

MINUTES OF MEETING Cabinet HELD ON Tuesday, 7th November, 2023, 6.30pm

PRESENT:

Councillors: Peray Ahmet (Chair), Mike Hakata, Emily Arkell, Zena Brabazon, Dana Carlin, Seema Chandwani, Lucia das Neves, Ruth Gordon, Adam Jogee and Sarah Williams

ALSO ATTENDING: Cllr Cawley- Harrison online.

1. FILMING AT MEETINGS

The Leader referred to the notice of filming at public meetings and attendees noted this information.

2. APOLOGIES

There were no apologies for absence.

3. URGENT BUSINESS

There was one item of exempt urgent business in relation to item 26. This addendum was accepted by the Chair and circulated to Cabinet Members earlier in the day.

4. DECLARATIONS OF INTEREST

Cllr Carlin declared an interest in items 17 and 25 and would recuse herself from the meeting for these items. She clarified that this was not strictly a disclosable pecuniary interest or personal interest but was declared as an interest further to considering Part 5, section A part 1 & 2 of the Council's Constitution and with an abundance of caution.

5. NOTICE OF INTENTION TO CONDUCT BUSINESS IN PRIVATE, ANY REPRESENTATIONS RECEIVED AND THE RESPONSE TO ANY SUCH REPRESENTATIONS

There were no representations received at the agenda publication stage in relation to the exempt items on the agenda.

6. MINUTES

RESOLVED

1. To approve the minutes of the Cabinet meeting held on the 17th of October 2023.
2. To approve minor corrections to Cabinet Minute 18 – 11.07.2023, and Cabinet Minute 536, 15.06.2021 to allow contract sealing.

7. DEPUTATIONS/PETITIONS/QUESTIONS

There were no deputations, petitions or questions received.

8. MATTERS REFERRED TO CABINET BY THE OVERVIEW AND SCRUTINY COMMITTEE

The Cabinet noted that the Children and Young People's Scrutiny Panel had considered the Youth Justice Plan report at their meeting on the 21st of September and their comments were included within the report at agenda item 11.

9. OPPORTUNITY HARINGEY: AN INCLUSIVE ECONOMIC FRAMEWORK FOR HARINGEY

The Cabinet Member for Council Housebuilding, Placemaking, and Local Economy introduced the report, which sought approval to the Opportunity Haringey Framework, the Council's new inclusive economy policy framework. The framework set out the Council's vision and ambition to work in collaboration with businesses, residents and local and strategic partners to drive forward a range of priority actions under 5 themes that will shape a fairer and greener economy with the ambition to reduce inequalities, unlock social value and secure prosperity for all.

In response to questions from: Cllr Hakata, Cllr Carlin, Cllr Jogee, and Cllr Cawley-Harrison, the following was noted:

- The framework responded to the demand in retrofitting skills to support forthcoming building programmes in Council buildings, Council homes and homes in the private sector. There was recognition of the need to create a significant number of jobs in the borough responding to this demand and the need to have skills to support this borough wide programme. The Council had already started to work with CONEL on developing future 'green skills' and how their curriculum could respond to this future skill demand. The Council was also working with local businesses and further working on upskilling the existing supply chain to create real opportunities locally and at entry level for local residents to enter this industry and maximise future opportunities for employment.
- The borough had 59 local town centres with varying successes and footfall. The team were always working on enlivening policies in the town centres to support and promote access and increase local spend. Local initiatives in Wood Green, Lymington Avenue, as well as 'Made in Tottenham' and 'Made in Haringey' were highlighted and officers emphasised that individual town centre

strategies were continuing and were not awaiting the instigation of this framework. They were working in tandem and support of the framework.

- The framework took forward learning and established joint work between the Council and businesses in the Wood Green Bid. There would be a business forum and various engagement networks to support continuing communication and joint work between the Council and businesses to support the framework and the work on the five themes.
- The Council were working with businesses on the ground and had the synergies to make this work. The Council were taking forward a relational approach with businesses to ensure that they were better connected to utilise opportunities. It was noted that there would be a shift to business network model to facilitate this. In addition, this would help bring businesses together at a strategic level.
- With regards to signposting businesses to forthcoming opportunities, the Council were already doing this through the described relational approach and they would hear more from the Council on how they can also connect to other wider opportunity networks. The rejuvenated business forum and networks would also support this.
- Following agreement of the Framework, there would be service delivery plans to feed into the borough vision outlined in the report.
- There would be increased communication on access to external funding and other London wide funding support opportunities
- The 'one Council' approach undertaken in the pandemic, was being continued and developed with ongoing liaison with businesses.
- In relation to supporting the physical changes to the town centres, connections would be made with highways initiatives and through other wider discussions with partners to identify opportunities for this. There were individual examples of cross Council and partner working on individual projects to improve the physical presence of town centres such as the Turnpike Lane initiative. Overall, this would be an iterative process with partner involvement.

RESOLVED

To note the contents of the Opportunity Haringey framework set out in paragraph 4.2 of this report and adopts the Opportunity Haringey framework attached as Appendix 1 as the Council's strategy for creating an inclusive economy in Haringey.

Reasons for decision

To put in place a policy and delivery framework to underpin, support and drive an inclusive and circular economy for Haringey thereby supporting the Council's ambition for being greener and fairer utilising local creativity to harness the strengths of our residents and businesses. Opportunity Haringey will help to build a more resilient local

economy and ensure investment delivers benefit for our residents and businesses. Opportunity Haringey will address current inequalities and embed social value by unlocking the borough's potential through:

- Attracting new well-paid quality jobs
- Connecting residents to opportunities from investment locally and in the London Labour market
- Equipping residents with skills levels to secure Good Work and ensure business growth delivers benefits for our residents
- Providing targeted business support to assist businesses in reducing their carbon footprint and encouraging growth of the circular economy
- Increasing the supply of modern workspace to keep up with demand
- Reimagining high streets and town centres as destinations and community hubs and a focus for a range of commerce and social activity
- Attracting inward investment including a significant higher education footprint
- The Council leading by example as a major employer and procurer of services
- Building local business networks and business to business opportunities
- Aligning Council services behind the local economy

Opportunity Haringey is attached as Appendix 1 of this report and contains five themes supported by priority actions under each theme:

- ~Theme 1: Job Creation

This theme recognises the role Haringey's businesses play in creating tens of thousands of jobs and other business opportunities for local people. It responds to what residents and businesses told us in particular around the Council developing a relational approach with our business community promoting business-to-business networking opportunities; more targeted business support, loan funds and signposting and focusing on our sectoral strengths such as creative.

