

Report for: ACTION
Item Number: 09

Contains Confidential or Exempt Information	YES (Part) Appendix 1 is exempt from disclosure pursuant to paragraph 10.4.3 of the Access to Information Rules
Title	Southall Big Plan – The Green, Southall
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Portfolio(s)	Cllr Julian Bell, Regeneration Cllr Bassam Mahfouz, Transport
For Consideration By	Cabinet
Date to be Considered	14 March 2017
Implementation Date if Not Called In	27 March 2017
Affected Wards	Southall Green
Keywords/Index	Southall Big Plan, the Green Southall

Purpose of Report:

This report aims to inform Cabinet of proposals to redevelop land in the Green including Council land (Featherstone Terrace Car Park) for a residential-led mixed-use development with replacement car parking that will enhance the district town centre at Southall Green.

Featherstone Terrace Car Park is an opportunity for the Council to use its asset in Southall to stimulate development and regeneration and to create an income/capital receipt from an asset. This is part of the commercialisation of assets work taking place in the Council.

Officers in Regeneration and Environment and Customer Services have been considering a number of options to bring forward development on the car park. This report sets out the options that have been considered ranging from do nothing, development of the car park alone and more comprehensive redevelopment.

The recommendation is to partner (through a contract) with a neighbouring landowner and then to select a developer who is capable of bringing forward a large development across the Council car park and the surrounding sites. Ideally the larger site would include some other land that is not in the ownership of the Council or the other landowner, in order to create a better development, and therefore the Council will consider using CPO powers if necessary (subject to an agreed CPO strategy and proper

indemnity arrangements being secured from a suitable developer) to complete the land assembly process and enable the delivery of a scheme.

Some soft market testing has been undertaken with a number of developers and there is significant interest in a development opportunity that includes Featherstone Terrace Car Park and some surrounding land.

1. Recommendations

It is recommended that Cabinet agrees the following recommendations:

- 1.1 Notes the current proposals outlined in section 2.4 below for the redevelopment of sites at the Green Southall (as shown outlined in bold on Map 1 of Appendix 2).
- 1.2 Agrees the proposals in principle including the disposal of Featherstone Terrace Car Park and the adjacent car park leased to the Dominion centre.
- 1.3 Authorises the Executive Director of Housing and Regeneration following consultation with the Executive Director of Environment and Customer Services, the Leader and Director of Legal & Democratic Services to agree a Memorandum of Understanding with Ealing Gateway Limited and agree a joint brief for the redevelopment of the area.
- 1.4 Authorises the Executive Director of Housing and Regeneration following consultation with the Executive Director of Environment and Customer Services, the Leader and Director of Legal & Democratic Services to seek a development partner to deliver the brief for the redevelopment of the area.
- 1.5 Approve the £0.100m Southall the Green Development budget into the 2017/18 Regeneration and Housing Capital Programme to be funded from mainstream borrowing and recouped through future capital receipts.
- 1.6 Agrees in principle that once a developer partner has been appointed and where reasonable negotiated agreements cannot be reached with affected owners and occupiers to enable the implementation of a planning consented scheme, a Compulsory Purchase Order should be made, in accordance with an agreed CPO strategy, should this be required and subject to a suitable indemnity being in place for the selected bidder.
- 1.7 Notes that a report will be brought back to Cabinet with a recommendation to select a developer for a proposed development scheme.

2. Reason for Decision and Options Considered

- 2.1 The area shown outlined in red in Map 1 in Appendix 2 is part of a wider area identified for 'mixed use development appropriate to the town centre' with the retention of specified existing industrial estates and retention of the Dominion Centre in the Council's Development Sites Development Plan Document (DPD)

adopted in December 2013 (SOU8) as shown as Map 2 in Appendix 2. SOU8 of the DPD confirms that the consolidation and intensification of the wider site would allow retention of the locally important industrial uses and would support the introduction of new uses to support the vitality and viability of the neighbourhood centre.

2.2 The site allocated as SOU8 is also within the GLA Housing Zone for Southall and includes Featherstone Terrace Car Park. Featherstone Terrace Car Park is an important local facility but is not currently being fully utilised. Officers believe that the development site SOU8 is, as a whole, too big and too complex to support delivery in a single phase by one developer. It therefore makes sense to break the DPD site SOU8 down into more manageable areas, as long as the development of each area does not preclude or prejudice future development of other areas and taken overall can be seen to comprise a cohesive master plan.

