



## Housing and Growth Committee 05 September 2022

<b>Title</b>	<b>Brent Cross Update Report</b>
<b>Report of</b>	Chair of Housing and Growth Committee
<b>Wards</b>	Cricklewood
<b>Status</b>	Public with Exempt report (Not for publication by virtue of paragraphs 3 and 5 of Schedule 12A of the Local Government Act 1972 as amended as this relates to information of a financial nature and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).
<b>Urgent</b>	No
<b>Key</b>	Key
<b>Enclosures</b>	Appendix 1, Brent Cross West Station (BXW) Site Progress Photographs Appendix 2, Governance Assurance Board Meeting Presentation 27 July 2022 Appendix 3, Controlled Parking Zone Map
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### Summary

This report updates on progress across the Brent Cross programme since the last Committee meeting on the 22<sup>nd</sup> June 2022, in particular on the Brent Cross Town project with the opening of Claremont Park.

It also provides an update on Brent Cross West Station, noting continued progress on station construction and the station-into-use project.

The report also includes recommendations seeking authority to enable decisions relating to controlled parking zones, the granting of leases for meantime uses on Brent Terrace North, and notes that a second phase proposal is expected from Related-Argent later in the year.

## Officers Recommendations

That the committee:

1. Notes the progress across the Brent Cross programme as detailed in the report; notably on the station works programme and the opening of Claremont Park.
2. Notes the progress on implementing the station funding strategy as construction nears completion, which is to be recommended for approval by Policy & Resources Committee on 29 September 2022, as set out in [paragraph 1.21](#) of this report.
3. Delegates authority to the Brent Cross Programme Director, in consultation with the chair of this committee to finalise and enter into the operational maintenance and lease agreements required to bring the station into use, as set out in [Paragraph 1.23](#) of this report.
4. Note the approach to lease the former 'Food for All' building on Brent Terrace North to Brent Cross South Limited Partnership (BXSLP) as a mean time use, and delegate authority to the Brent Cross Programme Director in consultation with the committee chair to agree and enter into the required lease agreements to implement this approach, as set out in [paragraph 1.44](#) of this report.
5. Agrees the approach to implementing an Experimental Traffic Regulation Order (ETRO) in the area in the vicinity of the new Station and Claremont Park to address short term needs, while a permanent Controlled Parking Zone (CPZ) programme is implemented across the wider area, as set out in [paragraph 1.59](#) of this report.
6. Delegates authority to the Brent Cross Programme Director to enter into variations to existing CPO Undertakings and Agreements for CPO 1, 2 and 3 which support the delivery of land for the project agreements to secure arrangements and/or compensation around land required for the scheme, as set out in [paragraphs 1.56 to 1.58](#) of this report.
7. Notes that a revised Business Plan and a second Phase Proposal are expected to be submitted by BXSLP to the Council later this year as set out in [paragraph 1.35](#) of this report. An update to the Committee will follow in due course.

### 1. Why this report is needed

- 1.1. This report provides the quarterly update on progress since the last Committee meeting on 13 June 2022.  
<https://barnet.moderngov.co.uk/documents/s72888/20220613HAG-Brent%20Cross%20Update.pdf>

1.2. Since the last report progress continues to be made across the development site as can be seen in the latest drone images [July 2022 Drone Footage](#). The key updates for the committee to note are as follows:

- Claremont Park was opened to the public on Thursday 9 June with a series of free fun days to mark the official opening. The park opening has been a huge success and is being highly utilised. Over the summer a series of free arts, crafts and sports activities have also taken place.
- Continued improvements to the Claremont Way shops with the opening of Karma Bread bakery to supplement Happy Face Pizza and the visitor Pavilion.
- Additional free parking has been made available behind the Claremont Way shops and the Holiday Inn to respond to the increase in visitors to the area and to reduce the impacts on local residents.
- Construction works are proceeding on the new Brent Cross West station with canopy steelwork being installed on the platforms and works on both eastern and western entrances progressing well.
- Work to implement the handover of the station to the rail operators is well underway as well as revenue/cost modelling and the development of various legal agreements which will confirm the station operational and maintenance responsibilities.
- Planning approval has been received for the public realm outside the western entrance to the new station which will be implemented in time for station opening.
- Construction work for the replacement homes for the Whitefield Estate residents on Plots 53 and 54 on Brent Terrace continues to progress to programme.
- The programme to implement parking measures in the roads within close vicinity of the new station has been commenced. An experimental traffic regulation order will be implemented ahead of a permanent controlled parking zone.



