

shaping development in brent



Annual Monitoring Report 2010-11

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1. Introduction

1.0.1 This is the seventh Annual Monitoring Report that the Council has produced in accordance with its statutory obligation under the Planning and Compulsory Purchase Act 2004.

1.0.2 The statutory purpose of the Annual Monitoring Report (AMR) is to inform the Secretary of State of the Council's progress towards the replacement of the Brent Unitary Development Plan 2004 (UDP), which forms part of the Borough's statutory development plan, along with the London Plan (published by the Mayor of London), by the Local Development Framework (LDF). The AMR will also provide key elements of the 'evidence base' for preparing the LDF.

1.0.3 The LDF will provide the local element of the 'spatial plan' for Brent, ultimately completely replacing the UDP adopted in 2004, the saved planning policies of which continue to be used to determine planning applications. Pending the 'adoption' of all of the replacement Development Plan Documents (DPDs), those UDP policies, which are still in accordance with Government land use strategy, planning policy and the London Plan, and which have not been superseded by adopted DPDs, are statutorily 'saved' so as to enable their continued usage.

1.0.4 The adopted LDF will comprise a suite of DPD's that can be individually reviewed and updated as necessary. The first and most crucial DPD, the Core Strategy, setting out the Council's 'spatial vision' for Brent and its implementation strategy, was adopted in July 2010. The Council also adopted, in July 2011, its Sites Specific Allocation DPD. This identifies the preferred uses of some seventy sites the development of which, to provide new housing, employment opportunities and community facilities, will play a key role in implementing the Core Strategy.

1.0.5 The preparation of the Core Strategy and Site Specific Allocations has involved a process of extensive public consultation. Consultation also took place, in 2007, on the Preferred Options for the the Development Policies Document which will provide the more detailed policies needed to determine planning applications. However, the preparation of the Development Policies was put on hold until the Core Strategy and Site Specific Allocations DPDs were adopted and the priority now, with more limited resources, is to bring forward a Wembley Area Action Plan, the first round of consultation being held in September - November 2011. DPDs has been progressed in accordance with the arrangements and timetable of the Council's overarching LDF project plan called the Local Development Scheme (LDS). This AMR outlines the current LDS (see Part 3: Local Development Framework Progress) and provides more detail on the various DPD consultations and targeted further work in the coming years.

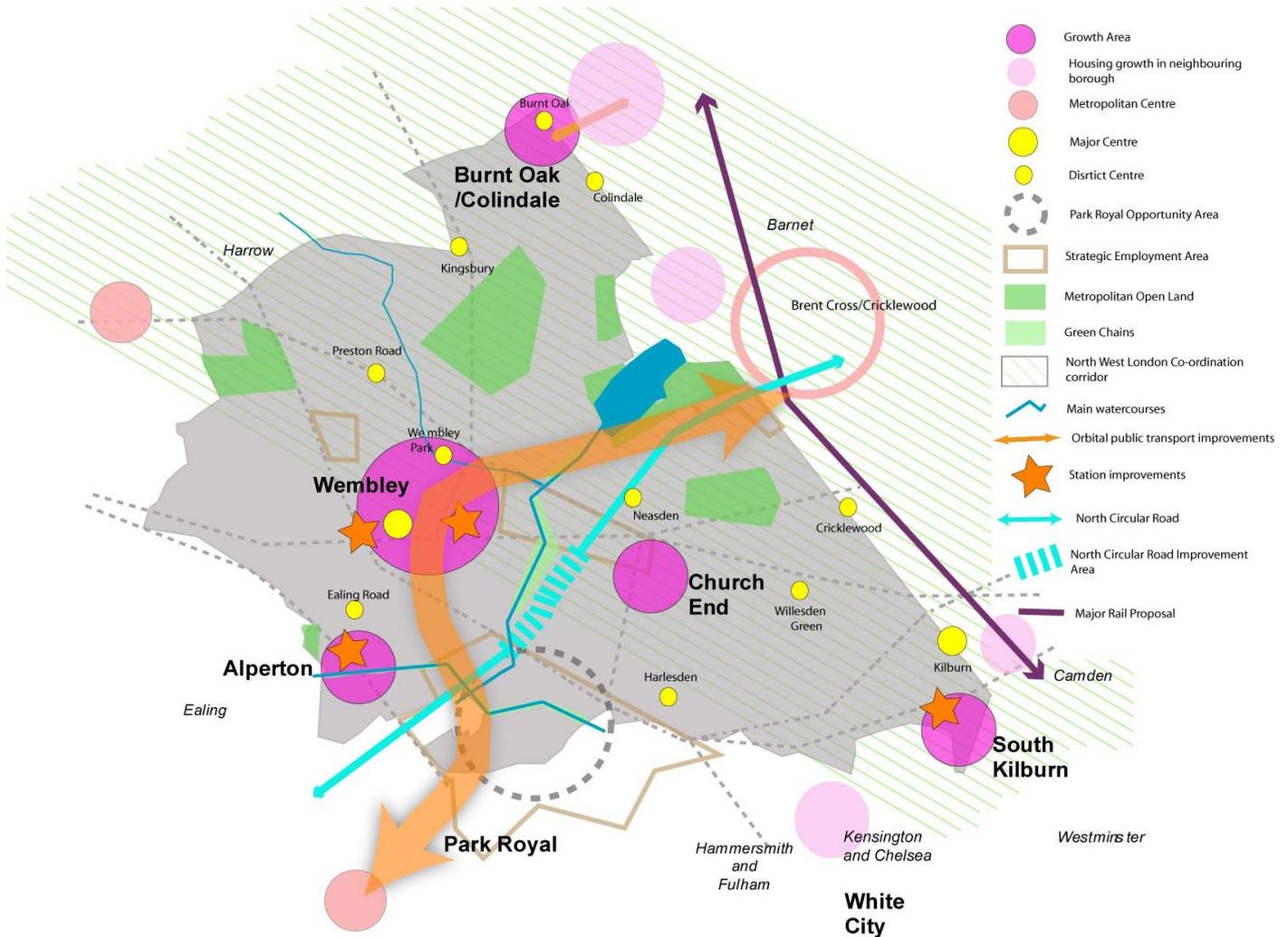
1.0.6 The AMR should also contain a review of the developments that have been permitted or undertaken in Brent during the year so as to establish how effective the planning policies have been in enabling sustainable development and protecting the environment. Identifying the successful, or otherwise, implementation of the planning strategy and its specific planning policies should, in so far as possible, be evaluated by measurable targets and other relevant outcomes.

1.0.7 The LDF Regulations require that the AMR must, at least, monitor the 'net additional dwellings' provided. Planning Policy Statement 12 Development Plans further requires the inclusion in the AMR of a 'housing trajectory' illustrating the phased delivery of the envisaged level of additional housing provision during the Plan's life.

1.0.8 With the adoption of the Core Strategy and Site Specific Allocations DPDs as well as a revised London Plan, the AMR has been re-focussed this year so that it focuses on measuring the key indicators set out in these documents. It also more clearly relates individual indicators to specific strategic objectives in the Core Strategy as well as to individual policies of the LDF, the London Plan and still relevant policy of the UDP.

1.0.9 The AMR offers a valuable opportunity to inform people of the main development trends in the borough and to make people aware of the range of development activity taking place. It is also invaluable in ensuring that the review of policy is timely and informed by up-to-date evidence.

2. Part 1: Introduction to Brent & the Planning Service



Picture 2.1 Brent Core Strategy Key Diagram

2.0.1 The Key Diagram above shows the main spatial elements, such as strategic open space and growth areas, that provide the basis for the Borough's spatial strategy and, therefore, key planning policies.

2.1 Brent: Between Inner and Outer London

Location and Regional Context

2.1.1 The London Borough of Brent is located in North West London, bordered by the boroughs of Harrow, Barnet, Ealing, Camden and Westminster. The Borough, which takes its name from the River Brent, a tributary of the River Thames, occupies an area of 4,325 hectares (c 17 sq miles); making Brent the 15th largest borough in London. Brent extends approximately 5 miles (8 km) long on its north to south axis, from Queensbury to Kilburn, and 6 miles (10km) wide on its east to west axis, from Cricklewood to Sudbury. This area encompasses both Outer and Inner London suburban and urban locations, with the North Circular Road generally separating the less populated northern areas from the more densely built southern parts of the Borough. Much of the southern parts of Brent are further bisected by the Grand Union Canal.

2.1.2 Brent's locational position is both a strength and a weakness as most of its major road links radiate out from and into Central London, echoing the line of the original Roman Watling Street highway. Subsequent railways lines (from Euston and Marylebone stations) and the later underground lines (Metropolitan, Jubilee and Bakerloo) replicated this radial orientation, with the result that Brent suffers from inadequate links, particularly mass public transport access, too much of the rest of the West London sub region, with a noticeable absence of orbital routes.

2.1.3 Brent forms an important part of the West London spatial planning sub region, along with the boroughs of Ealing, Hammersmith and Fulham, Harrow, Hillingdon, Hounslow and Kensington and Chelsea. The Park Royal and Wembley areas of Brent constitute part of the 'Western Wedge', the arc between Paddington and Heathrow, which has been identified in The London Plan as a major economic growth zone. Brent is bordered by the North London and Central London Sub Region boroughs and their sub regional spatial strategies, together with the London – Luton - Bedford Corridor's strategy, also impact on Brent's spatial planning.

Places and Neighbourhoods

2.1.4 Although the Borough of Brent was only created in the 1965 London local government reorganisation, many of its constituent areas have a long history of a distinct local identity and sense of place. Some populated areas can trace their origins back to hamlets first settled at least two millennia ago and probably much longer to pre-Celtic times.

2.1.5 Evidence of Roman occupation has been excavated in Kingsbury and Neasden, while the Roman signalling station on Dollis Hill was the forerunner of today's mobile phone masts. The names of Kingsbury, Neasden and Willesden are derived from the Anglo Saxon hamlets of Cyngsbury, Neosdune (the nose-shaped hill) and Wellesdune, while a forest clearance by Wember (a Saxon land owner) created Wembalea, now known as Wembley. After the Norman Conquest, the Cyngsbury royal hunting lodge became the site of the present 12th century St Andrews Church. Other areas can trace their origins from this Norman period with Domesday Book references to Harlesden and Kilburn (the Kele-bourne Priory).

2.1.6 1.6 The linkage of these hamlets and villages over the ensuing centuries and their incorporation, particularly in the south of the Borough, into the wider London area was significantly hastened by the development of the railways in the mid 19th century. Kilburn, which had for long been an important stopping place on the roadway out of London to the North, became a major urban centre with the arrival of the North London Line in 1853, and Willesden Junction was an important maintenance centre on the London-Birmingham line. But much of the north of present day Brent was essentially rural until the Metropolitan Line created, from the 1880s onwards to the 1930s, the 'Metro Land' suburbs of Kingsbury, Wembley, Preston and Kenton.

2.1.7 These communication improvements made areas of Brent much more accessible to other Londoners and so Brent became an important centre for leisure and entertainment. Indeed, the origins of Brent's role as a major tourism attraction can be traced back to the pilgrims who flocked to the 14th century shrine of Our Lady of Willesden and subsequently in the 19th century to the more secular attractions of the Welsh Harp Reservoir

(excavated in the 1834-35 to supply the Grand Union Canal). And latterly Wembley; the site of the 1924-25 British Empire Exhibition, the 1948 Olympics and now the rebuilt National Football Stadium (the world's largest covered football stadium) has become a global 'brand image' for Brent.

People

2.1.8 The 2001 Census enumerated 263,464 Brent residents, an increase of over 8% since the 1991 Census. But the 2001 Census probably under-enumerated Brent's population, as it did in other areas of London. Subsequent Government (Office of National Statistics) estimates which 'project' the Census and also depend upon unsatisfactory other sources of information (changes in NHS registrations and the International Passenger Survey), therefore substantially underestimated Brent's population at 270,600 in 2008. The Greater London Authority (GLA) using enhanced modelling of the same data sources as the Government have estimated Brent 'population as ranging from a low of 277,500 to a high of 281,700 in 2008.

2.1.9 As underestimating the Borough's population means a loss in Government funding to the Council and the Brent Primary Care Trust, as well as making effective spatial planning more difficult, the Council commissioned Professor Mayhew, a leading demographic expert, to better estimate Brent's current population. Using a radically new methodology (computer matching and filtering all available administration records, such as health, educational, electoral and benefits) his study estimated that Brent's population in 2007 was probably at least 289,000.

2.1.10 Brent's population is extremely diverse, 71% are not 'White British Born' and almost half were born outside the UK, effectively making the many ethnic minority communities the 'majority' (55%), the second highest ranking in England and Wales and the highest in London. Furthermore, the chances that any two residents encountering each other in a Brent street will be of different ethnicity is 85%; making Brent the most 'ethnically diverse' area in the country (Office of National Statistics).

2.1.11 Brent residents speak over 130 languages. Interestingly, significantly more primary school pupils do not speak English as their 'first language' (60%) than secondary school pupils (53%), inferring substantial recent arrivals of non or limited English speakers. People born in India (18.5%) constitute the largest ethnic minority. Brent has the second highest proportional Hindu population (17%) in the country and their Neasden Temple was the first and largest traditional 'mandir' built outside India. Residents of Indian and other Asian origin represent 28% of Brent's population. Other substantial ethnic minority communities, enumerated by the 2001 Census, include persons born in the Caribbean (10.5%) and in Africa (7.8%) who with their offspring collectively constitute 22% of Brent's population. Although the Irish born community (7%) has substantially decreased in the last two decades, it still represents the highest proportion of London's Irish born residents.

2.1.12 An estimate of the origins of more recent incomers to Brent can be obtained from the birthplaces of those issued with new National Insurance Numbers (NINOs) in Brent. During 2010/11, 18,700 new NINOs were issued to Brent residents who were born outside the UK; the second highest number of any local authority in the country (Newham is highest with 28,550). These Brent registrations, issued to residents from over 100 countries, were slightly down on the previous year (19,590). The 10 countries which accounted for 63% of the total NINO's are listed in Table 1.

2.1.13 Table 1: New National Insurance Registrations 2010 – 2011

Country of birth	Number of Registrations	Percentage
India	3,680	19.7%
Romania	1,420	7.6%
Poland	1,250	6.7%

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Sri Lanka,	1,050	5.6%
Italy	1,020	5.5%
Pakistan	810	4.3%
Portugal	750	4.0%
Spain	730	3.9%
France	610	3.3%
Nepal	500	2.7%
Total	18,700	100%

2.1.14 Brent has a relatively young population; 25% are under 19 years, 19% are aged between 20-29, with a total of 62% aged under 40, and a relatively low proportion of pensioners (14%). This age profile (Census 2001) combined with a fertility rate substantially above the average London level is imposing significant stress on the Borough's social infrastructure, particularly schools. This demographic structure has also resulted in the third highest household size in England and Wales (2.62 persons) and the second highest level of overcrowding in London. Professor Mayhew's study suggests that the average household size in Brent has recently increased to 2.7 persons, contrary to the national trend towards smaller households. Brent is relatively densely populated with 61 persons per hectare compared to the Outer and Inner London averages of 35 and 78 respectively.

Incomes

2.1.15 Brent residents of working age are slightly more 'economically active' and less 'inactive' but have disproportionately higher unemployment rates 5.3% than Londoners generally (4.5%) [NOMIS, 'Brent Labour Market Profile 2009']. Residents in Brent who are not working constitute some of the most deprived population sectors in the country according to a detailed survey of Benefits Recipients which found that:

- Brent has the highest number of Pension Guarantee claimants (66%) in London
- Brent has the 29th highest Job Seeker Allowance level in Britain
- Harlesden has the 2nd highest Job Seeker Allowance in London wards
- Harlesden has the 5th highest Income Support level in London wards

(Source: GLA 'Who Benefits', 2007)

2.1.16 Brent's working residents earn less than any other Londoners as they have median gross incomes of only £23,145, compared to the London median salary of £27,762, (Annual Survey of Hours and Earnings 2010) Brent household incomes are also relatively low with 60% having a total income of under £30,000, compared to an average of 53% for London, according to a GLA study which 'equalises' income to allow for, greater, household size (DMAG Briefing 2006/34).

2.1.17 This combination of lower than average salaries and household incomes, together with higher than average unemployment rates has resulted in Brent being ranked in the 2007 Index of Multiple Deprivation (IMD) as the 53rd 'most deprived' of the 354 English local authorities. This ranking means that Brent dropped 28 places

from the 2004 IMD, thereby moving Brent from within the 25% to the 15% most deprived local authorities' category. The Carlton, Stonebridge, St Raphaels, Roundwood and Harlesden wards are ranked in the 10% most deprived wards nationally.

Variable Distribution of Income, Wealth, and Poverty in Brent

2.1.18 Employment and incomes are very unequally distributed across Brent with a £17,000 difference between the mean annual household incomes of Queens Park and Stonebridge residents. But the traditional view of a simplistic North/South 'affluence divide' is no longer supported by the 2007 IMD which shows the growth of 'pockets of deprivation' in the Preston, Kenton and Queensbury northern wards.

2.1.19 1.19 More complex patterns of the locational differences in the distribution of 'wealth and poverty' in Brent are shown in Professor Danny Dorling's study, as summarised below :

Constituency	Core Poor	Breadline Poor	Non Poor / Non Wealthy	Asset Wealthy	Exclusive Wealthy
Brent East	15.3%	37.9%	35.7%	26.5%	10.5%
Brent North	11.5%	27.7%	33.0%	39.3%	6.6%
Brent South	17.5%	43.5%	37.2%	19.3%	2.4%

Source: D Dorling *Poverty, Wealth and Place in Britain 1968 to 2005* (Joseph Rowntree, 2007)

2.1.20 Access to open space and outdoor recreational opportunities is similarly unequally distributed, with large areas of open space, such as Fryent Country Park and the Welsh Harp, mainly located in the north of Brent, while the southern areas generally have insufficient land for sporting and recreational use. This is a particularly unfortunate distribution of open space as the south of Brent has by far the highest population densities; with Kilburn having 150 persons per hectare as compared to less than a fifth of this density level in the northern wards of Tokyngton, Fryent and Northwick Park.

2.1.21 Perhaps, the most graphic indicator of the spatial gradient of relative wealth and poverty in Brent is that male life expectancy increases by each northward Bakerloo line station, with Northwick Park having ten extra years compared to Harlesden (Brent Primary Care Trust 2004). And women in Fryent ward can expect to live six years longer than Harlesden women.

Economy

2.1.22 Brent accommodates major areas of employment opportunities, some of which are of London-wide importance, such as, the large industrial and business parks in the Park Royal and Wembley areas. Much of the traditional industrial manufacturing base of the Borough has been replaced by newer distribution and service industries. Park Royal, for example, evolved from the First World War munitions factories to a major food and beverage manufacturing centre, which accommodates 30% of London's food and drinks manufacturing /distribution sector. Large warehousing and distribution plants have been constructed in recent years to availing of the proximity of Park Royal, Alperton and Wembley to Heathrow Airport and the national motorway system. Brent has also become the location for London's 'bioscience industry' (London Councils 2009)

2.1.23 However, despite these large employment areas, the overall Brent economy is so disproportionately small that its Gross Domestic Product is the 3rd lowest in London (Borough Profile).and as its 'jobs density' (ratio of total jobs to working age population) is only 0.61 as compared to 0.93 for London overall, Brent is essentially an 'outflow commuting' labour market; which has never recovered from the post 1980 extensive de-industrialisation. Manufacturing, which provided 32,200 jobs in 1981, now employs only 8,600, although this is proportionately more than twice the overall London level (NOMIS, 2010).

2.1.24 The table below shows other significant differences between the Brent and the overall London employment sectors. Brent's higher level of construction employment reflects the extent of major housing development projects. While Brent's significantly much lower Finance and Business sector is reflected by the paucity of any substantial office construction in recent years and the long term vacant office blocks, such as those around the Stonebridge/North Circular Road junction.

Employment Sector	Brent	London
Manufacturing	10.5%	4.5%
Construction	5.4%	3.0%
Distribution & Catering	28.7%	21.0%
Transport & Communication	8.9%	7.4%
Finance , IT & Business	15.9%	34.3%
Public, Health & Education	24.5%	22.4%
Other Services	11.3%	15.4%

2.1.25 Employment sectoral differences, further reflected in Brent's significantly lower proportion of Managerial & Professional occupations (SEG 1-3), 45% vis 54% for London and the substantially higher proportion of manual workers (SEG 8-9), 20% vis 13%. Similar differences are exhibited in the relative proportions for NVQ type qualifications. (NOMIS 2009). The result of these differences is that the median earnings for those working in Brent are £24,723 as compared to the overall London median salary of £30,000 (ASHE, 2009).

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2.2 Brent: Planning Service 2010-2011

2.2.1 This overview of the Planning Service during 2010-11 briefly outlines the following key indicators of the effectiveness, or otherwise, of the Planning Service:

Applications Received and Determined

2.2.2 Brent received 2,7490 planning applications, and issued 2,813 decisions during 2010-11. This represents a decrease of 8.6% in applications received but an increase of 3% in those determined compared to the previous year.

Appeals

2.2.3 Applicants who are refused planning permission have the right to appeal to the Planning Inspectorate. Only 29% of 134 appeals against refusal of planning permission decided in 2010-11 were allowed. The high proportion of upheld refusal decisions is a good proxy indicator for establishing the general robustness of the development plan, particularly as it compares very favourably with the Government's acceptable guideline of 40% successful appeals.

Enforcement

2.2.4 Ensuring that approved proposals are properly implemented and preventing unauthorised schemes is an important contribution towards sustainable development. Brent devotes very substantial resources to its planning enforcement actions, as can be seen from its issue of 170 Enforcement Notices and 16 prosecutions during 2010-11.

Publications

2.2.5 The UDP is on the Council's web site (www.brent.gov.uk) in an 'interactive' format. All published Local Development Framework documents and Supplementary Planning Guidance/Documents are also available on the website, including the following recent publications

LDF Core Strategy (adopted July 2010)

LDF Site Specific Allocations (adopted July 2011)

Wembley Masterplan SPD (adopted June 2009)

Wembley Link SPD (adopted July 2011)

Alperton masterplan SPD (adopted July 2011)

2.3 Brent's Land Use Strategy

2.3.1 Brent's land use strategy, to make the best possible use of scarce land resources, is primarily implemented through the Brent Local Development Framework (LDF) and the saved, still relevant, policies of the Unitary Development Plan (UDP, 2004). These seek to protect the best of Brent's heritage and open and natural environment while enabling regeneration and ensuring sustainable new development that promotes access for all and helps to redress socio-economic disadvantage.

2.3.2 The LDF effectively acts as the spatial element of the Council's Community Strategy, 'Brent Our Future, 2010 – 2014' which sets the vision for Brent as a safe, clean, green and lively place to live in and visit. The Community Strategy identifies the Council's key priorities:

One borough

- Creating a sustainable built environment that drives economic regeneration and reduces poverty, inequality and exclusion.