2.3 As a result officers are of the view that a full masterplan of the SOU8 site is urgently required. In the meantime however, officers have been working with the GLA to prepare some outline capacity work, which confirms that it would make sense to bring the sites within SOU8 forward in sub-phases, where it would be expected that the earliest phases would be on the white / town centre land (shown on Map 1 in Appendix 2) and the later phases might be on the land currently protected for industrial use (also shown in map 1). The suggested phasing is set out in the map in Map 4 of Appendix 2.

2.4 Council officers have been in discussions with a local landowner/developer (Ealing Gateway Limited) with regard to the potential redevelopment of the area in Map 1 in Appendix 2 and have considered a range of options prior to preparing this report which are summarised in table 1 below, with more details in the following paragraphs. A decision is now being sought to enable officers to take this project forward to the next stage.

Table 1 – summary of option analysis

Option	Implications	Recommendation
1. Do nothing	Continued revenue income from Featherstone Terrace Car Park. No change or piecemeal change to Southall Green. Does not meet our corporate priorities for a safer, cleaner, more prosperous and more accessible borough. Does not maximise revenue income. Does not contribute to housing provision.	Does not meet corporate objectives. Do not pursue.
2. Dispose of car park in isolation	Site is isolated in poor surrounds. Does not take advantage of potential marriage value with frontage sites or allow for improved links to rail station. Loss of public parking.	Do not dispose in isolation – would not achieve value for money objective nor allow for re-provision of parking.

<p>3. Offer to dispose of the car park to an adjacent landowner for redevelopment of the two sites</p>	<p>No evidence to suggest existing local land owners have active development capability – land likely to be held for speculative purposes.</p>	<p>Not recommended. Council would lose control of opportunity and fail to capture future uplift in value; no evidence that this would speed up regeneration in the The Green town centre.</p>
<p>4. Dispose of car park to a developer partner as part of a wider redevelopment of adjoining sites with CPO support for full land assembly if required.</p>	<p>Ensures sites currently under option go to same developer and enhances opportunity for increased connection to nearby Crossrail station, allows for re-provision of car parking spaces, allows for significant place making and change to take place, supports planning aspiration for comprehensive development in SOU8.</p>	<p>Recommended to seek a development partner to carry out comprehensive development of our car park and adjoining sites. Offer to back up land assembly with CPO if needed. Supports our corporate aspirations for a cleaner, safer, more prosperous borough.</p>

3 Option 1 – Do nothing

- 3.1 Officers considered this option first. Parking provision is a key issue in Southall and the Council recently created new parking provision in Southall Broadway in response to local demand. However, research into use of the Featherstone Terrace Car Park demonstrates that it is rarely full or even half full. The times when it is busy are predominantly weekends in the Summer period, when the adjacent banqueting suite is in use. There is no charge for parking in the evenings. Should the banqueting suite close as is proposed as part of the redevelopment, then demand for car parking in Featherstone Terrace would likely be reduced.
- 3.2 Although the area has been inspected and passed as an exemplary safe environment, and the Council has undertaken recent works to tidy the boundary of the car park and improve lighting, the surrounding environment of the car park remains poor and inactive, with limited overlooking. This provides a disincentive to users who fear that their car is not secure in the current location. The current configuration of the space invites the perception of anti-social behaviour and therefore goes against the Southall Big Plan’s objective of reducing fear of anti-social behaviour. There are notices in place at the entrance to the car park warning of car crime and describing the area as a ‘car crime hotspot’. In addition the car park does not provide close access to local shops and facilities. Officers have also observed that numerous cars are parked in ad hoc places on and off street in unrestricted zones to avoid paying to park in the Council’s car park.
- 3.3 Appendix 3 contains information about current and typical usage of the car park and photographs of the environment. It therefore seems clear that

despite areas of parking demand in Southall, good use is not being made of this particular provision and as a result the Council's use of its asset is not being optimised.

- 3.4 The land is not being used intensively, nor is it maximising revenue to the Council and we have therefore explored whether we could re-provide parking while also allowing for opportunities to redevelop the space for other uses, including housing, which would both allow for better use of land, increased revenues to the Council and improvements to the general environment of the area. The financial implications of each option are set out in Confidential Appendix 1.

