

A green silhouette map of the Brent borough is centered on the page. The text 'Brent Local Plan Scoping Consultation' is overlaid on the map in a large, bold, black font.

Brent Local Plan Scoping Consultation

**Background and
Context Document**

September 2026



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Contents

1. Introduction	3
1.1 What is this document?	4
1.2 What is a Local Plan?	4
1.3 What are we asking you?	5
1.4 Why is a new Local Plan needed?	5
2. A Picture of Brent	7
2.1 Overview	8
2.2 Overall Population	8
2.3 Current Demographics of Brent	10
2.4 Housing	21
2.5 Commercial and Industrial	24
2.6 Retail and Leisure	29
2.7 Climate Change	30
3. Spatial Information	31
3.1 Existing Vision and Spatial Strategy	32
3.2 Brent's Character	34
3.3 Heritage	35
3.4 Brent's Town Centres	38
3.5 Access and Transport	40
3.6 Nature and Green Space	44
4. Key Challenges	47
4.1 Summary	48
4.2 That's what we think, what do you?	49
4.3 What are the next steps?	49

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1. Introduction

1.1 What is this document?

- 1.1.1 The council is preparing a new Local Plan that will shape Brent's future development.
- 1.1.2 This document is intended to provide you with some background information about the borough to assist you in responding to our scoping consultation on what the plan should contain. It provides a picture of Brent as we understand it now and what we think some of the key challenges are, but deliberately does not suggest any proposals for the plan. That will come later in the plan making process and will be informed by responses to this consultation.

1.2 What is a Local Plan?

- 1.2.1 The Local Plan is the council's main planning document. It sets out how most of Brent will grow over the next 15–20 years. It does not apply to parts of Brent that are covered by the Old Oak and Park Royal Development Corporation (which for Brent is mostly Park Royal). That area has its own Local Plan.
- 1.2.2 It helps decide, for example:
- Where new homes, jobs and services should go;
 - How development should look and function; and
 - What infrastructure is needed (e.g. schools, transport, parks)
- 1.2.3 Generally, although people in England have the right to own land, they do not have the right to develop it without planning permission; the law states that planning decisions must be in line with the Local Plan unless there are strong reasons not to.
- 1.2.4 Brent's current Local Plan (2019–2041) was adopted in 2022.
- 1.2.5 The Local Plan must also be in conformity with The London Plan and the National Planning Policy Framework.

1.3 What are we asking you?

1.3.1 We would like to know at least two things from you:

- What should the plan include; and
- How we should involve you before it is adopted.

1.3.2 In addition, we think this is a great opportunity to ask some wider questions about what your priorities are for the borough. There are only so many things that statistics can tell us. They don't tell us about people's lived experiences, their priorities, or how they feel about the places they live. This document is designed to present a "statistical baseline" but the consultation is about finding out more than that.

1.4 Why is a new Local Plan needed?

1.4.1 Local Plans must be reviewed every five years to ensure they respond to a changing political, natural, social and economic environment. Since the last Local Plan was drafted a lot has changed so we will be writing a new Plan, rather than making minor amendments to the existing one.

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2. A Picture of Brent

2.1 Overview

- 2.1.1 Set out below are some selected key statistics that give an overview of Brent's characteristics. The information is taken from a combination of sources including census data, Office for National Statistics (ONS), Greater London Authority (GLA), and Brent Council. If you believe there are other relevant statistics or sources of information that should be considered, please highlight them in your consultation response.

2.2 Overall Population

- 2.2.1 The best sources of data and information we can rely on to understand how many people live here are:
- Office for National Statistics (ONS) census data, which gives us a snapshot of population as it was on the 21 March 2021;
 - ONS mid-year estimate for mid-2024 (the latest currently available) based on births, deaths and how many people have moved in and out of the borough ("migration flows").
- 2.2.2 Mid-year estimates are useful for providing a more up-to-date picture of overall population. The census is useful for giving more detailed information on statistics on things like ethnicity, household composition, tenure, occupation, religion and country of birth. So, the most up to date picture according to each of these data sets is as follows:

Table 1: 2021 Census data

	Brent	London	England
All usual residents	339,816	8,799,728	56,490,048
Female	173,121	4,531,622	28,833,712
Male	166,695	4,268,106	27,656,336

Table 2: 2024 mid-year estimates

	Brent	London	England
All usual residents	352,976	9,089,736	58,620,100
Female	180,473	4,680,210	29,895,800
Male	172,503	4,409,526	28,724,300

Table 3: Population density based on 2021 Census

	Brent	London	England
Usual residents per square kilometre	7,859.6	5,597.6	433.5

What do we think this tells us?

- 2.2.3 According to the 2024 mid-year estimates, Brent's population was 352,976, an increase of up 3.7% from 2021 (339,816). This shows that the population of Brent continues to grow despite major events which had a significant impact on the country, such as the Covid-19 pandemic. It also tells us that there are marginally more biological females than males (gender is discussed further in **Section 2.3** of this document). However, this trend is no different from London or the rest of England.
- 2.2.4 Brent has a high population density when compared with other London boroughs and significantly more than the rest of England. As an outer London borough with one of the city's highest concentrations of public transport connections, we think this is unsurprising. However, we also think it is worth considering in any future discussions about how to accommodate growth.

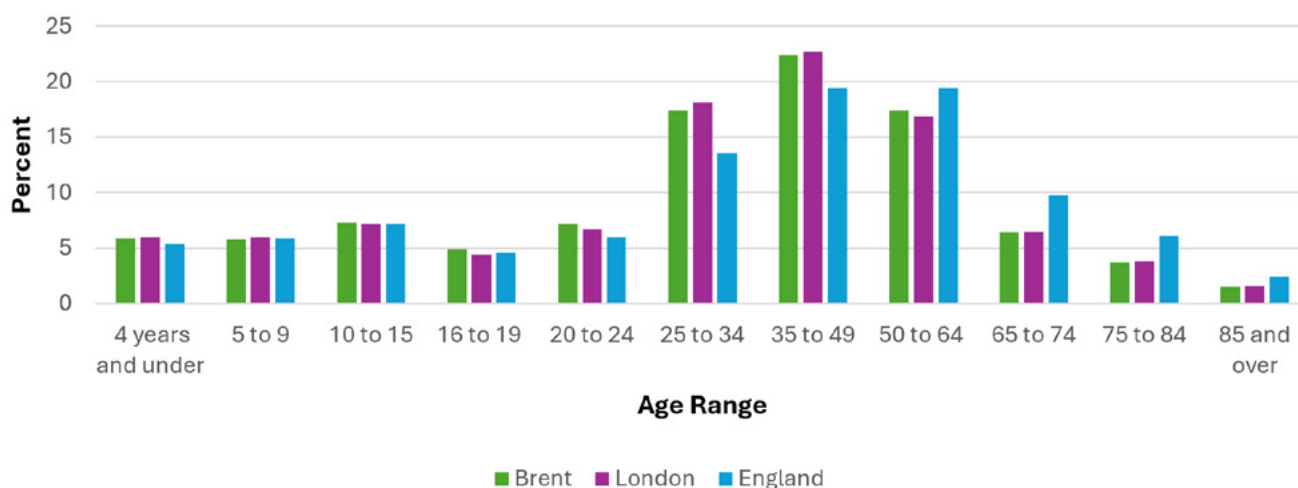
2.3 Current Demographics of Brent

2.3.1 For the following section we rely on the 2021 census data and ONS projections rather than 2024 mid-year estimates. This is because census data provides more detail. Understanding demographics is important because it can help decide what we should plan for to meet our existing and future population needs; whether that be housing, jobs, leisure or social infrastructure.

Table 4: Age breakdown in Brent 2021

	Brent
All usual residents	339,816
4 years and under	19,970
5 to 9	19,833
10 to 15	24,870
16 to 19	16,623
20 to 24	24,589
25 to 34	59,160
35 to 49	76,164
50 to 64	59,052
65 to 74	21,908
75 to 84	12,466
85 and over	5,181

Figure 1: Comparative age breakdown 2021



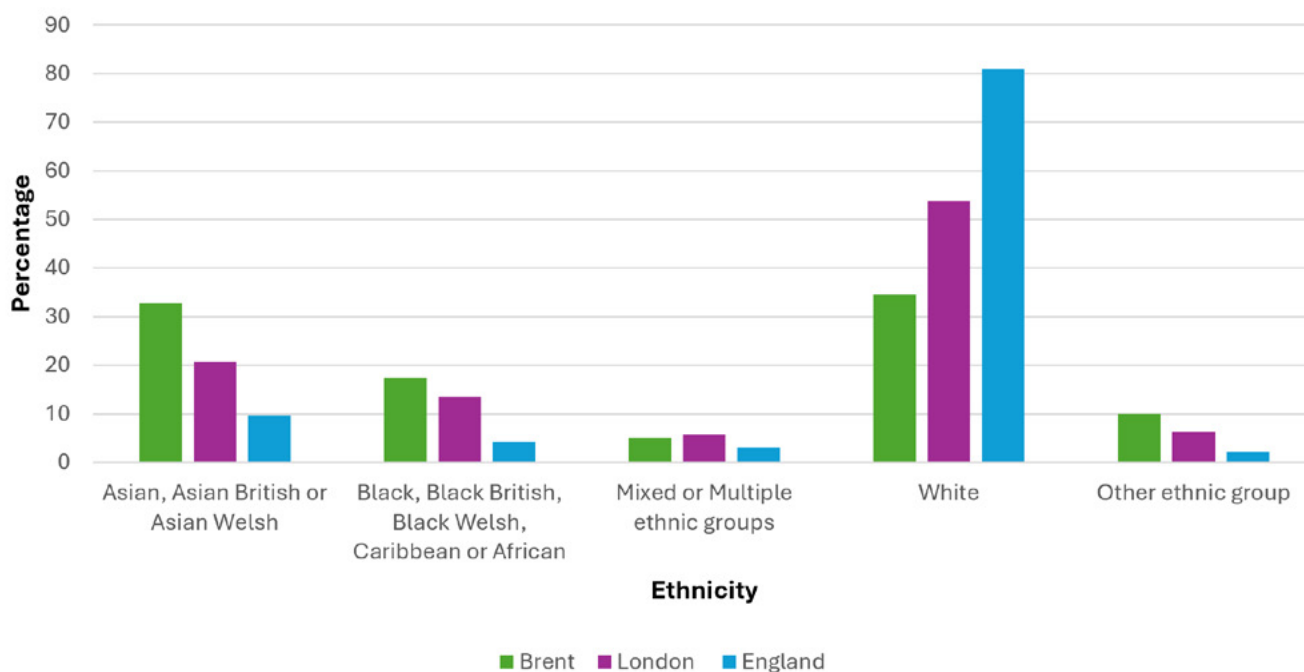
What do we think this tells us?

2.3.2 This tells us that most Brent residents are aged between 25 and 64. Brent has a marginally lower proportion of 25 to 49-year-olds when compared with London but slightly more in the 20 to 24 age bracket. We think this could be due to several factors, including comparatively affordable accommodation for young professionals and students. Compared with England, Brent, like London, has a significantly higher proportion of 25 to 49-year-olds and significantly fewer 65 to 84-year-olds. In this sense, the average age in Brent could be described as “relatively young”.

Table 5: Ethnicity in Brent 2021

	Brent
All usual residents	339,821
Asian, Asian British or Asian Welsh	111,515
Black, Black British, Black Welsh, Caribbean or African	59,495
Mixed or Multiple ethnic groups	17,249
White	117,701
Other ethnic group	33,861

Figure 2: Comparative ethnicity breakdown



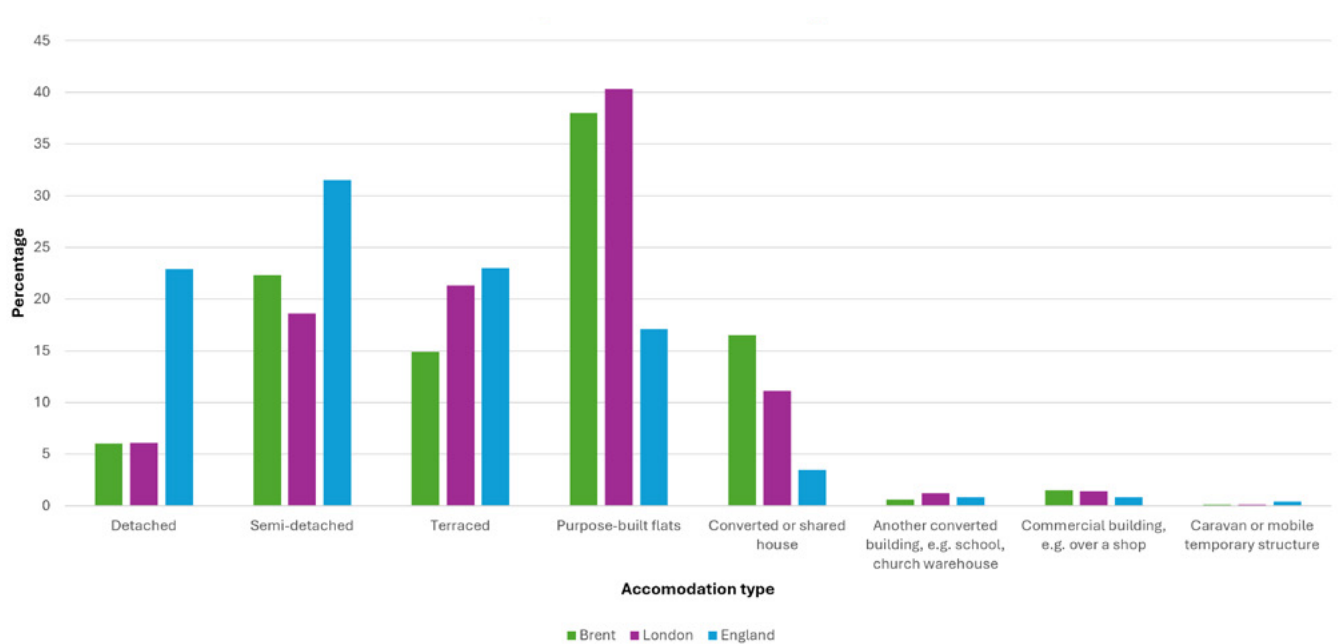
What do we think this tells us?

- 2.3.3 We think this information highlights Brent's exceptional ethnic diversity. People from ethnic minority backgrounds form a greater proportion of the population than that of London and England. The borough has a near-even proportion of residents identifying as Asian, Asian British or Asian Welsh (32.8%) and White, alongside a substantial proportion identifying as Black, Black British, Black Welsh, Caribbean or African (17.5%). This suggests that the new Local Plan should reflect and respond to a wide range of cultures, traditions and ways of living. This may have implications for a variety of planning issues, including housing needs (such as multi-generational living), the provision of community facilities, and the design and use of public spaces.

