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|  | <b>Cabinet</b><br>16 June 2025   |
|   | <b>Report from the Corporate Director of Neighbourhoods &amp; Regeneration</b>                       |
|   | <b>Lead Member - Cabinet Member for Regeneration, Planning &amp; Property (Councillor Teo Benea)</b> |
| <b>Staples Corner Growth Area Infrastructure Projects</b>                         |  |

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| <b>Wards Affected:</b>  | Dollis Hill   |
| <b>Key or Non-Key Decision:</b>   | Key   |
| <b>Open or Part/Fully Exempt:</b><br><small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small> | Open  |
| <b>List of Appendices:</b>  | None  |
| <b>Background Papers:</b>   | None  |
| <b>Contact Officer(s):</b><br><small>(Name, Title, Contact Details)</small>   | Jonathan Kay, Head of Regeneration<br>020 8937 2348<br><a href="mailto:Jonathan.Kay@brent.gov.uk">Jonathan.Kay@brent.gov.uk</a><br><br>Kiran Chauhan, Regeneration Manager<br>0208 937 4779<br><a href="mailto:Kiran.Chauhan@brent.gov.uk">Kiran.Chauhan@brent.gov.uk</a> |

## 1.0 Executive Summary

- 1.1. Staples Corner is designated a strategic Growth Area in Brent's Local Plan and is in a location already undergoing rapid change. Brent Council Cabinet adopted in November 2024, a Masterplan vision and framework to support regeneration and development across the area. [The Staples Corner Growth Area Masterplan and Design Code Supplementary Planning Document \(SCGA Masterplan SPD\) 2024](#) proposes approximately 3,000 new homes along with 133,000m2 of new industrial floorspace to be delivered by 2041.
- 1.2. Investment in transport infrastructure is particularly required to support the introduction of mixed-use redevelopment within the SCGA and population growth, and to encourage the use of more active and sustainable transport modes in line with a range of adopted Brent Council strategies and policies.

- 1.3. This report seeks funding to deliver four priority infrastructure projects in Staples Corner to enable regeneration, growth and to benefit local residents, businesses and communities in the area, and which the Council will need to work in partnership with Transport for London and LB Barnet to deliver.

## **2.0 Recommendation(s)**

- 2.1 That Cabinet approves up to £2,835,000 Strategic Community Infrastructure Levy (SCIL) to design, plan, construct and maintain the four proposed priority infrastructure projects.

## **3.0 Detail**

### **3.1 Cabinet Member Foreword**

- 3.1.1 Last year Brent Council adopted the SCGA Masterplan SPD, to set out our vision to transform it into a high quality, intensified industrial area, sitting adjacent to a new urban community with over 3,000 new homes, including family and affordable homes, and over 130,000m<sup>2</sup> of new industrial floorspace for the new business and growth sectors that will drive the future London economy.
- 3.1.2 Development activity has already started. Planning permissions have been granted for major schemes, and we see significant landowner appetite for development. As a Council, we are committed to new infrastructure to support growth, and the use of Strategic Community Infrastructure Levy in key infrastructure projects will accelerate development in Staples Corner.
- 3.1.3 The new infrastructure will include a direct connection to Brent Cross West station and Brent Cross Town, leveraging the area's transport links and amenities. The North Circular and Edgware Roads, which currently divide communities and hinder pedestrian and cyclist movement, will be addressed with new crossings and connections to overcome these barriers.
- 3.1.4 It is vital that we put key infrastructure in place to support and drive the regeneration of Staples Corner, to ensure new development benefits both existing and new communities. These projects will improve connectivity, accessibility, active travel options, enhancing walking and cycling routes, and contribute to better air quality by reducing traffic on nearby residential streets.
- 3.1.5 The provision of Staples Corner infrastructure supports the following Brent Borough Plan (2023-27) strategic priorities:

**Prosperity and Stability in Brent** - Critical infrastructure in and around the Staples Corner Growth Area will benefit existing and new residents, businesses and communities, as well as support local and wider plans to deliver regeneration and growth, for new homes, jobs and infrastructure.

