

APPENDIX 1

Extract of Executive Board, Executive Board Sub Committee and Executive (Transmodal Implementation) Sub Board Minutes Relevant to the Urban Renewal Policy and Performance Board

EXECUTIVE BOARD MEETING HELD ON 24 MAY 2012

LEADER'S PORTFOLIO

EXB6 LIVERPOOL CITY REGION DEAL

The Board considered a report of the Chief Executive which provided an update on the development and timescale of the Liverpool City Region deal.

The Board was advised that in December 2011, the Government published a document "Unlocking Growth in Cities", which encouraged core cities and their surrounding economic areas to agree a bespoke set of Deals. This would identify additional powers devolved to local areas in return for additional performance. These additional powers and responsibilities were designed to remove blockages in a range of different areas and to deliver significant transformational change. In return, the City Region would commit to deliver a range of enabling actions in support of the 'asks'.

In January 2012, Liverpool City Council agreed a specific City Council deal with Government which contained additional responsibilities and funding. In addition, Liverpool City Council agreed to adopt a Mayoral Governance system. The Board was advised that the specific 'Mayoral' City Deal should be seen alongside the wider City Region Deal, with all partners and local authorities playing a full part in the wider City Region deal.

The report provided Members with an update on the progress to date; particular attention was drawn to the following elements which it was considered would be part of the final set of 'asks':-

- International Trade Exposition
- Superport
- Transport
- Knowledge, Economy and Science
- Low Carbon Economy

- Skills
- Business Investment Hub and
- Funding

The list of proposed 'asks' and 'offers' were attached at Appendix 1, and it was noted that this was still in the process of being refined through negotiation with Government.

RESOLVED: That the Board, having reviewed the asks and offers to Government as currently drafted,

- 1) welcomes the progress on agreeing a Liverpool City Region Deal with Government;
- 2) notes the timescales to negotiate and agree a City Deal; and
- 3) gives the Chief Executive, in conjunction with the Leader, delegated powers to conclude a City Deal with Government on behalf of the Council.

Chief Executive

PHYSICAL ENVIRONMENT PORTFOLIO

EXB8 3MG FUNDING AND INFRASTRUCTURE - KEY DECISION

The Board considered a report of the Strategic Director, Children and Enterprise, which provided an update on the Growing Places Fund and sought approval to accept the impending written offer from the Liverpool City Region Local Enterprise Partnership, to seek authority to utilise the Growing Places Fund and the Regional Growth Fund grant for the provision of infrastructure associated with HBC Field.

The Board was advised that the Regional Growth Fund (RGF) allocation towards the remediation works and provision of rail sidings to serve the HBC Field and wider 3MG area, was reported to the 3MG Executive Sub-Board on 12 January 2012. Since then, the final offer letter had been received which included the provision of the link road and associated costs.

In addition, the Council had successfully bid for the Growing Place Funds (GPF) and had secured £5.4m of funding for the 3MG access road. Members were advised that, although there was no formal clawback agreement imposed on the Council, it must budget for repayment at some time in the future, subject to either the HBC Field being developed or by December 2015, whichever was the sooner.

The report provided details of the most prominent risks that remained for the Council, together with the associated costs, which were in addition to the direct road construction contract and were approximately £1.8m. The Board noted that these costs were deemed necessary, in order to bring forward the road construction and could be funded through RGF and GPF.

Reason for Decision

The Council to enter into a Funding Agreement with the Liverpool City Region Local Enterprise Partnership and its accountable body to utilise the Growing Places Funding allocated for 3MG, specifically the provision of infrastructure associated with HBC Field.

Alternative Options Considered and Rejected

Officers have reviewed the various mechanisms to bringing forward the development of HBC Field and the Growing Places Funding was the option recommended as it provided the necessary funding and was interest free until December 2015.

The Council had considered alternative ways of progressing the infrastructure associated with HBC Field, including working with a developer. However, the opportunity of the Growing Places Fund, in conjunction with the previous secured Regional Growth Fund allowed the Council to lead this aspect of the development.

Implementation Date

The funding agreement would be implemented as soon as practicable and before July 2012.

