



## **CABINET DECISION NOTICE**

Publication Date: 15<sup>th</sup> July 2021

At a meeting of the Cabinet held on the 14<sup>th</sup> July 2021 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, Procter, Shepherd, Shreeve and S. Swinburn.

### **DN.29 APOLOGIES FOR ABSENCE**

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

### **DN.30 DECLARATIONS OF INTEREST**

There was a declaration of a personal interest from Councillor Shreeve for item DN.34 and DN.38, as a trustee of Harbour Place.

### **DN.31 HUMBER FREEPORT OUTLINE BUSINESS CASE**

Cabinet considered a report from the Leader of the Council seeking approval to support the submission of an Outline Business Case for the Humber Freeport, including in principle seed capital funding for North East Lincolnshire and the establishment of a Humber Freeport Company.

#### **RESOLVED –**

- 1. That the submission of an Outline Business Case for the Humber Freeport including the principle of seed capital funding focused on bringing further inward investment to the South Humber Industrial Investment Programme (SHIIP), be supported.**

2. That the establishment of a Humber Freeport Company in due course to administer the Freeport and to realise its objectives, be supported.
3. That authority be delegated to the Executive Director for Environment, Economy and Resources in consultation with The Leader of the Council to:
  - a. Negotiate suitable terms and governance arrangements with Central Government, other constituent Humber Authorities and stakeholders including the Humber Freeport Company;
  - b. To enter into appropriate agreements, including an outline bid for an initial £15m of seed capital funding, leading to the establishment of the Humber Freeport Company;
  - c. To implement the Freeport proposal generally and to carry out all activity reasonably ancillary to such implementation.
  - d. To regularly update the Economy Scrutiny Panel as to progress of such implementation.
4. That authority be delegated to the Assistant Director Law, Governance and Assets the responsibility to execute all documentation arising.

REASONS FOR DECISION - Supporting the submission of an Outline Business Case and the principle of establishing a Humber Freeport Company will help deliver the economic growth envisaged by a successful Freeport and will bring additional benefits to North East Lincolnshire via an initial £15m of seed capital funding should the full business case be approved by Government

OTHER OPTIONS CONSIDERED – The Council could choose not to support the submission of the Outline Business Case but to do so would lead either to the potential benefits to the region of the Freeport being lost or the rest of the region progressing without NEL.

Equally, the Council could choose not to support the establishment of a Freeport Company. However, a vehicle is needed which brings together the public and private sector to deliver the Freeport. The work undertaken thus far to deliver a successful Freeport bid to Government has been recognised as an excellent example of public and private partnership, working under tight time pressures.

## **DN.32 COMMUNITY RECYCLING CENTRE RATIONALISATION - EXTENSION OF BOUNDARY**

Cabinet considered a report from Portfolio Holder for Environment and Transport seeking approval to extend the current Grimsby Community Recycling Centre boundaries to allow for better traffic flow and an improved recycling offer.

**RESOLVED –**

- 1. That the decision to extend the current Grimsby Community Recycling Centre boundaries to allow for better traffic flow and an improved recycling offer, be approved.**
- 2. That the Executive Director for Environment, Economy and Resources be instructed to further consider the leasing options for the former Gilbey Road depot land adjacent to the Community Recycling Centre, subject to a further report to Cabinet and secured capital funding.**
- 3. That authority be delegated to the Executive Director for Environment, Economy and Resources in consultation with the Portfolio Holder for Environment and Transport to deal with all matters arising from and ancillary to the above.**

REASONS FOR DECISION - The proposed changes to the Grimsby CRC site are linked to the Depot Rationalisation project, as the land currently housing the NELC owned Gilbey Road Depot will become vacant once Waste Service relocate to the remodelled Doughty Road Depot. Utilising this land, by extending the boundaries of the CRC into part of the Gilbey Road depot, offers an excellent opportunity to improve the facilities we provide at the Grimsby CRC site. This leaves the remaining depot land available to explore income generation opportunities.

OTHER OPTIONS CONSIDERED – Do Nothing - This option would leave the council with further vacant land adjacent to the site and without the additional space at the recycling centre, would also limit any improvement options in the future.

## **DN.33 DEPOT RATIONALISATION TRAFFIC MANAGEMENT UPDATE**

Cabinet considered a report from the Portfolio Holder for Environment and Transport presenting the requested traffic management assessment relating to the proposed new depot entrance on to Peaks Parkway (A16), Grimsby.

