



CABINET  
DECISION NOTICE

Publication Date: 14<sup>th</sup> March 2019

At a meeting of the Cabinet held on 11<sup>th</sup> March 2019 the following matters were discussed. The decisions of Cabinet are set out below each item along with reasons for the decision and other options considered.

**PRESENT:** Councillor Watson (in the Chair)  
Councillors Bolton, Hyldon-King, Patrick, Rogers, K. Wheatley and P. Wheatley.

DN.107 **APOLOGIES FOR ABSENCE**

There was an apology for absence received from Councillor Oxby for this meeting.

DN.108 **DECLARATIONS OF INTEREST**

There were no declarations of interest made with regard to any items on the agenda for this meeting.

DN.109 **MINUTES**

The minutes of the Cabinet meeting on 13<sup>th</sup> February 2019 were agreed as a correct record.

DN.110 **2018/19 QUARTER 3 FINANCE MONITORING REPORT**

Cabinet received a report from the Portfolio Holder for Finance, Resources and Governance which provided key information and analysis of the Council's financial position and performance at the end of quarter 3 of the 2018/19 financial year.

**RESOLVED – That the quarter 3 Finance Monitoring Report be noted and referred to Overview and Scrutiny for consideration.**

REASON FOR DECISION – The report is important in identifying to Cabinet both successes, to note progress, and areas of forecast revenue overspend and amendment to the capital programme where actions need to be taken. The area of focus commentary highlights the achievement of any milestones or potential risks affecting the delivery of outcomes.

OTHER OPTIONS CONSIDERED – None at this stage.

DN.111 **ADULT SOCIAL CARE QUARTER 3 PERFORMANCE REPORT**

Cabinet received a report from the Portfolio Holder for Health, Wellbeing and Adult Social Care which presented the third quarter adult social care performance report of 2018/19.

**RESOLVED – That the content of the report and issues arising be noted and be referred to the Health and Adult Social Care Scrutiny Panel for consideration.**

REASON FOR DECISION – Performance monitoring supports the council in delivering its strategic aims and provides assurance to the council about the discharge of its statutory responsibilities in respect of adult services.

OTHER OPTIONS CONSIDERED – None at this stage.

DN.112 **TOGETHER FOR CHILDHOOD PROGRAMME**

Cabinet received a report from Portfolio Holder for Children, Young People and Education which provided an update on progress following the programme establishment in 2017.

**RESOLVED –**

- (1) That the report be received and the progress made to date be acknowledged, and support for the further development of the Together for Childhood programme continue.**
- (2) That the Portfolio Holder for Children, Young People and Education in consultation with the Director for Children's Services ensure that future progress of the programme be reported periodically to the Children and Lifelong Learning Scrutiny Panel.**

REASON FOR DECISION – To enable ongoing oversight of the Together for Childhood partnership and programme in order to monitor progress and delivery against identified needs aligned to the Outcomes Framework.

#### OTHER OPTIONS CONSIDERED –

This programme is an immense opportunity to improve outcomes for the Children and Young people most in need in North East Lincolnshire. Doing nothing is not a realistic option as this would not enable council officers to make the most of the opportunities that place-based partnership working can bring and may damage the council's reputation with key strategic partners. All research conducted prior to the commencement of this project by the Local Authority and its partners indicated that that an integrated, collaborative approach would bring potential significant reductions in demand and present opportunities for shared services and pooled budgets.

Significant and on-going evaluation throughout the life of the programme will inform any review or change of direction.

DN.113

#### **ENERGY EFFICIENCY: APPROVAL TO WORK IN PARTNERSHIP WITH AUTHORITIES ACROSS GREATER LINCOLNSHIRE TO PROCURE AND DELIVER ENERGY EFFICIENCY SERVICES**

Cabinet received a report from the Portfolio Holder for Regeneration, Housing, Skills and Assets which gave an overview of our current home energy provision and the advantages to our residents that will be derived from working more closely to deliver schemes in partnership with other Greater Lincolnshire local authorities.