Table 6: Accommodation type in Brent

	Brent
All households	118,612
Detached	7,142
Semi-detached	26,467
Terraced	17,697
Purpose-built flats or tenement	45,086
Converted or shared house	19,550
Other converted building, e.g. former school or warehouse	757
Commercial building, e.g. over a shop	1,817
Caravan or other mobile structure	96

Figure 3: Comparative accommodation type breakdown

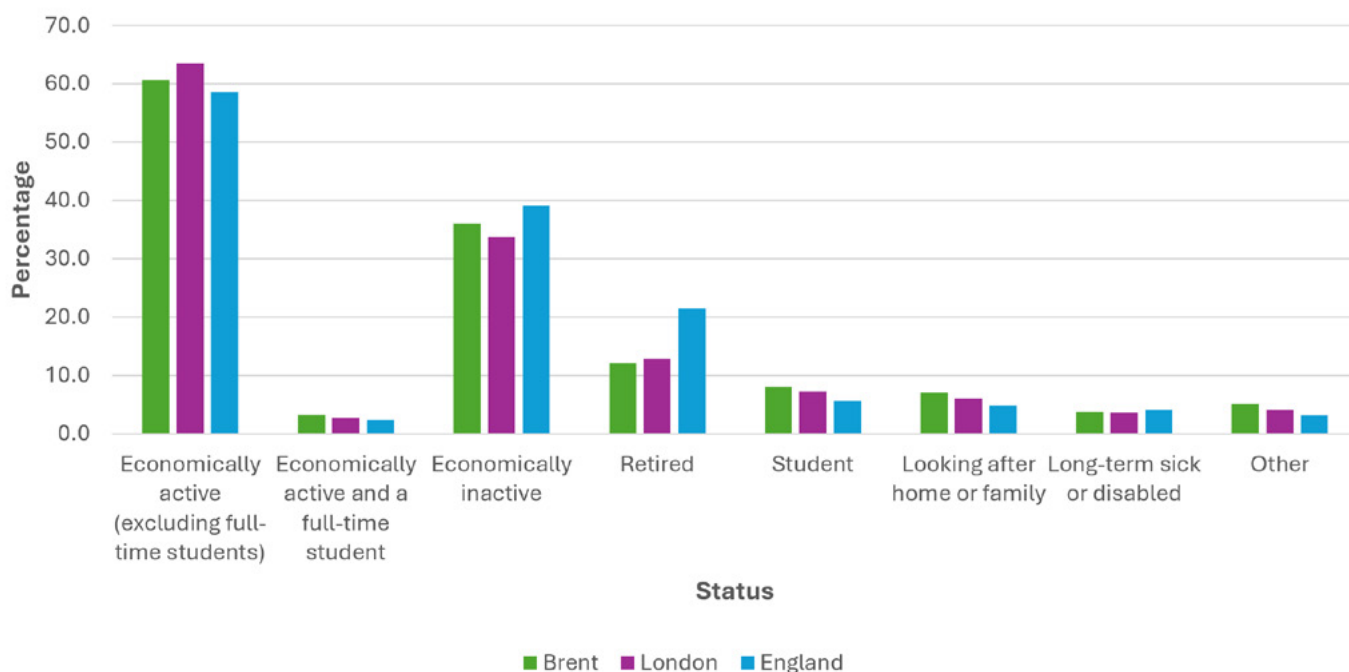


What do we think this tells us?

- 2.3.4 We think this information suggests that Brent's housing stock profile does not differ significantly from London's. The relatively higher proportion of semi-detached homes and lower number of terraced reflects Brent's partly suburban character. This may suggest, given growth needs, that there may be room to build at higher densities in some areas.

Table 7: Economic activity in Brent

	Brent
All usual residents aged 16 years and over	275,142
Economically active (excluding full-time students)	167,044
In employment	154,555
Unemployed	12,489
Economically active and a full-time student	8,938
In employment	6,443
Unemployed	2,495
Economically inactive	99,160
Retired	33,300
Student	22,026
Looking after home or family	19,444
Long-term sick or disabled	10,308
Other	14,082

Figure 4: Comparative economic activity breakdown

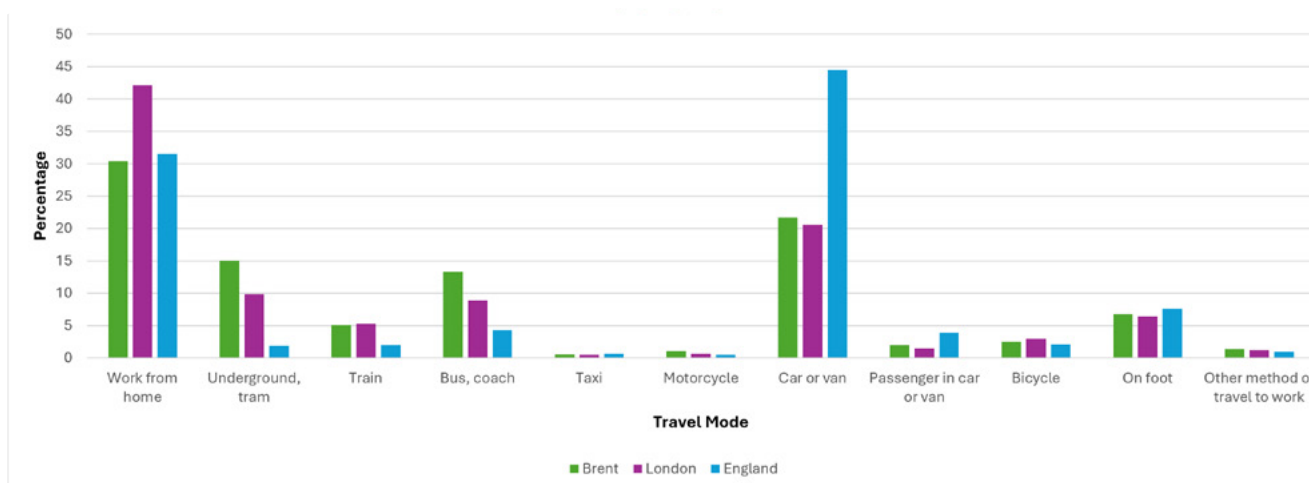
What do we think this tells us?

2.3.5 Being economically active is important for people's health and wellbeing. We think these statistics suggest that a higher proportion of Brent residents are economically active compared with England. However, the borough's slightly higher levels of unemployment and economic inactivity relative to London are a concern. The relatively high proportion of residents looking after their home or family has implications for the provision of community infrastructure and support services. Brent has a comparatively large student population, despite the absence of major higher education institutions in the borough. This raises questions about the distribution of students across Brent and the implications for maintaining balanced and inclusive communities.

Table 8: Travel to work in Brent

	Brent
All usual residents aged 16 years and over in employment the week before the census	160,997
Work mainly at or from home	48,987
Underground, metro, light rail, tram	24,200
Train	8,267
Bus, minibus or coach	21,439
Taxi	886
Motorcycle, scooter or moped	1,801
Driving a car or van	34,917
Passenger in a car or van	3,220
Bicycle	4,074
On foot	11,000
Other method of travel to work	2,206

Figure 5: Comparative travel to work breakdown



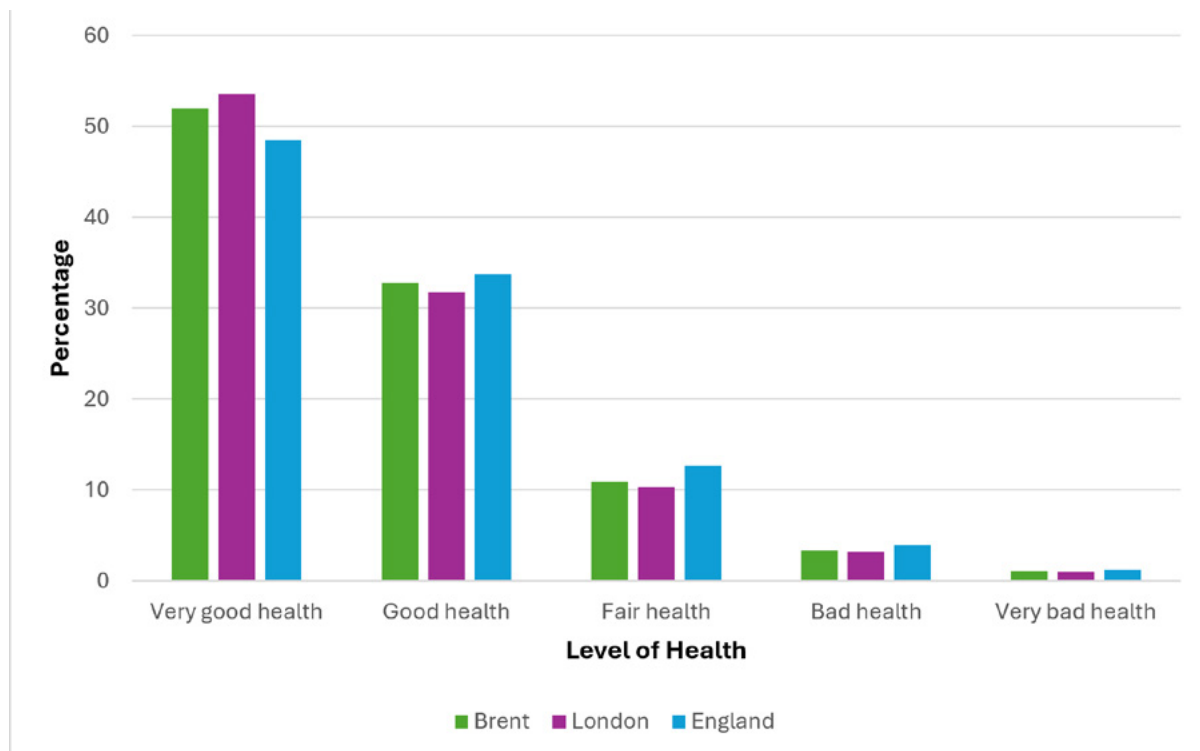
What do we think this tells us?

2.3.6 We think this tells us that a high proportion of people use public transport compared with the rest of London, particularly the underground or bus. This is not surprising given how well-connected Brent is to the Transport for London (TfL) network. Increasing people's access to and use of public transport due to the range of social, economic and environmental benefits it provides should be strongly considered in the new Local Plan. The marginally higher percentage of people who walk to work compared with London is also of interest, especially given that Brent is an Outer London borough.

Table 9: Health in Brent

	Brent
All usual residents	339,814
Very good health	176,793
Good health	111,300
Fair health	36,871
Bad health	11,158
Very bad health	3,692

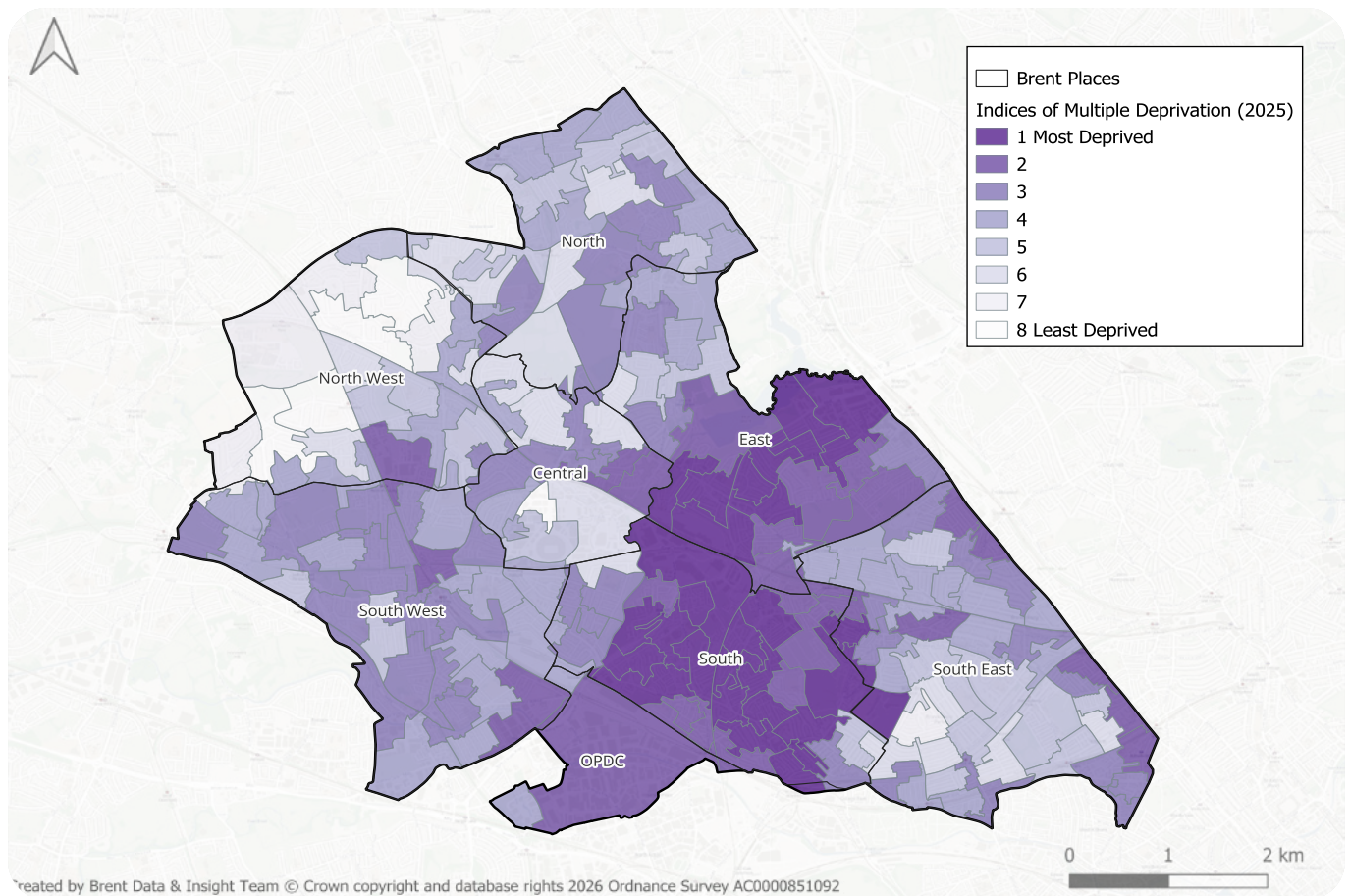
Figure 6: Comparative health breakdown



What do we think this tells us?

- 2.3.7 We think this tells us that the health of Brent's residents is relatively good when compared to London and England. However, recent studies suggest that levels of obesity are higher in Brent than London. The Local Plan should seek to address this via a range of interventions.