### **RESOLVED –**

- 1. That the Proposed Depot Merger Doughty Road, Grimsby Transport Assessment May 2021, at Appendix A of the report now submitted, be considered in relation to the creation of a single depot site at Doughty Road.**
- 2. That authority be delegated to the Executive Director for Environment, Economy and Resources in consultation with the Portfolio Holder for Environment and Transport to progress all activity to allow the Depot Rationalisation project, as approved**

**by Cabinet in February 2020, to proceed through to completion of the project.**

REASONS FOR DECISION - NELC's depot services currently operate from two locations: the Doughty Road site and the Gilbey Road site. The proposal to co-locate services on one combined site would improve service efficiency, environmental sustainability, reduce property maintenance costs and ensure that good quality facilities are available for all Council and Engie employees. The property improvements would also enable the services to continue their journey toward a zero-emissions vehicle fleet, to support the NELC's "Climate Local" ambitions.

The requested Transport Assessment (Appendix A) concludes that the proposed entrance to Peaks Parkway should not have significant impact in terms of sustainable transport, road safety and traffic.

OTHER OPTIONS CONSIDERED - The options for Depot Rationalisation were detailed in the business case submitted in February 2020 and have not changed.

Consideration has been given to excluding the new entrance way in the design of the remodelled depot, but this option is not considered viable. The impact of increased traffic flow at the existing entrance would be significant and have a detrimental impact compared to the low impact of the proposed new entrance way as detailed in the Transport Assessment.

#### **DN.34      ROUGH SLEEPER INITIATIVE YEAR 4**

Cabinet considered a report from the Portfolio Holder for Economic Growth, Housing and Tourism providing an update on the interventions which have been accomplished over the previous 12 months and to award tenders in order to further build on the initiative.

#### **RESOLVED –**

- 1. That the recommendations to award the framework to the preferred tenderers detailed in Appendix A of the report now submitted, be approved.**
- 2. That authority be delegated to the Executive Director, Environment, Economy and Resource, in consultation with the Portfolio Holder for Economic Development, Housing and Tourism to award and to ensure that all necessary actions in relation to implementation are carried out; and**
- 3. That the Assistant Director Law, Governance and Assets (Monitoring Officer) be authorised to execute and complete all requisite legal documentation.**

REASONS FOR DECISION - The decision allows the Council to award the grant funding for the MHCLG agreed Rough Sleeper Initiatives in North East Lincolnshire to reduce the numbers of rough sleepers and prevent those with complex needs from becoming homeless

**OTHER OPTIONS CONSIDERED –**

Not accept funding and grant Providers to provide RSI:

To not accept the funding for rough sleeper initiatives as agreed by MHCLG, could result in the delivery of rough sleeper initiatives ceasing, which would lead to a significant increase in the number of people approaching the Council for homelessness assistance, increased instances of rough sleeping and begging. We would anticipate an increase in sofa-surfing and rough sleeping across the borough. Alternatively, at a time when reducing rough sleeping is a priority for the Government, the Authority may incur additional costs in accommodating those who become homeless.

Explore options to terminate delivery of RSI programme.

The Council has maintained its commitment in funding the support offered to rough sleepers and rough sleeper services. The removal of such a programme across the Borough would create a significant increase in demand on services in the public and welfare sectors for those most in need. Removing the funding for street outreach workers and navigators for example, would remove the frontline face to face / direct services for those residents in crisis. The funding also funds 2 Support Workers to continue to support those rough sleepers who are accommodated, so they can access support as and when they reach out in need.

**DN.35 REGULATION OF INVESTIGATORY POWERS ACT (RIPA) 2000 UPDATE 2020/21**

Cabinet considered a verbal update from the Assistant Director, Law, Governance and Assets (Monitoring Officer) on activity conducted by the Council under the Regulation of Investigatory Powers Act (RIPA) 2000 during 2020/21 as required by the Home Office Code of Practice for Covert Surveillance and Property Interference.

**RESOLVED – That the update confirming there was no RIPA activity conducted during 2020/2021, be noted.**

REASONS FOR DECISION – Not a key decision, not applicable.

OTHER OPTIONS CONSIDERED – Not a key decision, not applicable.

**DN. 36 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.37 DEPOT RATIONALISATION TRAFFIC MANAGEMENT UPDATE**

Cabinet considered an appendix to the report from the Portfolio Holder for Environment and Transport referred to at DN.33 above.

**RESOLVED – That the appendix to the report, pursuant to the decision at DN.33 above, be noted.**

REASONS FOR DECISION – As per DN.33

OTHER OPTIONS CONSIDERED – As per DN.33

**DN.38 ROUGH SLEEPER INITIATIVE YEAR 4**

Cabinet considered an appendix to the report from the Portfolio Holder for Economic Development, Housing and Tourism referred to at DN.34 above.

**RESOLVED – That the appendix to the report, pursuant to the decision at DN.34 above, be noted.**

REASONS FOR DECISION – As per DN.34

OTHER OPTIONS CONSIDERED – As per DN.34