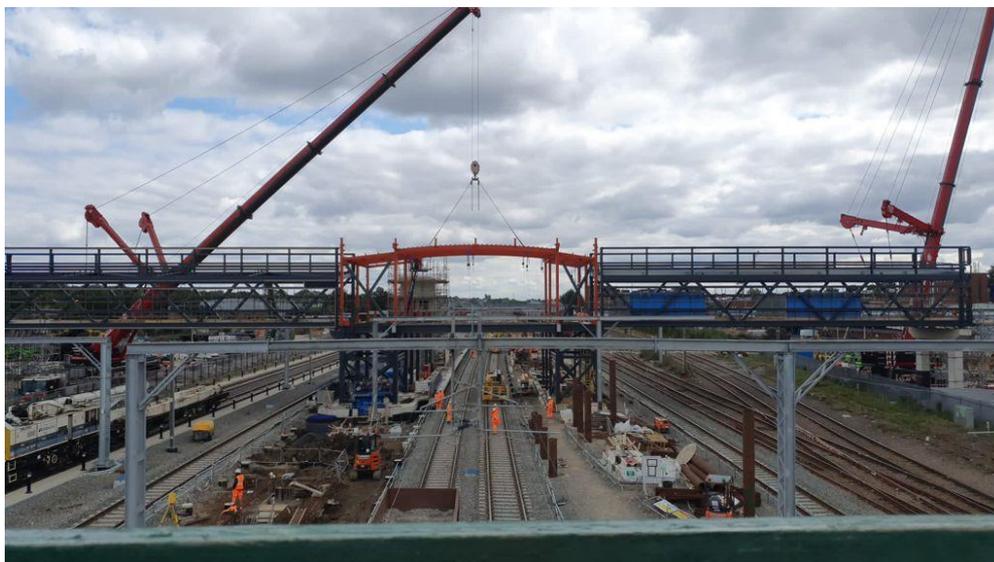
That the Committee:

- 1) Note progress across the Brent Cross programme as detailed in the report;**
- 2) Delegate authority to the Deputy Chief Executive acting in the best interests of the Council to approve finalise and conclude the contract with Station Operator (GTR) to procure the provision of station assets for the Brent Cross West station having obtained written approval from DfT that these assets will be station assets and will be transferred to the Station Operator as set out in paragraph 1.12 of this report and to procure their services to support the Station Handback and Entry into Service workstream (paragraph 1.13) subject to compliance with all statutory requirements;**
- 3) Delegate authority to the Executive Director, Environment in consultation with the Chairman of this Committee and Assistant Director – Estates, Acquisitions and Development all such persons acting in the best interests of the Council to a) review and agree the Estate Management arrangements and finalise the Service Charge Lease, Infrastructure Lease and Overall Headlease for Brent Cross Town (BXT) Estate for approval by this Committee in December;**
- 4) Delegate authority to the Director of Resources acting in the best interests of the Council to agree and enter into the required lease relating to the Temporary Visitor Centre;**
- 5) Note that BXT are actively discussing with the council a proposal to speculatively develop Plot 19 to be the centrepiece of the business ‘eco-system’ delivering an exemplar for the future of workspace as part of the First Phase. It is anticipated that this will be reported to the Committee in November seeking its inclusion within the First Phase Proposal alongside the required consequential changes to the Business Plan and legal documentation to effect the change. An update will be provided to the BX Member Working Group in October;**
- 6) Confirm that council officers no longer promote the re-naming of Brent Cross tube station to Brent Cross East for reasons set out in paragraph 1.19 of this report.**

1. WHY THIS REPORT IS NEEDED

1.1. This report provides the quarterly update on progress since the last Committee meeting on 14 June 2021 <https://barnet.moderngov.co.uk/documents/s65362/PUBLIC%20-%20BX%20HG%20Report%2014%20June%202021.pdf>. Good progress continues to be made across the programme and can be viewed on the council website [Transforming Brent Cross Cricklewood | Home \(transformingbx.co.uk\)](https://transformingbx.co.uk). The key updates are as follows:

- Construction works for the replacement homes for the Whitefield Estate Part 1 residents have now commenced on Plots 53 and 54 on Brent Terrace.
- The August bank holiday weekend saw the successful completion of the framework for the station bridge by the Mace and VolkerFitzpatrick teams and the closing out of the Rail Systems and Sidings works by Network Rail and Amey.



- On 2 September 2021, the Rt Hon Robert Jenrick MP, Secretary of State for Housing, Communities and Local Government, and Mike Freer, MP for Finchley and Golders Green visited the Brent Cross West and Brent Cross Town sites to view progress.
- On 1 September 2021, Senior officers from Brent Council also visited the site to review progress and discuss co-ordinating scheme and across the Borough boundary. A joint site visit by the Leaders of both councils is scheduled for 23 September 2021.

Brent Cross West Station

1.2. The realignment of the rail tracks to create the space for the new platforms was safely delivered during the 72-hour possessions throughout May. The piling works for the new platform on the fast line are now almost complete. The Western and Eastern overbridges are now in place as shown in the image below with the final section lifted in over the August bank holiday weekend as shown in the photographs attached at appendix B. Further lifts are required for the main steel work for the station concourse with these happening until Christmas when the form of the station will largely be in place.

- 1.3. The installation of the western overbridge can be viewed here: <https://www.youtube.com/watch?v=KjI1jD3GU6I>
- 1.4. VolkerFitzpatrick are progressing with the detailed design for the Station Eastern Entrance Building (SEEB). Construction works on the SEEB have commenced. All piles complete and drainage works ongoing. The milestone, 'Commencement of Formwork, Reinforcement and Concrete (FRC) works' has been met in accordance with the delivery programme attached to the works agreement between the council and BXS JVLP.
- 1.5. The last major piece of track realignment works by Network Rail as part of the Rail Systems and Sidings works were delivered over the August bank holiday weekend. This also included the replacement of the points used to connect into the freight line serving the former waste facility. This milestone marks the end of years of planning, designing and delivering of works by Amey/NR to make way for the new station build and is a significant milestone for the LBB and Mace project teams. Amey/NR will now commence de-commissioning their compound in readiness to hand this area over to Brent Cross Town later in the year. NR/Amey will operate from a much smaller four cabin welfare compound to complete the minor outstanding works.
- 1.6. In June this year a safety incident occurred on the VF site with a train hitting protective fencing in an area where works were taking place adjacent to an open rail line (known as Adjacent Line Open (ALO)). As a consequence, ALO working was temporarily suspended whilst the station contractor reviewed their ALO planning and procedures to put in place the necessary corrective measures. These measures were reviewed and approved by the Mace and Network Rail teams and works resumed. The correct procedures were followed by all parties in line with the Health and Safety requirements.
- 1.7. Whilst good progress across the programme is being maintained, the construction teams have been affected by absence, due to Covid and the requirement to self-isolate. This continues to be managed, and although there has been no meaningful impact on the programme it has added pressure to resources, particularly during an intensive construction period. The team are maintaining Covid controls on site. The site has maintained full productivity through to the full easing of lockdown, albeit with minimal site presence by the Mace team. The Mace team is continuing to maintain the COVID19 register which identifies cost pressures and risks as a result of lockdown and required changes to working practices.
- 1.8. Now that the construction of the new station is well advanced, Barnet Council and Mace teams have been working with key stakeholders to agree the handback process and programme ahead of station opening. The overarching programme is attached within the presentation to the Governance Board (slide 12) which has been endorsed by all partners. The Mace project team has specifically appointed a Close Out Manager to drive this workstream.
- 1.9. The Department for Transport (DfT) has confirmed that the incumbent Thameslink rail operator GTR will continue, in the short term, to be the Train Operator for the Thameslink rail franchise. Their tenure has been extended until April 2022. GTR also reported that they expect that these negotiations will be concluded prior to the end of the current extension, although officers do not have any details as to the nature of the new relationship.