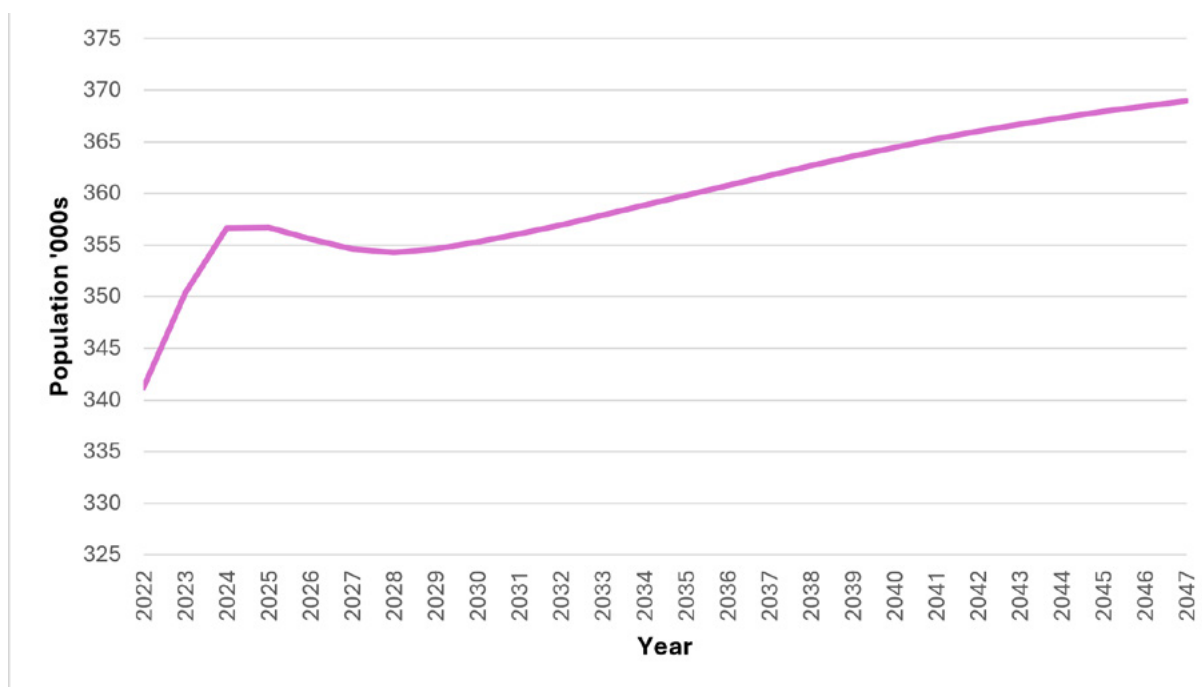
Map 1: Deprivation in Brent



What do we think this tells us?

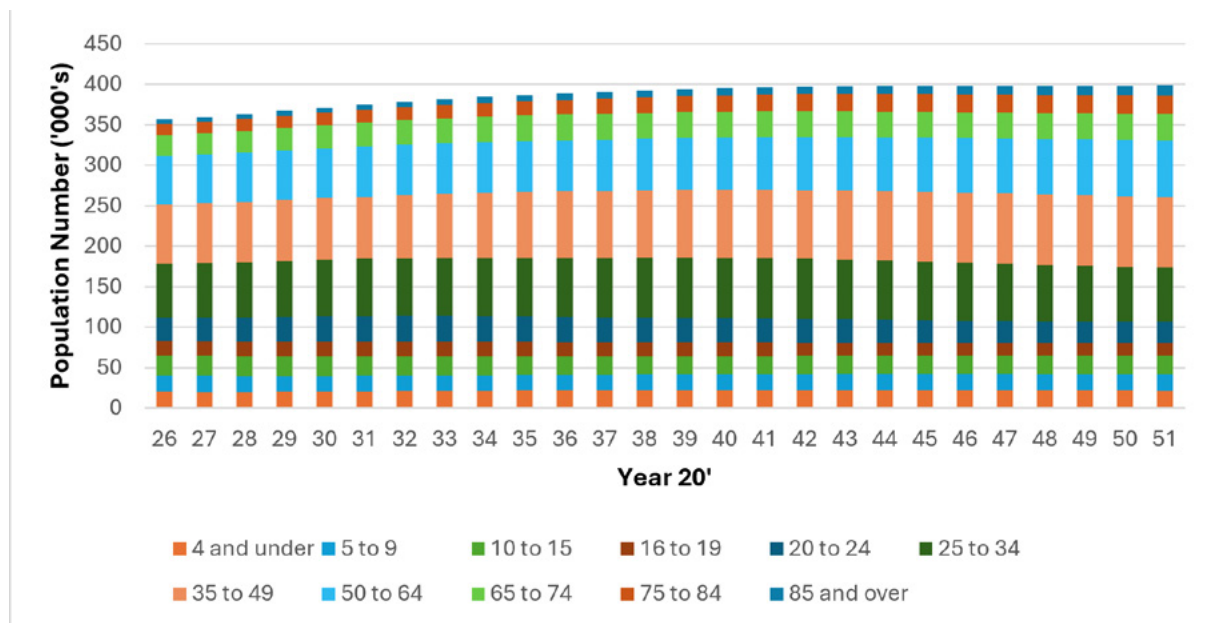
- 2.3.8 Brent has some of the most deprived wards in London and England. Deprivation is mostly concentrated in the centre of the borough. As a result, we must think carefully about how to address this. For example we should seek to ensure growth does not exacerbate inequality gaps between the most and least deprived areas of Brent. Instead, planning strategies should seek to distribute the benefits of investment and regeneration as widely as possible. This will allow more residents and neighbourhoods to benefit from improved access to jobs, services, amenities and other opportunities. We also think that the extent of deprivation in Brent strengthens the case for continued strategic investment, particularly for additional funding and support from the Mayor of London and central government.

Figure 7: Future population estimates (ONS projections)



- 2.3.9 As we have observed from the difference between the 2021 census and 2024 mid-year estimates, the number of people living in Brent is growing. The new Local Plan must respond to this growth while also addressing the needs of the borough's existing population. The borough's population is predicted to grow. There are numerous ways of predicting how much it will grow in the future. However, across London there is agreement that GLA population projections are the most accurate projections and should be used.
- 2.3.10 The GLA recommends that housing-led population projections are used, the most up to date being published as evidence base for the Draft London Plan.
- 2.3.11 At the time of writing, the latest population projection statistics show three scenarios and further detail about this can be found on the London Data Store. Below we have mapped out the Interim 2024-based housing-led population projections for Brent. It is important to note that we have not yet decided which figures we will use as a baseline for our evidence base, such as our own local housing needs assessment.

Figure 8: GLA 2024 interim housing led projections - Central variant



What do we think this tells us?

- 2.3.12 The future projections confirm that Brent will continue to grow with the borough expected to gain nearly 42,000 additional residents by 2051. They also suggest that the age profile of the population will shift over time, with the proportion of residents aged 35 and over increasing relative to younger age groups.
- 2.3.13 The projected population growth provides a clear justification for planning positively for future growth.

2.4 Housing

Figure 9: Housing delivery in Brent against target

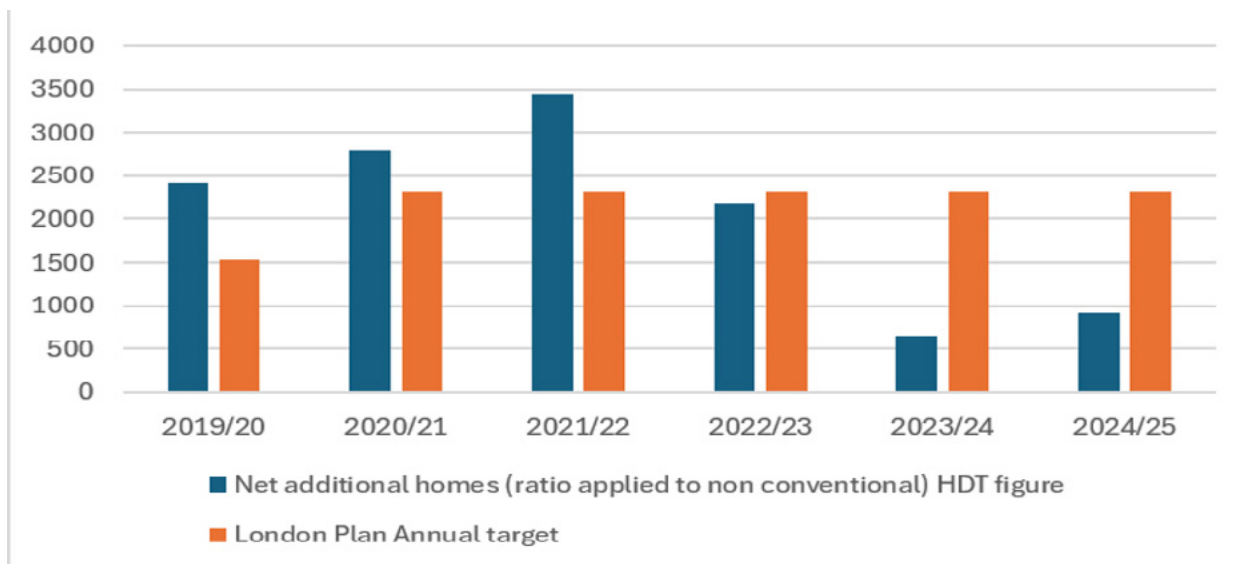


Figure 10: Net self-contained and communal housing delivery

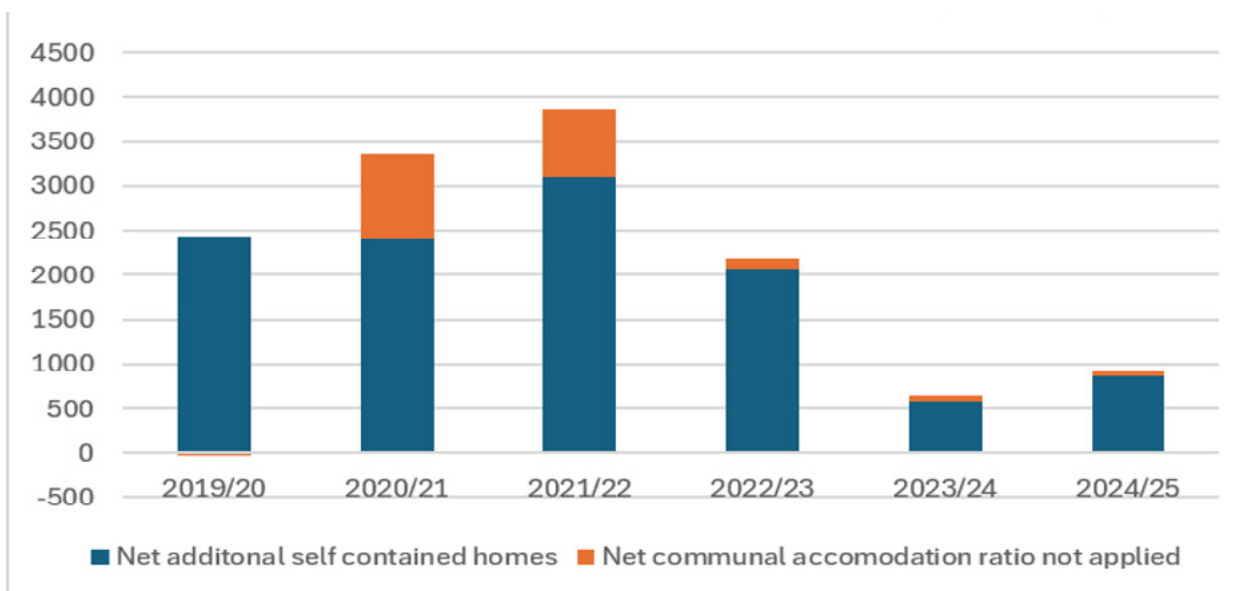


Figure 11: Affordable housing delivery of self-contained homes

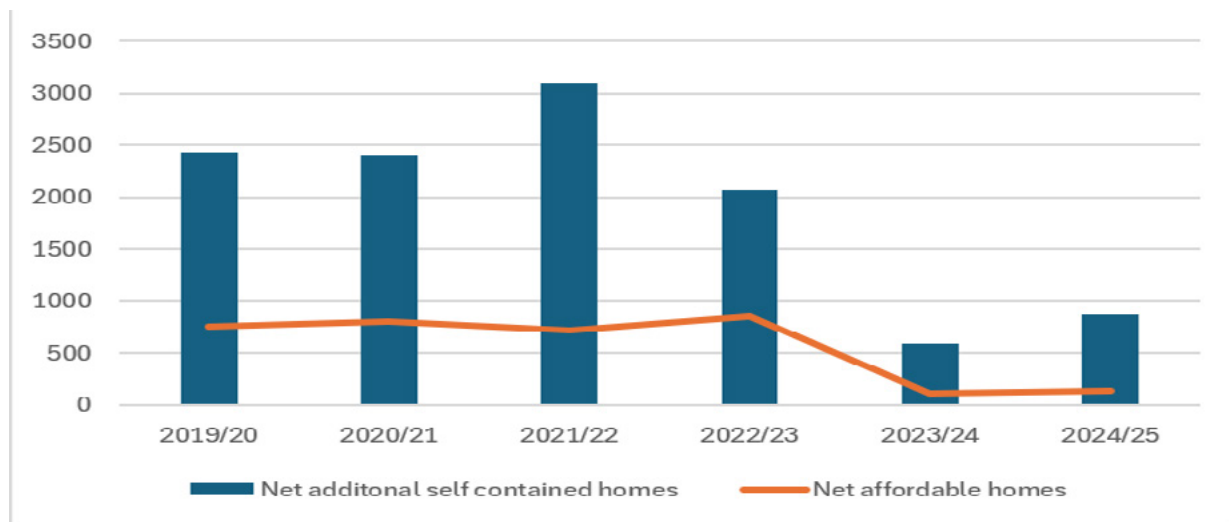
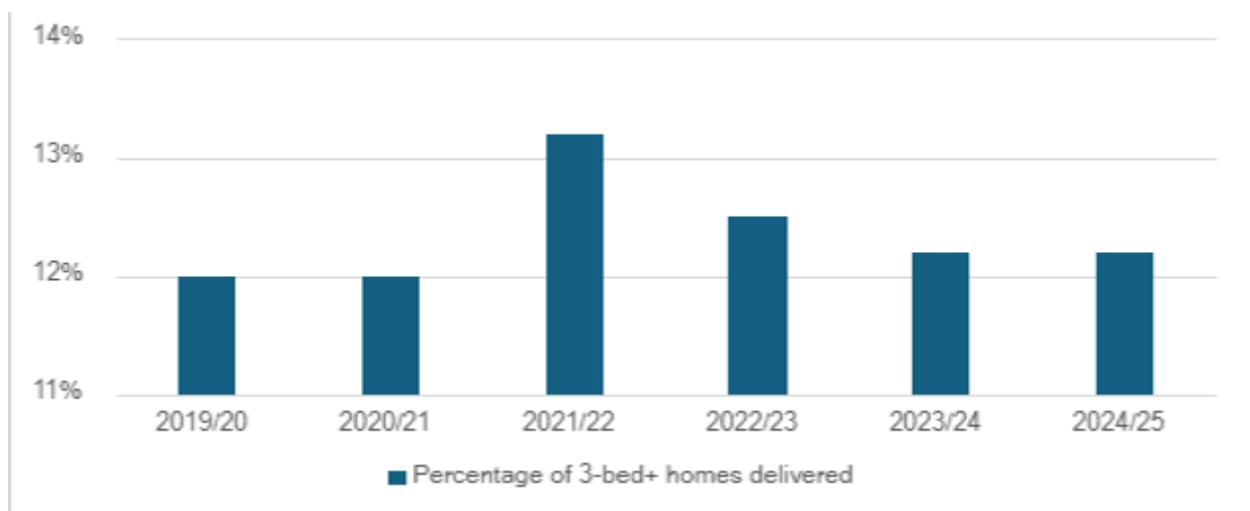


Figure 12: Percentage of 3 bed or more homes delivered of self-contained homes



What do we think this tells us?

