



CABINET DECISION NOTICE

Publication Date: 20th September 2024

At a meeting of the Cabinet held on the 18th September 2024 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 Jackson (in the Chair)

Councillors Cracknell, Harness, Hudson, Shepherd and S. Swinburn

DN.30 APOLOGIES FOR ABSENCE

Apologies for absence were received for this meeting from Councillors Dawkins and Shreeve.

DN.31 DECLARATIONS OF INTEREST

There were no declarations of interests made from Members with regards to items on the agenda for this meeting.

DN.32 MINUTES

The minutes of the Cabinet meeting on the 21st August 2024 were agreed as a correct record.

DN.33 REGULATION OF INVESTIGATORY POWERS ACT (RIPA) 2000 UPDATE 2023/24

Cabinet received a verbal update from the Monitoring Officer on activity conducted by the Council under the Regulation of Investigatory Powers

Act (RIPA) 2000 during 2023/24 as required by the Home Office Code of Practice for Covert Surveillance and Property Interference. Cabinet noted one instance of directed covert surveillance in connection with a trading standards investigation.

RESOLVED – That the update was noted.

**DN.34 REDEVELOPMENT OF TOWN CENTRE CAR PARKS -
ABBAY WALK CAR PARK AND BURGESS STREET CAR
PARK**

Cabinet considered a report from the Portfolio Holder Housing, Infrastructure and Transport seeking approval for the demolition and redevelopment of the Abbey Walk car park, as well as the redevelopment of the Burgess Street car park

RESOLVED –

- 1. That the condition of the AWCP and approves the recommended option (Option 4) to demolish the current structure and replace it with a surface level car park be noted**
- 2. That the Director of Economy, Environment, and Infrastructure, in consultation with the Leader of the Council, be delegated authority to:**
 - a. progress and approve the designs for the demolition of AWCP car park.**
 - b. procure and appoint contractors to deliver the redevelopment of AWCP scheme and thereafter to mobilise and implement the scheme, including applying for any planning permissions that may be required.**
 - c. redevelop the Burgess Street car park to better manage Grimsby Town Centre parking.**
- 3. That the Director of Economy, Environment, and Infrastructure, in consultation with the Leader of the Council be authorised to deal with all matters arising from or ancillary to the above recommendations.**
- 4. That the Assistant Director Law and Governance (Monitoring Officer) be authorised to execute and complete all requisite legal documentation in relation to the matters outlined above.**

REASON FOR DECISION – Following the emergency closure of the AWCP and the subsequent intrusive condition survey, the recommended option is to demolish AWCP and create a new ground

level car park with an estimated capacity of 120 parking bays. As space to demolish the car park is not optimal in this location due to road and rail constraints, the opportunity to pair this demolition contract with the site of the proposed transport hub will create the logistical capacity required for a demolition of this nature and will also allow for both sites to be cleared at the same time reducing the impact on the highway network, disruption to local business, residents and potentially reduce scheme costs.

OTHER OPTIONS CONSIDERED –

1. Do Nothing – The Council could choose to not progress with revitalising AWCP. However, this would mean that the structure will be left to be a stranded asset with no revenue generation, unsafe, not fit for purpose and a public safety liability.
2. Other options were considered and detailed within paragraphs 1.7-1.10 of the supporting report, being:

Option 1: Maintain – this option will maintain the existing structure at an approximate cost of £4 million, with a 5 to 10 years life span. The maintain option will reduce capacity on each level, potentially losing 10 to 20 spaces. Due to the current structure, this option does not future proof for heavier weight of Electric Vehicles (EVs), and an annual maintenance costs to monitor and manage the deterioration is required. It will take between 12 – 18 months to identify and maintain all deterioration in the car park in a phased approach.

Option 2: Replace Like-for-Like – this option will demolish and rebuild the AWCP as a 4-storey structure as is, at a cost approximate cost of £7 million with a life span of 25 years without major issues. Full capacity will be restored and future-proofed to accommodate EV weights. The estimated completion time is 18 months to 3 years.

Option 3: Demolish and replace with 2-Storey Structure – this option will demolish the existing 4-storey structure and replace it with a 2-storey, at an approximate cost of £4 to £5 million. This new 2-storey structure would accommodate about 150 to 180 parking spaces and be future-proofed for EVs, with a life span of 25 years without major issues. The estimated completion time is 18 months to 3 years.

