

MUNICIPAL YEAR 2017/2018 REPORT NO.42

MEETING TITLE AND DATE:

Cabinet
26th July 2017

REPORT OF:

Executive Director -
Regeneration and Environment

Agenda – Part: 1

Item - 7

Subject: Meridian Water: Station Update and Budget

KD Num 4470

Wards: Upper Edmonton & Edmonton Green

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1. EXECUTIVE SUMMARY

- 1.1 On the 11th March 2015, the Cabinet approved report No184 (KD4029) to proceed with the investment in the development of new rail infrastructure at Meridian Water. The Cabinet report outlined funding improvements to the Angel Road Station forming part of the Lee Valley rail programme enhancement.
- 1.2 Meridian Water comprises approximately 85 hectares in the south east of the Borough and is one of the largest regeneration areas in London. New rail infrastructure is crucial to deliver the Meridian Water Regeneration Scheme and will unlock the potential for 10,000 homes and 6,700 jobs in the area.
- 1.3 This report seeks authority from Cabinet to approve the allocation of funding from the existing Neighbourhood Regeneration capital programme and enter into further agreements with Network Rail to ensure the delivery of the new Rail Infrastructure at Meridian Water.
- 1.4 This report should be read in conjunction with the Part Two report setting out the full financial details and legal agreement in relation to the proposals going forward.

2. RECOMMENDATIONS

- 2.1 Cabinet approve additional funding from the Neighbourhood Regeneration Capital Programme to deliver the new Rail Infrastructure for Meridian Water. (see Part 2 for full financial details and legal agreement)
- 2.2 Cabinet authorise entering into further Implementation Agreement and subsequent variations within the approved budget – refer to 'Part 2' for financial details.
- 2.3 Cabinet delegate authority to the Executive Director of Regeneration and Environment to enter in agreements relating to the maintenance and operation of the station – refer to 'Part 2' for financial details.
- 2.4 Cabinet authorise entering into a pre-contract arrangement with Barratt (Planning Services Agreement) to develop design and progress towards the submission of reserved matter for the Zone 1 planning application – see 'Part 2' for financial details.

3. BACKGROUND

3.1 Background Context

- 3.1.1 Meridian Water comprises approximately 85 hectares in the south east of the Borough and is one of the largest regeneration areas in London. Roughly 55 hectares is developable land. Located within the Central Leaside growth area and the Mayor of London's wider Upper Lee Valley Opportunity Area it has significant redevelopment potential.
- 3.1.2 New rail infrastructure is crucial to deliver of the Meridian Water Regeneration Scheme unlocking the potential for 10,000 homes and 6,700 jobs in the area.
- 3.1.3 In March 2015, Cabinet approved the decision (KD 4029) to proceed with the investment into a new station at Meridian Water. This decision endorsed the option to relocate the existing Angel Road Station to a new location south of the North Circular that would give direct and frequent connection to the Meridian Water development. The new railway station forms part of the Zone 1 planning permission.
- 3.1.4 The funding package approved by Cabinet in March 2015 provided for only a basic station design that neither provided for essential 24/7 publically accessible route over the railway line nor did it provide for a design in keeping with the high quality aspirations to encourage investment in Meridian Water for the residential development. The initial costing of the station was reported to Cabinet at the time.
- 3.1.5 In May 2015, it was established that there were a number significant failings in the base station design and during 2015 /16 the Council worked with Network Rail to develop an enhanced station. The key objectives were (1) the

essential connectivity of a 24/7 publicly accessible stairs and lifts over the railway line, including ensuring that the station is accessible for all users, (2) clearly raising the design quality of the station to align it with the ambition of Meridian Water and (3) compliance with the requirements of a Crossrail 2 station to ensure the development will be ready for future rail ambition avoiding expensive changes to the station in the future. Site plan of the station and current visualisation sketches are attached at Appendix 1 to this report.

- 3.1.6 Although progress was initially slow with Network Rail (**NR**), a strong partnering relationship has now been established and they, along with all stakeholders involved in the Lee Valley infrastructure programme, are supportive of the Council's objectives.
- 3.1.7 In 2016 Network Rail have started work on the third tracking of the West Anglia Main Line (WAML) for the stretch between Stratford – Tottenham Hale and Angel Road (STAR). Work is scheduled to be complete by the end of 2018.
- 3.1.8 The Council has entered into two agreements with NR to date under the delegated authority of the March 2015 Cabinet report.
- 3.1.9 In 2015 the Council entered into a Development Services Agreement to progress with the design for the new station and rail infrastructure. This was then followed by the Phase 1 Implementation Agreement (**Phase 1 Agreement**) for detailed design and enabling works for the third track and station, authorised on 15th December 2016, under delegated Operational Decision by the Executive Director Regeneration and Environment and signed in January 2017. The initial station cost reported to Cabinet in December 2016, was updated and reported in this Operational Report.
- 3.1.10 NR released an official price for the GRIP 3 station design in January 2017. There has been a series of workshops to focus on engineering this design and price down. (see Part 2)
- 3.1.11 Works on the enabling works and track commenced in January 2017, but works to the station officially start in September 2017. The target completion date for the station is May 2019 in order to enable new train services to start operating from timetable change May 2019.