4 Option 2 – dispose of the car park site in isolation

- 4.1 Officers have also considered the disposal of the site in isolation. The Council received an unsolicited offer from a developer in 2015 (Wilmott Dixon / Be Here). That developer's scheme design assumptions are considered to be very optimistic by the Council's planning team. Developing a scheme on the council car park in isolation would fail to realise the opportunity to secure a broader cohesive master plan.
- 4.2 In addition, it is not recommended that the car park be disposed of in isolation as this would make it more difficult to achieve meaningful redevelopment of the two small adjacent sites (i.e. the Coach park and the Dominion Centre car park) in urban design and regeneration terms. It would also not achieve the objectives of the Ealing local plan 'sites development plan document' which identifies The Green as suitable for comprehensive redevelopment.
- 4.3 If the Cabinet was minded to consider disposing of the site in isolation it would be advisable to invite competitive bids on the open market.
- 4.4 The Council's property adviser (Lambert Smith Hampton) has provided advice to the Council confirming that in their view the proposal "would not represent the best route forward for the site and we would recommend that the Council continues to explore alternative delivery options". As a result officers have not carried out any marketing or soft market testing of the disposal of the car park in isolation.
- 4.5 Moreover, as a general principle, officers do not consider it to be in the long term interests of the Council to dispose of the site now for speculative purposes. This is to prevent land owners 'turning' sites for a profit without delivering any new housing for Ealing.
- 4.6 Officers believe that it is in Ealing Council's best interest both as a landowner and in the interests of the proper planning of the area to agree only to dispose of the car park to developers capable of bringing forward schemes that would have a long term revenue income to the Council and genuinely deliver the wider redevelopment of the area consistent with SOU8.

4.7 Lastly if the site is disposed of in isolation then the opportunity to re-provide parking would be limited to a reduced number of spaces situated in a covered car park, a solution not favoured by the Council's planning team, nor by parking services. Advice on financial implications is set out in Confidential Appendix 1.

5 Option 3 – Dispose of our site to an adjacent landowner to the north, south, east or west

5.1 The next option considered is for the Council to dispose of the car park to an adjacent landowner for a wider redevelopment consistent with the allocation in SOU8. Officers have already ruled out a 'stand-alone' disposal (Option 2 above) and to secure the wider area regeneration they have considered a number of options with regard to other landowners of adjacent sites.

5.2 The Council's land sits within a wider collection of sites, including sites between the car park and the Green to the East, the working men's club and associated neighbours to the South and the Featherstone and Dominion Industrial Estates to the West. There are developers and interested parties acting in all those locations currently. In addition there is land to the North, in SOU8, currently owned and occupied in active industrial use and protected for employment use in the local plan (the TRS land).

5.3 The potential landowners and sites considered are as follows:

5.3.1 **Disposal to owners immediately to the north.** Officers have had discussions with the main land owner TRS. The TRS land is in active industrial use and is protected for industrial use. While this land would potentially allow for access from the Council's land to the new Crossrail station in the fullness of time, it is not a short term solution. TRS has made no formal offer to the Council for its land but in any case, officers do not consider that disposal here would have a meaningful impact either on TRS' ability to bring forward their own site in future (subject to planning) nor on facilitating change in the short term to help improve Southall Green town centre.

5.3.2 **Disposal to owners immediately to the west.** Officers have had discussions with the main land owner to the West, the Maina and Dominion Industrial Estates. While these owners do have aspirations to redevelop their sites, the land is currently in active industrial use and is protected for future industrial use. In addition there is no short term prospect of change bearing in mind the land use policy position (the Maina business operates in logistics and distribution not large scale development). There appears to be a tentative discussion taking place between this owner and Wilmott Dixon / Be Here (as a potential development partner) but details are very sketchy. Lastly a disposal of the various business related sites to the west would not facilitate the link between the centre of SOU8 and the car park to the new Crossrail station so not achieve the first improvement to connectivity required in SOU8.