Option 4: Demolish and replace with a Ground-level Car Park – this fourth option will demolish the current car park and replace with a ground-level car park, initial estimated costs between £1.5 million to £2.5 million. Commissioning the design of demolition will produce more accurate costings for the scheme. This surface level layout would provide parking spaces between 80 to 120 spaces, benefiting from additional room gained from removing ramps and stairs, thereby

increasing the footprint of the car park. An additional benefit is the future potential to build up if demand increases. The estimated completion time is between 12 to 18 months.

DN.35 GRIMSBY TRANSPORT HUB DESIGN

Cabinet considered a report from the Portfolio Holder Housing, Infrastructure and Transport seeking approval of the concept of developing a Transport Hub within Grimsby Town Centre, enabling feasibility of the scheme.

RESOLVED –

- 1. That the concept of developing a Transport Hub within Grimsby Town Centre, enabling feasibility of the scheme be approved.**
- 2. That the Director of Economy, Environment & Infrastructure, in consultation with the Leader of the Council be delegated authority to procure and appoint professional design, technical, regeneration, and associated specialist skills required to progress the projects feasibility and outline design.**
- 3. That the Director of Economy, Environment, and Infrastructure, in consultation with the Leader of the Council, be delegated authority to:**
 - a. progress the feasibility of the proposed Transport Hub through the RIBA 0 to 3 Stages before seeking further cabinet approval to progress through stages 4 through to**
 - b. procures and appoint contractors to deliver the Transport Hub feasibility design RIBA 0 to 3.**
 - c. carry out a public consultation on the concept of the proposals and carry out a traffic and parking review to assess the impact the development may have on the wider network; and,**
 - d. deal with any land matters that may arise regarding the project.**
- 4. That the Director of Economy, Environment, and Infrastructure, in consultation with the Leader of the Council, be authorised to undertake:**
 - a. submission of any outline planning applications for the proposed Transport Hub scheme that may be required; and,**
 - b. Commission any enabling surveys and works that might be required for both schemes.**

5. **That the Director of Economy, Environment, and Infrastructure, in consultation with the Leader of the Council be authorised to deal with all matters arising from or ancillary to the above recommendations.**
6. **That the Assistant Director Law and Governance (Monitoring Officer) be authorised to execute and complete all requisite legal documentation in relation to the matters outlined above.**

REASONS FOR DECISION – The residents of NEL deserve a fit for purpose transportation hub that allows quick easy access to public transport services in a central location near to rail, retail and town centre amenities. This decision will enable the Council to progress development of the Transport Hub Project through to technical design, consult with key stakeholders, seek outline planning permission, and satisfy funding bodies on progress towards the spending of initial allocations.

OTHER OPTIONS CONSIDERED –

1. Do Nothing – The Council could choose to not progress with the projects. However, this would mean the loss of the BSIP grant from the area and mean that the potential regeneration for Grimsby will not be achieved, including the aspirations within the Grimsby Town Centre masterplans.
2. Do Less – The Council could choose to limit the scale of the project design. However, this would reduce its impact and ability to meet the ambition of the Grimsby Town Centre Masterplan, resulting in lack of buy in from Stagecoach and the local community.
3. Change the recommended concept designs for the Transport Hub – The Council could choose not to approve the recommended concept designs for the project or request alternative options. This option would cause significant delay to the project and impact delivery timescales and potentially mean the loss of the BSIP grant for the project.

DN.36 RESPONSE TO GOVERNMENT CONSULTATION ON NATIONAL PLANNING POLICY FRAMEWORK

Cabinet considered a report from the Portfolio Holder for Housing, Infrastructure and Transport on the consultation on proposed changes to national planning policy and highlighting the implications for the local plan review.

Cabinet noted that the Transport Infrastructure and Strategic Housing Scrutiny Panel considered the report at the meeting on the 10th

September 2024 and their comments were resolved to be included as part of the Council's formal response to the consultation.

RESOLVED – That the Director of Environment, Economy & Infrastructure, in consultation with the Leader of the Council and Portfolio Holder for Housing, Infrastructure and Transport, be delegated authority to submit the Council's response to the Secretary of State for Housing, Communities and Local Government before the closing date for the consultation 24 September 2024.

REASONS FOR DECISION – To enable the Council to respond to the Government's consultation as set out by the Secretary of State for Housing, Communities and Local Government on 30th July 2024. The Council's response is required by 24th September 2024.