Figure 1 - Brent Cross West Station (July 2022)

## **Brent Cross West Station**

- 1.3. A significant amount of work has been completed at the new Brent Cross West station since the last report to this committee as can be seen from the photos in appendix 1.
- 1.4. The majority of the station structure and external envelope is complete. In addition, work is well underway to fit out the interior with managers' offices being constructed, cable management systems and suspended ceilings being installed. The most visible external change since the June Committee has been on the Western Entrance, with all steel lifts completed and brickwork underway.
- 1.5. Network Rail is due to complete its rail system and sidings physical work on site in mid-September with the installation of the Automatic Selective Door Operation (ASDO), permanent speed restrictions in the sidings and a new signal on the Up (towards central London) Slow line. The new signal is awaiting formal Network Change approval, however Network Rail will proceed with the installation during week 25 (mid-September) at its own risk.

## **Rail industrial action**

- 1.6. Despite the industrial action that took place over week 13, Network Rail managed to secure the resources to deliver the required isolation and possessions. Some time was lost during the week 14 possession however significant work was undertaken in possessions across these two weekends with negligible programme impact overall.
- 1.7. The National Union of Rail, Maritime and Transport Workers (RMT) trade union has announced strike action on Thursday 18 and Saturday 20 August 2022 and the Associated Society of Locomotive Engineers and Firemen (ASLEF) held strike action on Saturday 13 August 2022. The impact of these actions on station progress is being assessed, but an initial review suggests this was minimal. There is a possibility that further action may follow. Network Rail will keep the project updated and will seek to prioritise access for the Brent Cross West project.

## **Programme Update**

- 1.8. Construction of the station is forecast to complete by December this year. The station construction contractor, Volker Fitzpatrick Limited (VFL) has advised of slippages to programme that may extend the completion date of the station.
- 1.9. Programme slippages have been caused by a combination of delays to the fabrication and delivery of steel for platform waiting rooms and the Western Entrance Building (WEB) primary steelwork. These have a knock-on effect to other site activities such as completion of WEB brickwork and scaffold removal, the WEB public realm works and to the testing and commissioning programme.
- 1.10. MACE is working with VFL to find ways to bring back the overall completion date and minimise any risk to station opening.

## **Station Address**

- 1.11. The new Brent Cross West station now has its own postcode and an official address registered with National Address Gazetteer and Royal Mail. The new address is:

Station Office (Unit 1), Brent Cross West Station, Geron Way, London, NW2 6AF. This is a significant milestone and formally puts the new station on the map.

### **Western Public Realm**

- 1.12. Planning approval was granted for the public realm outside the western entrance to the new station on the 29 July 2022. The public realm will be delivered in time for the opening of the station and will include a small public square with cycle storage facilities and green planting. Full details of the application can be found on the Barnet planning portal (Ref 22/1895/FUL).

### **Handback Steering Group**

- 1.13. With station construction nearing completion, significant focus is now being given to the process of formally signing off the new station and handing it back to the rail network for operations.
- 1.14. A Steering Group of Key Stakeholders has been formed to oversee station completion and handback progress in readiness for station opening. Key Stakeholders include Network Rail (NR), Govia Thameslink Railway (GTR), Department for Transport (DfT), Related Argent, Volker Fitzpatrick Limited, MACE and London Borough of Barnet; All have engaged positively. The Steering Group meets every 4 weeks and reports through to the Rail Operations Assurance Board.
- 1.15. The Steering Group is currently focusing on identifying a date for station opening, which will be shared with the committee once ready. It is important that all stakeholders are aligned in their commitment to a single date given the high level of complexity of the programme and the number of partners involved.
- 1.16. A number of "Day in the Life" sessions have taken place over the last few months which have included the main station stakeholders including GTR, Network Rail and Related Argent, with the intention to run through a number of scenarios for how the station will work practically on a day-to-day basis e.g. relating to fire safety, suspicious packages, and passenger assistance. These sessions resulted in significant progress with a number of agreements reached where there was previously ambiguity.

### **Station Opening Programme**

- 1.17. Work is underway to develop a station opening events programme, focused on the practical opening of the station and the events leading up to this date. In order for these events to be effectively planned a firm opening date is required, which is a key objective of the handback steering group as mentioned in 1.14 above.
- 1.18. Ahead of the opening a number of visits will be planned for stakeholders, including residents, schools and local businesses, as well as national figures, industry partners, local councillors, MPs and press. There will be a need to carefully co-ordinate visits as we anticipate a large amount of interest in the station opening. Further updates will be provided to the committee in the coming months.

### **Anticipated Final Cost and Cashflow**

- 1.19. As reported to the last Housing & Growth committees in November '21, February '22 and June '22, and as is the case with projects such as this, risks identified earlier in



the programme are increasingly likely to materialise towards the end of the project. These risks include those related to material cost inflation and supply chain issues as a result of Covid and the current economic climate, in addition to costs associated with cancelled railway possessions leading to prolongation on the construction programme. Availability and cost of materials continues to be an issue even at this late stage, for example in relation to paving materials.

