



## **LONDON BOROUGH OF BRENT**

### **MINUTES OF THE CABINET**

**Held in the Conference Hall, Brent Civic Centre on Monday 19 May 2025 at  
10.00 am**

**PRESENT:** Councillor M Butt (Chair), Councillor M Patel (Vice-Chair) and Councillors Benea, Donnelly-Jackson, Farah, Grahl, Nerva, Rubin and Krupa Sheth.

**1. Apologies for Absence**

No apologies for absence were submitted at the meeting.

**2. Declarations of Interest**

No declarations of interest were made during the meeting.

**3. Minutes of the Previous Meeting**

Cabinet **RESOLVED** that that the minutes of the previous meeting held on Monday 7 April 2025 be approved as a correct record of the meeting.

**4. Matters Arising (if any)**

None identified.

**5. Petitions (if any)**

**5.1 Use of Liddel & Doyle Gardens by Metrolink buses as access from Kensal Rise to Willesden Bus Garage**

Councillor Muhammed Butt (as Leader of the Council) welcomed Connor Woodman (representing the Liddell Gardens Residents Association and residents living along Liddell Gardens, Doyle Gardens & College Road) to the meeting who he advised was attending to present a petition containing over 50 signatures relating to concerns and the negative impact arising from changes in operation of the 28 and 187 bus routes along Liddel & Doyle Gardens. The petitioners were calling on the Council to intervene on behalf of local residents by lobbying TfL and Metrolink about the need to consider alternative solutions and rerouting of the services.

In thanking the Leader of the Council for the opportunity to present the petition, Connor Woodman began by highlighting the impact the changes in the 28 and 187 bus routes were having on residents along Liddell Gardens, Doyle Gardens & College Road in terms of their quality of life and property condition which, he advised, had been raised on numerous occasions via email with representative of the Council, TfL and Metrolink. Despite highlighting these issues, members were advised no action had been taken to date to alleviate the concerns outlined.

To support the concerns being raised, Mr Woodman advised that residents had commissioned (at their own cost) independent surveys that demonstrated the impact the change in bus routes were having locally. The first survey, from an independent specialist (KP Acoustics) had assessed the potential impact of vibrations in terms of disruption to residents and physical damage to their properties. This had found evidence of property damage linked to use of the roads by buses, supported by video footage taken over two 24 hour periods. Referring to the outcome of the survey members were advised that over a 24-hour period in April 2025, 40 examples had been recorded of the vibrations caused by passing buses exceeding British Standard BS22581 (described as being at a level where "disruption would likely cause complaint"). As a further concern, it was reported that on five occasions over the same period the vibrations from passing buses on Liddell Gardens had been recorded as exceeding the level at which they could be expected to cause structural damage in unreinforced buildings, which he highlighted would include all properties along the streets identified.

In referring to the second survey, Mr Woodman advised this had been commissioned to assess the perceived impact on local residents arising from the use of the roads by buses as an access route. Based on the responses received to date, the findings had identified 64% of parents reporting that their children were being woken each night by the buses, which he highlighted would also have an effect on each families health and wellbeing, as well as 96% of households with vulnerable residents having experienced property damage or disruption to their lives they felt 'powerless' to prevent. As specific examples, individual testimonies were provided from a 70-year-old resident, highlighting how the buses kept her awake each night as well as from the parent of a newborn baby outlining damage to their property (in the form of cracks appearing in their walls) since the services had been rerouted and the newly introduced and much heavier electric bus fleet had been introduced on the 128 route. This had been supported by other residents advising of damage to woodwork, paintwork and plaster in their properties.