One community

- Providing excellent public services which enable people to achieve their full potential, promote community cohesion, and improve our quality of life.

One council

- Improving services for residents by working with our partners to deliver local priorities more effectively and achieve greater value for money from public resources.

2.3.3 The Council implements these key priorities through its individual directorates strategies for key areas, such as regeneration, housing, transport and environmental protection; whose implementation is dependent to a large extent on relevant and robust planning policies.

2.3.4 The LDF, in seeking to implement the Council's strategies, must have due regard to national planning policy and guidance, which in turn is influenced by European Union strategies, particularly pertaining to sustainable development, energy efficiency and waste minimisation.

2.3.5 In addition to satisfying national policies, the LDF and saved policies of the UDP must properly consider the regional strategic planning policies of The London Plan, July 2011, produced by the Mayor of London, and satisfy specific London Plan targets, such as an additional 10,650 homes in Brent between 2011 -2021. The London Plan has also designated particular areas of Brent on account of their role and importance in implementing its various metropolitan overview strategies. These include:

Opportunity Areas (for major regeneration and large new development projects); Wembley, Park Royal and Colindale/Burnt Oak

Strategic Industrial Locations (industrial estates and business parks); Park Royal, Wembley /Neasden, Staples Corner and East Lane

Major Town Centres; Wembley and Kilburn

District Centres; Harlesden, Willesden Green, WembleyPark, Preston Road, Neasden, Ealing Road and Kingsbury

Blue Ribbon Network; GrandUnionCanal and River Brent

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2.3.6 The UDP and emerging LDF seeks to comply with national and regional statutory planning requirements and to implement the Borough's strategies, to ensure sustainable development that benefits all its residents, while protecting and enhancing their environment, The following are the strategic objectives set out in the Core Strategy:

Local Economy

To promote economic performance & regeneration

To meet employment needs and aid the regeneration of industry and business

To enhance the vitality and viability of town centres

To promote the arts and creative industries

Infrastructure & People's Needs

To meet social infrastructure needs

To promote sports and other recreational activities

Housing Needs

To achieve housing growth and meet housing needs

Transport infrastructure

To reduce the need to travel and improve transport choices

Open Space & the Environment

To protect and enhance Brent's environment

To achieve sustainable development, mitigate & adapt to climate change

To treat waste as a resource

To promote healthy living and create a safe and secure environment

3. Part 2: Review of Development in Brent 2010-2011

3.1 Monitoring Development in Brent

Methodology

3.1.1 The detailed review of the effectiveness of the relevant planning policies is best undertaken on the basis of monitoring on a topic basis. For ease of presentation and consistency of information and analysis, each of the chapter reviews is generally organised on the basis of the following common structure, format and content :

Introduction - this explains the context for each topic area including a description of the notable features of the borough and general thrust of key policies

Monitoring Indicators - each indicator is structured so that the following are included:

Strategic Objectives - this shows the strategic objectives from the Core Strategy relevant for that indicator.

Relevant Policies - this shows the policies, whether from the LDF, UDP or London Plan, relevant to that indicator.

Target - any relevant targets set by the council are included.

Monitoring Point - the specific set of statistics or other data used to measure performance is also set out.

Each indicator is then followed by an explanation of why it is being used and then, most importantly, a measure of progress in the last year. If appropriate, a comparison with previous years is provided.

Conclusions - each topic then has a section summing up what monitoring has shown for the year.

3.1.2 The Council recognises that it is still not been possible to satisfactorily monitor every desirable indicator to its preferred benchmark level but will seek to address this in future AMR's, resources permitting. Some survey derived information, such as employment premises occupancy and retail vacancies, cannot be collected annually owing to the level of required resources. Such surveying has been carried out on a biannual basis although even this level of data collection has not been possible in the last year due to resource constraints.

3.2 Urban Design, Landscape & Heritage

Introduction

3.2.1 The UDP (2004) introduced a suite of urban design policies to improve the design quality of the built environment in Brent. The robustness of monitoring their effectiveness is variable, partly due to the qualitative nature of outcomes, but some baseline information is available on the following indicators.

3.2.2 Brent has 22 Conservation Areas (CAs). In addition there are 10 Areas of Distinctive Residential Character (ADRC) – a local, non-statutory saved policy designation in Brent's UDP.

Monitoring Indicators

Indicator:	Architectural Quality
Strategic Objective:	Protecting and enhancing Brent's environment
Relevant Policies:	UDP policy BE9
Target:	Net Increase
Monitoring Point:	Number of design awards or citations of schemes in Brent

3.2.3 The council has introduced an independent Design Review Panel made up of architects, landscape architects and other built environment professionals who meet to assess major and strategic schemes at the pre-application stage. This process raises and emphasises design issues at an early stage in the process. This is difficult to monitor directly through the monitoring database and, due to its partly subjective nature, has to be largely inferred from external agency citations for Brent developments.

3.2.4 In the last year the following schemes in Brent have received awards:



**Cambridge & Wells Court Housing
Design Award Winner 2011**



Chippenham Gardens Living Streets Award Winner 2010



**Stonebridge Hillside
Hub Wood Award
Winner 2011**

Indicator:	Creating a Safe and Secure Environment
Strategic Objective:	Protecting and enhancing Brent's environment
Relevant Policies:	UDP Policy BE5
Target:	All large schemes to achieve Secure by Design accreditation
Monitoring Point:	Accredited planning applications

3.2.5 The Brent Police Crime Prevention Design Advisers (CPDAs) advise consultees to “comply with the aims and objectives of ‘Designing Out Crime’ as required by UDP Policy BE5”. Brent Police CPDAs meet with planning officers to offer advice on schemes to be considered. Additionally, they continue to give informal advice to developers, builders, planners, engineers and other professionals working in Brent.

Indicator:	Preservation of Trees
Strategic Objective:	Protecting and enhancing Brent's environment
Relevant Policies:	UDP Policy BE33
Target:	Net Increase
Monitoring Point:	Retention of existing and inclusion of further 'at risk' trees

3.2.6 Trees play a key role in ensuring a good and varied local landscape character of high amenity value. A key aim is to raise public awareness of the importance/value of trees in Brent's urban environment. The Landscape Design Team has a specialist Tree Officer to advise on TPOs and undertake enforcement action to protect trees and secure appropriate replanting where protection is not feasible.

3.2.7 Only 2 new TPOs were made in 2010-11. Brent now has about 300 TPOs, many of them protecting substantial groups of trees. But TPOs cannot protect trees from loss through disease, including new 'climatic change' pest infestations, adverse weather conditions and age. Nor can they always protect trees from pleas from landowners and householders, often stemming from insurers pressure, for the removal of trees to counteract the fear of building subsidence.

Conclusions

3.2.8 These indicators have shown the current strengths and weaknesses both in terms of the current implementation of planning policies and the availability of monitoring data. Despite 3 schemes in Brent being successful in winning awards in the last year, more still needs to be done to gain recognition for good design, for example by considering a local Brent design awards scheme.

3.2.9 It is clear that Brent's tree stock is declining significantly, and will continue to decline unless addressed. The need to provide additional homes, and the required infrastructure, for a growing population is eroding our tree stock and preventing adequate new planting of large species of tree. Higher rise, high density proposals which do not include any amenity space at ground level, provide little opportunity for tree planting. In such cases, officers have sought Section 106 agreements to include contributions for off site landscaping and street tree planting.

3.3 Sustainable Development and Environmental Protection

Introduction

3.3.1 The Borough Council places a high priority on promoting sustainable development. Development is encouraged in well located areas which provide opportunities for growth, creating a sustainable quality environment that will have a positive impact on deprived neighbourhoods which may surround them. The Council continues to promote development within 5 Growth Areas, where much of future development will be concentrated.

3.3.2 As part of developing sustainably, protecting and enhancing Brent's environment is an important part of Brent's strategic policy to ensure that we ensure that Borough accommodates the needs of future generations as well as current needs. Relevant UDP policies cover environmental aspects including air quality, noise, contaminated land, surface water, flood prevention and renewable energy. This chapter provides a summary of the monitoring undertaken during the past year on air quality and contaminated land issues.

Monitoring Indicators

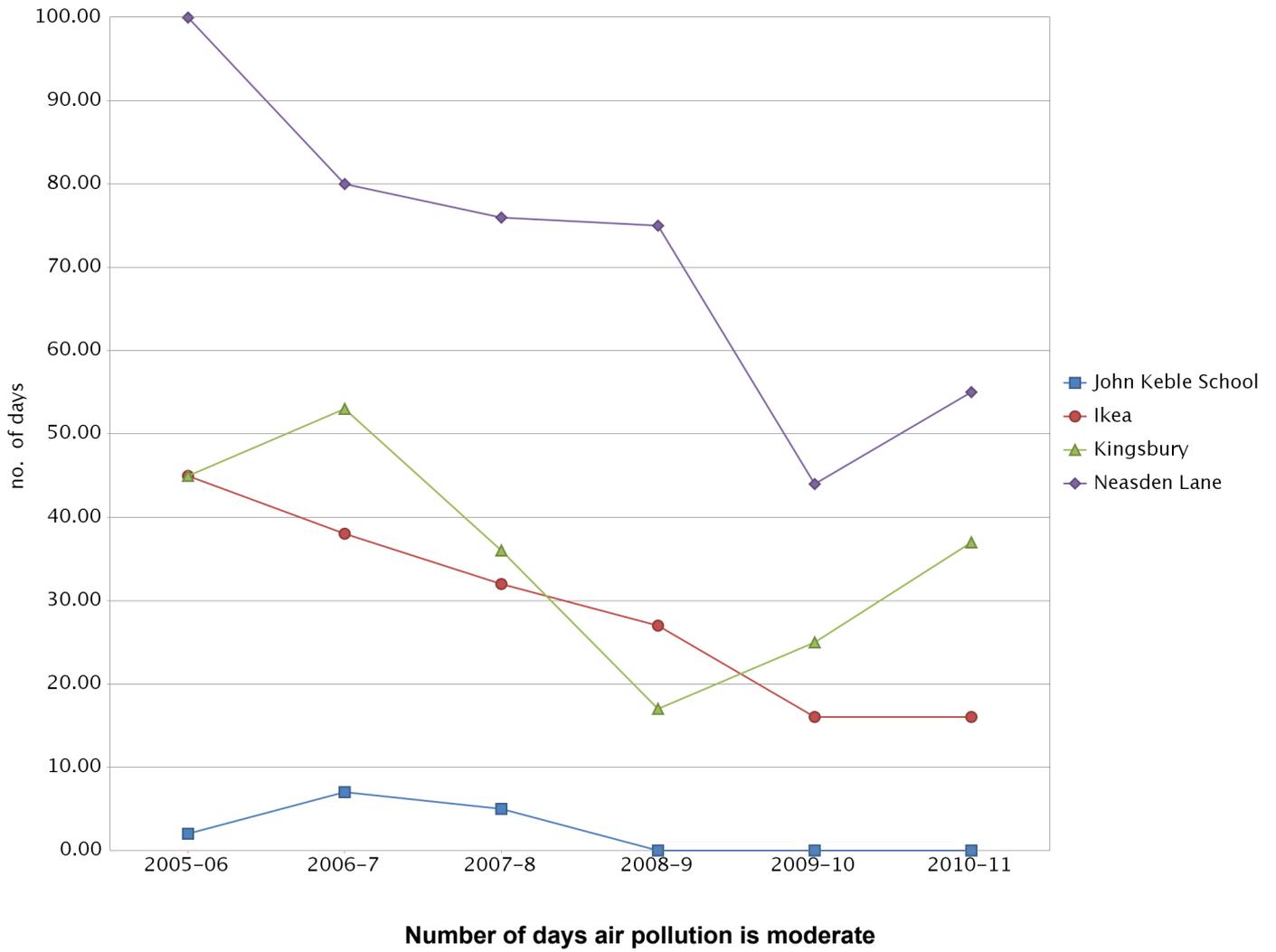
Indicator:	Days when air pollution is moderate or high
Strategic Objective:	Protecting and enhancing Brent's environment
Relevant Policies:	UDP Policies EP3 and EP4
Target:	National air quality strategy targets
Monitoring Point:	Log of days when air pollution is moderate or high per annum

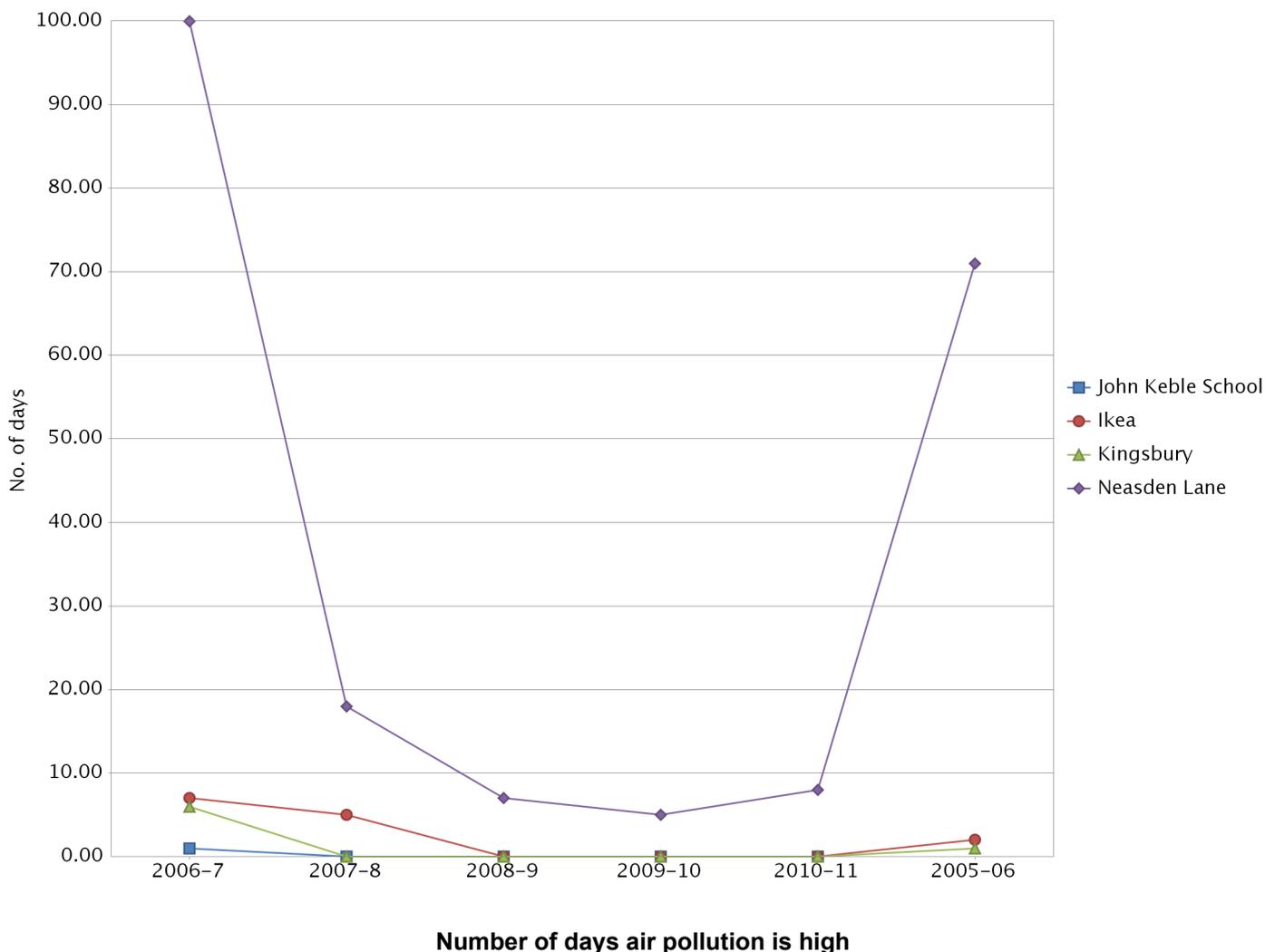
3.3.3 Air pollution is a significant public health concern affecting the health of individuals and giving rise to increases in respiratory problems or bringing forward death prematurely in the worst affected. The main source of air pollution in Brent is from road traffic vehicles. In recognition of the health effects the Government has set national targets for reducing levels of some pollutants known to affect health. Brent monitors pollutants such as nitrogen dioxide, ozone and particulates for this reason.

3.3.4 A number of monitoring stations have been set up around the borough to record the number of days when air pollution is moderate or high. Records show that air quality has improved since 2005, with the number of days recorded as exceeding national guidelines reducing year on year. This trend continued in 2010-11, except for increases in ozone at our background site at the Kingsbury monitoring station, shown as an increase in number of days where air pollution was moderate. This may be the result of the warmer summer and changes to the layout of the monitoring site (closer to road vehicles than previously).

3.3.5 The number of moderate and high pollution days at the Neasden Lane monitoring station has also increased slightly compared to last year. This relates specifically to levels of fine particulate matter or PM10. Increases are likely to be due to similar changes to the layout of the monitoring site as described above but may also indicate an increase in traffic in the area over the monitoring period.

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Flood Risk, Water Quality & Water Habitats

Indicator:	Planning permissions granted which are contrary to Environment Agency advice on flood risk or water quality
Strategic Objective:	Protecting and enhancing Brent's environment
Relevant Policies:	UDP Policy EP12
Target:	No permissions granted contrary to the advice of the Environment Agency
Monitoring Point:	Number of planning permissions granted contrary to Environment Agency advice on of flood risk or water quality

3.3.6 The River Brent and its tributaries have been subject to flood prevention work over the last 25 years. The Borough therefore has a relatively small area of land affected by flood risk. The Environment Agency is a statutory consultee for development in flood plains and major development and can request the Secretary of State to 'call in' applications which the Environment Agency have objected to. In 2010/11, no planning consents were granted contrary to Environment Agency advice on flooding or water quality.

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Contaminated Land

Indicator:	Proportion of Borough with Historical Industrial sites/contaminated land
Strategic Objective:	To protect and enhance Brent's environment
Relevant Policies:	UDP policy EP6
Target:	3% of sites remediated
Monitoring Point:	Level of historical sites redeveloped and remediated

3.3.7 Development of land is the main driver of contaminated land investigation and remediation. In 2010/2011, despite the economic downturn, 30 sites were investigated in the Borough for contamination. 29 of these were through enforcement of planning conditions and 1 through investigations undertaken by the Council. This equates to an area of 15 hectares of land.

3.3.8 In conjunction with this, 16 sites were verified as being suitable for use, either through investigation or soil remediation works. This equates to an area of 4.4 hectares of land.

Conclusions

3.3.9 The majority of the issues addressed in the environmental protection chapter are the responsibility of both the Planning & Development service and Environmental Health. In particular, the monitoring of air quality, noise and contaminated land are all managed by Environmental Health, who comment on these issues for significant or relevant applications.

3.3.10 Achieving the National Air Quality Strategy (NAQS) targets for all the pollutants at all of the monitoring stations in Brent is a difficult prospect, especially as motor vehicle traffic is a significant contributor, and one of the busiest sections of the North Circular Road (A406) divides the Borough. The majority of the targets at each of the sites have been met although there are still some locations where particular pollutant targets are not being met. Due to the cross-boundary nature of air quality, pollutants can be generated in neighbouring boroughs, therefore a joined up approach to tackling air quality is required. The promotion of sustainable development through planning to reduce the need to travel, Travel Plans, greening and other mitigation measures, all contribute towards improving air quality in the Borough. However, as highlighted in last years report, these are long term strategies, the results of which may not be apparent for some years.

3.3.11 The target of 3% for the amount of contaminated land remediated this year has been met. Future performance, however, is dependent upon whether there are any planning proposals on sites affected by potentially contaminated land. This might be difficult in the next year given the current economic climate. Brent's Environmental Health team are monitoring the level and use of S106 contributions towards air quality improvements so more detailed information should be able to be provided in the coming years.

3.4 Meeting Housing Need

Introduction

Housing Supply And Demand

3.4.1 At the end of 2010-11, Brent had a total of c110,000 houses and flats. The basic imbalance between this supply and the demand for housing in Brent can be seen from the fact that almost a fifth of the Borough's 111,000 households (18.4%) are registered on the Council's statutory Housing Register, which is the third largest in London, as needing more suitable and affordable accommodation. Lack of affordable housing and, particularly, satisfactory sized accommodation has resulted in 3,345 of the 23,220 registered households (as of Nov 20087) having to be accommodated in short term accommodation, leased (often very expensively), by the Council.

3.4.2 Such is the shortage of accommodation for larger families that the Council has had to outhouse many 'homeless' families, outside the Borough. Brent's shortage of family accommodation for both rent and sale, in a Borough with the second highest household size in London, means that almost 9% of its households and 30 % of all residents are living in 'overcrowded' accommodation.

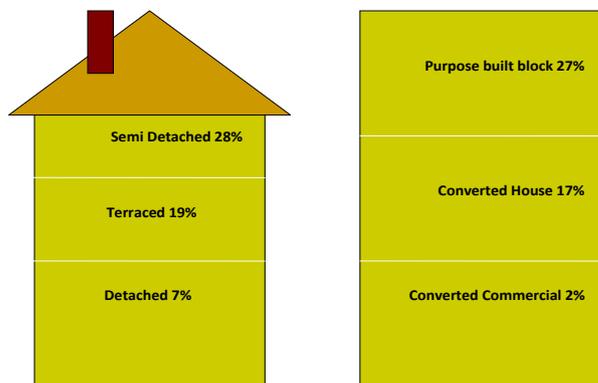
3.4.3 The following sections briefly outline the composition of Brent's housing stock and the diverse range of its residents housing needs before considering in more detail the extent to which new housing development in 2007-08 has addressed these requirements.

Housing Stock

- Census 2001 indicated Brent had 98,840 occupied self contained homes
- 54% of these are houses and 46% flats
- 80% of private housing stock was constructed before 1944 and is therefore prone to construction age associated structural problems
- 50% of homes in 2001 were estimated to have no more than two bedrooms
- 55% of households are owner occupiers, 24% of households socially rent and 17% rent from private landlords.

Housing Need

- The 2001 census showed 9% of households and 30% of all residents were living in over occupied or over crowded accommodation.
- Average household size is 2.7 persons (2nd highest in London) (Professor Mayhew Study)
- Brent Housing Needs Survey (2004) estimates:
 - 24,404 households are living in unsuitable/unaffordable homes; of which 4,979 require new homes.
 - 3,386 additional affordable homes required annually to meet backlog and new arising need of 1,429 annually; of which 43% should be 3/4 bedrooms
 - Only 32% of priority needs households could afford 'intermediate' affordable housing, virtually all for no more than 1/2 bedrooms
 - Requirement for 1,252 wheelchair accessible dwellings (62% from private sector)
 - 21% of the households on the waiting list require three or more bedrooms.