- 2.4.1 Our current housing requirement is a minimum of 23,250 homes from 2019/2020 to 2028/2029 or 2,325 homes per year. Across the whole plan period (to 2040/41) we must deliver a minimum of 46,018 homes. Except for the past two years Brent has performed well in respect of number of homes completed. The dip over the past two years is due to wider factors such as increased build costs and high borrowing rates for developers. Affordable housing continues to be challenging to deliver, although in comparison to London, Brent continues to perform well.

- 2.4.2 The draft London Plan is currently out for consultation. The council is considering its response in relation to, amongst other things, that plan's housing requirement for Brent increasing our 10-year target by approximately 9%. The draft is unclear about our target beyond this. Whatever the target, we have commissioned our own local housing needs assessment. This will show an updated picture of the tenures, sizes and specialist types of homes to plan for to best address different groups in the borough once we have a clear target.

2.5 Commercial and Industrial

- 2.5.1 To inform the current Local Plan, Brent commissioned studies on matters including Employment Land Demand and the Brent Workspace Study. There has been significant change since these studies were carried out, so we are currently commissioning up-to-date studies to form part of the evidence base for the new Local Plan.
- 2.5.2 Below, **Map 2** illustrates places in the borough where land is currently designated for employment-related use. The Strategic Industrial Locations (SIL) and the Locally Significant Industrial Sites (LSIS) are key locations where most industrial activity is focused. However, additional employment sites are located across the borough, including small premises within mainly residential areas and offices above shops within town centres.

Map 2: Employment land in Brent

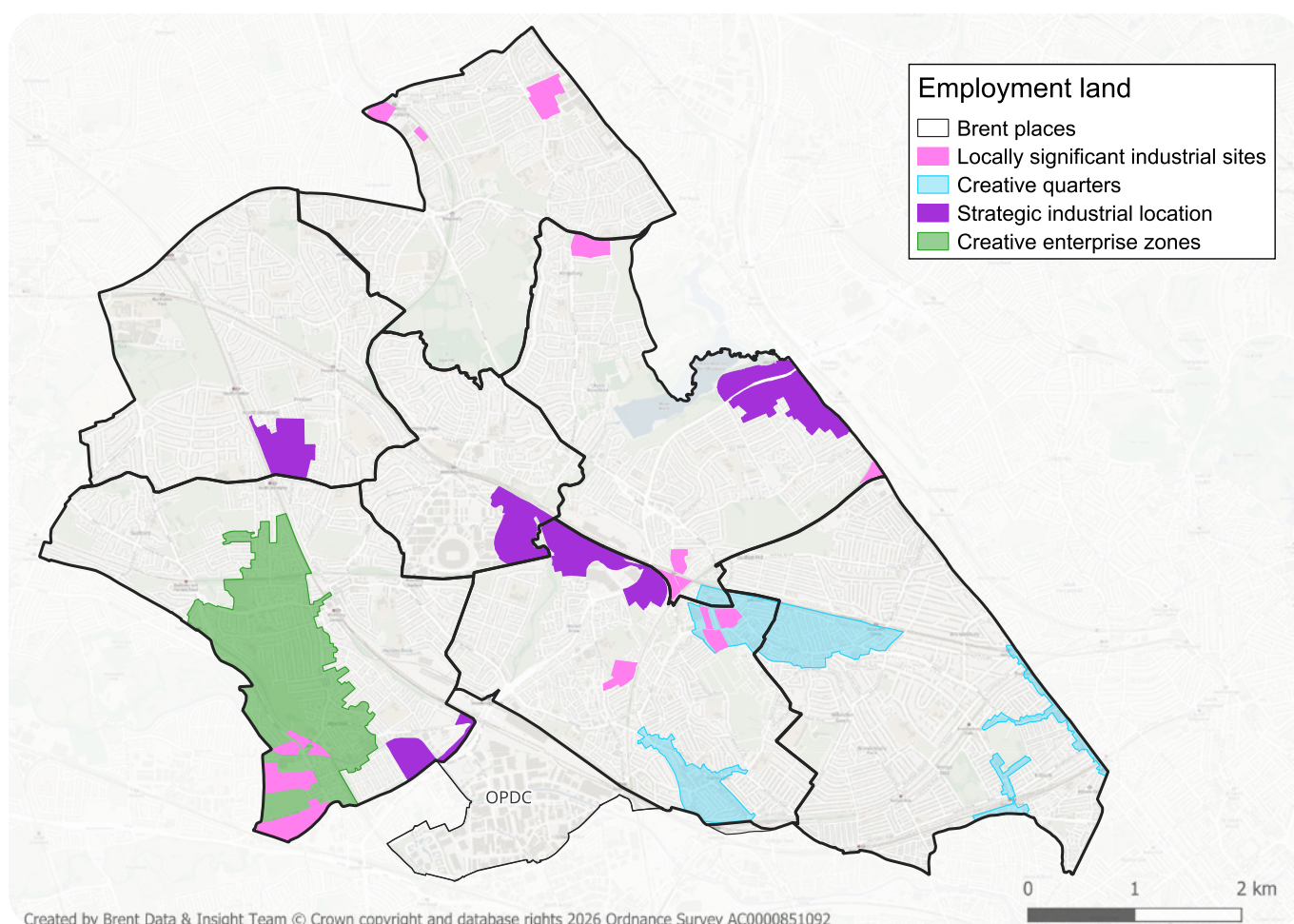
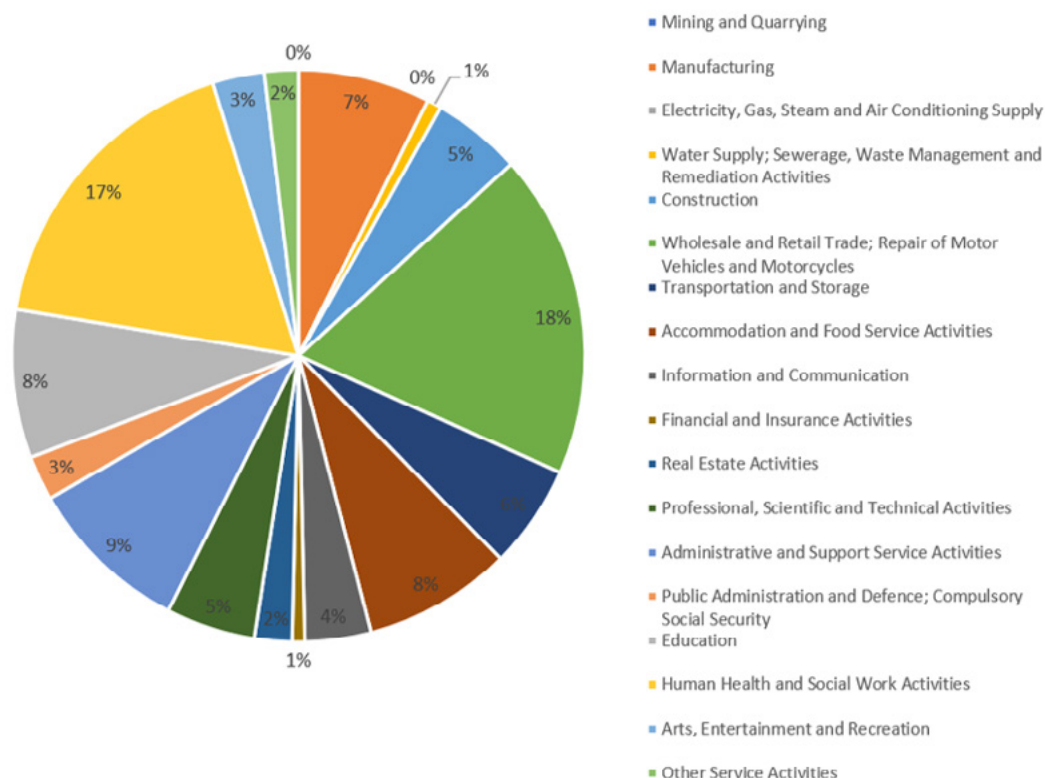


Figure 13: Employment sectors in Brent in 2024 by percentage



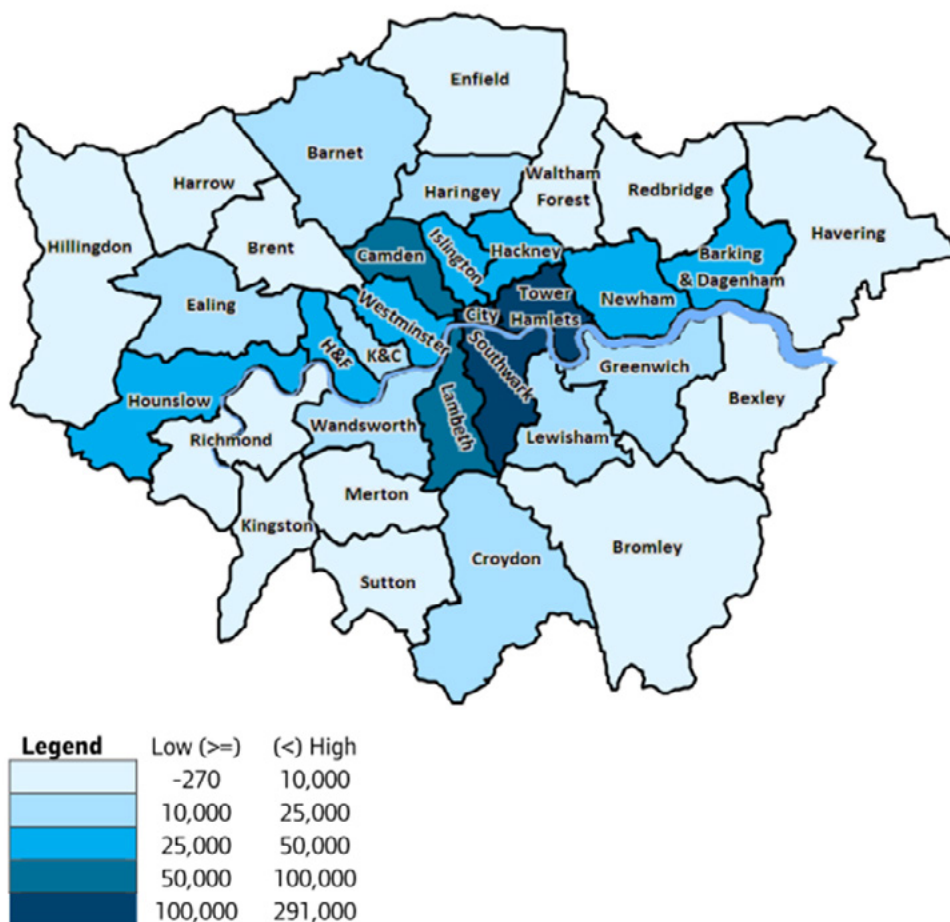
2.5.3 The evidence base for the draft London Plan is still being updated but a variety of evidence base documents are available on the GLA website are the key points for Brent follow in this section. The Economic Uses Supply and Demand Study (GLA, July 2026) predicts that general industrial floorspace demand will fall across nearly all boroughs from 2024-2050; a large reduction is forecast in Brent of 88,100sqm. However, Brent is projected to have a new storage and distribution floorspace demand of 56,000sqm from 2024-2050. The study also sets out forecasts relating to a range of other employment uses. All of these will be explored further within a Brent-specific Local Economic Needs Assessment.

2.5.4 The London Employment Sites Database (LESD) 2024 (GLA, March 2026) suggests London has the capacity to accommodate approximately 1,154,000 jobs in London over the period 2024-2050, of which 6,130 are estimated within Brent. This however, is not a forecast of actual job growth in Brent's economy.

2.5.5 The following map shows that Brent falls into the lowest category of estimated additional employment capacity 2024-2050 because additional land for new employment uses is scarce; land currently in use for employment is generally already very well occupied and therefore hard to intensify further; and significant new office developments are unlikely due to poor viability.

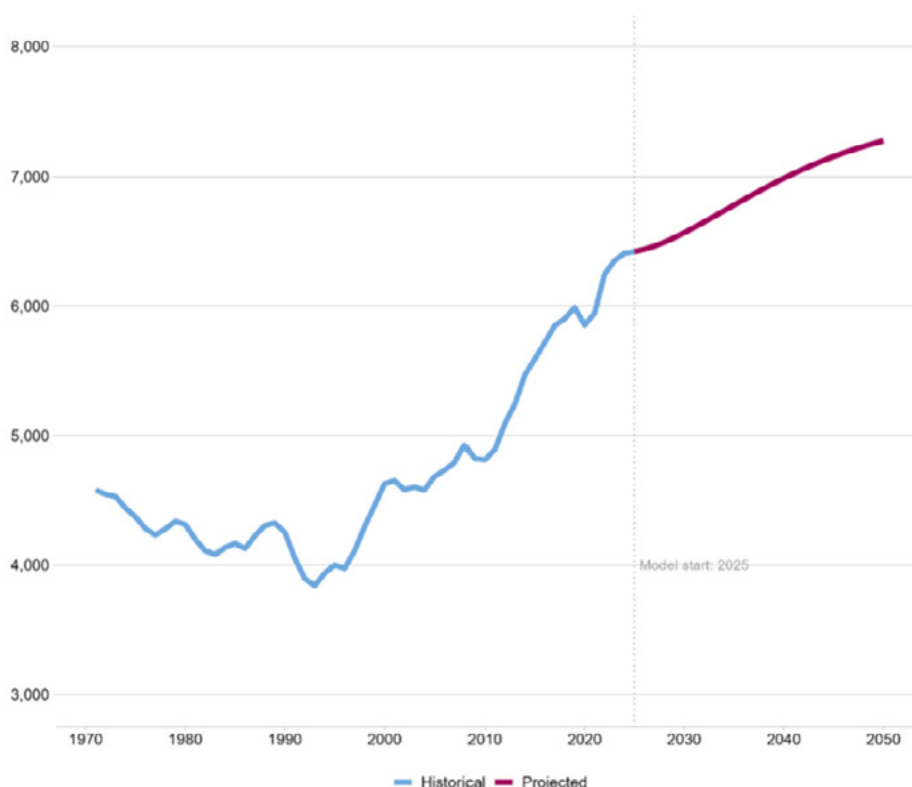
- 2.5.6 The Local Plan's current policy position protects existing employment space and encourages its intensification, whilst acknowledging the need to accommodate alternative uses such as housing and community uses in appropriate locations across the borough. The evidence being commissioned will indicate whether this approach needs to change.