In seeking a way forward, Mr Woodman identified the need for immediate action to address the disruption and nuisance being caused. Residents felt this needed to include an immediate halt to all bus activity on Liddell & Doyle Gardens pending a full assessment of the damage already caused and a permanent solution being found. In terms of potential solutions, residents had proposed the removal of speed humps on the road, which it was felt were amplifying the vibrations, and their replacement with an alternative form of traffic calming and speed reduction measures. They were also calling for bus operations to be permanently limited during the early morning and late night schedule to prevent empty buses using Liddell & Doyle Gardens as access to Willesden Bus Garage rather than the main roads. Highlighting that neither Liddell Gardens or Doyle Gardens had been constructed to include a reinforced concrete sublayer, as had been the case with main roads in the area (such as Harrow Road and Chamberlayne Road) residents felt that their roads either needed to be reinforced to a similar standard or the buses rerouted permanently to roads that were of suitable construction.

In closing his presentation, Connor Woodman advised Cabinet that whilst residents were not opposed to public transport and supported the drive for greener transport solutions they were concerned to ensure a fair balance was achieved with introduction of the newer and heavier electric buses matched by the necessary infrastructure and neither Liddell or Doyle Gardens identified as suitable for the type

of journeys or buses using them for access. As a result, he ended by advising that the petitioners were calling upon the Council to review the evidence provided and work with them, TfL and the bus operator to find a permanent, practical and sustainable solution that would provide those residents affected some respite. This was supported by a request for a single point of contact within the Council to be identified moving forward with authority to effect change given the strength of local feeling in the area and need identified to find an immediate and permanent solution.

In response, Councillor Krupa Sheth (as Cabinet Member for Public Realm and Enforcement) thanked Connor Woodman and other residents present for attending Cabinet to ensure the views of those living on Liddell Gardens and Doyle Gardens were represented. Confirmation was provided that members had received the emails from residents outlining their concerns and understood the frustrations expressed about the issues and ongoing problems being faced, with an assurance provided of the Council's commitment to working with TfL and Metroline to find a workable solution. Councillor Krupa Sheth felt it important to highlight that the Council had previously lobbied TfL and Metroline seeking changes to the running arrangements for route 28, including a request that they explore alternative routes avoiding predominantly residential roads such as Liddell Gardens and Doyle Gardens, which unfortunately had not been successful due to various operational, legislative and financial reasons identified by Metroline as the bus operator. Whilst recognising the disappointment at this outcome, an assurance was provided that the Council remained committed to exploring other alternative options to mitigate against the concerns highlighted. These included seeking a commitment (backed up by relevant enforcement activity) to ensure Metroline drivers adhered to the 20mph speed limit along Liddell and Doyle Gardens and drove more considerately when navigating the traffic calming measures. As further assurance residents were advised that Liddell Gardens had also been included for consideration within the programme for resurfacing works, which it was hoped would improve conditions and reduce some of the disruption experienced. In response to the request for a dedicated liaison officer, Councillor Krupa Sheth confirmed that would be also actioned moving forward.

The Leader then invited Councillor Neil Nerva to speak (as a local Queens Park ward councillor) who, having visited the area, advised he fully supported the concerns being raised by local residents. Whilst supportive of the move to an electric bus fleet, it was recognised that the buses being introduced were much heavier with associated consequences on roads in use along the routes, which he was keen to ensure the operators were required to assess and review given the impact on local residents and the surrounding infrastructure and properties. Similarly, he took the opportunity to highlight his concern at the use of Liddell & Doyle Gardens for the running of empty buses (particularly during the early hours of the morning and late at night) in order to access Willesden Bus Garage, which it was pointed out had arisen as a result of contractual changes in the operation of the 28 route involving relocation of the terminal from Westbourne Park to Willesden Bus Garage. In highlighting that TfL was only required to consult on changes to the operational part of bus routes and not the "light running" element, Councillor Nerva also took the opportunity to outline his strong objections to the current process given, he pointed out, that bus operations would have a continued impact beyond a defined route and in this case had resulted in additional miles adversely impacting on, and offering no benefits to local residents. Given concerns relating to the way TfL and Metroline had been able to implement the changes without engagement or

consultation with the Council and local residents, he supported the efforts being made to lobby for a change in approach relating to the way these type of changes were introduced as well as action in seeking a specific solution to the issues highlighted within the petition, working closely with Councillor Krupesh Hirani (as the Brent & Harrow London Assembly Member), local MP and TfL.