3.2 Planning Services Agreement

- 3.2.1 The Planning Services Agreement is intended to be an interim agreement between the Council and the preferred Master Developer Barratt London (**Barratt**) in relation to applications for the approval of the reserved matters under the outline planning permission. The principle is that Barratt will undertake the planning services for Zone 1 (Willoughby Lane) on an "at risk" basis until the Master Development Framework Agreement (**MDFA**) is entered into, at which point the Planning Services Agreement falls away.

- 3.2.2 If, for whatever reason, the MDFA has not been entered into by a stated longstop date (called the Contribution Date in the Planning Services agreement) then Barratt can recover their reasonable and properly incurred planning costs from the Council up to a maximum contribution of £500,000.

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1 **Do nothing.** This would fail to achieve the objectives set out for delivery of Meridian Water, and lose the significant economic, social and environmental benefits set out with the Meridian Water Masterplan.

5. REASONS FOR RECOMMENDATIONS

- 5.1 The Meridian Water station adds a new station to the TfL tube and rail map, so quite literally puts Meridian Water on the map. The existing station at Angel Road is inaccessible, intimidating, cut off from Meridian Water and far from the Council's aspiration for a new neighbourhood at Meridian Water station.
- 5.2 The new station overcomes all of the limitations of the existing station whilst providing an enhanced customer experience as well as being Crossrail 2 ready.
- 5.3 The entry into of the Planning Services Agreement with Barratt, ahead of the entry into of the MDFA, is to ensure that the planned delivery of homes is not further delayed so that work on Reserved Matter approvals can proceed in advance of the final approval of the MDFA.

6. COMMENTS OF THE EXECUTIVE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES, AND OTHER DEPARTMENTS

6.1 Financial Implications

Contained within Part 2 report

6.2 Legal Implications

Contained within Part 2 report

6.3 Property Implications

Contained within Part 2 report

7. KEY RISKS

7.1 Risk

It is currently anticipated that the MDFA will be signed with Barratt London in September 2017. However, there is a risk that the MDFA will not be entered into by this time.

Mitigation

In the short term, the Planning Services Agreement acts as a mitigation by ensuring that Barratt continue to undertake planning services in order to progress the Zone 1 detailed Planning Application in advance of the formal MDFA being signed. However, in mitigation of the possibility that the MDFA is never entered into, the Council would be able to approach another developer (including those who participated in the Master Developer procurement process) and enter into a new contractual development agreement for the scheme. The delivery of a high quality, accessible and newly located station is a precondition for any development in Meridian Water. Therefore whoever is the development partner for the scheme it is essential that the advanced station is delivered as set out in this report. The Council would also benefit from the novation of the design and planning works for Zone 1 already completed by Barratt which could be used to complete the planning process.

8. IMPACT ON COUNCIL PRIORITIES

- 8.1 Development in Meridian Water would be guided by the Masterplan and other relevant policy documents which, amongst other objectives, seek to achieve fairness for all, sustainable growth and development of strong communities.

9. EQUALITY IMPACT IMPLICATIONS

- 9.1 As part of the detailed design for the future station, there will be an undertaking to ensure that it will be fully accessible and in particular that it meets DDA requirements.
- 9.2 A summary of the EQIA should be provided with specific reference to the elements which relate to the east-west crossing and station design. If the east-west access and station design have not been specifically addressed then an EQIA scoping assessment should be undertaken.
- 9.3 Equality and diversity should be considered from the start of all projects to make sure they are embedded in the decision making process and to avoid costly design changes.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

- 10.1 Delivery of a comprehensive regeneration scheme at Meridian Water is a corporate priority within the Council's Business Plan for 2016-2018. Completion of the Masterplan and the delivery of phased infrastructure improvements including increased rail services, station improvements and new homes will help to meet the strategic priority: "a borough that attracts inward investment and supports sustainable regeneration and growth."

11. HEALTH AND SAFETY IMPLICATIONS

- 11.1 The opportunity to have an advanced station design is likely to have positive health and safety benefits in terms of improving accessibility, passenger safety and user experience of the new station.

12. PUBLIC HEALTH IMPLICATIONS

- 12.1 A key component of planning within Meridian Water should be to build healthy lifestyles into everyday life. Part of this will be to provide viable and sustainable transport as an alternative to the car. Transport for London (TfL) has estimated that up to 25% of commuting Londoners meet physical activity guidelines through walking to the bus, tube, train etc. Providing rail services and a pleasant and attractive walking environment will therefore help reduce transport emissions and ensure physical activity.

Background Papers

None

Appendices

Appendix 1: Station Site Plan and Visualisations of the Report