Map 3: Borough level employment capacity 2024-2050



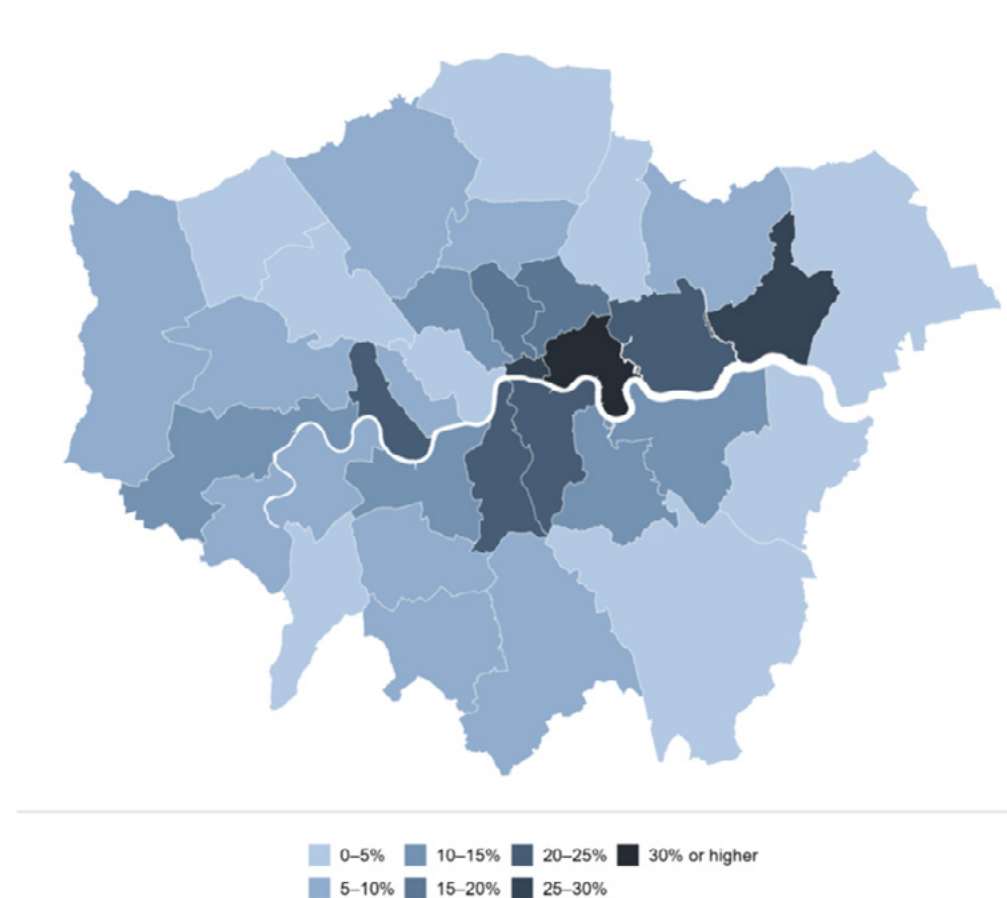
- 2.5.7 The London Labour Market Projections (GLA, March 2026) are trend-based employment forecasts prepared to inform the draft London Plan. They forecast future jobs based on historical economic relationships and long-term trends. There has been some adjustment to reflect the employment capacity identified in the LESD.

Figure 14: London's historical and projected employment 1971-2050



- 2.5.8 London's workforce jobs are expected to continue growing over the plan period. Employment is forecast to increase from approximately 6.4 million jobs in 2024 to 7.3 million jobs by 2050, representing growth of around 869,000 jobs (13.6%). The chart indicates that, following strong employment growth after the pandemic recovery, employment is projected to continue rising steadily over the next 25 years.
- 2.5.9 Below, **Map 4** illustrates the projected percentage increase in jobs between 2024 and 2050 across London. All London boroughs are expected to experience positive employment growth over the period. However, the scale of growth is predicted to vary considerably. Inner London boroughs are expected to experience stronger employment growth (17.2%) than most Outer London boroughs (7.2%). Brent is predicted to see an increase of around 6,000 jobs between 2024 and 2050.

Map 4: Employment projections for London boroughs 2024-2050 by percentage increase



What do we think this tells us?

- 2.5.10 Our evidence on commercial and industrial demand needs to be updated. The GLA projections provide a useful strategic view, but to ensure the Local Plan policies reflect Brent's needs, a Brent-specific Local Economic Needs Assessment is required. This is currently being commissioned and will explore the quantity, type, quality and location of employment land and floorspace needed in Brent over the Plan period.
- 2.5.11 In Brent there is a high competing demand for land particularly between employment and residential uses. Whilst the demand for homes is a Council priority, there is a longer-term question about the implications for this for meeting employment and industrial needs particularly for Brent residents.

2.6 Retail and Leisure

Table 10: Retail and Class A3 and A4 leisure needs 2028 by square metreage

Sub-area	Key Centres	Class A1 comparison goods (net)	Class A1 convenience goods (net)	Class A3 restaurants/cafés	Class A4 pubs/bars
Central	Wembley Park	300*	-1,800*	-8,900*	-10,500*
North West	Kenton, Preston Road	900	500	100	100
North	Burnt Oak, Colindale, Kingsbury	-500	1,600	200	100
East	Neasden	500	200	0	0
South East	Kilburn, Cricklewood, Willesden Green, Kensal Rise, Queen's Park	7,200	7,500	600	300
South	Harlesden, Church End	4,800	900	0	0
South West	Wembley, Ealing Road, Sudbury	1,800	6,100	-100	-300
Total		14,900	15,100	-	-

* We have included the committed floorspace for the Wembley/Wembley Park area within the need figures for the Central sub-area, as this is where the majority of development sites are located. Figures should be considered alongside those for the South West sub-area. Owing to the flexible consent granted to most permissions in this area, figures should be reviewed once commitments are implemented.

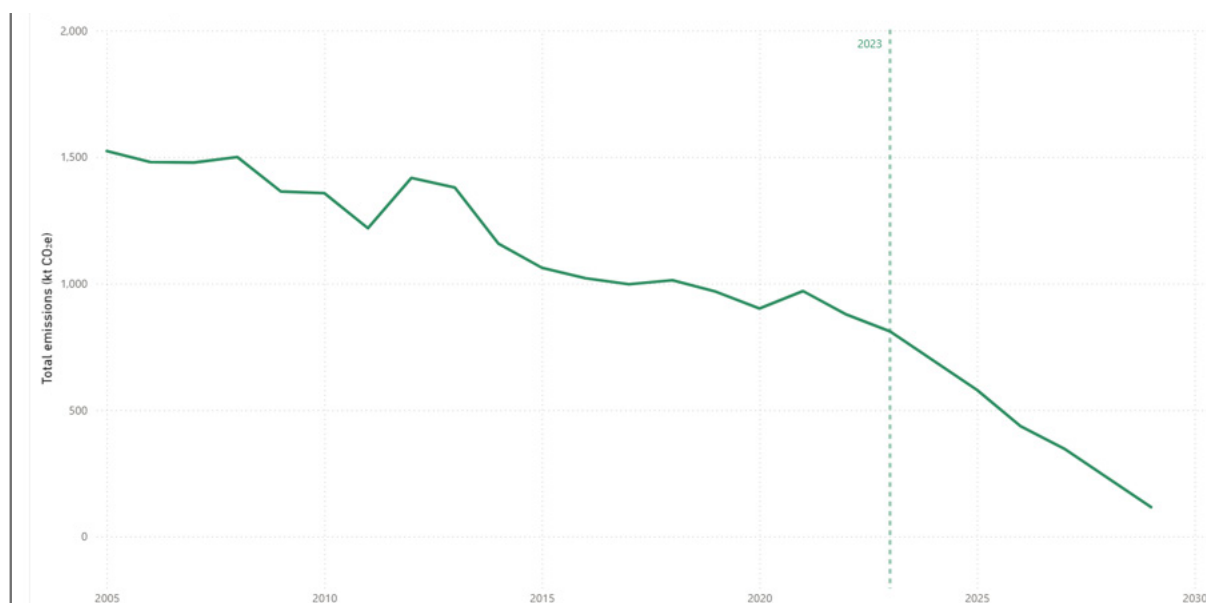
What do we think this tells us?

2.6.1 This data is taken from our 2018 Retail and Leisure Needs Assessment. That work took account of projected large increases in online shopping, which was already a significant component spend. The Covid-19 pandemic has resulted in substantial embedded changes in how people use town centres. In addition, the cost-of-living crisis and other factors have also had subsequent impacts.

- 2.6.2 Retail is a less important draw than it used to be and the offer in nearly all town centres has moved from this being the prominent activity. Despite these pressures, with floorspace vacancy at 7% Brent town centres are faring better than London's (8.5%) and England (9%).
- 2.6.3 We have commissioned a new Town Centres Health Check and will need to do similar in respect of retail and leisure needs.

2.7 Climate Change

Figure 15: Projected territorial emissions trajectory to achieve zero carbon in kilotonnes of CO₂ (ktCO₂)



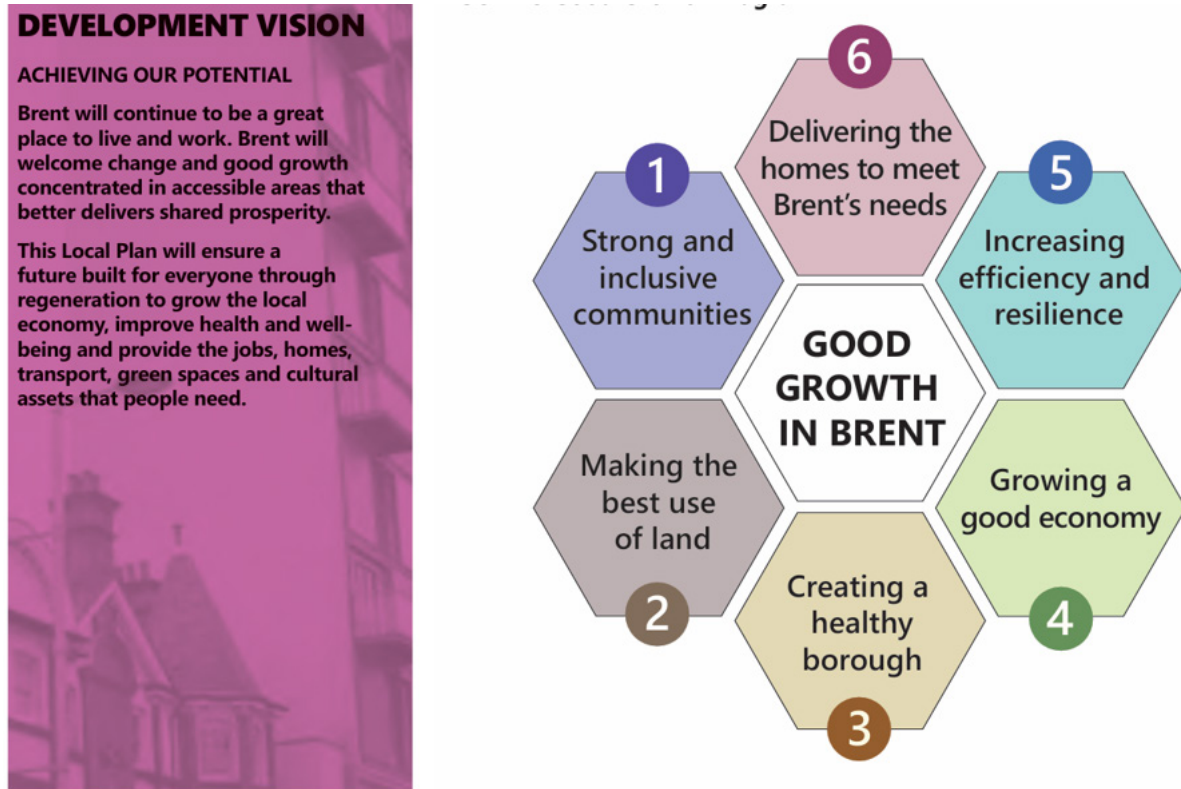
What do we think this tells us?

- 2.7.1 Carbon emissions in Brent have been decreasing according to latest government data. Whilst progress is being made, more needs to be done to reach net zero. The highest contributor to Climate Change is existing building stock, followed by transport.
- 2.7.2 The reduction in Brent's borough-wide emissions has largely been driven by the de-carbonisation of the national electricity grid, supported by changes in energy use and local action to reduce emissions from buildings and transport. Tackling climate change is addressed in many ways, planning can play its part in terms of mitigation and adaptation. Further information can be found on Brent's Open Data Climate Action Dash Board.