Our priority actions focus on creating and supporting a Haringey Business Forum, supporting and signposting our businesses, a renewed offer on low-cost finance to support business growth/entrepreneurship and launching a Haringey Business Charter

- Theme 2: Investment

This theme speaks to Haringey's geographical, cultural and infrastructure strengths setting out our aspiration to bring new investment into Haringey, which can deliver jobs and wider economic opportunities, such as a university, college or a significant health or leisure facility. Bringing employment, skills, training opportunities, and increased local spend in the area as well as help to boost the profile of the Borough on a global stage.

Our businesses share our ambition and told us that there was amazing potential in the borough, and we needed to be better at collectively telling that story at a local, national and international level. We heard that businesses want to be part of that story putting Haringey on the map and celebrating the strengths of our growing sectors such as the Creative Industries and building

on successes like our 'Made by Tottenham' brand and promoting our role around Net Zero.

Our priority actions focus on bringing new investment to borough and developing our visitor economy.

- Theme 3: Good Work & Skills

This theme recognises that while many Haringey workers are in good employment, significant economic inequality exists in the borough, with relatively high numbers of unemployed and in-work poor and disproportionate employment challenges faced by specific groups experiencing structural disadvantage.

Residents told us they want us to focus support on those most disadvantaged in the labour market and in work poverty with a focus on Good Work at London Living Wage levels and with opportunities for progression.

Our priority actions focus on reshaping Haringey Works and Haringey Learns to focus on those facing the greatest barriers into work and those in in-work poverty, meeting employer and future skills demand, with a focus on employer and sector demand and transferable skills development to support residents into local and London wider job opportunities (April 2024) We will develop sector plans that play to our strengths with a focus on job growth and future skills (from Winter 2023 onwards). Using as an employer we will adopt a Social Value approach to create job and training opportunities for residents through our procurement, create skills and training opportunities and focus on the opportunities of retrofit for local residents and businesses

- Theme 4: High Streets and Industrial Estates

This theme recognises the role our high streets, town centres, local parades and industrial estates play as essential sources of trade and employment and the special role our high streets play in instilling pride in a local community. It recognises our high streets as destinations supporting creativity, entrepreneurship and diversity.

Businesses tell us that they see first-hand the continued impact of online retail on shopping habits and that 'the challenge is to make the high street relevant again'.

Our priority actions include adopting a Markets Strategy, championing the creative economy and promoting the vibrancy of our town centres and high streets and industrial estates.

- Theme 5: Work places and spaces

This theme recognises the challenges we face in borough in supply of high quality affordable workspace and the pressure this places on the ability of businesses to be as resilient and productive as they could be and grow their workforce.

Our priority actions include convening a workspace provider's forum, co-ordinating a workspace providers list and supporting workspace policy in the new local plan as well as working through our corporate and strategic partners to unlock and achieve new workspaces.

Alternative options considered

Keep working through existing economic policy framework – The Good Economy Recovery Plan, Skills and Employment Recovery Action Plan and Town Centres Recovery Action Plan. These were established as response to the pandemic and associated economic shocks and therefore are not relevant to current economic conditions and associated challenges and opportunities. There is need for a more agile approach that enables policy and action to pivot to meet and support changing needs, demands and ambitions.

Produce traditional economic development strategy with detailed action plan – This would be too rigid in the current emerging economic climate which demands a more agile and responsive approach as detailed in 5.1 above. Economic Development Strategies are often very lengthy and are therefore not as flexible as a framework approach. They also tend to prioritise economic growth above other considerations, whereas a framework focussed on inclusive growth shifts this towards deriving the greatest benefits for the widest range of residents and businesses as possible and tackling disadvantage.

10. REVIEW OF HIGHGATE JUNIOR SCHOOL STREET (SS09)

The Cabinet Member for Climate Action, Environment, and Transport and Deputy Leader of the Council introduced the report, which sought approval to make permanent all ETOs associated with this School Street.

It was noted that school streets were safer for children, reduced congestion and air pollution.

The review of the experimental School Street demonstrated that traffic volumes within the School Street had reduced by 75% during operational hours and there had been an 8% increase in walking, cycling and scooting to school.

RESOLVED

1. To note the outcome of the trial, including feedback, as detailed in the Monitoring Report (Appendix A).
2. To note that no objections to the experimental traffic orders were received.
3. To agree that the Council shall not exercise its discretion to cause a public inquiry to be held for the reasons set out in paragraph 8.7 of this report.
4. To approve the making permanent of all ETOs associated with the School Street (SS09) as shown in Appendix E of this report.
5. To authorise the Head of Highways and Parking to take all consequent steps to make the ETOs permanent.

REASONS FOR DECISION

The reason for making permanent the traffic orders associated with the School Street is in summary as follows: School Streets are a key priority for the Council, as set out within the [School Street Plan](#)¹, the [Walking and Cycling Action Plan](#)² and the [Corporate Delivery Plan 2022-2024](#)³. See further sections 6, 7, 8, 9 and 10 below.

ALTERNATIVE OPTIONS CONSIDERED

Do nothing - i.e. to let the experimental traffic orders lapse.

The Council would therefore fail to deliver on the motion passed by Full Council in March 2019, which set out a commitment to deliver School Streets at primary schools across the borough.

Failure to retain this School Street would not meet the objectives set out in the Transport Strategy and the Climate Change Action Plan and the Walking and Cycling Action Plan.

11. ANNUAL YOUTH JUSTICE PLAN 2023-2024

The Cabinet Member for Children, Schools and Families introduced the report which sought approval to recommend the Annual Youth Justice Plan to Full Council for adoption.

The Cabinet Member outlined that the Council and partners were working to prevent young people from entering the youth justice system, and to support those who have to be rehabilitated was vital, complex, and detailed work.

The local authority was working with a range of partners to support young people who are at risk of entering the system or who are going through it.

The Youth Offending Service was a statutory regulated service, and the Local Authority was required to produce an Annual Youth Justice Plan. This was a statutory requirement and securing the endorsement of Cabinet was an important part of the process and gave this overarching plan the attention and priority within Council and partnership activities.

