



Executive

Date: Wednesday, 24 July 2019

Time: 10.00 am

Venue: Council Antechamber - Level 2, Town Hall Extension

This is a supplementary agenda containing additional information about the business of the meeting that was not available when the agenda was published.

Access to the Council Antechamber

Public access to the Antechamber is via the Council Chamber on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. That lobby can also be reached from the St. Peter's Square entrance and from Library Walk. **There is no public access from the Lloyd Street entrances of the Extension.**

Filming and broadcast of the meeting

Meetings of the Executive are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Membership of the Executive

Councillors

Leese (Chair), Akbar, Bridges, Craig, N Murphy, S Murphy, Ollerhead, Rahman, Stogia and Richards

Membership of the Consultative Panel

Councillors

Karney, Leech, M Sharif Mahamed, Sheikh, Midgley, Ilyas, Taylor and S Judge

The Consultative Panel has a standing invitation to attend meetings of the Executive. The Members of the Panel may speak at these meetings but cannot vote on the decision taken at the meetings.

Supplementary Agenda

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|---|--|
| 4. Council Resolution on Declaring a Climate Emergency
The report of the City Solicitor that was to follow is now enclosed. | All Wards
5 - 12 |
| 6. Addendum to the Christie Hospital Christie Strategic Planning Framework
The report of the Chief Executive that was to follow is now enclosed. | Didsbury East;
Didsbury West; Old Moat;
Withington
13 - 30 |
| 7. Expansion of the Residents' Parking Zone around the Christie Hospital
The report of the Director of Highways that was to follow is now enclosed. | Didsbury East;
Didsbury West; Old Moat;
Withington
31 - 38 |
| 9. Capital Programme Update
The report of the Deputy Chief Executive and City Treasurer that was to follow is now enclosed. | All Wards
39 - 46 |
| 10. Revising the Ethical Procurement Policy
The report of the Deputy Chief Executive and City Treasurer that was to follow is now enclosed. | All Wards
47 - 52 |

Information about the Executive

The Executive is made up of ten Councillors: the Leader and two Deputy Leaders of the Council and seven Executive Members with responsibility for: Children Services; Finance & Human Resources; Adult Services; Schools, Culture & Leisure; Neighbourhoods; Housing & Regeneration; and Environment, Planning & Transport. The Leader of the Council chairs the meetings of the Executive

The Executive has full authority for implementing the Council's Budgetary and Policy Framework, and this means that most of its decisions do not need approval by Council, although they may still be subject to detailed review through the Council's overview and scrutiny procedures.

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to a strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public and the press are asked to leave.

Joanne Roney OBE
Chief Executive
Level 3, Town Hall Extension,
Albert Square,
Manchester, M60 2LA

Further Information

For help, advice and information about this meeting please contact the Committee Officer:
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Tel: 0161 2343034
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This supplementary agenda was issued on **Thursday, 18 July 2019** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

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**Manchester City Council
Report for Resolution**

Report to: Executive – 24 July 2019

Subject: Climate Emergency Motion to Council

Report of: City Solicitor

Summary

This report seeks to inform the Executive of the climate emergency motion passed by the Council at its meeting held on 10 July 2019.

Recommendation

To the extent that the motion concerns executive functions, the Executive is asked to also accept and adopt the motion and to request that the Chief Executive brings forward an implementation plan to a meeting of the Executive later this year.

Wards Affected All

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The decision of the Executive may affect the aim of a sustainable city
A highly skilled city: world class and home grown talent sustaining the city's economic success	Not directly applicable
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Not directly applicable
A liveable and low carbon city: a destination of choice to live, visit, work	The decision of the Executive will affect the aim of a low carbon city.
A connected city: world class infrastructure and connectivity to drive growth	Not directly applicable

Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management

- Legal Considerations
-

Financial Consequences – Revenue

None directly at this moment. However, the decision of the Executive may involve revenue considerations.

Financial Consequences – Capital

None directly.

Contact Officers:

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

None

1.0 Notice of Motion

- 1.1 On the 10th July 2019 Council considered the following motion proposed by Councillor Annette Wright, seconded by Councillor Eve Holt, also signed by Councillors Jon-Connor Lyons, Yasmin Dar, Madeleine Monaghan, Emily Rowles, Angeliki Stogia, Nigel Murphy, Richard Leese, Mandie Shilton Godwin, Joanna Midgley, Marcus Johns, Williams Jeavons, Carl Ollerhead:

This Council notes:

- The serious risks to Manchester's people, of climate change/global heating affecting economic, social and environmental well-being, supply chains – including food security, financial systems and local weather, among many others;
- That in 2008 the 'Principles of Tackling Climate Change in Manchester' were agreed as a call to action to engage people from all walks of life in climate change action and, build support for a new way of thinking about climate change;
- That Manchester leads the way, with an agreed Paris compliant carbon budget set in December 2018 and an acceleration of the target for becoming a zero-carbon city by 12 years, setting 2038 as the new target for the city, based on research from the world-renowned Tyndall Centre for Climate Change;
- The recent and welcome upsurge of action by the young people of Manchester, exemplifying the radical traditions of which Manchester is proud.

This Council agrees (or to the extent that the below concern executive functions, recommends to the Executive) to:

- Declare a Climate Emergency;
- Continue working with partners across Manchester and GMCA to deliver the 2038 target, and determine if an earlier target can be possible, through a transparent and open review. Become carbon neutral by the earliest possible date;
- Encourage involvement in all wards by April 2020 through meetings as part of the Our Manchester strategy, to identify residents and partners who want to be actively involved in achieving the target, with provision for those who cannot attend. Ensure ward plans contain specific, measurable, achievable steps;
- Review all policies, processes and procedures to ensure the council can become carbon neutral. Present an action plan by March 2020 detailing how the city can stay within its carbon budget. Report back regularly to the NESC. Review the corporate plan;
- Work with the Tyndall Centre to review the actual emissions from aviation. Investigate the best way to include aviation in our overall carbon reduction programme in the long term;
- Make climate breakdown and the environment, an integral part of activity throughout the Council, including all decision making, ensuring key decisions take into account the impact on achieving the zero-

carbon target and including an environmental impact assessment in all relevant committee reports;

- Ensure that everyone in the council receives carbon literacy training by the end of 2020. Make attendance easier by varying times and length of sessions;
- Encourage all staff on council business to use the lowest carbon, appropriate, travel;
- Investigate measures to ensure future procurement is carbon neutral. Increase the percentage of social value with an additional environmental element;
- Work with suppliers to green their supply chains, and support local production;
- Work with training providers to ensure Manchester residents can take on green jobs;
- Investigate and introduce measures to help reach domestic zero carbon levels including addressing fuel poverty and retrofitting existing homes;
- Investigate ways to ensure that future local plans place a mandatory requirement for all new development to be net zero carbon by the earliest possible date;
- Push GMCA to decarbonise public transport, heat and energy as early as possible;
- Through our role on GMPF, encourage divestment in fossil fuels as early as possible;
- Call on the government to:
 - provide powers and resources to make the zero-carbon target possible including funding for big capital projects
 - accelerate the reduction of carbon emissions from aviation
 - accelerate the decarbonisation of the electricity grid, funding low carbon energy generation
 - ensure that the UK prosperity fund focuses on enable the transition to a low carbon economy

2.0 Amendment to the motion

2.1 At the Council meeting Councillor Richard Kilpatrick propose, and Councillor Greg Stanton seconded the following amendment to the above motion:

To include the additional bullet point:

- Explore the possibility of introducing a 2030 target in line with the IPCC report and request that a report on its viability be brought back to the Executive before the end of the year.

2.2 The amendment was accepted by the proposer and included as part of the motion.

3.0 Resolution of the Council

3.1 The motion was put to Council and voted on and the Lord Mayor declared that

is was carried unanimously.

3.2 The Council resolved as follows:

This Council notes:

- The serious risks to Manchester’s people, of climate change/global heating affecting economic, social and environmental well-being, supply chains – including food security, financial systems and local weather, among many others;
- That in 2008 the ‘Principles of Tackling Climate Change in Manchester’ were agreed as a call to action to engage people from all walks of life in climate change action and, build support for a new way of thinking about climate change;
- That Manchester leads the way, with an agreed Paris compliant carbon budget set in December 2018 and an acceleration of the target for becoming a zero-carbon city by 12 years, setting 2038 as the new target for the city, based on research from the world-renowned Tyndall Centre for Climate Change;
- The recent and welcome upsurge of action by the young people of Manchester, exemplifying the radical traditions of which Manchester is proud.