- 1.10. The council is also co-ordinating with Brent Cross Town developers through the Integrated Programme Management Office on the public realm and station interchange to align with station opening. It is proposed that a presentation is provided to the Committee in December walking through the sequencing for station opening, identifying the routes and how the new station will integrate with the local community.
- 1.11. In this regard, the maintenance and operational arrangements are being updated to reflect the detailed design. Running parallel to this, the council continues to work with the Department for Transport and the Station Operator (Govia) are reviewing the revenue generated from the new station. This work is ongoing and due to be completed by the end of September with the legal arrangements for the new station being agreed by all parties in December. All parties are working to completing the legal documentation by Christmas in line with the programme within the GAB presentation.
- 1.12. To support the station programme, Network Rail and the Station Operator GTR now need to order operational assets for the station to meet the fit-out programme. This ranges from small items such as staff lockers, to larger items like ticket vending machines and gate lines. The current estimate for these materials is £0.738m including contingency. These items were previously to be commissioned through Network Rail. However, all parties agree that it would be more efficient for the council to contract directly with the Station Operator who has direct access to the supply chain and the standard assets and materials that are used across their network and awards contracts based on price and performance. Undertaking a separate competitive tender exercise and procuring these items outside of the train operator is unlikely to result in any saving, particularly as the larger items, such as gate lines, are single supplier assets. This approach would also add risk and complexity as well as exposing the council to further liability for managing any defects. On this basis, the committee is asked to delegate authority to the Deputy Chief Executive to finalise and approve entering into contract with Station Operator GTR to procure the provision of all assets that fall within this scope having obtained written approval from DfT that these assets will be station assets and will be transferred to the Station Operator of the new Brent Cross West Station. This is to mitigate any risk in the very unlikely event that there is a change in the Station Operator prior to station opening.
- 1.13. The council is also required to cover the reasonable costs of GTR's engagement across the Brent Cross West (BXW) project, as this falls outside the remit of their franchise agreement with DfT. This is already budgeted within the BXW programme. Therefore, so to enable GTR to provide the necessary resources to support the handover of assets and running of the new station upon entry into service, the committee is asked to delegate authority to the Deputy Chief Executive to finalise and approve entering into contract with GTR for the provision of the services.
- 1.14. As reported to the last Committee, the Anticipated Final Cost (AFC) remains under pressure. An efficiencies and opportunities plan remains in place to bring the AFC back in line with budget. This is reviewed fortnightly across the Mace and council teams through the Client and Risk and Efficiency Reviews. Delivery of the weeks 1, 5 and 9 possessions has led to a reduction in overall risk, however additional risks are materialising particularly around Covid impacts on the supply chain and delivery of materials.
- 1.15. The project wide AFC review is ongoing and due to be completed in late September. This will take into account the revised risk position following the successful completion of the track slews during major rail possessions, costs associated with Covid, the confirmed cost

for the construction of the Waste Transfer Station and the settlement of the final account with John Graham Construction Limited (JGCL) to close out the TOC Compound / Fuel Farm project which was completed on 1 April 2021. The latter will be subject to a review by the Financial Performance and Contracts Committee in October this year.

- 1.16. As part of the management of the Sidings and Rail Systems contract, ongoing dialogue is taking place between Mace, the Council and Network Rail to address the costs increases to the Sidings and Rail Systems delivery programme. The council has appointed an external rail claims specialist Croftstone to advise the council and Mace to progress the claims through the formal claims process and escalation process as set out in the Implementation Agreement between the council and Network Rail. Network Rail are aware of the issues and that the council will be actively pursuing these, Discussions are taking place with the senior teams within the council and Network Rail. An update will be provided to the BX Member Working Group in October.

West of Brent Cross West

- 1.17. The new station will open up opportunities to the west of the rail line. Council officers are working with Allies and Morrison to bring forward proposal for the public realm around the station and access routes to the station from the west. Officers will be consulting with Brent council and TfL alongside key stakeholders with the view of submitting a planning application in Autumn this year. The public realm works will commence in April next year following completion of the western entrance building in time for station opening.
- 1.18. Senior officers from Brent Council visited the BXW site to review progress and discuss cross borough coordination on 1 September 2021. The Leader of Brent Council is also scheduled to visit the Brent Cross site with the Leader of the Council on 23 September accompanied by the Senior Team.

Re-naming Brent Cross Tube Station

- 1.19. The Committee will recall requesting that council officers discuss the potential for the Brent Cross tube station to be renamed Brent Cross East. TfL has now confirmed that making such a change would cost circa £1.4m (high level estimate) and which would need to be funded by the council. Given the existing cost pressures on the programme, the committee approval is sought to no longer promote the re-naming of Brent Cross tube station to Brent Cross East.
- 1.20. As explained below, Brent Cross Town are actively improving the routes from the tube station to the scheme, and also upgrading a unit adjacent to the station to provide a link to the Brent Cross Town site.

Brent Cross Town

- 1.21. As the Committee is aware, Brent Cross Town works have continued with demolition and ground remediation works proceeding to plan. [August 2021 Drone Footage - Brent Cross Town](#)

Claremont Park and the Pavilion (visitor centre)

- 1.22. Works on infrastructure and plot enabling works are also ongoing, as can be seen from the formation of new roads and Claremont Park in the image below. The new temporary visitor

centre (shown below) will provide an exhibition space and flexible ground floor commercial space. The building is scheduled to open in late Autumn.

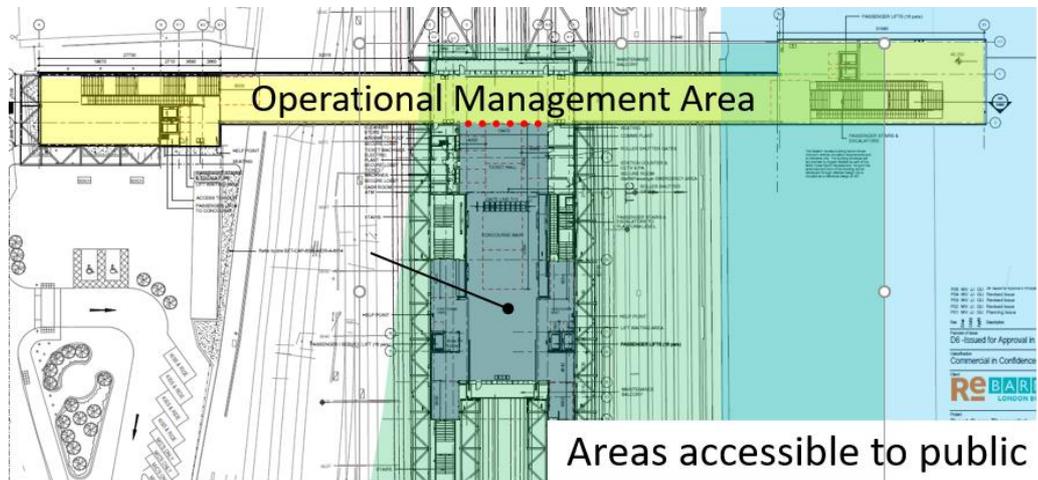


- 1.23. Works on Claremont Park have now commenced. The council's Green Spaces team have been working with BXT to put in place the necessary maintenance arrangements. It is envisaged that the detailed arrangements will be agreed by Christmas, ahead of the park opening in April 2022.