The local authority had a statutory duty to consult with partners to develop and implement this Annual Youth Justice Plan. As a statutory regulated service; Her Majesty's Inspectorate of Probation (HMIP) inspected youth offending services. The plan set out how youth justice services were to be provided and funded, and how the Youth Justice Service will run. As a strategic document, the plan covered and linked to several associated partnership strategies, which were set out in the report, including the Young People at Risk Strategy 2019-2029, Community Safety Strategy 2019-2023, and Haringey's Corporate Delivery Plan. To ensure delivery of the aims and

¹ <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=83410&PlanId=0&Opt=3#A175755>

² <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/haringey-s-adopted-walking-and-cycling-action-plan>

³ www.haringey.gov.uk/sites/haringeygovuk/files/final_corporate_delivery_plan.pdf

objectives, there was a more detailed operational delivery plan, with progress being reported to the Haringey Youth Justice Strategic Partnership Board.

In response to questions from Cllr das Neves, the following information was noted.

- The Police had an instrumental role in developing the plan and were committed to working with young people in a positive way.
- The Detective Superintendent for the Metropolitan Police was the vice chair of the Youth Justice Strategic Management Board and the Police lead a key part of the action plan. This was detailed within the appendix with actions allocated to the Police leads as well as other partners such as the Probation Service.
- The Cabinet Member highlighted the primary focus of the Council and partners on the 'child first' approach and then dealing with the issues of offending. The Police had been committed to this approach and were working with the Council and partners to ensure that young people did not enter the Youth Justice system but if they did that, it was managed as effectively as possible.
- Within the service, there was an operational delivery plan that had a clear section on the work that the Council were doing on disproportionality. This contained information on of the work that the Council had commissioned to support predominantly young black males because they tended to make up over half of the cohort within the Youth Justice Service. There were also details on the training taken forward in the Council workforce in order to understand disproportionality, identify it, and then provide interventions in response to help reduce this going forward. The Assistant Director offered to provide this further detail to Cllr Hakata after the meeting.

RESOLVED

1. To note that the Children and Young People's Scrutiny Panel have no changes to the annual Youth Justice Plan and recommend cabinet note their comments in accordance with Part four Section E paragraph 2.2 of the Council's Constitution as outlined in paragraphs 5.6 – 5.11.
2. To note that Cabinet recommend to full council adoption of the Annual Youth Justice Plan.

Reasons for decision

In England only, statutory youth justice plans must be signed off by full council. However, the plan can be submitted with the approval of the Board Chair with confirmation of full sign off submitted later. The 'sign off' by the Chair is an indication that the wider management board have approved the submitted plan which must be submitted to the Youth Justice Board (YJB) and published annually by 30 June 2023. This plan was approved by the Youth Justice Strategic Partnership Board on the 21st June with the plan submitted to the YJB prior to the deadline.

Alternative Actions

None

12. ADMISSION TO SCHOOLS – PROPOSED ADMISSION ARRANGEMENTS FOR 2025/26

The Cabinet Member for Children, Schools, and Families introduced the report, which sought Cabinet agreement to consult on the school admission arrangements for entry into school in the academic year for 2025/26 for Haringey's community and voluntary controlled (VC), nursery, infant, junior, primary, secondary and sixth form settings.

The Cabinet noted that for 2024/25 there were no proposed alterations to the oversubscription criteria or Pan London co-ordinated admission schemes for Haringey primary, junior and secondary community, and VC schools for 2025/26.

This proposed consultation followed on from agreement by Cabinet in February 2023 to reduce the planned admission number for 8 primary schools from September 2024. Falling rolls due to lower birth rates and out of borough -migration rate had demanded changes to PAN in recent years.

In response to questions from Cllr das Neves and Cllr Cawley-Harrison, the following information was provided:

- The issue around lower birth rates were an ongoing concern and Haringey was not the only borough to be affected. This had become a wider issue and was being discussed across many London boroughs as it had an impact on school budgets, finance, and sustainability.
- Some of the key factors to the falling birth rates included migration, cost of living crisis and Brexit.
- The number of students attending school in future years was projected to continue falling and there would be a possibility to reduce PAN number in future years. In terms of engaging with other schools to tackle this issue, there were a series of local in-person workshops to discuss school place planning and the wider education strategy.
- The priority was to ensure sustainability of existing primary school offers in Haringey. As part of the strategic long-term planning, 2 Head Teachers from each clusters across Haringey had been asked to be part of an Education Strategy Board.

RESOLVED

1. To agree to consult on the proposed admission arrangements, including the co-ordinated schemes for admission of children to schools for the academic year 2025/26.

2. To agree to consult on the proposed fair access protocol⁴ which, if agreed at Cabinet in February 2024, would be come into force from 1 March 2024;
3. To agree to consult with stakeholders on the proposal to reduce the PANs by 1fE at several primary schools across Haringey's primary school estate (see table 1 at para. 5.12 for the list of affected schools).
4. To note that following the consultation, a report will be prepared summarising the representations received and a decision on the final admission arrangements for 2025/26 will be taken by Cabinet in February 2024.

Reasons for decision

In common with many London authorities, Haringey has experienced a decrease in demand for reception school places for several years. This is due, in part, to the turbulence brought about by Covid-19 and Brexit. However, the decrease in applications is likely to reflect a wider set of factors at play that have been impacting demand for primary reception places for the past few years.

This has contributed to a higher than necessary number of reception places in some of Haringey's educational planning areas where supply is predicted to outstrip demand. This report sets out our continued response to the change in demand for reception places in the borough and the consultation process we are asking to begin will gather views on an adjustment to our planned admission numbers for several schools. We will report back to Cabinet on this consultation and seek final agreement in February 2024.

Alternative options considered

We are not proposing a change to the oversubscription criteria for our community and VC schools for 2025/26. Whilst there are other ways admission arrangements can influence the allocation of school places set out in the Code (e.g., designated catchment areas, identified feeder schools or giving priority in our oversubscription criteria to children eligible for the early years premium/ pupil premium) no alternative option is being considered at the time of writing this report.

Although other London authorities (e.g. Camden and Hackney) have taken radical measures to address surplus capacity at primary level (school closures / amalgamations) this is not currently under consideration in Haringey. We are keen to maintain the mix and spread of all of our existing primary schools so that parents and carers have the optimum choice of school type and location.

Our overarching aim is to assist schools in helping to enshrine sustainability and to introduce greater flexibility within our school estate to respond to the increasing rate of variation in population demand. PAN reduction is one of several solutions that schools can explore, and future sustainability can also be achieved through other

strengthening partnership e.g. soft/hard federations and memorandums of understanding between schools.

13. LONDON CONSTRUCTION PROGRAMME (LCP) COLLABORATIVE PROCUREMENT INITIATIVES

The Cabinet Member for Finance and Local Investment introduced the report which sought approval to proceed in the LCP establishing a new suite of contract vehicles to replace the expiring ones listed in the attached report. The Councils' Contract Standing Order 7.04 (a) required Cabinet approval where the Council was intending to lead on any joint procurement activity that was likely to involve a key decision.