Responding in her capacity as local ward councillor for Harlesden and Kensal Green, Councillor Mili Patel also spoke to highlight her commitment to continue working with Councillor Krupa Sheth (as lead member) and other ward councillors to take the concerns raised by local residents forward in seeking to find a solution with TfL and Metrolink.

In bringing the item to close, Councillor Muhammed Butt (as Leader of the Council) also took the opportunity to thank Connor Woodman and the other residents present for attending the meeting in order to outline their concerns. Recognising the impact in terms of the issues highlighted on the health and wellbeing of local residents and their families, a commitment was made to continue working for a solution involving not only TfL and the bus operator Metrolink but also the London Assembly Member, which would include lobbying to restrict the timing of buses using the roads for access at early or late hours and review of traffic management arrangements. This, along with the measures outlined by the Cabinet Member for Public Realm and Enforcement would also be supported through a proposed site visit to understand the issues and anxieties of residents more fully, with the Leader once again assuring petitioners that their concerns would be taken seriously in seeking a solution with all relevant stakeholders.

#### **6. Reference of item considered by Scrutiny Committees (if any)**

There were no items referred from either the Community Wellbeing or Resources & Public Realm Scrutiny Committees.

#### **7. The Future of Islamia Primary School**

Councillor Grahl (Cabinet Member for Children, Young People and Schools) introduced a report from the Corporate Director of Children, Young People & Community Development detailing proposals for the relocation of Islamia Primary School to the Gwenneth Rickus site as a 2 Form Entry school (subject to completion of the required statutory consultation) from September 2027.

In presenting the report, Councillor Grahl advised that the proposal outlined represented what was felt to be a necessary and carefully considered approach involving the relocation of Islamia Primary School to the Gwenneth Rickus site in a way that would ensure the long-term future of a valued and unique part of Brent's education landscape. Recognising Islamia Primary School as not only one of the most popular schools in Brent but also the only Muslim faith primary school in the borough, the school's well-established roots, proud identity and strong record of delivering good outcomes for its pupils were acknowledged with members advised that the proposal offered a future for the school moving forward as opposed to the alternative option of closure. At the same time, the opportunity was taken to highlight that the proposal had not been made lightly with it confirmed that members had recognised, and were sensitive to, the concerns which had been raised locally in relation to the decision to phase out provision at the Gwenneth Rickus site for

Leopold Primary School with staff and the local school community praised for their efforts in the delivery of that change. As a result, members were assured that the proposals detailed within the report had been designed to make best use of the existing (and underutilised) site, whilst also seeking to safeguard educational provision for those children directly impacted across Brent. As a borough, members were also advised of the duty to maintain Islamia as a Voluntary Aided school with the Gwenneth Rickus site now identified as the only realistic and viable option available having reviewed and consulted on alternative sites. It was also pointed out that relocation to the proposed site would provide continuity for existing families, many of whom would be reassured that the school's sibling policy and borough-wide intake was able to remain in place. In terms of the benefits provided by the site itself, members noted its existing capacity to host a 2 Form Entry school without the need for significant capital investment, which was also highlighted as an important consideration given the Council's ongoing budgetary pressures. The proposed relocation was also recognised as an important measure in being able to safeguard the school from ongoing and future instability, with the proposed transfer of the site to the school's Foundation Body designed to provide long-term security and protect it from future threats of eviction. Recognising that the proposal would enable the Council to preserve a valued school community, retain diversity in the school system, and make good use of public assets whilst also ensuring families were properly consulted through the statutory process, Councillor Grahl ended by outlining what she regarded to be the balanced and forward-looking nature of the proposal presented for consideration which she felt would ensure the school was able to continue flourishing.