#### RESOLVED –

- (1) That authority be delegated to the Chief Operating Officer in consultation with the Portfolio Holder for Regeneration, Housing, Skills and Assets to instruct ENGIE to implement the procurement of a framework of providers, delivering the current Energy Company Obligation Scheme (ECO3) throughout the**

**Greater Lincolnshire area in order to deliver home energy services.**

- (2) That authority be delegated to the Chief Operating Officer in consultation with the Portfolio Holder for Regeneration, Housing, Skills and Assets to settle all terms of such framework and take any ancillary action to ensure implementation.**
- (3) That authority be delegated to the Chief Operating Officer to enter into a joint Statement of Intent (SOI) with all councils in the Greater Lincolnshire region, based on the business case as detailed in the report now submitted.**
- (4) That authority be delegated to the Chief Legal and Monitoring Officer to execute all documentation arising.**

REASON FOR DECISION – To ensure the Council considers the recommendations to procure a framework of providers for ECO3 and deliver consistent services throughout the Greater Lincolnshire area, benefiting local residents by gaining savings through offering larger schemes and benefiting from economies of scale.

OTHER OPTIONS CONSIDERED –

Option 1: Do nothing – Continue to work with North Lincolnshire Council

- Resources (Costs/People/Assets)  
Within existing resource
- Benefits/Outcomes  
Re-procure framework and deliver service within existing resource.
- Risks
  - Unable to gain interest from a broader spectrum of providers willing to work in the area.
  - North Lincolnshire Council may be unwilling to continue with the partnership and choose to partner, with the Lincolnshire County Council.

Option 2: Do Nothing – Do not procure a framework to deliver ECO3

- Resources (Costs/People/Assets)  
Within existing resource
- Benefits/Outcomes  
The market will drive the scheme
- Risks
  - There will be no opportunity to target assistance and take a strategic approach to reducing fuel poverty
  - Failure to provide a Council administered scheme, will contribute towards an increase in door-to-door sales of ECO

from providers who could take advantage of vulnerable residents.

- Increased complaints to trading standards
- NELC unable to maximise capital funding through match funding ECO3 funding.

#### Option 3: Enter into an agreement with the Greater Lincolnshire Authorities

- Resources (Costs/People/Assets)  
Within existing Resource  
Additional post to be recruited by ENGIE on behalf of the Greater Lincolnshire area, funded by GLEEN.

The available funding is agreed up to £70,000. The funding sufficiently covers the cost of a post for two years with funding to advertise the post, a low call rate telephone line and potentially a web based system to hold all data between authorities.

One post should be sufficient to handle the anticipated number of calls and referrals and other duties.

It is estimated that the post will receive around 40 calls per day. Each call take approximately 8 minutes to resolve.

4,000 referrals to process equates to 20 referrals to process per day (allowing for holidays and anticipating sick leave).

£16,000 of the ring-fenced funding is left and could potentially be used towards extending the contract, marketing and a direct, low call rate telephone line.

- Benefits/Outcomes  
North East Lincolnshire Council take advantage of greater savings through economies of scale. Market testing indicates that more providers will be keen to work with the Greater Lincolnshire area due to the volume of units, mix of issues from deprivation and off gas rural properties. Contract managing the framework shall be a shared responsibility across the three upper tier local authorities.
- Risks  
North East Lincolnshire Council engages with both Greater Lincolnshire and the Humber LEP's. This option requires the council and ENGIE to maintain effective relationships with local authorities and other partners across Lincolnshire through the Greater Lincolnshire Energy Efficiency Partnership and other networks, and this will have some resource implications.

#### Option 4: Enter into an agreement with the Humber Authorities

- Resources (Costs/People/Assets)

Officers explored the opportunity to explore a Humber wide partnership. The opportunity was declined and therefore we have not pursued this any further.