- 5.3.3 **Disposal to owners immediately to the south.** In the South there is no single or main property owner and the site includes heritage assets and very small business units. While this site is no doubt suitable for redevelopment and could benefit from comprehensive assembly within an overall masterplan, it would not give the possibility of access between Ealing Council's site and the new Crossrail station and is unlikely to be realisable in the short term.
- 5.3.4 **Disposal to owners immediately to the East.** The sites that lie between the car park and the Green are in multiple ownerships currently. The Council has been approached by a property company (Ealing Gateway Limited) which has acquired a number of options to assemble the sites. Ealing Gateway Limited has a track record of land assembly and brokerage, but generally secures development and a land payment - through another party, such as a market led developer or social landlord. Officers do not consider that sale to Ealing Gateway Limited would guarantee that development would come forward. Nevertheless the opportunity to market the sites in tandem is one that requires consideration (see option 4 below) to ensure a comprehensive scheme. These lands to the East are considered the most likely short term prospect for redevelopment in part due to their planning status and in part due to the work undertaken to date to assemble a comprehensive parcel of land.
- 5.4 On reviewing these options officers do not consider it to be in the long term interests of the Council or the area to dispose of the car park site now on a speculative basis. This is partly to reduce the risk of land owners 'turning' sites for a profit without delivering any new housing for Ealing.
- 5.5 It is considered that it is in Ealing Council's best interest both as a landowner and in the interests of the proper planning of the area to agree only to dispose of the car park on a conditional basis to developers capable of bringing forward specific schemes that would have a long term revenue income to the Council and genuinely deliver the wider redevelopment of the area consistent with SOU8.
- 5.5 Given the issues identified in redeveloping the whole of SOU8 as one site in one phase (as outlined above) officers consider that an initial short / medium term phase including land in the Council's ownership (Featherstone Terrace car park) is a sensible place to start. This is because:
- It is the land currently available within SOU8 for mixed use redevelopment in planning policy terms, i.e. most of the rest of the site is protected for employment use only.
 - Although it is complex to assemble some sites are already owned or under option to a developer who wishes to sell them on. Other owners have indicated they would not resist sale for redevelopment at the right price but are not currently under option.
 - Many local businesses already operating there are operating in a sub-optimal way, and have indicated a wish to sell (for the right price).
 - Some land parcels are underused or derelict.

- Ealing Council's regeneration team has surveyed SOU8 and found low job density in the Eastern part of the site and higher job density in the protected industrial areas.
- Redeveloping this part of the site closest to the Town Centre will provide direct access to bus routes and the new Crossrail station. Currently the Council's own site is cut off.

5.6 Lastly, officers have ruled out the Council trying to 'go it alone' because:

- We lack resources (human and cash) to manage the process
- The Council's site relative to the overall size of SOU8 is not significant
- If we don't partner with the land assembly undertaken to date we will find it more difficult to build a robust case to justify CPO when many of the sites are currently in operational use
- The complexity of the number of interests requiring assembly
- Owners and interested parties on adjacent sites tell us they want to bring forward development on sites in their ownerships.
- The problem of creating potential 'ransom strips' in land currently under option and / or owned by Ealing Gateway.

Therefore, while this remains an option for the Council to consider it is not recommended by officers.

6 Option 4 – dispose of the car park site in conjunction with adjoining sites to a developer partner supported by the exercise of CPO powers if required

- 6.1 Officers consider that an option that results in the comprehensive redevelopment of at least part of SOU8 to be preferable to options 1 to 3 above.
- 6.2 The Council could in principle seek to redevelop SOU8 itself with the possibility of using its CPO powers to secure all the sites. Officers do not however recommend for the reasons set out in paragraph 5.6 above.
- 6.3 Given the issues and difficulties identified in redeveloping the whole of SOU8 as one site in one phase (as outlined above) officers consider that delivery of a single phase in the short / medium term as shown in Map 1 on Appendix 2 and including the land in the Council's ownership (Featherstone Terrace Car Park) is a sensible place to start for the reasons set out in paragraph 5.5 above.
- 6.4 Although some of the land within the phase identified for the first stage of comprehensive development are currently in separate a company (Ealing Gateway Limited) has been working to secure options on most of these parcels of land and has secured options on a significant portion of the sites (see map 3 in Appendix 2).