**A Cleaner, Greener Future** – Trees and planting to facilitate Staples Corner becoming more sustainable and resilient to the climate emergency. Highways

and public realm improvements will encourage more walking and cycling and greater use of public transport. New industrial and commercial building stock will be expected to meet modern environmental and sustainability standards.

**Thriving Communities** – The SCGA Masterplan SPD was informed by engagement with stakeholders, local residents and communities, businesses and landowners and includes requirements for development to improve access to existing and the provision of new social infrastructure including community facilities and public open space.

The proposed infrastructure will also contribute to deliver of Brent Council strategies and plans including:

- Brent Local Plan (2019-2041)
- Inclusive Growth Strategy (2019-2040)
- Climate & Ecological Emergency (2021-2030)
- Brent Air Quality Action Plan (2023-2027)
- Flood Risk Management Strategy (2015)
- Long Term Transport Strategy (2015-2035)
- Brent Air Quality Action Plan (2023-2027)

## **3.2 Background**

3.2.1 Staples Corner has massive potential to both increase industrial floorspace and build significant new housing. The Staples Corner Growth Area Masterplan and Design Code Supplementary Planning Document November 2024 (SCGA Masterplan SPD) sets the framework that will attract investment for more business opportunities and jobs, approximately 3,000 new high quality homes, new local infrastructure, amenities and an improved public realm. Infrastructure is necessary to support the development of new homes and industrial intensification in Staples Corner. Frontloading key infrastructure projects can catalyse and accelerate regeneration and development. Section 9.2 Infrastructure Projects of the SCGA Masterplan SPD maps 20 infrastructure projects (A-T) for transport, active travel and open space provision.

3.2.2 Four projects are considered immediate priorities for investment of Strategic Community Infrastructure Levy. These transport infrastructure projects would be delivered on public land in key strategic locations, subject to relevant agreements with TfL and LB Barnet, and would facilitate a more functional movement network, improving connectivity and access to sites across the area. Early investment in these priority infrastructure projects will provide confidence and further delivery of the masterplan, with a view to unlocking redevelopment and stimulating activity in the area to attract more investment.