Estate Management Framework

- 1.24. The framework for the management of the Estate is established in the legal documentation between the council and Brent Cross Town signed in July 2016. The Estate Management Company and BXS Utilities Company were established in April 2020. The Executive Director, Environment is the Barnet Council Board Member for both companies. Given the advancement of works, it is now appropriate to review the Articles for the Estate Management company and to agree the required Service Charge Lease and operational management arrangements and agreements for the Brent Cross Town Estate. This will include the Estate Management Company's governance and decision making, and how this is intended to work with the ESCO / Vattenfall contract management for the Energy Centre which was put in place in 2020. These proposals will be reported to the BX Member Working Group and to this Committee in December for approval. Consequently, the Committee is requested to delegate to the Executive Director, Environment in consultation

with the Chairman of this Committee and Assistant Director – Estates, Acquisitions and Development to agree the Estate Management arrangements and finalise the Service Charge Lease, Infrastructure Lease and Overall Headlease and operational arrangements for the public realm elements across the Brent Cross Town estate and outside the Network Rail Brent Cross West Station lease area as shown on the below plan.



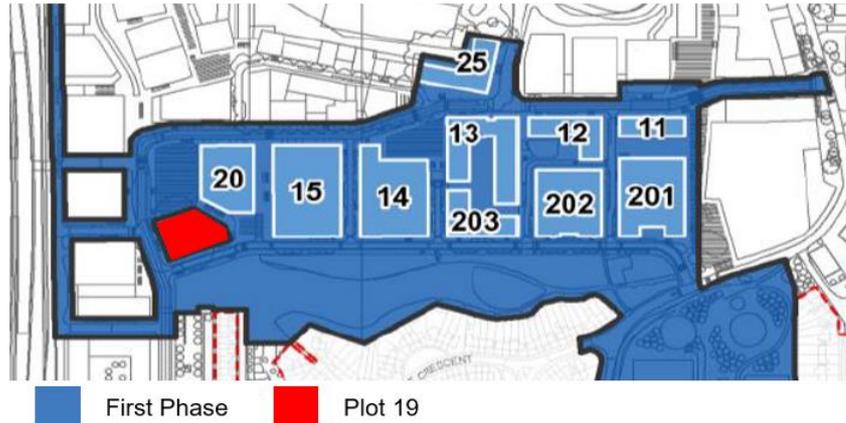
- 1.25. On 14 June 2021, the Committee has already delegated to the Executive Director for Environment in consultation with the Chairman of the Committee to finalise and enter into the required agreements in respect of the maintenance arrangements for the improvements to Claremont Park prior to opening. The new visitor centre is due to open in Autumn. As such the Committee is also asked to delegate to the Assistant Director – Estates, Acquisitions and Development to put the required lease in place consistent with the emerging management of the Estate.

Plot 25 – Student Accommodation

- 1.26. The planning application for the student accommodation was submitted to the local planning authority which will be a key building in Brent Cross Town. Glenn Howells Architects has designed the scheme, which will sit on the corner of the new High Street. The plans are for a single building, made up of three blocks of varying height. As well as upwards of 660 student bedrooms, provided as either self-contained studios or within shared student apartments, there will be communal spaces for students including dining rooms, a gym and study rooms. The ground floor will have commercial space for restaurants and cafes. The plans are currently out for public consultation as planning application 21/4063/RMA and can be viewed in more detail here.
- 1.27. The legal documentation between Brent Cross Town and a leading operator of student accommodation are well advanced. An update will be provided at the Committee.

Update on office leasing strategy and Plot 19

- 1.28. In terms of scheme development, Brent Cross Town are proposing to speculatively develop Plot 19 to be the centrepiece of the business ‘eco-system’ delivering an exemplar for the future of workspace, as part of the BXS office leasing and as such plays a pivotal role in creating Brent Cross Town as a new commercial hub in North London. It would be based a multi-lease strategy.



- 1.29. The proposal is to provide circa 100,000 sqft NIA of B1 commercial space, plus c.10,000 sqft NIA of multi-functional retail/cultural use at ground floor, supporting the public realm around Station Square and Claremont Park. The intention is to continue the RIBA stage 2 design work and submit a reserved matter planning application in Spring 2022 and commence works in early 2023. This would be a change from the approved First Phase Proposal which sees Plot 19 developed as a leisure use.
- 1.30. This proposal is welcomed and being actively discussed between the council and Brent Cross teams as will provide activation, provision of innovative workspace in line with council's town centre strategy. The proposal would require an amendment to the First Phase Proposal and for the Business Plan to be updated, therefore will require JVLP Board and council approval under the Project Agreement as well as a notification to Homes England. The Committee is asked to note that an update will be provided to the BX Member Working Group in October with the intention of bringing a proposal to this Committee in November seeking to approve the inclusion of Plot 19 within the First Phase Proposal and to enter into consequential legal documentation and make the consequential changes as required.

Phase Unconditional Date.

- 1.31. The committee will be aware that the Phase Unconditional date is in December 2021. BXT and the council are working together to ensure that all the drawdown conditions are satisfied.

Community and Sports Facilities – Project Play

- 1.32. BXT are working closely with the Council's Greenspaces and Leisure service to ensure there is a joined-up approach in the delivery of the improvements to Clitterhouse Playing Fields and the replacement for Hendon Leisure Centre.
- 1.33. Various operation and maintenance models are being reviewed, focussing on the current and future need of the Council and Brent Cross Town, and co-ordinating with other proposals within the borough namely West Hendon. Brent Cross Town are in active dialogue with Sports England and other key sporting organisations.

- 1.34. In relation to Clitterhouse Playing Fields, which occupies approximately 18 hectares the vision is to deliver high-quality facilities in an inviting park that everyone is able to use. BXT is in the very early design and planning process. Landscape architect Gustafson Porter + Bowman has been selected to lead the design team.
- 1.35. A public consultation will launch in September to ensure that the local community is part of shaping the plans. The initial consultation phase will look to understand more about how the Fields are used now and how the local community would like to see it reenergised for the future. An online app is being created to capture feedback from local people and Individual sessions will be held with local schools and groups. In the second phase of the consultation, due to start in November, Argent Related will consult on the design of the park, with further consultation on the detailed design to begin early next year.
- 1.36. Brent Cross Town are also focusing on bringing forward a number of physical improvements to the walking route environment from Brent Cross tube station and Cricklewood train station and Brent Cross Town and are consulting over this summer. The summary of improvements include:
- Pavement upgrades, resurfacing and planting improvements to the A41 verges, alleyway behind Tesco, Marble Drive and Claremont Road.
 - Significant placemaking improvements, including:
 - A mural artwork underneath the railway bridge at Brent Cross Tube station.
 - Visual enhancements to the A41 underpass, plus talking to TFL and Thames Water about drainage and security issues here.
 - New planting and smaller artwork / sculpture to the end of Marble Drive where it meets Claremont Road, potentially in collaboration with Whitefield School and a local artist.
 - A mural artwork to the gable end of the parade of shops building on Claremont Way, opposite the future Visitor Pavilion.
 - Removal of satellite dishes and revamping the shopfronts / façade of the Claremont Way building.
 - Wayfinding signage from the tube to the Claremont Way area.

Brent Cross Shopping Centre

- 1.37. Following the meeting earlier in the year between the Leader and Chief Executive of the council and the new Chief Executive of Hammerson, the senior council officers met with the Chief Development and Asset Repositioning Officer. As previously reported, Hammerson and Aberdeen Standard are concentrating on the existing asset as they recover from the economic impacts of the Covid 19 Pandemic.
- 1.38. In this regard, the Shopping Centre Asset Management and Council's Environment teams are working together to improve the shopping centre environment. Specific proposals include:

Street Scene:

- Cut back of vegetation and weeds that are starting to encroach on pedestrian access routes via the underpass of the A406 elevated section
- Consideration of additional litter bin placement on Prince Charles Drive adjacent to bus stop at A406 elevated section of road
- Confirmation of weed spray arrangements on Prince Charles Drive

- Removal of graffiti on wall of connecting road between Etheridge Road and Prince Charles Drive

Highways:

- Confirmation of responsibility for cleansing highways signs on Prince Charles Drive
- Request repair of defective kerb stones on roundabout at junction of Prince Charles Drive and Stadium Road

- 1.39. Following the success of StreetScene's initiative to brighten up the hoarding running along the A406 at Brent Cross Shopping Centre (read more about this on our website here: [Transforming Brent Cross Cricklewood | Students brighten up the streets by Shopping Centre \(transformingbx.co.uk\)](https://www.transformingbx.co.uk)) teams have also been jointly working on installing a second murals on the main facades underneath the elevated section of the A406.