- Resources (Costs/People/Assets)  
The partnership approached the remaining Humber authorities. They were unwilling to enter into a Humber wide scheme.

The funding that is currently available through the Greater Lincolnshire proposal would be diverted to another arrangement within Lincolnshire. Authorities if we intended to establish a partnership with the Humber authorities.

- Benefits/Outcomes  
This approach could stimulate a LEP wide approach across the Humber area, but no discussion has taken place with North Lincolnshire or the other Humber authorities to gauge the appetite for shared energy efficiency services. There is no certainty that this option is deliverable.

DN.114

#### **ST JAMES SQUARE – PUBLIC REALM PROJECT**

Cabinet received a report from the Portfolio Holder for Regeneration, Housing, Skills and Assets which presented the final scheme layout for the public realm works in St James Square, which will be supported by funding from the Local Growth Fund through the Humber Local Enterprise Partnership.

#### **RESOLVED –**

- (1) That the final scheme layout for St James Square public realm, for implementation as part of the ‘Unlocking the Potential’ programme, be approved.**
- (2) That authority be delegated to the Director of Economy and Growth, in conjunction with the Portfolio Holder for Regeneration, Housing, Skills and Assets to;**
  - a. Undertake the procurement of capital activities required to deliver the programme activity in accordance with Council’s Corporate Procurement Regulations**
  - b. Award a tender within the allocated budget**
  - c. Take all actions necessary to secure the continued implementation and ultimate completion of the scheme including detailed design changes and all ancillary issues arising**

**(3) That authority be delegated to the Chief Legal and Monitoring Officer to execute all documentation arising.**

REASON FOR DECISION – The delivery of the public realm works in St James Square will create an enhanced environment for users of the square as well as an area for arts and cultural events which in turn, will encourage investment and enhance the growth of the visitor economy and town centre. The development of the square will also establish the start, and promote, the proposed Grimsby Heritage Trail.

The proposals are supported by funding from the Humber LEP with an expectation of expenditure by March 2021. Cabinet approval is required to ensure that works can commence on site in autumn 2019.

**OTHER OPTIONS CONSIDERED –**

Do nothing – this would not accord with the regeneration aspirations for Grimsby and would severely limit the opportunities for investment in the public realm. This would also result in the Council having to return significant levels of grant funding to the Humber LEP with associated potential negative reputational implications.

Development of an alternative scheme – the final layout presented in this report has been developed in accordance with the vision contained within the Grimsby & Cleethorpes Town Centres Investment Plan 2016 and updated following feedback from stakeholder and public engagement. Therefore it is not considered that there are any other realistic options for delivering this project.

DN.115

**CLEETHORPES REGENERATION PROGRAMME – SEA VIEW STREET PLAZA**

Cabinet received a report from the Portfolio Holder for Regeneration, Housing, Skills and Assets which presented the final scheme layout for the creation of a new plaza in Sea View Street, which will be supported by funding from the Coastal Communities Fund.

**RESOLVED –**

**(1) That the final scheme layout for Sea View Street Plaza be approved for implementation, as part of the Cleethorpes Regeneration Programme, as laid out in appendix 1 of the report now submitted.**

**(2) That authority be delegated to the Director of Economy and Growth, in consultation with the Portfolio Holder for Regeneration, Assets, Skills and Housing to;**

- a. Undertake the procurement of capital activities required to deliver the programme activity in accordance with Council's Corporate Procurement Regulations.
- b. Award a tender within the allocated budget.
- c. Take all actions necessary to secure the continued implementation and ultimate completion of the scheme and all ancillary issues arising.

**(3) That authority be delegated to the Chief Legal and Monitoring Officer to execute all documentation arising.**

REASON FOR DECISION – The delivery of works to create a plaza within Sea View Street will further support the growth of the visitor economy, increase investor confidence and enhance the sense of 'place' for the community and businesses.