RESOLVED: That the Board

- 1) accepts the offer of £5.4m of Growing Places

Strategic Director
- Children and
Enterprise

Funding (GPF) from the Liverpool City Region Local Enterprise Partnership.

- 2) authorises the use of the £5.4m GPF for the provision of infrastructure associated with HBC Field.
- 3) authorises the use of £4.5m of the Regional Growth Fund (RGF) grant for the provision of infrastructure associated with HBC Field in line with the final offer letter dated 8 March 2012.

EXB9 CONSTRUCTION OF ACCESS ROAD TO 3MG DEVELOPMENT - WAIVER OF PROCUREMENT STANDING ORDERS - KEY DECISION

The Board considered a report of the Strategic Director, Policy and Resources, on the construction of the western access road to the 3MG HBC Field development and a waiver of Procurement Standing Orders.

The report provided details of the previous approval of the preliminary design of the access road, the preliminary estimates and tender submissions, and the business case for the waiver of Procurement Standing Orders.

Reason for Decision

Continuing progress on the provision of infrastructure to support the 3MG HBC Field development would enable the draw-down of Regional Growth Fund and Growing Places Fund allocated to the 3MG Programme that had been identified for this purpose. Construction of the western access road removed elements of risk to programme delivery, enhanced the value of the site and its attractiveness to potential developers / customers and took advantage of the competitive tender submission for the construction of the road from Balfour Beatty Civil Engineering Ltd (BBCEL).

Alternative Options Considered and Rejected

The contract for the construction of the western access road could be re-tendered. However, this would incur additional procurement costs, including tenderer pre-qualification and selection, preparation of tender documentation, management of the tender process and tender evaluation

and award. The process was estimated to add approximately £75,000 to the cost of the scheme and would take around 20 weeks from inviting expressions of interest to award of Contract. The existing tender from BBCEL was considered to offer excellent value for money and there was no guarantee that a new tender process would result in lower prices.

The original plan was for the transport infrastructure relating to the development of HBC Field to be delivered through a Development Agreement with Pro Logis UK (PUK), the Council's development partner. For the reasons stated in paragraph 3.1.4 of the report to the Executive Board, PUK were not in a position to let a contract for the road construction. Therefore if the Council accepted and wished to continue to make progress as set out in Paragraph 9.0 of the report, it was not an option to wait for a pre-let agreement to be signed with a customer.

The scope of works tendered in July by PUK included the whole of the western access road and bridge (as designed by Atkins) from Newstead Road into the proposed HBC Fields development site. This was on the basis of a potential customers' requirements. The contract could be retendered on this same scope of works, however, the value of the scheme would be above the public procurement thresholds and would require re-tendering with the consequent additional costs and delays as set out in paragraph 10.1.

In addition to the reasons for rejection described in paragraph 10.3, the scope of the scheme for the construction of the western access road had been modified from that originally tendered by PUK, because at this stage we did not know whether the site would eventually be developed for single or multiple occupiers. This retained a degree of flexibility in the future layout of the road south of the railway lane.

Implementation Date

Subject to Board approval, the advance site investigations and further design work would commence in early June 2012. It was anticipated that contract award would follow confirmation of amended design approvals in July 2012.

RESOLVED: That

1. the Board approves the project as described in the Preliminary estimates section of the report;

2. the Operational Director Policy, Planning and Transportation be authorised to award the contract for the construction of the 3MG Access Road to the Contractor Balfour Beatty Civil Engineering Ltd. in the sum of £4,330,784; and that in the light of the exceptional circumstances, namely that:

- (i) Compliance with Standing Orders would result in a clear financial detriment to the Council; and
 - (ii) Compliance with Standing Orders would result in the Council having to forego a clear financial benefit; and
 - (iii) Compliance with Standing Orders would result in the Council having to forego a clear commercial benefit;
- and in accordance with Procurement Standing Order 1.8.3, Procurement Standing Orders 2.2 – 2.12 and 2.14 be waived on this occasion.