The proposed new suite of frameworks would cover the following categories of: Housing, Education and Major works.

The Cabinet Member further highlighted the purpose of the LCP was to establish collaborative contract vehicles in the contract construction sector, such as frameworks and dynamic purchasing systems. the benefits of this proposed decision were as follows:

- Increased revenue of £1.35m
- 90% of contracts went to small or medium sized businesses
- Achieved several awards
- Assisted Council with capital programme and achieving Council priorities
- Facilitated embedding social value into contracts
- Has requirements for the use of local labour and apprentices, including hard to employ groups, payment of the London Living wage, enhanced modern slavery checks and mental health awareness and staff well-being policies.
- Enables refresh of contract vehicles and would introduce new dynamic models in 2024.

In response to questions from Cllr das Neves and Cllr Cawley- Harrison the following was noted.

- There was recognition of some issues in the construction sector and as part of the consultation process, the procurement team spoke to both the supply chain and internal and external stakeholders and members on best how to address this. It was noted that, as a way forward, frameworks will now commence at £5m, whereas previously they commenced at £1m and this had created a bit of pressure and capacity issues within that process. It was explained that the benefit of making this change was that contracts below £5m would predominantly be run through the dynamic marketplace which is geared towards specifically supporting SMEs so that they can effectively bid for contracts. This process would also facilitate them to understand their own capability and capacity within that sector and therefore mitigate against situations where they are overstretching in their contract bids to provide services and projects. In addition, there would be ongoing checks across the entire supply chain and monthly monitoring.

- The sensitivity projections set out at section 4.7 were based upon the contract values that revenue can be generated from. It was explained that the revenue was generated by applying a levy and that levy was based upon the contract value. Therefore, consideration to how the contract can generate revenue based upon previous projections and performance was very carefully and stringently considered. There would have to be an unpredicted catastrophic failure of the LCP not to make profit effectively in terms of the contracts going forward.

RESOLVED

In accordance with Contract Standing Order 7.04 (a):

1. To approve the replacement of the existing LCP pan - London Major Works Framework with frameworks in housing, education and major works categories;
2. To approve the establishment of Dynamic Marketplaces in housing, education, major works, minor works and professional services, following the enactment of the Procurement Act;
3. To delegate authority to the Head of Procurement to admit suppliers to the frameworks stated in 3.1. and the Dynamic Marketplaces stated in 3.1 ii. Following the completion of the procurement exercises conducted in accordance with the Public Contracts Regulations 2015 (as amended) and the incoming Procurement Act.
4. In accordance with Contract Standing Order 10.2.1 b) (Cabinet approves extensions in excess of £500,000), to approve the extension of the LCP Major Works Framework (MW 2019) until 31 December 2023.
5. To approve the use of flexible capital receipts to fund the £275,000 cost of establishing the new LCP Frameworks and Dynamic Marketplaces in 2023/24.

Reasons for decision

The establishment of the proposed frameworks and Dynamic Marketplaces does not place any contractual obligation on the Council or other LCP members to award any call off contracts against the frameworks or Dynamic Marketplaces and is therefore not a Key Decision.

Where the Council to commission works or services intends it, these would be undertaken in accordance with the Council's Contract Standing Orders (CSO). Where this involves a Key Decision, Cabinet/Member approval will be sought in accordance with relevant CSO provisions.

The LCP is utilised by 56 Public Sector organisations (LCP members) and is regular route to market for their construction related procurement activity. The LCP has the infrastructure and resources to continue providing quality services to its members and supply chain.

The LCP currently generates over £1m p.a. in revenue, which helps support the wider Strategic Procurement function within the Council. Without this income stream, Strategic Procurement would have a budget pressure of circa £600k p.a. extending the portfolio of contract vehicles will increase the revenue generated through the LCP.

The current LCP Major Works Framework expires in June 2024 and current portfolio of DPS is expire in 2026. The proposed third generation of frameworks and new Dynamic Marketplaces is intended to supersede the current framework and DPS's as they expire, retaining continuity for LCP members calling off such works.

An extension of the existing framework is required to ensure we provide continuity for the LCP members being able to procure works and the LCP does not have a gap in revenue receipts. Currently fees for contracts let via the DPS are charged to LCP members, as it is not permitted to charge the supply chain. Under the new Procurement Act fees can be charged to the supply chain. This will reduce the administration and some budgeting complications for LCP members.

The proposal to continue with the LCP and introduce the extended suite of contract vehicles referenced in this report, has been subject to a robust business case with sensitivity analysis, which clearly demonstrates the financial and operational benefits of adopting the recommendations in this report. The business case indicated generating surplus revenue between £1.4m and £4.1m depending on sensitivity projections.

Extensive consultation with internal stakeholders, LCP members and the supply chain has been undertaken to ensure the structure of the contractual arrangements meets the requirements of the LCP members and is sustainable within the sector.

There are several benefits being derived from the establishment of the frameworks and Dynamic Marketplaces (DMP); these include:

- The structure will be aligned to the 'Construction Gold Standard Framework' guidance, to support the governments Construction Playbook guidance.
- Flexibility in use of all common forms of contracts associated with construction works and services;
- The collaborative purchasing power has led to reduced rates on the current framework. The current LCP DPS has on average achieved circa

9.7% lower costs compared to the budget or pre-tender estimates for its clients.

- Specific provisions to support the use of local and regional SME's (90% of contracts let through the current DPS are to SME's);
- Flexible social value provisions to enable LCP members to prioritise their corporate objectives or to use the National Social Value TOMS.
- Suppliers will need to demonstrate carbon reduction and other environmental capabilities and credentials as part of the assessment criteria.
- Active monitoring and enforcement of the Key Performance Indicators (KPI's). The KPI's are essentially aligned to performance, social, economic, and environmental values. Failure to comply could result in suppliers being suspended from the framework and DMP.
- Comprehensive management information will be available; this will include market intelligence relating to number of responses to requirements, average price paid, capacity within the market, spend with local SME's etc.
- Avoidance of significant procurement associated costs for LCP members individually putting in place their own contractual arrangements for these services.

Alternative options considered

Do Nothing

This essentially means the LCP would lapse and be disbanded. The loss of revenue would create a £600k p.a. budget pressure for Strategic Procurement.