- 1.20. The committee heard in June 2022 that a draft funding strategy has been developed that responds proactively to these issues and will take the station to practical completion. The main principles of the strategy include utilising existing budgets within the Brent Cross budget to fund the shortfall on the station in the short term, and reclaiming these costs from third parties. This strategy was presented to Brent Cross Governance Board on 13 May 2022.
- 1.21. A Capital Strategy bid to confirm this approach was presented at Governance Board on 12 August 2022 and will subsequently be recommended for approval in the report to Policy & Resources Committee on 29 September 2022.
- 1.22. As part of the Strategy, the council is pursuing parallel strands of activity with Government sponsors and our commercial partners to recover costs that have arisen by third parties and outside of LBB control, for example the week 35 cancellation reported to the committee previously, and cancellations earlier in the station programme. Whilst the council considers there to be a good probability of recovering significant costs through this process, settlement is not likely to be until after the practical completion of the station, meaning that the Strategy is required in the short term.

### **Station Property Agreements**

- 1.23. As previously reported to this committee, the council has been working with Network Rail (NRIL), Govia Thameslink Railway (GTR), BXSLP Estate Management Company (ManCo) and the Department for Transport (DfT) to finalise the property agreements required to manage the station on a day to day basis. Draft Terms allow for the council to retain its freehold and grant leases/easements of the station entrance boxes to NRIL/GTR. The bridge concourse and station area will be an asset owned by NRIL with appropriate rights of access to the council/GTR.
- 1.24. A parallel workstream to develop models to estimate the running cost and revenues from the station is also being undertaken. It is anticipated that this work will be completed in September 2022. The Committee should note that, whilst the station is projected to generate a significant surplus to the rail network, the council is liable to cover the costs associated with any initial operating deficits.
- 1.25. The committee is requested to delegate authority to the Brent Cross Programme Director, in consultation with the Chair of this Committee, to finalise and enter into the required operational maintenance and lease agreements required to bring the station into use.

### **Brent Cross Town**

- 1.26. Further progress is being made across the site as can be seen from the latest drone footage of the development area [July 2022 Drone Footage](#).

## Claremont Park

- 1.27. Claremont Park was opened to the public on 9 June with a series of free fun days to mark the official opening. The park is designed as a neighbourhood park for Brent Cross Town and the local area, repurposing part of the existing Claremont Way Open Space.
- 1.28. The design of Claremont Park has been guided by a set of principles that include encouraging social spaces, improving connectivity, being accessible and inclusive, and creating real opportunities for play, leisure, exercise, and sport.
- 1.29. The park includes imaginative play and sports facilities, water features, nature trails, and a new locally run Ice Cream Parlour. A new art installation has also recently been installed outside the Ice Cream Parlour which was created with participation from local residents. Read more about these good news stories in the communications update.
- 1.30. A number of images of the new park and facilities are included below.



Figure 3 – Images of the recently opened Claremont Park

## Additional Parking

- 1.31. With the opening of Claremont Park and the provision of new community facilities and retail offerings at Claremont Way, there has been an increase in visitors to the area. To reduce the impact of visitors parking on local roads new parking spaces have been introduced and are located behind the Claremont Way shops and at the new temporary Tilling Road Car Park with new signage promoting the use of these spaces. These parking areas fall with the Brent Cross Town Controlled Parking Area with further details on location, hours of operation and parking management available on the Brent Cross Town website. <https://www.brentcrosstown.co.uk/parking>
- 1.32. Further to the above measures, a more permanent programme to implement controlled parking across the development area is being implemented. Further detail is included in [paragraph 1.59](#).

### **Lot 1 Update (Plots 12 and 25)**

- 1.33. As reported in the 13 June 2022 committee meeting, Brent Cross Town are progressing with Plot 12 construction which includes the new homes for Whitefield Estate Part 2 residents and Plot 25 student accommodation plot is targeted to complete in 2024. Under the terms of the Property Agreement there is a requirement to provide title indemnity insurance for development plots based on landownership within the Agreement. Plot 25 is a split between council and Argent with the council being solely responsible for plot 12.

### **Lot 2 Update**

- 1.34. As reported to the committee on 13 June 2022, the legal agreements to drawdown the plots included in Lot 2 are currently being agreed with Related Argent. Lot 2 is made up of the remaining Phase 1 plots (Plots 13, 14, 202 and 203) and is intended to be drawn down as a single lot, by the end of the year. Work is expected to commence following the drawdown agreements being finalised. A further update will be provided to this committee in the Autumn.

### **Business Plan Update and Second Phase Proposal**

- 1.35. Related Argent are currently working up details on revisions to the Business Case and the second Phase Proposal, following Phase One going unconditional in June 2022. These documents are expected to be submitted to the council in late 2022 and will be included in future reports to the committee.