Critical Infrastructure being delivered by the council

a) Southern Junctions

- 1.40. The Cricklewood Broadway highway junction improvement works are well advanced with the demolition of the low rise building and the four-storey building being completed in early July 2021. The temporary propping system will remain in place until the site is re-developed. The new emergency staircase to 162 Cricklewood Broadway has also been installed. The highway junction improvement works are expected to be completed in October 2021.
- 1.41. During these works, pedestrian routes have been maintained and directional closure on Cricklewood Lane have been put in place in line with the agreed traffic management plans approved by the Highways Authorities.
- 1.42. The A5 Cricklewood Broadway remains open for all traffic with lane closures being installed off peak to minimising traffic disruption. However, the directional closure on Cricklewood Lane have had to remain in place until the end of August 2021 to maintain more direct routes for pedestrians.

b) Relocation of the Whitefield Estate Part 1

- 1.43. Works have now commenced on site. L&Q's contractor Bulger commenced early works on 21 June 2021. These comprised clearing the vegetation, hoarding the site, installing a portacabin and signage, and a new temporary cross over. Following confirmation of the Stopping Up Order on 2 June 2021 and completion of the judicial review period, the council issued the main works Start on Site Notice to enable the commencement of the main construction works on 16 August 2021. The Council has also released a proportion of the grant funding to progress the early works. This allowed a smooth transition from early works to main works. In line with the contract in place, the council will release the balance of the grant funding to progress the main construction works.
- 1.44. Barnet Homes have sent nomination letters to the secure tenants on Whitefield Estate Part 1 who are moving to Plots 53/54 and L&Q have followed up with issuing allocation letters to all these residents. L&Q is currently discussing the Shared Equity deal with several homeowners who have opted to take up a new home on these plots.

- 1.45. The council is preparing an application to Secretary of State to extend the Final Demolition Notices on Whitefield Estate Part 1. An application is expected to be submitted by the end of September 2021 with further details set out in the Exempt paper.

c) Relocation of Whitefield Estate Part 2

- 1.46. Barnet Homes and L&Q are currently updating the housing needs surveys for the 92 secure tenants living in Whyhcote Point, Clare Point and Norden Point. This needs survey will inform the nomination and allocations to the new homes in Plot 12. Engagement with the leaseholders on the Shared Equity Scheme will take place in due course.

Waste Transfer Station

- 1.47. As the Committee is aware, NLWA and London Energy Limited (LEL) waste operations have been transferred from Hendon to the Seneca plant in Wembley, so as not to interfere with the delivery of the Brent Cross West Station and Brent Cross Town development programmes. All Barnet's and Camden's waste are now being delivered to Wembley.

- 1.48. The Hendon Transfer Station environmental permit has been successfully transferred from LEL to Barnet and ground investigation works to facilitate the surrender of that permit to the Environment Agency are being commissioned. The first and second surrenders of the lease from LEL & NLWA to the Council are being progressed in accordance with the Settlement Agreement. Once complete, the site will be transferred from LEL to the Council and the ground investigation works can commence. Through the Integrated Programme Management Office (IPMO), the Council is assessing how this site can be optimised for construction and logistics across the programme, including the security the site. The existing rail sidings have been removed to facilitate construction works for the Brent Cross West Station.

- 1.49. The procurement of the main works contractor for the replacement WTS has progressed in accordance with all the Public Contracts Rules requirements. Having received and evaluated the initial tender submissions, the Council entered into negotiation with both suppliers to obtain the most competitive outcome. The negotiation phase has now been completed and the suppliers have received an invitation to submit final tender. The final tender submissions will be evaluated prior to contract award on the basis that Geron Way remains the preferred location. The timetable is as follows:

- Final Tender Submission 3 September 2021
- Moderation of Final Tender 24 September 2021
- Governance Board 4 October 2021
- Tender Award 5 October 2021
- Standstill 6 October – 19 October 2021
- Contract Award 19 October 2021

- 1.50. The Committee will recall that it delegated to the Deputy Chief Executive in consultation with the Chairman of this Committee to make the contract award and authorised entering into the contract to deliver the replacement Waste Transfer Station. This is set out in paragraph 1.46 of the report to the Committee in June 2021.

- 1.51. Whilst Geron Way remains the preferred location, the main works contract will be let in two stages, to maintain an option for an alternative site location.

1.52. The Independent Certifier contract with SLR Environmental has been agreed with NLWA and LEL and has been issued for sealing. This will facilitate the development and agreement of the testing procedure with NLWA & LEL.

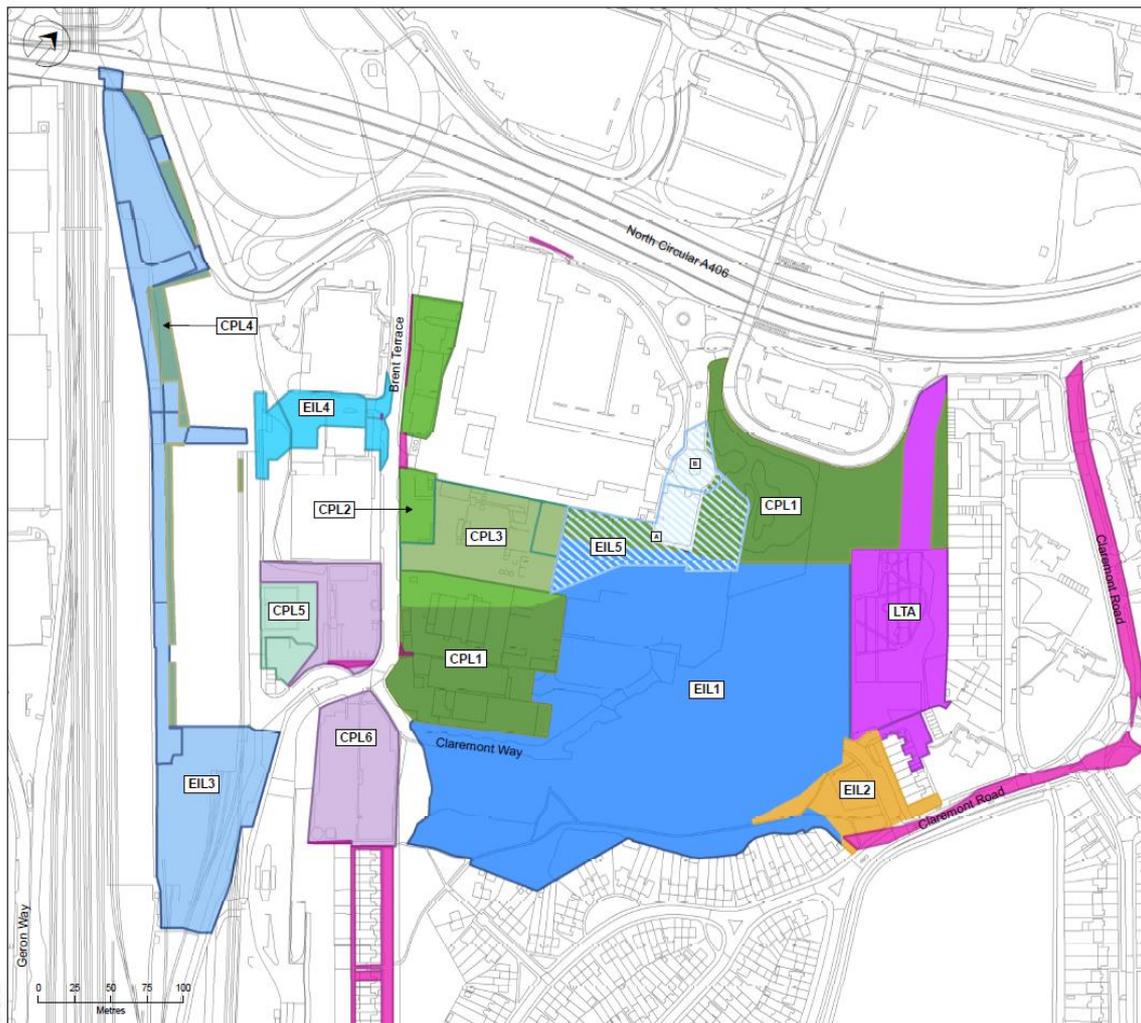
Brent Cross Wide - Integrated Programme Management

1.53. The council and Brent Cross Town continue to agree licences to facilitate the Brent Cross Town development in accordance with the approval by this committee on 17 September 2018.