Dwelling Stock by Housing Type



Tenure by Housing Type (Houses/Flats)

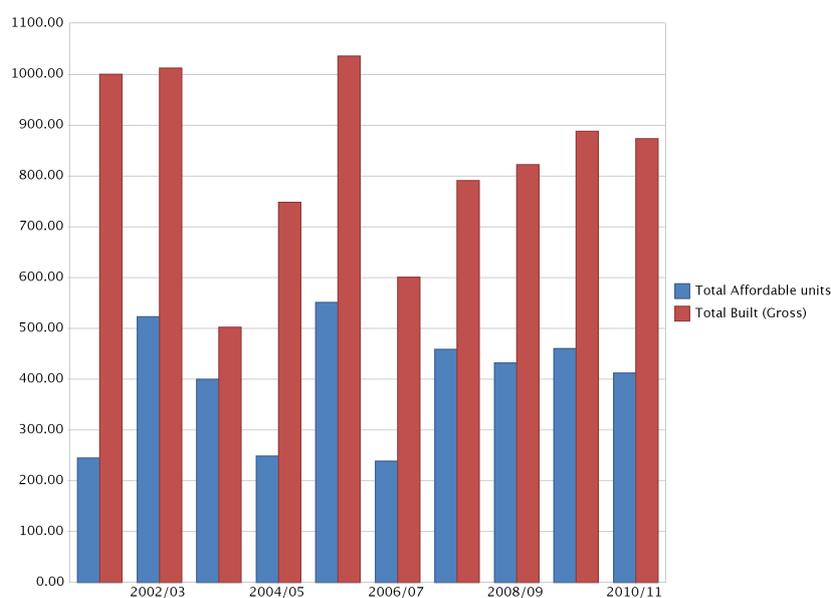
Monitoring Indicators

3.4.4 Housing provision, or more accurately the number and types, particularly affordability, of additional homes provided through new built and conversion schemes and the change of use from non-residential, is the key measure of the effectiveness of the UDP's housing policies. This can be assessed from the following monitoring indicators, employing various time periods, including non Planning records and the Council's Housing Strategy.

Indicator:	Total additional homes
Strategic Objectives:	7 - Achieving housing growth and meeting needs
Relevant Policies:	CP21
Target:	1,120 additional homes annually, minimum of 11,200 homes (9,150 self contained) supplied 2007/8 – 2016/17
Monitoring Point:	Number of net new housing units completed

3.4.5 The total number of new homes completed is the absolute measure of progress in meeting the borough's and London Plan targets. A total of 860 homes were completed in the borough in 2010/11 resulting in a net increase of 393 homes. This is substantially below the annual target. This under performance can be attributed mainly to economic downturn. Outstanding consents for new homes remain high at over 8,000 at the end of 2011.

Type	Net Additional Homes Provided	Annual Target
Self-contained dwellings	393	915
Non-self contained homes		100
Reoccupied vacancies	193	103
Total additional homes	586	1,120,



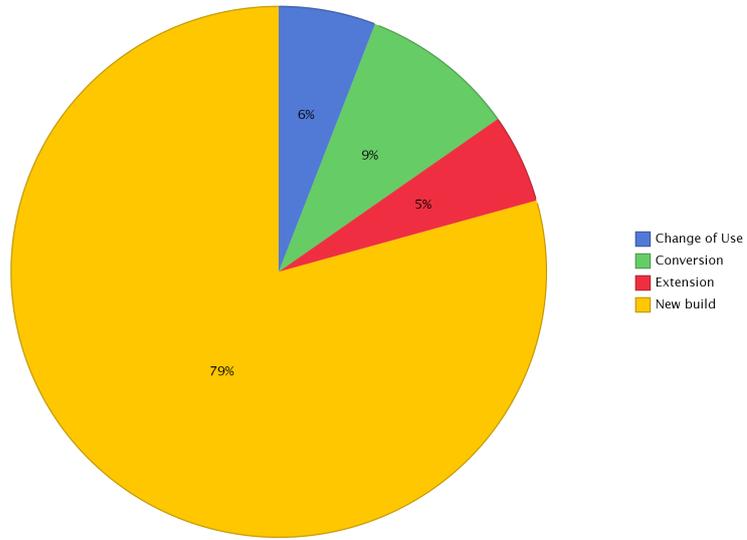
Total Number of New Homes Completed 2010-11

Indicator:	New homes completed in Growth areas
Strategic Objective:	1 - Promoting economic performance and regeneration 7 - Achieving housing growth and meeting needs
Relevant Policies:	CP2
Target:	Minimum 85% of new homes completed are in Growth Areas
Monitoring Point:	No. of net new housing units completed

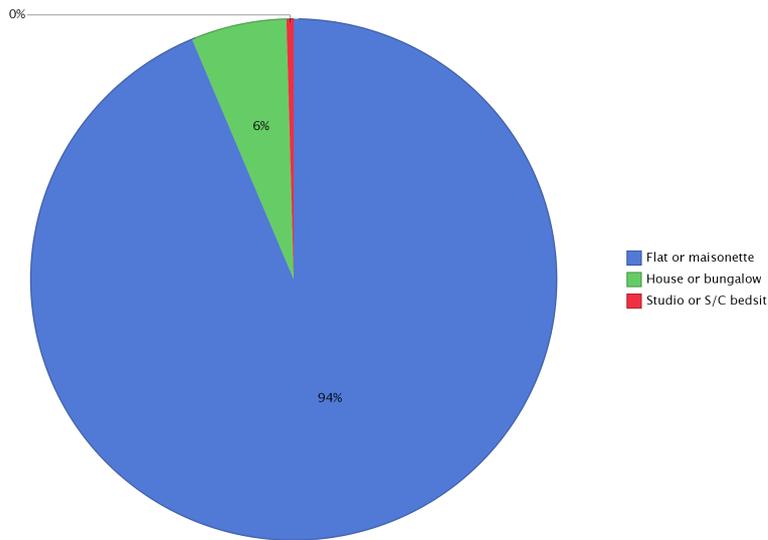
3.4.6 Only 235 units were delivered in the Growth Areas in 2010/11. This comprised 35% of total completions. It is likely that the downturn in the economy has reduced the number of major development schemes coming forward and, consequently, the number of small developments and conversions represent a greater proportion of the overall completions.

Indicator:	Development type of new homes completed
Strategic Objective:	7 - Achieving housing growth and meeting needs
Relevant Policies:	CP21
Target:	None
Monitoring Point:	Number of new housing units completed

3.4.7 It is useful to monitor the type of new homes being delivered as by far the majority of new housing is expected to be delivered by new build.



New Housing Development Type 2010-11



New Housing by Unit Type 2010-11

3.4.8 The majority of new homes are delivered through new build development and these largely being flats of maisonettes. This reflects the built up urban character of the borough.

Indicator:	New affordable Housing
Strategic Objective:	7 - Achieving housing growth and meeting needs
Relevant Policies:	CP21
Target:	Minimum 50% of new housing of which 70% social rent and 30% intermediate
Monitoring Point:	Number of new affordable housing units completed

3.4.9 At 412 units, the proportion of affordable housing delivered in 2010/11 was 47% of the total, close to the borough's target of 50%. Of this, 52% was intermediate and 48% social housing.

Indicator:	Proportion of family homes
Strategic Objective:	7 - Achieving housing growth and meeting needs
Relevant Policies:	CP21
Target:	25% of self contained homes are 3 bed or larger
Monitoring Point:	No. of new housing units completed by size

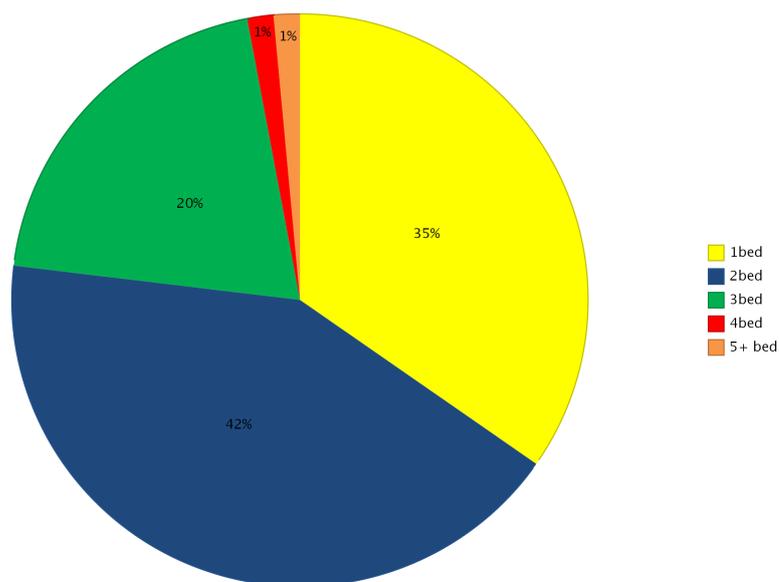


Figure 3.1 New Housing by Unit Size, 2010-11

3.4.10 In 2010/11, 23% of new homes built were family sized (3 beds or more), falling slightly short of the target of 25%.

Indicator:	Density of Dwellings
Strategic Objective:	7 - Achieving housing growth and meeting needs
Relevant Policies:	London Plan policy 3.4
Target:	None
Monitoring Point:	No. of new housing units completed by site size

3.4.11 London Plan policy seeks to optimise output of housing sites after taking into account factors such as local context and character, public transport access, etc. Table 3.2 of the London Plan provides guidance on appropriate density ranges related to location and public transport accessibility.

3.4.12 The average density of new dwellings in Brent in 2010/11 is 150 units per hectare which, in terms of the density matrix in the London plan, would be equivalent to urban or central locations with moderate to very good public transport accessibility.

Housing Trajectory: Projected Future Housing Completions 2005-2017+

3.4.13 This is based on the London Plan target of 1,120 additional homes annually between 2007/8 – 2016/17. The housing trajectory therefore includes all the sectoral elements of this London Plan target, i.e. 915 self contained, 100 non self contained and 103 vacant homes reoccupied annually. For ease of presentation the self contained and non self contained homes with planning consent have been aggregated into a single 'consents' category.

3.4.14 The additional housing capacity is very concentrated within the identified LDF Growth Areas, as 85% of the residential consents pipeline and 84% of the estimated LDF Site Specific Allocations and 88% of the Estates Regeneration Programmes new housing capacity is located within the Wembley, Alperton, Burnt Oak/Colindale, Church End and South Kilburn Growth Areas.

3.4.15 The Council considers that its Housing Trajectory satisfies the PPS 3 guidance to identify a sufficient level of housing capacity for a 15 year period on the phased basis of :

- Specific deliverable and ready to develop sites for the first five years
- Specific developable sites for years 5-10
- Indicate potential growth for years 11-15

3.4.16 It must be emphasised that this Housing Trajectory is based on very conservative assumptions as to the implementation of the housing consents and the development of identified sites which do not yet have a residential consent.

3.4.17 Furthermore, the realisation of this identified capacity is very dependent on the timely provision of essential physical and social infrastructure so as to ensure sustainable new housing development. Brent's successful bid for Housing Opportunity Borough designation (one of only four in London) stressed that the Borough's ability to sustainably implement its substantial additional housing potential capacity was very much dependent on the provision and funding of commensurate social infrastructure, particularly school places as insufficient educational provision is already a significant constraint on new housing development in Brent.

Conclusions

3.4.18 Brent has more than met its London Plan housing targets. Yet, these achievements must be seen in terms of identified need, particularly affordable (especially social rental), larger family accommodation (for both purchase and rent) and wheelchair accessible housing. As the UDP policies are not delivering a balanced housing stock, it is therefore strongly recommended that new policies (LDF) and supplementary guidance (SPD) be considered in respect of:

- Larger family home requirements, through redefining a family home as capable of providing three bedrooms and requiring a specified proportion of three and four bedroom homes in suitable developments in appropriate locations.
- Lifetime homes and wheelchair housing in conformity with the London Plan.

Brent Housing Trajectory: Additional Homes 2003/04 - 2025/26

	2003/04	2004/05	2005/06	TOTAL 2003/04 - 2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	TOTAL 2007/08 - 2016/2017
Housing Consents	0	0	0	228	74	56	68	38	54	58	51	57	50	74	67
LDF Proposals								0	26	60	414	595	463	420	27
Estate Redevelopment								0	60	61	0	100	100	200	51
Other Potential Sites								0	0	52	73	43	136	59	34
Vacant Homes					38	44	13	13	13	13	103	103	103	103	42
Past Completions	0	0	0	228	119	110	17	55							42
Projected Completions								52	142	142	100	148	132	149	79
Cumulative Completions	0	0	0	228	119	29	56	68	72	62	172	160	122	149	68
London Plan Target, Annualised	0	0	0		119	110	110	110	110	110	110	110	110	110	110
MONITOR - No. dwellings above or below cumulative allocation	28	0	4		47	77	74	10	22	33	312	610	532	429	
MANAGE - Annual requirement taking account of past/projected completions	0	0	0	0	62	0	35	4	9	0	73	83	50	23	

	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	TOTAL
Housing Consents	276	235	680	680	680	680	680	70	72	603
LDF Proposals	155	55	512	627	527	527	527	119	119	681
Estate Redevelopment	20	10	119	113	29	29	29	29	29	734
Other Potential Sites	93	61	512	466	466	466	466	36	36	312

The Housing Trajectory is modelled using the following annual targets, time periods and outputs:

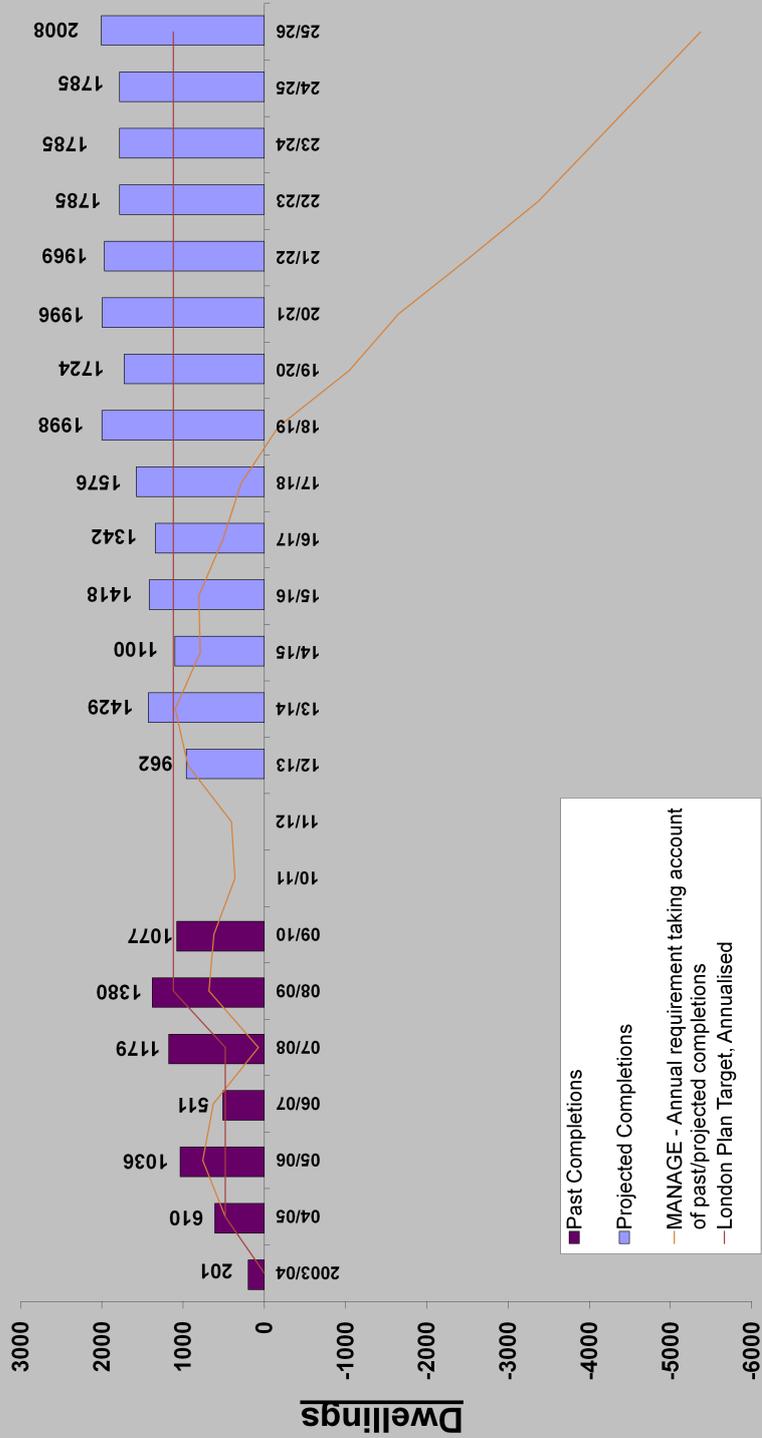
1. Adopted London Plan, 2003/04 - 2006/07, annual target - 480 s/c homes.

Cumulative Completions 6

Cumulative Target 0

Period Excess Above Target 6

Brent Housing Trajectory 2003-2026



Brent Housing Trajectory 2010-11

3.5 Travelling in Brent

Introduction

3.5.1 Overall Brent is well connected with good transport links including more rail and underground stations than any other borough in London, with many bus routes which serve town centres within and outside the borough. These good public transport links have contributed to the traffic trends within Brent which indicate that whilst there was an increase in traffic between 1997 and 2002, the Local Implementation Plan measures have prevented this traffic growth from getting any worse, and in some part of the Borough, there have been some small decreases from 2002 to 2010. Specific traffic congestion issues have developed in parts of the Borough, particularly around Wembley, between Ealing and Wembley, and Wembley and Brent Cross, on the North Circular Road. This has partly been due to continuing increases in car ownership and car use within the borough, with good access to orbital and radial roads, especially the Strategic Road Network.

3.5.2 Strategic transport improvements delivered by national and regional government have been focused elsewhere in London, but the Borough is always looking to develop opportunities to provide strategic public transport improvements, through increases such as new rail services, better connections and integration with new initiatives such as CrossRail. The Council has concentrated on improving its key stations in terms of comfort, safety and capacity along with the interchanges with bus services around and between them.

3.5.3 Whilst capacity improvements have been made to three local stations in Wembley (Wembley Park, Wembley Central and Wembley Stadium), much investment is still needed to improve other stations and their respective interchanges with other modes, but particularly to improve service frequency. In order to stimulate the necessary regeneration, as well as provide for the demand created by new development, it is important that public transport services are of a good quality and are able to meet the needs not only of residents, but of visitors and those working in the borough. Therefore, bus routes that adequately serve orbital routes should also be improved. Furthermore, accessibility to these transport links should be combined with safe walking and cycling routes in order to enhance the usability of Brent's transport infrastructure and its sustainability.

3.5.4 In addition to these common transport modes, Brent also has the Grand Union Canal which can be promoted as a means of passing freight through and to the Park Royal area. This can also be combined with walking and cycling routes to increase its usability by residents, visitors and those working in the borough.

3.5.5 The challenge is to:

- encourage housing and commercial growth without increasing the reliance on private cars for journeys which originate within the borough and to promote the use of Wembley's improved transport infrastructure for events at the Stadium and Arena;
- encourage new developments that will have good access to public transport;
- improve and increase safe walking and cycling routes to encourage public transport use within and to Brent;
- improve and encourage the use of the canal system for freight and transport to and from the Park Royal area.

3.5.6 Key planning policy themes are:

- Ensuring a pattern of development which reduces the need to travel whilst securing transport improvements (TRN6)
- Reducing car usage by controlling parking (TRN22-25, TRN27-31).
- Reducing traffic impacts and improving public transport integration (TRN1-TRN4).
- To promote sustainable modes of transport (TRN6, 8, 9, 10, 11)

3.5.7 Key Core Strategy themes relevant to Transport are:

- Integrating key transport issues into cross-cutting policies;
- Focusing major new development and new residential communities in designated Growth Areas with good public transport;
- Ensuring new Growth Area development contributes towards transport infrastructure improvements including :
 - Fast Bus service linking Wembley and Park Royal;
 - Additional/enhanced bus routes in Wembley, Alperton and Church End;
 - New Underground Station in Park Royal and improvements to the Queens Park Station;
 - Promoting sustainable transport, including walking and cycling.

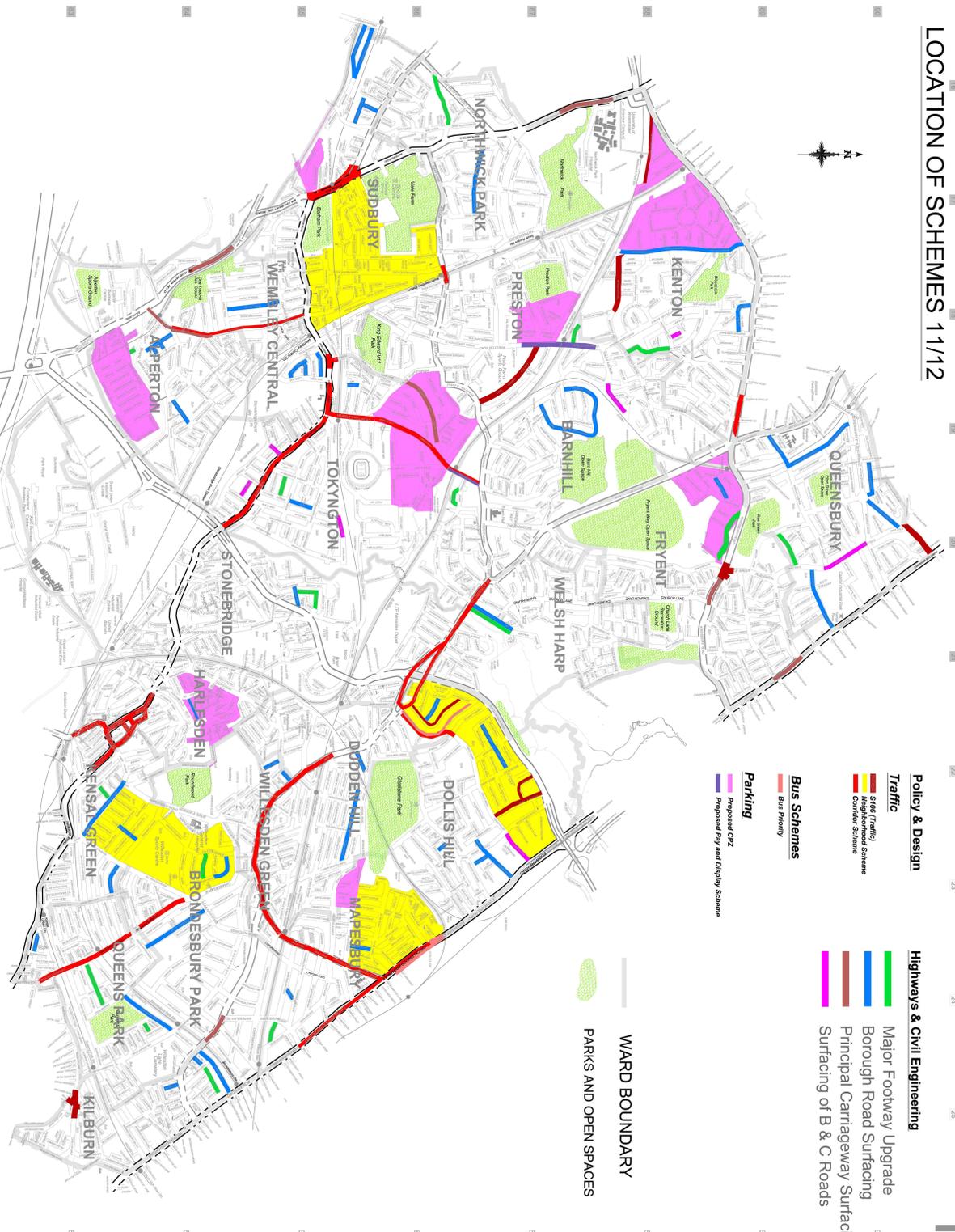
3.5.8 Brent's Local Implementation Plan 2007-2011 sets out how the Council proposes to implement the Mayor's Transport Strategy priority areas, which includes Brent's Road Danger Reduction Plan. TfL has recently approved Brent Council's LIP for 2011 - 2014 , and is currently developing a longer term transport Vision to inform the next Local Implementation Plan.

