

Note to: [REDACTED] Chief Executive Officer
From: [REDACTED] Finance Officer
Date: 27 April 2020
Subject: Perivale Decision Note

Background

The Perivale site provides c50% of the capacity of the Vehicle Recovery and Examination Service (VRES) function – the function which recovers reported/damaged cars e.g. for forensic investigation, seized due to no insurance/tax, etc. It is currently leased from a landlord with the lease expiring in Sept 2021.

November 2019 Decision

[REDACTED] these [REDACTED] The Met reported they were unable to identify an alternative site. The recommended (but sub-optimal) solution was to redevelop a MOPAC owned site at Northolt [REDACTED]

[REDACTED] Decision April 2019 (received 7 April 2020)

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

MOPAC challenge

In setting out the business case for the acquisition of Perrivale, the sub-optimal nature of the development of Northolt was stark. [REDACTED] an investment which had a residual value of [REDACTED] at the appraisal period compared to a [REDACTED] investment in Perrivale with a residual value of [REDACTED]. Operationally, the Northolt site also does not work as it is a much smaller space than Perrivale and would require vehicles to be “stacked” rather than “parked”. [REDACTED]

- [REDACTED]
- [REDACTED]
- Development of Northolt should not go ahead until further options had been explored with the GLA property team (custodians of London’s public land)

[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]