This Council agrees (or to the extent that the below concern executive functions, recommends to the Executive) to:

- Declare a Climate Emergency;
- Continue working with partners across Manchester and GMCA to deliver the 2038 target, and determine if an earlier target can be possible, through a transparent and open review. Become carbon neutral by the earliest possible date;
- Encourage involvement in all wards by April 2020 through meetings as part of the Our Manchester strategy, to identify residents and partners who want to be actively involved in achieving the target, with provision for those who cannot attend. Ensure ward plans contain specific, measurable, achievable steps;
- Review all policies, processes and procedures to ensure the council can become carbon neutral. Present an action plan by March 2020 detailing how the city can stay within its carbon budget. Report back regularly to the NESC. Review the corporate plan;
- Work with the Tyndall Centre to review the actual emissions from aviation. Investigate the best way to include aviation in our overall carbon reduction programme in the long term;
- Make climate breakdown and the environment, an integral part of activity throughout the Council, including all decision making, ensuring key decisions take into account the impact on achieving the zero-carbon target and including an environmental impact assessment in all relevant committee reports;
- Ensure that everyone in the council receives carbon literacy training by the end of 2020. Make attendance easier by varying times and length of

- sessions;
- Encourage all staff on council business to use the lowest carbon, appropriate, travel;
 - Investigate measures to ensure future procurement is carbon neutral. Increase the percentage of social value with an additional environmental element;
 - Work with suppliers to green their supply chains, and support local production;
 - Work with training providers to ensure Manchester residents can take on green jobs;
 - Investigate and introduce measures to help reach domestic zero carbon levels including addressing fuel poverty and retrofitting existing homes;
 - Investigate ways to ensure that future local plans place a mandatory requirement for all new development to be net zero carbon by the earliest possible date;
 - Push GMCA to decarbonise public transport, heat and energy as early as possible;
 - Through our role on GMPF, encourage divestment in fossil fuels as early as possible;
 - Explore the possibility of introducing a 2030 target in line with the IPCC report;
 - and request that a report on its viability be brought back to the Executive before the end of the year;
 - Call on the government to:
 - provide powers and resources to make the zero-carbon target possible including funding for big capital projects
 - accelerate the reduction of carbon emissions from aviation
 - accelerate the decarbonisation of the electricity grid, funding low carbon energy generation
 - ensure that the UK prosperity fund focuses on enable the transition to a low carbon economy

4.0 Key Policies and Considerations

(a) Equal Opportunities

None

(b) Risk Management

None

5.0 Legal considerations

Functions that are the responsibility of the Executive

- 5.1 Regulations provide that all decisions of a local authority are to be executive decisions unless the regulations provide otherwise. The regulations provide

that the following types of decision are none executive, and can therefore be taken by Council or one of its committees:

- individual applications for licences/consents, such as planning applications, taxi licences, etc;
- personnel matters;
- scrutiny of decisions;
- other regulatory functions, such as audit and standards;
- constitutional matters;
- setting the budget;
- Policy framework plans required by law, namely:
 - Crime and Disorder Reduction Strategy;
 - Youth Justice Plan;
 - Development Plan Documents;
 - Licensing Authority Policy Statement
- Policy framework plans the Council has decided to adopt (listed in Article 4.1(a)(ii) which include:
 - Climate Change Action Plan;
 - The Manchester Strategy ("Our Manchester")
- Those matters listed in Article 4.2, such as appointing the Leader, etc

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**Manchester City Council
Report for Resolution**

Report to: The Executive – 24 July 2019

Subject: The Christie

Report of: The Chief Executive

Summary

This report informs the Executive of the outcome of a public consultation exercise on an addendum to the 2014 Christie Strategic Planning Framework (SDF) and seeks the Executive's approval of the Framework.

Recommendations

The Executive is recommended to:

- i. Note the outcome of the public consultation on the Addendum to the 2014 Christie Strategic Planning Framework
- ii. Approve the addendum to the 2014 Christie Strategic Planning Framework (SDF) and request that the Planning and Highways Committee take the Framework into account as a material consideration when determining planning applications for the site.

Wards Affected: Withington, Old Moat, Didsbury West, Didsbury East

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The City Region is a driving force in the regional and national economy. It accounts for 52% of the North West's total economic output and 5% of UK output. The health sector plays a central role within this and employment has grown in the sector by 13% between 2001 and 2011 and it is the second largest employer in the city region, employing over 150,000 people. The NHS spends on goods and services across the North West, of which 40% is retained in the region. In Manchester, the health sector employs 40,500 people contributing over £1bn per annum to the economy.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The Christie employ 2,850 people plus around 300 volunteers and there are 300 University staff with 21% of the workforce living in the M14, M20 and M21 post codes, 38% in Manchester as a

	whole and 49% elsewhere in Greater Manchester.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The SRF would help to ensure that The Christie will remain a strategically significant clinical, research and employment facility in the city and the region.
A liveable and low carbon city: a destination of choice to live, visit, work	The development aspirations of the Christie would be accommodated in a manner that respects local character and amenity and key issues that have caused ongoing problems in the area regarding parking are being addressed.
A connected city: world class infrastructure and connectivity to drive growth	The Green Travel Plan aims to ensure that staff and visitors use sustainable forms of transport including buses, trams, cycling and walking. This should help to alleviate issues on streets in the area.

Full details are in the body of the report, along with any implications for:

Equal Opportunities Policy
Risk Management
Legal Considerations

Financial Consequences – Revenue

None

Financial Consequences – Capital

None

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Background documents (available for public inspection):

Addendum to the Christie Strategic Planning Framework 2019
The Christie Strategic Planning Framework 2014

1.0 Introduction

- 1.1 In March 2019, the Executive endorsed, in principle, an Addendum to The Christie Strategic Planning Framework 2019 and requested that the Chief Executive undertake a public consultation exercise. This report summarises the outcome of that public consultation.
- 1.2 The Paterson Redevelopment Project would provide one of the world's top five cancer research centres and improve patient outcomes in Manchester and across the globe. The recently announced investment by the Research England UK Research Partnership Investment Fund, alongside the strong partnership between the University of Manchester, Cancer Research UK and The Christie will help to cement Manchester's reputation as a centre of research and innovation.
- 1.3 The Greater Manchester Local Industrial Strategy identifies health innovation as one of the city region's unique sector strengths which, if capitalised on, will drive growth and productivity. The Strategy recognises that Greater Manchester has the potential to become a global leader on health innovation which will increase the adoption of new health and care technologies, processes and services which will improve the health of the local population.

2.0 Background

- 2.1 Following the fire at the Paterson building The Partners have reviewed how the site could most effectively contribute to the delivery of first class clinical, scientific and research at The Christie. Successful research outcomes require intimate interaction between clinicians and scientists to discuss ideas and data and the physical proximity of lab to clinics is vital to this communication. The translation of research to patient care is accelerated when doctors, nurses, researchers and scientists all work together in one building. New treatments are developed faster and better outcomes are achieved for patients where clinicians and researchers interact.
- 2.2 A 'world-class' cancer research centre is proposed for the site that would be unique in UK where different research groups, disciplines, and clinical scientists/ academic clinicians would co-locate in the same building as key allied health professionals from The Christie. This would enable a 'Team Science' approach to be created that would accelerate cancer research, devise new treatments, and enhance patient care. The integration of translational research through to clinical delivery, would enable cancer research in Manchester to reach its full potential.
- 2.3 The proximity to patient wards would permit clinicians, scientists and researchers to move from 'bed-to-bench side'. Laboratory research could be used directly to develop new ways of treating patients. This proximity is vital and would create the only research facility of its kind in Europe. It would be the focal point for the integration of activities across the entire campus.

3.0 The Consultation Process and Issues Raised

- 3.1 Consultation letters were sent out to around 4000 local residents, landowners, members and stakeholders, informing them of the process, how to participate, and engage and where to access the document. It was made available on the Council's website, and comments invited. The formal consultation closed on 16 May 2019 after a six week period.
- 3.2 Around 500 individual responses were received opposing the addendum including representations from The Withington Civic Society and The Withington Village Regeneration Partnership. Many of those who have objected recognise and value the work undertaken at The Christie but cannot support what Addendum suggests. Many of these are long impassioned letters expressing strong opposition. A significant proportion use a standard format but also include additional individual comments. Two petitions have been received, one online that has 280 signatures and one hand written with 121 signatures. Responses have been received from the Withington Civic Society and from the Withington Village. .
- 3.3 Forty individual responses have been received in support. 2000 postcards obtained from around sites in Greater Manchester express support.
- 3.4 Responses have been received from Councillors Stanton, Leech, Kilpatrick, Kelly Simcock, Wilson and Chambers.

The Issues Raised in the Consultation

- 3.5 The objections broadly fall into five categories, namely:
- the process of producing an addendum is not appropriate;
 - the building is too big for the site and the area;
 - it would be possible to distribute the floorspace more efficiently at a lower height which would provide larger floorplates;
 - the adverse impact of car parking and traffic; and
 - detailed issues about the impact on amenity at nearby homes and the area.

The detail in each of these categories is set out below.

The process of producing an addendum is not appropriate

- 3.6 It has been suggested that the impact of The Christie is now so significant that they should relocate to an alternative site altogether rather than continuing to increase density in this area to the detriment of the neighbourhood. The Christie has clearly outgrown the site and the fact that they continue to acquire property around in the area is clear evidence of this.