3.5.9 The map shown on the next page (Figure 3.1) highlights all of the improvements secured through planning, and implemented, in the financial year 2010-11.

3.5.10 Brent's roads and rail lines form a part of a wider network of transport links in London, with 47 daytime bus routes, 5 night bus routes and 3 twenty-four hour bus routes. Brent is also served by 28 Network Rail and London Underground stations. It is important to co-ordinate strategic transport links such as the London Bus Priority Network and the London Cycle Network

3.5.11 A joint study with TfL/Barnet/Brent/Harrow for the A5 Corridor, which should guide future transportation improvements and aid the determination for planning applications, will continue to be developed during 2012.

LOCATION OF SCHEMES 1/1/12



- Policy & Design**
- Traffic
 - Side (Traffic) Schemes
 - Corridor Schemes
 - Highways & Civil Engineering
 - Major Footway Upgrade
 - Borough Road Surfacing
 - Principal Carriageway Surfacing
 - Surfacing of B & C Roads

- Bus Schemes**
- Bus Priority
 - Proposed CPZ
 - Proposed Fly and Display Scheme

- Parking**
- Proposed CPZ
 - Proposed Fly and Display Scheme

- WARD BOUNDARY
- PARKS AND OPEN SPACES



Indices

- Map Key**
- Borough Boundary
 - SRN
 - TLRN
 - PLACE OF WORSHIP
 - SCHOOL
 - FIRE STATION
 - POLICE STATION
 - LAW COURT
 - LIBRARY
 - MUSEUM

Scheme Contacts

Traffic, Road Works & Highways
 Cllr. Raj Patel
 Bus Services - Andy Hooper

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Date	Rev.	Comments
		Initials: Borough & Client Approved: Borough & Client Transportation Service Unit Brent from: 248-527 High Road Runcorn, Cheshire, WA9 6EU
Job Title Location of Schemes 2011-2012		
Drawing Title Borough Map		
Scale	NTS	Designed
Date created	13 May 2011	Drawn PA
		Checked PB
		Approved
Drawing No. Schemes 11-12 Rev. CAD Ref: /Transport/Highways/11-12		

Monitoring Indicators

Indicator:	Mitigation of transport impacts from development proposals
Strategic Objective:	<p>1 - Promoting economic performance and regeneration</p> <p>2- Meeting employment needs and aid the regeneration of industry and business</p> <p>3 - Enhancing the vitality and viability of town centres</p> <p>8 - Reducing the need to travel and improve transport choices</p>
Relevant Policies:	CP14, UDP policies TRN1 - 4
Target:	Reduce significant impacts from developments on the operation of the local highway, public transport and other transport facilities
Monitoring Point:	Record all proposals which required Transport Assessment - were there significant impacts, how were impacts mitigated

Transportation Improvements

Mitigating Transport Impacts:

3.5.12 In 2010-11 the Council secured Travel Plans for 28 planning applications, either via planning condition or S106 contribution. A total of £825,000 was secured exclusively for transport improvements, this compares to around £350,000 in 2009-10, and £1,164,453 in 2008-9. Contributing to these changes in income levels includes the fact that there was a fall in the number of large scale planning applications submitted to the council in 2009-10 following significant income committed the previous year from development at Wembley as part of the Wembley Masterplan. During the current year 2010-2011, income levels have recovered to the order of contribution levels we would expect from developments over a given year.

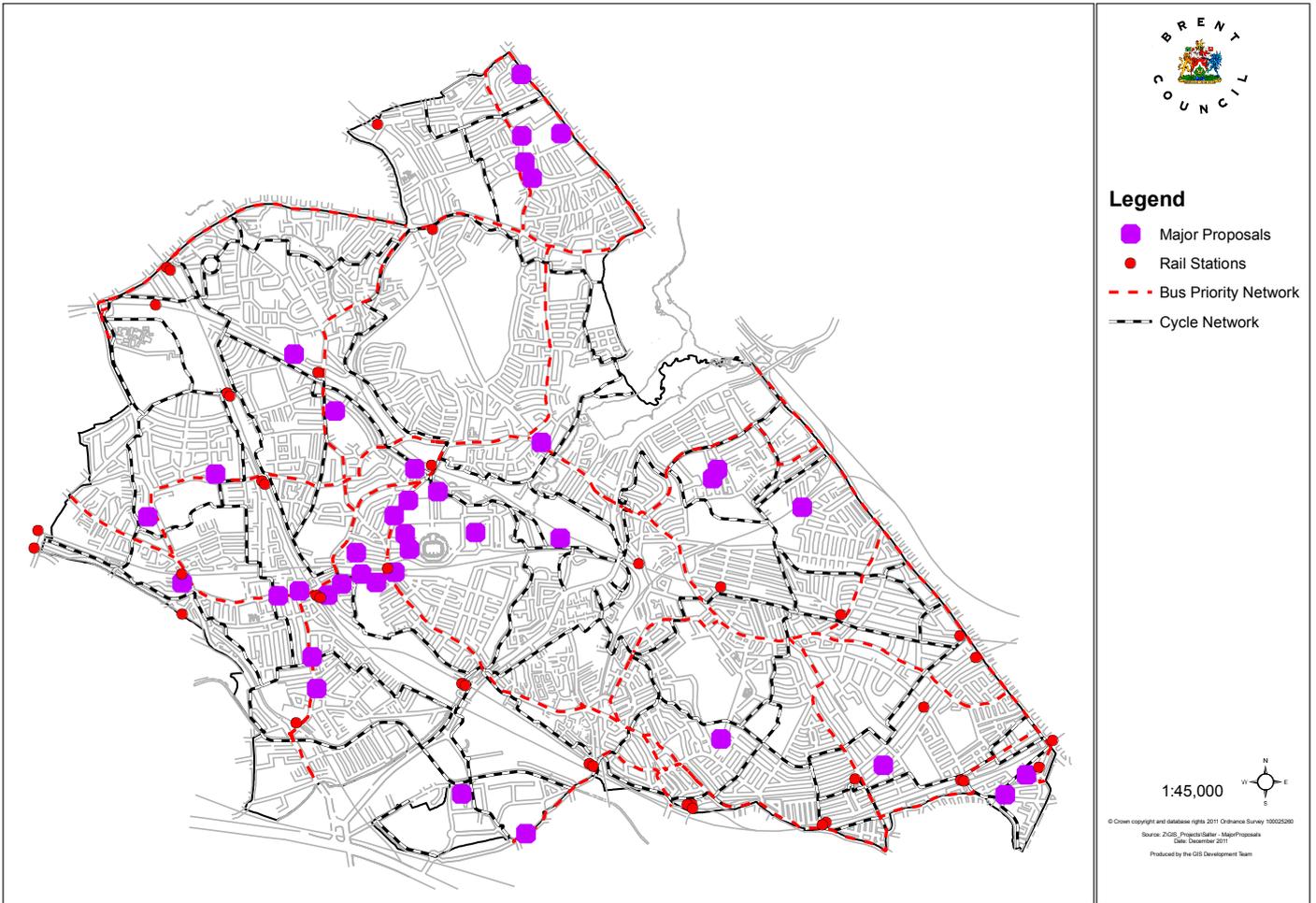
Sustainable Transport Modes:

Indicator:	Integrating development with the Rail Network, the London Bus Priority Network (LBPN) and London Cycle Network (LCN+)
Strategic Objective:	8 - Reducing the need to travel and improve transport choice 1 - Promoting economic performance and regeneration 2 - Meeting employment needs and aid the regeneration of industry and business
Relevant Policies:	CP1, CP5, CP6, CP14
Target:	Major developments should be encouraged to locate close to rail stations, the LCN+ and/or LBPN
Monitoring Point:	Record all major development proposals and the location of these in relation to the bus, cycle and rail network

3.5.13 Thirty eight major development proposals abutted the LBPN in 2010-11. All of the applications secured some financial contributions to transport, including 11 car free developments, 28 Travel Plans, although not all of the financial contributions for these developments have yet been received. The Appendix provides details of those developments for which contributions were actually received during 2010-11 covering measures previously agreed for a Travel Plan or early approval for a Car Free development.

3.5.14 The plan also shows those major development proposals in 2010-11 which abutted the LCN. The Council secured S106 funding from these applications for improvements to the cycle network.

3.5.15 Figure 3.1 below shows the locations of the 38 major developments which were within 400m walk of a rail station, or located on the LCN or the LBPN.



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Parking

Indicator:	Amount of completed non-residential development within Use Classes A, B, and D complying with car parking standards set out in the LDF
Strategic Objective:	<p>1 - Promoting economic performance and regeneration</p> <p>2 - Meeting employment needs and aid the regeneration of industry and business</p> <p>3 - Enhancing the vitality and viability of town centres</p>
Relevant Policies:	CP1, CP3, CP5
Target:	Ensure all completions of development of Use classes A, B and D comply with car parking standards
Monitoring Point:	Number of recorded completions within Use Classes A,B and D which comply with parking standards

3.5.16 No planning applications were granted permission that did not meet the Borough's maximum parking standards. Some analysis is currently being undertaken to examine the number of parking spaces approved per bedroom and type of property, and comparing this against the standards to indicate to what extent the parking standards have been exceeded.

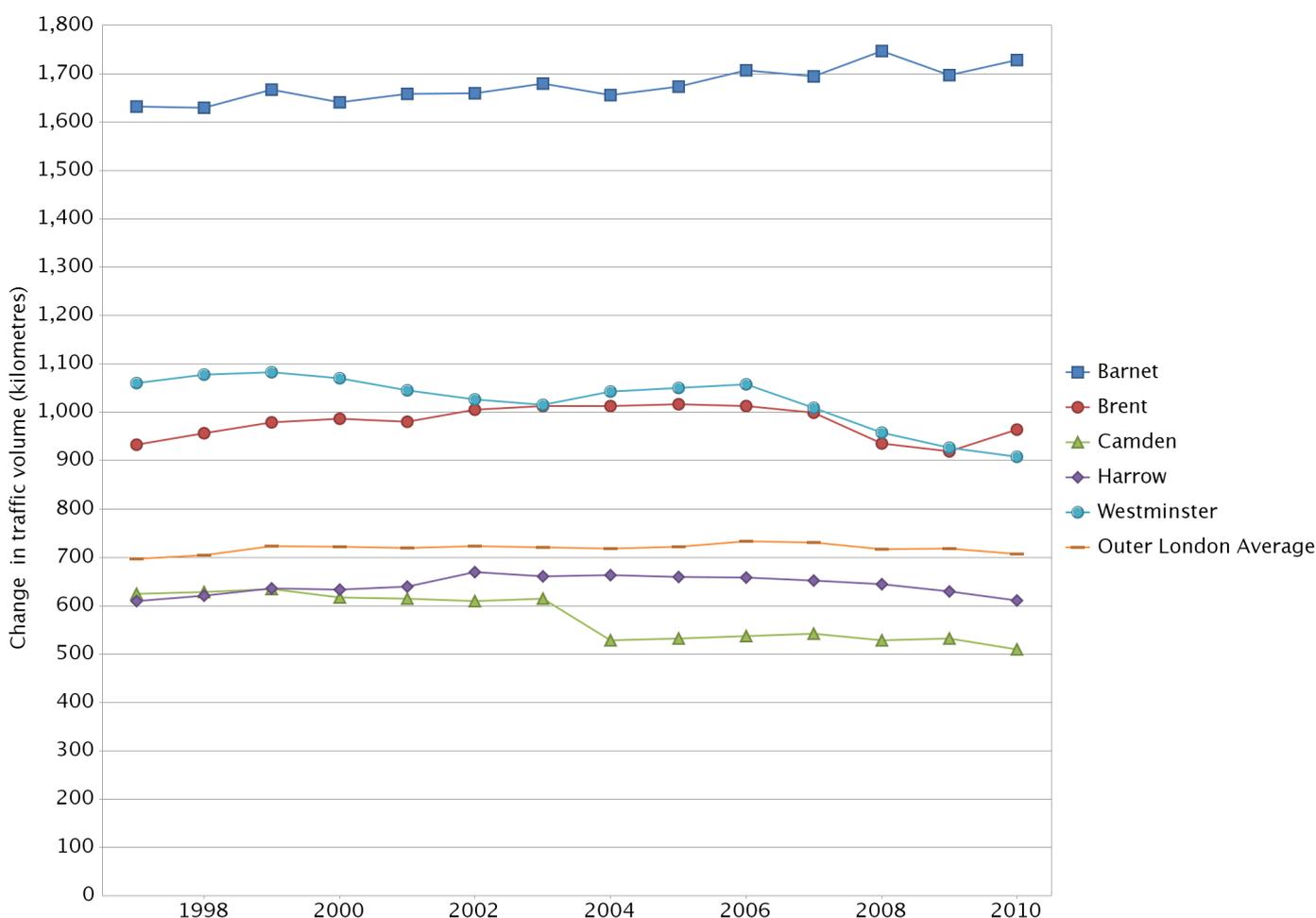
Traffic Flows

Indicator:	Reduction of traffic impacts
Strategic Objective:	<p>1 - Promoting economic performance and regeneration</p> <p>2 - Meeting employment needs and aiding the regeneration of industry and business</p> <p>4 - Enhancing the vitality and viability of town centres</p>
Relevant Policies:	CP1, CP3
Targets:	<p>- 10% reduction of traffic in the Borough between 1997 - 2009</p> <p>- Mayor's reduction target of zero growth in outer town centre locations 2001-2011</p>
Monitoring Point:	Traffic flow figures from the Department for Transport

3.5.17 Looking at the overall period between 1997 and 2010 within Brent, traffic volumes increased by around 8% between 1997 and 2003, but then decreased by around 5% between 2003 and 2010. Outer London traffic as a whole reduced by around 1.5%, and Brent's neighbours Camden saw a 22% reduction in traffic, and Westminster saw a 17% reduction, whilst Barnet has seen a 6% increase overall. These differing trends may reflect a variety of impacts on the network resulting in increased congestion, or the effects of transport improvement and mitigation measures on the network.

3.5.18 Brent has not met the Council's target for a 10% reduction in traffic volume between 1997 and 2009, but through its transport network improvement measures, it has been able to stop an increase in traffic (peaking in 2003) and bring about a reduction in the level of growth to result in only a 3% increase overall

3.5.19 The graph below shows the traffic trends in Brent and neighbouring Boroughs between 1997 and 2010



Change in traffic volume 1997 - 2010

3.5.20 The other part of the target is the Mayor's reduction target of zero growth in outer town centre locations for 2011 compared with 2001. The Borough Council has not been collecting comprehensive traffic data on screenlines around town centre sites which allow this target to be monitored precisely. However, data has been provided to us by TfL which shows the pattern of travel trends for central London, and inner London compared to Outer London. Although this does not measure trends for town centres specifically, it does show trends within outer London overall.

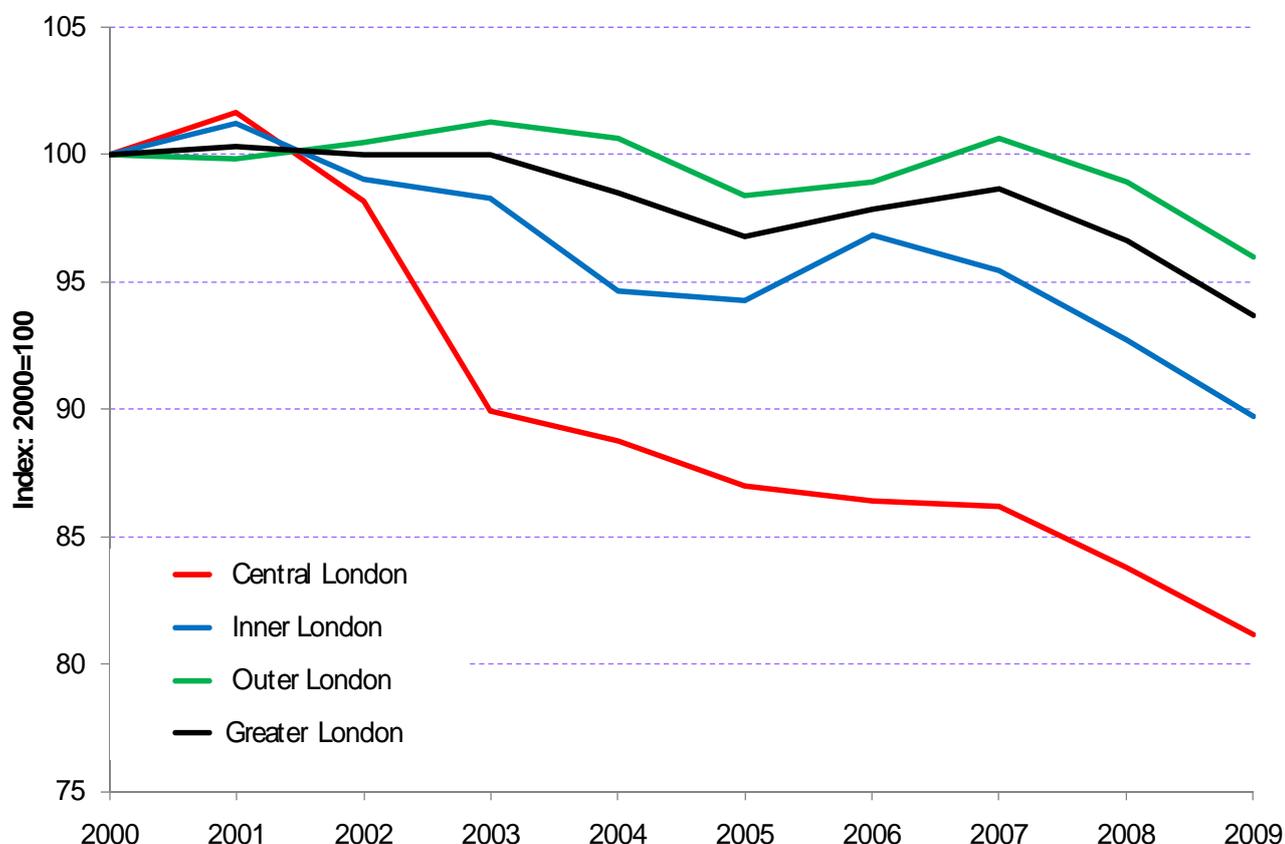
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3.5.21 This shows that in London, traffic has reduced less in Outer London than in inner and central London. The decrease in traffic between 2008 and 2009 in central and Inner London was a continuation of that experienced between 2007 and 2008, at a similar rate, about 3 per cent per annum in each case. In Outer London, however, the decline (3 per cent) in the year to 2009 was higher than the previous year (1.7 per cent between 2007 and 2008) – representing a significant acceleration of the downward trend.

3.5.22 It is still the case that over the past decade, traffic has fallen furthest in central London, where traffic in 2009 was 19 per cent lower than in 2000. Note that the definition of central London used here encloses a larger area than the original central London Congestion Charging zone, and therefore the impacts of the introduction of charging from 2003 on traffic in the zone are only partly reflected in these trends.

3.5.23 Traffic in Outer London was 4 per cent lower in 2009 than in 2000, while traffic in Inner London fell by 10 per cent over the same period. These decreases in traffic have affected both major and minor roads, with minor roads showing the larger percentage decrease, 9 per cent, while major road traffic fell by 5 per cent, between 2000 and 2009

3.5.24 The graph below shows the traffic trends for outer, inner and central London which illustrate the trends described above.



Inner & Outer London Traffic Data (TfL, 2011)

Conclusions

3.5.25 The Borough continues to develop innovative transport solutions which support and facilitate regeneration within the Borough. These solutions provide integrated packages of public transport, cycle/pedestrian and highway measures accompanied by softer promotion and marketing set within a wider context of integrated masterplanning, which support the principles of sustainable development.

3.5.26 Our indicators show how development and transport are integrated through the encouragement of development close to the transport network, and the strategic transport planning which the Borough undertakes, is done so in a way which encourages development to locate development in areas of good public transport.

3.5.27 Our traffic impact indicator shows that whilst the Borough has not witnessed the 10% reduction in Borough traffic flow between 1997 and 2009, the Borough has stopped further increases in traffic from 2003, and has seen an overall reduction in traffic since that time. This overall reduction is likely to have been contributed towards by the general improvement the permeability of the built environment which encourages sustainable modes of transport for short journeys and further development of and around key transport interchanges.

3.5.28 Further investigation is required on how development proposals for the Borough will impact on existing infrastructure and any requirements for future improvements. The council's Core Strategy, adopted in July 2010, is now enabling infrastructure to be secured in line with the growth as shown in the Infrastructure Investment Framework.

3.5.29 Contributions towards significant transport impacts, where major developments about the LBPN and LCN, has been sought towards sustainable transport measures

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Appendix

3.5.30 The following table shows those developments for which agreements for Travel Plans or Car Free agreements were secured, and for which funding contributions were actually received by the Council during 2010/11.