(<https://barnet.moderngov.co.uk/mgAi.aspx?ID=26280>).

1.54. Early infrastructure licences and compound licences for the Brent Cross Town and their contractor to begin work on the infrastructure that interfaces with the new Brent Cross West station and along Brent Terrace (106 Brent Terrace and the former Cemex site on Brent Terrace) which are in place. A licence for early works on Plot 25 to enable the diversion of a water main is being negotiated. The water main crosses the Brent Cross South Retail Park and arrangements are being put in place to minimise disruption to the access and egress to the Park.

1.55. A high-level programme has been created and can be seen below showing the arrangements in place.



- 1.56. A licence tracker has been put in place to track all agreements being made with third parties to ensure adequate control over council land. All licences are being negotiated on behalf of the council by Gowlings, and each agreement is supported by a Chief Officer Decision report.
- 1.57. The iPMO continues to meet fortnightly to assess construction interfaces across the programme. Most recently there has been a focus on the Brent Cross Town Tilling Road works ensuring these works do not impact the Brent Cross West development, and also ensuring that residents and stakeholders are made aware of the works and impacts on them ahead of time. This includes some impacts to bus routes and temporary diversions in the area. Details have been uploaded to the project website and shared on social media channels. <https://transformingbx.co.uk/transformation/highways-work/tilling-road/>

Land Assembly – CPO Strategy

b) Land assembly strategy

- 1.58. At the Housing and Growth Committee of 25 January 2021, it was agreed to ‘delegate to the Chief Executive in consultation with the Chairman of this Committee, to finalise the land acquisition strategy to deliver comprehensive development and to authorise serving any notices required to implement the Compulsory Purchase Orders or to effect the acquisition of all interests and estates in the relevant part of the site including any required Notice to Treat or to Enter, or General Vesting Declaration/s notices as identified in the land acquisition strategy in line with the programme.’
- 1.59. The Chief Executive authorised and approved a Delegated Power Report (DPR) on 25 March 2021 in consultation with the Committee Chairman which detailed the approach for implementing the CPO including serving notices on those with land interests. The link to report is below. <https://barnet.moderngov.co.uk/ieDecisionDetails.aspx?ID=7596> Notices have now been served as reported to the last Committee. CPO1 and CPO2 are now clear of judicial review. For CPO3, the judicial review period will finish shortly.
- 1.60. The Council is also preparing a Section 19 Application to submit to the Secretary of State, as it necessary to appropriate the land from housing to planning purposes to enable the re-development of land with the BXC scheme. Further details on the appropriation of land are provided within the [BXC Land Appropriation DPR](#).
- 1.61. Ground 10A: Barnet Homes have sent letters to the secure tenants on the Whitefield Estate Part 1 to inform residents about the Ground 10A legal process, and notices have now been sent to these residents. This will now commence the legal proceedings to take possession of secure tenant properties through the courts to facilitate the relocation of these residents into their new homes. Barnet Homes are due to arrange surgeries for these affected tenants.

Stopping Up

- 1.62. The Stopping Up Orders for Plot 53 and 54 and Claremont Park have now been confirmed by the Planning Inspectorate. There were no challenges within the judicial review period, thereby enable the construction to start on site.

- 1.63. Brent Terrace North Stopping Up submitted to the Mayor of London did not require an inquiry and so the Order was Made by the council. There were no challenges within the judicial review period.
- 1.64. There were changes required to the Order for the footpath between Brent Terrace South and Claremont Way West (106 footway) meaning that this was required to be re-advertised. Options are currently being considered.
- 1.65. The team will continue to monitor progress on decisions relating to these stopping up orders and ensure to update in due course.
- 1.66. Further Stopping Up Orders will be made as the scheme progresses with information updated regularly on the TransformingBX.co.uk website:
<https://transformingbx.co.uk/transformation/masterplan/stoppingup/>

PB Donoghue

- 1.67. Following a meeting with local residents earlier this year, council officers have met with Brent Cross Town and PB Donoghue, and discussions are continuing regarding their potential relocation. These discussions are active, and a further update will be provided in September.

Brent Cross South Retail Park

- 1.68. Further to the update in June, the Retail Park remains fully let.
- 1.69. The work between the council and Brent Cross Town on how the Retail Park will be incorporated into Brent Cross Town is ongoing. An update will be provided to the BX Member Working Group and to the Committee later in November.

Governance and Assurance

- 1.70. A BX Member Working Group was held on for 23 June 2021 and the next meeting is scheduled in October 2021.

PWC Audit

- 1.71. As part of the ongoing assurance of the Brent Cross Programme, an external review has been undertaken by PWC into the management of the programme. The aim of the review was to carry out a high-level assessment into the effectiveness of the financial management and reporting of two of the constituent projects, considering the objectives below:
 - Review area 1: Financial reporting for the programme – the provision of complete, accurate and timely information
 - Review area 2: Financial management information – to enable the programme leadership to understand project/ programme progress against spend, slippage and ensure it contains the right level of information to make timely interventions as required.
- 1.72. The outcome of the review highlighted 7 areas with recommendations for improvement along with 1 advisory recommendation. Of the 7 recommendations for improvement 5 were

classed as medium risk and 2 as low risk. Notably there were no high-risk recommendations identified and the report was complimentary of the good levels of financial management controls in place for reporting to the Council. An action plan is being developed and will be implemented for each of the recommendations and update will be provided to the next committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The comprehensive regeneration of Brent Cross is a long-standing objective of the council and a key regeneration priority of the Mayor of London. The details of the scheme are set out in previous update reports to this Committee.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 None in the context of this report.

4. POST DECISION IMPLEMENTATION

- 4.1 The council and its advisors will continue to progress all work streams to ensure delivery of the Brent Cross regeneration proposals as outlined in this report and approved by the Housing and Growth Committee.

5. RESOURCES (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.1 Budget Monitoring

- 5.1.1 The council has put in place procedures to ensure the effective monitoring of the financial performance of the BX Programme. The BX 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 BX 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 BX Programme.

- 5.1.2 The forecast shown below is based on the latest anticipated delivery programme produced for Month Four (M4) monitoring. The M4 position will be reported to Policy & Resources Committee on the 30th September and will allow the programme to realign budgets in line with the latest forecast. The full detail for Brent Cross and the remaining areas of the capital programme at M4 will be presented to the Finance Performance Contracts Committee on the 5th October. The budgets stated below in each scheme of the overall programme are based on the latest approved capital programme at Policy & Resources Committee and inclusive of any delegated power reports (DPR).

Land Acquisitions

- 5.1.3 The approved budget for land acquisition to facilitate the BXC programme is £60.632m, furthermore, there was expenditure on advanced acquisitions of £4.067m. Actual cumulative spend to date is £54.820m. The current year forecast for 2021/22 is £1.372m.