The opportunity was also taken to thank all those involved in development of the proposal for their co-operation including representatives from the wider school community and Foundation Body (who it was acknowledged were also in attendance at the meeting) given the previous challenges faced in seeking alternative provision.

In considering the report, Cabinet expressed support for the way forward outlined recognising the significant challenges faced in seeking a solution and previous efforts to locate a suitable alternative site within the borough. Members also recognised the assurance the proposed way forward would provide in relation to future provision of the school on a site that offered a secure and suitable setting for educational use and would ensure the Council was able to continue providing a diversity of school places within the borough.

In support of the approach outlined Cabinet, having noted the exempt information contained within the appendix of the report, therefore **RESOLVED:**

- (1) To note the historical context and background set out in the report.
- (2) To note that the Yusuf Islam Foundation (YIF) had issued eviction notices to its Voluntary Aided Islamia Primary School and that the future options for the school were for the school to either relocate or close.
- (3) To note the proposal to relocate Islamia Primary School to the Gwenneth Rickus site as a 2FE school, subject to statutory consultation.

- (4) To note that the Governing Board would be responsible for making the proposal through statutory consultation, with Cabinet the final decision-maker.
- (5) To note that if the school relocated to the Gwenneth Rickus site, the site could be transferred into the name of the YIF, who would be required to hold the site for the benefit of the Islamia Primary School. Further details in terms of ownership would be set out in a Trust Deed. This would ensure that the primary school would be protected from eviction in future.

8. **Brent Local Implementation Plan (LIP) Three-Year Delivery Plan: 2025/26 - 2027/28**

Councillor Krupa Sheth (Cabinet Member for Public Realm & Enforcement) introduced a report from the Corporate Director Neighbourhoods and Regeneration providing an update on Local Implementation Plan (LIP) funding arrangements for the three-year period 2025/26 – 2027/28 along with details on the programme of transport schemes and measures approved by Transport for London (TfL) to be implemented by the Council up to 31 March 2028.

In presenting the report, Cabinet were advised of the focus within the update on how the Council was working, in partnership with Transport for London (TfL), to deliver a programme of investment in transport schemes over the next three year period covered within the Local Implementation Plan (LIP) designed to meet the Council's objective in seeking to ensure the borough was clean, green and safe for everyone. As part of this approach, members were advised of the way in which the LIP Delivery Plan supported prioritisation in the delivery of public realm and enhancement of transport infrastructure initiatives with the Council having been allocated £1.5m in funding for 2025-26 and further funding for subsequent years to be confirmed in due course. In terms of the additional funding allocated, this had been focussed around the delivery of initiatives to address congestion, air quality and road safety in a way that would also support the Council in meeting its existing commitments towards tackling the climate emergency and working to address wider health and social inequalities across the borough.

Members were advised that the process adopted towards the prioritisation of individual schemes included within the Delivery Plan had been based on an evidence-led data approach supported by stakeholder consultation and engagement to ensure those schemes being delivered were the ones that mattered most to residents and would have a long lasting impact that could be delivered at pace. This included expansion of the Safer Corridors and Neighbourhoods programme, new bus lanes, additional cycling schemes and training opportunities along with more parking bays and hangars to keep the public realm safe and tidy with the proposals also linked to the development of wider objectives seeking to encourage more active modes of travel, reduce pressure on the boroughs roads, cut emissions, and make Brent a healthier place to live and work.

In welcoming the report and additional funding provision identified members commended the focus on investment impacting on green infrastructure and in encouraging more active modes of travel across the borough (including the cycling network) along with the associated benefits identified in relation to social value and road safety as well as ongoing provision of the Safer School Streets programme.