<p>08/2245</p> <p>2 & 2A Hannah Close, London NW10</p>	<p>Proposed demolition of rear ancillary prefabricated office block, change of use from warehouse (Use Class B8) to Materials Recovery Facility (sui generis), installation of 2.5MW biomass combined heat and power plant with flue stack, installation of new vehicle access to front and rear elevations, 6 cooler tanks to the rear, 2 sprinkler tanks to the front, erection of detached 3-storey ancillary building consisting of ground-floor workshop and first-floor and second-floor welfare and office accommodation, new hard and soft landscaping, parking provision, erection of security/weighbridge office to front, new pedestrian and cycle access from Great Central Way and associated works and subject to a Deed of Agreement dated 16 September 2010 under Section 106 of the Town and Country Planning Act 1990, as amended</p>	<p>Travel Plan secured</p>
<p>08/2307</p> <p>Flats 1-5, Evergreen Court, Nash Way, Flats 1-9, 177-179 Kenton Road & 177-179, Kenton Road, Harrow, HA3 0EY</p>	<p>Partially retrospective application for ground floor restaurant (Use Class A3) and proposed alterations to shop front, conversion of upper floors into 8 self contained flats, installation of metal railing, ventilation ducts, vertical flue and replacement of window with doors and formation of communal terrace to rear of first floor, installation of metal railing and 2 windows to second floor adjacent to Nash Way, HA3, formation of vehicular crossover onto Nash Way, HA3 provision of 8 car parking spaces, cycle and bin storage to rear of 177-179 Kenton Road and erection of replacement boundary wall and associated landscaping adjacent to Evergreen Court, Nash Way and subject to a Deed of Agreement dated 8th October 2010 under Section 106 of the Town and Country Planning Act 1990, as amended</p>	<p>Car free agreement secured</p>
<p>09/3013</p> <p>Chequers, Managers Flat and Store, 149 Ealing Road, Wembley, HA0 4BY</p>	<p>Demolition of existing buildings and erection of a 3-, 4- and 5-storey building, comprising 2 commercial units (Use Classes A1, A2, A3 or A4) at ground-floor and ancillary basement level and 30 self-contained flats (one 1-bedroom, nineteen 2-bedroom and ten 3-bedroom units,) at upper-floor levels, a car-free development with formation of new vehicular and pedestrian accesses, cycle and refuse stores to side and communal amenity space to rear and subject to a Deed of Agreement dated 6th April 2010 under Section 106 of the Town and Country Planning Act 1990, as amended</p>	<p>Car free agreement secured</p>
<p>09/3245</p> <p>Mosque, 35-37 Ealing Road, Wembley, HA0 4AE</p>	<p>Planning permission is sought for the following works to the existing mosque (Use Class D1):</p> <p>Formation of an opening between the main hall and proposed ablution area; formation of a fire escape to main hall; formation of opening between main hall and new central extension; replacement of all existing UPVC windows in main hall with timber windows; erection of new single storey extension to side of main hall to provide new ablution area; removal of UPVC windows to annexe; installation of an enclosed metal stair to provide fire escape to annexe; enlargement of window opening to provide double door fire escape; provide new access between annexe and existing ablution area and alterations to layout of ablution area; replacement of existing UPVC doors to annexe</p>	<p>Travel Plan secured</p>

	with new timber doors; replacement of existing annexe roof lights with new timber framed roof lights; creation of a new glazed central extension linking main hall with annexe; installation of gates to front and side boundaries, creation of 2 disabled parking bays; associated hard surfacing and installation of planters and retrospective consent for works including the erection of a 2-storey side & rear extension and first floor to northern annexe forming a caretaker's flat and subject to a Deed of Agreement dated 7th May 2010 under Section 106 of the Town and Country Planning Act 1990, as amended	
10/0293 1-28, Charles Goddard House, High Road, Wembley, HA0	Partial demolition of existing building, renovation of retained part of building to provide 5 flats (1 one-bedroom, 4 two-bedroom) and erection of a new four-storey building, comprising 20 extra care (one-bedroom) housing units, with provision of 4 off-street parking spaces, cycle- and refuse-storage areas and associated landscaping to site and subject to a Deed of Agreement dated 14th May 2010 under Section 106 of the Town and Country Planning Act 1990, as amended	Car free agreement secured
10/0622 423B High Road, Wembley, HA9 7AB	Change of use of first-floor office into a two-bedroom flat and subject to a Deed of Agreement dated 16th June 2010 under Section 106 of the Town and Country Planning Act 1990 as amended	Car free agreement secured
10/1362 1-14 INC, Juniper Close, Wembley, HA9 6NY	Erection of a 3-storey terrace comprising 15 x 3-bedroom dwellinghouses with associated landscaping, car parking and infrastructure and subject to a Deed of Agreement dated 29/03/2011 under Section 106 of the Town and Country Planning Act 1990, as amended	Car free agreement secured
10/2359 38 Craven Park Road, London, NW10 4AB	Change of use of Adult Education Centre (Use Class D1) to 5 self-contained flats (1 x 3-bedroom, 3 x 1-bedroom and 1 x studio flats), erection of rear dormer window and installation of one front rooflight and subject to a Deed of Agreement dated 10th March 2011 under Section 106 of the Town and Country Planning Act 1990, as amended	Car free agreement secured

Developments with Travel Plans and Car Free Development Agreements Secured 2010-11

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3.6 Working in Brent

Introduction

3.6.1 Brent has in excess of 400 hectares (about 1,000 acres) of employment land, comprising SIL, LSIS and well as a number of small local employment sites. The Core Strategy designates industrial land for industrial and warehousing employment operations. The designations are:

- 4 Strategic Industrial Locations (reflecting the London Plan designation) f
- 9 Locally Significant Industrial Sites
- Numerous small Local Employment Sites

3.6.2 The national economy has structurally changed however, with a decline in manufacturing type operations and a shift towards importing, storing and moving goods around. In addition, retail and service sector employment has shown growth and is expected to continue to do so.

3.6.3 In Brent, this has led to a decline in demand for factory and manufacturing space and an increase in demand for warehouses and distribution centres. There is also demand for small work spaces, available at a range of affordable rents for cultural or creative operations.

3.6.4 The national requirement to build new homes, particularly on previously developed land, presents challenges to the integrity of industrial land supply in Brent, as it does across London. London boroughs, in partnership with the GLA, attempt to manage industrial land supply in order to achieve a balance of protecting industrial employment, while recognising the demand for land for residential and mixed use development.

3.6.5 In addition, there are office buildings around the Borough that appear to have come to the end of a viable use. These may represent opportunities for conversion to residential, re-use for a range of town centre and community uses, or sites suitable for mixed use redevelopment.

3.6.6 SIL and LSIS are generally self contained industrial parcels so that the operations within are kept away from other conflicting uses, such as residential development. In addition, they afford good access to the road network.

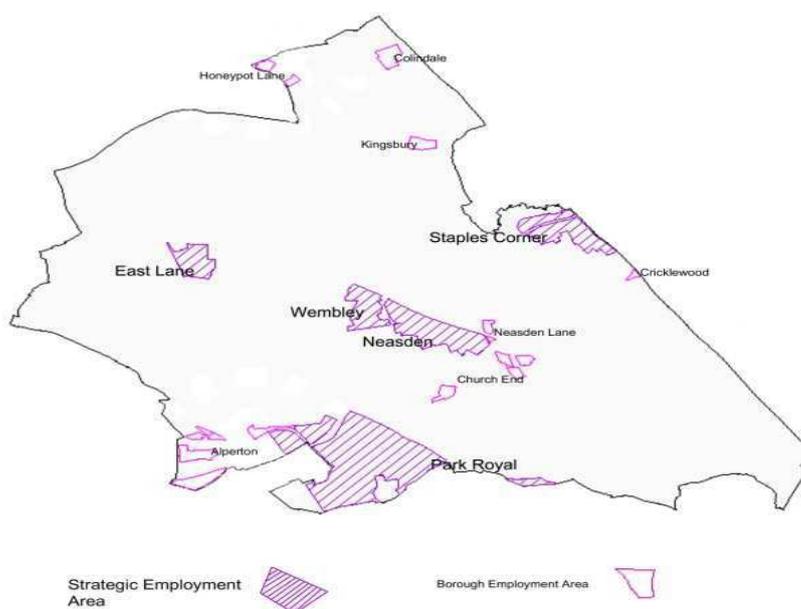
3.6.7 SIL and LSIS are part of the reservoir of industrial land that the GLA designates in the London Plan and are protected for Industry (use class B2) and Warehousing (use class B8) and other closely related uses. SIL in Brent are:

- Park Royal
- Wembley / Neasden
- Staples Corner
- East Lane

3.6.8 LSISs in Brent are:

- Alperton
- Brentfield Road
- Church End
- Colindale
- Cricklewood
- Honeypot Lane
- Kingsbury
- Neasden Lane

Map 3.2, below, shows the locations of these designated SIL (Strategic Employment Areas) and LSIS (Borough Employment Areas).



Designated Employment Areas in Brent

3.6.9 Local Employment Areas (LEAs) have a lower level of protection than SIL or LSIS because they may cause environmental problems due to the proximity of residential areas. Despite this, the Council recognises that they perform an important role for the local economy. Brent's Local Employment Areas are often characterised by:

- Small industrial premises
- Small scale distribution
- Motor vehicle repair
- Proximity to residential areas
- Accessibility problems and traffic conflicts
- Poor quality buildings and public realm

3.6.10 Policy towards Local Employment Areas is therefore to generally resist development of uses other than Business (use class B1), General Industrial (B2) or Storage and Distribution (B8) unless there are unacceptable environmental problems associated with the above uses; or because there is no demand for those uses at a particular location.

3.6.11 The preferred location for office developments is within the Borough's town centres, particularly within Wembley. The re-use of redundant office space is managed by saved policy EMP17 in the UDP and encourages residential, hotels and education uses as appropriate alternative uses.

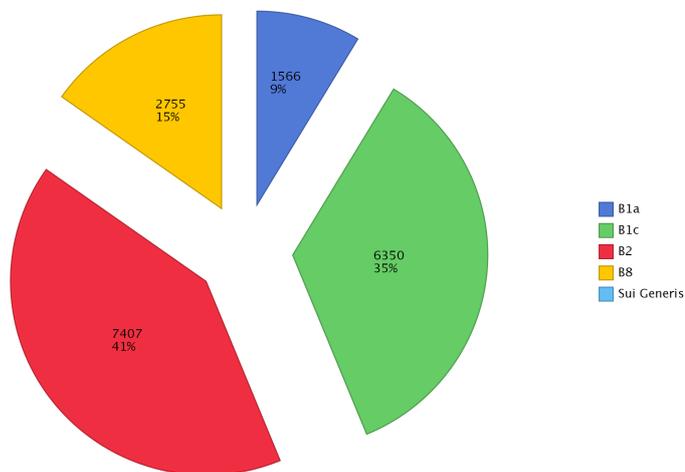
Monitoring Indicators

Indicator:	Net change in employment floorspace by type
Strategic Objective:	Meeting employment needs and aiding the regeneration of industry & business
Relevant Policies:	CP3, CP7
Target:	No net loss in SIL & LSIS
Monitoring Point:	Employment floorspace changes for completed development

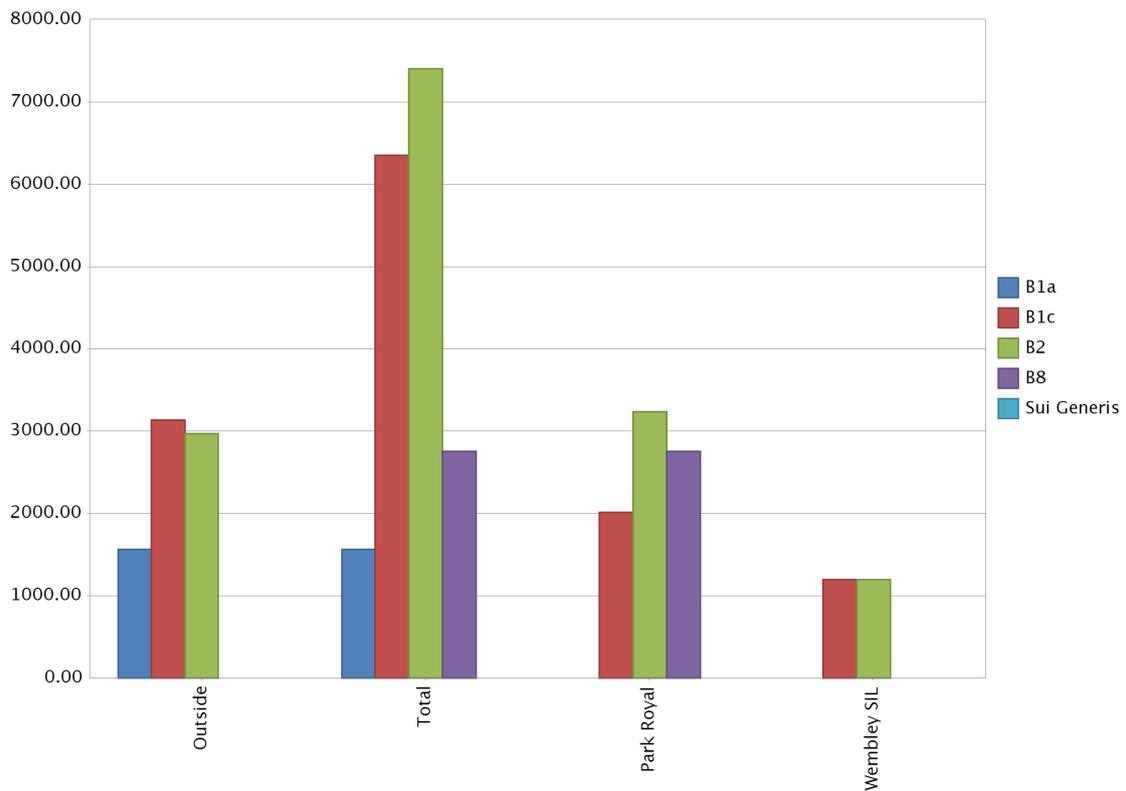
Source: Brent Planning Decisions Analysis

3.6.12 This indicator relates to employment floorspace. It specifically measures the development or loss of B class uses, e.g. offices (B1), industry (B2) and warehousing (B8) and, therefore, provides an overall picture of progress in achieving the development of space for job generation in the borough.

3.6.13 The graphs below provide a breakdown of completed developments and planning permissions involving the provision of new, and the loss of existing, employment floorspace.

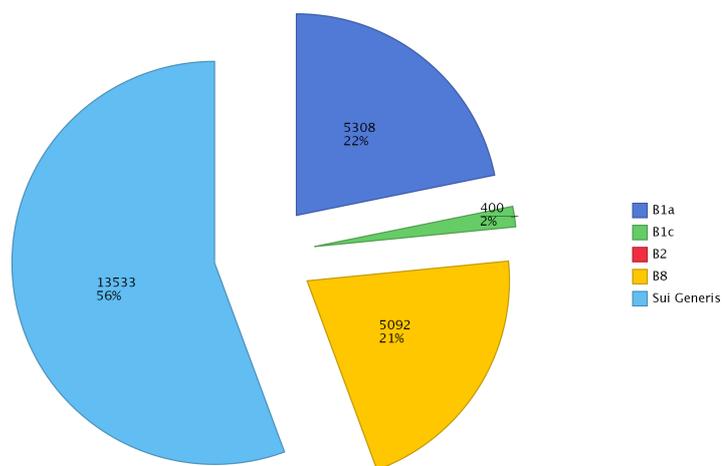


Completed Employment Floorspace by Type, 2010 - 11

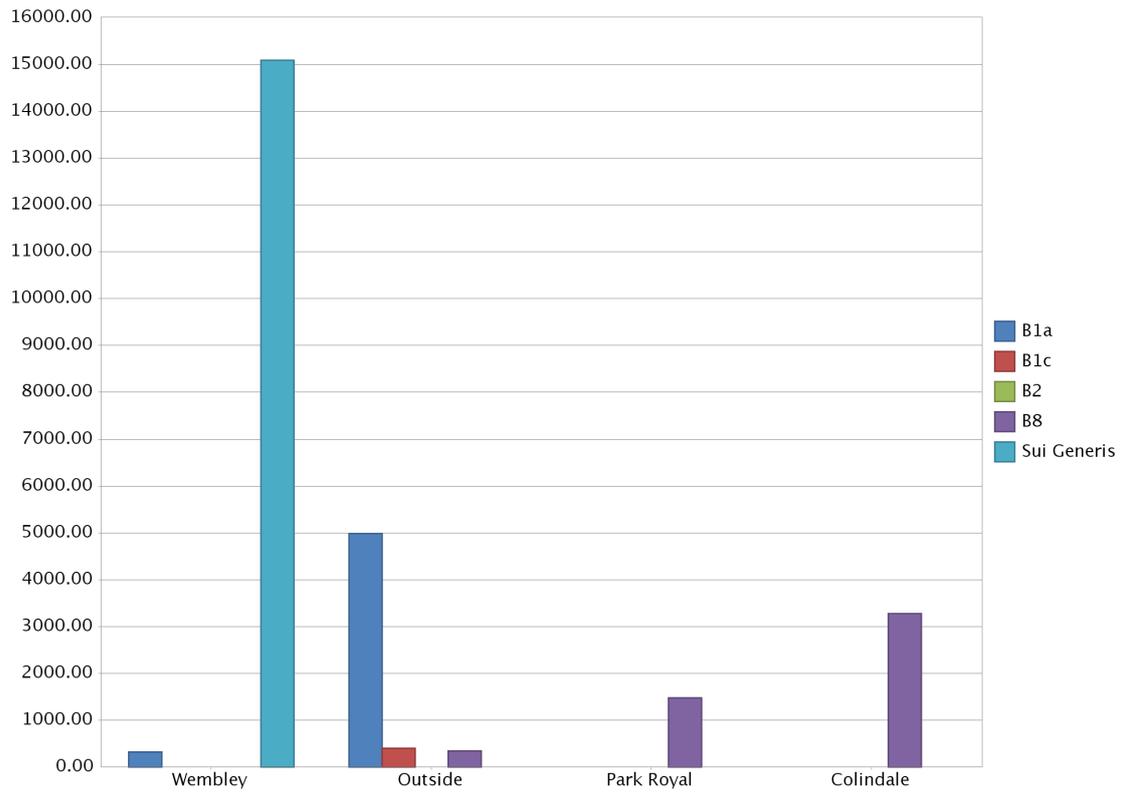


Completed Employment Floorspace by Location, 2010-11

3.6.14 There was approximately 18,000 sq metres of completed development in major schemes (over 1000 sq metres) in 2010-11. 76% of this was industry or light industry (Use classes B2 and B1c). A substantial proportion of this (42%) was outside the borough's protected employment areas (SIL or LSIS).

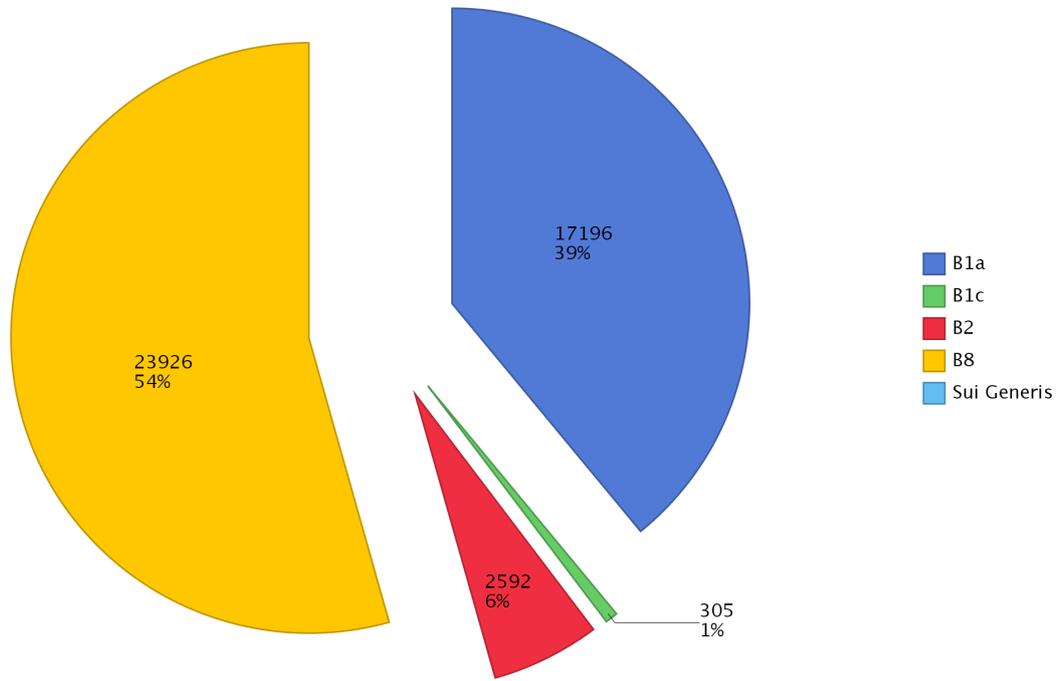


Permitted Employment Floorspace by Type, 2010-11

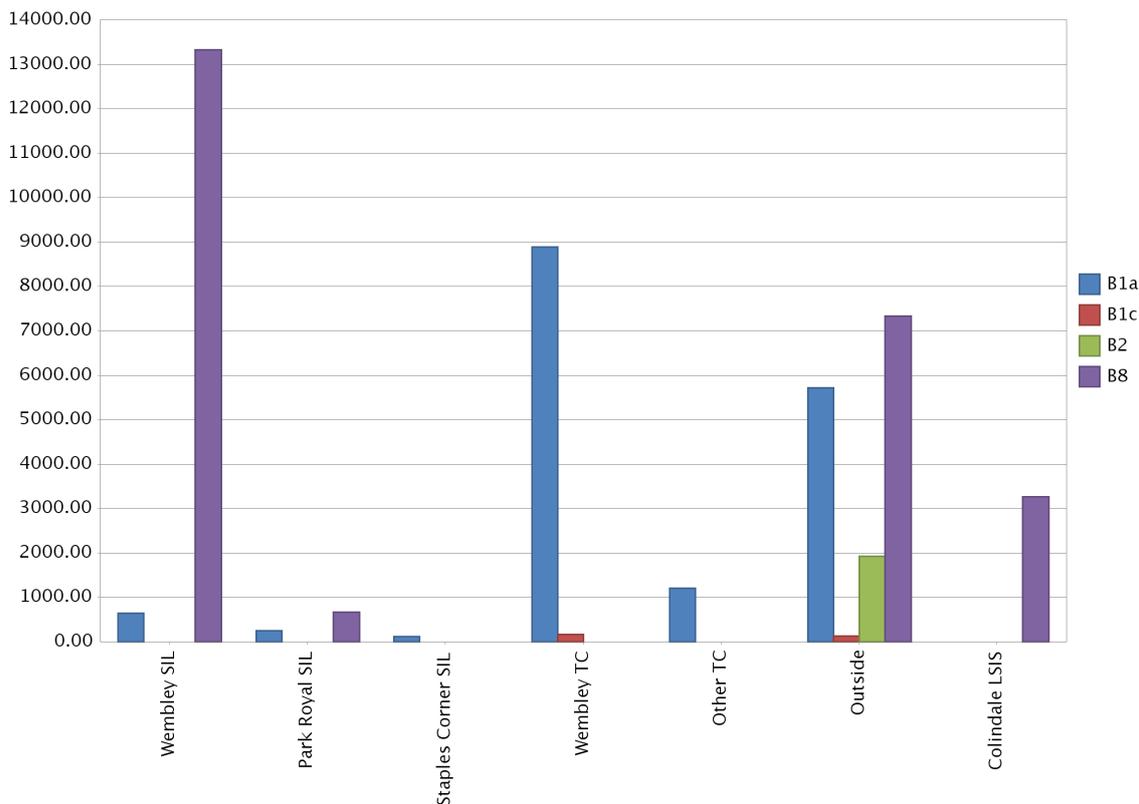


Permitted Employment Floorspace by Location, 2010-11

3.6.15 Most of the permitted employment development of 24,333 sq metres was for waste management use in the Wembley SIL.



Employment Floorspace Lost by Type, 2010-11



Employment Floorspace Lost by Type and Location, 2010 -11

Source: Brent Planning Decisions Analysis

3.6.16 There was substantially more employment floorspace lost as a result of permissions for change of use or redevelopment than that gained. The net loss of employment floorspace was almost 20,000 sq m. Particularly significant is the loss of office (B1a) floorspace. 17,196 sq m of office floorspace was lost overall resulting in a net loss of 11,888 sq metres. This loss was most pronounced in Wembley town centre but was also significant for other locations outside of the main industrial employment areas.