- 6.4 Therefore, rather than 'going it alone' to seek a development partner, Ealing Council has the option to go to the market in conjunction with Ealing Gateway. Ealing Gateway is not a development company itself, rather it acts as a conduit to the market for sites in fractured ownerships. Ealing Gateway is keen to work with the Council and has agreed in principle draft 'heads of terms' for how a joint disposal would work.
- 6.5 Officers therefore recommend that the Council works with Ealing Gateway to seek a developer partner who could deliver a comprehensive scheme for the phase identified. The Council can support the redevelopment with a CPO if needed, once the selected developer partner has worked to make reasonable offers to the affected land owners to secure the sites by agreement and once the selected developer partner has provided an indemnity to the council in respect of the acquisition costs.

7 Reprovision of car parking

- 7.1 While disposal and redevelopment of the car park as part of a wider redevelopment of a first phase within SOU8 might involve some loss of off-street parking in the area, as part of a wider scheme there is opportunity to re-provide an optimum number of spaces. Based on current usage levels this is considered to be between 90 and 100 spaces in total (set against 140 currently being provided). Data on current usage is set out in Appendix 3. The average number of spaces occupied each day in Featherstone Terrace between the hours of 10am and 4pm ranges between 26 and 53. Averages over the same period of time at weekends vary between 9 and 86. The usage of the car park peaks at 140 but only occasionally. Despite the fact that the peak usage is connected to use of the associated banqueting suite (which is likely to close through redevelopment), officers feel that ongoing provision in excess of the daily average should be made available to support Southall Green including nearby shops, cafes and visitors to the library and other local facilities.
- 7.2 Officers also believe spaces are more likely to be occupied with greater intensity following redevelopment due to the revitalisation of the area. Officers also consider that there is a danger of continuing to provide all day spaces here due to the risk of park and ride for the new Crossrail station so spaces should be provided that encourage short / medium term stays for shopping and leisure visits.
- 7.3 In the longer term, as SOU8 changes, opportunities can be taken to provide further on street public car parking in the area, to bring the total number of spaces back to the number currently provided, but not regularly being used (140) or even to increase the overall number of spaces available for public parking should demand at the time justify that.
- 7.4 In addition to public parking – both off-street and on-street – parking for new residents will be incorporated into any residential development at standards that are consistent with planning policy. This will be a relatively low parking standard consistent with the proximity to the Crossrail station and other sites nearby in the current planning pipeline.

7.5 The proposals also include land currently leased to the Council from the Indian Workers Association as part of the Dominion Centre lease, which is laid out as a car park. These 20 parking spaces are currently provided free of charge, which are regularly partly occupied. There are in addition a further 20 spaces laid out behind locked gates which are not occupied.

8 Findings from soft marketing testing

8.1 During September 2016, officers carried out a 'soft market testing' process for the land in the recommended Phase 1 of the scheme (see map 1 in Appendix 2). The exercise was led by Savills (acting on behalf of Ealing Gateway) and supported by LSH (acting on behalf of Ealing Council). As part of the process, officers and their advisers spoke to four major development and housing companies, all of whom expressed a keen interest in the scheme and gave advice on build costs and sales values which broadly informed and supported our valuation scenarios. While it is not currently possible to predict the exact land valuation a range of options are set out in Confidential Appendix 1. As and when officers bring a future recommendation for disposal these options will have been fully explored also having regard to the Council's duty to obtain best consideration on disposal of its land having regard to a number of factors.

8.2 The Council's own initial valuation work, provided by LSH shows that while a comprehensive scheme at the Green is a viable proposition, it quickly becomes unattractive to developers if factors such as land cost, complexity and uncertainty become significant.

8.3 The soft market test did reveal a strong and genuine interest from serious London wide developers and housing associations to bring forward a scheme. Officers are therefore keen to avoid further speculation and formally proceed to secure a development partner, with a track record of building schemes to get involved and bring the matter to fruition.

8.4 Having taken advice from LSH and our in house procurement team, officers believe the best way forward is to conduct an open market process to ensure the Council can be confident that it has achieved 'best consideration' from the land and has not prevented against any potentially interested party which may also have an interest in adjoining land from being considered for selection as the council's developer partner

9. Key Implications

9.1 The main implications from this proposal are financial, environmental, impact on parking and provision of new housing. In addition to the regeneration and parking impacts considered above, the other impacts are set out in the following paragraphs. It should be noted that the site has the potential to support the provision of up to 100 homes taken alone and up to 500 on the basis of a comprehensive development with those sites to the East of the Council's land.