3. the Operational Director Policy, Planning and Transportation be authorised to award a contract for advance site investigation works (comprising sampling and testing) to the contractor Balfour Beatty Civil Engineering Ltd. in the estimated sum of £15,000 and that in the light of the exceptional circumstances, namely that:

- (i) Compliance with Standing Orders is not practicable because the Council's requirements can only be delivered by a particular supplier;

and in accordance with Procurement Standing Order 1.8.3(e), Procurement Standing Order 4.1 be waived on this occasion.

4. the Operational Director Policy, Planning and Transportation be authorised to award the contract for further scheme design work to Atkins (Engineering and Design Consultants) in the estimated sum of £95,000 and that in the light of the exceptional circumstances, namely that:

- (i) Compliance with Standing Orders is not practicable because the Council's requirements can only be delivered by a particular supplier;

and in accordance with Procurement Standing Order

1.8.3(e), Procurement Standing Order 4.1 be waived on this occasion.

5. the Chief Executive, in consultation with the Leader and the following Portfolio holders; Physical Environment, Transportation and Resources, be authorised to take such action as he judges necessary to implement the construction access road to 3MG.

EXB10 AFFORDABLE HOUSING SUPPLEMENTARY PLANNING DOCUMENT - APPROVAL FOR A PERIOD OF PUBLIC CONSULTATION - KEY DECISION

The Board considered a report of the Strategic Director, Policy and Resources, on the publication of the consultation draft for the Affordable Housing Supplementary Planning Document (SPD) for a six week period of public consultation.

The Board was advised that, in planning terms, 'affordable housing' referred to a particular type of housing tenure, delivered by a Registered Provider and secured in perpetuity. National planning policy supported affordable housing being sought through the planning system on private housing sites as a form of 'planning gain'.

It was noted that the Unitary Development Plan was set to introduce a policy requiring the provision of affordable housing on market housing sites delivering ten or more residential units. The Affordable Housing SPD would provide greater certainty and clarity for all parties involved in the delivery of affordable housing in Halton through the planning system. The report outlined the development of an affordable housing policy within the Core Strategy for Members' consideration.

Reason for Decision

These were as set out in Section 3 of the report, Supporting Information.

Alternative Options Considered and Rejected

No alternative options had been considered at this stage.

Implementation Date

The SPD would be effective from the date of adoption by Executive Board and would be a material consideration in the determination of planning applications from this point. It was hoped that the SPD would be adopted at the same time as the Halton Core Strategy later this year.

RESOLVED: That

- 1) the consultation draft Affordable Housing SPD, attached at Appendix A to the report, be approved for the purposes of public consultation for a six week period; and
- 2) any minor drafting amendments which may be made to the consultation draft Affordable Housing SPD prior to public consultation, be delegated to the Operational Director, Policy, Planning and Transportation, in consultation with the Executive Board Member for Physical Environment.

Strategic Director
- Policy &
Resources

EXB11 ADOPTION OF THE DESIGN OF RESIDENTIAL DEVELOPMENT SUPPLEMENTARY PLANNING DOCUMENT

The Board considered a report of the Strategic Director, Policy and Resources, on the adoption of the Design of Residential Development Supplementary Planning Document (SPD), as part of the Local Development Framework.

The Executive Board was advised that, at its meeting in November 2011, approval had been given to undertake a period of consultation on the Design of Residential Development SPD document. The public consultation, carried out between January and March 2012, generated representations from 11 parties, which were detailed in the Statement of Consultation, attached at Appendix B. All comments had been fully considered and they had informed the final version of the SPD which was the proposed adopted version, attached at Appendix A.

In addition, the Board was advised that since the closure of consultation, the Government had published the National Planning Policy Framework, which replaced the previous Planning Policy Statements and Planning Policy Guidance. The SPD had been updated to include up to date policy references.

The Board was further advised that once adopted, the SPD would form part of Halton's Local Development Framework, and would be a material consideration for the determination of all appropriate residential development applications and as such, provide greater detail and certainty to the Council to control and guide residential development across the Borough.

Reason for Decision

These were as set out in Section 3 of the report, Supporting Information.

Alternative Options Considered and Rejected

No alternative options had been considered at this stage.

Implementation Date

The SPD would be effective from the date of adoption by Executive Board and would be used to provide guidance to supplement the existing adopted Halton Unitary Development Plan policies and those in the Council's emerging Core Strategy.