- 3.7 It is not necessary or appropriate to consider an addendum, as the existing SPF remains fit for purpose, respects the neighbourhood and presents a 15 year vision up until 2028. This provides the community with safeguards against over development. The Paterson, like most of the site, was operational at the time of the SRF and is clearly included within it. The established principles of the SPF should apply across the site, including that which requires development to be appropriate in terms of local character.
- 3.8 The addendum must be read together with the main text of the Strategic Planning Framework. The proposal is vast, 150 feet high and 350 feet long, comprising 25,000 square metres and would breach every single principle in the current Strategic Planning Framework. This is a complete rewriting, disposing all the design principles previously approved.
- 3.9 The addendum does not reflect important key principles within the original document in relation to height and the impact on the area. The framework sought to ensure that new development around the edges of the site should respect the height of nearby houses and that any height should be contained within the centre of the operational area. The consultation process has been wholly inadequate and has not reflected legislative or statutory requirements as set out in the NPPF, The Town and Country Planning Acts, The Localism Act and the Core Strategy and is therefore subject to challenge.
- 3.10 The Addendum does not give a sense of the local impact and relative scale of the building. Small pictures of the street scene with line drawings are shown but no estimates of height or length are provided. No scale model nor scale drawings were presented to the Executive.
- 3.11 Both the Trust and MCC are legally obliged to follow the principles of public law, including fulfilling legitimate expectation, making rational decisions and acting legally, complying with NPPF, HRA, all primary and secondary legislation, and MCC policies
- 3.12 The detrimental impact on the locality, is completely disproportionate to the Trust's aims and the addendum clearly breaches the Core Strategy and policies on Tall Buildings, the National Planning Policy Framework, does not fulfil the Sustainability Criteria and does not take heritage into consideration, particularly the proximity of the Withington Conservation Area.
- 3.13 It is suggested that the consultation process undertaken breaches the Town and Planning Act 2008, as amended by the Localism Act 2011. Accepting the addendum would breach the Human Rights Act 1998, and Residents' peaceful enjoyment of their home and local amenity and breaches the Residents Legitimate Expectation. Approving the proposal would be irrational and illegal.
- 3.14 It is suggested that the Executive cannot credibly conclude that the need for a building of this scale, on this site, has been established.

The building is too big for the site and the area

- 3.15 The building at around 48.5m is far too large and would totally dominate this residential area. It is totally inappropriate, ill-conceived and completely ignores the predominant nature of the area. The design has been entirely driven by its internal requirements which have been stacked upon one another. The size could have been reduced by extending the foot print or building over adjoining buildings.
- 3.16 It would be the equivalent of 15 residential storeys and two and a half times as high as the recently approved proton beam therapy centre. It would fundamentally change the character of the area and have an adverse effect on residential amenity.
- 3.17 There are no buildings of comparable height in the area with the only large building being the toast rack. This would set an undesirable precedent and could result in further proposals coming forward for tall buildings. There would be no such building within 5 miles of the site with the nearest being in the city Centre. This would be contrary to the Councils decision on a six storey building in Northenden. It would be contrary to Core Strategy proposals for the area including EN2 regarding Tall Buildings.
- 3.18 The proximity to the Withington Conservation Area is not identified in the Addendum.
- 3.19 Some consider the building to be ugly but others note that it is well designed but would dominate the skyline in all directions and stick out like a sore thumb being as tall as Nelson's Column, or, a cruise ship. The effect will be to create a concrete canyon on Wilmslow Road.

It would be possible to distribute the floorspace more efficiently in a less invasive manner

- 3.20 The Trust have failed to consider alternatives and failed to explain the reason why developing across their land at a lower level on the main site, isn't feasible.
- 3.21 The rationale for the choice of location and the specification of the building has been challenged with some commenting that vertical segregation does not assist the 'team science' approach. Others consider that the research work can and should be done remotely as it is at present and technology would allow and support this.
- 3.22 A high rise building with researchers and consultants on different floors would not create the desired co-location and would not be an appropriate way of developing a Team Science culture.
- 3.23 The 11 thin floors is not conducive to sharing information and creates inefficiencies. Researchers prefer to work on single floors. Building over the

service road would create larger more efficient floorplates and allow the height to be reduced.

- 3.24 There is limited evidence of the benefits of bringing different disciplines together in a single building. The document has failed to identify that the scale and massing of the building is needed.
- 3.25 The fire has given rise to an opportunity to develop a new approach and the “Team Science” approach clearly has benefits to The Christie. Some of the rationale is counter- intuitive at a time when efforts are being made to develop treatment centres away from the main site and the benefits of instant worldwide electronic communication are ever more apparent. The community supports The Christie but there has to be a limit to what is achievable in a residential area.
- 3.26 It should be possible to redistribute the floorscape within or by extending existing older buildings on the campus.
- 3.27 There may be alternative means of providing the accommodation using other areas of the site which would lead to a reduction in its height and scale. The report states that alternatives have been discounted but provides no detail.
- 3.28 As a significant amount of radiotherapy and chemotherapy treatment is now provided remotely, could this facility be built at another more appropriate Christie site.
- 3.29 Even if 25,000 square metres is required, there may well be another way of delivering this. An option has been prepared which illustrates how the same space could be added at only half the height in a manner that is much less damaging to the neighbourhood and would comply with the Design Principles set out in the existing SPF. No alternatives are offered or considered. The impression given therefore is that the “consultation” is little more than a box ticking exercise.
- 3.30 The provision of facilities on site that would compete Withington Village are not supported. Local people already use the retail offer on campus which has a negative effect on the vitality and economic sustainability of the Village. The Christie should be an asset to the Village. Environmental improvements such as street trees are needed between the hospital and the Village to encourage staff and visitors to engage more with it. A better connection to the Christie could help sustain the regeneration of Village and benefit the wider community and provide an improved experience for Christie staff and visitors.

The adverse impact of parking and traffic

- 3.31 This would lead to additional traffic, congestion and air pollution during construction and in use. There would be multiple contractors on site during the build period and the area could not cope with the impact of contractors vehicles. It would be detrimental to the health of the 800 primary school

children within metres of the site and have a damaging impact on air quality. This could have implications for lung cancer.

- 3.32 When in use it would accommodate additional workers, there would be more visitors and servicing vehicles. All of this would lead to a deterioration of air quality and would in particular have an adverse impact on children at nearby schools. The increased traffic movements would create road safety issues in an area close to schools and where there are large volumes of pedestrians.
- 3.33 The significant parking problems in the area would be worsened. This manifests itself in different ways including parking problems for residents, congestion on local roads, air quality issues, impact on local schools and impacts on amenity.
- 3.34 The eventual influx of 956 staff will hugely increase the local staff parking burden and reverse the effect of the Christie Green Travel Plan (GTP) in mitigating this. The GTP will have to run very fast just to stand still.
- 3.35 The Christie green travel plan is largely ineffective, the Christie controlled parking zone just does not work for local residents, and Christie staff continue to intrude by parking across drives and garage-ways, affecting the lifestyle of local residents in an unacceptable way.
- 3.36 New cycle paths have made an extra lane to cross, when turning onto Wilmslow Road which is fraught with difficulty and danger with the lack of awareness of some cyclists. The level of traffic and the present bottlenecks due to cycle lanes and the new builds cause traffic build-ups of traffic and difficulty for buses.
- 3.37 The parking constraints and permits have caused problems and many residents have torn up most of their previously green front gardens to make parking areas. This green space helped to counteract pollutants and support rainfall retention.
- 3.38 There will be an impact on the City and the NHS of increased respiratory disease/cardiovascular disease/increased traffic accidents and injury or fatality/ increased time for access by emergency 999 vehicles and risk to life and limb due to this increased response time
- 3.39 There would be additional staff travelling to and from the site causing parking, pollution and congestion problems. The new car park would not address this.
- 3.40 There is no estimate of the increase in staff & visitor numbers, nor the effect on traffic and parking.

Detailed issues were raised were raised about the impact on amenity at nearby homes

- 3.41 Loss of amenity as a result of noise, air pollution, privacy, right to light, light pollution, loss of sunlight, overshadowing; loss of evening sunshine; gardens

being permanently in shadow; loss of TV reception; loss of privacy; nuisance from construction; devaluation of property; noise from plant etc

- 3.42 Impact on house prices. Residents find it difficult to align the fact that we have put our whole lives and money into our homes to have our surroundings affected in this manner. Their lifestyles will be affected dramatically by this build.
- 3.43 Impact on access for emergency vehicles to residents. Access for people with mobility issues who do not possess a disabled badge and who cannot find a parking space near to their home is will only be exacerbated.

