



Officer Decision Record – Key Decision

Key decisions taken by an officer are subject to the 5 day call in period from circulation to Members, and therefore the decision will be released for implementation following the call-in period and no call in being received

1. Cabinet date and copy resolution this key decision relates to

Cabinet decision notice - 20th September 2024 (DN34) relates to supporting the Redevelopment of Town Centre Car Parks – Abbey 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.

2. Subject and details of the matter (to include reasons for the decision)

A procurement exercise was launched on 21 March 2025 by Equans, in partnership with NELC, for the demolition of Abbey Walk Car Park. The scope of works includes the safe demolition and site clearance of the existing 5-storey reinforced concrete structure, which currently comprises 427 parking spaces. The tender was advertised as an open competition to attract a broad market response and closed on 2 May 2025. A total of 12 demolition contractors submitted compliant bids. The evaluation process was conducted in line with the Council's procurement rules and included a comprehensive two-stage assessment of both price and quality, with weightings of 60% and 40%, respectively. Each submission was thoroughly assessed with clarifications requested from all compliant bidders where the panel felt more information was required. GBM Demolition emerged as the highest scoring bidder based on the combined evaluation of quality and cost. GBM submission presented value for money and as a result, recommended as the preferred bidder to carry out the demolition of Abbey Walk Car park.

3. Decision being taken

That the Director of Economy, Environment, and Infrastructure, in consultation with the Portfolio Holder for Housing, Infrastructure and Transport award the contract to GBM Demolition to undertake the demolition works

4. Is it an Urgent Decision? If yes, specify the reasons for urgency. Urgent decisions will require sign off by the relevant scrutiny chair(s) as not subject to call in.

No

5. Anticipated outcome(s)/benefits

The demolition works will ensure that the redevelopment of Abbey Walk Car Park will be possible as the current unsafe structure will be removed to allow for a safer, more open surface car park. This will also help deter anti-social behaviours through better visibility and improved layout.

Ultimately, the redeveloped surface car park will improve the parking experience and environment for both residents and visitors through a modern design, EV charging, contributing to its 'sense of place' as well as complementing and enhancing other regeneration activities across the wider Grimsby Town Centre. The surface-level car park design will also allow for future expansion if required.

Alongside the work to redevelop the Abbey Walk Car Park, NELC commissioned a study looking at wider car parking provision across Grimsby Town Centre. The study has now been received; it considers the reduced capacity arising from the Abbey Walk scheme and will support the Council in identifying options to address wider car parking needs across the town centre.

6. Details of any alternative options considered and rejected by the officer when making the decision (this should be similar to original cabinet decision)

[4.-Decision-Notice-Cabinet-18th-September-2024.pdf](#)

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.

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

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 construction is estimated to cost around £1m, and would provide parking spaces of around 80 spaces, benefiting from additional room gained from removing ramps and stairs, thereby increasing the footprint of the car park. The demolition and construction costs will be met through a capital funding ask. An additional benefit is the future potential to build up if demand increases. The estimated completion time is between 12 to 18 months.

7. Background documents considered (web links to be included and copies of documents provided for publishing)

NA

8. Does the taking of the decision include consideration of Exempt information? If yes, specify the relevant paragraph of Schedule 12A and the reasons

NA

9. Details of any conflict of interest declared by any Cabinet Member who was consulted by the officer which relates to the decision (in respect of any

declared conflict of interest, please provide a note of dispensation granted by the Council's Chief Executive)

N/A

10. Monitoring Officer Comments (Monitoring Officer or nominee)

The decision is consistent with the will and expectation of Cabinet. The procurement exercise has been conducted so as to comply with the Council's policy and legal obligations and been supported by relevant officers.

11. Section 151 Officer Comments (Deputy S151 Officer or nominee)

The work will principally consist of the knocking down of the car park structure to ground level, the removal and disposal of all spoil materials in an environmentally safe manner and the ground levelled ready for the next phase of works which will be the construction of a surface- level car park. The new car park construction works will be re-tendered as a separate contract and subject to another ODR in due course. The total cost estimate for demolition and removal of the old multi-story car park and construction of the new surface-level car park is currently £1.5m to £2.5m, with £750k of that total allocated to this first contract.

This follows a competitive procurement process providing assurance around value for money. Capital expenditure will be met through an existing capital funding allocation, aligned with the Council's broader regeneration objectives for Grimsby Town Centre. The decision to proceed with demolition and surface-level redevelopment was informed by a robust options appraisal. The direct financial benefits of the project will reduce ongoing maintenance liabilities.

12. Human Resource Comments (Head of People and Culture or nominee)

There are no direct HR implications arising from the contents of this report.

13. Risk Assessment (in accordance with the Report Writing Guide)

The key risks associated with progressing the demolition of the Abbey Walk Car Park:

- Network Rail Dependencies – The site's proximity to rail track requires approval of several documents before demolition including Risk and Method Statement,

Demolition design and Asset possession procedures. Delays in securing these approvals could impact the project timeline

- Programme Delay – if the contract award decision is not made in a timely manner, the preferred contractor may not be able to mobilise immediately, which could result in increase in reprogramming costs or resource allocation
- Ground conditions risk – Although a site ground investigation has been conducted, any unknown ground conditions uncovered during the demolition may affect demolition timeline
- Reduced Car Parking Provision – The capacity of Abbey Walk Car Park will be reduced as a result of the works outlined in this report, consequently, NELC has commissioned a car parking study which will identify the impact of this action on Grimsby Town Centre car parking provision and support any further steps required.

14. Has the Cabinet Tracker been updated with details of this decision?

Linked to Cabinet Decision Notice 34 supporting the Redevelopment of Town Centre Car Parks – Abbey Walk Car Park and Burgess Street Car Park

15. Decision Maker(s):

Name: Sharon Wroot

Title: Interim Chief Executive

Signed: REDACTED

Dated: 6th August 2025

16. Consultation carried out with Portfolio Holder(s):

Name: Cllr Stewart Swinburn

Title: Portfolio Holder for Housing, Infrastructure and Transport

Signed: REDACTED

Dated: 6th August 2025

17. If the decision is urgent then consultation should be carried out

with the relevant Scrutiny Chair/Mayor/Deputy Mayor

Name:

Signed:

Title:

Dated:

Key Decisions are defined in the Constitution as:

A decision (whether taken collectively or individually by members) which is likely:

- (i) to result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates; or
- (ii) to be significant in terms of its effects on communities living or working in an area comprising two or more wards.

A decision will be considered financially significant if:

- (i) in the case of revenue expenditure, it results in the incurring of expenditure or making savings of £350,000 or greater;
- (ii) in the case of capital expenditure, the capital expenditure/savings are in excess of £350,000 or 20% of the total project cost, whichever is the greater

In determining whether a decision is significant in terms of its effect on an area comprising two or more wards, consideration shall be given to:

- (i) the number of residents/service users that will be affected in the wards concerned;
- (ii) the likely views of those affected (i.e. is the decision likely to result in substantial public interest)
- (iii) whether the decision may incur a significant social, economic or environmental risk.