RESOLVED: That

- 1) the Design of Residential Development SPD (Appendix A) be adopted as a Local Development Document and the procedures for adoption, as set out in the Town and Country Planning (Local Planning) 2012 (England) Regulations be carried out;
- 2) the results of the two periods of public consultation, as set out in the Statement of Consultation (Appendix B) be noted; and
- 3) any further editorial and technical changes that do not materially affect the content or intended purpose of the SPD be agreed by the Operational Director: Policy, Planning and Transportation in consultation with the Portfolio Holder for the Physical Environment if necessary, before the document is published.

Strategic Director
- Policy &
Resources

ENVIRONMENTAL SUSTAINABILITY PORTFOLIO

EXB15 WASTE TREATMENT SERVICES TENDER

The Board considered a report of the Strategic Director, Communities seeking approval to carry out a tender exercise to test the current market on the appointment of a contractor to provide waste treatment services.

The Board was advised that the Council currently had contractual arrangements in place for the re-use, recycling, composting or disposal of municipal waste produced in Halton. These contracts had been either directly procured by the Council or secured in partnership with the Merseyside Recycling and Waste Authority (MRWA).

The Council, in partnership with MRWA, were involved in the procurement of a Resource Recovery Contract (RRC) for the diversion of residual waste from landfill from 2015. Increasing costs associated with waste disposal (as a result of the Landfill Tax), meant that a continued reliance on landfill would impose an increasing and significant financial burden on the Council's budgets over the coming years.

The report outlined details of costs associated with the Landfill Tax over the next three years. The Board noted that it was intended to test the current market in order to establish whether there were more cost effective alternatives to the current landfill disposal arrangements.

RESOLVED: That

- 1) the tender procedure outlined in the report be approved; and
- 2) on completion of the tender exercise, a further report be presented to Executive Board in accordance with Part 2 of the current Procurement Standing Orders.

Strategic Director
- Communities

TRANSPORTATION PORTFOLIO

EXB18 PASSENGER TRANSPORT TENDER

The Board considered a report of the Strategic Director, Policy and Resources, on Passenger Transport Tenders.

The Board was advised that the Transport Co-ordination Section were responsible for a range of passenger transport contracts and arrangements for vulnerable children and adults on behalf of both the Children and Enterprise and the Communities Directorates. Where possible, this was provided by the Council's in-house fleet provision, but supplemented by contracted services by external transport providers. These included licensed taxi operators and minibus/coach companies.

The Board noted that each Directorate was responsible for the provision of transport for any vulnerable passenger that needed, and was entitled to, assisted transport to educational requirements and to adult day care facilities and community venues. Transport Co-ordination Services were responsible for the procuring of the most cost effective and practical means of transport, depending on the needs of each passenger.

Appendix 1 attached to the report provided information on the contracts that would be published via The Chest, in compliance with the EU Public Procurement Regulations 2006, in line with Standing Orders part 6.0 and 6.7.

RESOLVED: That the Board note and support the advertising of transport tenders for services on behalf of the Children and Enterprise and Communities Directorates, required from September 2012.

Strategic Director
- Policy &
Resources

EXB19 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following item of business in accordance with Sub-Section 4 of Section 100A of

the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and

- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it is likely that, in view of the nature of the business, exempt information will be disclosed, being information defined in Section 100 (1) and paragraphs 1,2,3 and 5 of Schedule 12A of the Local Government Act 1972.

EXB20 CONTRACT AWARD FOR THE PROVISION OF COMMERCIAL VEHICLE AND PLANT SPARES AND COMPONENTS

The Board considered a report of the Strategic Director, Policy and Resources, on the award of a contract for the provision of Commercial Vehicles and Plant Spares and Components.

The Board was advised that the current contract for the supply and management of commercial vehicle and plant spares and components would end on 31 May 2012. The evaluation of tenders had been undertaken using the Most Economically Advantageous Tender (MEAT) principles and the report contained details of the evaluation matrix and those companies that submitted a tender, together with the prices as submitted.