In recognising the positive impact arising from the measures prioritised within the LIP Delivery Plan in relation to transport and travel infrastructure alongside wider connectivity and social inclusion issues across the borough, Cabinet **RESOLVED**:

- (1) To note the LIP funding position and programme delivery arrangements for the three-year period 2025/26 – 2027/28.
- (2) To approve the LIP Delivery Plan for 2025/26 – 2027/28 and programme delivery arrangements detailed within the report and:
  - (a) Give approval for to the Head of Healthy Streets & Parking to deliver this programme of schemes and initiatives using the allocated budgets and resources available.
  - (b) Authorise the Head of Healthy Streets & Parking to undertake any necessary statutory and non-statutory consultations in consultation with the Cabinet Member for Public Realm & Enforcement, and to consider any objections or representations regarding the proposed schemes.
  - (c) Delegate authority to the Head of Healthy Streets & Parking in consultation with the Cabinet Member for Public Realm and Enforcement, as appropriate, to make the decision on whether to deliver the proposed schemes following consideration of the objections and representations in the consultation process. If, in the opinion of the Head of Healthy Streets & Parking significant objections are raised, they be authorised to refer such objections to Cabinet for further consideration on whether to deliver the proposed schemes.
  - (d) Authorise the Head of Healthy Streets & Parking, in consultation with the Cabinet Member for Public Realm and Enforcement, to amend scheme allocations where necessary (e.g. pending the outcome of detailed design and consultation) within the overall LIP budget, and in accordance with the Council's financial regulations.
  - (e) Authorise the Head of Healthy Streets & Parking to deliver schemes that receive any additional in-year grant funding as approved by Transport for London, or another funding body, or funded by the Council, subject to the outcome of consultation, and to brief the Cabinet Member for Public Realm and Enforcement, as appropriate.

## **9. Allocation and Monitoring of Strategic Community Infrastructure Levy**

Councillor Benea (as Cabinet Member for Regeneration, Planning & Property) introduced a report from the Corporate Director Neighbourhoods and Regeneration detailing proposals for updating the governance strategy for the allocation and forward planning of the Strategic Community Infrastructure Levy (SCIL). Key measures proposed include updating the Council's infrastructure delivery plan (which set out the infrastructure needed to support development), streamlining delegated authority and approval processes, introducing prioritisation criteria, improving project monitoring and management, and enhancing SCIL allocation planning.

In presenting the report, Cabinet were advised of the way in which the proposals had been designed to provide a smarter, more strategic way of managing the Community Infrastructure Levy (CIL), given its importance as a means of ensuring that growth in Brent was directly able to benefit the boroughs residents. Whilst recognising the success being achieved in terms of meeting the boroughs housing targets alongside the delivery of new jobs and workspace, members were also reminded of the associated pressure this placed on local infrastructure and the associated importance (recognising the strong performance in Brent) in therefore being able to secure accompanying Strategic CIL funding. Given the success achieved in securing SCIL funding, the review of current governance arrangements and development of a more strategic approach towards the way in which the allocation and monitoring of available resources was planned and undertaken was felt to be timely, having also been highlighted following a recent scrutiny and Corporate Peer Challenge review, in order to ensure the process remained as fair, efficient and responsive to local priorities as possible.

In outlining the ways in which the proposed changes outlined within the report had been designed to strengthen the governance around SCIL, members were advised these had included an update of the Infrastructure Delivery Plan to ensure it was better aligned with the Borough Plan, Local Plan, and strategies covering climate, transport, and inclusive growth as well as introduction of clearer prioritisation criteria and a more streamlined decision-making process enabling funding to be allocated more transparently and projects to progress with greater pace and accountability which it was felt would help to ensure that the benefits achieved through growth could be shared on a wider and more visible basis. Members noted that the proposals also included clearer procedures governing how SCIL could be used through “Infrastructure Payments” or “Payments in Kind”, which had been designed to make the process more robust while retaining flexibility.