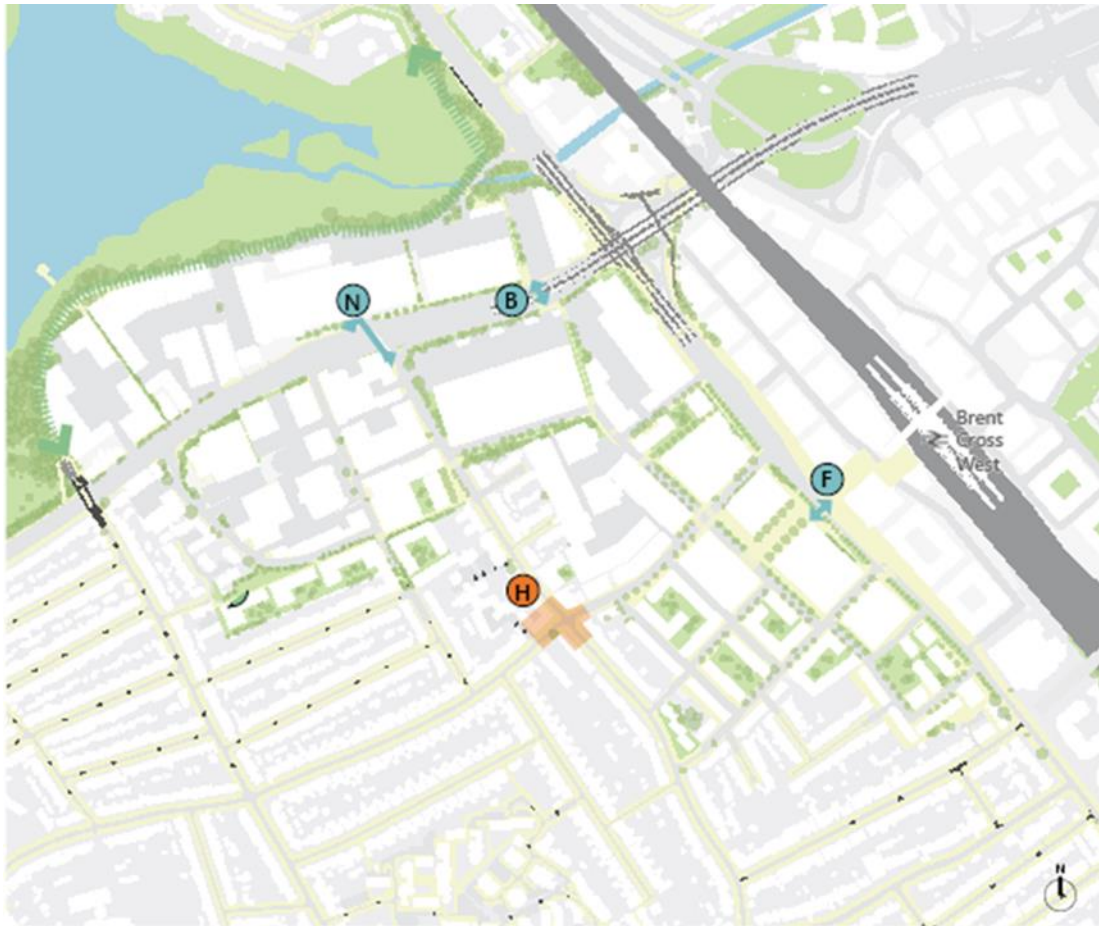


Fig 1: Staples Corner Infrastructure Projects Map

3.2.3 The following four key projects are summarised below.

3.2.4 Project 1: F Edgware Road at grade crossing: A new pedestrian and cycle crossing on the A5 Edgware Road will connect the SCGA to Brent Cross West Thameslink station (12 minutes to London St Pancras) and Brent Cross Town.

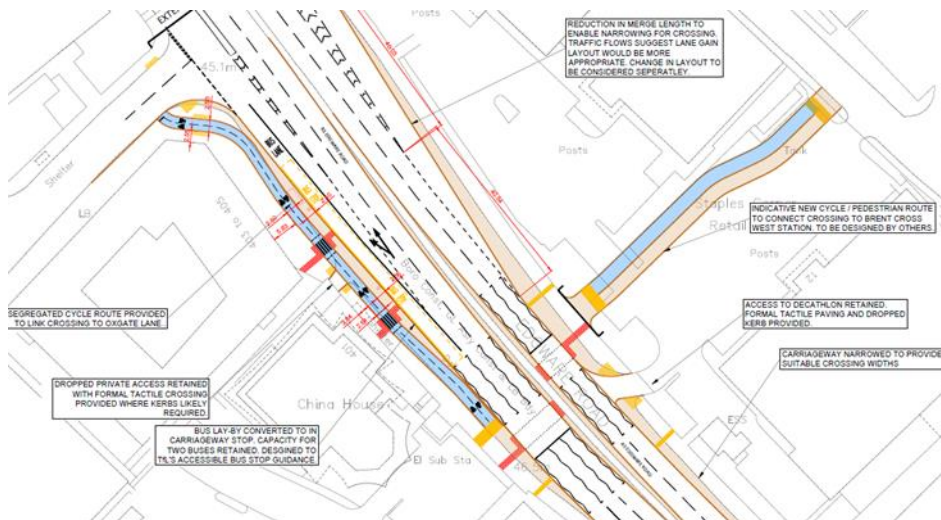
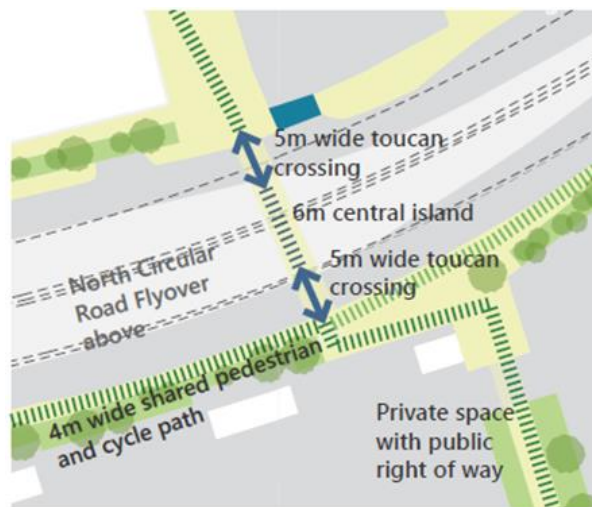