10. Financial Implications

Financial impact on the budget

- 10.1 The Council needs to make provision up front for a budget of £0.100m in 2017/18 to support the marketing and procurement process for the site. This funding will be provided from the capital budget to be funded from mainstream borrowing and will be repaid from future proceeds of the disposal. In principle the Council will be seeking to dispose on a long leasehold basis and to retain control of future parking revenue income.

	2017/18	2018/19	Total
	£m	£m	£m
Regeneration and Housing Capital Programme			
Funding required:			
Southall the Green disposal	0.100	(0.100)	-
Funded by:			
Mainstream borrowing	0.100	-	0.100
Capital receipt	-	(0.100)	(0.100)

- 10.2 Details of the financial implications and potential capital receipt/income for the land under the range of options discussed in this report are set out in the Confidential Appendix 1 but for commercial reasons this is not shared in the public domain.
- 10.3 This project gives us the opportunity to make better use of our existing capital assets to secure long term revenue and/or capital funding to the Council and to support growth in the borough and in line with the Council's corporate approach to commercialisation.
- 10.4 Income from the site through parking revenue is currently £0.110m per year. The parking revenue budget will be adjusted accordingly to reflect any changes in income generated from car parking. Disposing of the land through a long leasehold could enable a ground rent to be paid to provide at least an equivalent income for current car parking and/or generate additional income for the Council.

11. Legal

- 11.1.1 The most appropriate enabling powers for compulsory purchase of any of the sites within the proposed redevelopment area that cannot be acquired by agreement are those contained in section 226(1)(a) of the Town & Country Planning Act 1990. Section 226 enables the Council to acquire compulsorily

any land in their area if it considers that the acquisition will facilitate the carrying out of a development, re-development or improvement on, or in relation to, the land. The Council must also consider that the proposal will help to promote or improve the economic, social or environmental well-being of the area. The CPO may also seek to acquire new rights in order to facilitate the construction or operation of the development.

- 11.2 Guidance on the exercise of CPO powers (issued in October 2015) confirms that compulsory purchase orders should only be made where there is a compelling case in the public interest. Members will need to be satisfied that this case outweighs the impact of compulsory acquisition on existing owners and occupiers and to have regard to the effect of a CPO on their human rights. In particular members will need to be satisfied that the proposed interference with those rights is lawful, proportionate and in the public interest. Those affected by any Order will have an opportunity to object and to have their objection considered. Compensation is also available under a compensation code and any disputes over compensation are determined by a statutory tribunal.
- 11.3 With regard to the car park already in the Council's ownership, under section 122 of the Local Government Act 1972 the Council has the power to appropriate land for any purpose which is no longer required for the purpose for which is held.
- 11.4 The Council has the power to dispose of property which is held for planning purposes under section 233 of the Town & Country Planning Act 1990. This is subject to an obligation to obtain the best consideration that can reasonably be obtained (except for leases of seven years or less) unless the Secretary of State's consent is obtained for the disposal.
- 11.5 Under section 203 of the Housing and Planning Act 2016 the Council may override easements and other third party rights in specified circumstances where land is held for planning purposes although the beneficiaries of any rights overridden may claim compensation but cannot seek an injunction to delay or terminate the development.
- 11.6 The possible exercise of the Council's CPO powers and appropriation for planning purposes prior to any disposal of the car park as part of the redevelopment will be the subject of a further report to Cabinet at the appropriate time.

12 Value For Money

- 12.1 An analysis of the value for money of the asset in current use is set out in confidential appendix 1. The conclusion is that the asset value is not currently being optimised. Further advice on the value for money of disposing of the site for redevelopment will be forthcoming after the completion of the marketing process.

13 Sustainability Impact Appraisal

- 13.1 Optimising the use of land to create sustainable communities linked to accessible locations is a key plank of the Ealing local development plan and the London Plan. Any proposals for redevelopment will be expected to comply with the policies set out in those documents to support sustainable travel, sustainable design and construction and minimise the carbon impacts of the scheme.

14 Risk Management

- 14.1 The main risk of this proposal is that we may spend a modest amount of revenue and project management time going through the marketing process to find that we are unable to secure a bidder and recoup these costs. However, this is considered to be modest given that we have already carried out a soft market testing exercise.