Responses from local Councillors

- 3.44 **Councillor Kelly Simcock** is supportive of the need to redevelop the Christie, supports the upgrade of research facilities and is aware that clinicians have reported a negative impact on their work with research colleagues relocated remotely and therefore understands the rationale for developing a facility that can address these issues alone.
- 3.45 However, this proposal is centrally located in a residential area and is a matter of great concern for some residents. Shops and other facilities are not necessary with local amenities a short walk away. The height is one of the biggest causes for concern. Using and reallocating space on the ground floor, for example, could surely help reduce this? A reduction should impact on the research capability but suggests that alternatives are explored to consider how this could be achieved differently using space available.
- 3.46 The SPF should be amended to reflect the extended Controlled Parking Zone (CPZ) and a formal consultation for the extension of the CPZ be included.
- 3.47 **Councillor James Wilson** acknowledges the need to amend the SPF in light of the destruction of the Paterson Institute and supports the replacement and upgrading of the research facilities which were lost. Clinicians have advised that research has suffered following their relocation to Alderley Park as close proximity to where patients are receiving treatment is very useful and, modern research labs are taller than those constructed at the time when the Paterson Institute was first built. The replacement building would need to be taller than the current building, which justifies the amendment to the SPF.
- 3.48 However, this would be a major development in a residential area and its scale has caused some concern among residents. For this reason, the Council and Christie should explore whether elements of the building that are not essential to its function as a research facility could be removed to reduce its height. In particular, the ground floor is mainly publicly-accessible space- could some of this be sacrificed to take a storey off the building. There are plenty of shopping and dining facilities a short walk away in Withington village. Could the space vacated by the 350 employees who are moving into the new building from elsewhere in the campus be used for the community engagement talked about in the document to free up more space.

- 3.49 The SPF should be amended to reflect the extended CPZ and a formal consultation for the extension of the CPZ should be brought forward as a priority.
- 3.50 **Councillor Greg Stanton** he and ward colleagues remain supportive of the Christie as a whole. However, the Council has not properly made the case for why a building of this size is required, and a full review of the SPF would be appropriate because the impact that the development would have on the entire site and nearby residents.
- 3.51 The SPF was fit for purpose prior to the fire which raises the question as to why an addendum is now required. The building should not be taller than the Paterson Institute. Whilst the opportunity to improve the facilities is recognised, a lower rise building almost equal in volume could be constructed over a greater footprint with a potentially deeper excavation to maintain space.
- 3.52 In respect of traffic and parking, it would be unwise to increase employees at the site in large numbers and it would be better to house some staff at other Christie facilities or at the university as travel time between the two is short and they could visit as necessary rather than being permanently tethered to a facility essentially in the middle of a residential area. The knock on effect of increased standing traffic cannot be ignored when considering air quality within the locality.
- 3.53 The building is out of keeping with anything else in the area and would set a dangerous precedent about the height of future builds on-campus and beyond in the locality. We will continue to push hard to ensure a dialogue is maintained between the developer, the Christie and the City on the best way forward to deliver a world class facility without disamenity to those in its shadow.
- 3.54 **Councillor Richard Kilpatrick** The community and residents value the work of The Christie, are proud to have the facilities on their door step and proud of its international recognition.
- 3.55 It has always been difficult to bring the future plans for the Christie and the concerns of residents together in a consociate way and this is another example of how more must be done to meet residents' concerns.
- 3.56 The requirement of having the biomedical services, university and labs in one building is of clear advantage and this is a perfect time to review what a modern Patterson facility should include. But many residents feel that the size and imposing nature of the building would set a precedent and give the Christie the opportunity to increase the height of other facilities. It should be made clear that this would not set a precedent.
- 3.57 The coffee and reception facilities on the ground floor should be reduced to reduce the size of the building. Its footprint will be small but the impact of the

skyline very impacting and a full justification for the height is required and a softer finish to the aesthetic.

3.58 There is a greater issue of parking and the impact that a new, bigger building will have on parking and the CPZ review and extension. All that exists in the SPF document is a commitment to "Demonstrate a clear strategy regarding staff travel to and from the site including measures to encourage further modal shift to more sustainable modes". The parking issues requires a more sustainable and substantial strategy that takes into consideration the changes to the SPF. As a result, a parking and traffic policy should be established alongside this SPF to address the following outstanding issues:

- CPZ review and extension
- Lack of parking for employees
- Take up of sustainable travel to work schemes
- On site car parking
- Park and ride schemes

and this proposed policy should be a condition of the SPF.

3.59 The building should be reduced in size where possible and its appearance should be less imposing. The building at its current size should not be supported without a guarantee that future buildings will not be of this height and a condition on the SPF should restrict height across other buildings on the site

3.60 **Councillor John Leech** does not think that the addendum gives any justification for the need for a building of 25000 sq metres. Everybody recognises that the old building was not fit for purpose and more space is needed, but there is no evidence why it needs to be this big. That is not to say that there is not any justification, but simply that the case has been made.

3.61 There are no definite figures for staff numbers and an assessment of whether parking provision will be sufficient.

3.62 The massive potential expansion of research could have a much wider impact on the whole site, and this has not been dealt with by the addendum, and is the reason why there should have been consideration to review the whole SPF, rather than consider the Paterson site in isolation through an addendum to the existing SPF.

3.63 **Councillor Becky Chambers** is extremely proud to live in the vicinity of a facility that provides world-leading treatment and care for people with cancer and values the great work done by Christie in the field of cancer research and appreciates the various operational and financial benefits of containing the research on one site.

3.64 The proposal is generally welcomed and the design of a good standard. However, the height is a concern and she can sympathise with the concerns

that the proposal is too tall. All design options should be considered and a reduction in height would make it less imposing on the visual landscape of the area. The impact of the building should be minimised. The Green Travel Plan should reduce the number of single occupancy vehicles travelling to the site and the availability of public transport and bike facilities in the area should be highlighted and promoted. The impact of construction traffic should be minimal. A full disability assessment should be carried out on both the proposed building and the impact on disabled pedestrians whilst works are taking place. The Christie should continue to engage with the Withington Regeneration Partnership and demonstrate their stated commitment to a thriving Withington. Staff should be encouraged to use Withington village by promoting the food and beverage offer and the diverse selection of shops that Withington offers.

4.0 Response to the Issues Raised

- 4.1 A development of this nature clearly has strategic significance to the City, the region and the Northern Powerhouse. Life sciences and healthcare are key growth areas that help to underpin the region's economy and continued growth in these sectors is essential. This proposal would secure around 150m of capital investment. The work in the new building would generate a direct contribution to the GM economy worth £43million GVA per annum, an uplift of £10.4m compared to the productivity at the former Paterson building and indirect benefits to the GM economy worth £16.1m GVA per annum, an uplift of £3.8m. This is therefore of considerable strategic significance. However, the facility has very specific locational requirements and has to be within the existing campus and has to be next to patients' beds
- 4.2 If the framework is endorsed, this ultimately has to be balanced with the location of the Christie within a residential area and the impact that a building of the size required would have within that area.
- 4.3 In respect of the five categories of objection raised the following response is put forward.

The process of producing an addendum is not appropriate

- 4.4 The existing strategic planning framework establishes a broad vision for the development of the Christie site. It is not a formal planning policy document and it is not a site allocations document, nor is it a supplementary planning document that adds further detail to the development plan. It is essentially a statement of ambition which is a material factor in the determination of planning applications.
- 4.5 This addendum acknowledges and has responded to a specific issue that has arisen at the site, ie the fire at the Paterson building and sets out an ambition to develop a major clinical and research facility at the site. However, the approval of this addendum would not be an overriding factor in terms of determining any planning application. All planning applications have to be determined through the statutory planning processes. This would include a

full and robust assessment of a proposal in strict accordance with both national and local planning policy and any other material considerations.

The building is too big for the site and the area

- 4.6 The space requirements and the size of the building were determined following consultation with various specialist ‘user groups’ within The Christie. This has identified the need for the building to accommodate 23,800 sq. metres (NIA) of floor-space if a world-class facility is to be created. This floor-space would accommodate:
- Eight state of the art laboratories and associated write up space to replace that lost in the Paterson fire (4,700 m²);
 - Four state of the art laboratories and associated write up space for the Manchester Centre for Biomarker services (1,500 m²).
 - Consultant workspace to accommodate The Christie’s clinical and research staff that are critical collaborators and whose expertise is critical to successful translational research (2,800 m²). These staff are presently dispersed across the Withington Site in often low quality accommodation.
 - Collaboration and engagement spaces including meeting rooms (4,350 m²);
 - Highly specialised plant and equipment (5,500 m²)
 - Space for facilities management (700 m²)
 - Circulation spaces such as corridors / stair-wells etc (4,200 m²)
- 4.7 The accommodation has to be ‘stacked’ vertically and horizontally in a very particular way to ensure the full integration of scientific research and to ensure that relevant staff are located on the correct level, for example some Consultant Workspace is required to be located on level 1 to connect directly into the existing drugs trial wards.
- 4.8 The overall floor-space requirement for the laboratories, write-up and research space has increased by c.18% in order to ensure that the new accommodation meets modern design standards.
- 4.9 The requirement for a specific quantum of floor-space, the need for that accommodation to be arranged in a particular way, the need for enhanced floor-ceiling heights within the laboratories and the constrained nature of the site all combine to result in the height of the building proposed.
- 4.10 The expansion of the Manchester Centre for Cancer Biomarker Sciences (MCCBS) was originally planned to be accommodated within an independent building alongside the Oglesby Cancer Research building (formerly MCRC).

