

Brent Infrastructure Funding Statement

2024/2025



Brent

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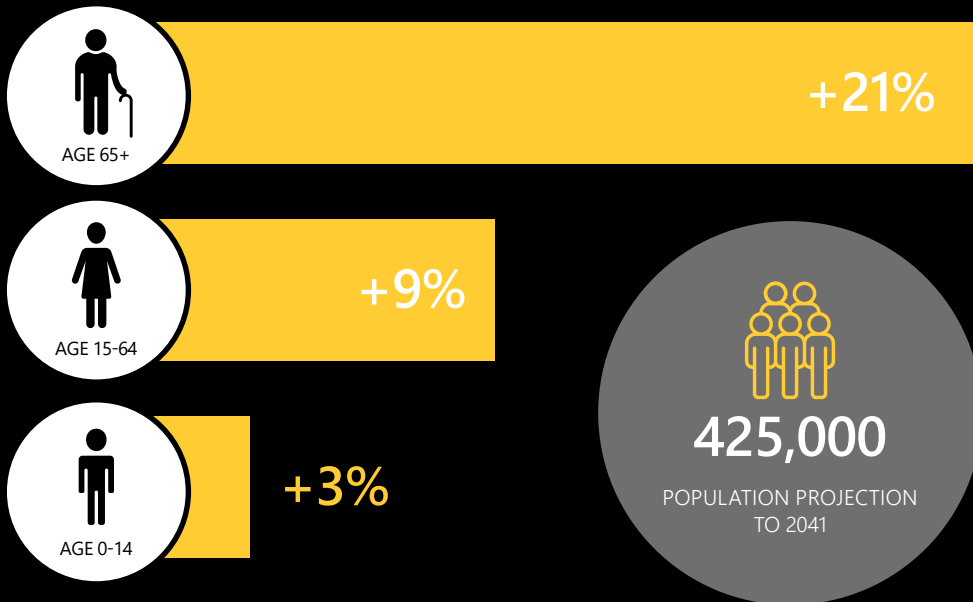
BOROUGH PROFILE



POPULATION OF
BRENT **339,800**

A RISE OF **9%**
SINCE 2011
CENSUS

CHANGE BY AGE 2011-21



20,000
CHILDREN AGED 0-4
▼ **11%**
2011-21

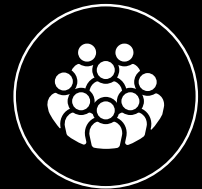
40,700
CHILDREN AGED 5-14
▲ **11%**
2011-21



5th largest London
borough by population



118,600 households - 8%
increase since 2011



7,859 people per square
kilometre. 14th highest
population density in London



24

UNDERGROUND/
OVERGROUND STATIONS



2

NATIONAL RAIL STATIONS



89

STATE FUNDED SCHOOLS



100

PARKS INCLUDING
RECREATION AND SPORTS
GROUNDS

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1. Introduction

1 Introduction

- 1.1 Brent has the 5th largest population in London with a population of 339,800 and is the 6th largest borough by area. It is projected to grow by at least 25% and reach 425,000 people by 2041.
- 1.2 The Brent Local Plan outlines an ambitious strategy to accommodate development in the borough to 2041. To support this growth, significant investment in infrastructure will be required.
- 1.3 An Infrastructure Delivery Plan (IDP) supports the Local Plan. It sets out short, medium, and longer-term infrastructure requirements to address growth needs. The IDP is used to support the allocation of Community Infrastructure (CIL) and Section 106 (S106) funding.
- 1.4 It is important to note that the CIL and S106 financial contributions collected and presented in this Infrastructure Funding Statement have all been generated as a result of development schemes being delivered in the borough, which in turn is invested back into the borough to enable and support further growth and regeneration. This statement highlights the circular benefits of regeneration and development.

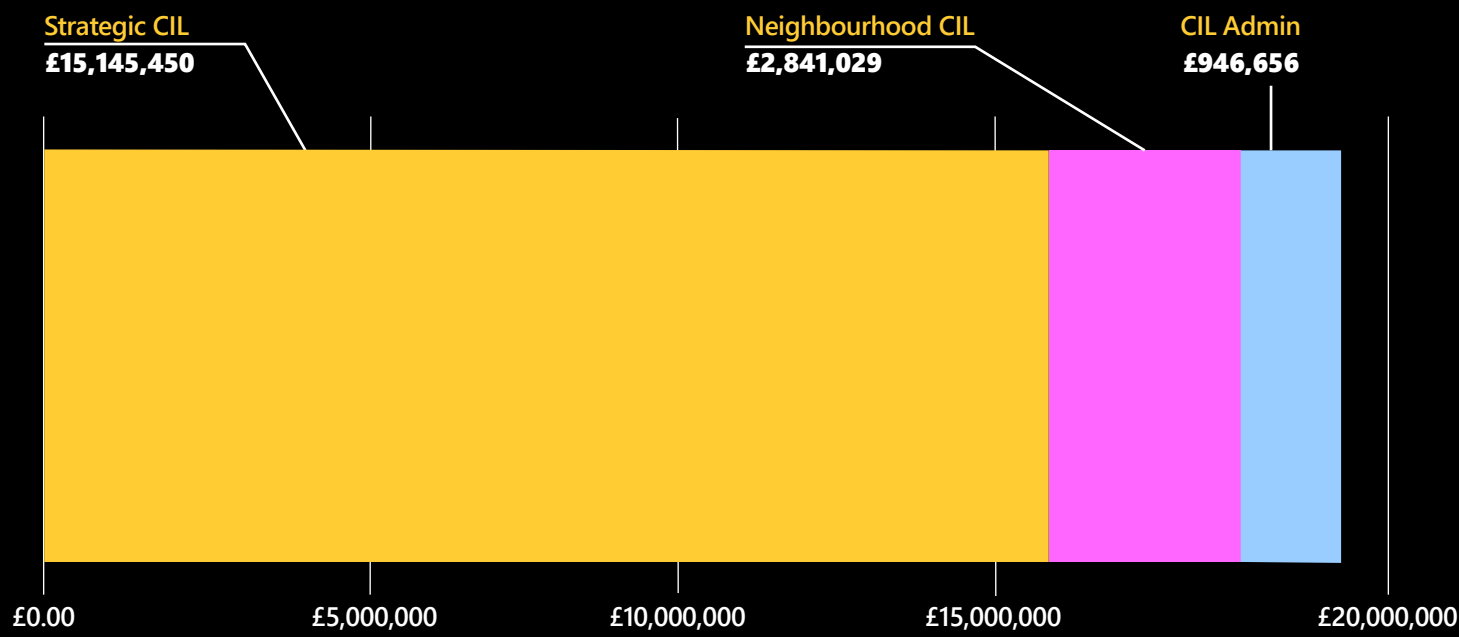
The Infrastructure Funding Statement

- 1.5 This is the Council's sixth Annual Infrastructure Funding Statement (IFS), and it covers the financial year 2024/25. It has been prepared in line with the Community Infrastructure Levy (Amendment) Regulations 2019 and covers income and expenditure relating to CIL, S106 obligations and S278 highways agreements for the financial year 2024/25. It sets out what infrastructure has been delivered to date via CIL and S106 planning obligations. It also, where possible, sets out future spending priorities on infrastructure in line with the growth identified in the Brent Local Plan, Borough Plan, Capital Pipeline and Long Term Transport Strategy.
- 1.6 The Council uses S106 obligations and CIL to support development and mitigate its impacts and maximise the benefits and opportunities from growth to deliver the priorities of the Borough Plan (the Council's Corporate Plan) and the Brent Local Plan.
- 1.7 The IFS is a statement of spend as required by the regulations and not a statement on the allocation process of CIL and S106. CIL is allocated within the Council's Capital Programme governance arrangements. The programme has regard to the corporate strategies listed in the Borough Plan, Black Community Action Plan, Poverty Commission Action Plan, Inclusive Growth Strategy, Climate & Ecological Emergency Strategy and the Long Term Transport Strategy. The Capital Pipeline, Local Plan and IDP are intrinsically linked to this with any project seeking a CIL allocation required to go to the Capital Programme Board. Any new project seeking a CIL allocation of more than £500,000 is then required to go to Cabinet for final approval.
- 1.8 The IFS will help communities and developers to understand how the level of growth outlined in the Local Plan can deliver tangible outcomes and investment in infrastructure projects such as new public realm, health facilities, schools, transport, and open space that will support long-term growth and development of the borough.