### **Clitterhouse Playing Fields Update**

- 1.36. As reported to the last committee there have been two rounds of public consultation on the plans for remodelling Clitterhouse Playing Fields. Feedback from these consultations has been used to inform amendments to the design of the playing fields in an attempt to ensure all views are catered for. A third round of consultation is scheduled to commence shortly. The consultation boards will be available to view, alongside previous information about the consultation at <https://www.brentcrosstown.co.uk/public-consultations> .
- 1.37. Clitterhouse Playing Fields is the largest green space in Brent Cross Town at around 44 acres. The goal of the consultation is to ensure the playing fields meet the needs of people who live, work and visit in the area now, and in the future, with an emphasis on creating an inclusive, accessible and welcoming space for everyone.
- 1.38. The feedback will feed into the final design which will be submitted as part of a planning application anticipated later this year.

### **Relocation of the Whitefield Estate Part 2 – Plot 12**

- 1.39. Related Argent are progressing with enabling works on Plot 12 and the main construction work is due to commence in September, with the completion of new homes expected in 2024. Regular drop in sessions are being held with residents from the Whitefield Estate who will be moving into the new plot to ensure they feel fully engaged with and any questions they have are answered.



## **Housing Needs**

- 1.40. Barnet Homes is continuing to verify the information collected from the housing needs surveys (conducted in 2021) on the secure tenants living in Clare Point, Norden Point and Whyhcote Point (Whitefield Estate Part 2). The verification exercise is due to be completed this Autumn. L&Q has sent an update letter (dated 21 July) to the secure tenants to inform them about the next stage of the relocation process.
- 1.41. As reported at the previous committee, L&Q is also developing a communications plan for the residents which will include hosting drop-in sessions, exhibitions, developing FAQs and producing a shared equity guide and updating the resident guide for Whitefield Estate Part 2 residents.
- 1.42. The council and BXSLP is continuing to work together to agree the strategy to secure vacant possession of the Whitefield Estate.

## **Temporary Lettings**

- 1.43. Much of the land within Mega Phase A has now been licenced to BXSLP to facilitate land remediation, infrastructure and plot works. BXSLP under the terms of the Property Agreement can draw down land on a temporary basis for interim uses and have already done so with the parade of shops on Claremont Way, introducing Happy Face Pizza, Karma Bread Bakery in addition to the Visitor Pavilion facility. These upgrades have been successful.
- 1.44. BXSLP are working with a leisure operator on a proposal for the building currently occupied by Food for All on Brent Terrace North with the aim to upgrade the building for leisure use. Terms are being worked up at present and if concluded will see a short-term lease granted. The committee is asked to note the approach to lease the building to BXSLP to be developed out as a temporary use, and to delegate authority to the Brent Cross Programme Director, in consultation with the committee chair, to agree and enter into the required lease agreements to implement this approach.
- 1.45. The council retains some land and buildings within Mega phase A which it holds until drawn down by BXSLP. Officers are seeking to manage these spaces in a way which minimises costs to the council and also generate income that can be used elsewhere in the programme, before land is drawn down.
- 1.46. The council has granted a temporary letting on Cardiff House for storage use and remains in discussions with Jesus House on a further extension to the temporary letting of the building on Brent Terrace.

## **Critical Infrastructure being delivered by the council**

### **Relocation of the Whitefield Estate Part 1 – Plots 53 and 54**

- 1.47. L&Q's contractor Bugler is continuing with the main construction works on Plots 53 and 54. The estimated completion of the plots and the relocation of residents to their new homes is scheduled for May 2023. Works are progressing well with the substructure work now complete on both plots and the super structure well underway. Plot 53 Block A is ready for floor planks to the first level with the brickwork completed on one level. See drone image of Plot 53 (Block A and B) below:



- 1.48. The installation of the utility service cables in the carriageway of Brent Terrace is now complete. Works took a total of 5 weeks, and due to co-ordination of the utility services required (UKPN, heating pipes, Thames Water etc), the communication strategy and temporary replacement residential parking spaces provided by Bugler, the works were successfully completed with minimal impact on existing residents.
- 1.49. As previously reported, the council has received consent from the Secretary of State to extend the final demolition notice on Whitefield Estate Part 1. The previous notice expires on 11 November 2022, and it has been extended for a further two years to 11 November 2024.
- 1.50. The council has also agreed the Nomination Deed with L&Q, and this enables the nomination of the secure tenants on Whitefield Estate Part 1 to the new homes on Plots 53 and 54. The Deed grants the council nomination rights in perpetuity over the new homes. The Deed is due to be executed within the next few weeks, and an Officer Decision will support the sealing of this agreement. Previously, Housing and Growth Committee on 25 January 2021 approved entering and completing documentation to facilitate the delivery of the new homes.

### **Waste Transfer Station**

- 1.51. McLaughlin & Harvey, the contractor appointed to deliver the new Waste Transfer Station, have undertaken detailed traffic modelling, and produced value engineering options to provide the most effective and cost-efficient design. The options are being reviewed to confirm which are to be progressed to RIBA Stage 3.
- 1.52. Further to completion of the Site Condition Report (SCR) for the former Hendon Waste Transfer Station, the application to surrender the environmental permits has been made to the Environment Agency.