That proposal is superseded by the PRP. Therefore there are no longer any plans to build on the land adjacent to the Oglesby building. Provision of the expanded MCCBS within the PRP development provides the opportunity to fully integrate biomarker research alongside a wide range of other specialist activities thereby allowing it to make a greater contribution to Team Science and the faster translation of research into patient care. This physical integration has substantial research benefits that would not be achieved if MCCBS were provided in a standalone building.

- 4.11 The support for the facility that would be provided by the endorsement of this addendum does not mean that planning permission would inevitably be granted. All of the concerns that have been raised about the impact of the scale of the building would have are critical and must be fully addressed as part of the determination of any planning application by the Local Planning Authority. As set out above, the approval of this addendum would not override existing national and local planning policy and the application would have to be fully justified in that context.

It would be possible to distribute the floorspace more efficiently in a less invasive manner

- 4.12 The Team Science approach requires much greater levels of integration between those involved in the research pipeline. Consideration was given to whether this could be achieved through developing a number of standalone buildings but this would fundamentally fail to deliver the world-class collaborative working environment sought by the Partners.
- 4.13 Similar facilities in North America and elsewhere demonstrates that such co-location accelerates the rate at which new discoveries in the laboratory are translated into clinical trials and ultimately into new treatments for patients. The world of cancer research is changing and evolving from the traditional reliance on the creativity of individuals to the central need of multidisciplinary collaboration involving biologists, clinicians, chemists, computational biologists, statisticians and engineers: the bringing together of scientists and clinicians with different and diverse ideas and expertise to work together to accelerate the translation of breakthrough discovery research into patient benefits.
- 4.14 The co-location of activities has huge advantages over a more traditional dispersed model as it: increases the opportunities for mixing and thereby encourages informal discussions, sharing of ideas and sharing of technologies; it stimulates discussion of pressing scientific and clinical problems; it helps to remove barriers that in the past have impeded interaction and common understanding; it creates a vibrant, lively community best suited to building relationships and new ways of working together; it creates a unique and exciting environment and culture that is different from traditional discipline-focussed centres and will attract other leaders from around the world that share the team science philosophy and in so doing deliver a powerful multiplier effect that will build strength and depth; it provides the ideal training environment to develop the next

generation of cancer researchers and practitioners who will be schooled in the principles of team science

- 4.15 It maximises the potential of translating knowledge into new ways of treating patients. A dispersed model would not achieve these objectives or deliver the same benefits. If that approach could work, it would require the demolition and re-provision of some existing buildings containing essential services which would create a number of additional operational challenges.
- 4.16 The brief was developed in consultation with the clinicians and researchers and addresses specific needs. A range of options were considered about how the space could be configured around the site but it has to be on a single site within a single building.
- 4.17 It was originally intended to incorporate facilities and amenities for local residents and the community within the ground floor but this has been removed and the ground floor would accommodate the main entrance, reception, café, public engagement area, lab services accommodation, lab changing area, goods in and out area, physics workshop, freezer room, HV & LV switch-rooms, lab plant room and a cycle hub

The adverse impact of parking and traffic

- 4.18 There were c.3,815 total staff employed at the Christie Withington Site in January 2017 prior to the fire in April 2017, of which c.3,052 were typically on site at any one time. At present 3,485 are based at the site of which c.2,780 are typically on site at any one time. If the PRP is implemented, 3,870 staff would be employed at the site on its first day of operation in 2022 3,096 may be on site at any one time. This represents an increase of 55 on pre-fire levels.
- 4.19 When the PRP is full occupied, 4055 could be based at the site in 2030 which represents an increase of +185 staff from 2022 and +240 from pre-fire levels. 3,244 may be on site at any one time.
- 4.20 There can be no doubt that there have been real tensions in the area as a result of staff, visitors and patients parking on nearby streets and from the volume of traffic that the site attracts. This issue has to some extent been addressed by the modal shift away from private car as a result of the introduction of the Green Travel Plan and through the introduction of a controlled parking scheme, funded by The Christie. However, whilst the CPZ has been successful in terms of addressing the problem on those streets included, some issues have arisen elsewhere as parking has been displaced onto other streets.
- 4.21 The Green Travel Plan prioritises journeys on foot, by bike and by public transport and has encouraged car sharing and other measures. It has resulted in a modal shift and has achieved the Transport for Greater Manchester “Gold Standard” for the past two years. The Christie have been awarded the Travel Choices “Active Travel Award” for excellence in

promoting cycling and walking. Around 45% of staff now use sustainable transport and the GTP aims to increase this to 60% of all journeys which is more ambitious than many other GTP's. Physical works have been carried out at the site, such as the provision of more shower and changing facilities and secure cycle parking. Other initiatives include: "Walking Wednesday", free bicycle training, free bicycle maintenance and individual public travel packs for staff

- 4.22 The Christie has since received permission for a car park to increase on site provision. As part of this approval, the Christie has made a financial contribution through S106 to expand the CPZ significantly and there is a report elsewhere on the agenda regarding this. The implementation the car park and the expansion of the CPZ will further help to address problems being experienced on nearby streets and should ease parking problems in the area.
- 4.23 These issues would be addressed in detail as part of the consideration of the Planning application.

Detailed issues about the impact on amenity at nearby homes

- 4.24 Many issues are raised about the impact of the scheme on the amenity of residents in the area. These are very important matters that have to be fully addressed as part of the consideration and determination of the planning application. They do not however come within the remit of the Executive in terms of this addendum.

5.0 Concluding Remarks

- 5.1 The addendum recognises and seeks to capture a major research and medical facility within Manchester which would have significant medical and economic benefits for the City and the region.
- 5.2 Whilst residents in the area do value the work undertaken at the Christie they have very considerable concerns about how it impacts on their community and neighbourhood and this has been expressed over many years in relation specifically to parking issues. In response to this specific addendum, the height of the building has been a major cause for concern.
- 5.3 The draft addendum does not set out a policy position but recognises that there is an opportunity to develop a facility of national and international significance at the site.
- 5.4 A planning application is currently being considered. This is the subject of public consultation and will be determined in due course by the Local Planning Authority.
- 5.5 Detailed recommendations appear at the front of this Report.

6.0 Contributing to the Manchester Strategy Outcomes

(a) A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities

- 6.1 The City Region is a driving force in the regional and national economy. It accounts for 52% of the North West's total economic output and 5% of UK output. The health sector plays a central role within this and employment has grown in the sector by 13% between 2001 and 2011 and it is the second largest employer in the city region, employing over 150,000 people. The NHS spends on goods and services across the North West, of which 40% is retained in the region. In Manchester, the health sector employs 40,500 people contributing over £1bn per annum to the economy.

(b) A highly skilled city: world class and home grown talent sustaining the city's economic success

- 6.2 The Christie employ 2,850 people plus around 300 volunteers and there are 300 University staff with 21% of the workforce living in the M14, M20 and M21 post codes, 38% in Manchester as a whole and 49% elsewhere in Greater Manchester.

(c) A progressive and equitable city: making a positive contribution by unlocking the potential of our communities

- 6.3 The SRF would help to ensure that The Christie will remain a strategically significant clinical, research and employment facility in the city and the region.

(d) A liveable and low carbon city: a destination of choice to live, visit, work

- 6.4 The development aspirations of the Christie would be accommodated in a manner that respects local character and amenity and key issues that have caused ongoing problems in the area regarding parking are being addressed.

(e) A connected city: world class infrastructure and connectivity to drive growth

- 6.5 The Green Travel Plan aims to ensure that staff and visitors use sustainable forms of transport including buses, trams, cycling and walking. This should help to alleviate issues on streets in the area.

7.0 Key Policies and Considerations

(a) Equal Opportunities

- 7.1 The site provides a significant number of jobs which are easily accessible to nearby residents. There is a commitment to ensure that design standards

throughout the development will comply with the highest standards of accessibility.

(b) Risk Management

7.2 Not applicable

(c) Legal Considerations

7.3 If the addendum to the SRF is approved by the City Council, it would become a material consideration for the Council as Local Planning Authority

**Manchester City Council
Report for Resolution**

Report to: Executive - 24 July 2019

Subject: Expansion of the Residents' Parking Zone around the Christie Hospital

Report of: Director of Highways
Strategic Director - Neighbourhoods

Summary

The purpose of this paper is to consider the proposal to introduce an extension to the existing residents parking scheme adjacent to the Christie Hospital.