The proposals are supported by funding from CCF with an expectation of expenditure during 2019. Cabinet approval is required to ensure that works can commence on site in Autumn 2019

OTHER OPTIONS CONSIDERED –

Do nothing – this would not accord with the decision to proceed with the scheme which was made by Cabinet in August 2018.

Development of an alternative scheme – the scheme design has been finalised following stakeholder consultation. The funding deadlines do not allow for further redesigns.

DN.116

**WRITE OFF OF UNCOLLECTABLE NATIONAL NON DOMESTIC RATES DEBTS**

Cabinet received a report from the Portfolio Holder for Finance, Governance and Resources which sought agreements to formally write off uncollectable National Non Domestic Rates (Business Rates) debts.

**RESOLVED – That authority be delegated to the Director of Resources and Governance to formally write off the sum of £347,644.99 on the proviso that the debts will remain on the Council's records and on the understanding that the write-off of the debts does not preclude receipt of payments that may be received in the future.**

REASON FOR DECISION – The Council's Financial Procedure Rules require Cabinet approval to write off debts in excess of £50k. In each of the cases recommended for write off, the company has ceased trading. Where appropriate, claims have been sought via the liquidators.



OTHER OPTIONS CONSIDERED – If Cabinet does not agree to approve write off of these debts they will remain within the NNDR system with little or no prospect of collection. A review of outstanding debts is necessary for North East Lincolnshire Council to ensure effective management of outstanding debt. The amounts in the report are recommended for write off in accordance with prudent accounting methods and have already been taken into account in the 2018/19 NNDR estimates. The Council's bad debt provision has already been adjusted to reflect these debts.

DN.117

### **LOCAL TRANSPORT PLAN DELIVERY PLAN 2019-2022**

Cabinet received a report from the Portfolio Holder for Environment, Transport and Energy which sought approval for the proposed Local Transport Plan Delivery Plan for the period 2019/20 – 2021/22 including the Local Transport Plan capital investment programme for the 2019-20 financial year.

#### **RESOLVED –**

- (1) That the proposed Local Transport Plan Delivery Plan including the Local Transport Plan capital programme for 2019/20, be approved.**
- (2) That authority be delegated to the Director of Economy and Growth, in conjunction with the Portfolio Holder for Environment, Transport and Energy to;**
  - Finalise the terms of the funding arrangement with the Department for Transport (DfT) and receive funds**
  - Establish programme governance arrangements including the approval of any project variations, commence any related procurement exercises to deliver projects within the programme in accordance with the Public Contract Regulations 2015, and to make appropriate contract awards**
  - Implement appropriate monitoring arrangements including receipt of a quarterly update on programme progress and approving its circulation to all Councillors for information.**
- (3) That authority be delegated to the Director of Economy and Growth, in conjunction with the Portfolio Holder for Environment, Transport and Energy to receive any additional in year Department for Transport funding and allocate spend accordingly through the Local Transport Plan programme and to deal with all ancillary matters arising.**
- (4) That authority be delegated to the Chief Legal and Monitoring Officer to settle, complete and execute all documentation arising from the above.**

REASON FOR DECISION – In order that the 2019/20 LTP capital programme can be delivered within the necessary timescales and to ensure effective and transparent delivery of the Council’s Local Transport Plan.

OTHER OPTIONS CONSIDERED –

When developing the LTP programme, programme managers consider a wide range of potential schemes, taking into account the likely impact on the LTP transport challenges as well as other criteria specific to individual programme areas. In doing so, they develop a comprehensive list of schemes that address our responsibilities as a local highway authority and support the delivery of the Council’s Local plan, Economic strategy and town centre investment plans.

A “do nothing” option was considered, however taking this approach would result in a significant delay in delivering the LTP capital programme which in turn may result in the LTP programme not being delivered with an associated reputational harm to the council and continued deterioration to highway and transport networks.

DN.118

**FLEET REPLACEMENT AND PURCHASE**

Cabinet received a report from the Portfolio Holder for Environment, Transport and Energy which sought approval to start a procurement process for the remaining fleet replacement as agreed by Cabinet previously.