The Council would either have to establish similar frameworks for itself only, incurring similar costs of establishment to that of the LCP, utilise other similar frameworks/DPS/DMPs, or undertake individual procurements as they arise from the business units. This would require additional procurement resources and is the least efficient option operationally and does not meet the corporate objectives of migrating to a more commercially focused organisation delivering value for money or generating income.

If utilising other frameworks the Council would be incurring fees that go to other framework operators. In addition, there is evidence where the services in the Council have opted to use alternatives routes to market instead of using the LCP, which has resulted in higher cost of works.

The Council may be subject to adverse criticism from LCP members and suppliers for not continuing with the LCP given the success to date.

Procure LBH only Frameworks/DMPs

Loss of revenue generated through the LCP would create a £600k p.a. budget pressure for Strategic Procurement.

The cost of establishing Haringey only frameworks and DMPs' will be similar to that of establishing for the LCP. Therefore incurring unrecoverable costs.

Increased cost of services – it is anticipated that if approaching the market as Haringey only, the response and quality of participating suppliers on the frameworks and DMPs' will be much lower than current supply chain levels. In addition, Haringey will lose the effect of the collaborative buying power of the LCP. It is anticipated tender prices/fees submitted will be at least 3% higher than a collaborative type of framework.

The Council may be subject to adverse criticism from LCP members and suppliers for not continuing with the LCP given the success to date.

Use Alternate Frameworks/DMPs

Loss of revenue generated through the LCP would create a £600k p.a. budget pressure for Strategic Procurement.

Operationally this would have minimal impact to Strategic Procurement, other than needing to identify alternate frameworks and DPSs to support the Councils capital programme.

Whilst there are alternate frameworks and DPSs' available, these maybe somewhat restricted, as many of these are not fully compliant, especially if considering direct awards. Most of the national frameworks contain the same larger contractors and do not support SMEs.

Capacity may be an issue in accessing other frameworks and DPSs, as the 56 LCP members will be trying to access the same contract vehicles. This runs the risk of the supply chain not being able to respond to an increased volume of tender returns or works and may also lead to increased prices due to increased demand.

It should also be noted that fees will still be payable for accessing these frameworks and DMPs; however, the revenue will go to third parties and not remain within Haringey.

14. DISPOSAL OF 3 SHAFTESBURY ROAD, LONDON N18 1SQ

The Cabinet Member for Council Housebuilding, Placemaking, and Local Economy introduced the report, which sought approval for the disposal of a property held in the General Fund located at 3 Shaftesbury Road, N18 1SW.

It was noted that since the introduction of the Strategic Asset Management and Property Improvement Plan (SAMPIP) in April 2023, the Council had been implementing the plan and was initiating its Corporate Property Model. The recommendation to dispose of 3 Shaftesbury Road represented these improvements in action.

SAMPIP was used as a guide for best practice and to assess best value. All Council owned properties were under review so that each could be assessed, and various options explored including retention, investment, or disposal. In the case of Shaftesbury Road, the decision to dispose represented the optimum financial outcome for the property.

In response to questions from Cllr das Neves and Cllr Cawley-Harrison, the following information was provided:

- At the time of the purchase of the property, the market value assessments were deemed to have been robust.
- It was noted that it would not be in the Council's interest to disclose details publicly around the expected value of the property, as it would be going through a competitive tendering process.
- In regard to wider engagement around the Strategic Asset Management plan, there would be more engagement with businesses across all properties and with the community in terms of what the needs would be.
- In terms of costings, the holding costs were outlined in the exempt section of the report.

Further to considering, the exempt information set out at item 26.

RESOLVED

1. To agree the disposal of the freehold interest in the Property known as 3 Shaftesbury Road, N18 1SW (and shown edged red on the plan in Appendix 1) on the open market and for a price that would represent best consideration, and
2. To delegate authority to the Director of Placemaking and Housing after consultation with the Leader and the Cabinet Member for Council Housebuilding, Placemaking and Development, to agree the final price and the contract terms for the disposal of the Property (subject to a minimum price threshold contained within paragraph 3.1.b). of the exempt report).

Reasons for decision

Following Cabinet approval in December 2019 (report attached at Appendix 2), the Property was purchased in July 2020 for General Fund purposes. The acquisition represented an important step in attempting to unlock 'Phase B' of the masterplan for the High Road West Scheme ("the Scheme"). The Council was required to demonstrate availability of alternative premises within the locality to allow for businesses to relocate and enable the latter phase (Phase B) of the development to be delivered, (see paragraph 4.4 below). Phase B comprises the part of the Scheme that is north of White Hart Lane, including the Peacock Industrial Estate.

[This information is contained in the exempt report]

The Property was marketed to light industrial businesses on the Peacock Industrial Estate between December 2020 and June 2021. Despite the proactive approach taken by the Council and discussions held with several interested parties, this marketing effort did not ultimately result in agreement on the part of any of the consultees to relocate to the Property. Terms could not be agreed with an occupier that would purchase the freehold of the Property in its entirety, and interest by smaller occupiers in taking up only a portion of the building (who also preferred owning freeholds) was limited, thus removing the option of putting forward a feasible and viable subdivision option for the Property.

After the decision to acquire the Property, in March 2021 Cabinet agreed a funding package from the Greater London Authority (GLA) to kick-start the part of the Scheme to the south of White Hart Lane ('Phase A'). Phase A will deliver 546 new Council homes, a Library and Learning Centre and a public square, amongst other benefits. In light of the Council securing this funding, as well as the fact that the Council owned a high proportion of the land and property interests within Phase A in comparison to Phase B (minimising the extent of land and property interests to be acquired to facilitate its delivery) and the desire of the Council to deliver new Council homes for existing residents and those on the Housing Register as quickly as possible, the phasing plan for the Scheme was updated to prioritise delivery of this phase.

As a consequence, the delivery of Phase B was deferred (including the redevelopment of the Peacock Industrial Estate) and is now programmed to commence in 2026 at the earliest. Existing businesses on the Peacock Industrial Estate will therefore not be required to relocate from their existing premises for a minimum of three years, and it is feasible that businesses are unlikely to consider their relocation options until closer to this time.

In light of the above factors (more fully described within Section 6 of this report), it is now considered that the Property is not required for its original purpose at the present time. It is therefore prudent that the Council considers the future of the property based on commercial principles to reach the most financially advantageous position.

Since the Property was acquired in July 2020, a range of unforeseen macro-economic and political factors and actions have resulted in a profound change in, at the micro level, UK property market values. Paragraph 6.12. of this report sets out a timeline of some of the main events to affect the UK economy and, by extension, how they have affected this property.