OTHER OPTIONS CONSIDERED –

1. The Council could decide not to respond to the consultation, although doing so would result in the Government not being made aware of the Council's concerns regarding the proposed changes to national planning policy.
2. No other options were considered in relation to the local plan review as the Council will be required to abide by the changes to NPPF and Levelling-Up and Regeneration Act when they are brought into effect or enacted. These have considerable implications for the content of the local plan review.

DN.37 PROCUREMENT OF THE SUPPORT AT HOME FRAMEWORK

Cabinet considered a report from the Portfolio Holder for Health, Wellbeing and Adult Social Care seeking approval to re procure the support at home framework in North East Lincolnshire

RESOLVED –

- 1. That the undertaking of a procurement exercise for the support at home provision as set out in the report now submitted be approved.**
- 2. That the Director of Adult Social Services, in consultation with the Portfolio Holder for Health, Wellbeing and Adult Social Care be authorised to commence the above procurement exercise.**
- 3. That the Director of Adult Social Services, in consultation with the Portfolio Holder for Health, Wellbeing and Adult Social Care be delegated authority to award and carry out all reasonably arising ancillary activity in terms of mobilisation and**

implementation.

- 4. That the Assistant Director Law and Governance (Monitoring Officer) be authorised to complete and execute all requisite legal documentation arising from the above recommendations.**

REASON FOR DECISION – North East Lincolnshire has a statutory responsibility to deliver support at home services for people that are eligible under the Care Act 2014. The current contract is due to end in September 2025 and therefore we need to start the procurement process in December 2024 to ensure that all processes can be completed in the timeframe.

OTHER OPTIONS CONSIDERED – Do nothing - due to the council's statutory responsibility to provide these services without a framework. This would mean packages of care would need to be provided on a spot arrangement. The council would have limited control of unit costs and quality and therefore unmitigated financial risk.

DN.38 PROCUREMENT OF THE MICROSOFT ENTERPRISE AGREEMENT

Cabinet considered a report from the Portfolio Holder for Finance, Resources and Assets seeking approval to commence a procurement exercise for the Microsoft Enterprise E5 licence Agreement.

RESOLVED –

- 1. That the commencement of a procurement exercise for the Microsoft Enterprise E5 licence Agreement be approved.**
- 2. That the purchase of Microsoft E5 licensing renewal be approved.**
- 3. That the Executive Director Place and Resources in consultation with the Portfolio Holder for Finance, Resources and Assets be delegated authority to award the contract for the Microsoft Enterprise Agreement and E5 licensing and thereafter to deal with all ancillary matters reasonably arising.**
- 4. That the Assistant Director Law and Governance (Monitoring Officer) be authorised to complete and execute all legal documentation in connection with the award.**

REASONS FOR DECISION – The decision allows the Council to commence the procurement exercise for the replacement Microsoft Enterprise Agreement and allows the Council to award the contract.

OTHER OPTIONS CONSIDERED –

1. Do nothing - this option is considered not a viable option as it is necessary to remain in-license with our Microsoft Enterprise Agreement. Our Enterprise Agreement enables the Council to update and maintain the ICT software and server infrastructure. The Council would lose the use of ICT and cease to operate as a modern functioning Council if it did not take action in response to the ceasing of the current support.
2. Replace the estate with an alternative products and infrastructure sets, e.g. Google Cloud Platform and G Suite, Amazon Web Services (AWS) etc. There are alternative solutions to Microsoft technology, such as Google and Apple for Business, although the cost of change is likely to be prohibitive. Also, the time required to make the change to another solution is likely to take several years.
3. Purchase the E5 Licence Renewal. This would continue to give enhanced security features and opportunities for collaboration. This option supports the Council to continue support collaborative ways of working, enabling the 'work anywhere and with anyone' culture, whilst maintaining and enhancing the security of our infrastructure, systems and data. For further information please refer to the CLOSED appendices - "CLOSED Microsoft Enterprise Agreement Appendix1 and 2".

DN.39 EXCLUSION OF PRESS AND PUBLIC

RESOLVED – That the press and public be requested to leave 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.40 PROCUREMENT OF THE MICROSOFT ENTERPRISE AGREEMENT

Cabinet considered an appendix to the report Portfolio Holder for Finance, Resources and Assets referred to at DN.38 above.

RESOLVED – That appendix to the report, pursuant to the decision at DN.38 above, be noted.