### **Highways Works**

- 1.53. The committee has previously approved the appointment of Tarmac Kier Joint Venture (TKJV) under the Highways Maintenance Framework to provide highway design and construction services on the Brent Cross project.
- 1.54. The Brent Cross Regeneration team has started engagement with TKJV to support the programme on the following schemes:

- Brent Cross West Station western entrance public realm (Design and Construction)
- A5 Edgware Road j/w Geron Way widening and improvements (Construction)
- Brent Terrace north improvements (Construction)
- Tilling Road j/w Claremont Road widening (Design and Construction)
- Tilling Road West realignment and improvements (Design and Early contractor Involvement)
- A5/A406/M1 junction improvement works (Design and Early contractor Involvement)

### **164-168 Cricklewood Broadway**

- 1.55. Following completion of the junction widening and signals modernisation works at Cricklewood Broadway, a small parcel of land remains at 164-168 Cricklewood Broadway. The rendering work to the Party Wall has now been completed and work is underway to develop a feasibility study for this site. A further update on developing plans for the site is expected to be provided to the Housing and Growth committee meeting in the Autumn.

### **Compulsory Purchase Progress**

- 1.56. The council served General Vesting Declarations (GVD's) to acquire land up to expiry of the CPOs in May/June 2021. It also served Notices to Treat (NTTs) to enable possession to be taken of land and title to be acquired once compensation has been agreed.
- 1.57. The council continues to negotiate compensation with affected landowners/occupiers in line with the statutory compensation code and conclude agreements through its external property and legal advisers.
- 1.58. The council has entered into several agreements with landowners within the CPO to govern the approach and terms of taking land broadly following the statutory compensation code. Some of these agreements date back to 2016 and with the progress of the project and changes in circumstances these agreements may require amendments and variations. The terms for concluding agreements have largely been delegated to officers and it is important to be able to conclude revisions or agree further undertakings with affected landowners/occupiers. The committee is therefore requested to delegate authority to the Brent Cross Programme Director, to enter into variation or amendments to existing agreements including Undertakings with affected landowners and occupiers (including statutory undertakers, eg NRIL/TFL and other utility providers) to secure arrangements and/or compensation around land required for the scheme for CPO 1,2 and 3.

### **Controlled Parking Zones**

- 1.59. The approach to implementing parking restrictions in the area have been split into two phases;

#### **Phase 1 (short term) - Experimental Traffic Regulation Order (ETRO)**

- This will allow the implementation of parking measures in the short term to control parking on local residential roads in particular when the new Brent Cross West station is open, and to reflect increased parking demand that has occurred over the Summer as a result of new facilities in the area.

- The implementation of the ETRO will focus on the roads in close vicinity of the Brent Cross West station – Claremont Road from Tilling Road to Brent Terrace South, Clitterhouse Road, Clitterhouse Crescent, Whitefield Avenue, Marble Drive, Prayle Grove, Walcot Avenue, Brent Terrace South.
- The ETRO is likely to include measures such as Parking Permit Areas and marked Controlled Parking Zone bays to ensure parking is available for residents / visitors / businesses.
- We anticipate that, subject to further detailed work and consultation, these measures will start to be implemented this Autumn in a phased approach ahead of the Brent Cross West station opening next year.
- Following implementation of the ETRO, consultation will run for a minimum of 6 months with a view of making it permanent if positive feedback is received. Likewise, the ETRO can be removed relatively quickly if it does not address the parking issues identified by local people.

### **Phase 2 (longer term) - A full Controlled Parking Zone (CPZ)**

- A review into the implementation of a permanent controlled parking zone has also been commenced. This covers an area referred to as UC4 and covers a much wider area than the ETRO. A map showing the area is included at Appendix 3.
- The wider area will be monitored with the evolving development and if parking stress is evident, a full public consultation on the proposals will commence before any CPZ is implemented.
- Following the consultation, the design will be finalised, and is expected to be implemented in 2024 to coincide with the first new occupation of the development.
- A dedicated ETRO/CPZ page will be going live on the TransformingBX website in the coming months.

### **TFL Bus Route Consultation**

- 1.60. In June TfL started consultation on the Central London Bus Review. TfL relies on customer fares for the majority of its income meaning that the pandemic has had a huge impact on their ability to run services. Although customer numbers are increasing these are still below pre-pandemic levels and for TfL to keep operating requires government emergency funding. Moving forward TfL will need to demonstrate how it can make financial savings including the reduction in the bus network. This is a pan-London issue and not one that impacts Brent Cross specifically.
- 1.61. The council has challenged the proposals in its response to the consultation, as approximately 7.5% of the forecast bus passengers accessing Brent Cross Town would be affected by the proposed changes to the 189 and 16 routes and it will make it harder for the Brent Cross development to meet agreed modal share targets. These impacts should be assessed more fully by TfL to ensure that the proposed bus network changes do not undermine commitments made as part of S106 negotiations and through the planning process, which have been duly assessed. Demand modelling, for instance strategic modelling outputs, has not been provided by TfL to assess the



impact of the proposed changes to the bus network on the Brent Cross development. This should be provided to demonstrate that the Brent Cross development target mode shares can be achieved, and that adequate bus service capacity are provided for the Brent Cross development from the outset.