[This information is contained in the exempt report.]

An options appraisal has been undertaken. It considered refurbishment, redevelopment and disposal options and it concluded that a disposal on the open market would represent the optimum outcome for the Council.

Alternative options considered.

Retain the Property until the date that existing businesses within Phase B of the Scheme are required to relocate

The Council could choose to retain the Property until the time that existing businesses within Phase B of the Scheme are required to relocate. As set out in paragraph 4.5 above, it is not anticipated that this this will be required until 2026 at the earliest. The current focus of the Council is on the delivery of Phase A of the Scheme, reflecting the availability of GLA funding which is specific to this phase.

The Property was marketed to businesses within the Scheme. None of the business owners took up the option to purchase the Property as a whole and interest in taking up only a portion of the building was muted, thus removing the option of subdivision on a viable basis. While it is possible that more businesses may express concrete interest closer to the time they are required to relocate, the cost to the Council of holding the property outweighs the benefits of maintaining this as a relocation option.

The option to let the Property on a short-term basis, to mitigate holding costs in the period until Phase B comes forward, has also been discounted because of the uncertain period for which the property can be let allied to the upfront costs to enable beneficial occupation.

Lease the Property and retain as an investment

The current building needs works to enable beneficial occupation and an estimate of costs is contained within the exempt Cabinet report. Furthermore, holding costs would also be incurred during the pre-works period. Despite the still robust occupier market, it is difficult to judge the future net returns from a hold/refurbish/let strategy.

Redevelopment of the Property

The current building occupies 79% of the total site area leading to insufficient external parking/loading area for vehicles. New build industrial typically adopts a maximum 50% site cover, thus any replacement building would be significantly smaller than existing. This, allied to recent build cost inflation, increased interest rates and an outward movement in resulting investment yields, has decreased the worth to the Council for redevelopment purposes in comparison with the capital value that might be achieved by sale to an owner occupier or long-term investor.

5.6 to 5.11 This information is contained in the exempt report.

15. NUISANCE VEHICLE CONTRACT EXTENSION AND VARIATION

The Cabinet Member for Cabinet Member for Resident Services & Tackling Inequality introduced the report which sought approval to extend and vary the Council's existing Nuisance Vehicle Contract with Marston (Holdings) Limited (MHL). This was allowed

under the contract and in accordance with the Council's Contract Standing Order (CSO) 10.02.1(b), which permits variations and extensions for contracts with a value of £500,000 and above. The proposed extension would last for two years until 30 November 2025 and be for a further value of £2,264,399.56.

The Cabinet Member outlined that there was a critical need to provide this service on safety grounds to enable the removal of vehicles that were abandoned, inappropriately parked or causing problems on the public highway or in housing estates. It was noted that the borough did not currently have a site to provide a car pound and the market for this provision was not wide enough to allow a full tender process to be completed. The proposed provider had a historically consistent delivery of quality service, which aligned with the Council's expectations.

In response to questions from Cllr Cawley- Harrison, the following information was noted:

- The options of building car pound and having a full tender process were considered and these options were significantly more costly at this stage. This view had also been reached from considering how other Councils had taken similar decisions forward and the costs involved.
- With regards to service key performance indicators for this provision and how this would be managed, this was commercially sensitive information and was included in the exempt report.
- It was clarified that the value of the contract should read £2,264,399.56 and too many commas had been included in the main report.

Further to considering the exempt information at item 23,

RESOLVED

1. To approve the extension of the existing Nuisance Vehicle Contract with Marston (Holdings) Limited, in accordance with the Council's Contract Standing Order 10.02.1(b) (which allows for an extension of a contract with a value of £500,000 and above), for two years;
2. To approve the upward variation in the annual contract value for each extension year from the £1,091,390.21 provided for in the original contract to an annual extension year value of £1,132,199.78 resulting in a total contract value of £2,264,399.56 over the proposed two-year extension period; and,
3. To approve the variations to the terms of the contract specification, particularly the performance indicators, as referred to in the exempt Part B of this report to provide for more robust performance indicators to improve the contract's operational efficiency.

REASONS FOR DECISION

The proposals are being made to maintain service continuity concerning a critical component of the Council's parking enforcement operations. The proposals will also

ensure strategic alignment with the Council's transport policies and government guidance. Consistent parking enforcement operations ensure public safety, control the demand for parking, promote more sustainable methods of travel and meet residents' and business aspirations for ease of parking.

Additionally, this contract is critical to ensuring the delivery of the Council's statutory duties, including the safety requirements in and around Spurs Football Ground, where the surrounding streets comprising the emergency evacuation routes and safety corridors must be kept clear.

The decision to support this extension and variation proposal is also based on the provider's historically consistent delivery of quality service, which aligns with the Council's expectations.

The Council plans to utilise this chance to adjust the service specifications for the vehicle removal contract by considering performance insights from past years. The aim is to improve operational efficiency by simplifying procedures and enhancing service quality through refining key performance indicators (KPIs).

Alternative options considered

Do nothing - Continuing the Nuisance Vehicle Removal Service is essential. With this service, the Council would avoid several significant drawbacks upon the current contract's expiration. These include:

- a) Inability to promptly remove abandoned vehicles: Without a contract in place, the Council may struggle to address the issue of abandoned vehicles, which can cause public nuisance, obstruct traffic flow and pose safety hazards.
- b) Difficulty in dealing with unregistered vehicles: A lack of a removal contract could make it challenging for the Council to handle the large number of unregistered vehicles identified during parking enforcement operations. These vehicles may accumulate outstanding penalties and contribute to ongoing traffic violations.
- c) Ineffective enforcement against persistent evaders: Without a removal contract, the Council may be unable to deal with persistent evader vehicles effectively. This could result in losing opportunities to recover outstanding debts associated with these vehicles.
- d) Inability to meet commitments and obligations: If the Council has specific commitments or obligations outlined in local management plans, such as providing removal services during special events or designated areas, not having a vehicle removal contract could prevent the Council from fulfilling these responsibilities.

In-House Solution

- a) An in-house removal service was considered, contingent upon the Council's ability to locate a suitable pound site within or close to the borough's boundaries. A thorough and extensive market search involved active engagement with the Council's Corporate Landlord. Despite these efforts, only one suitable site could be found. The infrastructure set-up

costs for this site would be substantial. Additionally, the time required to make the pound fully operational would not be sufficient to have the site ready for start-up by the time of the expiry of the current contract term.