BXT Land Acquisitions

5.1.4 The approved budget for externally funded Brent Cross Town Land Acquisitions is £29.488m. Actual cumulative spend to date is £9.583m. The current year forecast for 2021/22 is £5.243m.

Brent Cross West Station

5.1.5 The current approved budget in the capital programme is £371.284m following confirmation of the HMG grant funding agreement. This is inclusive £2.9m GLA grant funding previously provided to support the BXC Programme.

5.1.6 Actual cumulative spend to date is £232.872m. The current year forecast for 2021/22 is £111.397m.

Critical Infrastructure

5.1.7 As previously reported to this committee, the council is taking forward the delivery of parts of the newly created 1AN Infrastructure phase.

5.1.8 These works are funded from part of the £55.9m core critical infrastructure budget which includes £55m being provided as part of the MHCLG Revised Funding Agreement for Brent Cross. Actual cumulative spend to date is £27.628m. The current year forecast for 2021/22 is £16.114m.

MHCLG Grant Funding

5.1.9 To date, the council has submitted drawdown requests against the £416.573m HMG grant totalling £382.218m, of which all has been received.

Resources

5.1.10 Since the last report, the following consultants have been appointed:

- The Gowling WLG contract is being updated through exchange of letters in line with the approval by the Committee on 14 June 2021 that approved that Gowling WLG are retained to provide legal advice on the BX project and to delegate to the Deputy Chief Executive in consultation with the Chairman and HB Law to agree a revised service agreement in accordance with paragraphs 1.51 of the June report. The appointment is subject to review every April and a full review to be carried out in 2026.
- Croftstone has been appointed to provide independent advice and support relating to the apportionment of costs in accordance with the NR Implementation Agreement for the Rail Sidings and Systems work.
- Baker Tilly have been appointed to provide forensic accountancy advice to the council to support Newsteer on the negotiation of CPO disturbance claims across the programme.
- Aecom has been appointed to engage with Volker Fitzpatrick on station design matters
- Allies & Morrisons and Arup have been appointed to undertake the design and transport modelling work to support the Brent Cross West Station and proposals for the surrounding areas.

- Atkins Ltd have been appointed to undertake ground investigation for the Waste transfer station to support the application to the Environment agency to surrender the existing permits.

5.1.11 The above appointments are in accordance with the delegation provided by this Committee to the Deputy Chief Executive to commence engagement and agree terms with external consultants as and when required to ensure delivery of the council's obligations related to the Brent Cross Programme, as set out in paragraph 1.49 of the report to the Committee in June 2021 having regard to the Council's best value duty.

5.2 Social Value

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

5.3 Legal and Constitutional References

5.3.0 The council's Constitution, Article 7.5, states that the functions of the Housing and Growth Committee include responsibility for regeneration schemes and asset management.

5.3.1 The council's Constitution, Article 10 Table A states that the Housing and Growth Committee is responsible for authorising all disposal and acquisition of land for over £500k.

5.3.2 The council has a range of powers to enter into the legal agreements and to implement the transactions referred to in this report. These include:

- the general power of competence under section 1 of the Localism Act 2011 ;
- the 'incidental power' in Section 111 of the Local Government Act 1972 that enables the council to do anything which is calculated to facilitate, or is conducive or is incidental to, the discharge of its functions;
- sections 120 and 123 of the Local Government Act 1972 (power to acquire and dispose of land);
- the Environmental Protection Act (in relation to waste collection and disposal functions);
- the Town and Country Planning Act 1990 (development and planning powers)
- s 19 (1) of the Housing Act 1985 provides that a local authority may appropriate for the purposes of this part any land for the time being vested in them or at their disposal and the authority have the same powers in relation to the land so appropriated as they have in relation to land acquired by them for the purposes of this part. S 19(2) states that where a local Housing Authority have acquired or appropriated land for the purposes of this Part, they shall not without the consent of the Secretary of State appropriate any part of the land consisting of a house or part of a house for any other purpose.
- Ground 10A of Schedule 2 of the Housing Act 1985 provides that a landlord can gain possession of a secure tenancy if:
 - the property is in an area which is the subject of a redevelopment scheme;
 - that redevelopment scheme has been approved by the Secretary of State;
 - the landlord intends to dispose of the property in accordance with the scheme within a reasonable period of time after obtaining possession; and
 - suitable alternative accommodation is available for the tenant.

Before making an application to the Secretary of State, the landlord must serve notice of

its intention to do so on every secure tenant affected by the proposal.

5.3.3 All of the activity and legal transactions contemplated in this report will be carried out pursuant to and in compliance with all relevant statutory powers, 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.

5.3.4 As the report notes, Gowling WLG have been advising the council on the Brent Cross programme to date and will be retained as the council's legal advisors subject to further agreement

5.4 Risk Management

5.4.1 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 BXC Governance Board. Currently the high-level risks and mitigations are summarised below:

5.4.2 Programme and funding – There is a risk that BXN does not progress in the form currently proposed. Whilst the funding risk to the Station delivery has been significantly mitigated through the Revised Funding Agreement with Government, the delivery of the BXN proposals is an important part of the regeneration proposals. The council is meeting regularly with the Shopping Centre Partners to understand next steps.

5.4.3 Station Delivery Date – there is the risk that the 2022 station opening date cannot be achieved. The current programme maintains a 2022 opening date albeit December rather than May. There is a risk that this could be later depending on other works on the railway. The council has worked with DfT and Network Rail alongside the Train and Freight Operators to develop a revised industry integrated programme, underpinned by the signed Memorandum of Understanding. This programme has been agreed and a workable possession programme is in place subject to final testing by Network Rail. A QRSA has also been undertaken. While the possession risk has been mitigated, railway possessions can, whilst unlikely, be cancelled as a result of unforeseen circumstances. There are also the additional programme risks as a result of COVID 19. The project team and Network Rail have therefore developed a contingency strategy in the event of a further loss of possessions. These are regularly monitored through both NR board and Rail operations assurance board.

5.4.4 Train Operating Timetable - The BXW team have, for some time been facilitating a regular meeting with Train Operators (EMT and GTR), the DfT, and NR. This Board (Rail Operation Assurance Board) deals with all rail industry issues and interfaces. One of the headline areas of interest is the new rail timetable to accommodate the planned stopping pattern at the new station. The industry has a complex and lengthy process for securing future timetables which takes into account competing bids for access. NR and the DfT have both confirmed that everything that can be done at this stage has been done to secure the desired stopping pattern, and NR have published a letter outlining the timetable of events leading up to the publication of the new timetable. There are risks associated with this process, notably around the uncertainty of the GTR franchise, and the publication of the "Williams Review" which makes recommendations on the future structure of the industry. There are

additional risks arising from the delay on the refranchising and the Williams report brought about by COVID 19 and the Government's actions in underwriting the impact on the TOCs of train service commitments. The council are monitoring developments closely.