- 1.62. Whilst it is accepted that there have been changes in bus demand post-pandemic, it is critical that the proposed changes are not short-sighted and that they do not restrict the ease of access and modal choice for people accessing Brent Cross Town in the coming years. These changes could create a risk to the regeneration's target mode shift away from private car trips, which is out of step with the objectives of the Mayor's Transport Strategy.

### **Licences**

- 1.63. The council and Brent Cross Town continue to agree licences to facilitate the infrastructure works across the Brent Cross Town development. A number of licences have recently been agreed or are currently being negotiated as set out below:
- An extension to existing infrastructure licence to include the area outside the front of the new Brent Cross West station, allowing Related Argent to develop out the interim interchange.
  - An extension to an existing compound licence to include the former Hendon Waste Transfer Station and surrounding lands to be used as a site compound.

### **Donoghue**

- 1.63.1. The PB Donoghue waste management site on Claremont Road has been sold to Chase New Homes, an independent housing developer. A more detailed planning application is expected to come forward in the coming months, with any new development subject to consultation and detailed planning approval. In the meantime, the waste management site will continue to operate as usual.
- 1.64. As part of the long-term plans for the area, the site is expected to be redeveloped in the future for housing. This is part of the existing outline planning permission for the regeneration of the Brent Cross Cricklewood area. Not only will this mean new housing sooner in the overall development programme, but also has the potential to have a positive impact on air quality and traffic in the area by removing a significant quantity of HGV traffic from Claremont Road and other surrounding residential neighbourhoods.

### **Brent Cross South Retail Park**

- 1.65. The Retail Park remains fully let.
- 1.66. As reported to the last committee Heads of Terms and the subsequent variation to the project agreement have been completed to provide the framework for bringing the Retail Park into the Brent Cross Town Joint Venture. Progress incorporating the Retail Park into the wider scheme will be reported to future meetings of the committee.

## **Benefits Realisation**

- 1.67. As the programme moves increasingly towards delivery of new services and facilities locally, the importance of tracking the benefits for local people and groups becomes increasingly important. Maintaining a focus on this “benefits realisation” is therefore an important strand of activity.
- 1.68. Notable benefits to date include improved community facilities with both the Exploratory Park and now Claremont Park servicing existing residents, providing safe, well maintained and accessible space for all to use. Improved retail offerings have also been implemented with a new bakery, pizza restaurant and coffee shop available and upgrades to the Claremont Way parade of shops, in addition to the new Ice Cream parlour in the park.
- 1.69. Other benefits have also been achieved in delivering the development, with investment in local people – with 16% local employment achieved so far this year. There have also been 26 work experience roles and 11 training / apprenticeship opportunities created this year. Contractors continue engagement events targeting local schools and colleges, ensuring awareness of opportunities on the project.
- 1.70. Further updates to benefits will be reported to future committees, and a new page on the Transforming BX website will be developed, to specifically report on achieved and future benefits that the scheme is bringing to the local area.

## **Brent Cross Shopping Centre**

- 1.71. There is no further update since the last meeting of the committee. Hammerson have communicated they are developing some plans to implement some minor improvements to the area surrounding the shopping centre.

## **2. Reasons for recommendations**

- 1.72. 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**

- 1.73. None in the context of this report.

## **4. Post decision implementation**

- 1.74. 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. Implications of decision**

## **1.75. Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

1.75.1. 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.

1.75.2. The overall BX Programme position forms part of the Financial Monitoring Report being presented at this Housing & Growth Committee.

### **Land Acquisitions**

1.75.3. The approved budget is £64.699m. Cumulative spend to date is £57.046m. The current year forecast for 2022/23 is £4.197m

### **Brent Cross Town Land Acquisitions**

1.75.4. The approved budget is £34.920m. Cumulative spend to date is £16.178m. The current year forecast for 2022/23 is £1.939m

### **Brent Cross West Station**

1.75.5. The approved budget is £372.295m. Cumulative spend to date to is £302.144m. The current year forecast for 2022/23 is £64.693m.

### **Critical Infrastructure**

1.75.6. The approved budget is £55.9m. Cumulative spend to date is £41.664m. The current year forecast for 2022/23 is £12.476m

### **DLUHC Grant Funding**

1.75.7. The final drawdown against the DLUHC (formally known as MHCLG) grant funding was made on 9 June 2022 and received on 29 July 2022. The total £416.573m grant has now been received. The council continue to work with DLUHC on closing off the DLUHC funded elements and will be updating further on the repayable element of the grant once income from the Brent Cross Town scheme starts to materialise.