- b) The only appropriate site identified is currently utilised by the Council's existing provider, MHL, as a shared pound in conjunction with Islington and Waltham Forest Councils. Due to the unavailability of a pound site, implementing an in-house removal service was deemed neither realistic nor feasible.

Although there was a wish to provide services internally, it must be stressed that it is not financially viable for this particular service. Consequently, it is necessary to continue outsourcing the contract in the short to medium term.

Full procurement

In 2019, a procurement exercise was conducted for this service. MHL was identified as the 'preferred provider'. Following our assessment of the market, it's evident that there has been no substantial change in the market landscape regarding the availability of suitable suppliers who can meet the Council's specific requirements, especially regarding providing a pound site within the borough.

If the Council was to explore procurement options for this service, it would need to take into account the current economic climate and the fact there is a limited number of suppliers available in the market who can provide a pound site in the borough. In light of these factors, it is conceivable that the Council might encounter challenges in securing competitive tenders, potentially resulting in increased contract costs. Furthermore, it is important to note that engaging in a full procurement process would also entail associated costs.

Given the reasons above, it would not be prudent for the Council to undertake a complete procurement at this point, considering the potential outcomes and financial implications.

Extend the existing contract as-is for 2 years

Extending the MHL contract for 2 years as-is without making any changes to the contract key performance indicators (KPIs) and service specification would not align with the Council's objective of improving the service's efficiency. It would be an oversight for the Council to refrain from seizing this opportunity to introduce permissible changes to enhance the contract, based on the lessons learned from previous years.

16. APPROVAL OF CONTRACT AWARD FOR RETRO-FITTING COUNCIL HOUSING STOCK

The Cabinet Member for Resident Services & Tackling Inequality introduced the report, which sought approval for the award of a consultancy contract for Multi-Disciplinary Consultancy (& Retrofit Designer) services for the 'Retrofit For Haringey 01' project.

The consultancy contract term would be for a period of up to 24 months covering all design and delivery phases.

This contract would be the second within the Retrofit for Haringey programme, covering the fabric first retrofit of 289 street properties.

In response to questions from Cllr Hakata and Cllr Cawley-Harrison, the following was noted:

- This would be the first retrofit project which the Council had commenced since approving the Housing Energy Action Plan (HEAP).
- This contract covered the 'fabric first' retrofit and the 289 homes would be part of the first project.
- The houses had been selected in line with the criteria set in the Housing Energy Action Plan and were the worst performing properties in terms of energy performance.
- It was noted that in the long-term plan, there would be leasehold properties involved in this retrofit programme.

Further to considering, the exempt information set out at item 26,

RESOLVED

To approve the award of the consultancy identified in the exempt report.

Reasons for decision

The consultancy identified in the exempt report successfully won a competitive tendering process in May 2023, meeting the requirements laid out by the Council.

The services provided by the consultant are in accordance with PAS 2035:2019, which is the standard for retrofitting domestic dwellings, and a mandatory project requirement when applying for government grant funding.

Alternative options considered

Do Nothing:

The Council had made a commitment to become a net zero carbon borough by 2041, this commitment includes provision to retrofit all its social housing stock (circa 15,000 properties) as part of the Council Housing Energy Action Plan (HEAP) 2023-2028.

Delay:

The Council could wait to award this contract, until external grant funding rounds open towards the end of 2023, but ensuring a supply chain is in place prior to applying for external funding will give the Council a greater chance of making a successful bid.

17. NIGHTINGALE LANE AND ST. MARY'S CLOSE - HOUSING DEVELOPMENT SCHEME GW3 BUDGET UPDATE

Cllr Carlin left the meeting room at 19.48, in accordance with her earlier declaration of interest.

The Cabinet Member for Council House Building, Placemaking, and Local Economy introduced the report, which sought approval to increase the total scheme budget and agreement of a new contractor to complete construction of five Council homes on the Council owned land at Nightingale Lane (NGL), N8 and St. Mary's Close (SMC), N17.

The Cabinet Member outlined that the Council had worked hard with the original contractor to resolve ongoing issues. However, the Council had terminated the contract earlier this year due to repeated underperformance on behalf of the contractor. It was now necessary to appoint a new contractor to complete the works on these homes, which would incur an additional cost in line with inflation and rising building costs. The housing schemes provide much-needed homes for five households.

In response to a question from Cllr Cawley – Harrison, it was noted that there is a constant review of the contractor performance and detail considered from project managers and clerk of works. It was noted that over 4300 construction firms in this sector had become insolvent and considering this context, the Council were not as exposed as other organisations. The original contractor had underpriced their bids and then with the increase in inflation had not been able to manage their contracts. There had been a contract performance bond in place and the Council would expect to receive a good reimbursement of funds.

Further to considering exempt information at item 25,

RESOLVED

1. To approve increase in total scheme budget as described in Appendix 1 - Part B Exempt of this report in order to complete the works to the newly constructed homes.
2. To approve pursuant to the Council's Contract Standing Orders (CSO) 9.07.01a, the appointment of Contractor A (named in the Appendix 1 - Part B Exempt part of the report) to undertake building works to complete the provision of five Council rented homes at 42 Nightingale Lane, N8 and 5 & 7 St. Mary's Close, N17 for a total contract sum of £205,359.
3. To approve the scheme contingency sum as set out in the Appendix 1 - Part B Exempt.

4. To approve issuance of the Letter of Intent to the 10% of the contract value as allowed under CSO 9.07.3 to expedite the works in advance of execution of the contract.

Reasons for decisions

In September 2020 Cabinet approved the award of a JCT Design and Build contract with the Contractor B to deliver 2 x 3 bed homes at St Mary's Close and 2 x 1 bed and 1 x 2 bed flats at Nightingale Lane with approved budget as outlined in Appendix 1 Part B exempt information.

The works started on both sites in January 2021. In autumn 2021, the Council first became concerned about the Contractor's overall performance. From autumn 2021 and throughout 2022 Council officers successfully worked with the Contractor B to improve their performance through weekly monitoring meetings chaired by an independent Employers Agent. This was initially successful resulting in satisfactory improvement to their work on both sites.

In late 2022 due to several factors, including issues with third party utilities and sub-contractors going out of business work on site slowed down. At the start of 2023, it seemed the Contractor was taking the right steps to resolve the issues by commissioning a reliable sub-contractor to complete the outstanding works. However, alongside this the Contractor was also having financial difficulties that they were not transparent about and this eventually resulted in work halting on site.