Recommendations

Executive is asked to approve the design of an expanded residents parking scheme around the Christie.

Wards Affected: Old Moat, Withington, Didsbury East & Didsbury West

Financial Consequences - Revenue

As part of extending the existing residents parking scheme there will be a requirement to increase resources undertaking enforcement and this will be considered as part of designing the scheme to ensure enforcement activity can be undertaken as efficiently as possible.

The Christie have agreed to contribute c£0.6m S.106 monies towards the ongoing revenue costs of effectively enforcing within the proposed extended resident parking zone. The £0.6m will be drawn down on an annual basis to make up any shortfall in the costs of enforcement after the income from penalty charge notices has been offset in order to ensure there are no increased annual revenue costs to the City Council for enforcing the extended parking zone.

Financial Consequences - Capital

There is currently a budget of £355k included within the City Council capital programme for designing and implementing the proposed extension to the existing residents parking scheme. The Christie have agreed to provide £400k S106 monies to cover the costs of the new scheme in order to ensure there are no additional financial implications for the City Council.

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Background documents (available for public inspection):

None

1.0 Introduction

- 1.1 Residents' parking schemes were first introduced in the city almost 20 years ago. Since then eight of these schemes have been introduced to reduce the impact that commuter and other non-residential parking has on residential areas. These schemes have been introduced in many different areas, all with their own unique set of issues and problems. As such, whilst all schemes are similar in the way they operate, they are all to some extent bespoke with individual characteristics defining the way they are managed and administered.
- 1.2 The growth of the city's economy and increased levels of car ownership and use in general, combined with the proposed expansion of the Christie's infrastructure specifically, continues to put pressure on the availability of parking for residents, particularly, but not exclusively, in the area surrounding the Christie. This proposal promotes the need for an expansion of the existing residents parking scheme around the Christie.

2.0 Background

- 2.1 The Christie is the largest single site cancer centre in Europe and is currently undergoing expansion of the medical facilities it provides.
- 2.2 On the 11th January 2018, MCC Planning and Highways Committee resolved to approve the planning application for a Tiered Car Park (Ref: 117847/FO/2017). This will provide eight levels of decked parking and reconfiguration of the surface level car park following demolition of two existing buildings.
- 2.3 Part of the approval for the application included signing a Section 106 (of The 1990 Town & Country Planning Act) legal agreement to provide the necessary funding for the City Council to design, implement and then fund the on-going enforcement, maintenance and administration costs of an expansion to the existing Controlled Parking Zone (CPZ).
- 2.4 Consequently £1m S.106 funding has been secured from the Christie to implement the scheme and to contribute to the on-going revenue costs for enforcement of the scheme.
- 2.5 The existing CPZ was implemented in 2015 and has proved to be largely successful in addressing the impact of external parking on the surrounding residential areas. However, it has caused significant displaced parking issues in the wider neighbourhood and with the on-going expansion, staff and visitor numbers are forecast to increase further in the future. The extension to the current CPZ seeks to address that issue.

3.0 Outline Scheme Proposals

- 3.1 The proposed expansion area is shown in Drawing No. A3/209887H/Con Rev B, which is appended to this report.

- 3.2 The expansion area takes into consideration the areas requested by local ward members identified as a consequence of resident complaints and feedback associated with non-residential parking due to the development of the Christie.
- 3.3 The existing scheme operates Monday – Friday, 8am – 6pm and consists of a mixture of residents' only parking bays, "past this point" residents' parking streets and Limited Waiting for up to 3 hours with an exemption for residents with permits. All other areas within residential streets are subject to no waiting at any time restrictions. Arterial routes have a selection of waiting and loading restrictions.
- 3.4 The expanded scheme will consist of the same restriction types.
- 3.5 We will consult with residents within the existing resident's parking area by a questionnaire in order for any improvements to the scheme to be identified. We will also consult with residents within the expanded area via a questionnaire and in accordance with the following procedure.
- 3.6 The programme for a resident parking scheme includes three consultation stages.

Stage 1: Questionnaire which seeks to identify the appetite for a residents' parking scheme in the identified expansion area and inform how it should operate.

Stage 2: Should a scheme receive a positive response based on the questionnaire feedback, initial proposals will be drawn up and then circulated to members and residents as part of the second stage of consultation.

Stage 3: Where appropriate, amendments are made based on Stage 2 feedback before the design is finalised and subject to Delegated Powers approval by The Executive Member for Environment and advertised on street and in the local paper. The third consultation stage is the statutory consultation where formal objections can be considered.

3.7 Stage 1 consultation: Questionnaire

All residents within the identified area (black line boundary) will receive a questionnaire. Residents within the existing RPZ (hatched area) will be asked whether there are any improvements that they feel should be considered to the existing scheme. Residents within the proposed expansion area will be asked how they feel about parking on their street and crucially whether they would support the introduction of parking restrictions designed to deter commuters and visitors from parking on local roads.

- 3.8 In those areas where there is not significant opposition to the principle of parking restrictions being introduced, the information gathered from the surveys will be used to as intelligence to assist in the design proposals.

3.9 Stage 2 consultation: Scheme design

Following the feedback received from the questionnaires a scheme will be designed. The designs will be shared with Local Members prior to the second stage consultation of residents. Residents will then be consulted on the design for further comments. Feedback received as part of this consultation will be considered and if appropriate changes made to the design before it is finalised and subject to Delegated Approval and statutory consultation (Stage 3).

4.0 **Conclusion**

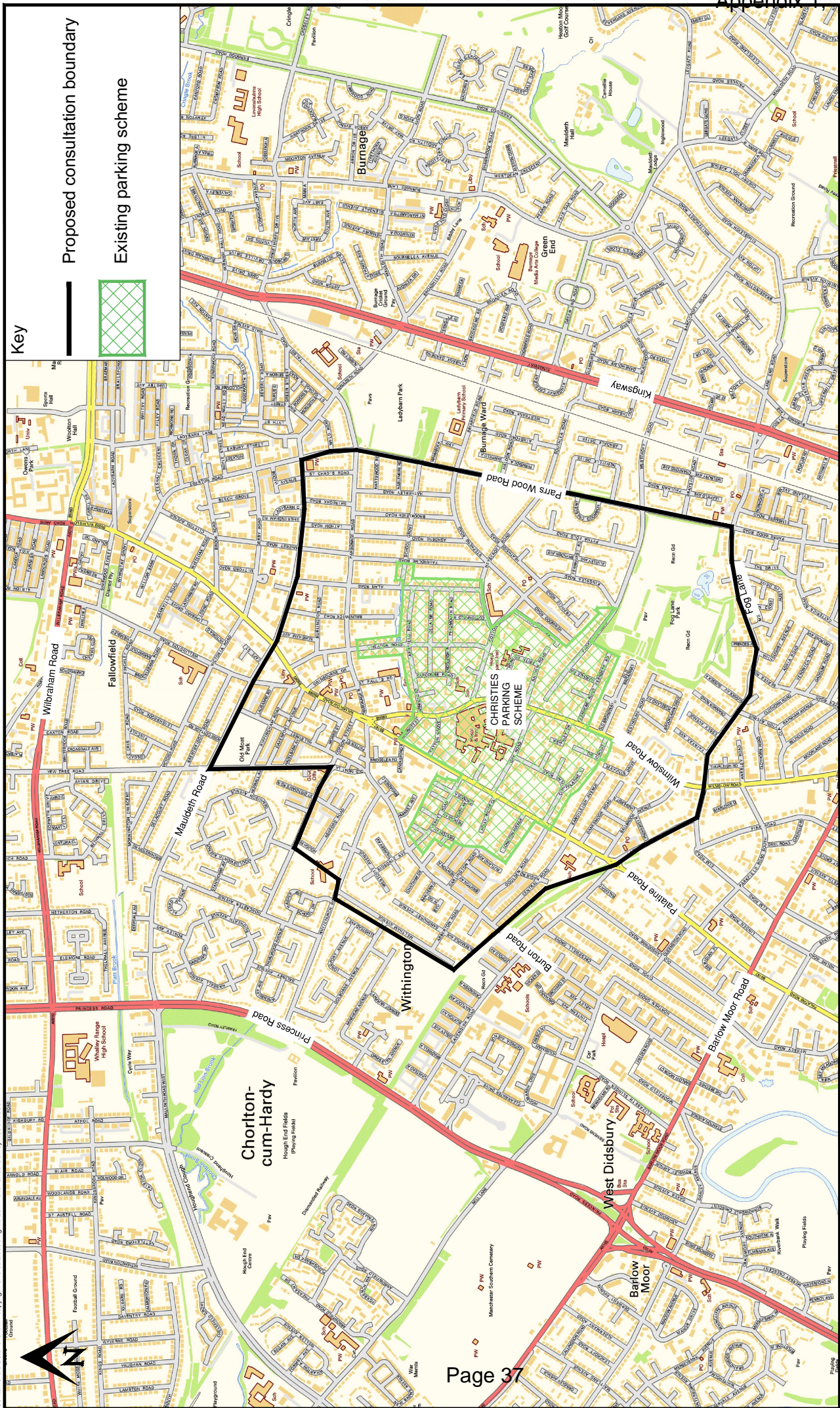
4.1 The Council is fully committed to mitigating the impact that commuter and other non-residential parking has on residential areas as far as possible. This proposal has been developed in accordance with the principles of the Residents Parking Report approved by the Executive on 12 September 2018.