2. Community Infrastructure Levy (CIL)

COMMUNITY INFRASTRUCTURE LEVY

CIL COLLECTION BREAKDOWN 2024-25



£18,933,136

Total amount of Borough CIL collected in 2024-25

£6,184,050

Total amount of SCIL spent in 2024-25

£1,029,296

Total amount of NCIL spent in 2024-25

ALLOCATIONS IN 2024-25 | PROJECTS APPROVED FOR FUNDING

Strategic
CIL

£40,088,000

Allocated across five SCIL projects

Neighbour
hood CIL

£260,976

Allocated across two NCIL projects

2 Community Infrastructure Levy (CIL)

- 2.1.1 The Council has been collecting the borough's Community Infrastructure Levy (CIL) since July 2013.
- 2.1.2 CIL receipts can be broken down into three distinctive portions – the Strategic CIL (SCIL), the Neighbourhood CIL (NCIL) and the Administration CIL. In addition, all London Authorities are required to collect a Mayoral CIL (MCIL). This is set by the Mayor of London and is required to be passed on to TfL on a quarterly basis to pay for the Elizabeth Line.

Table 1: CIL Portions Description

Portion	% of Receipts	Process
Brent Strategic CIL	70% plus	Spend decided by the Council according to its strategic infrastructure priorities. Spend must support development in Brent, although does not have to be spent by Brent.
Neighbourhood CIL	15% to neighbourhoods or 25% where a neighbourhood plan is in place	A round of bids inviting communities to suggest projects for NCIL funding.
CIL Administrative expenses portion	Up to 5%	Spend applied to administrative expenses for collection and enforcement in line with legal restrictions on the use of this funding.
Mayoral CIL Administrative expenses portion	Up to 4% of MCIL received	

- 2.1.3 Strategic CIL must be used to fund the improvement or replacement of infrastructure (e.g. education, transport facilities, medical facilities, schools, sporting, and open space/recreation facilities) that supports growth in the borough. Whilst it cannot be used to resolve pre-existing deficiencies, it can secure improvements to existing infrastructure if it is shown that this supports development, and this request is eligible for CIL funding in line with CIL regulations.
- 2.1.4 The tables below outline how the Council has performed in terms of Brent CIL receipts and expenditure for the reporting year – **2024/25**, in line with Regulation 121. Brent CIL is made up of Strategic CIL (SCIL), Neighbourhood CIL (NCIL) and CIL Admin.

Table 2: Brent CIL Demand Notices, Receipts & Expenditure 2024/25

CIL Item	Amount
The total value of CIL set out in all demand notices (sent to those who have provided a commencement date to pay CIL) issued in 2024/25. These may not all be due to be paid in the same financial year as the financial year in which they are issued.	£7,719,269.64
The total amount of CIL receipts collected in 2024/25	SCIL: £15,145,450.30 NCIL: £2,841,029.56 CIL Admin: £946,656.97 Total: £18,933,136.83
The total amount of CIL (SCIL and NCIL only) receipts, collected by the authority in the years prior to 2024/25, but which have not been allocated prior to 2024/25	£100,098,111.42
The total amount of CIL (SCIL and NCIL only) receipts collected by the authority, or by another person on its behalf in the years prior to 2024/25, which have been allocated in 2024/25	SCIL: £40,088,00.00 NCIL: £260,976.00 Total: £40,348,976.00
The total amount of CIL expenditure in 2024/25 (<i>includes SCIL & NCIL spend only</i>)	SCIL: £6,184,050.00 NCIL: £1,029,296.33 Total: £7,213,346.33
The amount of CIL spent on administrative expenses pursuant to regulation 61	Brent Admin: £476,026.00
The percentage of CIL received in 2024/25 spent on administrative expenses pursuant to regulation 61	Brent Admin: 2.01%
The amount of CIL spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part)	Not applicable
Unused CIL Admin transferred to SCIL	£0.00

2.1.5 The breakdown of the total CIL collected by Brent in 2024/25 is set out below:

Table 3: Total Brent CIL Collected 2024/25

CIL Type	Total Receipts
Total SCIL Collected for Brent in 2024/25	£15,145,450.30
Total NCIL Collected for Brent in 2024/25	£2,841,029.56
Total Brent Admin Collected for Brent in 2024/25	£946,656.97
Total CIL Collected for Brent in 2024/25	£18,933,136.83

- 2.1.6 Mayoral CIL returns for 2024/25 are shown below. A total of **£63,659,447.78** of MCIL was transferred to the Mayor of London to pay for the Elizabeth Line since 2012.

Table 4: Total Mayoral CIL Collected 2024/25

Mayoral 24/25	Mayoral	Admin (4%)	Total
Q1 Apr - June 2024	£1,518,320.54	£63,263.35	£1,581,583.89
Q2 Jul - Sep 2024	£1,389,960.64	£57,915.05	£1,447,875.69
Q3 Oct - Dec 2024	£923,636.71	£38,484.88	£962,121.59
Q4 Jan - Mar 2025	£1,391,599.04	£57,983.27	£1,449,582.31
Totals:	£5,223,516.93	£217,646.55	£5,441,163.48

2.2 Strategic Community Infrastructure Levy (SCIL)

- 2.2.1 In 2024/25 the following infrastructure projects were allocated Strategic CIL funding:

Table 5: SCIL Allocations in 2024/25

Infrastructure Project	SCIL Allocation	Ward(s)
Church End Neighbourhood Green Corridors Programme	£3,000,000.00	Church End & Roundwood
Neasden Civic Partnership Programme	£7,400,000.00	Neasden
Roy Smith Community Space Fit Out	£624,000.00	Stonebridge
South Kilburn New Primary School and South Kilburn Park Upgrade	£17,300,000.00	Kilburn
Wembley Housing Zone	£11,230,000.00	Wembley Hill
Total SCIL Allocated	£40,088,000.00	

- 2.2.2 A summary of each of the SCIL projects commissioned in 2024/25 is provided below.

Church End & Roundwood Neighbourhood Green Corridors Programme

- 2.2.3 Brent Council Cabinet approved up to £3m Strategic Community Infrastructure Levy (SCIL) for the Church End and Roundwood Neighbourhood Green Corridors Scheme.

Following the area's selection as a Green Neighbourhood pilot in 2022, Sustrans was commissioned to explore the feasibility of walking, cycling, and green infrastructure improvements in Church End and Roundwood. The resulting feasibility study included concept designs and a linked package of works that, through extensive public engagement, reflected priority locations and interventions.

The scheme is expected to deliver significant benefits, including reduced carbon emissions, improved air quality, and increased levels of walking and cycling. The scheme will also foster stronger community engagement through a collaborative co-design approach, ensuring that local needs and aspirations are reflected in final outcomes.

Among the range of measures to be delivered as part of the scheme are:

- Measures to improve conditions for pedestrians and cyclists (including provision of safe and secure pedestrian and cycle links and facilities).

- Measures to improve the quality and resilience of the street scene (including the provision of new places to stop and rest, and additional shade and shelter).
- Measures to reduce the dominance of private motor vehicles (including potential for new and amendments of existing 20mph zones and town centre urban realm schemes, and traffic restrictions).



CGI of Church End & Roundwood Neighbourhood Green Corridors Programme (Source: LBB)

Neasden Civic Partnership Programme

- 2.2.4 Brent Council Cabinet approved up to £7.4m Strategic Community Infrastructure Levy (SCIL) for Neasden Civic Partnership Programme (NCPP), focused on Neasden Town Centre, located in an area in need of regeneration and designated for growth. The vision is to revitalise Neasden Town Centre and improve links with neighbouring communities and development of the surrounding area.

The NCPP is an opportunity to deliver place-based interventions in and around Neasden Town Centre, to address the severance, traffic congestion, air pollution, poor townscape, and deprivation that blights the area. By improving movement, connectivity, and public realm, the NCPP will integrate Neasden Town Centre within local and strategic ambitions for regeneration and growth.

The NCPP is underpinned by core proposals across three strategic programme areas summarised as follows:

- 1) **Public Realm** – Wayfinding for Neasden Town Centre and route to Neasden Underground Station and Neasden Stations Growth Area, with new signage, lighting, landscaping, public art, green infrastructure for Neasden Town Centre, sustainable urban drainage system, pocket forest trees, and low-level planting.

2) **Community Programming** – Meanwhile Community Space: a demountable two storey building with access stairs, lift and signage, internal first floor fit out for workspace and community uses, installed on top of a Council owned car park.



Artist impression of Neasden Meanwhile Community Space (Source: LBB)

3) **Eastern Gyratory** – Reconfiguration, new access road, pavement, crossings, lighting, and street furniture, to define and open up the gateway to Neasden Town Centre, improve access to The Grange open space, improve the route to Neasden Underground Station and Neasden Stations Growth Area. Subject to TfL approvals.



Map showing proposed changes to Neasden Eastern Gyratory (Source: LBB)

Roy Smith Community Space Fit Out

- 2.2.5 Brent Council Cabinet approved up to £0.624m Strategic Community Infrastructure Levy (SCIL) to convert the ground floor commercial unit of Roy Smith House block in Hillside, Stonebridge into a community venue and flexible event space for use by the local community. The unit hosts an approximate 250m² commercial unit that is currently unoccupied.