Indicator:	Amount of land developed in Park Royal for employment use
Strategic Objective:	2 - Meeting employment needs and aiding the regeneration of industry & business
Relevant Policies:	CP3, CP12
Target:	50 hectares of land developed 2007-2017, including 1200m ² annual net increase in gross floorspace for B Class uses
Monitoring Point:	Employment floorspace changes from development

Source: Brent Planning Decisions Analysis

3.6.17 The Core Strategy includes specific policy to secure the Opportunity Area objectives for Park Royal including the development of 50 hectares of land in Brent for employment purposes and the creation of 4,400 jobs between 2007 and 2017.

3.6.18 The above analysis shows that there has been little development activity in 2010-11 with a net gain from planning permissions of only 559 sq m of floorspace. However, when compared to the overall net loss of B class floorspace across the borough this represents some progress at least. Over 8,000 sq m of new industrial or warehouse floorspace was completed in Park Royal in 2010-11.

Indicator:	Job placements from new development
Strategic Objective:	Meeting employment needs and aiding the regeneration of industry & business
Relevant Policies:	CP1
Target:	800 job placements p.a. from 2007-2017
Monitoring Point:	Number of placements made by Brentin2Work each year

3.6.19 This indicator is intended to measure whether or not jobs created by new development in the borough benefit local people and is based upon the support provided by Brent in2 Work to help residents from Brent. In the last year the level of support that can be provided has had to be substantially scaled back because of budget constraints therefore the target of 800 job placements is no longer realistic. Figures on placements in 2010/11 are not available.

3.6.20 Brent in2 Work works with 50 partner organisations. It provides advice and guidance to local people who are directed to the most relevant organisations for further support. Support is also provided to local employers by promoting their vacancies and helping them match the skill sets of local job seekers.

Indicator:	Total employment levels in Brent
Strategic Objective:	Meeting employment needs and aiding the regeneration of industry & business
Relevant Policies:	CP1, CP3
Target:	None
Monitoring Point:	Total employment levels by type

3.6.21 One of the key objectives of Brent's Core Strategy is to meet employment needs. Although there are targets for job creation in key areas such as Wembley and Park Royal there is no overall target for employment levels across the borough. Although the overall level of employment locally is subject to factors outside the role of the planning system, not least the state of the national and global economy, the total level of employment is nevertheless a useful indicator of the health of the local economy which the Development Plan aims to boost.

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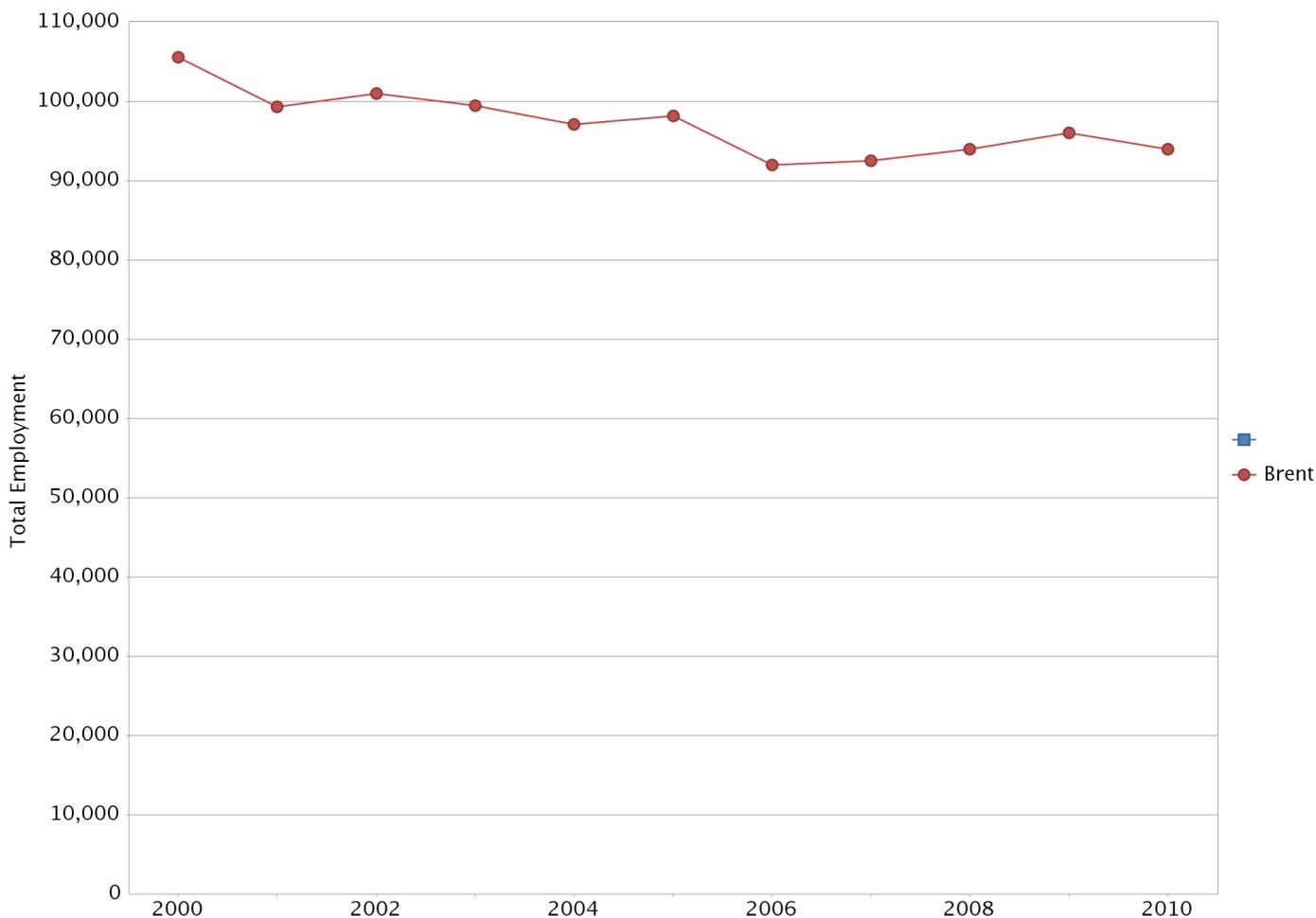


Figure 3.2 Employment in Brent by Year

Source: ONS Annual Business Inquiry

3.6.22 There is a delay in the availability of employment data therefore the last available date is up to the point where economic downturn was likely to start affecting the figures. Up until this point total employment levels had fluctuated in Brent and stood at 94,000.

Conclusions

3.6.23 The impact of economic downturn has undoubtedly had an effect on the use of employment land. Although completions data continues to show some development activity, this is down substantially on the previous year, from 64,000 sq m to 18,000 sq m only of completed floorspace in 2010-11. Although approvals of new floorspace shows an increase over the previous year overall there has been a large net loss of floorspace, mainly as a result of changes to other uses such as education use. This has been especially significant in Wembley where a large amount of office space has changed to educational use. This is of some concern as the Council's Core Strategy identifies Wembley as the economic engine for the borough. This trend should continue to be monitored to assess whether the Council's aspirations are delivered. Park Royal has had a relatively quiet year, but showed a net increase in floorspace nevertheless.

3.7 Shopping and Brent Town Centres

INTRODUCTION

3.7.1 Like all boroughs, Brent has developed a hierarchy of shopping centres with their categorisation based on their individual size, status, range of shops and the facilities they provide. It is important that the vitality and viability of centres is monitored, especially policy that seeks to promote development in town centres by applying the sequential approach to development. Monitoring should therefore focus upon the level of development for appropriate town centre uses within town centres as against such development outside town centres, as well as monitoring the general health of town centres.

Major Town Centres	District Centres	Local Centres
Wembley	Burnt Oak	Kenton
Kilburn	Cricklewood	Queens Park
	Harlesden	Kensal Rise
	Kingsbury	Sudbury
	Colindale	
	Wembley Park	
	Willesden Green	
	Ealing Road	
	Neasden	
	Preston Road	

MONITORING INDICATORS

Indicator:	Amount of completed retail, leisure and office development
Strategic Objective:	3 - Enhancing the vitality and viability of Town, District and Local Centres
Relevant Policies:	CP16, London Plan policies 4.6 - 4.8
Target:	Net increase in retail, office and leisure floorspace in Major & District Centres
Monitoring Point:	Loss of existing and development of new A class, B1(a) and D2 floorspace

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3.7.2 Clearly the amount of new retail, leisure and office floorspace provided within town centres, as opposed to out-of-centre locations, is an important measure of the success of policy seeking to promote the Borough's town centres by applying a sequential approach to development.

3.7.3 Overall, completed developments in Brent's Major and District town centres resulted in a net loss of 3,100 sq m in town centre uses, i.e. retail, leisure and office use, in 2010-11. There was a net increase of 2214 sq metres outside town centres.

Town Centre		A1 Floorspace *	A2 Floorspace	Office Floorspace	D2 Floorspace	All Town Centre Uses
Kilburn	Gross					
	Net			-900		-900
Wembley	Gross					
	Net	-1620				-1620
Willesden Green	Gross					
	Net			-580		-580
Outside Town Centre	Gross	2,362		1566	1,466	5394
	Net	2207		-1459	1466	2214

COMPLETED TOWN CENTRE FLOORSPACE (Sq M) 2010-11

Source: London Development Database

Indicator:	Retail / leisure / office development located in areas of moderate to excellent public transport accessibility
Strategic Objective:	10 - Achieving sustainable development including mitigating and adapting to climate change
Relevant Policies:	CP16
Target:	90% to be located in areas with PTAL 3 or above
Monitoring Point:	Permissions for retail/leisure development

3.7.4 One of the main determinants of a development being sustainable is its location, and particularly whether it is accessible by modes of travel other than the car. Developments attracting significant numbers of people, such as new shopping and leisure facilities should be located in areas with the highest public transport accessibility, generally town centres. Brent has set a target of 90% of retail/ leisure floorspace to be approved in areas with moderate to very good Public Transport Accessibility Levels (PTALs).

3.7.5 Of completed retail / leisure / office developments in 2010-11, 31% was located in areas of good or very good public transport access whilst 70% was located in areas of moderate public transport access. The target of 90% in areas of moderate or good access was, therefore, achieved.

Indicator: Town centre vacancy rates

Strategic Objective: 3 - Enhancing the vitality and viability of Town, District and Local Centres

Relevant Policies: CP16

Target: No increase in vacancy rates in Primary shopping frontage

Monitoring Point: Length of vacant frontage from survey of town centres

3.7.6 The level of vacancies within town centres provides a good indication of the health of the town centre.

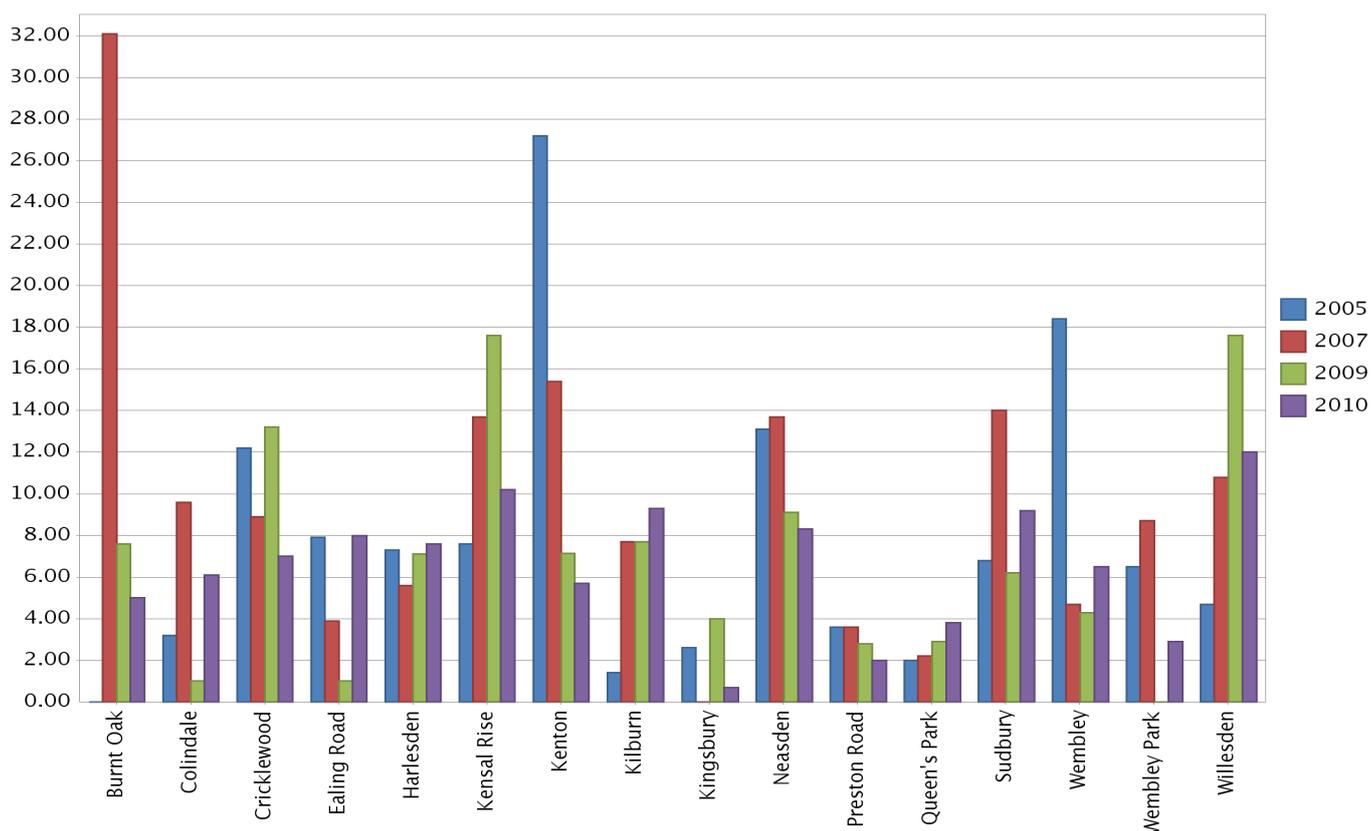


chart1

Source: Brent Council surveys and Experian data

3.7.7 Vacancy levels have generally fallen in 2010 after peaking in 2009, with two centres only, Kensal Rise and Willesden, showing vacancy levels of over 10%. Ealing Road and Colindale, however, are showing a significant increase in vacancies. This may mark only a temporary recovery from the economic downturn. Figures for 2011 are not available.

CONCLUSIONS

3.7.8 The rate of development of town centre uses, both within and outside town centres, has reduced substantially from last year. In fact there was a significant loss in gross retail floorspace in Wembley as opposed to a significant increase in town centre floorspace in 2009/10. However, further new retail development for Wembley has recently commenced so it is expected that future years will see a large net increase.

3.7.9 Although vacancy levels fell during 2010 it is anticipated that these may rise again as there has been a renewed downturn in the national economic situation and there are pessimistic forecasts for future spending.

3.8 Promoting Culture, Sport and Tourism

Introduction

3.8.1 Brent has a young and richly diverse population which can express these inherent cultural strengths through the delivery of high quality places of character and identity. Part of the spatial strategy for Brent incorporates mixed use redevelopment of the identified growth areas including hotels which will help deliver jobs for local people. For the Wembley Growth Area the aim is to achieve a mass of visitor attractions, building on the area's current role as a major leisure and entertainment centre for London.

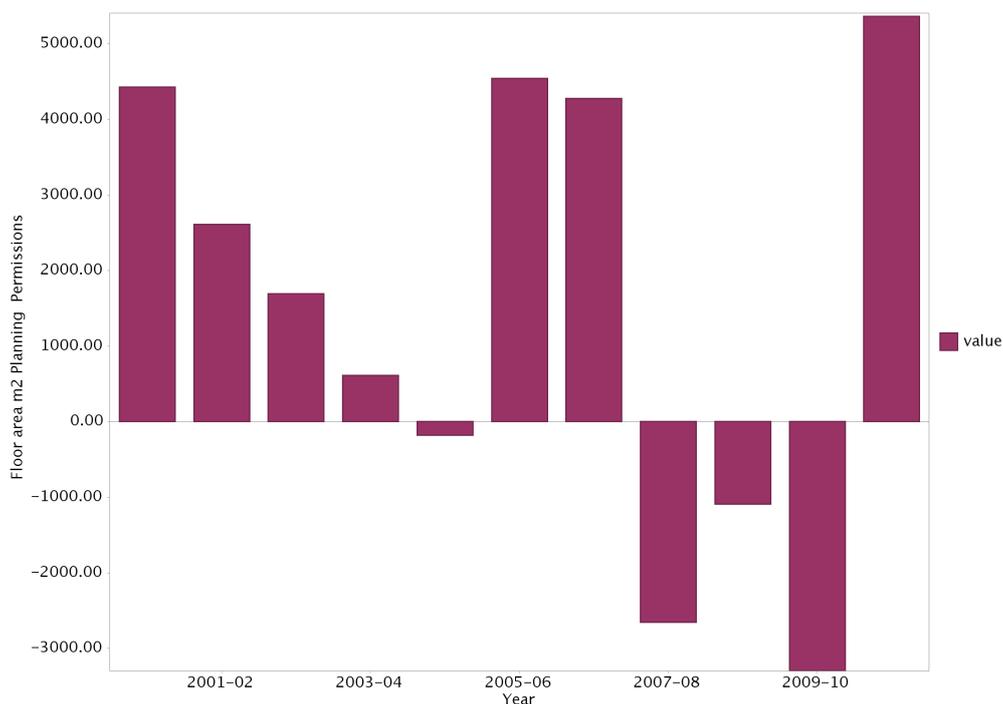
3.8.2 The Sport England's Active People Survey 2005-6 highlighted Brent as having one of the worst participation rates in sport and physical exercise in England. This is also exacerbated by the relatively poor provision of built sports facilities within the Borough. The council has developed a strategy for improving sports facilities which include pitches, courts and other forms of outdoor sports.

Monitoring Indicators

Indicator:	Net increase in cultural/leisure facilities
Strategic Objective:	4 - Promoting the Arts and Creative Industries 6 - Promoting Sports and other Recreational Activities
Relevant Policies:	CP1, CP7, CP10, CP18, CP23
Target:	Net increase in floorspace of leisure facilities
Monitoring Point:	Permissions for new leisure development

3.8.3 This indicator relates to cultural/leisure floorspace and it specifically measures the development or loss of cultural/leisure facilities. Therefore, providing an overall picture of progress in achieving an increased amount of space of this type in the Borough.

3.8.4 In 2010-11, there was no net loss in culture and leisure facilities floorspace. There were four planning permissions relating to cultural and leisure facilities. Part of the planning permission for the Land Surrounding Wembley Stadium, Royal Route, includes a 9 screen multiplex cinema. Whilst planning permission at 2 Lakeside Way was for a change of use of to flexible uses incorporating D2 assembly and leisure.



Net Floorspace in Cultural and Leisure Facilities

Source: Brent Planning Decisions Analysis

Indicator:	New swimming pools for the borough
Strategic Objective:	6 - Promoting Sports and other Recreational Activities
Relevant Policies:	CP7, CP18
Target:	Complete and open one new community swimming pool in the borough by 2017
Monitoring Point:	Swimming pool completion

3.8.5 This indicator relates to the identified deficiency in swimming pool provision in the Planning for Sport and Active Recreation Facilities Strategy 2008-21. The Strategy identified that there was a need for two new pools in the Borough to meet with the existing deficiency. Additional swimming pool provision would need to serve the north and central areas of the Borough to have the greatest benefit to residents.

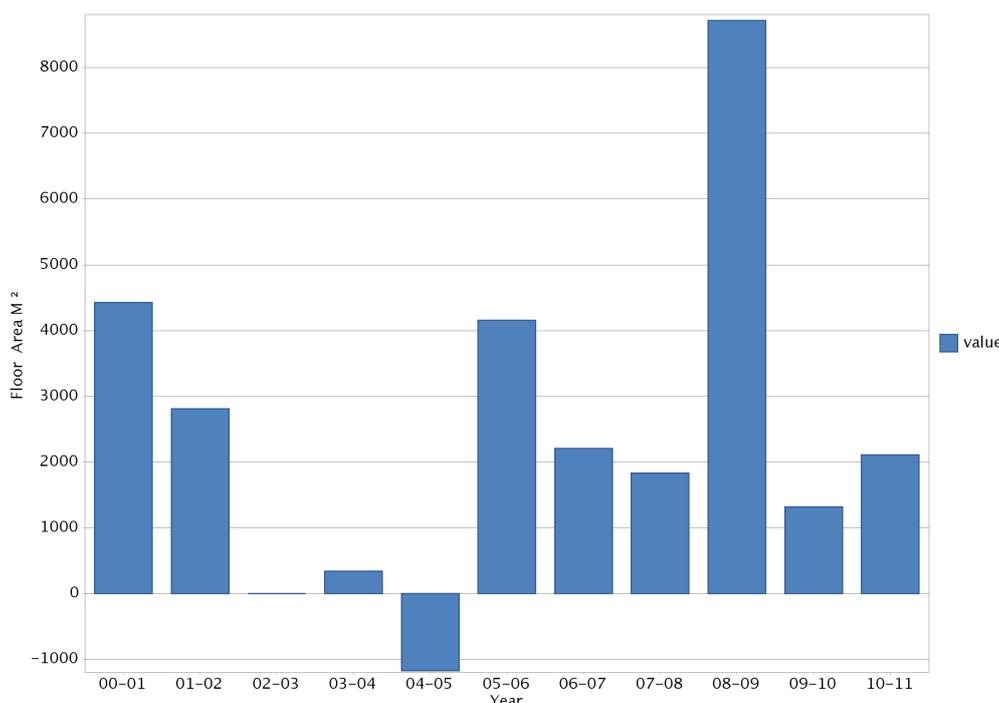
3.8.6 In 2010-11, a planning application for a mixed use development, including a six lane, 25 metre, community swimming pool, has been given approval at Dexion House, Empire Way in Wembley.