5.0 **Recommendations**

5.1 The recommendation is set out at the beginning of the report.

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PROJECT TITLE		Highways, Transport & Engineering		MANCHESTER CITY COUNCIL	
The Christie S106 Parking Scheme Review and expansion		Corporate Core PO Box 532 Town Hall Manchester M60 2LA		DRAWING NUMBER A3/209887H/Con	
DRAWING TITLE		Proposed consultation boundary		REV B	
SIZE A3	SCALE NTS	DATE Feb 19	DRAWN WAR	CHECKED APPROVED	REV

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**Manchester City Council
Report for Resolution**

Report to: Executive – 24 July 2019

Subject: Capital Programme Update

Report of: Deputy Chief Executive and City Treasurer

Summary

This report informs members of requests to increase the capital programme, seeks approval for those schemes that can be approved under authority delegated to the Executive and asks Executive to recommend to the City Council proposals that require specific Council approval.

Recommendations

To recommend that the Council approve the following changes to Manchester City Council's capital programme:

1. Highways – Hyde Road. A capital budget virement of £1.254m is requested, funded by a transfer from the Highways Investment Plan budget.

Under powers delegated to the Executive, to approve the following changes to the City Council's capital programme:

1. Highways –Residents Parking Schemes (RPZ). A capital budget increase of £0.633m is requested, funded from External Contribution and Parking Reserve.
2. ICT – Early Years and Education Implementation (EYES). A capital budget decrease of £2.248m is requested and approval of a corresponding transfer of £2.248m to the revenue budget, funded by capital fund.
3. ICT – Telephony. A capital budget virement of £0.400m is requested, funded through a transfer from the ICT Investment Plan budget, alongside a capital budget decrease of £1.177m and approval of a corresponding transfer of £1.177m to the revenue budget, funded by capital fund.
4. ICT – Planning, Licensing, Land Charges and Building Control Application. A capital budget decrease of £0.066m is requested and approval of a corresponding transfer of £0.066m to the revenue budget, funded by capital fund.

To note increases to the programme of £0.757m as a result of delegated approvals.

Wards Affected: Various

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Contributions to various areas of the economy including investment in ICT services, Housing, and leisure facilities.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Investment provides opportunities for the construction industry to bid for schemes that could provide employment opportunities at least for the duration of contracts
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Improvements to services delivered to communities and enhanced ICT services.
A liveable and low carbon city: a destination of choice to live, visit, work	Investment in cultural and leisure services and housing
A connected city: world class infrastructure and connectivity to drive growth	Through investment in ICT and the City's infrastructure of road networks and other travel routes

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

The recommendations in this report, if approved, will increase the revenue budget by £3.491m as a one-time transfer, funded from a corresponding decrease in the capital budget.

Financial Consequences – Capital

The recommendations in this report, if approved, will decrease Manchester City Council's capital budget by £2.858m, across the financial years as detailed in Appendix 1.

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

Report to the Executive 13th February 2019 – Capital Strategy and Budget 2019/20 to 2023/24
Report to the Executive 13th March 2019 - Capital Programme Update
Report to the Executive 26th June 2019 - Capital Programme Update

1 Introduction

- 1.1 This report outlines the requests for changes to the capital budget from 2019/20.

2 Background

- 2.1 In February each year, the Executive receives a report on the capital budget for the forthcoming five financial years and approves a series of recommendations to make to the City Council. The City Council's resolutions on these recommendations constitute the approval of the five-year capital programme for the City Council. Proposals for the capital budget were presented to the Executive on 13th February 2019.
- 2.2 The following requests for a change to the programme have been received since the previous report to the Executive on 26th June 2019.
- 2.3 Please note that where requests are made in the report to switch funding from capital to revenue and to fund the revenue spend from the Capital Fund, this is a funding switch from within the capital programme and will not have a negative impact on the Fund itself.
- 2.4 For the changes requested below, the profile of the increase, decrease or virement is shown in appendix 1 for each of the projects.

3 City Council's Proposals Requiring Specific Council Approval

- 3.1 The proposals which require Council approval are those which are funded by the use of reserves above a cumulative total of £2.0m, where the use of borrowing is required or a virement exceeds £0.500m. The following proposals require Council approval for changes to the capital programme.
- 3.2 Highways – Hyde Road Pinch Point scheme. The main scheme objective is to increase the span of a disused railway bridge to accommodate the widening of the A57 Hyde Road. The road is a strategically important trunk road which forms part of the main arterial route network in and out of Manchester City Centre. The road is currently constrained from four lanes to two at this 300m section causing significant congestion and delay particularly at peak times. A capital budget increase of £0.930m is requested in 2019/20, and £0.324m in future years, funded by a transfer of £1.254m from the Highways Investment Plan budget.

4 Proposals Not Requiring Specific Council Approval

- 4.1 The proposals which do not require Council approval and only require Executive approval are those which are funded by the use of external resources, the use of capital receipts, the use of reserves below £2.0m or where the proposal can be funded from existing revenue budgets and where the use of borrowing on a spend to save basis is required. The following

proposals require Executive approval for changes to the City Council's capital programme:

- 4.2 Highways – Residents Parking Schemes. The project is to design and implement four residents parking schemes at the Hathersage Road area in Ardwick, around the North Manchester General Hospital in Crumpsall, St Georges area in Hulme, and in Moss Side and Rusholme. The areas proposed all show signs of parking stress and saturation and the levels of complaints from local residents to find kerb-side space to park is significant. A capital budget increase of £0.476m is requested in 2019/20 and £0.157m in future years, funded from £0.476m External Contribution and £0.157m Parking Reserve.
- 4.3 ICT – Early Years and Education Implementation (EYES). Following a recent procurement of the Education system, Liquidlogic's EYES product was selected and will be implemented through this project. With Liquidlogic also providing the social care system, this provides an opportunity to have a single-view of Manchester's children, better enabling the Children's and Education workforce with the information that they require. A capital budget decrease of £2.248m is requested and approval of a corresponding transfer of £2.248m to the revenue budget, funded by capital fund.
- 4.4 ICT – Telephony. The project will procure and implement a replacement telephony and contact centre service for Manchester City Council. There is no upgrade path for the existing voice system, so replacement is the only way forward to ensure that the Council migrates onto a new, supported, secure and flexible telephony platform. In line with Manchester City Council ICT strategy, the intention is that future telephony provision will be software based where possible to ensure the council implement the most innovative and sustainable technology. A particular benefit identified is that new contact centre services will support flexible working by enabling users to log on from any location. A capital budget decrease of £1.177m is requested and approval of a corresponding transfer of £1.177m to the revenue budget, funded by capital fund. A further capital budget increase of £0.400m is requested, funded by a transfer of £0.400m from the ICT Investment Plan budget.
- 4.5 ICT – Planning, Licensing, Land Charges and Building Control Application. The project will undertake the feasibility work required to develop the procurement specification and go to market to find a suitable supplier for main line of business application to support Planning, Licensing, Land Charges and Building Control. The work will include a discovery exercise across the business to further refine the analysis work that has already been undertaken to support and identify benefits, analyse options, create a proposed delivery plan. A capital budget decrease of £0.066m is requested and approval of a corresponding transfer of £0.066m to the revenue budget, funded by capital fund.
- 4.6 Due to the nature of ICT projects moving away from the traditional hardware based procurements to purchasing software and technology 'as a service' or cloud-based (a term used to describe the delivery of technology services over

the internet rather than from an organisation's own onsite data centre), the Council must reflect this change in how it accounts for the procurement.

Under current accounting guidance cloud-based services are predominantly revenue in nature, and therefore funding for such projects must be transferred to the revenue budget.

5 Prudential Performance Indicators

- 5.1 If the recommendations in this report are approved the General Fund capital budget will decrease by £2.858m, across financial years as detailed in Appendix 1.
- 5.2 This will also result in a decrease in the prudential indicator for Capital Expenditure in corresponding years. Monitoring of all prudential indicators is included within the Capital Monitoring Report.
- 5.3 There is an increase in the requirement for prudential borrowing, however, this has already been assumed within the City Council's revenue budget and therefore there is no impact on the City's Council Tax.
- 5.4 The increases to the programme totalling £0.757m as a result of delegated approvals have been included within the prudential indicators.