Design development includes a full fit-out for the venue to comprise of a commercial kitchen, café, bar, and serving area with seating, an event space, a training suite, toilets, and a staff office with a kitchenette. Moveable partitions have formed part of the design to allow the space to be tailored to various community events or activities.

A separate exercise will be undertaken to market the property and attract bids from suitable provider(s) to manage and deliver services for the local community. The provider(s) will be expected to deliver a range of activities for local communities including provision of advice and guidance, services for young people, employment and skills support, as well as other tailored and community offers.



Photograph of Roy Smith House, Stonebridge (Source: LBB)



Photograph of Roy Smith House community space fit out (Source: LBB)

South Kilburn New Primary School

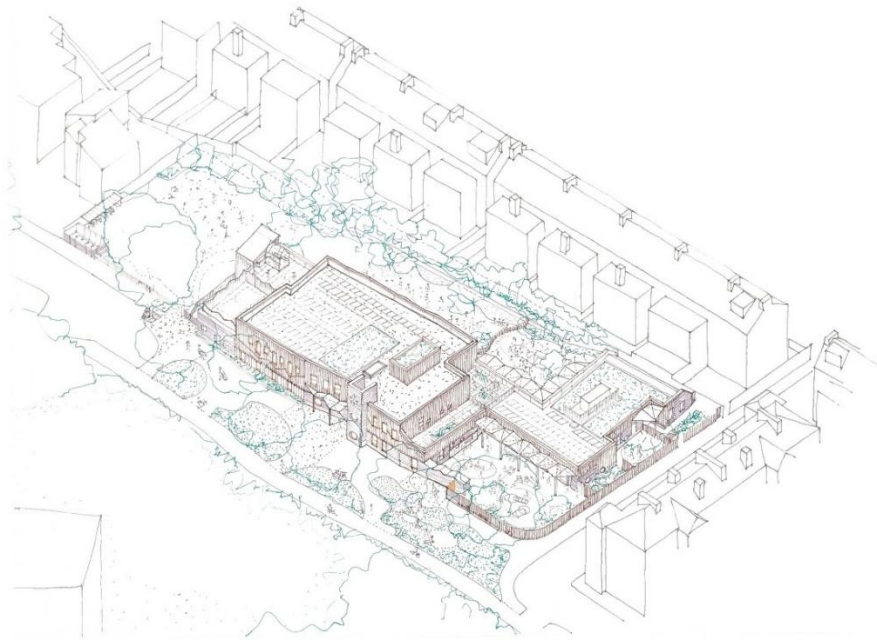
- 2.2.6 Brent Council Cabinet approved up to £12.9m Strategic Community Infrastructure Levy (SCIL) for the construction of a 1 FE primary school with a nursery and the infrastructure to expand to a 2FE school to meet the needs stemming from demographic growth arising from the regeneration programme.

There are currently two schools within the South Kilburn masterplan. Carlton Vale Infant School (CVI) is a 2 Form Entry (2FE) Community Infant School, with Brent as the landowner. Kilburn Park Juniors (KPJ) is a 2FE Junior Foundation School with the foundation as the landowner.

Officers proposed the continued provision of the South Kilburn School to be pursued through a new school building on the CVI site. Delivery of the new school building at the CVI site was initially proposed to be funded as part of the South Kilburn Regeneration Programme. The recommended development option included the following:

- A new build 1 Form Entry school aligned with Department for Education's area guidance (BB103) on the CVI site with the infrastructure to expand to a 2FE school by building additional classrooms in the future.
- 588 homes including 528 homes on MWD and A&B site and a further 60 homes on the KPJ site.
- 12.4% affordable homes (73 homes).
- Necessary enhancements to KPJ school to enable the decant of CVI school during the period of the new school build.
- Nil land receipt.

South Kilburn Urban Park



Architect drawing of plans for South Kilburn Urban Park (Source: LBB)

Brent Council Cabinet approved up to £4.4m Strategic Community Infrastructure Levy (SCIL) to transform South Kilburn Open Space into the South Kilburn Urban

Park. The park caters to a wide range of community needs, and investment will provide improved connections, choices of activities and recreational opportunities for both existing and new residents.

The South Kilburn Masterplan Supplementary Planning Document sets out the requirement of accessible, high-quality public spaces to foster community cohesion and improve residents' quality of life. The landscape and public realm proposals within the Masterplan look to improve the existing green spaces on the estate. Alongside the proposed improvements to Carlton Vale Boulevard, public open space, and green infrastructure networks, the South Kilburn Urban Park will provide the single most important piece of green infrastructure for the South Kilburn Masterplan.

The proposed landscape strategy of the South Kilburn Urban Park includes ecological enhancements and activation of the open space through a network of safe routes, creating opportunities to bring together new and existing residents of South Kilburn. The proposed improvements include new cycle and pedestrian connections, a new multi-activity area, youth space, gym trail, woodland play area and earthworks, enhanced biodiversity, community orchard, and growing space, and a proposed community pavilion that can accommodate community space and café.

Wembley Housing Zone - Public Courtyard & Community Centre

- 2.2.7 Brent Council Cabinet approved up to £11.23m Strategic Community Infrastructure Levy (SCIL) for a new Publicly Accessible Courtyard and Community Centre in the Wembley Housing Zone regeneration of the eastern end of Wembley High Road.

Wembley Housing Zone was designated by the Mayor of London in 2015. Brent Council are working with Wates to deliver the vision to restructure and revitalise the eastern end of Wembley High Road to provide new homes, jobs, infrastructure and a new sense of place. Redevelopment of two key council-owned sites at Cecil Avenue and the former Ujima House is underway and due to complete by the end of 2026.

Land on Wembley High Road, East of Cecil Avenue will deliver a high-quality housing-led mixed-use courtyard development and SCIL will fund a new public courtyard garden and new fully fitted out community centre as part of the scheme.

The new public courtyard garden will increase access to open space for local people and visitors to the area, support community wellbeing and quality of life, and provide new play spaces for children of all ages and abilities. The new public courtyard garden will also increase the urban greening factor through new planting and trees, reducing carbon emissions and the urban heat island effect in the local town centre.



CGI of Land on Wembley High Road, East of Cecil Avenue (Source: LBB)

The new fully fitted out community centre will offer local people and community groups' access to space and facilities for community events and activities, supporting social interaction, and sustainable and liveable communities. The community centre will achieve an excellent rating under the BREEAM certification for non-domestic buildings to ensure high standards of sustainable design and construction.



Architect drawing of planned Community Centre for Wembley Housing Zone (Source: LBB)

2.2.8 In 2024/25 SCIL was spent on the following infrastructure projects:

Table 6: SCIL Expenditure in 2024/25

Infrastructure Project	SCIL Expenditure	Ward(s)
Alperton Housing Zone Parks Improvements	£255,831.00	Alperton & Wembley Central
Carlton Vale Boulevard	£2,152.00	Kilburn
Grand Union Canal Bridge	£40,924.00	Alperton
Harlesden Library	£16,161.00	Harlesden & Kensal Green
South Kilburn Open Space	£31,101.00	Kilburn
Learie Constantine Centre Redevelopment – New Community Centre	£631,331.00	Willesden Green
Medical Centre – Alperton, South Kilburn, Wembley	£696,404.00	Alperton, Kilburn, Wembley Park
Neasden Town Centre Connectivity and Place Strategy	£105,868.00	Dollis Hill & Welsh Harp
Neville House, Winterleys, Carlton House and Carlton Hall (NWCC)	£249,014.00	Kilburn
Northwick Park Mortuary Expansion	£6,143.00	Northwick Park
Picture Palace	£1,476,375.00	Harlesden & Kensal Green
Preston Community Library Redevelopment – New Community Facility	£653,250.00	Preston
Roy Smith Community Space Fit Out	£39,625.00	Stonebridge
South Kilburn New Primary School	£41,375.00	Kilburn
Wembley Hostile Vehicle Measures (HVM)	£281,254.00	Wembley Park
Wembley Housing Zone - Public Courtyard & Community Centre	£1,657,242.00	Wembley Hill
Total SCIL Expenditure	£6,184,050.00	

Table 7: SCIL and NCIL receipts position at the end of 2024/25

CIL Type	Allocated	Pipeline	Unallocated	Total
SCIL	£62,257,669.18	£88,482,200.00	£6,186,953.88	£156,926,823.06
NCIL	£2,475,585.41	N/A	£18,528,225.85	£21,003,811.26