## **1.76. Legal and Constitutional References**

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

1.76.2. 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.

- 1.76.3. 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:
- 1.76.4. the general power of competence under section 1 of the Localism Act 2011 ;
- 1.76.5. 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;
- 1.76.6. sections 120, 122 and 123 of the Local Government Act 1972 (power to acquire, appropriate and dispose of land);
- 1.76.7. the Environmental Protection Act (in relation to waste collection and disposal functions);
- 1.76.8. the Town and Country Planning Act 1990 (development and planning powers)
- 1.76.9. All of the activity and legal transactions contemplated in this report will be carried out pursuant to and in compliance with all relevant statutory requirements, including all procurement activity which will be undertaken in accordance with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015 (as amended) or any replacement public procurement regime that may become law in the UK as applicable.

#### 1.77. **Insight**

- 1.77.1. None in the context of this report

#### 1.78. **Social Value**

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

#### 1.79. **Risk Management**

- 1.79.1. 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 the Brent Cross Governance Board. Currently the high-level risks and mitigations are summarised below:
- 1.79.2. **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 and delivery of infrastructure is an important part of the regeneration proposals.
- 1.79.3. **Station Delivery Date** – there is the risk that the station opening date may be delayed. The current programme maintains construction completion by December 2022, however delays as a result of cancelled railway possessions and the impacts of the pandemic have utilised all remaining float. There is a risk that this could be further impacted as a result of other works to the railway, and the risks of inclement weather or industrial action. 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 as has been seen already. The project team and Network Rail have 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.

- 1.79.4. **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. Most recently the DfT and NR have indicated that the expected stopping pattern for the BX station is under review, review and may not align to the 8 trains per hour peak and 4 trains per hour off peak included in the business case. The reason for this review is predominantly down to impacts of the pandemic on passenger numbers. While the train service pattern is largely out of the control of the council, officers are in close discussions with the DfT to ensure capacity is included within the timetable for the business case scenario, as passenger numbers are anticipated to increase as development comes forward. As soon as discussions about the timetable have been completed and confirmed by the rail operator this will be reported to the committee.
- 1.79.5. **Station Franchise** – The current Thameslink franchise, operated by GTR, has been renewed which removes a risk of uncertainty on the station operator. There remains a small residual risk as the new station still needs to be formally accepted by the operator, however through consultation with DfT and GTR through the various project boards it has been made clear the station is to be considered as part of the franchise when it comes into use and a robust handover process has been developed with all industry stakeholders included.
- 1.79.6. **BXW delivery costs** – as with all major programmes there is the risk that costs will increase during programme delivery. As reported to previous committees 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 the former Assets and Regeneration and Growth Committee (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. As indicated within this report, delivery costs have increased and put pressure on the programme budget. A

funding strategy has been developed and will be reported to Policy & Resources Committee for approval on the 29 September 2022.

- 1.79.7. **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.
- 1.79.8. **Resources** - 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. 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.
- 1.79.9. **Economic Change** – 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 Brent Cross North and Brent Cross Town development partners are exploring/reviewing diversification of offer within the Brent Cross development area. Wider macro-economic shocks may also impact the residential and office markets in London.
- 1.79.10. **COVID 19** – In line with national statistics, this risk has reduced, but the team continues to monitor cases and impact on programme. So far 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 £4m. It should be noted that further risks are dependent on any changes to government guidelines which could impact the project. The project team is maintaining a COVID 19 impact tracker to ensure all unavoidable costs and delays are recorded.
- 1.79.11. **Availability of Materials** – Costs and availability of materials following the impacts of the pandemic and more recently the war in Ukraine is having an impact on supply chains across the world. For elements of the scheme that are close to completion such as the Brent Cross West station this is less of an issue, however for those that have yet to start construction such as the new Waste Transfer Station the impacts may be significant. The programme team continues to assess the changing situation and are taking a pragmatic approach, considering alternative materials where possible if lead times are becoming an issue
- 1.79.12. **Retail Park Acquisition** - The key risk associated with the acquisition of the Retail Park is ensuring that the acquisition has no negative impact on the General Fund. The council has in place the required structures and will update as required to enable it to manage the Retail Park against these short-term variables 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.
- 1.80. **Equalities and Diversity**

- 1.80.1. As previously reported, the Development Proposals support achievement of the council's Strategic Equalities Objective.
- 1.80.2. 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.

### 1.81. **Corporate Parenting**

- 1.81.1. None in the context of this report.

### 1.82. **Consultation and Engagement**

#### **Brent Cross Cricklewood programme-wide communications**

- 1.82.1. We continue to work with our delivery partners to ensure residents impacted by the development are given clear and timely construction updates, and that they are aware of the opportunities and benefits of the development.