It was noted that the new 3 year contract would be awarded from 1 June 2012, and would provide a greater level of flexibility, as it did not commit the Council to any exclusive arrangements. The contract would also have the potential for up to two separate extensions, each of one year

duration, subject to satisfactory performance and pricing.

RESOLVED: That Carberry Park and Bootle Brake and Clutch Ltd be awarded the contract for the supply and management of Commercial Vehicle and Plant Spares and Components for a period of three years from June 2012 to May 2015, with potential for up to two, one year extensions to cover the period to May 2017.

Strategic Director
- Policy &
Resources

EXECUTIVE BOARD MEETING HELD ON 14 JUNE 2012

PHYSICAL ENVIRONMENT PORTFOLIO

EXB26 PORTAS PILOT AND HIGH STREET INNOVATION FUND- KEY DECISION

The Board considered a report of the Strategic Director, Children and Enterprise, on the Portas Pilot and High Street Innovation Fund.

The Board was reminded that Council had made a bid to Government in March 2012 for Runcorn Town Centre to be nominated as a Portas Pilot Town Centre. The concept of forming a Town Team to improve town centre locations was included within the 28 recommendations contained in the Portas Review. Government had agreed to fund twelve pilots, with a maximum allocation of £100,000 per town team.

The Board was advised that Halton's bid for Runcorn focused on making Runcorn Town Centre a unique destination by developing a mixed use leisure, business, retail and cultural offer, with an emphasis on longer term legacy and the attraction of visitors 'for the future'.

Since the report was written, it was noted that Halton's bid for nomination had been unsuccessful.

It was further noted that as part of the Government's response to the Portas Review, it had also agreed to establish a £10million fund to support councils, and that Halton had been allocated £100,000 to work collaboratively with landlords to encourage them to contribute to supporting new occupiers.

Reasons for Decision

The reason was based on an opportunity to link the High Street Innovation Fund to other regeneration activity taking place in Runcorn Town Centre.

Alternative Options Considered and Rejected

To allocate resources across other parts of the Borough, but, given this was a small amount of revenue funding, this could dilute any potential impact the funding might have. Therefore, it was proposed to concentrate the resource on one distinctive area – Runcorn Town Centre.

Implementation Date

The High Street Innovation Fund allocation was imminent. A Town Team would need to be set and the anticipated start date would be September 2012.

RESOLVED: That

- 1) the submission of a bid for Portas Pilot funding be noted;
- 2) the establishment of a Town Team for Runcorn be approved;
- 3) the total allocation of the High Street Innovation Fund to Runcorn Town Centre be approved; and
- 4) the Runcorn Town Team be invited to prepare a funding plan, outlining how the High Street Innovation Fund could be spent.

Strategic Director
- Children and
Enterprise

EXB27 HALTON CORE STRATEGY - POST SUBMISSION CHANGES - KEY DECISION

The Board considered a report of the Strategic Director, Policy and Resources, which sought approval to consult on the changes required to be made to the Halton Core Strategy.

The Board was reminded that, in July 2011, Council approved the Halton Core Strategy Revised Proposed Submission Document to the Secretary of State, to commence the examination into the soundness of the document. The examination by the Planning Inspector (the

Inspector) appointed, has to date consisted of public hearing sessions in November and December 2011. The main issues discussed at the sessions were set by the Inspector prior to their commencement and were listed in the report. It was noted that discussions centred around total housing provision, the proposed housing split between Runcorn and Widnes and the interrelated issue of the potential need for a Green Belt Review to ensure sufficient housing land existed.

The Board was advised that the Inspector wrote to the Council in January 2012, recommending that two key (main change) modifications be made, to enable the plan to be capable of being found 'sound'. These changes were:

- To enshrine the percentage split in housing provision between Runcorn and Widnes/Hale, into a policy requirement within the document; and
- To include a reference to an early partial review of Green Belt boundaries, to serve the needs of Widnes/Hale.

The amendments had now been incorporated into a revised version of the Core Strategy, which was attached at Appendix B to the report. In addition to the changes which arose from the hearing sessions, the National Planning Policy Framework (NPPF) was published on 27 March 2012. The Inspector had requested that a further modification be made to the Core Strategy to incorporate a policy concerning the "presumption in favour of sustainable development", which would provide a link between the plan and the NPPF, detailing how the presumption would be applied in Halton.