15 Community Safety

- 15.1 Southall has experienced significant problems with anti-social behaviour and the perception of anti-social behaviour. A comprehensive scheme to develop the Green town centre will contribute to bringing more social activities to the town centre and drive out anti-social behaviour in addition to creating more activity and overlooking which will make the area safer.

16 Links to the 6 Priorities for the Borough

- 16.1 The council's six priorities for the borough are to make Ealing:

- prosperous

This proposal aims to stimulate investment in new home construction. There will be an impact on some businesses currently operating in the area. The proposal will aim to provide new business space so as to create opportunities for at least the same number of jobs as will be displaced through the scheme. The new residents arising from the new housing should increase spending in existing local shops and facilities.

- safer

The environment in the Green town centre is currently degraded, lacks overlooking and passive surveillance and has a perception of anti-social behaviour. A comprehensive place making led scheme would address some of these issues.

- healthier

No impact.

- cleaner

This proposal would support a cleaner Southall environment. In addition by creating new routes through to the new Crossrail station will encourage residents from surrounding streets to use public transport rather than relying on their cars all the time.

- fairer

Any scheme for new housing would be expected to deliver a proportion of affordable housing in line with the Council's local development plan and the London Plan.

- accessible

This proposal would significantly enhance the accessibility through the site and to the new Crossrail station. New public realm would be designed to a standard to support inclusive environments for all, including disabled people, thus increasing accessibility

17 Equalities, Human Rights and Community Cohesion

- 17.1 It is not considered at this stage that an EQIA is required because the proposals are in line with the Southall Big Plan and the Southall Opportunity Area Planning Framework, which were themselves subject to EQIA.

18 Staffing/Workforce and Accommodation implications:

- 18.1 None. The project can be managed within the Regeneration and Housing Directorate.

19 Property and Assets

- 19.1 The property discussed in this report is not on the planned list of disposals. However the site provides an opportunity to optimise the value of this capital asset to the Council and it has been considered due to external enquiries and interest from several quarters as described in detail in this report.

20 Any other implications:

None.

21 Consultation

This project has not been considered by a scrutiny panel of the Council. A draft SPD for Southall the Green has been published for public consultation which closed in November 2016. The Green SPD will be discussed and adopted at Full Council if appropriate in due course.

22 Timetable for Implementation

March 2017	Cabinet Decision and call in period
May 2017	Enter into Memorandum of Understanding with Ealing Gateway Limited
June 2017	Call for tenders to find developer partner
December 2017	Appointment of developer partner / publication of CPO if required
Summer 2018	Submission of planning application
2018	Resolution of planning application
2019	Start on site for development
2021	First new housing completions

23 Appendices

Confidential Appendix 1 – Financial implications

Appendix 2 – Maps and plans of the affected area

Appendix 3 – Use of Featherstone Terrace Carpark

24 Background Information

Southall Opportunity Area Planning Framework, July 2014

Southall the Green draft SPD, October 2016

Consultation

Name of consultee	Post held	Date sent to consultee	Date response received	Comments appear in paragraph:
Internal				
Pat Hayes	Executive Director	3 January 17	11 January	Throughout report
Cllr Julian Bell	Leader / Cabinet Member for Regeneration	23 Feb 17		
Cllr Bassam Mahfouz	Cabinet Member for Transport	23 Feb 17		
Keith Townsend	Executive Director	3 January 17	11 January	Throughout report
Lucy Taylor	Director for planning and regeneration	December 2016	11 January	Throughout report
Gina Cole	Assistant Director Parking	December 2016	December 16	Parking provision section 7
Mark McIntosh	Parking Services	December 2016	December 16	Parking provision section 7 and appendix 3
Jackie Adams	Legal Adviser	December 2016	December 16	Legal paras and throughout report
Samuel Cuthbert	Planning policy	December 2016		

Flora Osiyemi	Finance Business Partner – Consultancy	30/01/16 23/02/17	09/02/17 16/02/17 02/03/17	Throughout report & Confidential Appendix 1
External				
Neil Parlett	LSH	December 2016	December 16	Throughout report

Report History

Decision type:	Urgency item?
Key decision	No
Report no.:	Report author and contact for queries:
	Eleanor Young, Strategic Regeneration Adviser 07765 896758