#### **Channels update and good news stories**

- 1.82.2. We are in the process of updating the TransformingBX.co.uk website. Since it launched in February 2020 there have been over 40K unique users to the site. Visits to the site remain high with particular interest in the station, local construction and local news. The website content will be updated to reflect the progress made across the development over the past two years and provide more information on future milestones and phasing.
- 1.82.3. Our e-newsletter continues to perform well. The June 2022 e-newsletter was sent to over 300 people covering the opening of Claremont Park, jubilee events at Exploratory Park and Claremont Way, community fund applications and an update on Brent Cross West. It performed well with a 69% open rate and 12% click through rate.
- 1.82.4. The August e-newsletter featured news stories on station progress, Stranger Things: The Experience at Troubadour Brent Cross Studios, Women In Sport's Time Together campaign, features on Claremont Park and resident drop-in sessions.
- 1.82.5. Brent Cross Town has its own well performing website, BrentCrossTown.co.uk, e-newsletter and marketing strategy that continues to drive interest in the programme and the latest developments.

#### **Construction updates**

- 1.82.6. The latest three month construction update was issued in June 2022 providing a forward look of construction activity for Brent Cross West, Brent Cross Town and Plots 53 and 54 (replacement homes for Whitefield Estate residents) until the end of September.
- 1.83. The next construction update is due to be release end of September.

## Good news

- On Thursday 9 June we official opening Claremont Park. Press coverage was received in the local [Barnet Times](#) and [Kilburn Times](#) newspapers.
- It was also featured on the [TransformingBX.co.uk](#) website and in [Barnet First](#) magazine.
- We have also covered local news stories on [Gussy's Ice Cream Parlour](#), a local family-run kiosk which won a competition to host a local business in the park/ Claremont. In July, Related Argent also unveiled a new artwork, [Rainbow Ribbons](#), which can be found outside Gussy's Ice Cream Parlour.
- During the summer we also promoted a range of summer arts, craft and sports activities. The events were promoted via a letter drop to residents living closest to the park, and via social media only. <https://transformingbx.co.uk/summer-activities-at-brent-cross-town-parks/>
- Hit Netflix show Stranger Things came to Brent Cross Town in August when an immersive experience launched at Troubadour Brent Cross Studios on the site of the old Toys 'R' us. <https://transformingbx.co.uk/stranger-things-the-experience-at-brent-cross/>
- Pictures in progress: in August we provided an update on the construction of Brent Cross West station with a regular updated including pictures of the western entrance and lower canopies. <https://transformingbx.co.uk/progress-in-pictures-station-fit-out-begins/>

## Community Drop-in Sessions

- 1.83.1. On Wednesday 29 June, following the opening of Claremont Park, we held a drop-in event at The Visitor Pavilion for residents of Clitterhouse Crescent, Brent Terrace and the Whitefield Estate to provide residents with an opportunity to ask questions and provide feedback. This follows a well-attended drop in event on Tuesday 22 March.
- 1.83.2. Teams from Related Argent, Barnet Council and L&Q attended along with around 30 residents and ward members. Parking and concerns around noise from the newly opened Claremont Park remained the most common concerns from residents and offices committed to coming up to practical solution where possible.
- 1.83.3. Monthly drop-in sessions have been arranged on the last Thursday of August, September, October, and November which will follow the same format. We have written directly to residents to make them aware of the events and will continue to publicise them via digital communications and in the September construction update. More information about these drop-in sessions can be found [here](#).

## Consultations

- 1.83.4. As mentioned at the time of finalising this report, a third and final round of consultation on Clitterhouse Playing fields is planned. Details can be found at <https://www.brentcrosstown.co.uk/public-consultations/>

## Promoting skills employment and opportunities

- 1.83.5. 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.



1.83.6. Social value Teams across the development continue to support local schools and community groups. You can find out about the Brent Cross Station team's most recent projects [here](#).

1.83.7. Skills, jobs and grant opportunities can also be found at [www.transformingbx.co.uk/opportunities](http://www.transformingbx.co.uk/opportunities)

#### 1.84. **Environmental Impact**

1.84.1. Brent Cross Town vision includes a commitment to developing a net zero carbon town and achieving this aim by 2030. This will be achieved through a mix of low-carbon construction, renewable power, circular economy principles, carbon offsetting — and by empowering everyone who lives and works in the new town to make low-carbon lifestyle choices of their own.

1.84.2. The new Town will be served by a new train station with bus connections which will promote use of public transport and take cars off the road. The station creates a new walking route across the midland mainline railway making this a much more feasible journey for pedestrians and cyclists in the area. Improvements to previously congested road junctions will improve idling time and traffic flows in these areas.

## 6. Background papers

1.85. Housing and Growth Committee, 13 June 2022, Brent Cross Cricklewood Update Report

<https://barnet.moderngov.co.uk/documents/s72888/20220613HAG-Brent%20Cross%20Update.pdf>