Having commended the success achieved by Brent in terms of the generation and collection of CIL receipts when compared to other local authorities across the country, members expressed support for the way in which it was felt the proposals had sought to streamline the arrangements for the future planning, allocating and monitoring of SCIL recognising the ongoing efforts to deliver an ambitious programme of regeneration across Brent. In acknowledging the way in which the arrangements would support stakeholders working together more effectively to shape and fund the future provision of key infrastructure and ensure that growth being delivered worked for all sections of the community Cabinet **RESOLVED** to approve the proposed approach for planning, allocating and monitoring of Strategic Community Infrastructure Levy (SCIL) funding, as detailed within the report.

#### 10. **Alperton Station Step Free Access Funding Request**

Councillor Benea (as Cabinet Member for Regeneration, Planning & Property) introduced a report from the Corporate Director Neighbourhoods and Regeneration providing an update on proposals for step free and other access improvements at Alperton underground station, including details of a concept design produced by Transport for London (TfL), and seeking agreement for the Council to contribute up to 50% of the costs (capped at £5 million) through the Strategic Community Infrastructure Levy (SCIL) towards the cost of delivering the improvements outlined.



In presenting the report to Cabinet members were advised that the proposals presented for consideration involved a contribution of up to £5m funded through the Strategic Community Infrastructure Levy to support and enable the provision of step-free and access improvements at Alperton Underground Station. Given its status as a key gateway to one of the borough's fastest-growing areas, with Alperton expected to deliver over 6,000 new homes and become a future hub for employment, enterprise and culture, members noted the need to ensure the ongoing programme of regeneration across Alperton was supported by provision of the necessary infrastructure, with the proposed investment therefore identified as having the potential to unlock significant benefits for existing residents, future communities and local businesses and serve as a critical enabler for sustainable growth across the Alperton Growth Area. In terms of current provision, members were advised that the existing station (which currently experienced over 3 million passenger entries per year) currently lacked any form of step-free access, was recognised to suffer from peak-time congestion and was poorly equipped for the needs of disabled residents, parents with young children and older passengers with the proposed improvements by TfL for which the funding contribution (up to 50%) was being sought, therefore designed to future-proof the station and ensure that it could meet the standards expected within a growing and inclusive borough.

In addition to accessibility, members were also advised of the wider benefits associated with the strategic investment proposed in terms of the priorities towards addressing air quality and reducing emissions by improving the access and convenience in use of public transport. In highlighting what was felt to be the compelling case supporting the proposed investment, recognising that the nearest step free station to Alperton was more than 1.5km away and close alignment with the Council's Inclusive Growth Strategy, Active Travel Plan, Climate and Ecological Emergency Strategy as well as Borough Plan commitments in supporting health, prosperity and equity in one of Brent's most dynamic communities, Councillor Benea ended by outlining the positive impact which it was felt the use the proposed used of SCIL would have in delivering a clear, tangible upgrade in infrastructure in a way that would provide benefits for years to come.

In support of the proposed investment, members were keen to highlight the way in which the positive benefits in terms of the Council's ambitious growth agenda were being used to address not only local accessibility at a strategically important station but also wider priorities around supporting and encouraging sustainable transport, tackling the climate action, supporting social equality and inclusion and in addressing what was recognised as the current deficiency in step free accessible stations and transport interchanges across the borough.

Taking the opportunity to recognise and highlight the value of regeneration and development in providing the means to promote and secure additional investment (through the generation and use of SCIL) in support of wider infrastructure improvements benefitting local areas in which that growth was focussed, Cabinet **RESOLVED:**

- (1) To note the current position and next steps regarding the development of proposals for step free and other access improvements at Alperton station.

- (2) To agree that the Council makes a contribution of up to 50% of the costs, capped at £5 million of SCIL towards the cost of the improvements (in (1) above).

## **11. Kilburn Neighbourhood Plan – Publication Consultation and Next Stages**

Councillor Benea (as Cabinet Member for Regeneration, Planning & Property) introduced a report from the Corporate Director Neighbourhoods and Regeneration providing an update on the process followed by the Kilburn Neighbourhood Plan Forum in producing the draft Kilburn Neighbourhood Plan along with a summary of its content and setting out the next stages that the Plan would need to go through to become part of the Development Plan, for which authority from Cabinet was being sought.