Indicator:	Provision for new, or improvements to existing, sports facilities (including sports pavilions)
Strategic Objective:	6 - Promoting Sports and other Recreational Activities
Relevant Policies:	CP7, CP18, UDP Policy OS19
Target:	No net loss of sports facilities
Monitoring Point:	Planning permissions for new sports facilities and improvements

3.8.7 The indicator relates to sports facilities; it measures the development or loss of sports facilities and therefore demonstrates what progress has been made in the provision of sports facilities in the Borough to both meet existing deficiency and the need for additional facilities because of population growth.

3.8.8 In 2010-11 there were two planning permissions relating to sports facilities and this continues the trend that sports facilities are continuing to increase within the Borough. The most significant is the planning permission for a mixed use development at Dexion House, Empire Way in Wembley which includes a community swimming pool and fitness facilities. In addition, a planning permission was given to extend facilities at Pavilion Wasps RFC.

3.8.9 It is worth noting that an amended planning application for Dexion House, Empire Way has been submitted and granted planning permission in the latter half of 2011. The planning permission increases the floor space area for the community swimming pool and fitness facilities.



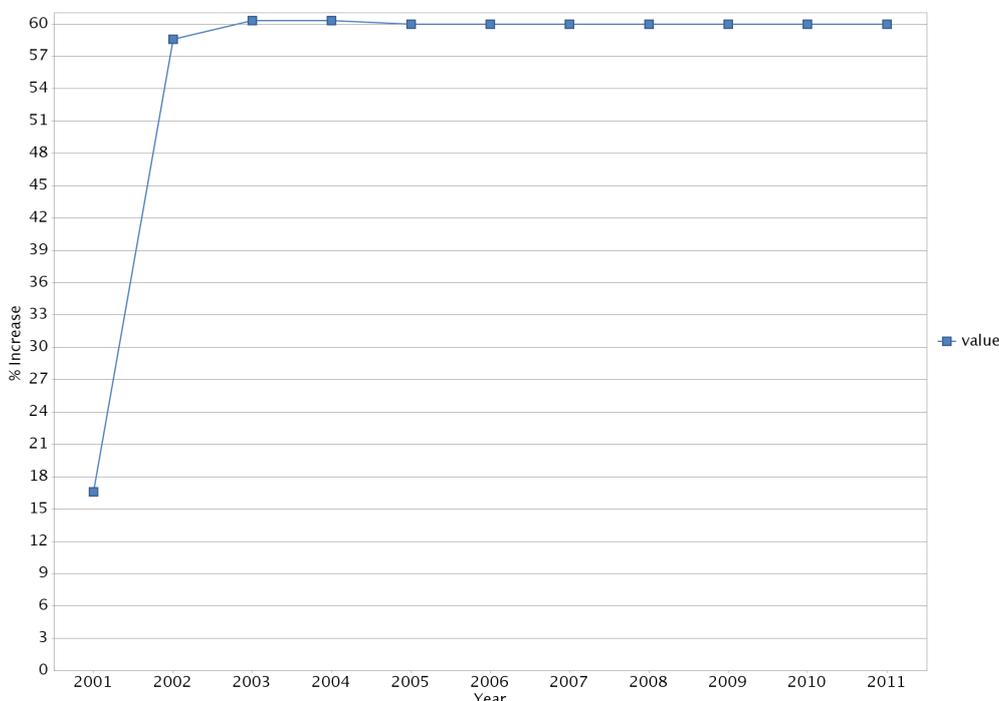
Net Floorspace in Sports Facilities

Source: Brent Planning Decisions Analysis

Indicator:	Visitor accommodation bedrooms (hotels, inns, guest houses, self- catering holiday homes and B&Bs) in the Borough
Strategic Objective:	1 - Promoting economic performance and regeneration
Relevant Policies:	CP1,CP7, UDP Policies TEA1, TEA2, TEA6, TEA7
Target:	Maintain level of growth in visitor accommodation bedspaces
Monitoring Point:	Number of new bedspaces permissions

3.8.10 This indicator has been derived from the Unitary Development Plan 2004 and measures the level of growth in visitor accommodation.

3.8.11 In 2010-11, there were no planning permissions for hotels in the Borough. According to the Local Development Database Newsletter Issue 48 December 2011 (GLA), the highest number of bedroom completions were in central London. The previous AMR Report 2009-10 had a target for a 50% increase between 2000 and 2010 for visitor accommodation bedrooms. This target has been met so the target has been amended accordingly to maintain growth in visitor accommodation bedspaces.



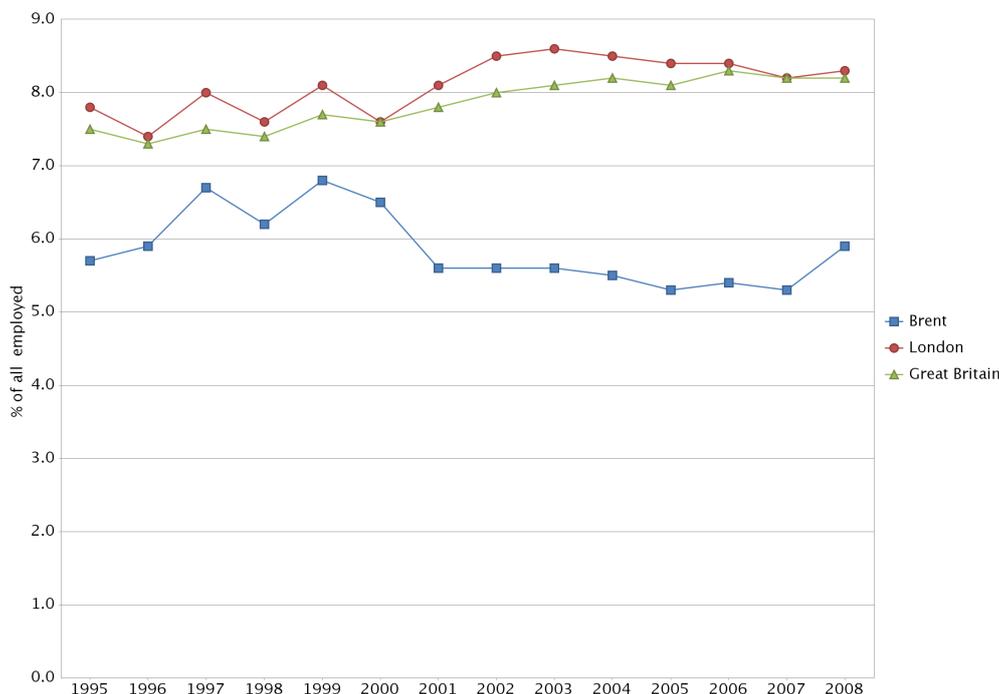
Annual Visitor Accommodation Growth

Source: Brent Planning Decisions Analysis

Indicator:	Local employment in the tourism industry
Strategic Objective:	2 - Meeting employment needs and aiding the regeneration of industry and business 4 - Promoting the Arts and Creative Industries
Relevant Policies:	CP1, CP7
Target:	Increase in Brent employment in tourism sector
Monitoring Point:	Number of people employed in tourism in Brent

3.8.12 The indicator relates to local employment in the tourism industry and measures the amount of people employed in this sector in Brent. It shows the overall progress made in this employment sector.

3.8.13 There have been no changes since the last AMR 2009-10 as the source where the statistics are derived from NOMIS (official labour market statistics) have not been updated. Therefore, it remains that in 2008, 5.9 % of Brent employee jobs were tourism related. It is anticipated that tourism jobs will increase towards 2012.



Local Employment in the Tourism Industry

Source: NOMIS (official labour market statistics)

Conclusions

3.8.14 Overall there was no net loss in cultural/leisure facilities floorspace in the borough. There was a major application for a mixed used development for the land adjacent to Wembley Stadium, including a 9 screen multiplex cinema. Planning permission was granted also, at 2 Lakeside Way, for a change of use to flexible uses

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incorporated D2 assembly and leisure. In terms of sports facilities, only a few planning permissions were granted. The most was for a mixed use development at Dexion House, Empire Way in Wembley which includes a community swimming pool and fitness facilities. Once this planning permission has been implemented this will significantly address the borough's swimming pool deficiency by providing a community swimming pool in an easily accessible area. There was no growth in visitor accommodation as there were no planning permissions granted for hotels.

3.9 Enhancing Open Space and Protecting Biodiversity

Introduction

3.9.1 Open space comprises of public and private ownership including areas of open land, open water and waterways. Important open spaces in Brent reflect London Plan designations and are defined as areas of Metropolitan Open Land, Green Chains and the Blue Ribbon network for their open character and linking of strategic open space. Sites of Special Scientific Interest, Local Nature Reserves and Sites of Importance for Nature Conservation are recognised for their importance to species and wildlife habitats.

3.9.2 Open space should be promoted for the benefit, enjoyment, health and wellbeing of Brent's residents, visitors and wildlife. The Borough is deficient in open space and this position will worsen as new developments proceed since existing open space will become more intensively used by its growing population. Open space will need to be protected from development and existing open spaces need to be maintained and enhanced.

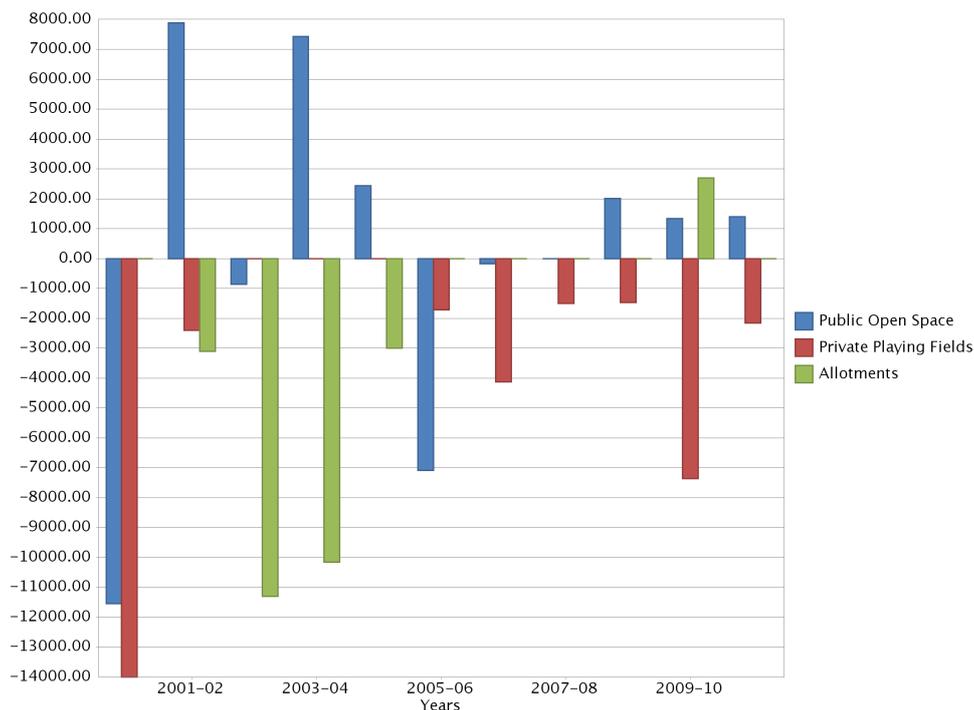
MONITORING INDICATORS

Indicator:	Protection of all open space of value
Strategic Objective:	9 - Protecting and enhancing Brent's environment
Relevant Policies:	CP18
Target:	No net loss of open space to alternative uses
Monitoring Point:	Amount of open space lost to alternative uses

3.9.3 This indicator measures the gain and loss of open space in the Borough and therefore provides an indication of whether the level of open space provision is being protected and increased.

3.9.4 In year 2010-11, there was some loss in private playing fields to development. However planning permission was granted for the demolition of Chalkhill Medical Centre in Rook Close and the creation of a public park. The park is a requirement made under a Section 106 Agreement associated with a residential development to provide the area with a new public open space. The proposal included amenity green space, formal recreational areas, play features, art and sculpture, habitat creation and enhancement to a wildlife corridor.

3.9.5 There were no planning permissions granted relating to allotments in the year 2010-11.



Annual Open Space Gains and Losses

Source: Brent Planning Decisions Analysis

Indicator:	Protection of areas designated for intrinsic environmental value including sites of national or regional/sub regional significance
Strategic Objective:	9 - Protecting and enhancing Brent's environment
Relevant Policies:	CP18, UDP Policies OS1, OS2, OS3, OS12, OS13, OS14, OS15, OS16, OS17
Target:	No net loss of areas of wildlife and nature conservation importance
Monitoring Point:	Completed developments resulting in a loss

3.9.6 This indicator relates to the protection of areas of wildlife and nature conservation importance and it measures the impact of development on these protected open space areas.

3.9.7 There were no planning permissions granted for development within sites of designated environmental value in 2010-11. Over the years, very few applications are received which directly impact on sites of nature conservation importance or lead to the loss of nature conservation value. However, adjacent proposals can also impact on wildlife value and should incorporate measures to mitigate their impact or make environmental enhancements.

Indicator:	Provision for new or extended public open space
Strategic Objective:	9 - Protecting and enhancing Brent's environment
Relevant Policies:	CP7, CP8, CP9, CP11, CP12, CP18,
Target:	Wembley - 2.4ha, Alperton - 1.6ha, South Kilburn - 0.8ha, Burnt Oak - 0.6ha, Church End - 2ha.
Monitoring Point:	Amount of new public open space completed

3.9.8 This indicator measures the amount of new public space in the growth areas and, therefore, shows if the targets identified in the Core Strategy are being met.

3.9.9 See 'Net change in all open space' above. In 2010-11, a new public open space was granted planning permission in Rook Close. Although this site lies just outside the boundary of the Wembley growth area, it will help towards meeting the needs of this growth area.

Indicator:	Improvement of existing public open space
Strategic Objectives:	9 - Protecting and enhancing Brent's environment
Relevant Policies:	CP18
Target:	Increase the number of parks maintained to Green Flag award standard
Monitoring Point:	Green Flag Awards

3.9.10 The indicator measures how many parks within the Borough have been given the Green Flag Award. The Green Flag Award is the national standard for parks and green spaces in England and Wales. The award scheme recognises and rewards the best green spaces in the country.

3.9.11 Green Flag Awards now total nine in the Borough including King Edward VII Park, The Welsh Harp Reservoir, Fryent Country Park, Roundwood Park, Gladstone Park, Barham Park, Mapesbury Dell, Preston Park and Queen's Park, which is owned by the Corporation of London.

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Indicator:	Improvement of existing and provision for new areas of nature conservation
Strategic Objective:	9 - Protecting and enhancing Brent's environment
Relevant Policies:	CP18
Target:	Enhance and increase nature conservation areas. Reduce areas of wildlife deficiency.
Monitoring Point:	Monies negotiated through S106 agreements for application sites in areas of deficiency, where monies have been spent and extent of areas of wildlife deficiency

3.9.12 This indicator relates to nature conservation areas and measures the provision of new or improvement to existing areas.

3.9.13 There were no applications in 2010-11 within nature conservation areas.

3.9.14 Opportunities to extend nature conservation areas are generally limited. The Improving Londoner's Access to Nature Implementation Report (2008) identifies priority opportunities to reduce Areas of Deficiency in access to nature. They are King Edward VII Park, Barham Park, Woodcock Park, Roe Green Park (biodiversity improvements), Diageo Lake and Coronation Gardens (access).

Indicator:	Tree planting for new neighbourhoods
Strategic Objective:	9 - Protecting and enhancing Brent's environment
Relevant Policies:	CP7, CP8, CP9, CP10, CP11, CP12
Target:	Wembley - 1000, Park Royal - 4000, Alperton - 500, Church End, Burnt Oak, South Kilburn - 200 per growth area
Monitoring Point:	Number of new trees planted

3.9.15 The indicator relates to the tree planting targets set out in the Core Strategy growth areas and therefore demonstrates the progress made towards achieving these targets for tree planting in new neighbourhoods.

3.9.16 Development proposals are encouraged to include tree planting as part of their landscape design. However, there is no co-ordinated monitoring process of new tree planting in development schemes. This will need to be developed in future in order to monitor this indicator.

3.9.17 However, there were approximately 200 street trees planted along public highways in the year 2010-11 (*Source: London Borough of Brent*).

Indicator:	Provision for new or improved children's play areas
Strategic Objective:	9 - Protecting and enhancing Brent's environment
Relevant Policies:	CP5, CP7, CP8, CP9, CP10, CP11, CP18
Target:	Meet standards on children's play as out in the Infrastructure & Investment Framework
Monitoring Point:	Number of permissions for new children's play areas and improvements to existing

3.9.18 The indicator relates to children's play areas and measures new and improved provision. It thus shows the progress made towards the standards set out in the Infrastructure and Investment Framework. There were no planning permissions granted for the provision of new children's play areas in 2010-11.

Conclusions

3.9.19 Overall there was a small loss in the provision of private playing fields in the Borough and there were no planning permissions granted for new allotments in the Borough for the year 2010-11. There were also no planning permissions for new children's play areas for this year.

3.9.20 Although there is no monitoring system currently in place for developments which include new tree planting, there has been a number of new street trees planted in the borough. However planning permission was granted for the demolition of Chalkhill Medical Centre, which has been relocated to a new site, to make way for the provision of a new public open space in Rook Close, Wembley. There has also been an increase in the number of parks within the Borough which have been awarded the Green Flag Status. No planning permissions were granted affecting open space areas of environmental value.

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3.10 Providing for Diverse Community Needs

Introduction

3.10.1 The multi-cultural nature of Brent's existing, and likely new communities generates an extra need for community, social and cultural facilities, including places of worship. Community and cultural facilities add value and support to community participation and development. The council is keen to protect these facilities to engender community cohesion and civic pride. The planning framework will seek provision of at least one major multi purpose community building within each growth area and secure this through planning obligations.

3.10.2 Schools in Brent are already under pressure with a shortage of school places at both secondary and primary levels. Population growth will put further pressure on schools and additional demand may be placed upon the further and higher education sectors as well. The council has calculated that it will need as a result of population growth, 16 forms of entry at secondary school level by 2026. In the longer term, particularly in Wembley will require a further new primary school.

3.10.3 Healthcare provision in the form of doctor's surgeries is under provided in some parts of the Borough. The provision of health care facilities is needed to meet the current needs whilst having the capacity to expand for growth generated by new developments.

Monitoring Indicators

Indicator:	Provision of new community or extended community facilities
Strategic Objectives:	5 - Meeting social infrastructure needs
Relevant Policies:	CP7, CP8, CP9, CP10, CP11, CP23, UDP Policies CF1, CF2, CF4,
Target:	Provide new community facilities at a rate of 370m ² per 1000 new population created by new housing development
Monitoring Point:	New or extended floorspace that meets the rate of population growth/location of new community facilities through approved applications

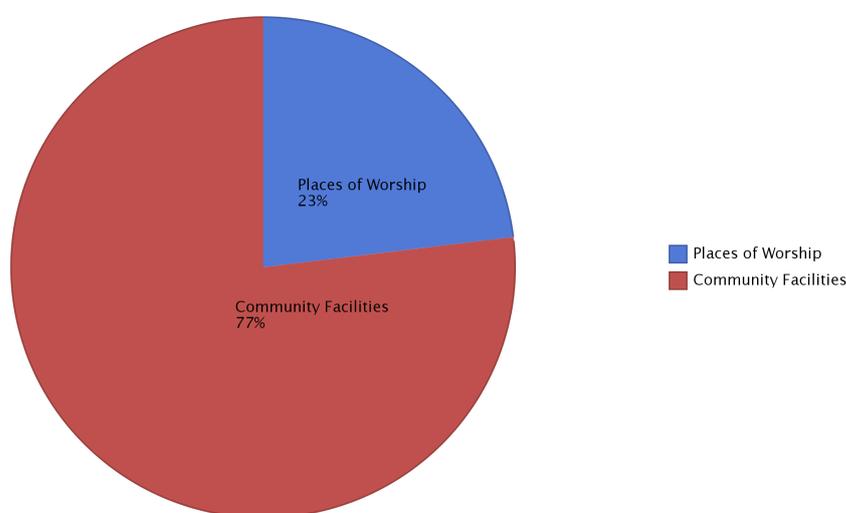
3.10.4 The indicator relates to the community facilities and measures the amount of new floorspace that provides community facilities. It gives an indication of the overall progress with regards to increasing community facilities within the Borough.

3.10.5 The Core Strategy identified that over 11,200 homes from 2007/8 to 2016/17 would need to be delivered in line with population growth. From the data gathered from *Brent Planning Decisions Analysis* it shows that there has been a net gain in community facilities floorspace in the Borough of 714m² in the year 2010-11. This figure falls slightly short of the target shown in the indicator above for 370m² of community facilities to be provided per 1000 new population created by new housing development. There were 13 planning permissions relating to community facilities which mainly related to change of use planning permissions.

3.10.6 There were three planning permissions relating to places of worship in the Borough. One planning permission related to a change of use to a place of worship, another for the demolition and replacement of a church building and another for a building alteration for a mosque. Overall there was no loss in religious facilities provision in the Borough.

3.10.7 Two planning permissions were granted for children's centres at Mount Stewart Infant School and Preston Park Primary School. Proposed activities within the centre include: outreach advice for local families regarding health and nutrition, counselling, citizens advice bureau, training and employment advice, parenting support and a sessional creche for children and their carers'. The centre will provide a community facility.

3.10.8 The previous AMR indicated that the demand for childcare is high and that this will continue in line with population increase. In year 2010-11, one planning permission was granted for a change of use of the building from offices to a day nursery in Craven Park Road.



Community Facilities and Places of Worship Planning Permissions

Indicator:	Protection of existing community facilities
Strategic Objectives:	12 - Promoting healthy living including creating a safe and secure environment
Relevant Policies:	CP23
Target:	No net loss of community facilities unless compensation provided
Monitoring Point:	Number of applications approved resulting in the net loss of a community facility for which no compensation made through planning obligation or other agreement

3.10.9 This indicator relates to the protection of existing community facilities. It specifically measures the net loss in community facility floorspace.

3.10.10 There was no net loss in community facility floorspace for the year 2010-11. For further information please see the commentary for the above indicator.

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Indicator:	Provide new school places for increased population
Strategic Objectives:	5 - Meeting social infrastructure needs
Relevant Policies:	CP7, CP8, CP9, CP10, CP11, CP12, UDP Policy CF6, CF7, CF8, CF9,CF10
Target:	Approval for and construction of new and extended schools in Growth Areas and Park Royal as set out in policies CP7 to CP12 inclusive
Monitoring Point:	Number of new schools and extensions to schools with permission for development and completed or under construction by 2017

3.10.11 The indicator provides a measure of the provision of new school places and demonstrates the overall progress made towards the target.