The report outlined the next steps in terms of public consultation, how representations would be considered and the Inspector's final report.

RESOLVED: That Council be recommended to

- 1) approve the changes to be made to the Halton Core Strategy (attached at Appendix B), for the purposes of a six week period of public consultation;
- 2) agree that further minor editorial amendments as required, be made to the Halton Core Strategy by

Strategic Director
- Policy &
Resources

the Operational Director, Policy, Planning and Transportation, in consultation with the Portfolio Holder, Physical Environment and the Leader of the Council, before commencing the period of public consultation; and

- 3) agree that the Core Strategy be brought back to Council later in 2012, for formal adoption as part of the Development Plan for Halton.

EXB29 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972
AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION)
ACT 1985

The Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and
- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it is likely that, in view of the nature of the business, exempt information will be disclosed, being information defined in Section 100 (1) and paragraphs 3 and 5 of Schedule 12A of the Local Government Act 1972.

PHYSICAL ENVIRONMENT PORTFOLIO

EXB31 RUNCORN TOWN CENTRE REGENERATION

The Board considered a report of the Chief Executive, which provided a summary of the bids received for the regeneration of key sites in Runcorn Town Centre.

In 2011, the Council produced an action plan for Runcorn Town Centre which identified key sites with potential for development. Expressions of interest were invited early in 2012, with the sites split into three phases, as detailed in the report.

The report provided Members with details of the bids that were received together with a summary and comparison for Members' consideration.

RESOLVED: That Council be recommended to

- 1) enter into detailed negotiations with Consolidated Property Group (CPG) for a binding development agreement, for the immediate redevelopment of the former Crossville Site and to explore further development of the Direct Link and temporary car park sites;
- 2) invite further discussions with the Neptune Partnership, to explore ways of engaging them and their partners to support the medium to longer term regeneration of the wider Runcorn Town Centre area, possibly including the Direct Link and temporary car park sites, depending on the outcome of further negotiations with CPG; and
- 3) recycle any capital receipts from land transactions generated from within the Runcorn Town Centre area, into further regeneration of Runcorn Town Centre.

Chief Executive

EXECUTIVE BOARD MEETING HELD ON 12TH JULY 2012

TRANSPORTATION PORTFOLIO

EXB44 TEMPORARY FIXED TERM CONTRACT FOR HIGHWAY IMPROVEMENT SCHEMES - WAIVER OF PROCUREMENT STANDING ORDERS

The Board considered a report of the Strategic Director, Policy and Resources, on the award of a temporary fixed-term contract for highway construction works for a period of eight months.

The Board was advised that works associated with improvement and maintenance of the highway network were currently delivered through two separate term contracts with Lambros Paving Contractors Ltd and Amey LG Limited respectively. The Highway Improvement Term Contract (with Lambros) was due to conclude in July 2012 and the Highway Maintenance Term Contract (with Amey) was due to end on 31 March 2013. It had been identified that the two existing contracts shared a number of common features and that there was potential to procure a combined contract. Executive Board Sub Committee had previously agreed that Lambros be approached with a view to securing contract price savings over a further eight month period, which would enable the expiry dates of the two principal highway contracts to be aligned.

It was noted that, following approval by Executive Board Sub Committee in January 2012 and following consultation with the Council's Procurement and Legal Services Departments, discussions had taken place with Lambros for a temporary term contract, based upon existing contract conditions for the period 1 August 2012 to 31 March 2013. This would require a waiver of Procurement Standing Orders and the report contained a business case for such a waiver.

RESOLVED: That the Operational Director Policy, Planning and Transportation, be authorised to award a contract for the provision of Highway Improvement Works, for the period 1 August 2012 to 31 March 2013, to Lambros Paving Contractors Ltd and that in the light of the exceptional circumstances, namely that: Compliance with Standing Orders would result in a clear financial detriment to the Council; and in accordance with Standing Order 1.8.3, Procurement Standing orders 2.2 - 2.12 and 2.14 be waived on this occasion.

Strategic Director
- Policy &
Resources