SCIL Commissioned (Allocated)	Total
North End Road (Wembley Transport Improvements)	£546,403.49
Medical Centre - Wembley, Alperton, South Kilburn	£2,673,999.99
Neville House, Winterleys, Carlton House & Carlton Hall (NWCC)	£961,961.59
Wembley Hostile Vehicle Measures (HVM)	£60,085.50
Carlton Vale Boulevard	£1,895,498.00
Preston Community Library Redevelopment - New Community Facility	£605,451.46
Learie Constantine Centre Redevelopment - New Community Centre	£568,668.76
Brent Indian Community Centre Redevelopment - New Community Centre	£1,200,000.00
Grand Union Canal Bridge	£6,814,075.72
Alperton Housing Zone Parks Improvements at One Tree Hill and Mount Pleasant Open Spaces	£269,635.39
Picture Palace	£1,923,624.82
Neasden Town Centre Connectivity and Place Strategy	£94,132.00
Grove Park Pavilion refurbishment	£500,000.00
Northwick Park Mortuary Expansion	£894,477.62
Wembley Housing Zone	£9,572,758.00
Roy Smith Community Space Fit Out	£584,375.00
Church End Neighbourhood Green Corridors	£3,000,000.00
South Kilburn New Primary School	£12,858,625.33
South Kilburn Open Space	£4,368,898.51
Neasden Civic Partnership Programme	£7,400,000.00
Alperton Step Free	£5,000,000.00
West London Orbital	£465,000.00
Total SCIL Commissioned (Allocated)	£62,257,669.18
SCIL Pipeline Schemes	Total
Carlton and Granville Social Infrastructure	£2,500,000.00
Pedestrian crossing Willesden Lane/Cavendish Road/The Avenue junction NW6	£235,000.00
Youth Facilities across the Borough	£2,150,000.00
St Raphaels Estate	£5,597,200.00
Healthy Streets	£3,000,000.00
Willesden Green High Street, Library to Dudden Hill Lane Junc. Corridor Improvements	£3,000,000.00
Willesden Lane Corridor Improvements	£2,000,000.00
Additional NWCC	£5,000,000.00
Hillside Corridor (Bridge Park)	£65,000,000.00
Total SCIL Pipeline Schemes	£88,482,200.00
SCIL Unallocated	Total
Unallocated	£6,186,953.88
Total SCIL Unallocated	£6,186,953.88
Grand Total	£156,926,823.06

NCIL Commissioned (Allocated)	Total
Harlesden	£314,596.35
Harlesden Neighbourhood Forum	£165,811.31
Kilburn	£112,378.53
Kingsbury & Kenton	£231,284.37
Sudbury Town Neighbourhood Forum	-£437.00
Wembley	£371,698.04
Willesden	£635,527.36
Boroughwide	£314,590.50
Multi-Neighbourhood	£330,135.95
Total NCIL Commissioned (Allocated)	£2,475,585.41
NCIL Unallocated	Total
Unallocated	£18,528,225.85
Total NCIL Unallocated	£18,528,225.85
Grand Total	£21,003,811.26

Future Spending Priorities

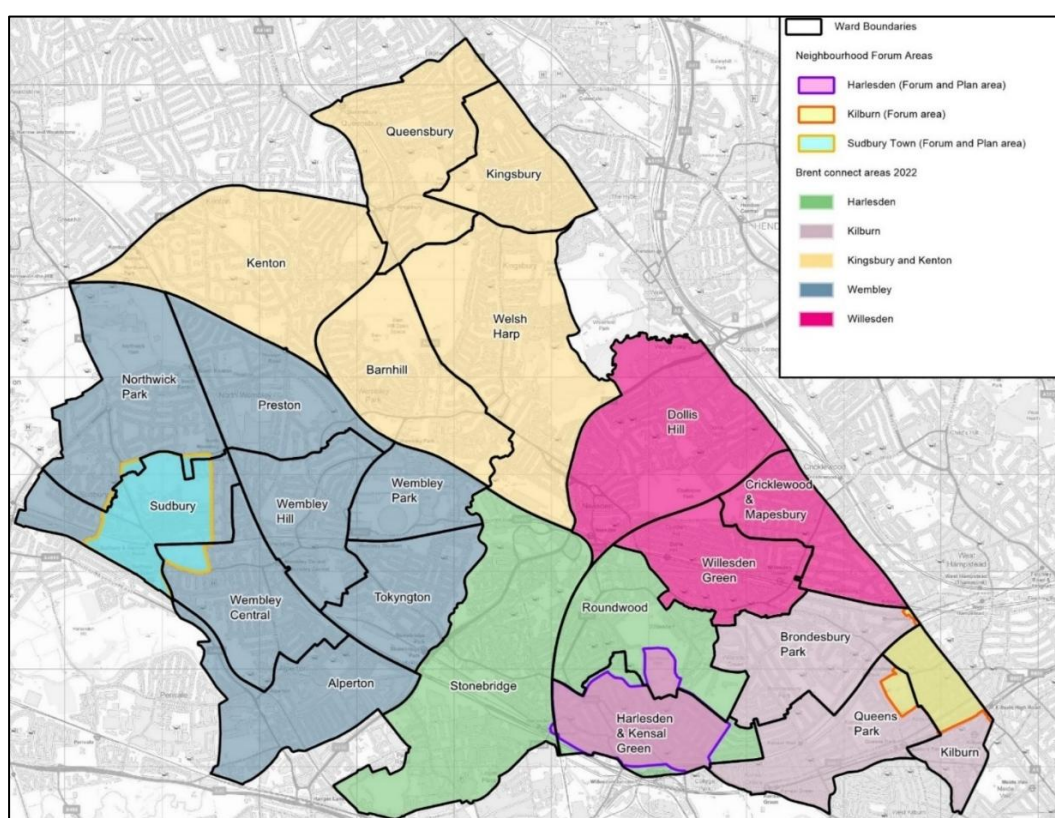
- 2.2.9 The Brent Local Plan outlines proposals to accommodate development up to 2041. Over this time, it is forecast that the borough will continue to see a significant increase in its population, similar to levels seen over the last 20 years. This will require a substantial number of new homes, jobs and associated physical and social infrastructure.
- 2.2.10 The planning, funding, procurement and capital delivery of major infrastructure projects to support new development and growth takes many years. To support this, a programme of capital expenditure and Strategic CIL will be used to invest in infrastructure which will help to support the growth and development of the borough and help residents in accordance with Borough priorities. Indicative areas of spend and items of infrastructure will be set out in the forthcoming update to its Infrastructure Delivery Plan (IDP). It will consider short, medium, and long-term projects, the Council's existing capital programme and pipeline, and help guide decisions on future SCIL allocations.
- 2.2.11 The Council will continue to focus the spending of CIL and S106 receipts on essential infrastructure to support the level of growth outlined in the Local Plan and the projects identified in the IDP. It will do this jointly with partners through effective and ongoing engagement, ensuring key infrastructure is delivered at the right time and in the right place to support growth and development.
- 2.2.12 SCIL funds have matured over several years; prudent financial practice and good future infrastructure planning demands that the fund is judiciously allocated over time. This allows for important infrastructure coming forward in the future to be funded. In view of this, the Council is due to update its IDP to help with the future planning of infrastructure across the borough, ensuring it aligns with the growth anticipated to come forward in the Local Plan and Borough Plan priorities. This provides transparency to residents, members, infrastructure providers and the wider development industry on the type of infrastructure required to support long-term growth and development of the borough.

- 2.2.13 It is important to highlight that although a significant amount of SCIL has been collected over the past years, the Council has nevertheless secured a significant amount of infrastructure investment through other mechanisms. These include planning consents, infrastructure provided within developments, and funding for infrastructure secured via S106 legal obligations. Infrastructure has also been secured through work that has been undertaken with partners such as the Department for Education and TfL. It should also be noted that CIL is dependent on development activity, which is cyclical

2.3 Neighbourhood Community Infrastructure Levy (NCIL)

- 2.3.1 The CIL Regulations 2010 (as amended) stipulate that at least 15% of CIL receipts generated must be spent on Neighbourhood Projects. Whilst the legislation does not prescribe a process for how Neighbourhood CIL is allocated, the expectation is that priorities for spend are agreed with the local community.
- 2.3.2 A CIL Neighbourhood may also contain a Neighbourhood Forum with an adopted Neighbourhood Plan. In this case, up to 25% of CIL funds collected from liable developments within the Neighbourhood Forum boundary may be spent on priorities identified by the Neighbourhood Forum. NCIL collected within a Neighbourhood Forum may only be spent on projects put forward that will solely be within the relevant Neighbourhood Forum area and that meet the CIL Regulations.
- 2.3.3 There are three designated Neighbourhood Forums in Brent: Harlesden, Kilburn, and Sudbury Town. Sudbury Town and Harlesden both have adopted a Neighbourhood Plan.
- 2.3.4 In line with the CIL Regulations, NCIL can be used to fund a very broad range of facilities such as play areas, parks and green spaces, public realm improvements, cultural and sports facilities, healthcare facilities, and other community facilities, provided it is concerned with addressing the demands that development places on the area. The NCIL must be spent on priorities agreed in consultation with the local community. These priorities must be aligned with the needs of the local community. CIL funding has no immediate deadline and therefore is available on a rolling annual basis. It is important to recognise that CIL receipts can only be spent on capital projects, although associated revenue spending to maintain those capital items is also permissible.
- 2.3.5 Brent is divided into five CIL Neighbourhoods: Harlesden, Kilburn and Kensal, Kingsbury and Kenton, Wembley, and Willesden. Figure 1 below shows the CIL Neighbourhoods and their relationship with Neighbourhood Forums and Neighbourhood Plans.