In presenting the report to Cabinet, the opportunity was taken to highlight the way in which efforts being made by the local community in Kilburn to shape development in their area were being supported through the Neighbourhood Plan process. In recognising neighbourhood planning as a powerful opportunity for residents and businesses to have a meaningful say in how their high streets, homes, and public spaces evolved, the proactive work undertaken in producing the Kilburn Neighbourhood Plan was outlined and welcomed as the process now moved forward to the next stage involving formal consultation and independent examination. Members were advised that the Plan had been designed to present a locally led vision for Kilburn High Road and the wider neighbourhood which, it was noted, was also aligned with the Borough Plan priorities, including prosperity, public realm improvements, health and sustainability.

The Plan had been assessed as well-evidenced with local stakeholders having worked constructively to identify policies that not only reflected the needs and aspirations of the area but also remained consistent with borough and national planning frameworks, with Councillor Benea also keen to acknowledge the quality of local engagement undertaken to date. In seeking approval to progress to the next stage in the process, members were advised that the authority now being sought from Cabinet was designed to enable progress while ensuring proportionate oversight with key actions delegated to appropriate officers, in consultation with the relevant Cabinet Member to ensure that the process was able to move forward efficiently and without compromising on transparency or accountability. Assurance was also provided that should any more complex challenges be identified as the process moved forward these would be reported back to Cabinet for further consideration.

In considering the report, members not only commended the efforts made by the local community to develop the Plan but also the vision and objectives identified which had been designed to reflect the character of the area whilst also recognising the importance of green infrastructure as well as the legacy of architectural quality, social and commercial life and cultural identity in a way that would ensure Kilburn remained a distinct and important part of London and the borough (recognising that the area was divided by any administrative boundary with Camden).

In recognising that the neighbourhood planning process worked best when it was collaborative, timely and underpinned by trust between the local communities and local authorities involved and example the Kilburn Neighbourhood Plan represented

in not only this respect but also level of engagement undertaken in seeking to ensure that local views and aspirations were reflected in the approach adopted, Cabinet **RESOLVED**:

- (1) that the draft Kilburn Neighbourhood Plan (as set out in Appendix A of the report) be published for public consultation for a minimum of 6 weeks.
- (2) that the Corporate Director Neighbourhoods and Regeneration, in consultation with the Cabinet Member for Regeneration, Planning and Property be authorised to respond to the formal public consultation on behalf of the London Borough of Brent.
- (3) in consultation with the London Borough of Camden and the Kilburn Neighbourhood Plan Forum, to appoint an independent examiner.
- (4) that following public consultation, the draft Plan and representations received are submitted for independent examination.
- (5) that following receipt of the examiner's report, the Corporate Director Neighbourhoods and Regeneration, in consultation with the Cabinet Member for Regeneration, Planning and Property be authorised to publish the Council's decision notice, update the Kilburn Neighbourhood Plan, undertake a referendum and, subject to a majority of votes cast in favour, that the Kilburn Neighbourhood Plan is made by the Council.

## 12. **Draft Brent Tree Strategy**

Councillor Krupa Sheth (as Cabinet Member for Public Realm & Enforcement) introduced a report from the Corporate Director Neighbourhoods and Regeneration detailing the draft Brent Tree Strategy for public consultation.

In introducing the report, Councillor Krupa Sheth began by advising that the Draft Tree Strategy had been produced with the aim of outlining how the Council intended to continue managing and enhancing the tree and environmental stock across the borough, recognising their importance not only in terms of aesthetic value but also the numerous environmental, health, and social benefits provided through their integration into the boroughs urban environment. Members were advised that the Strategy had sought to build on the Tree Management Policy as well as align with other environmental strategies as a means of ensuring the Council continued to recognise the important role green space played as it sought to balance this against other legal and financial responsibilities. In terms of the Strategy itself, members noted that this included ambitions on increasing canopy cover, improving tree equity and targeting those areas of highest priority need with the next stage in its development involving the need to consult with residents and local stakeholders in order to co-produce a constructive and financially responsible action plan (in advance of its final adoption) that would support the wider efforts being made to deliver a greener future for Brent.