Fig 2: Project 1: F Edgware Road A5 at grade crossing

- 3.2.5 Project 2: B North Circular Road (lower) at grade crossing: A new pedestrian and cycle crossing is proposed across the North Circular Road A406 to access open space at the Welsh Harp and the West Hendon Playing Fields.



**B** North Circular Road (lower) at grade crossing (Focus Area 3)

Fig 3: Project 2: B North Circular Road A406 at grade crossing

- 3.2.6 Project 3: H Oxgate Lane / Coles Green Road junction and public realm redesign: New junction layout at Coles Green Road junction with Oxgate Lane and Crest Road with new paved area, cycle lane and tree planting. Build outs of pavement area to tighten junction, rationalised parking. Front forecourt ownership on Coles Green Road and Crest Road is in private ownership, which may require the project extent to be re-scoped to ensure deliverability.



**H** Oxgate Lane/ Coles Green Road junction and public realm redesign - PRS

Fig 4: Project 3: H Oxgate Lane / Coles Green Road junction and public realm redesign

- 3.2.7 Project 4: N Upgrading of existing bridge over North Circular Road: Improvements to existing pedestrian footbridge such as lighting, CCTV, painting and relocation of waste bins. Wheelchair access to be explored.





Fig 5: Project 4: N Upgrade of existing footbridge over the North Circular Road – photo of existing footbridge

3.2.8 In delivering these four projects, the council also aims to:

- Improve access to Brent Cross West station and Brent Cross town
- Provide a more functional movement network in the local area
- Catalyse regeneration and delivery of new homes and jobs in the SCGA.
- Create a safer pedestrian and cycle network across the Edgware Road (Project 1) and the North Circular Road (Project 2).
- Provide more direct and coherent routes, reducing journey times in the area.
- Improve the health and wellbeing of residents by delivering infrastructure to enable and encourage walking and cycling.
- Improve the public realm and public spaces around the footbridge.
- Reduce carbon emission and improve air quality by reducing car trips.

3.2.9 The projected project timescales are as follows:

| Milestone  | Start   | Finish  |
|--|---------|---------|
| Procurement  | Q3 2025 | Q4 2025 |
| Feasibility appraisals   | Q4 2025 | Q1 2026 |
| Traffic modelling  | Q1 2026 | Q3 2026 |
| Relevant agreements and approvals TfL, LB Barnet and any others  | Q4 2025 | Q4 2026 |
| Preliminary design drawings and surveys                          | Q1 2027 | Q1 2027 |
| Technical approvals, including details of maintenance agreements | Q2 2027 | Q2 2027 |
| Detailed design drawings and specification & road safety audits  | Q3 2027 | Q3 2027 |
| Infrastructure Projects delivery and completion                  | Q4 2027 | Q2 2028 |

#### 4.0 Stakeholder and ward member consultation and engagement

- 4.1 The Staples Corner Growth Area Masterplan & Design Code SPD which informs the four priority infrastructure projects, was developed following extensive consultation with the community and stakeholders. Statutory public consultation was carried out for 6 weeks in June and July 2024.
- 4.2 The Leader and Cabinet Member for Regeneration, Planning & Growth briefed May 2025 and Ward members briefed January 2025. Engagement has been carried out with the following partners: LB Barnet, and Transport for London. Engagement will continue into the next design stages.