- 5.4.5 BXW delivery costs – as with all major programmes there is the risk that costs will increase during programme delivery. The BXW budget is under pressure and this risk is being actively managed with public sector partners and contractors. The contract between the council and NR is an Emerging Cost contract. As indicated in previous reports, all emerging cost contracts entered into will require strong contract management to ensure all costs incurred are reasonable. As part of the signed Implementation Agreement the council has open book access to all of Network Rail's financial information relating to invoiced costs incurred on the programme. This extends to Network Rail contractors where an emerging cost contract is in place. As referred to in the report to ARG in November 2018, the council also has the right (subject to notice and personal safety) to access the site and attend meetings. In this regard, the regular senior level meetings between Network Rail and the council/Mace delivery are continuing to review the costs each month. Similarly, there is an on-site presence by the council/Mace delivery team to be monitoring programme and work achieved, particularly during track possessions.
- 5.4.6 BXW Station Operating Costs – As part of the original station business case and grant agreement, it was agreed that the Council would take on the operational cost of the station until it became profitable. Work is underway to confirm the ongoing operational cost of the station which will feed into an updated model that will provide further clarity on future cost risk. If the council does take on additional cost risk, there is an opportunity to offset this against future station income once it becomes profitable. Discussions are ongoing with DfT on this topic.
- 5.4.7 Waste Transfer Station – Delays to the delivery of the Waste Transfer Station may result in programmatic and logistical interfaces with the Station and Brent Cross Town development due to the requirement to keep the existing facility in operation until the new one is complete. To mitigate this a working group has been established through the Integrated Programme Management Office to develop a joint logistics and land management plan of the station development area. Further to this a strategy to amend the operation of the existing facility to a 'road to road' facility (in line with how the new facility will operate) is being investigated. The council have also brought the waste delivery team in house to align skills and expertise with delivery, as discussed in the waste section of this report.
- 5.4.8 The most important control mechanism for the council is to employ experienced staff who will provide diligent review and challenge of the NR cost base and reject any costs which are not reasonably and properly incurred. The council's Client and BXW delivery team comprises professionals used to working on the railway within Network Rail and are experienced in delivering large railway projects. The challenge to NR will need to operate at several levels, including:
- a. A full-time site presence that stays abreast of issues that arise on site, and monitors the detail and impact of any events, or failure to meet programme milestones, quality standards etc. The site team/person will also systematically log these events/issues and share this information with NR.
 - b. Whilst it will always be difficult to isolate costs associated with NR/Contractor failure, from genuine cost, it is important that NR are discouraged from passing on contractor

valuations without themselves challenging whether a deduction should be made to take account of notified failures.

- c. Attendance at key NR meetings. This is in addition to the role set out in (a), targeting any issues which may not have been picked up by the site-based teams, but for the same purpose as (1).
- d. A strong commercial challenge that scrutinises and interrogates any unexpected costs which emerge during the pre-invoice (valuation) process and repeats this when the main invoices are submitted.

5.4.9 Stopping Up Objections – The Stopping Up Orders for Plot 53 & 54 and Claremont Park have now been confirmed by the Planning Inspectorate as explained in paragraph 1.62. There remains a risk around the judicial review period, which is 6 weeks from the date the order is published, albeit this is considered small by the project team. A further Stopping Up order is being progressed for the 106 Brent Terrace footway as explained in paragraph 1.64. Should this order be subject to objections then it may need to be referred to the SoS in the same manner as Plots 53/54 and Claremont Park. The project team will work pro-actively with any objectors to resolve any issues related to this order should they arise.

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

5.4.11 Economic Decline – There is a risk that the prevailing economic position for the traditional retail sector will continue alongside residential and commercial given current market conditions. This could result in reduced demand for retail space and administration to existing retailers. To mitigate this both BXN and BXT development partners are exploring/reviewing diversification of offer within BX. Wider macro-economic shocks may also impact the residential and office markets in London.

5.4.12 COVID 19 – This represents a significant new risk to the programme and the team has been working closely with sub-contractors to review the likely impacts. Currently programme has been maintained however the team do expect some additional challenges as impacts on the supply chain are understood. Cost impact to date is estimated at £2.4m, with a further £3m of additional risk up to the end of October. It should be noted that further risks are expected and will be assessed as the impacts of lockdown are understood and government guidance changes. The project team is maintaining a COVID 19 impact tracker to show when and where these impacts are materialising. A more detailed update will be provided to the next Committee.

5.4.13 Retail Park Acquisition - The key risk associated with the acquisition of the Retail Park is ensuring that the acquisition will have no negative impact on the General Fund. The council has put in place the required structures and will update as required to enable it to manage the Retail Park against these short-term variables such as Covid and Brexit to ensure that the council will secure the required returns so that there will be no gap or negative impact on the General Fund.

Equalities and Diversity

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

5.4.15 The development proposals for the Brent Cross 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 Brent Cross West Station will enhance public transport provision and improve accessibility and provide greater choice for all. It should be emphasised that a fully integrated and accessible town centre will be created as part of these proposals.

5.5 Corporate Parenting

5.5.1 None in the context of this report.

6 CONSULTATION AND ENGAGEMENT

BXC Programme-wide communications

6.1 The communications and stakeholder engagement strategy agreed at Housing and Growth Committee in March 2020 continues to be delivered to meet the following aims:

- Ensure all delivery partners are aligned in their efforts to engage with residents, businesses and stakeholders
- Ensure local people are aware of construction activity that might affect them and where to go for help
- Promote good news stories and milestones and sell the 'vision' of the programme as it progresses
- Ensure residents and business owners know how they can benefit from the scheme through news and promotion of opportunities

6.2 We continue to adapt to challenges presented by the COVID-19 outbreak and adapt our channel strategy accordingly. Where safe to do so we are offering some face-to-face meetings with residents and are considering the reintroduction of in person events and exhibitions. However, we will continue to offer virtual briefings and consultations as an option for those who prefer to engage with us in this way.

BXC Digital Channels

6.3 The TransformingBX.co.uk website has been live since February 2020 with over 15,000 visitors to the site across 21,000 sessions. The number of visitors to the site has doubled since the start of the year, which shows the increasing interest in our regeneration programme. Information about works in the area via the interactive map and other pages about construction works are most sought, with pages detailing the forthcoming Brent Cross West Station, and employment and skills opportunities, also frequently visited.

6.4 We continue to issue a monthly digital newsletter covering news updates from across the programme. Open rates remain consistently high at around 70% in June and 63% in July. Around 30% (June) and 25% (July) of people who read the newsletter clicked through to find out more about the stories, which also shows a high level of engagement and interest in the programme. Stories around the start of works, and construction updates have been the highest read which correlates with the website traffic.

- 6.5 We continue to provide news and updates via the @TransformingBX Twitter account as well as via Barnet Council's own social media channels (Twitter, Facebook, Instagram) and respond to resident questions and queries via the programme email address TransformingBX@Barnet.gov.uk.
- 6.6 Interest in the project via Twitter has increased with a 31% increase in profile visits in July compared to June. We've also seen an increase in enquires from local people which reflects the start of works on Plots 53 and 54, Tilling Road and ongoing highways improvement works in Cricklewood. We received 22 enquires in June and 33 in July via email.
- 6.7 Recent press coverage includes:
- Rail Business Daily: [Network Rail continues to improve track in preparation for new Brent Cross West station](#)
 - New Civil Engineer: [Network Rail ramps up work at Kings Cross, Leeds, Gatwick and Brent Cross West](#)
 - Rail Professional: [Major Milestones At Brent Cross West](#)
 - Times series - [Brent Cross Town community funding returns for a third year](#) and [Brent Cross Town launches fund to support communities and charities](#)
 - Property Week: [Argent Related brings back Brent Cross community fund](#)
 - RailUK: [Work ramps up as Network Rail upgrades track and signalling over August Bank Holiday ready to connect Midland Main Line with new Brent Cross West station](#)
 - RailBusinessDaily: [In The News](#)
 - EG (formerly Estates Gazette) - North London Community Fund Open For Applications (print only)
 - Rail Professional - [Network Rail carrying out bank holiday preparation work for new Brent Cross West station](#)
 - Rail Advent - [Bank Holiday engineering work to prepare for new Brent Cross West station](#)
 - PBCToday - [VolkerFitzpatrick installs bridge at Brent Cross West station](#)
 - New Civil Engineer - [Work ramps up on new North London station](#)

Community Engagement

Brent Terrace

- 6.8 We continue to work with residents on Brent Terrace to respond to concerns and seek opportunities to improve the area wherever possible.
- 6.9 We continue to agree the scope to create more community space, clear fly-tipping and consider a long-term solution to improve the area. Internally we are working with colleagues to set up a taskforce across highways, street scene, estates, and Barnet Homes to tackle maintenance and hygiene issues. A new frequency of cleaning has been agreed for Brent Terrace with StreetScene and the ownership of pathways and land established. Barnet Homes are looking at clearing the vegetation and making improvements to the footway in the coming months. Once this has been completed, we will be able to work with residents on a plan to further improve the area and make use of the gardens area.