Figure 1: Brent's CIL Neighbourhoods and Neighbourhood Forum/Plan Areas



2.3.6 Arrangements for spending Brent's NCIL 2024/25 were formally approved by Cabinet on 13 February 2017 and updated in April 2023. The funding strategy for 2020-2023 which will be used for decisions on expenditure of NCIL was agreed by Cabinet on 14 January 2019.

2.3.7 All shortlisted projects for NCIL funding must demonstrate that they:

1. Meet the CIL Regulations (2010);
2. Address the impact(s) of development and supports ongoing development in the neighbourhood the project is being delivered in;
3. Reflect the neighbourhood priorities within the neighbourhood the project is being delivered in;
4. Reflect the strategic priorities of the Council within the Borough Plan, meeting the theme of the specific NCIL round;
5. Are one-off projects that do not require additional revenue funding in their delivery or operation (or identify how additional revenue funding may be met) but must have a lifespan beyond the funding and continue as part of the required infrastructure;
6. Benefit diverse Brent communities, reflecting the demographics of the neighbourhood that the project is being delivered in; and
7. Represent value for money.

2.3.8 In 2024/25, the Community Grants (NCIL) were distributed using a formula agreed on by Cabinet in April 2023. The table below sets out this approach, ensuring that the Council maintains its obligations to apportion the money accurately in line with statutory guidance.

Table 8: NCIL Community Grants Formula

Brent Connects Area	No. of Wards	NCIL Project Spend
Harlesden	3	£136,000.00
Kilburn	3	£136,000.00
Kingsbury & Kenton	5	£227,000.00
Wembley	8	£365,000.00
Willesden	3	£136,000.00
Brent Connect Area Total	22	£1,000,000.00
Boroughwide	ALL	£500,000.00
Overall Total	22	£1,500,000.00

NCIL performance in 2024/25

- 2.3.9 For the reported year, **£2,842,347.66** of NCIL was collected.
- 2.3.10 **£1,029,296.33** was spent on projects during the same period.
- 2.3.11 Through the bidding process undertaken in 2023/24, two projects over the value of £100,000.00 required Cabinet approval and received it on 15 July 2024.
- 2.3.12 Table 9 outlines the total NCIL allocation and projects by NCIL Neighbourhood in 2024/25. Appendix 1 shows which wards each project worked across.

Table 9: NCIL Allocations by NCIL Neighbourhood

NCIL Neighbourhood	No. of Projects	Allocation
Harlesden	0	£0.00
Harlesden Neighbourhood Forum	0	£0.00
Kilburn	0	£0.00
Kingsbury & Kenton	0	£0.00
Sudbury Town Neighbourhood Forum	0	£0.00
Wembley	0	£0.00
Willesden	0	£0.00
Boroughwide	1	£114,000.00
Multi-Neighbourhood	1	£146,976.00
Totals:	2	£260,976.00

Summary of Projects Approved in 2024/25**Step Up Hub: Community Safety Community Leadership Programme**

- 2.3.13 The aim of this social infrastructure project is to improve the quality of life for disadvantaged people impacted by development by providing support to further equality, social justice, social mobility, and community cohesion. The programme combines academic learning, with practical tasks, helping learners address real-world problems. The structured course will be supplemented by mentoring and coaching support. Course content will focus on community cohesion

and crime reduction and include delivering interventions to address anti-social behaviour which has increased with the increase in development.

Tenterden Pavilion

- 2.3.14 This project will provide funding for a new football pavilion at Tenterden Sports Ground in Kenton, suitable for a grassroots level football club (Forest United (1973) Youth Football Club Limited). The project is required to obtain match funding, and no NCIL funds will be released without evidence of the additional funding, as agreed by Cabinet.



Tenterden Sports Ground (Source: LBB)

Future NCIL Spending Priorities

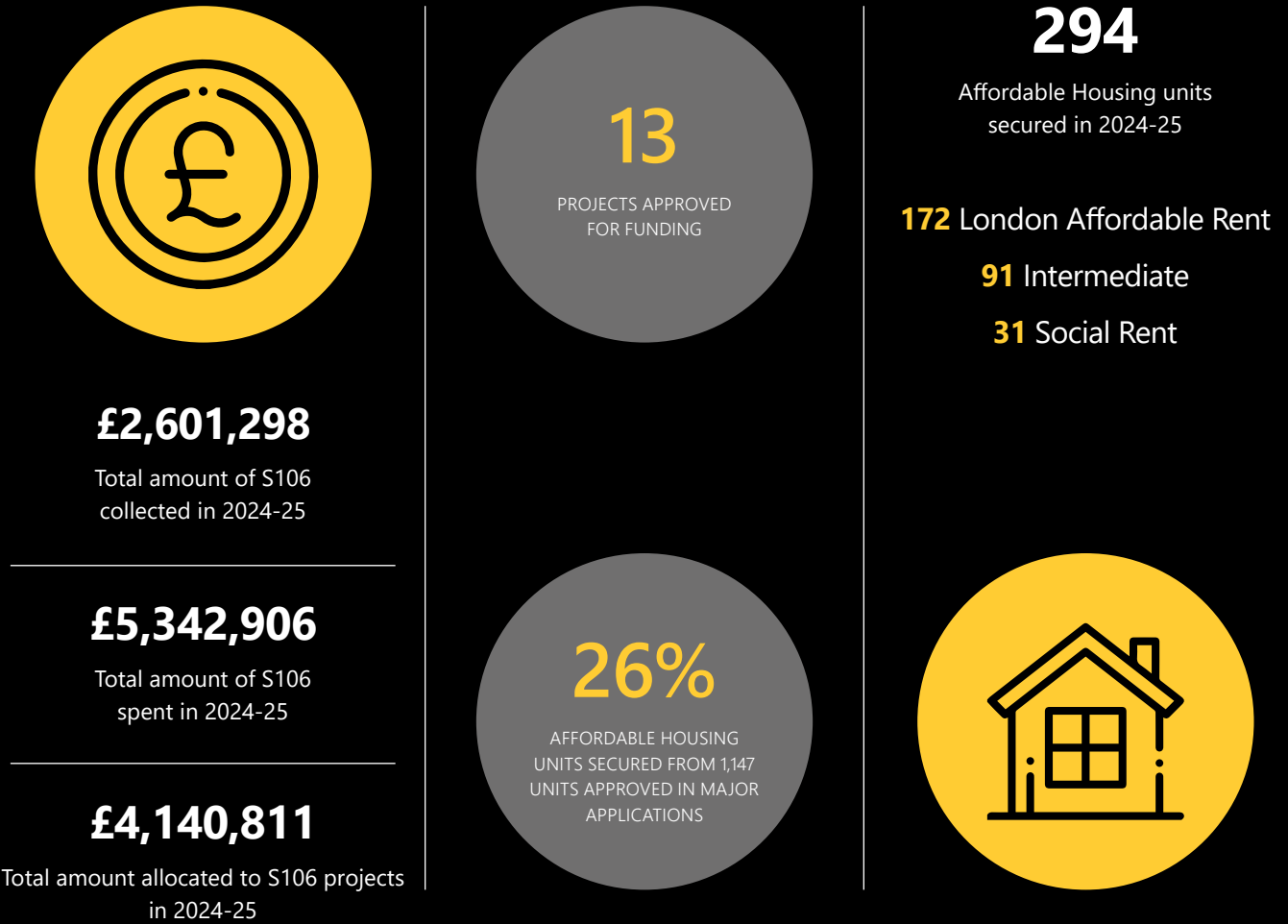
- 2.3.15 The NCIL bidding process was paused during 2024/25 due to a review of the NCIL application and bidding process and no further funds were awarded.
- 2.3.16 The Neighbourhood Priorities consultation was carried out between 26 June to 23 July 2023. These priorities are set to remain in place until Summer 2026.
- 2.3.17 The table below sets out the consultation findings on the top four priorities for each Brent Connects area:

Table 10: Brent Connects Priorities

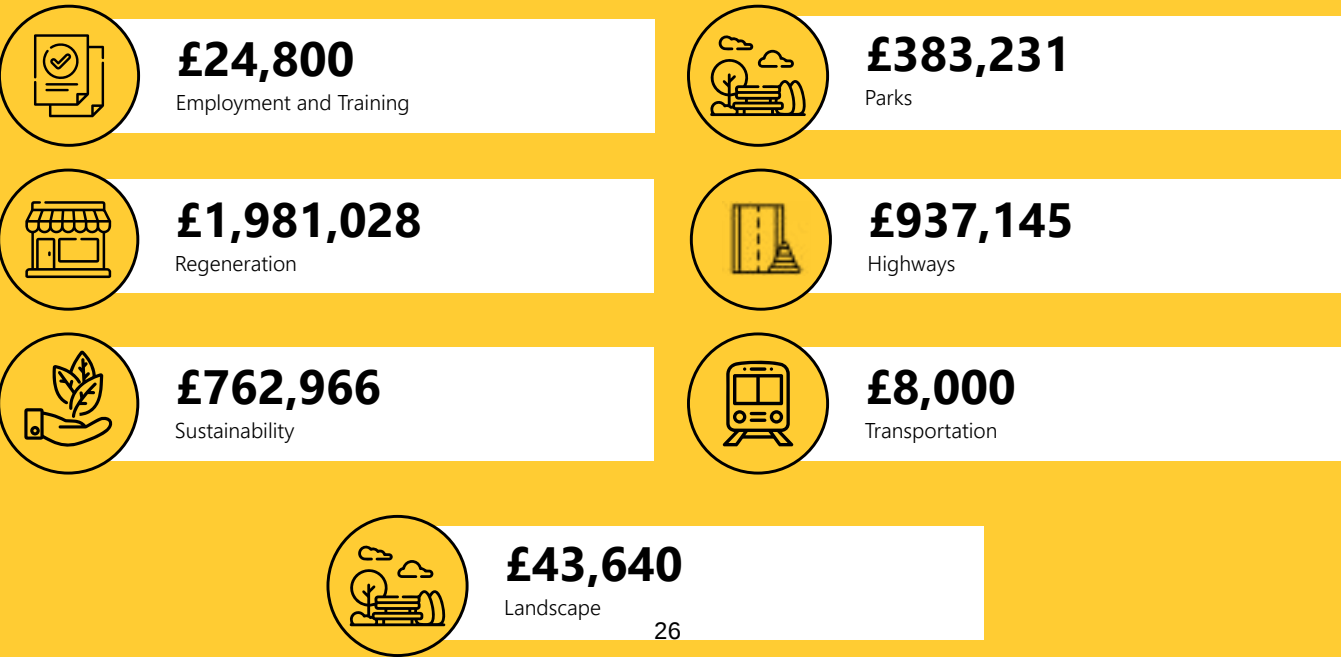
Harlesden	Kilburn	Kingsbury	Wembley	Willesden
Crime & Anti-Social Behaviour	Crime & Anti-Social Behaviour	Crime & Anti-Social Behaviour	Crime & Anti-Social Behaviour	Crime & Anti-Social Behaviour
Waste Reduction, Reuse and Recycling	Education and Employment	Waste Reduction, Reuse and Recycling	Education and Employment	Public Realm, Green Spaces and Parks
Public Realm, Green Spaces and Parks	Community & Culture	Community & Culture	Public Realm, Green Spaces and Parks	Waste Reduction, Reuse and Recycling
Town Centre and High Streets	Public Realm, Green Spaces and Parks	Education and Employment	Sports, Recreation and Play Space	Town Centre and High Streets

3. Section 106 Planning Agreements

SECTION 106 CONTRIBUTIONS



ALLOCATIONS IN 2024-25



3 Section 106 Planning Agreements

- 3.1.1 The Council enters into Section 106 (S106) obligations with developers - a mechanism which makes a development proposal acceptable in planning terms. S106 obligations are focused on site-specific mitigation of the impact of development such as securing affordable housing or requiring improvements to an access road. CIL, on the other hand, is designed to raise funds for infrastructure needed generally as a result of an increase in development in an area and is spent on community infrastructure projects across the borough.
- 3.1.2 During 2024/25, a total of 22 S106's and 3 Unilateral Undertakings were negotiated and agreed. 17 of these were new applications and 5 were S73 Deed of Variations.

New S106 Agreements:

- 1 Forty Lane, Wembley, HA9 9DZ
- 1-8 Sevenex Parade & 2a London Road, Wembley, HA9
- 163-165 Edgware Road, London, NW9
- 298-300 High Road, London, NW10 2EN
- 5 Gibbons Road, London, NW10 9BR
- 6 Deerhurst Road, London, NW2 4DE
- 6 St John's Road, Wembley, HA9 7JD
- 82, 84, and 86 Olive Road, London, NW2 6UP
- Fairfield Court, Longstone Avenue, NW10 3TS
- Land at 370 High Road and 54-68 Dudden Hill Lane, London, NW10
- Land at 380 High Road and 54-68 Dudden Hill Lane, London, NW10
- Land between Park Avenue North and, Griffin Close, London, NW10
- Land rear of 390-408, High Road, Wembley, HA9
- Northwick Park Hospital, Watford Road, Harrow, HA1 3UJ
- Oman Court, Oman Avenue, London, NW2 6AY
- Symal House and 421 Edgware Road, London, NW9
- Wembley Point, 1 Harrow Road and 5-15 Harrow Road, Wembley HA9

S73 Variation S106s:

- 100 Beresford Avenue, Wembley, HA0 1QJ
- 110 Walm Lane, London, NW2 4RS
- Blackbird Hill, London, NW9 8RR
- Fairgate House, 390-400 and 402-408 (Even), High Road, Wembley, HA9
- Wembley Park Station Car Park and Train Crew Centre, Brook Avenue, Wembley, HA9

Unilateral Undertakings:

- 35 Blackbird Hill, London, NW9 8RS
- 60-62 High Street, London, NW10 4LL
- Land at Garages rear of Sylvia Court, Wembley, HA9

3.1.3 Table 11 provides an update on the S106 receipts for the reporting year 2024/25.

Table 11: S106 Receipts for 2024/25

Regulation Requirement	S106 Amount
The total amount of money to be provided under any planning obligations which were entered into during 2024/25	£12,344,602.83*
The total amount of money under any planning obligations which was received during 2024/25	£2,601,298.38
The total amount of money under any planning obligations which was collected in years previous to 2024/25 and carried forward into 2024/25 which has not been allocated by the authority prior to 2024/25	£6,465,054.45

**Subject to index linking and future calculations for Carbon Offsetting and Affordable Housing.*

3.1.4 With regard to affordable housing, **294 affordable housing units were secured** on the following major developments:

Table 12: Affordable Housing Units Secured in 2024/25

Site Name	Breakdown of Affordable Units Secured in 24/25	Total Units Secured in 24/25	Ward
6 St. John's Road, HA9 7JD	48 Intermediate 31 Social Rent	79 100% Affordable Housing	Wembley Hill
Land at 370 High Road and 54-68 Dudden Hill Lane, NW10	48 London Affordable Rent	301 16% Affordable Housing	Roundwood
Symal House, NW9 0HU	51 London Affordable Rent	252 20% Affordable Housing	Queensbury
Wembley Point, HA9 6FA	73 London Affordable Rent 43 Intermediate	515 23% Affordable Housing	Tokington
Total Secured in 2024/25	Total Affordable Units: 294 172 London Affordable Rent 91 Intermediate 31 Social Rent	Total Units: 1,147	

Table 13: S106 Allocation and Expenditure

Regulation Requirement	S106 Amount
The total amount of money (received under any planning obligations) which was allocated but not spent during 2024/25 for funding infrastructure	£649,871.68
The total amount of money (received under any planning obligations) which was spent by the authority (including transferring it to another person to spend)	Spent by Brent: £5,342,906.25 Transferred to TfL: £0.00 Total: £5,342,906.25
Total amount allocated to infrastructure projects in 2024/25 and the amount spent from these allocations. The items of infrastructure which were allocated money during 2024/25 (received under planning obligations) and the amount spent on each item is shown in Appendix 2	Allocated: £3,178,865.68 Spent: £3,695,913.02
The amount of money (received under planning obligations) spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part)	Not applicable
The amount of money (received under planning obligations) spent in respect of monitoring (including reporting under regulation 121A) in relation to the delivery of planning obligations	£612,307.00

- 3.1.5 The total amount of money received (under any planning obligations) during any year which was retained at the end of 2024/25 is **£17,952,767.56**. Table 14 shows the breakdown of these funds.

Table 14: S106 receipts position at the end of 2024/25

Total Unallocated S106 Funds	Total Allocated S106 Funds	Total Funds
£8,287,315.92	£9,665,451.64	£17,952,767.56

- 3.1.6 A total of £4,140,811.24 was allocated across 13 different S106 projects in 2024/25. The tables in Appendix 2 show the projects which had S106 money allocated to them in 2024/25. A summary of the S106 projects allocated money in 2024/25 is provided below.