**RESOLVED –**

- (1) That the proposal to release the remaining, approved, capital including slippage from 2018/19, to start a procurement process to replace fleet in the period 2019/20 to 2020/21, be approved.**
- (2) That authority be delegated to the Chief Operating Officer in consultation with the Portfolio Holder for Environment, Transport and Energy to commence a procurement process for fleet replacement.**
- (3) That authority be delegated to the Chief Operating Officer in consultation with the Portfolio Holder for Environment, Transport and Energy to award such contract.**
- (4) That authority be delegated to the Chief Legal and Monitoring Officer to execute all requisite documentation in connection with the anticipated award.**

REASON FOR DECISION – The majority of the current vehicles are nine years old, with some being slightly older. Repairs and maintenance costs

for the current fleet are increasing annually meaning it is no longer cost effective to keep them running.

Through joint procurement frameworks with neighbouring authorities, any replacement Heavy Goods Vehicles (HGV's) have the latest Euro VI engines to ensure cleaner fuel technology and therefore reducing CO2 emissions which falls under the Clean Vehicles Regulations 2009 and the Council's category of Sustainable Environment and the Council's commitment to reduce its carbon footprint and air quality.

Without investment for replacement vehicles the Council would not be able to deliver a satisfactory service to residents, visitors and businesses in the area. The initial investment will promote financial, social and environmental benefits and supports the Council's strategic aim for a sustainable community and a Stronger Economy and Stronger Communities.

#### OTHER OPTIONS CONSIDERED –

Option 1: 'Do nothing' - keep existing vehicles.

As mentioned previously failure to replace these vehicles will result in increased repairs and maintenance costs, fuel usage and increased downtime, which will put pressures on services to meet their statutory requirements. This means that vehicles will continue to deteriorate given the age and mileage of the vehicles. This would result in significant increases to maintenance costs and investment will still be required at a later date.

- The existing vehicles will have a greater risk of breakdown, along with increased fuel costs and increased carbon footprint.
- Increased wear and tear on vehicles.

Option 2: Leasing

Prior to the introduction of the Prudential Borrowing Regime local authorities traditionally acquired vehicles on lease since this avoided capital borrowing controls. However.

- The Prudential borrowing regime allowed Councils to consider outright purchase rather than traditional leasing on an equal basis.
- Benchmarking indicates that whole life costs are 1% - 16% lower (depending on vehicle type) through purchase rather than leasing based on a cost of capital of 6%. This is largely due to the fact that local authorities can borrow funds at lower interest rates than the private sector.
- Leasing companies also apply onerous return conditions at the end of lease periods, e.g. excess mileage charges, end of lease damage/condition charges, expensive extension rentals etc.

- Ownership also offers greater flexibility e.g. to retain vehicles for longer or to dispose/transfer ownership if required.

Option 3: Replace the existing vehicles with new vehicles, looking at alternative fuelled vehicles that are more efficient and cleaner and also investigate if alternative smaller vehicles can be used. This will be a short and long term gain as the maintenance budgets required will be reduced for new vehicles. New vehicles will also have cleaner engines, with the possibility of some having zero emissions. This supports our environmental policy.

DN.119

**URGENT BUSINESS – NORTH EAST LINCOLNSHIRE COUNCIL CONCESSIONARY FARES SCHEME**

Cabinet received a report from the Portfolio Holder for Environment, Transport and Energy seeking agreement of the concessionary fares scheme for implementation on 1st April.

This item was considered under the Special Urgency requirements as set out in the Council's Constitution, and with the agreement of the Chair of the Economy Scrutiny Panel. It was therefore not subject to the call-in procedure. This item was considered urgent due to ensure the scheme was approved to commence on the 1<sup>st</sup> April 2019.