3.10.12 The Core Strategy Strategic Area Policies identify the education provision required up to 2026 for the five identified growth areas. Core Strategy Policy CP7 Wembley Growth Area identifies two new 2 form of entry primary schools, a new combined primary (2 form entry) and secondary school (6 form of entry) on the Wembley Park site along with extensions to existing local schools. Policy CP8 Alperton Growth Area identifies a new 2 form entry primary school and a redeveloped Alperton Community School providing a further form of entry at Secondary level. Core Strategy Policy CP9 South Kilburn Growth Area identifies a new 3 form of entry primary school. Planning permission was given to Queenspark Community School for the demolition of existing temporary portacabin and erection of a new single storey extension to the school building. Core Strategy Policy CP10 Church End Growth Area identifies extensions to existing local primary and secondary school.

3.10.13 There were 28 planning permissions granted relating to educational facilities in year 2010-11. This is an increase from last year's figure of 13 planning permissions for year 2009-10. The majority of the planning applications granted for education purposes were either relating to change of use from B1 office use to D1 educational facilities or improvements to existing schools. There were no planning permissions granted for new educational facilities however there was an extension of time granted for a mixed use development at Edgware Road incorporating a new nursery and primary school.

Indicator:	Healthcare facilities to meet GP service needs as set out in Infrastructure & Investment Framework
Strategic Objectives:	5 - Meeting social infrastructure needs
Relevant Policies:	CP7, CP8, CP9, CP10, CP11, CP12
Target:	To meet target for GP facilities
Monitoring Point:	Secure floorspace for 1 GP per 1500 new population

3.10.14 The indicator relates to the number of healthcare facilities per population by monitoring the planning permissions for these type of developments. It therefore provides a measure of the progress towards increasing health facilities for the Borough.

3.10.15 Of the four planning permissions granted for healthcare facilities, none were for GP practices. As such the number of GP's in the borough remains unchanged. The planning permissions granted related to a care and treatment hospital floorspace on the land adjacent to Middlesex Hospital, change of use from office/business use for medical purposes. Also planning permission was given for the demolition of Chalkhill Medical Centre for a public open space however this medical centre has been relocated as part of the regeneration of Chalkhill Estate.

Indicator:	Amount of new space for health service provision
Strategic Objectives:	12 - Promoting healthy living including creating a safe and secure environment
Relevant Policies:	CP7, CP8, CP9, CP10, CP11, CP12
Target:	Floorspace for 1 new GP for every 1500 additional population between 2007-2017
Monitoring Point:	New GP surgeries are completed to meet population need

3.10.16 The indicator relates to new space for health service provision and measures new floorspace of GP surgeries to meet population growth.

3.10.17 As stated above there were no planning permissions granted for the year 2010-11 for new GP surgeries.

Conclusions

3.10.18 Overall, there has been a small amount of planning permissions relating to community facilities but there has been no net loss in community facilities floorspace for this year. There were three planning permissions granted relating to places of worship. In terms of healthcare facilities only a few planning permissions were granted and there were none relating to new GP surgeries.

3.10.19 For education, there has been an increase in the number of planning permissions granted. The most noticeable change for this year is the number of planning permissions granted for a change of use B1 office to D1 use for educational purposes such as adult learning centres and colleges. There was also a number of planning permissions for extensions to schools, totalling at 13 which is the same as last year. Yet there were no planning permissions for either new primary or secondary schools.

AMR 2010-11

3.11 Reducing Waste, Promoting Recycling**Introduction**

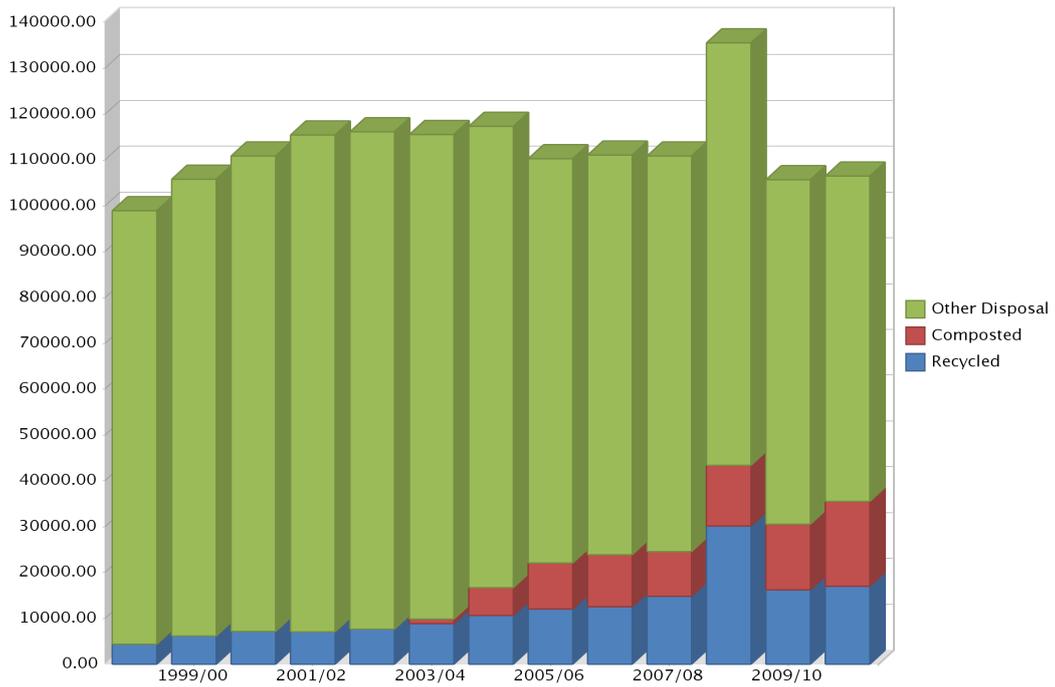
3.11.1 Brent has a large number of existing waste management facilities, mainly waste transfer operations. These tend to be concentrated in the Wembley / Neasden and Alperton industrial areas with some isolated facilities elsewhere.

3.11.2 Brent is preparing, with other west London boroughs, a joint Waste Plan. This is at a draft stage and includes policies for determining planning applications for waste management as well as identifying sites across the sub-region which can be used for processing waste locally rather than it being sent to landfill. Until this plan is adopted relevant policies for determining waste management proposals are those saved policies in the Waste chapter of the UDP as well as London Plan policy. A key policy is to safeguard existing waste management sites unless appropriate alternative sites are made available.

Monitoring Indicators

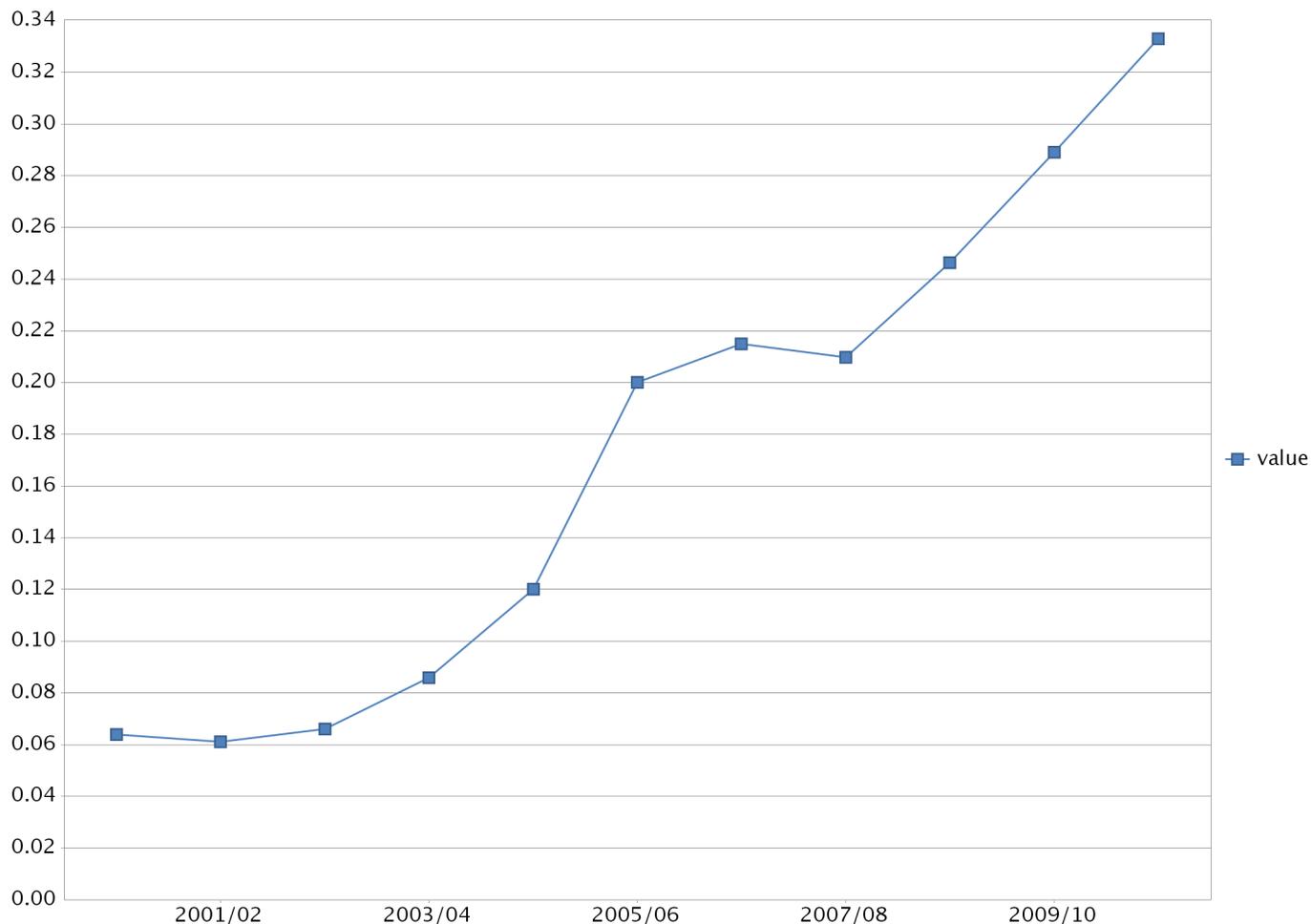
Indicator:	Percentage of waste recycled
Strategic Objective:	To treat waste as a resource
Relevant Policies:	UDP policies W1 - W7, London Plan policies 5.16 & 5.17
Target:	45% by 2015
Monitoring Point:	Annual amount of municipal waste processed

3.11.3 The council is under pressure to manage its own waste in a more sustainable manner, not only because of the arising waste but because of the increasing financial burden of sending waste to landfill. This means increasing the level of municipal waste that is recycled in accordance with London Plan targets.



Brent Municipal Waste Stream, 2010-11

AMR 2010-11



Proportion of Municipal Waste Recycled by Year

3.11.4 The proportion of municipal waste recycled in Brent continued to grow in 2010/11, up to 33.3% from 29% in 2009/10. The trend is on course to meet the Mayor's target of 45% by 2015. The largest increase is in the amount of waste composted. The total amount of municipal waste arisings at 106,573 tonnes represents a small increase on the previous year but is, nevertheless, the second lowest amount in the past 10 years.

3.11.5 There is no information available for commercial or industrial waste generated in Brent.

Indicator:	Capacity of new waste management facilities
Strategic Objective:	To treat waste as a resource
Relevant Policies:	UDP policies W1 - W7, London Plan policies 5.16 & 5.17
Target:	None
Monitoring Point:	Permissions for new waste management facilities

3.11.6 It is important that the Borough, as part of the consortium drawing up the joint West London Waste Plan, provides additional capacity for the processing of waste rather than have waste continue to be transported out to landfill. It is possible to measure the net gain of waste capacity by monitoring planning permission for new land area devoted to waste management.

3.11.7 In 2010/11, planning permission was granted for a new waste treatment plant, including biomass CHP at Hannah Close Wembley. This 3 hectare site commenced operation in summer 2011.

Indicator:	Land lost from waste management use
Strategic Objective:	To treat waste as a resource
Relevant Policies:	UDP policy W5 , London Plan policy 5.17
Target:	No net loss of designated waste management land
Monitoring Point:	Permissions involving a loss of waste management facilities

3.11.8 Although the borough has a number of badly located waste management facilities have either impacted in the past or continue to impact upon residential amenity, it is seen as important that no permanent sites are lost unless adequate replacement sites are provided.

3.11.9 No planning permissions were granted permission in 2010/11 resulting in a loss of waste management capacity.

Conclusions

3.11.10 The provision of a new major waste processing facility of 3 hectares in the borough is a key step in moving towards self-sufficiency in handling waste not only in Brent but also the west London sub-region. The borough also made substantial progress in the share of municipal waste that is recycled rather than sent to landfill.

3.12 Core Strategy Growth Areas and Site Allocations DPD

Core Strategy Growth Areas and Site Specific Allocations DPD

3.12.1 The Core Strategy identified 5 growth areas within the Borough. The regenerative development will predominantly be delivered in the five designated housing growth areas of which Wembley will be the primary focus of growth. The other areas are Alperton, South Kilburn, Burnt Oak/Colindale and Church End.

3.12.2 The Site Specification Allocations DPD, accompanies the Core Strategy and forms part of the LDF. It provides detailed guidance for the development of key sites and gives an indication of the likely phasing of development. The monitoring of these sites requires assessing whether the development is in accordance with the guidance for each site and the estimated phasing of the delivery of development as set out in the DPD.

3.12.3 This section of the AMR will review each Core Strategy Growth Area and provide updates on any relevant Site Specific Allocations within that area, as well as the rest of the borough.

Wembley Growth Area

CP 7 Wembley Growth Area

Planning consent was granted in February 2011 for a new part 5- to 13-storey block comprising 115 flats with a retail unit at ground level at Elizabeth House, High Road, Wembley.

Planning consent granted at Dexion House, Empire Way in June 2011 for 661 bed student accommodation, a community swimming pool and commercial development

Planning consent granted for Shubette House, Olympic Way in February 2011 to provide 161 flats, a 225 bedroom hotel, together with business and food and drink uses and conferencing facilities.

Construction started in 2011. Construction started on the development of a new 361 bedroom Hilton hotel and 660 room student accommodation block, scheduled for completion in 2012.

Construction commenced on Brent's new Civic Centre in January 2011 with completion scheduled for early 2013.

Power League 5-aside centre opened in early 2011 after being granted planning consent in November 2010

45 new flats completed, to rear of Teco/Poundland, Wembley High Road, in May 2010.

Arc Academy school opened in September 2010.

Victoria Hall, North End Road, providing 435 student rooms, completed in summer 2011.

Alperton Growth Area

CP 8 Alperton Growth Area

There were no planning applications submitted during 2010 to 2011 relating to the infrastructure identified in Core Strategy Alperton Growth Area policy. However there has been completion of two developments on the Site Allocation A4. Atlip Road. The first completion was for the planning permission granted (LPA: 09/0205) at Windsor House, Ealing Road for the demolition of the existing building and erection of a 7 and 8 storey block comprising a 158m² retail unit (Use Class A) and 104m² office unit (Use Class B1) on the ground floor, and 31 self contained flats on the upper floors. Whilst the second completion was for the planning permission granted on appeal at Whitesands, Dadoos Supermarket, Atlip Road for the extension of Atlip Road and the erection of four buildings containing 5 commercial units (733 square metres) and 186 flats comprising 60 one- and two-bedroom private flats and 126 one-, two-, three- and four-bedroom affordable flats. The buildings on the northwest side of the access road are for a 4-storey and part 4- and 6-storey. The buildings on the southeast side are part 8- and 9-storey and part 10- and 14-storey. Provision of 54 car-parking spaces, cycle parking, refuse storage, landscaping, 2 children's play areas and footbridge over the canal.

South Kilburn Growth Area

CP 9 South Kilburn Growth Area

There were no planning applications received relating to the South Kilburn Growth Area Site Specific Allocations which include SK1. Queen's Park Station, SK2. British Legion, Marshall House & Albert Road Day Centre, SK4. Canterbury Works and SK5. Moberley Sports Centre.

Planning permission was granted to Queenspark Community School for the demolition of existing temporary portacabin and erection of a new single storey extension to the school building. Whilst another planning permission was granted in Carlton Vale for a new development comprising 50 self-contained affordable flats on the site of the former Texaco petrol station and garages to the South Kilburn Neighbourhood Trust. Planning permission was granted for the demolition of Cambridge Court, Wells Court and Ely Court and redevelopment to provide 144 residential units including 58 affordable units. In addition, planning permission was granted at the South Kilburn Regeneration Roundabout Site for the demolition of garages adjacent to Bronte House and the development of 133 dwellings comprising of flats and maisonettes including 75 affordable units.

Church End Growth Area

CP 10 Church End Growth Area

In 2010 to 2011, there were no planning applications submitted relating to the Site Specific Allocations for the Church End Growth Area which are CE1. Church End Local Centre, CE3. Former White Hart PH & Church, CE4. Homebase, CE5. Chancel House and CE6. Asiatic Carpets. There was also no planning permissions granted which promoted regeneration in the Church End Growth Area.

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Burnt Oak/Colindale Growth Area**CP 11 Burnt Oak/Colindale Growth Area**

Renewal of planning consent granted in June 2010 for Oriental City proposal comprising 520 residential units a new B&Q store, an additional bulky goods store and the Oriental City food court and shopping mall.

Renewal of planning consent granted in August 2010 for 3 Burnt Oak Broadway to include 73 flats with retail at ground and mezzanine level.

53 flats over new car showroom completed at the former Theoco garage, Burnt Oak Broadway in July 2010.

Park Royal**CP 12 Park Royal**

The major office scheme on First Central (formerly Guinness), granted planning consent in 1999, has not progressed. The developers are now seeking to develop housing, including a significant proportion of affordable housing for part of the site instead. A planning application for 545 residential units in 4 blocks plus 60,000 sq m of office space was submitted in December 2010.

Renewal of consent (subject to S106 agreement) in March 2011 for development of 8 buildings for 50,000 sq m of B1, B2, B8 use at the former Guinness Brewery, Rainsford Road.

Planning consent in November 2011 for mixed use development including retail/food & drink and 17,842m² of care & treatment or secure hospital floorspace.

120 key worker housing units completed in 2011.

North Circular Road Regeneration Area**CP 13 North Circular Road Regeneration Area**

Proposals have yet to be developed to improve environmental conditions by redeveloping housing most affected by noise and air pollution. Site allocations promoting development at Bridge Park/former Unisys and Wembley Point sites were accepted at Examination in Public in December 2010 and adopted in July 2011.

Rest of the Borough Site Allocations

1. Metro House

Construction started on development of 143 flats

2. Garages at Barnhill Road

Planning consent in October 2010 for 9 houses and maisonettes.

3. Dollis Hill Estate

Construction started on development of 160 dwellings and Menorah school. Churchill House reoccupied by Menorah School.

10. Former Willesden Court House

Development of 38 flats and 162 sq m of community space on the ground floor completed in 2011.

21. Land adjoining St John's Church

Construction started in 2011 on development of new vicarage, church hall, 12 flats and 8 houses.

22. Roundtree Road

Construction started in 2011 on development of site as part of Barham Estate renewal.

27. Hawthorn Road

Planning application received in April 2011 for development of 10 houses and 10 flats

31. Kilburn Square

Planning application received in December 2010 for the extension of commercial floor space and the creation of a green roof.

4. Part 3: Local Development Framework Progress

4.1 Monitoring Local Development Scheme Progress

4.1.1 Brent's Local Development Scheme (LDS) was agreed by the Mayor in January 2011. The LDS sets out the programme for Local Development Document (LDD) preparation. Brent will ultimately produce 4 development plan documents as well as a number of Supplementary Planning Documents. The Statement of Community Involvement was adopted in June 2006.

Development Plan Documents (DPD)

4.1.2 17.2 The Council adopted its Core Strategy in July 2010. The Site Specific Allocations DPD was adopted in July 2011. The focus for 2012 will be on the progressing the Wembley Area Action Plan for which the initial Issues and Options consultation stage closed in November 2011.

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The key milestones for the preparation of DPDs and SPDs, as shown in the LDS agreed in January 2011, are set out in the table below.

Document Title	Date of Consultation on Issues and Options	Date of Consultation on Preferred Options / Draft Plan	Date of Submission	Actual / Proposed Date for Adoption
Development Plan Documents				
Core Strategy	Aug – Oct 2005	Oct – Dec 2006	June 2009	July 2010
Site Specific Allocations	Aug – Oct 2005	April – June 2007	June 2010	July 2011
Suite of DM Policies	Aug – Oct 2005	April 2012	Dec 2012	Oct 2013
Wembley AAP	N/A	June 2011	Feb 2012	Dec 2012
Joint Waste Plan	Jan - March 2009	Feb - March 2011	Jan 2012	Nov 2012
Supplementary Planning Documents				
Wembley Masterplan	N/A	Sept 2008	N/A	June 2009
Design Guide for New Devt	N/A	Feb 2011	N/A	July 2011
Extending Your Home	N/A	Feb 2011	N/A	July 2011
Alperton Masterplan SPD	N/A	Jan 2011	N/A	May 2011
Wembley Link SPD	N/A	Nov 2010	N/A	March 2011
South Kilburn SPD	N/A	Sept 2011	N/A	March 2012
Bridge Park SPD	N/A	Feb 2011	N/A	July 2012
Burnt Oak / Colindale Devt Framework	N/A	Sept 2011	N/A	March 2012
Housing SPD	N/A	Feb 2011	N/A	Dec 2011

Table 1 - LDS Timetable, Jan 2011

Development Plan Documents (DPD)

4.1.3 The Site Specific Allocations DPD was the latest to be adopted in July 2011. The focus for 2012 will be on progressing the Wembley Area Action Plan with work also re-commencing on the Development management Policies DPD.

4.1.4 The LDS agreed in January 2011 includes a timetable for the West London Joint Waste DPD. This anticipates submission of the Waste Plan in January 2012.

Supplementary Planning Documents (SPD)

4.1.5 The Alperton Masterplan SPD and the Wembley Link SPD, dealing primarily with the section of Wembley High Road from Park Lane to Wembley Hill Road, were adopted alongside the Site Specific Allocations DPD in July 2011. The Council also consulted on a draft Charging Schedule for CIL in November - December 2011. Owing to a major reduction in staff resources, a number of the other proposed SPDs were not progressed and it is not expected that, apart from a the proposed revisions to the SPD on New Development and a proposed new SPD on the Town Hall site, that any further progress will be made in the foreseeable future. The council will be publishing a revised timetable for DPDs and SPDs in early 2012.

4.1.6 After a successful bid for funding and 'fronrunner' status, it is expected that a Neighbourhood Plan for Sudbury Town will be prepared in 2012, although no formal timetable has yet been agreed.