In welcoming development of the Strategy, members were keen to recognise its wider environmental impact in terms of supporting Brent's commitments to biodiversity, sustainable development and improving the environmental wellbeing of the borough, including action being taken to tackle and develop more resilience in

terms of climate change, in a way that was designed to maximise the impact that urban trees were known to have on the environment and the wellbeing of local communities and residents in Brent. Members were also supportive of the way in which the Strategy had been drafted to reflect national, regional and local policy and include a resource management strategy to support long term development and maintenance of the tree canopy as well as the health and condition of existing trees, recognising the targets also set by the GLA in this respect and need for ongoing lobbying to ensure that funding was made available to deliver the necessary proactive management and change. Support was also expressed for the approach outlined within the strategy regarding the replacement of trees where they had needed to be removed which would require the provision of adequate compensation or replacement cover.

In thanking all those involved in development of the strategy for their efforts and recognising the long term nature of the efforts that would be required to deliver the increase in tree canopy cover Cabinet, in welcoming the focussed provided through the Strategy, **RESOLVED:**

- (1) To approve consultation on the Draft Brent Tree Strategy document as set out in Appendix A of the report.
- (2) To delegate consideration of the consultation responses, any necessary changes and the decision to adopt the final Brent Tree Strategy to the Cabinet Member for Public Realm and Enforcement.

13. **Sale of a converted dwelling house at 1a-1d Greenhill Park, Harlesden, NW10 9AE to First Wave Housing.**

Councillor Donnelly-Jackson (as Cabinet Member for Housing and Resident Services) introduced a report from the Corporate Director Resident & Housing Services seeking approval to the proposed sale by the Council of a converted dwelling house at 1a-1d Greenhill Park, Harlesden, NW10 9AE. which was part of the Council's Housing Revenue Account housing stock but now vacated, to First Wave Housing Ltd.

In introducing the report members were advised that the proposed transfer of the property was being recommended as a pragmatic and strategic step that would enable an underused asset to be unlocked supporting the delivery of much-needed housing in the borough. It was confirmed that First Wave Housing Ltd had confirmed its willingness to fund the full refurbishment and structural remediation costs to ensure the property (currently comprising four vacant flats) could be brought back into use as a quality, self-contained family sized dwelling with the property currently uninhabitable due to historic structural damage including subsidence. In outlining the works the proposed transfer of the property would allow First Wave Housing Ltd to undertake, members noted these included necessary remedial works, including vegetation removal, structural repairs and full internal refurbishment prior to it being offered for re-occupation.

In supporting the proposed transfer of the property as a sensible way forward in terms of reinvestment in the borough's housing stock given the ongoing level of demand identified, Cabinet **RESOLVED:**

- (1) To approve the sale by the Council of a converted dwelling house at 1a-1d Greenhill Park, Harlesden, NW10 9AE to First Wave Housing Ltd.
- (2) To note that the purchase had been approved by First Wave Housing Ltd Board who were willing to proceed at the valuation price of £1.45m and would cover the costs of refurbishment following acquisition.
- (3) To note that Brent Legal would deal with the sale and the purchase of the Property and there would be separate lawyers acting for the Council and for First Wave Housing Ltd (subject to the Board of First Wave Housing approving the arrangement). Brent Legal would also deal with the funding and loan documents regarding the loan of £1.45m by the council to First Wave Housing Ltd.

**14. Exclusion of Press and Public**

There were no items that required the exclusion of the press or public.

**15. Any other urgent business**

There were no items of urgent business.

The meeting ended at 10.51 am

COUNCILLOR MUHAMMED BUTT  
Chair