Beresford Road Controlled Parking Zone (CPZ)

- 3.1.7 This project will encourage inward investment and mitigate against the potentially harmful impact of additional traffic resulting from development in the Beresford Road area. Some outcomes of this project will include resident parking bays, shared use parking bays, waiting restrictions, loading bays, Disabled Persons Parking Places, and weight restrictions in residential streets. Wider benefits in the area include improved road safety in the area, better access for emergency and

utility services, priority for local residents to park, removing commuter parking, less cars on the road, less noise, and less pollution.

Brent Artist Development and Business Support Programme

- 3.1.8 The Council is funding the Artist Studio Company (ASC) to carry out a Business Support Programme for creatives that live and work in Brent. The Artist Studio Company is an affordable workspace provider to the creative sector in London. ASC have since 2018 occupied a premises at the canal-side development at 243 Ealing Road in Alperton and are under the remit of the Creative Enterprise Zone.

The Business Support Programme will consist of:

- A series of business-related online workshops, focusing on topics such as marketing, fundraising, exhibitions, finance, websites, partnerships and networking, tax and accounting, and business planning.
- A mentorship session and/or one-to-one support session where selected creatives receive tailored support with their creative business from an industry professional.
- A series of exhibitions where participants showcase their work to the public, peers, and mentors in the creative industry.

Brent Phase 2 Local Area Energy Plan

- 3.1.9 The Phase 2 Local Area Energy Plan (LAEP) builds on the Phase 1 Local Area Energy Plan (LAEP) which was delivered for West London in Summer 2023. Brent is part of a collective project alongside Barnet, Ealing, Hammersmith and Fulham, and Harrow, being coordinated by the GLA and led by Ramboll. The purpose of the work is to complete the evidence base and plan for decarbonising the energy system at a local level in the coming years with clear sight of sub-regional opportunities and interdependencies.

LAEPs are recognised as the leading method for translating national Net Zero targets into local energy system action with plans that are collaborative, data-driven and cost-effective. The results are a fully costed, spatial masterplan that identifies the change needed to the local energy system and built environment to decarbonise, detailing 'what, where, when and by whom'. LAEPs sets out the total costs, changes in energy use and emissions, and sets these out over incremental time periods to meet net zero targets.

The LAEP scope addresses electricity, heat and gas networks, future potential for hydrogen, the built environment (industrial, domestic, and commercial) and its fabric and systems, flexibility, energy generation and storage, and providing energy to decarbonised transport.

Brent has completed Stages 1-3 of the LAEP (Phase 1) as part of a group of West London boroughs in Summer 2023, which was funded by the GLA. Brent is now working with its four West London borough partners to complete Stages 4-7 (Phase 2). As part of this process, the West London boroughs will use the LAEP to investigate the aggregation and scale up of local opportunities, projects, and action that is more likely to attract investment to support the implementation of net zero action. The LAEP supports Brent's climate ambitions and the Mayor of London's 2030 Net Zero Target ('Accelerated Green Pathway'). The Mayor is

supporting the development of LAEPs across each sub-region in London, and West London is leading the way.

Chalkhill Linear Park

- 3.1.10 Chalkhill Linear Park has had a hard prune of all the shrubbery in the shrub beds to remove all the dead vegetation. New plants will be planted in the planting season to increase the variety of shrubs in the beds. Several suitable trees are due to be planted. Three litter bins have been installed, and these have made a difference in reducing the amount of litter around Chalkhill Linear Park. The works are expected to complete in Summer 2026.

Corporate Estate Heat Decarbonisation Plan

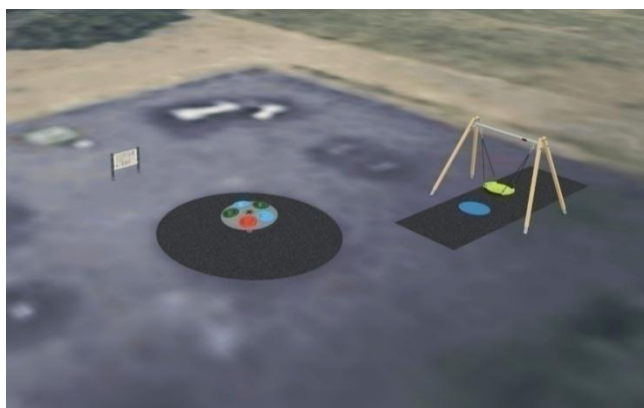
- 3.1.11 The Council has set an ambitious target to achieve net zero emissions (scope 1 & 2) across its borough corporate portfolio by 2030. In September 2024, Turner & Townsend was commissioned by Brent Council to undertake a Corporate Estate Heat Decarbonisation Plan, with the aim to understand the energy efficiency and decarbonisation options available for Brent's corporate estate. Turner & Townsend advised Brent Council on how they can reduce emissions at these sites through preferred decarbonisation options. The Heat Decarbonisation Plans (HDPs) help ensure that Brent Council is in a strong position to apply for funding opportunities such as the Public Sector Decarbonisation Scheme (PSDS) when available.

Maybank Open Space Playground

- 3.1.12 The aim of this project is to enhance the existing playground at Maybank Open Space. The playground is near a new build development and the park itself is home to football pitches and a sports club house. It will provide a more welcoming visit for playground users and encourage the younger generation to explore a healthier lifestyle. High quality open spaces also improve the quality of life for those who visit; especially when they do not have their own garden.

The playground, although in working condition, could benefit from a more inclusive, vibrant offering. An injection of colour and some additional items will provide local children with an up-to-date play offering. Improvements to the aesthetics of the space would assist in setting a precedent for perceptions of the rest of the ward. An inclusive roundabout item will be the first of its kind introduced into a Brent park and will be an upgrade on the existing item. We hope to introduce new coloured safety surfacing under another existing item as well as floor graphics to add some colour to the play environment. This will have an immediate visual impact. The aim is to explore a sensory board to meet needs of Special Educational Needs (SEN) children and further explore sensory play.

Not implementing these improvements at the space would be a missed opportunity to improve the offering to park users at a site mostly dominated by sport for the older age ranges. Some small enhancements will enable the space to be used by a wider range of children, providing some SEN items that should form a vital element of any play space at this time. The playground improvements would allow for play provision that is not available currently in the surrounding area. The playground is in need of some minor works to engage public interest, which in this case can be done with some small improvements at a relatively low cost.



How new equipment would fit into existing floor plan (Source: LBB)

Northwick Park Pavilion Upgrade

- 3.1.13 Northwick Park Pavilion is in a central position in Northwick Park, with a full complement of services including a large hall, reception space, and twenty-four changing rooms. The park is home to thirteen football pitches, three cricket wickets, one artificial cricket wicket, and three Gaelic football areas. The pavilion provides facilities to all and is vital to the sports offering in the area. It is also used as a polling station.

The primary benefit of this project is the improvement of health and safety conditions. Upgrading the plumbing system and other infrastructure will reduce the risk of health-related issues, ensuring a safe environment for all visitors and users. The upgraded pavilion will enable the park to accommodate a wider range of sports, community events, tournaments, and school programs, which will increase bookings and usage, boosting revenue potential. By improving the comfort and quality of the pavilion's amenities, users will enjoy a better overall experience, which will enable greater community engagement, increase repeat bookings, and attract new visitors. A modern, functional pavilion will support increased footfall, making the park more welcoming. The upgrade will contribute to public health by encouraging more people to participate in sports and fitness activities, which can have long-term benefits for the community's well-being. The improvements will ensure the pavilion remains operational, with a reduced need for frequent repairs and closures, with upgraded energy and water-saving features to ensure that the facility operates sustainably, reducing long-term operational costs.

Upgrading the park sports pavilion will provide significant benefits to the community, ensuring that the facility can continue to serve as a hub for sports and recreation for years to come. The improvements will address critical health and safety concerns, enhance the user experience, and enable the pavilion to accommodate the growing demand for sports events and activities. By investing in the refurbishment of the pavilion, we are ensuring a healthier, safer, and more vibrant community space for all to enjoy. There is potential for increased use by the number of new residents who will living right next to the park and facility once the nearby development is completed.

St John's, Linden, Dagmar, Mostyn, King Edward VII, and Oakington Street Trees

- 3.1.15 This project will enable the planting of new trees in the public realm of Wembley Hill, Wembley Town Centre, and adjacent residential areas of Wembley Hill and Tokyngton Wards, including the Oakington area. Community involvement and

engagement has shown significant resident interest in the project. New trees will link and connect other recent tree planting initiatives in and around Wembley Town Centre and Wembley Growth Area. These trees will contribute to additional trees in the Oakington Manor Area Urban Forest which have already begun being planted with GLA funds.