**RESOLVED –**

- (1) That the continuation of the current, statutory minimum North East Lincolnshire Council Concessionary Fares Scheme (with existing non-statutory local enhancements) from 1 April 2019 to 31 March 2021, be approved.**
- (2) That the reimbursement of eligible, low volume transport operators on the basis of actual concessionary passenger trips in accord with the approved scheme, be approved.**
- (3) That authority be delegated to Director of Economy and Growth in consultation with the Portfolio Holder for Environment, Transport and Energy to ensure that all actions necessary and ancillary to the above recommendations be completed.**
- (4) That authority be delegated to the Chief Legal and Monitoring Officer to complete and execute all requisite legal documentation arising.**

REASON FOR DECISION – Adoption of the North East Lincolnshire Concessionary Fares Scheme will ensure that the Council meets the

relevant statutory requirements in relation to the operation of the national scheme and the reimbursement of eligible transport operators.

#### OTHER OPTIONS CONSIDERED –

The following options are available to the Council:

Do nothing – This option is not recommended. Local authorities have a duty to provide free bus travel for eligible pass holders to a statutory minimum level. Public transport operators are compensated for revenue foregone and for any net additional costs incurred as a result of operating the national scheme in accordance with criteria established by the Department for Transport.

Payments based upon usage – This option is not recommended. A ‘pay as you go’ reimbursement method is not recommended for the large volume operator. As concessionary travel is demand led, the risk of overspend is greater. It could also create instability in the bus network.

Fixed two year agreement with the high volume operator (informed by the DfT concessionary fare reimbursement calculator) – This is the recommended option, reducing the risk of fluctuation of concessionary fares spend. It offers certainty of budget for both parties and enables stability in the bus network. It is proposed that North East Lincolnshire Council continues to utilise the adopted concessionary fares scheme and seeks to enter into a further two year fixed reimbursement agreement, commencing 1 April 2019 with the principal transport operator in North East Lincolnshire.

Reduce non-statutory enhancements – This option is not recommended. Options for non-statutory savings have been explored previously (Cabinet 21 January 2015), when pre 9:30am concessions were withdrawn. Following Cabinet on 21 January 2015 other elements of the scheme were reviewed and due to their comparably low value and high impact, were not pursued.

DN.120

#### **URGENT BUSINESS – ACCELERATED CONSTRUCTION FUNDING FOR LAND AT FORMER WESTERN SCHOOL AND FORMER LINDSEY LOWER SCHOOL PLAYING FIELD**

Cabinet received a report from the Portfolio Holder for Regeneration, Housing, Skills and Assets setting out the conditions attached to the Accelerated Construction Funding following Homes England offered the council £2,677,202 to support the provision of infrastructure to the Western and Lindsey Lower sites.

This item was considered under the Special Urgency requirements as set out in the Council’s Constitution, and with the agreement of the Chair of the Economy Scrutiny Panel. It was therefore not subject to the call-in procedure. This item was considered urgent due to the consultation and negotiations for the funding needing to be concluded by 31<sup>st</sup> March 2019.

## RESOLVED –

- (1) That the acceptance of Homes England Accelerated Construction Funding be approved in principle, to facilitate delivery of infrastructure and associated works required for construction of new homes at the Former Western School and Former Lindsey Lower School Playing Fields subject to successful negotiation of conditions (Resolution 3 below);**
- (2) That the additional Council investment of up to £1,628,298 towards the infrastructure delivery programme be approved, which will be secured through the Business Plan of the development partner for Housing Zone sites.**
- (3) That authority be delegated to the Director for Economy and Growth, in consultation with the Portfolio Holder for Regeneration, Housing, Skills and Assets, to conclude detailed negotiation with Homes England on the conditions of the funding.**
- (4) That subject to successful negotiation of resolution 4 above, authorises the Chief Legal and Monitoring Officer to complete and execute any documentation arising.**