6 Conclusions

- 6.1 The capital budget of the City Council will decrease by £2.858m, if the recommendations in this report are approved.
- 6.2 The revenue budget of the City Council will increase by £3.491m, funded from a corresponding decrease in the capital budget via Capital fund, if the recommendations in this report are approved.
- 6.3 The capital budget has increased by £0.757m as a result of the delegated approval detailed in Appendix 2.

7 Recommendations

- 7.1 The recommendations appear at the front of this report.

Appendix 1
Requests for Adjustments to the Capital Budget Provision

Dept	Scheme	Funding	2019/20 £'000	2020/21 £'000	2021/22 £'000	Future £'000	Total £'000
Council Approval Requests							
							0
Highways	Hyde Road (A57) Pinch Point Widening	Borrowing	930	324			1,254
Highways	Highways Investment Budget	Borrowing	-930	-324			-1,254
Total Council Approval Requests			0	0	0	0	0
Executive Approval Requests							
Highways	Residents Parking Schemes	External Contribution	476	0			476
Highways	Residents Parking Schemes	Parking Reserve	0	157			157
ICT	Early Years & Education Implementation	Borrowing reduction, funding switch via Capital Fund	-604	-782	-862		-2,248
ICT	Telephony	Borrowing reduction, funding switch via Capital Fund	-590	-587			-1,177
ICT	Telephony	Borrowing		200	200		400
ICT	ICT Investment Plan	Borrowing		-200	-200		-400
ICT	Planning, Licensing, Land Charges and Building Control Application	Borrowing reduction, funding switch via Capital Fund	-66				-66
Total Executive Approval Requests			-784	-1,212	-862	0	-2,858
Total Budget Adjustment Approvals			-784	-1,212	-862	0	-2,858

Appendix 2

Approvals under authority delegated to the Deputy Chief Executive and City Treasurer

Dept	Scheme	Funding	2019/20 £'000	2020/21 £'000	2021/22 £'000	Future £'000	Total £'000
Delegated Approval Requests							
Highways Programme	Section 106 Derwent Avenue Traffic Regulation Order	External Contribution	15	0	0	0	15
Highways Programme	Woodhouse Park Experimental Traffic Regulation Orders	External Contribution	65	0	0	0	65
Neighbourhoods	Active Lifestyle Centre Artificial Grass Pitch Replacement (AGP) Project	External Contribution	198	0	0	0	198
Highways Programme	Sharston Roundabouts A560 Feasibility Study	External Contribution	40	0	0	0	40
Highways	Christie Extension RPZ	External Contribution	61	294	0	0	355
Neighbourhoods	Interactive Football wall Platt Fields	Revenue	8	0	0	0	8
Neighbourhoods	Interactive Football wall Platt Fields	External Contribution	76	0	0	0	76
Total Delegated Approval Requests			463	294	0	0	757

**Manchester City Council
Report for Resolution**

Report to: The Executive – 24 July 2019

Subject: Revising the Ethical Procurement Policy - The adoption of the Unite Charter for Ethical Employment Standards in the Voluntary and Community Sector

Report of: Deputy Chief Executive and City Treasurer

Summary

To incorporate into the Ethical Procurement Policy the Unite Charter for Ethical Employment Standards in the Voluntary and Community Sector and any other revisions necessary.

Recommendations

The Executive is recommended to:

1. agree to the Unite Charter for Ethical Employment Standards in the Voluntary and Community Sector be included within the appendices of the Ethical Procurement Policy;
2. agree the inclusion of the additional wording to section 5 of the Policy as detailed in this report; and
3. request that the Chief Executive signs the Charter on behalf of the Council to signify it has been included in the Policy.

Wards Affected: All

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The Council is committed to improving engagement with Small – Medium organisations, voluntary sector and charitable organisations, and where appropriate tenders will be adapted to their needs, particularly with regard to dividing large contracts into lots, in accordance with the Public Contract Regulations 2015
A highly skilled city: world class and home grown talent sustaining the city's economic success	Provide better Health and Wellbeing for Manchester residents through promotion of fair working conditions, better training opportunities and sustainable economic growth.
A progressive and equitable city:	The Council favours an asset based approach

making a positive contribution by unlocking the potential of our communities	which looks at the uniqueness of people, their potential skills, assets, relationships and community resources. This approach concentrates primarily on what is important to people, what they want to do, and the strengths and nature of their social networks. This underpins wider Council priorities of building self-reliance and strengthening communities.
A liveable and low carbon city: a destination of choice to live, visit, work	The supplier, service provider and contractor endeavour to purchase through suppliers and contractors who are continuously working at improving labour and environmental standards in the supply chain.
A connected city: world class infrastructure and connectivity to drive growth	Through commissioning and procurement activities this will promote Manchester as an attractive place to work by securing wider benefits and improvement to the lives of people in Manchester and the environment.

Contact Officers:

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Name: Karen Lock
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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

1.0 Introduction

- 1.1 Manchester Council was approached through the executive member for finance and human resources Unite Union Greater Manchester Social Action Branch asking how they could work with us to further develop and monitor the Council's Ethical Procurement Policy.
- 1.2 During the past 12 months several meetings have been held with the Unite Social Action Branch to discuss how we can improve the policy and its implementation through joint working.
- 1.3 The discussion resulted in the development of the Unite Charter for Ethical Employment Standards in the Voluntary and Community Sector which sets out how we will work together to identify potential areas of non-compliance with the standards set out in the Council's Ethical Procurement Policy by suppliers and contractors to the Council.
- 1.4 The Charter is appended to this report.

2.0 Charter for Ethical Employment Standards in the Voluntary and Community Sector

- 2.1 The Charter sets out that the Council and the Unite Greater Manchester Social Action Branch will monitor and review the Council's Ethical Procurement Policy on an ongoing basis.
- 2.2 The Charter sets out that the Head of Integrated Commissioning and Procurement will meet with representatives of Unite Greater Manchester Social Action Branch within 10 working days if presented with evidence of non-compliance with the standards.
- 2.3 The Charter will promote co-operation and consultation between the Council and Unite Greater Manchester Social Action Branch in their commitment to ethical employment standard in the Voluntary and Community Sector.
- 2.4 The Charter applies to all voluntary sector suppliers, service providers and contractors to the Council.
- 2.5 By approving and including the Charter in the Council's Ethical Procurement Policy contracts between the Council and voluntary sector suppliers, service providers and contractors to the Council will be strengthened. This Charter also aligns itself to the modern slavery and Human Trafficking Act which is referred to in the Council's Ethical Policy.
- 2.6 It is recommended that the following wording is included in the Ethical Procurement Policy under Section 5 - Improve labour conditions in the supply chain

“Charter for Ethical Employment Standards in the Voluntary and Community Sector

As a local authority we are responsible for the procurement of a multitude of contracts within the voluntary and community sector. It is therefore appropriate that we as a responsible Council have signed up to Unite's Charter for Ethical Employment Standards in the Voluntary and Community Sector in order to achieve the highest standards of ethical employment and behaviour. A link to the full charter that the Council have signed up to can be found in the appendix to the policy."

3.0 Recommendations

3.1 The recommendations are set out at the front of the report:

1. agree to the Unite Charter for Ethical Employment Standards in the Voluntary and Community Sector be included within the appendices of the Ethical Procurement Policy;
2. agree the inclusion of the additional wording to section 5 of the Policy as detailed in 2.6 above; and
3. request that the Chief Executive signs the Charter on behalf of the Council to signify it has been included in the Policy.



Ethical Employment Standards in the Voluntary and Community Sector

Agreement between Manchester City Council and Unite Greater Manchester Social Action Branch (NW389)

1. Manchester City Council and Unite Greater Manchester Social Action Branch (henceforth "the Branch") recognise the need to ensure that all voluntary sector suppliers, service providers and contractors to the Council commit to the ethical standards, as outlined in the Council's Ethical (Procurement) Policy.
2. This Agreement covers all members of staff; contractors and volunteers of voluntary, community and not-for-profit organisations commissioned, contracted or grant-awarded by Manchester City Council.
3. Manchester City Council and the Branch agree to monitor and review these standards and their application in the voluntary sector through:
 - a. Meetings between Branch representatives and the Council's Head of Corporate Procurement to be held annually, or more frequently as agreed, to monitor and review the Council's ethical procurement policy and its implementation in the voluntary sector;
 - b. Agreement by the Council to meet Branch representatives on request within ten working days when presented with evidence of non-compliance with the standards, or other major issues of concern to Branch members arising from the policy or its implementation;
 - c. Consultation with the Branch on any proposed changes to ethical procurement policy.
 - d. Manchester City Council and the Branch confirm their commitment to address any issues arising from the Council's Ethical (Procurement) Policy through cooperation and consultation.
4. This agreement may be terminated on 6 months' notice by either party to the other.

Signed on behalf of;

Manchester City Council		Unite the Union	
Position	Position	Position	Position
.....
Name	Name	Name	Name
.....
Signature	Signature	Signature	Signature
.....
Date of signing	Date of signing	Date of signing	Date of signing
.....

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