In March 2023, the Contractor decided to withdraw from the sites and therefore breached the contract's conditions. The Council followed the contract's termination process with the final termination notice issued on 20th April 2023.

An approval to increase the overall scheme budget is now required to cover the cost of works completion and associated additional fees. These include additional Employer's Agent and Clerk of Works fees, legal costs and security costs. It is important to note that the scheme is c.85% completed. However, the uncompleted buildings are currently at risk of theft, damage, vandalism, or an unauthorised entry. In fact, squatters moved into SMC homes shortly after the contractor vacated sites and the Council had to follow a Possession Order process, which was served promptly. The properties have been secured to mitigate the above risks, but it is in the Council's best interest to complete the works as soon as possible and secure tenancies to remove the risk completely.

The recommended issuance of the Letter of Intent may not be necessary, as we will make every effort to have a contract in place once the recommendations in this report are approved. However, if it is required it will allow the contractor to carry out minor external works to prevent deterioration of the building.

Alternative options considered

Doing nothing would mean that the nearly completed homes will be empty and the Council will be unable to rent them to residents on our waiting lists, a key priority through the Council's housing delivery programme. There will also be a loss of rental income. Furthermore, the buildings if left in their current state will be prone to more squatting and deterioration if not completed promptly.

The Council considered an option of negotiating completion of the works with the contractor. However, the contractor subsequently became financially insolvent and entered Company Voluntary Arrangements; as such this option is no longer viable.

A direct award option to a suitable sub-contractor with experience of working on the schemes has also been considered. However, it was considered more important to ensure value for money is achieved on completing the contracts by running a competitive tender in parallel with the Cabinet governance process seeking an uplift in the overall scheme budget.

18. ACQUISITION OF 46 HOMES, A COMMERCIAL SPACE AND DISTRICT ENERGY CENTRE AT BLOCK D4, CLARENDON GASWORKS

Cllr Carlin returned to the meeting room 19.54

The Cabinet Member for Council Housebuilding, Placemaking, and Local Economy introduced the report which sought approval in principle the acquisition at pre-construction stage of 46 affordable homes and a commercial space contained within Block D4 in the Clarendon Gas Works Development being delivered by St William Homes LLP (a subsidiary of the Berkeley Group).

This scheme would support the growth in a key placemaking area and would contribute to the Council's target of 3,000 homes by the end of 2031.

The scheme would enable 46 families and over 100 children, to move out of temporary, overcrowded, and unsuitable accommodation into new two-, three- and four-bedroom Council homes.

The Cabinet Member confirmed that some of the homes on this site had already been delivered and currently have occupancy.

In response to questions from Cllr Carlin, the following was noted:

- There had been an increase in the number of affordable housing on this scheme rising from 32% to 40%. There were also further social housing providers on this site further written response on the overall number of social homes would be provided to Cllr Carlin.

Further to considering, the exempt information set out at item 26, including the exempt addendum,

RESOLVED

1. To approve the acquisition at pre-construction stage of 46 affordable homes and 120 m² commercial space within Block D4 in the Clarendon Gas Works Development being delivered by St William Homes LLP (SWH) for the premium set out in Exempt Part B report and on the basis set out in the Heads of Terms in the Exempt Part B report.
2. To approve the total scheme cost, on costs and fee budget set out in the Exempt Part B report.

3. To approve the use of Right to Buy receipts to subsidise this acquisition to the value set out in Exempt Part B report.
4. To grant delegated authority to the Director of Placemaking and Housing after consultation with the Head of Legal and Governance (Monitoring Officer) and Lead Member for Housing to agree the final legal documentation and complete the transaction.

Reasons for decision

The acquisition of these residential units will allow the Council to secure the delivery of 46 new Council homes at Council rents, building towards Haringey's pledge to build 3000 Council homes by 2031.

There is an overwhelming need for affordable homes in Haringey and particularly affordable family homes. This acquisition, which includes 36 three and four bedroom homes, will help the Council provide accommodation for rent to those on the Council's Housing Register.

The homes to be delivered are very well located and will be high quality, meeting the Mayor's housing design standards.

The acquisition is good value for money, being cheaper per home than the average new build property in the Council's own housing construction programme and is supported by funding from Right to Buy Receipts.

Alternative options considered

Not to acquire the homes. This option was rejected because it would represent a missed opportunity for the Council to:

Secure 46 homes to let as Council rent tenancies.

Avail of unallocated Right to Buy funding.

Assist in maintaining momentum and progress in the overall aspiration to provide affordable housing in the borough.

19. MINUTES OF OTHER BODIES

RESOLVED

To note the minutes of the urgent decision taken on the 17 October 2023.

20. NEW ITEMS OF URGENT BUSINESS

None

21. EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED

That the press and public be excluded from the remainder of the meeting as items 22 to 27 contained exempt information as defined under paragraphs 3 and 5, Part 1, Schedule 12A of the Local Government Act 1972:

Information relating to the financial or business affairs of any particular person (including the authority holding that information).

Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings

22. EXEMPT DISPOSAL OF 3 SHAFTESBURY ROAD, LONDON N18 1SQ

The Cabinet considered the exempt information and agreed the exempt recommendations and the public recommendations set out at item 14.

23. EXEMPT NUISANCE VEHICLE CONTRACT EXTENSION AND VARIATION

The Cabinet considered the exempt information and agreed the recommendations set out at item 15.

24. EXEMPT APPROVAL OF CONTRACT AWARD FOR RETRO-FITTING COUNCIL HOUSING STOCK

The Cabinet considered the exempt information and agreed the exempt recommendations and also agreed the public recommendations set out at item 16.

25. EXEMPT NIGHTINGALE LANE AND ST. MARY'S CLOSE - HOUSING DEVELOPMENT SCHEME GW3 BUDGET UPDATE

Cllr Carlin left the meeting room for this item.

The Cabinet considered the exempt information and agreed the exempt recommendations and also agreed the public recommendations set out at item 17.

26. EXEMPT ACQUISITION OF 46 HOMES, A COMMERCIAL SPACE AND DISTRICT ENERGY CENTRE AT BLOCK D4, CLARENDON GASWORKS

Cllr Carlin returned to the room for this item

The Cabinet considered the exempt information, including the late business addendum and agreed the exempt recommendations. Cabinet also agreed the public recommendations set out at item 18.

27. EXEMPT - MINUTES

RESOLVED

To approve the exempt minutes of the meeting held on the 17th of October 2023.

28. NEW ITEMS OF EXEMPT URGENT BUSINESS

None

CHAIR: Councillor Peray Ahmet

Signed by Chair

Date