## REASON FOR DECISION –

- i) The Accelerated Construction Funding (ACF) helps to de-risk the development, at a time of economic uncertainty, by providing £2.6 million to contribute towards infrastructure and other enabling works, with conditions that require repayment only if development of the sites provides a return above the 'clean site' value.
- ii) The ACF enables delivery of infrastructure of enabling works at reduced cost to the Council.
- iii) The Council and its partner Engie have devised a delivery programme that sets out how the ACF will be spent within the required timescale, and accommodates the selection of a Delivery Partner to commence construction of new homes late 2020.
- iv) The ACF Agreement conditions require delivery of around 70 homes per year across the two sites. This rate is acceptable to the Council as it matches the rate that was included in the quarterly Housing Zone delivery update that was provided to Homes England in December 2018.

## OTHER OPTIONS CONSIDERED –

NELC Investment: The Council could cover the cost of the proposed infrastructure and enabling works itself, in order to achieve accelerated delivery. This option would have the advantage of enabling the Council

to adjust the pace of delivery to market conditions and allow flexibility regarding the use of MMC, but the Council would carry all the risk of forward-funding the works. Therefore this option is not recommended.

Investment after appointment by Delivery Partner: In January 2018, the Council agreed to procure a Delivery Partner for Western, Lindsey Lower and other Housing Zone sites. A detailed business case is under preparation for a Delivery Partner and it is expected that procurement will take place during the latter part of 2019. The Delivery Partner could be asked to cover all the costs of the proposed infrastructure and enabling works, however this would delay delivery until the Partner is appointed. The estimated impact is at least 12 months, and therefore this option is not recommended.

Straight Disposal: The Council could market these sites on the open market. This option would incur minimal cost but would give a lower level of return and provide no control over pace of delivery. Therefore this option is not recommended.

DN.121 **EXCLUSION OF PRESS AND PUBLIC**

**RESOLVED – That the press and public be excluded from the remainder of the meeting on the grounds that discussion of the following business was likely to disclose exempt information within paragraph 3 of Schedule 12A of the Local Government Act 1972 (as amended).**

DN.122 **URGENT BUSINESS – NORTH EAST LINCOLNSHIRE COUNCIL CONCESSIONARY FARES SCHEME**

Cabinet received a report from the Portfolio Holder for Environment, Transport and Energy seeking agreement of the concessionary fares scheme for implementation on 1st April.

This item was considered under the Special Urgency requirements as set out in the Council's Constitution, and with the agreement of the Chair of the Economy Scrutiny Panel. It was therefore not subject to the call-in procedure. This item was considered urgent due to ensure the scheme was approved to commence on the 1<sup>st</sup> April 2019.

**RESOLVED – That the proposed reimbursement agreement for Stagecoach East Midlands, set out in Appendix A of the report now submitted (closed item), be approved.**

REASON FOR DECISION – As laid out in the report now submitted.

OTHER OPTIONS CONSIDERED – as laid out in the report now submitted.

DN.123

**URGENT BUSINESS – ACCELERATED CONSTRUCTION FUNDING FOR LAND AT FORMER WESTERN SCHOOL AND FORMER LINDSEY LOWER SCHOOL PLAYING FIELD**

Cabinet received a report from the Portfolio Holder for Regeneration, Housing, Skills and Assets setting out the conditions attached to the Accelerated Construction Funding following Homes England offered the council £2,677,202 to support the provision of infrastructure to the Western and Lindsey Lower sites.

This item was considered under the Special Urgency requirements as set out in the Council's Constitution, and with the agreement of the Chair of the Economy Scrutiny Panel. It was therefore not subject to the call-in procedure. This item was considered urgent due to the consultation and negotiations for the funding needing to be concluded by 31<sup>st</sup> March 2019.

**RESOLVED – That the Position Statement (Closed Appendix 1 of the report now submitted) as the Council's position to enter detailed negotiation with Homes England.**

REASON FOR DECISION – As laid out in the report now submitted.

OTHER OPTIONS CONSIDERED – as laid out in the report now submitted.