Initial survey and consultation work has begun with the aim of delivering main tree planting in Winter 2025/26. The project will link to a new biodiversity project restoring elm trees to the landscape of Wembley. There is currently one surviving historic elm at Wembley Triangle. It will also enable a gift of flowering cherry trees from the Japanese government to be planted in the project area.

Tenterden Open Space

- 3.1.16 The existing planting scheme dates back many decades and has experienced several changes in the vicinity, which have affected both the terraced walls and plants. The aim for the landscaping scheme is to retain as far as is practicable the existing materials and create a new landscape that uplifts the entrance.

The plan is to carry out an overhaul of the existing planting scheme. Taking into account sunlight levels and ground conditions, the Council seeks to introduce a welcoming, colourful planting scheme that offers variation and interest throughout the year. The location will hopefully become a vibrant focal point for those entering the park, whether walking, cycling or by car. The goal is that the terraces can be retained and restored with a simple, colourful, and functional planting scheme, while access to the gardens is improved.

Uxendon Manor School Heat Pump

- 3.1.17 The works at the school involved removing the existing oil boiler, pipework, and equipment in the basement boiler room, and the existing radiators across the school. The new heating system was placed in an acoustic enclosure to mitigate noise, and new plant equipment, pipework and a control system were installed in the boiler room. Fan convector units were installed across the school in place of the existing radiators. The works commenced at the end of July 2024. Heating and hot water was maintained at the school during the works, and the new heating system was installed and operational in December. Completion was achieved in March 2025 and school representatives were trained on use of the new system.

Wembley Housing Zone - Affordable Housing

- 3.1.18 Wembley Housing Zone was designated by the Mayor of London in 2015. Brent Council are delivering the vision to restructure and revitalise the eastern end of Wembley High Road to provide new homes, jobs, and infrastructure. Regeneration in this gateway location will help link the established Wembley Town Centre with the new Wembley Park regeneration.

In 2023, Brent Council and Wates agreed to redevelop two key sites on Wembley High Road to provide new homes, commercial and community spaces, within a new and improved public realm. Brent Council and Wates have since worked in partnership to update scheme designs and planning permissions to meet latest building and fire safety regulations. Works are now underway at both sites.

Land on Wembley High Road, East of Cecil Avenue will deliver a high-quality housing-led mixed-use courtyard development. The scheme will deliver 237 new homes (37% affordable), including larger family and wheelchair housing, as well as commercial, community and a publicly accessible garden. Main works began in April 2024, and the scheme is due to complete by the end of 2026.



CGI of Land on Wembley High Road, East of Cecil Avenue (Source: LBB)

Ujima House will deliver 54 new homes (100% affordable), commercial and café uses. Demolition of the former Ujima House office building was completed in August 2024 and main works started at the end of 2024. The scheme is due to complete by the end of 2026 and the new building will be called Zephaniah House.



CGI of Ujima House (Source: LBB)

Wendover Road Bike Hangars

- 3.1.19 Brent Council has installed two bicycle hangars (secure cycle parking units) on Wendover Road, providing secure cycle parking. A subsidy for both annual rental fees and key deposits has been offered to Refugee Education UK for 2.5 years, covering up to eight spaces. At the end of the 2.5-year period, the eight subsidised spaces will continue to be offered to Refugee Education UK as a priority. However, standard rental charges will apply at that time (currently, per space the annual rental fee is £50.00, with a £25.00 refundable key deposit. Charges are subject to review after two years). The remaining four spaces are available to the general public.

Secure cycle parking plays a vital role in promoting sustainable travel by reducing the risk of bicycle theft and giving residents the confidence to choose cycling as a regular mode of transport. It also encourages healthier lifestyles, reduces traffic congestion, and contributes to improved air quality.



Bike Hangar on Wendover Road (Source: LBB)



Bike Hangar on Wendover Road (Source: LBB)

4. Section 278 Highway Agreements

4 Section 278 Highway Agreements

- 4.1.1 Section 278 (S278) of the Highways Act 1980 allows a developer to carry out works to the public highway. This is generally necessary where planning permission has been granted for a development that requires improvements to, or changes to, public highways.
- 4.1.2 During 2024/25 the Council entered into six S278 highways agreements. The associated developments along with the description and value of these highway works are outlined below.

Table 15: S278 Agreements in 2024/25

Development	100 Beresford Ave, HA0
Description of works	Footway widening, provision of layby parking and loading, and speed table.
Value of works	£142,335.81
Status	Defect monitoring ends 20 October 2025.
Development	Fairgate House, 390-400 High Road, Wembley, HA9
Description of works	Provision of emergency access and modification to existing loading bay.
Value of works	£83,043.50
Status	Legal agreement is in travelling format.
Development	NE01, Rutherford Way (Engineers Way), HA9
Description of works	Footway widening and provision of parking and loading bays.
Value of works	£127,961.56
Status	Agreement is in travelling format. Work commenced on 19 May 2025 and is not yet completed.
Development	LUL Car Park, Brook Ave, HA9
Description of works	Footway reconstruction and footway widening.
Value of works	£279,282.20
Status	Agreement is in travelling format.
Development	5 Kingswood Ave, Wembley, HA9
Description of works	Resurfacing of existing road to transform the street to home zone.
Value of works	£94,201.52

Status	Agreement is in travelling format.
Development	Dennis Jackson Centre, London Road, HA9
Description of works	Formation of new vehicular access and alteration of existing turning circle layout.
Value of works	£99,742.13
Status	Works to be delivered in July 2025 by the Council's term contractors.

Appendices

Appendix 1 – Allocated NCIL Projects and Spend in 2024/25

Physical or Social Infrastructure	Project	Organisation	Summary of Project	Brent Connect Area	NCIL Allocated	NCIL Spend
Social	Community Safety Community Leadership Programme	Step Up Hub	This course is for Brent residents to complete a one-year course consisting of both academic learning and practical exercises. Recruitment of participants occurred in Summer 2025, with at least 20 people enrolling in a 12-month Postgrad Degree in Law and Community Leadership.	Boroughwide	£114,000.00	£28,500.00
Physical	Tenterden Pavilion	Forest United (1973) Youth Football Club Limited	This project is for a new football pavilion at Tenterden Sports ground in Kenton, suitable for a grass roots level football club. The project has until the end of the year to obtain match funding, and no NCIL funds will be released without evidence of the additional funding, as agreed by the Cabinet.	Multi-Neighbourhood	£146,976.00	£0.00
				Totals:	£260,976.00	£28,500.00

Appendix 2 – S106 Projects Allocated Money in 2024/25 and their Spend

Table 1 – S106 Infrastructure Projects Allocated Money in 2024/25 and their Spend.

Project Type	Project	S106 Allocated	S106 Spent	Expected Completion	Ward
Sustainability	Brent Phase 2 Local Area Energy Plan	£50,000.00	£0.00	Winter 2025/26	Boroughwide
Parks	Chalkhill Linear Park	£35,799.04	£0.00	Summer 2026	Barnhill
Sustainability	Corporate Estate Heat Decarbonisation Plan	£89,502.70	£89,502.70	Completed	Boroughwide
Parks	Maybank Open Space Playground	£12,859.11	£0.00	Summer 2025	Sudbury
Parks	Northwick Park Pavilion Upgrade	£296,679.49	£0.00	Autumn/Winter 2026	Northwick Park
Regeneration	Meanwhile Affordable Workspace South Kilburn	£165,000.00	£0.00	2025/26	Kilburn
Landscape	St John's, Linden, Dagmar, Mostyn, King Edward VII, and Oakington Street Trees	£43,640.24	£0.00	Winter 2025/26	Wembley Central
Parks	Tenterden Open Space	£37,893.80	£0.00	Spring 2027	Kenton
Sustainability	Uxendon Manor School Heat Pump	£623,463.30	£623,463.30	Completed	Kenton
Regeneration	Wembley Housing Zone Affordable Housing – Additional Funding	£1,816,028.00	£1,816,028.00	2025/26	Wembley Central
Transport	Wendover Road Bike Hangars	£8,000.00	£0.00	Summer 2025	Harlesden
	Totals:	£3,178,865.68	£2,528,994.00		

Table 2 – S106 Non-Infrastructure Projects Allocated Money in 2024/25 and their Spend.

Project Type	Project	S106 Allocated	S106 Spent	Expected Completion	Ward
Highways	Beresford Road Controlled Parking Zone (CPZ)	£937,145.56	£0.00	2025/26	Stonebridge
Employment & Training	Brent Artist Development and Business Support Programme	£24,800.00	£0.00	Spring 2026	Alperton
	Totals:	£961,945.56	£0.00		



**Brent Civic Centre, Engineers Way,
Wembley Park, Wembley HA9 0FJ**

www.brent.gov.uk