Plots 53 and 54

- 6.10 Ahead of main works starting on Plots 53 and 54 we have been working with colleagues at L&Q to engage with residents. As well as a joint construction update (See Brent Cross West update below) outlining the works to set up the site we hosted resident briefing sessions alongside colleagues from L&Q. This was attended only by the chair of the local residents' association despite meetings being arranged for both lunchtime and evenings to ensure it was as accessible as possible.
- 6.11 L&Q and contractors Buglers also visited homes directly opposite the site, and the wider construction area to introduce themselves and promote the virtual briefings. The team spoke to approximately 60 people on Thursday 20th May.
- 6.12 On Friday 13 August they also visited homes (speaking to around 40 people) to introduce a new Resident Liaison Officer who will regularly be on site, once main works commence, to manage any resident concerns or answer questions about the programme. They will be a direct link for residents regarding the works.
- 6.13 A resident notice board will also be in place by September once the hoardings are complete. Plans are in place to engage with residents about what they would like to see on the hoardings with a view that community artwork could replace the standard black hoardings currently in place.

Southern Junctions

- 6.14 Throughout the highways improvements works we have written to businesses and residents within 500 metres of the works ahead of any major changes to the road layouts. We continue to brief members and the local residents and business groups and update the website.

Brent Cross West Station Programme

- 6.15 In June we issued our second combined construction [update](#) with information about Brent Cross West works from June to October, and L&Q works on Plots 53 and 54. This was distributed with the monthly Brent Cross Town [construction update](#).
- 6.16 A wider construction works letter was sent to residents within 500m of the station detailing the works and linking to an online programme.
- 6.17 As we enter one of the busiest times on site for works across the station, we have also begun to meet weekly with the station team and share a weekly email with residents on a local distribution list ahead of noisy works. At the beginning of August, we also wrote to residents to encourage them to sign up to the database to receive these emails. This is in response to noise complaints from residents on the station works.
- 6.18 In June we wrote to businesses in the BXS retail park ahead of lane closures on Geron Way to facilitate the build and lift of the western overbridge.

- 6.19 The installation of the Western [Overbridge](#) was a visual milestone on site and generated a lot of interest across social media. The milestone was widely promoted across the BXC, Barnet and partner channels.
- 6.20 On the 15th June the Brent Cross Programme Director presented at the Rail Station Development Conference.

Brent Cross Town (formerly South)

- 6.21 As above, Brent Cross Town issued their latest construction update in June outlining forthcoming works in the area and a construction overview until December 2022. The leaflet was distributed to homes within 500 metres of the works and builds on local engagement with residents on Claremont Way as works near completion on The Pavilion and works started on Claremont Park.
- 6.22 We also produced a leaflet ahead of the closure of Claremont Open Space (Claremont Park) and this was widely promoted via the [programme website](#).
- 6.23 In July, Brent Cross Town launched an online survey to engage with residents close by to Claremont Way on plans for a community led mural at the end of Claremont Parade. In collaboration with a local artist the mural will be completed when the new shops open in the Autumn. Promoting employment, skills and benefit the latest round of funding for the [Brent Cross Town Community fund](#) opened on the 15 June. This was widely promoted across all channels contributing to a high level of applications from the community. The recipients of this fund were announced in mid-August.

Brent Cross Town Community Fund

- 6.24 The recipients of this year's Brent Cross Town Community Fund have now been selected. £35,000 will be shared between All Saints Church to create a mural along the Childs Hill Walk, Brent Bulls CIC Basketball Club's women's basketball tournament, Cricklewood Millennium Green to repair their iconic wooden train sculptures and benches, and for Mapledown School to fund 100 students with severe learning difficulties and disabilities opportunities to go on school trips. Money also went to FUSE Youth Project to support their summer programme of fun and free meals for young people in West Hendon. iheart's 10-week programme to support 30 students to develop mental health resilience has also been chosen alongside Kisharon's gardening sessions for adults with learning disabilities and Phoenix Canoe Club to purchase a new Bell Boat. Finally, a share of the fund was also shared with Terraces Residents Association's book and toy exchange, and Wessex Gardens Primary School to install outdoor gym equipment.
- 6.25 So far, the fund has had a huge impact on communities in Golders Green, Childs Hill and West Hendon, with over £55,000 granted to local groups and projects. You can read more about past recipients here: [Brent Cross Town's 2021 Community Fund](#)

Consultations

Clitterhouse Playing fields

- 6.26 Located between Claremont Road and the Golders Green Estate, Clitterhouse Playing Fields occupy approximately 18 hectares, which is equivalent to approximately 20 football

pitches in size. The vision is to deliver high-quality facilities in an inviting park that everyone is able to use. Argent Related is in the very early design and planning process. Landscape architect Gustafson Porter + Bowman has been selected to lead the design team.

- 6.27 A public consultation will launch in September to ensure that the local community can be part of shaping the plans. The initial consultation phase will look to understand more about how the Fields are used now and how the local community would like to see it reenergised for the future. An online app is being created to capture feedback from local people and Individual sessions will be held with local schools and groups. In the second phase of the consultation, due to start in November, Argent Related will consult on the design of the park, with further consultation on the detailed design to begin early next year.

Flourishing index

- 6.28 In partnership with engineering consultancy Buro Happold and the University of Manchester, Argent Related is developing a new flourishing index to measure the positive impact on the development on health and wellbeing. The Flourishing index will build on the 10 wellbeing measures that form the basis of the European Social Survey by looking not only at individual measures of 'flourishing' but also at the role community plays. The Flourishing Index will play a part in how the plans for Brent Cross Town are developed from landscapes to the urban design, something that has not been done before at the start of this kind of regeneration programme.
- 6.29 The flourishing index will also be developed through qualitative and quantitative research including five collection modes capturing data from locals within a 10-minute cycle of the new park town. They included bespoke intercept/online survey, routinely collected public data, direct behaviour observations, sensors/automated approaches which will be placed around the development, and a bespoke Smartphone App. So far, Dr Jamie Anderson, who is leading the reassurance has conducted group sessions with community groups and leaders. The online survey and sensors will go live in September.

Promoting skills employment and opportunities

- 6.30 A key part of our communications strategy is to promote the opportunities for local people and businesses during the construction phase of the development and beyond. In July we set up a new page on the website documenting the skills, jobs and grant opportunities (transformingbx.co.uk/opportunities).
- 6.31 Case studies have been developed in order to encourage more local people to join our construction teams, with a particular focus on supporting more women into construction. Read about Himnish Bhudia who has joined as an apprentice groundworker on Brent Cross Town and Belul Musfin, who joined the team after a work placement. We have featured the creation of three new roles through the Kickstart Scheme at Brent Cross West, as well as profiles on our female leadership team working on the construction of Brent Cross West and Brent Cross Town.

7 BACKGROUND PAPERS

- 7.1 Urgency Committee, 5 January 2021

<https://barnet.moderngov.co.uk/documents/s62641/Brent%20Cross%20South%20Retail%20Park%20Acquistion%20Report.pdf>

- 7.1.1 Finance Performance and Contracts Committee, 7 December 2020
[\(Public Pack\)Brent Cross Report Agenda Supplement for Financial Performance and Contracts Committee, 07/12/2020 18:00 \(moderngov.co.uk\).](#)
- 7.2 Housing and Growth Committee, 14 June 2021, Brent Cross Cricklewood Update Report
<https://barnet.moderngov.co.uk/documents/s65362/PUBLIC%20-%20BX%20HG%20Report%2014%20June%202021.pdf>