3. Spatial Information

3.1 Existing Vision and Spatial Strategy

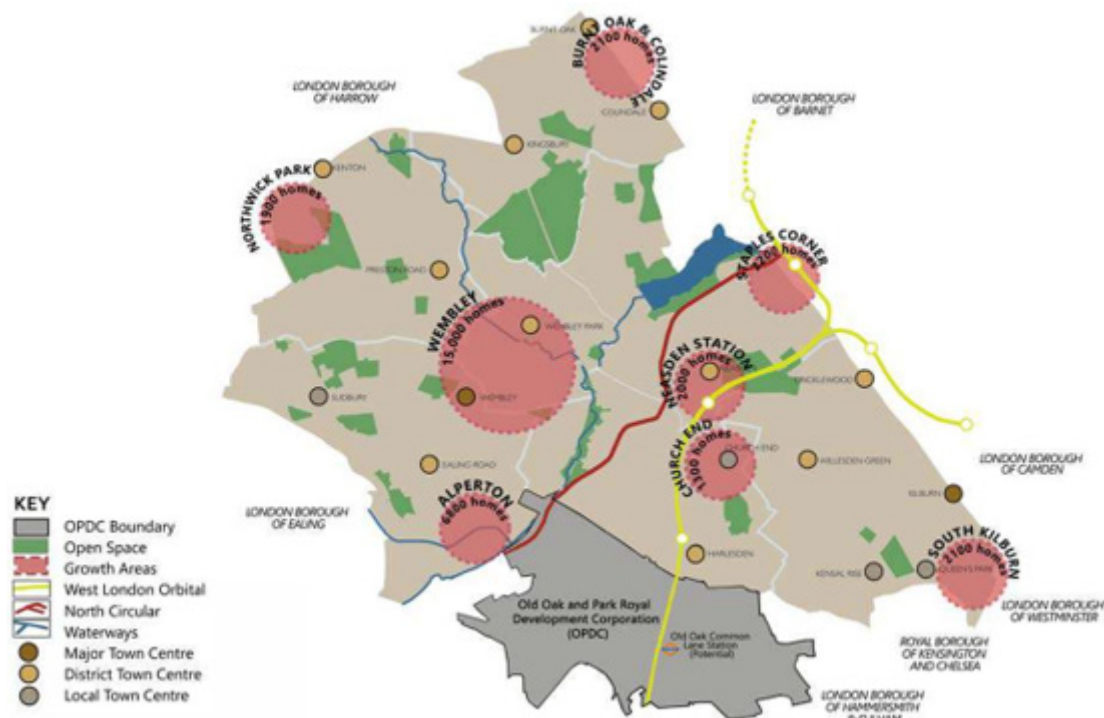
Figure 16: Existing Local Plan development vision for Brent



What do we think this tells us?

- 3.1.1 We think that the vision for Brent does a good job of articulating what the current plan aims to achieve. However, we are required to carry out a new "visioning" exercise to reflect the new local plan's priorities. We will be asking consultation questions about what those priorities to help inform that vision.

Figure 17: Existing spatial strategy key diagram for Brent



What do we think this tells us?

- 3.1.2 We think the key diagram is an adequate representation of the borough. However, there is scope to more accurately reflect the scale and direction of growth.

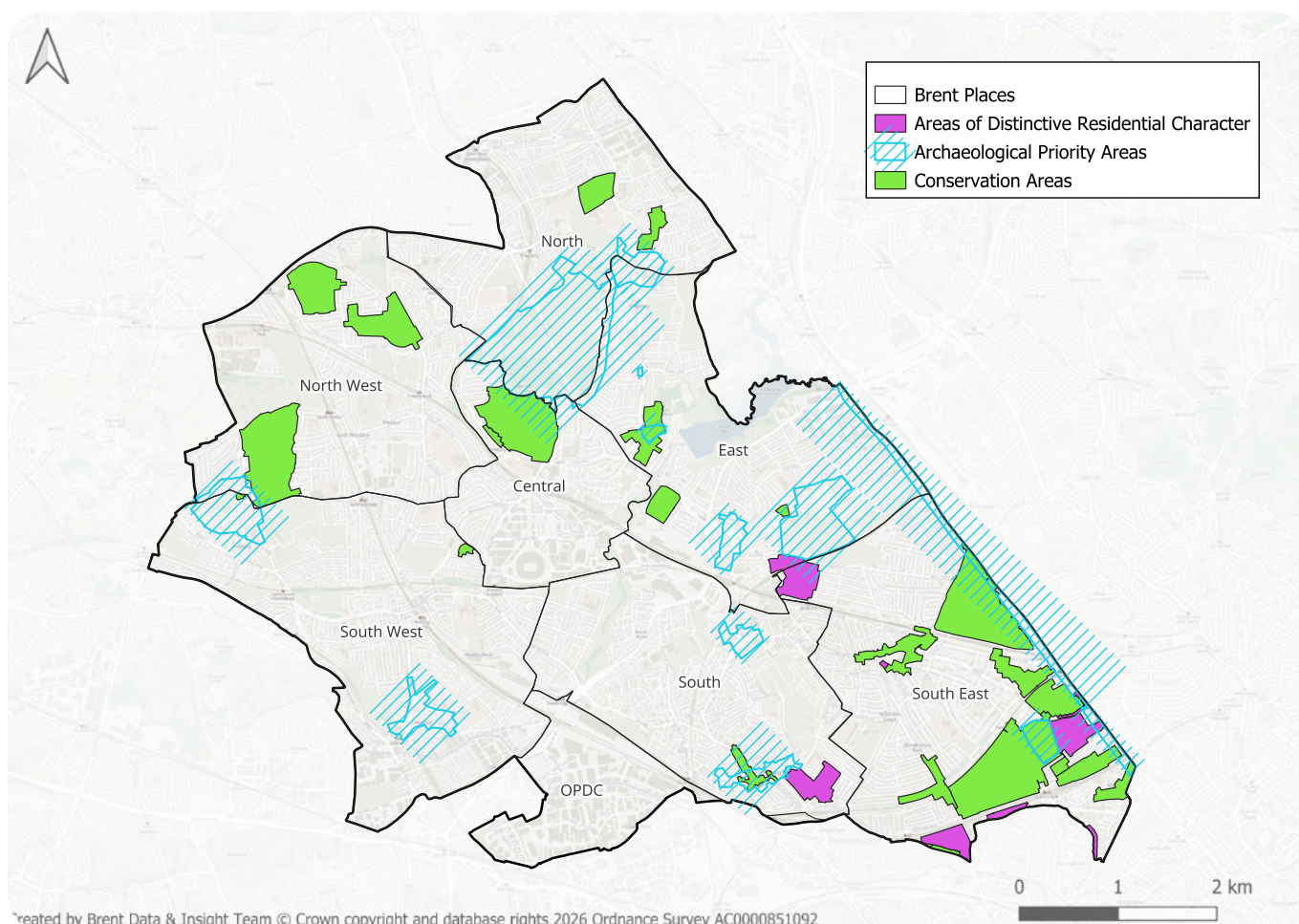
3.2 Brent's Character

- 3.2.1 Brent's character is largely defined by suburban residential development linked to London's rapid expansion from the 1870s to the 1930s. Earlier Victorian and Edwardian suburbs, particularly in the south of the borough and along historic routes such as the A5 and railway nodes like Willesden Junction, are generally denser, with 2 to 4-storey terraces, semi-detached and detached houses. Later 1920s and 1930s "Metroland" suburbs are typically lower density, with two-storey housing focused around Underground and rail stations.
- 3.2.2 Earlier suburbs tend to have a finer grain mix of uses, supported by higher densities and local shops, while later suburbs show greater separation of residential, commercial and industrial uses. More recent estate renewal, particularly from the 1960s and 1970s and again since 2005, has introduced taller buildings, including some over 20 storeys, which contrast with Brent's historic scale.
- 3.2.3 Green infrastructure also contributes strongly to local character. Earlier suburbs often include larger street trees and grander parks, while later suburbs tend to have smaller ornamental trees, more varied parks and incidental open spaces.
- 3.2.4 Brent has fewer designated heritage and environmental assets than some neighbouring boroughs meaning appropriate care is needed where they could be impacted by development. The relative uniformity of many suburban areas means that new development typologies, increased heights or significantly higher densities can have a more noticeable impact than in areas with a more varied existing character.

3.3 Heritage

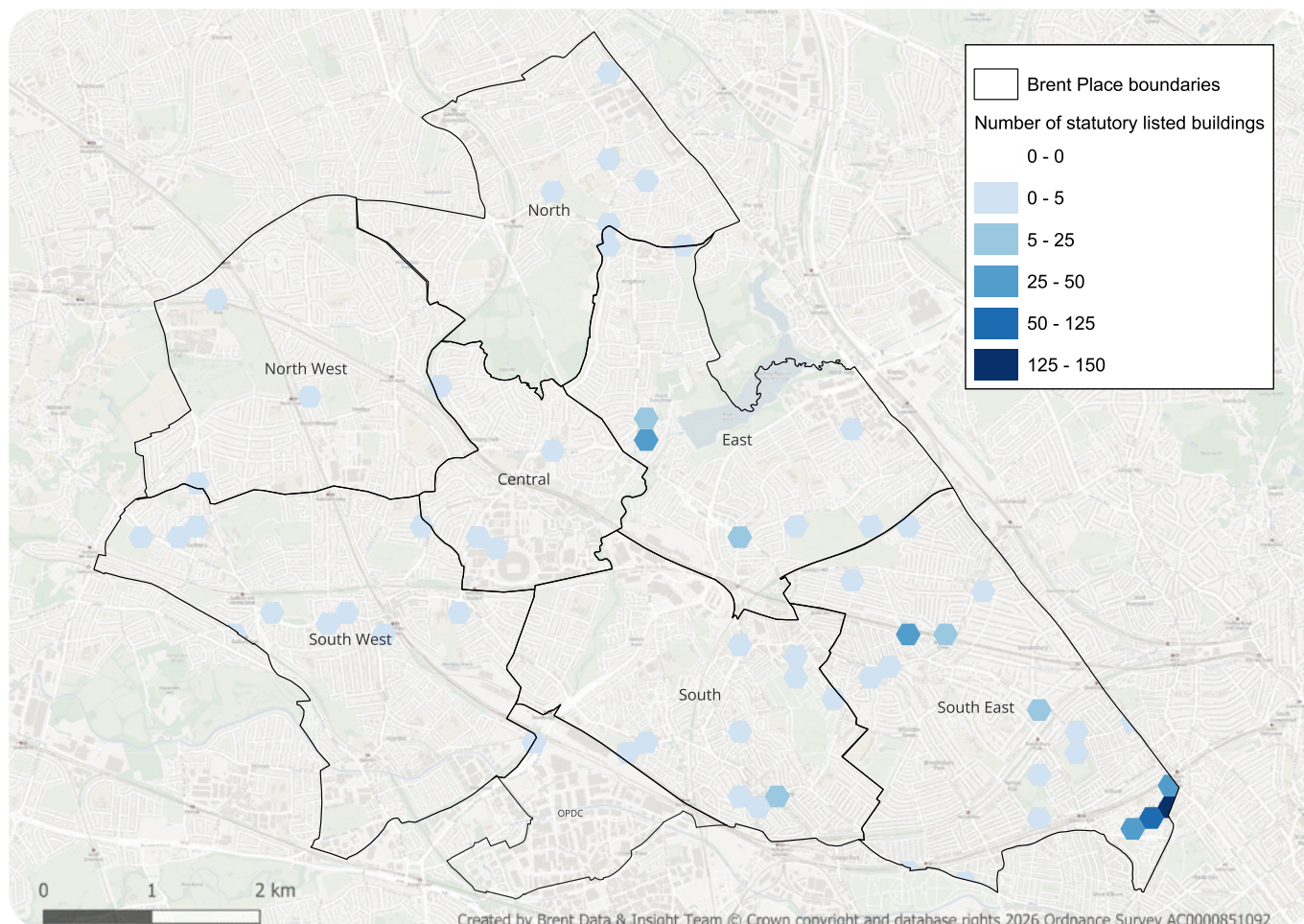
- 3.3.1 Heritage assets provide tangible evidence of the history of an area and can contribute to the sense of connection and belonging felt by its residents. Designated heritage assets include listed buildings, conservation areas and registered parks and gardens. Non-designated heritage assets include locally listed buildings and areas of distinctive residential character.
- 3.3.2 Below, **Map 5** illustrates the distribution of conservation areas and areas of distinctive residential character across the borough. Conservation areas are formally designated areas of special architectural or historic interest with a character or appearance that should be preserved or enhanced. There are 22 conservation areas in Brent. There is a particular concentration of conservation areas in the south east of the borough. Areas of distinctive residential character are places which the council has identified as having the potential for conservation area status.

Map 5: Conservation areas and areas of distinctive residential character in Brent



3.3.3 Below, **Map 6** illustrates the distribution of listed buildings across the borough. Listed buildings are located throughout but clusters are evident, particularly in the south east. For example, in South Kilburn, there are high concentrations of listed buildings along Princess Road, Cambridge Avenue and Oxford Road.

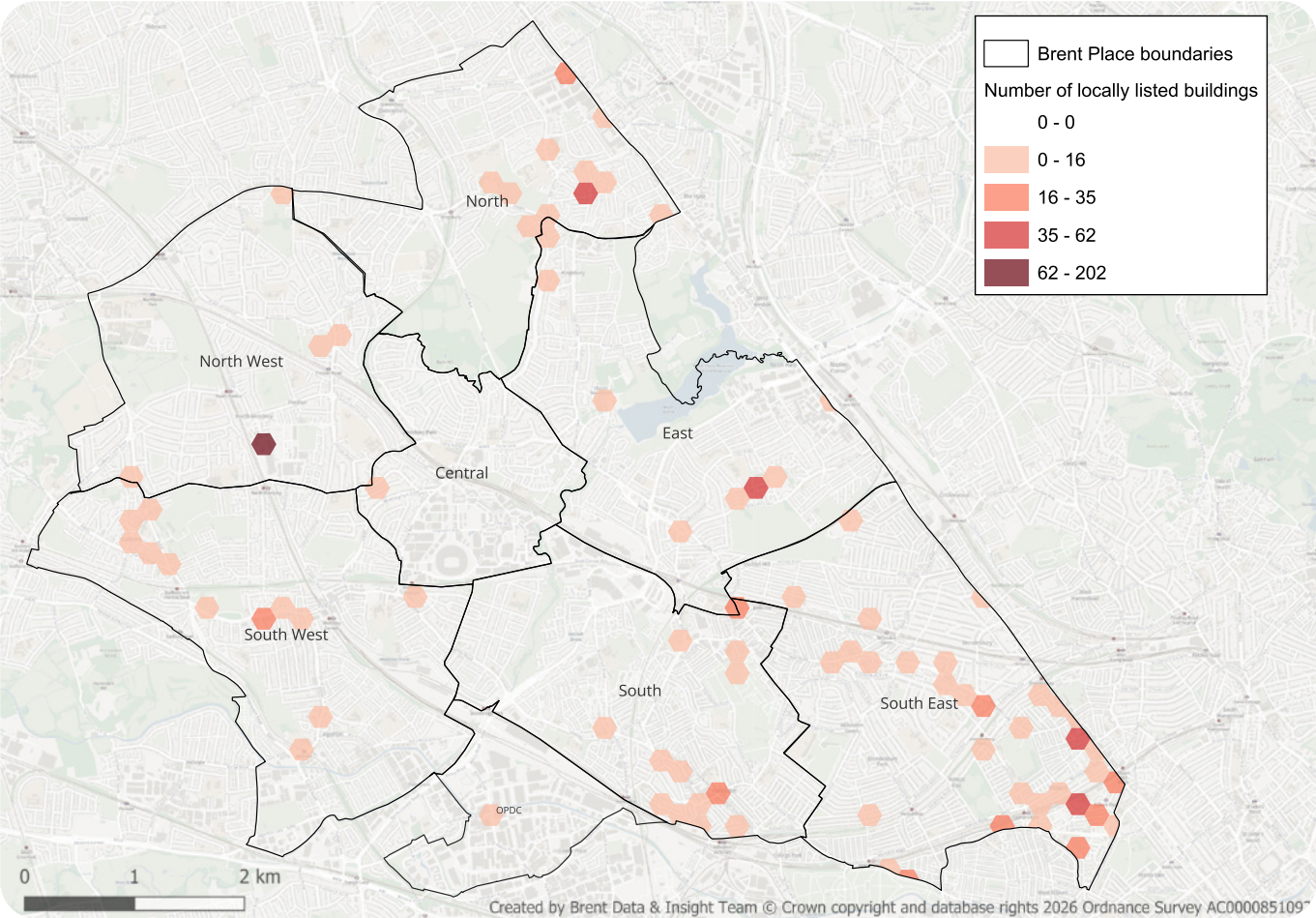
Map 6: Listed buildings in Brent



3.3.4 Locally listed buildings are also situated throughout the borough. Whilst these do not enjoy the same degree of protection as statutory listed buildings, they are recognised as positive elements within the local environment, with historic or architectural merit which is taken into account when development proposals are being considered.