## **5.0 Financial Considerations**

- 5.1 The four projects outlined, to improve pedestrian and cycle crossings in the Staples Corner Growth Zone and on the North Circular, meet the objective of SCIL, to fund the improvement or replacement of infrastructure that supports growth in the borough.
- 5.2 The total estimated cost for delivering the four priority infrastructure projects is £2,835,000. The high level spend profile for a two-year delivery timescale would be FY2526 £835,000 and FY2627 £2m. The report seeks approval for a budget allocation to this value of £2,835,000 along with an allocation of Strategic Community Infrastructure Levy (SCIL) to fund this spend.
- 5.3 The estimated cost for the proposed highways improvements is informed by QS costings of architect and transport consultant designs and studies. The £2,835,000 estimated costs includes 50% for contingency, inflation, management, maintenance and project management. There is currently no identified funding source if there are any overspends above this amount.

## **6.0 Legal Considerations**

- 6.1 Strategic Community Infrastructure Levy (CIL) is a charge which can be levied by local authorities on new development in their area. It is an important tool for local authorities to use to help them deliver the infrastructure needed to support development in their area. Section 216 of the Planning Act 2008 requires CIL be applied, to supporting development by funding the provision, improvement, replacement, operation or maintenance of infrastructure. The Act provides that “infrastructure” includes—
  - (a) roads and other transport facilities,
  - (b) flood defences,
  - (c) schools and other educational facilities,
  - (d) medical facilities,
  - (e) sporting and recreational facilities and
  - (f) open spaces
- 6.2 The four infrastructure projects meet the definition of “infrastructure” under (a) roads and are eligible to be funded from SCIL.

- 6.3 The infrastructure projects will importantly support delivery of the Local Plan Staples Corner Growth Area and support regeneration and development.

## **7.0 Equity, Diversity & Inclusion (EDI) Considerations**

- 7.1 Pursuant to s149 Equality Act 2010 (the “Public Sector Equality Duty”), the Council must, in the exercise of its functions, have due regard to the need to:
- (a) eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2 The Public Sector Equality Duty covers the following nine protected characteristics: age, disability, marriage and civil partnership, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.3 Having due regard involves the need to enquire into whether and how a proposed decision disproportionately affects people with a protected characteristic and the need to consider taking steps to meet the needs of persons who share a protected characteristic that are different from the needs of persons who do not share it. This includes removing or minimising disadvantages suffered by persons who share a protected characteristic that are connected to that characteristic.
- 7.4 There is no prescribed manner in which the council must exercise its public sector equality duty but having an adequate evidence base for its decision is necessary.
- 7.5 The proposals in this report have been subject to screening and officers believe that there are no adverse equality implications and no adverse health inequalities implications. Pedestrian, cycle and local highways infrastructure improvements will positively benefit people with a protected characteristic of age and disability.

## **8.0 Climate Change and Environmental Considerations**

- 8.1 Staples Corner infrastructure projects will facilitate Staples Corner becoming more sustainable and resilient to the climate emergency.
- 8.2 The introduction of active travel improvements, to increase the attractiveness of walking and cycling will help to achieve a shift to more sustainable patterns of movement.

## **9.0 Human Resources/Property Considerations (if appropriate)**

- 9.1 None.



## **10.0 Communication Considerations**

- 10.1 Consultation and engagement will take place with relevant stakeholders to advance the projects.

### **Report sign off:**

***Alice Lester***

Corporate Director, Neighbourhoods & Regeneration