3.3.5 Similarly to statutory listed buildings, there are clusters of locally listed buildings in the south east of the borough. The north west cluster just north of North Wembley station is the individual units within the Wembley Commercial Centre (Former Wrigley's Factory) on East Lane.

Map 7: Locally listed buildings in Brent



3.4 Brent's Town Centres

- 3.4.1 Brent has a diverse network of town centres that act as local focal points for communities. The Local Plan identifies 17 centres within a hierarchy, based on their role, size, catchment and range of shops and services.
- 3.4.2 Changing shopping patterns, including online retail, out-of-town shopping and competition from larger centres such as Westfield London and Brent Cross, have created challenges for Brent's centres. Most centres have a limited comparison goods offer and are mainly focused on smaller-scale convenience retail, with the exception of destinations such as the London Designer Outlet .
- 3.4.3 National policy requires planning policies to support competitive, well-managed town centres and meet needs for retail, leisure, office and other town centre uses. Improving Brent's town centres is also a corporate priority, with the London Plan requiring boroughs to prepare town centre strategies covering issues such as planning, licensing, management, public realm, transport, events and maintenance.
- 3.4.4 The council's approach focuses on five priorities:
- 1) Retail: Retain and improve the retail and consumer offer.
 - 2) Economic growth: Support workspace, jobs and enterprise.
 - 3) Accessibility and attractiveness: Create welcoming, accessible centres.
 - 4) Community uses: Provide leisure, cultural, entertainment and service uses.
 - 5) Housing: Support attractive residential growth in appropriate locations.
- 3.4.5 Although retail faces long-term challenges, Brent's projected population growth provides opportunities for town centres to diversify. This could include more evening and cultural uses, restaurants, leisure, community facilities, offices, hotels and new homes, particularly where centres have good public transport access.
- 3.4.6 The London Plan supports higher-density mixed-use and residential development in and around town centres, including homes for smaller households, Build to Rent, older people and students. However, new residential or hotel uses should not undermine existing town centre activities such as music venues.

Figure 18: Town Centres and Neighbourhood Parades

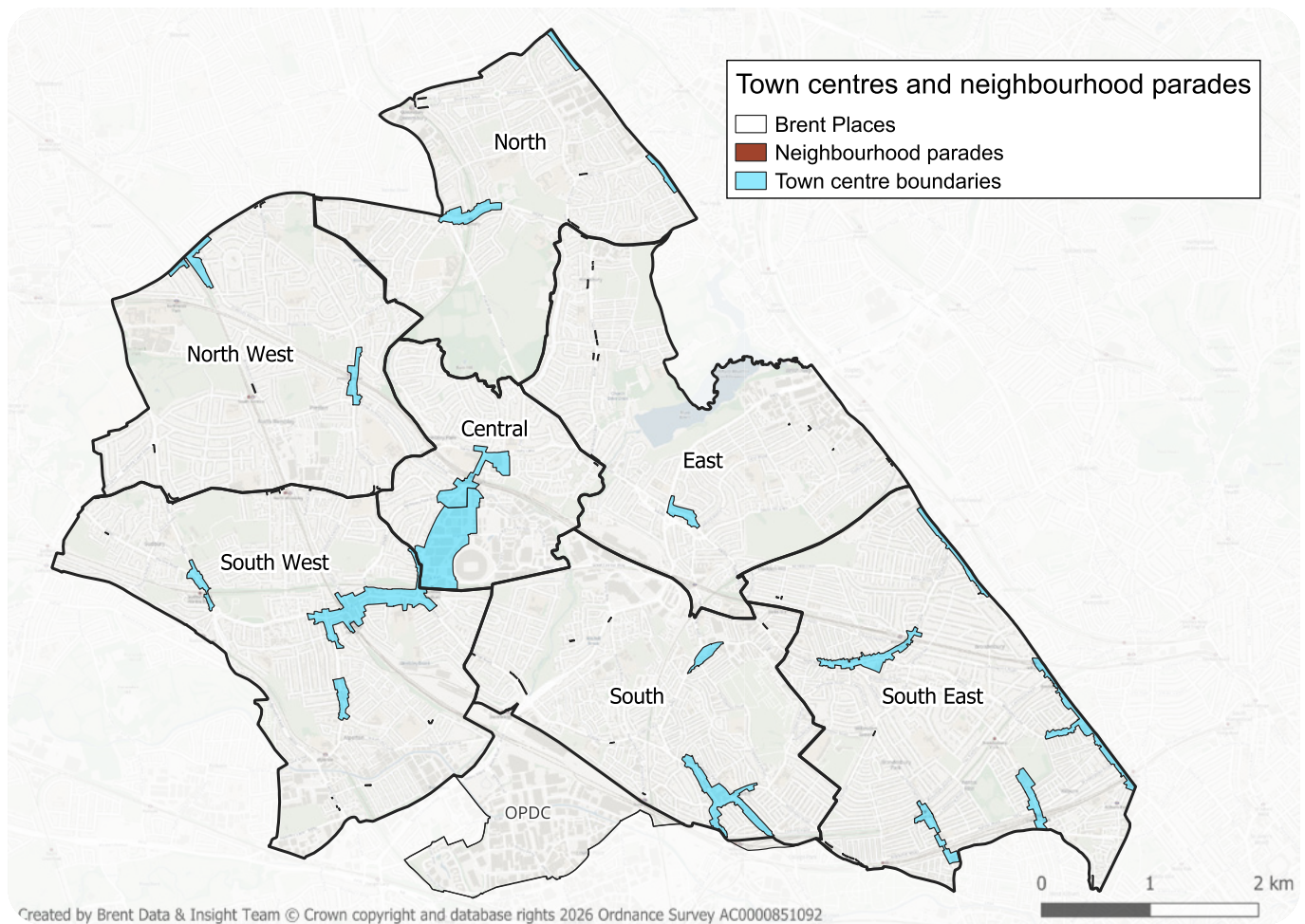


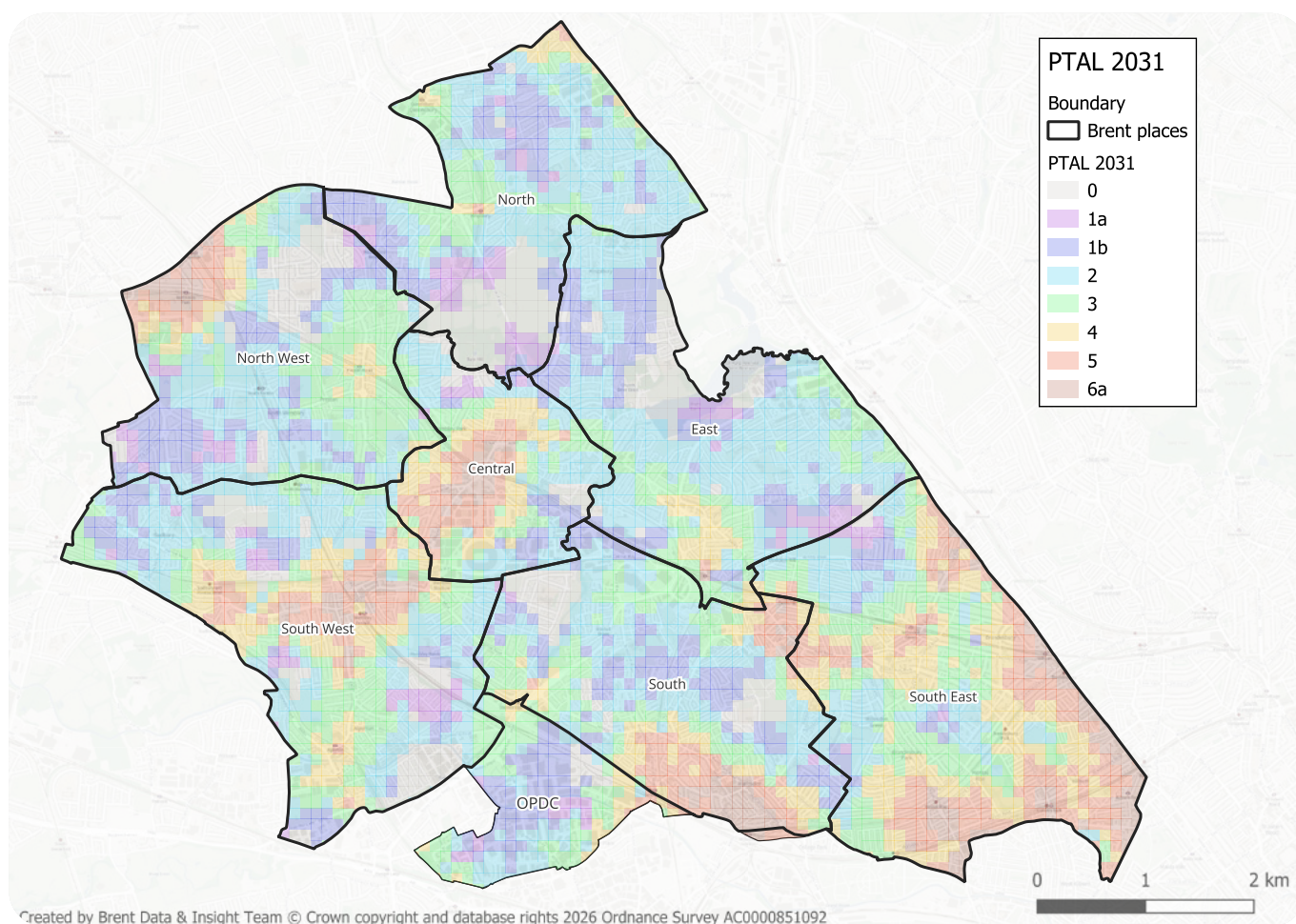
Table 11: Brent Town Centre hierarchy

Major	District	Local
Kilburn	Burnt Oak	Church End
Wembley	Colindale	Kensal Rise
	Cricklewood	Queen's Park
	Ealing Road	Sudbury
	Harlesden	
	Kenton	
	Kingsbury	
	Neasden	
	Preston Road	
	Wembley Park	
	Willesden Green	

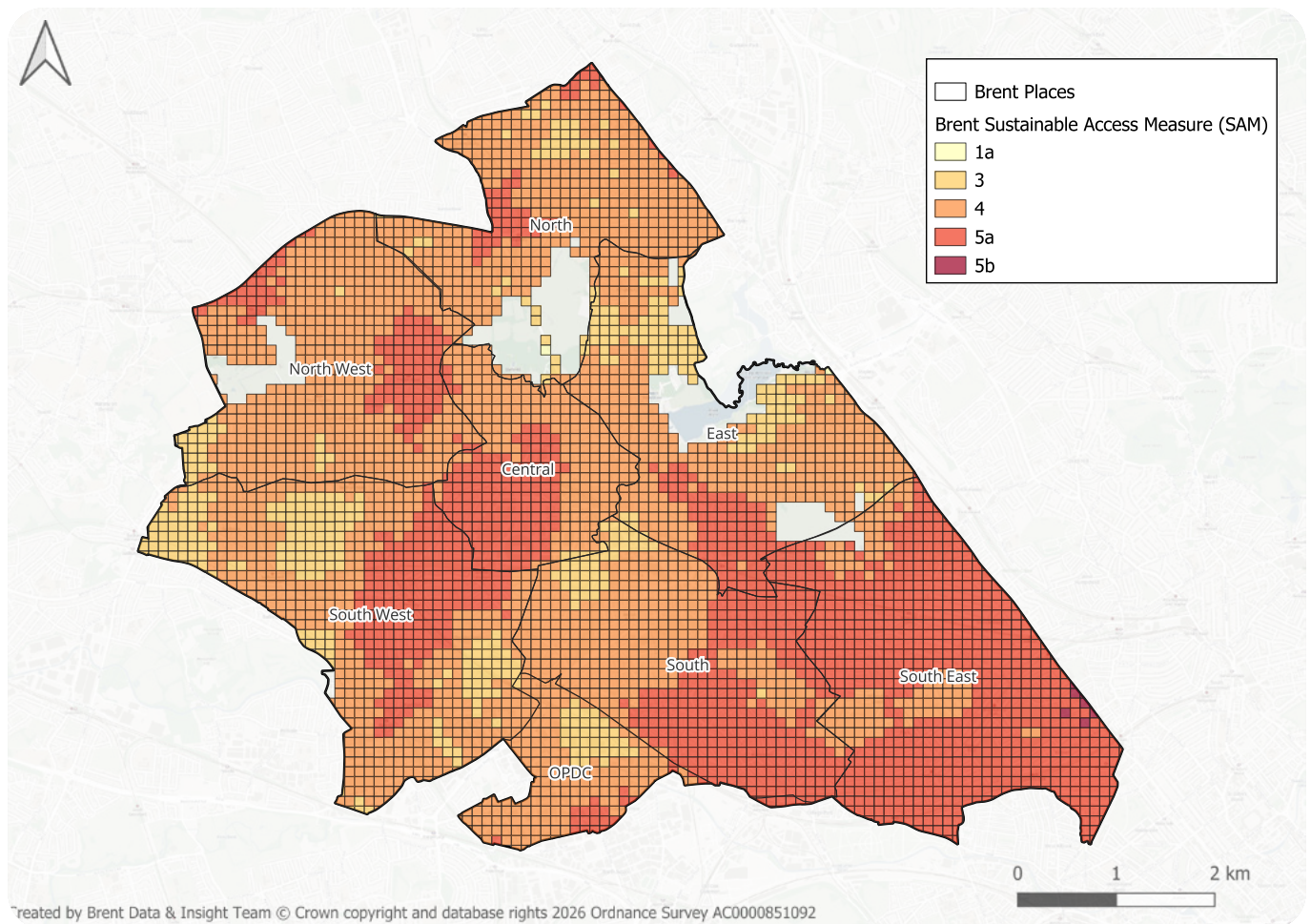
3.5 Access and Transport

3.5.1 Brent is a well-connected borough particularly in relation to public transport, as reflected in travel to work statistics above. Up until recently the main measure of “accessibility” in London was the Public Transport Accessibility Level” but more recently the GLA have introduced a “Sustainable Access Measure” (SAM). Each are shown below:

Map 8: Public Transport Accessibility Level (PTAL) in Brent



Map 9: Sustainable Access Measure (SAM) in Brent



Vehicles

- 3.5.2 Road congestion occurs in parts of Brent, particularly on strategic routes such as the North Circular and around Wembley on event days. It contributes to poor air quality, delays, and wider economic and social impacts, with future population growth likely to add further pressure.
- 3.5.3 The London Plan 2021, seeks to reduce car dependency by supporting the Mayor's target for 80% of all trips in London to be made by walking, cycling or public transport by 2041. It identifies this shift as the long-term solution to London's congestion challenges and requires development plans and proposals to support sustainable transport, make effective use of accessible locations, and mitigate impacts on the transport network.

- 3.5.4 Brent's approach broadly aligns with this. The borough seeks to promote sustainable travel through public transport, walking and cycling, while recognising that some areas, particularly in the north and north west, have lower public transport accessibility and higher car dependency. The Brent Local Plan identifies low PTAL areas in parts of the borough and supports active travel, Cycleways, Healthy Streets, station improvements and public transport accessibility improvements, including around Northwick Park.
- 3.5.5 Future transport improvements, including the West London Orbital, offer opportunities to improve orbital links and reduce reliance on road-based travel. The London Plan includes the West London Orbital as a proposed London Overground extension, and more recent work confirms that the scheme continues to be developed as a strategic west London transport project using existing rail corridors.
- 3.5.6 We therefore think new development should be planned to minimise car use, support walking and cycling, provide appropriate cycle parking, manage freight and servicing, and contribute to transport mitigation where required. The London Plan expects car-free development to be the starting point in well-connected locations, with car-lite approaches elsewhere. Brent applies lower parking standards in more accessible areas and recognises that some parking may still be required in lower PTAL locations.

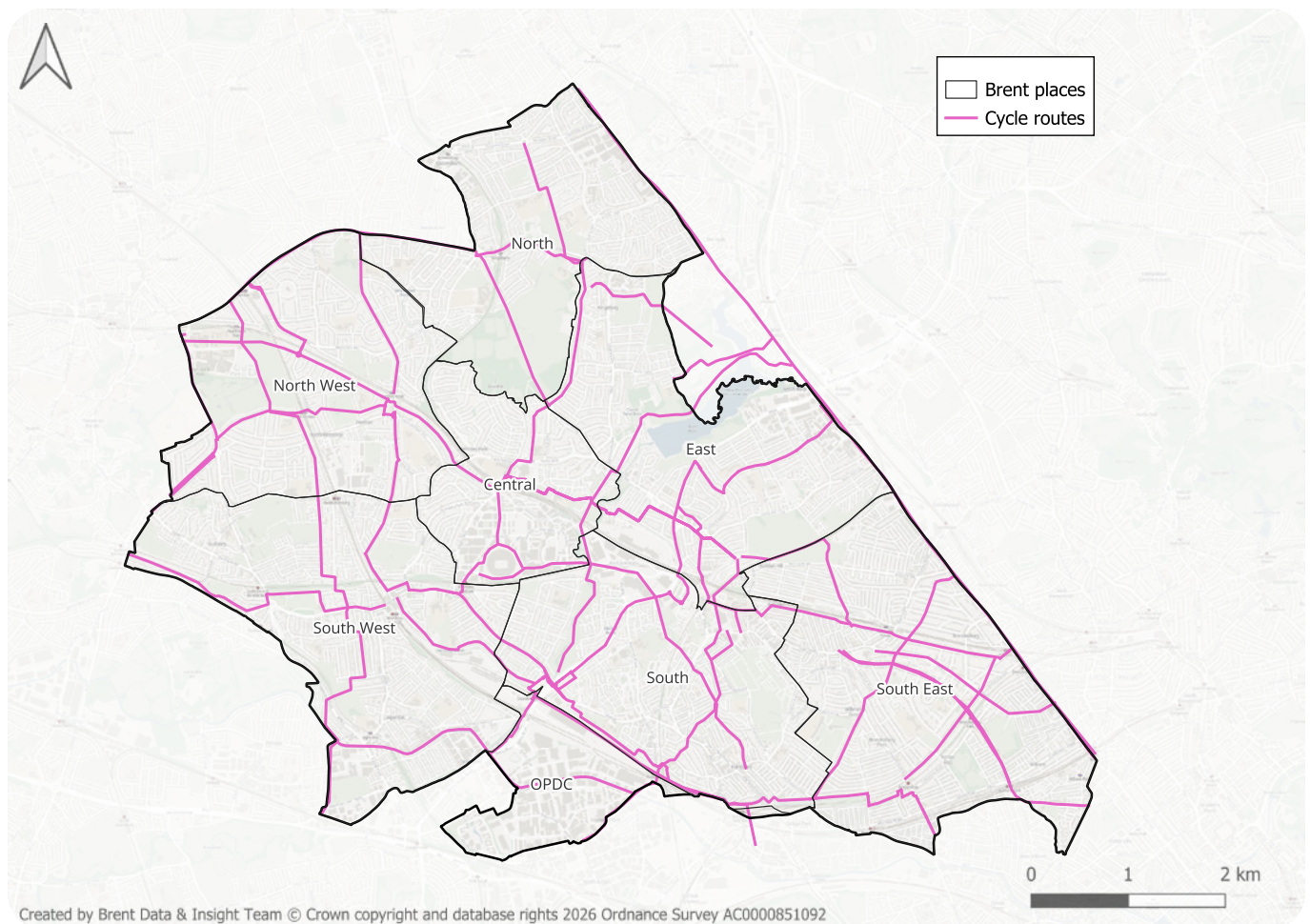
Freight

- 3.5.7 Brent's industrial estates, construction activity and growth in home deliveries all generate freight movements, which can contribute to congestion, road safety issues and poor air quality.
- 3.5.8 Measures to reduce these impacts could include re-timing deliveries outside peak periods, as trialled in Wembley, and using consolidation centres to reduce the number of individual vehicle trips. There may also be opportunities to move some freight by rail or the Grand Union Canal, where feasible.
- 3.5.9 Cleaner freight could be supported through alternative fuel infrastructure, such as rapid charging or hydrogen hubs, with appropriate space planned into new development and existing industrial areas.
- 3.5.10 At a local level, delivery hubs, click and collect points, and collection facilities at town centres or stations could reduce multiple residential deliveries while supporting linked trips and town centre activity. Any out-of-hours servicing or collection activity would need to be managed to avoid unacceptable impacts on nearby residents.

Walking and Cycling

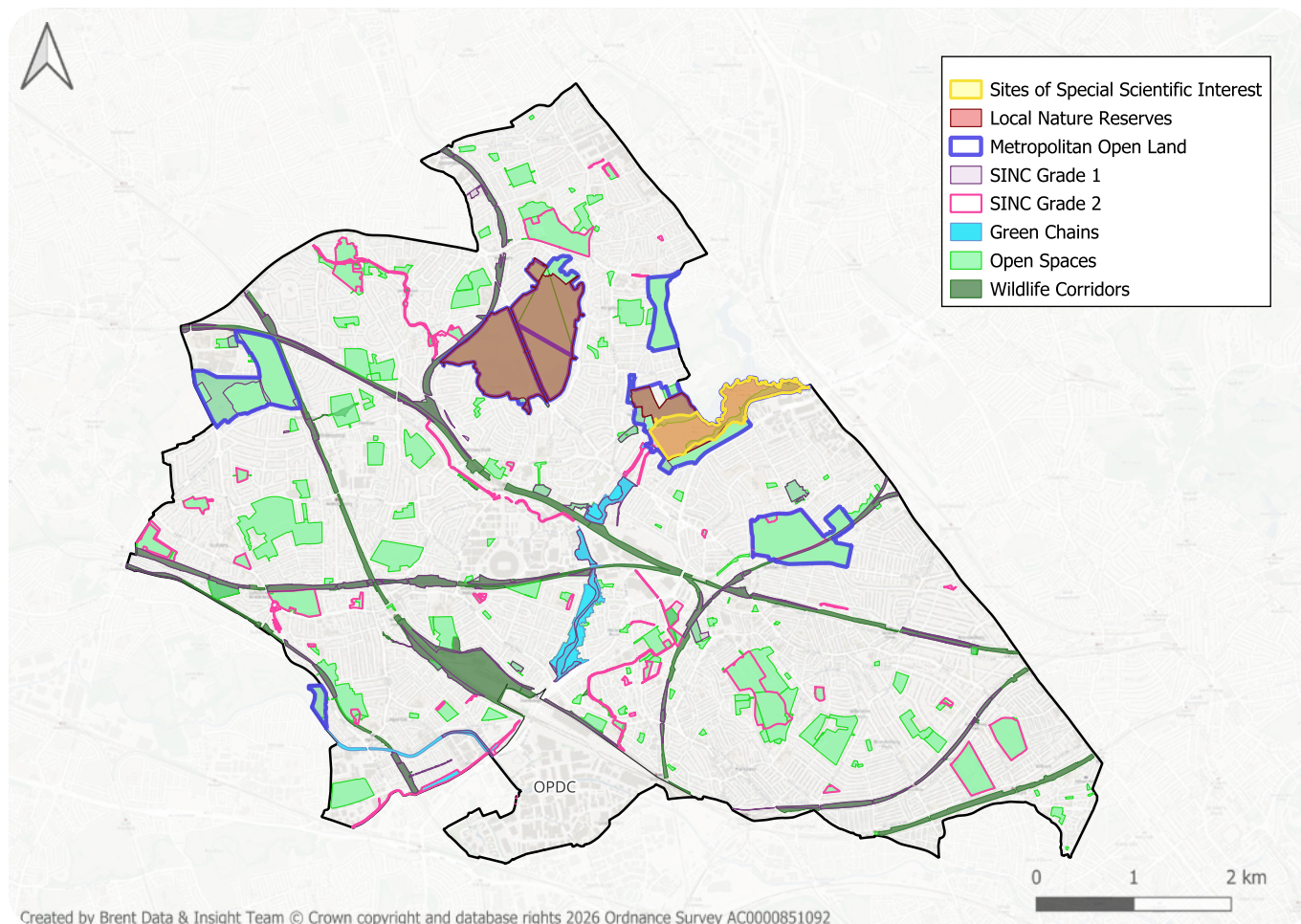
- 3.5.11 Walking and cycling can reduce pressure on the road network while supporting health and wellbeing. Brent has several established cycle routes, including radial and orbital routes, as well as walking routes such as the Capital Ring, which connects South Kenton to Welsh Harp.
- 3.5.12 However, cycling levels remain relatively low, particularly in the north of the borough, and consultation has identified road safety, public realm quality and personal safety as barriers to greater uptake. Improving safe, attractive and connected walking and cycling routes between key destinations will be important in reducing car dependency and supporting sustainable travel.

Map 10: Existing cycle routes in Brent



3.6 Nature and Green Space

Map 11: Open spaces and biodiversity in Brent



- 3.6.1 In Brent, open space provision varies significantly across the borough. Parts of the south of the borough are open space deficient, and some wards experience specific deficiencies in access to local parks or different types of open space. This may reflect not only distance from open space but also limited access to a suitable range and quality of spaces.
- 3.6.2 The quality of open space is important to how well it is used and can affect health, wellbeing, community cohesion, and perceptions of safety. Some spaces may require investment, better management, or reconfiguration to address issues such as poor layout, limited accessibility, or anti-social behaviour.

- 3.6.3 Where new public open space is provided as part of development, long-term management and maintenance arrangements will be important. The London Plan supports ensuring that open space delivered through development remains publicly accessible, which aligns with Brent's approach to securing new and improved spaces through growth areas and larger schemes.
- 3.6.4 The borough has 62 Sites of Importance for Nature Conservation (SINCs), seen on map above. The 2014 Review of SINCs in Brent found that the quality of habitats in the borough varied from poor with limited species to species-rich. Some areas of woodland, such as those found at Coronation Gardens, although planted had become naturalised through cessation of management and offer a good, diverse habitat.

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4. Key Challenges

4.1 Summary

From the information presented in **Section 2** and **Section 3** of this document, we think that the challenges the Local Plan will need to address are as follows:

Housing Need and Affordability

- 4.1.1 Brent faces high need for housing, including affordable homes. Many households face high costs and overcrowding.
- 4.1.2 Limited land availability - Brent is a largely built-up area with little undeveloped land. This means growth must be carefully planned and often delivered on previously developed sites.

Infrastructure and Service Provision

- 4.1.3 Population growth creates demand for:
 - Education and health facilities;
 - Transport and movement infrastructure;
 - Parks and community spaces.
- 4.1.4 Development must be supported by appropriate infrastructure.

Climate Change and Environmental Sustainability

- 4.1.5 The Local Plan must help address:
 - Carbon emissions and energy use;
 - Flood risk and overheating;
 - Green spaces and biodiversity.

Economy and Town Centres

- 4.1.6 Supporting local businesses, jobs and vibrant town centres is essential, particularly as retail and working patterns change.

Managing Growth and Change

- 4.1.7 In areas where significant development is expected, including housing and employment, managing this change raises issues around:
 - Density and building heights;
 - Impact on neighbourhood character;
 - Pressure on infrastructure and services.

4.2 That's what we think, what do you?

- 4.2.1 This scoping consultation is mainly about what you think the Local Plan should contain, and we'd like your views on that. There are things that the statistics cannot tell us such as your lived experience of the borough. We'd like to take this opportunity to understand the borough more, and would like your help in doing so. The questions in the consultation are designed to allow you to share your view on this with us.

4.3 What are the next steps?

- 4.3.1 The consultation will be open from Wednesday 2nd September 2026 until Wednesday 30th September 2026. The results will be analysed and we will aim to publish a summary of findings by October 31st 2026. We are then intending to commence plan making in accordance with the Local Plan Timetable. A further consultation on the evidence we collect in this period and proposed content of the plan is anticipated to take place in July 2027.

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