**LAND USE** 

# SUSTAINABLE DEVELOPMENT PLAN 2016







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### INTRODUCTION

This Sustainable Development Plan (SDP) is an important document for our airport. It sets out our vision for Manchester over the next decades and addresses some of the key challenges we face.



Since 1982 we have published long term development strategies for the airport. The last Manchester Airport Master Plan was published in 2007. That set out the strategic direction for Manchester Airport up to 2030 by which time the airport was expected to be serving some 50 million passengers. Since 2007, the aviation industry and the wider economy have been through major changes. This led to a significant decline in air travel at Manchester and airports across the UK. Our last Sustainable Development Plan was produced in 2007 in response to the 2003 Government Air Transport White Paper which suggested that airports demonstrate how they could accommodate Department for Transport projected growth. In the case of Manchester, this was to demonstrate the ability to cater for an annual throughput of around 50 million passengers forecast for the year 2030. This new Sustainable Development Plan replaces the 2007 Master Plan.

It has been produced in consultation with our many stakeholders and local communities as it is important that we engage fully within the region we serve.

Our strategic objectives for the growth and development of the airport run through the plan and underpin our proposals. They are:

- Explain the long-term opportunities for the growth and development of our airport
- Set out our vision for the development of the airport site;

- Provide the framework for capitalising on the benefits of the airport's development and for managing and minimising local disturbance and environmental impact;
- enable a constructive dialogue with our customers, neighbours and business partners;
- Inform the plans and strategies of others across the north west region and beyond; and,
- Provide evidence to inform Government and others of the implications and benefits of making best use of Manchester's capacity.

The SDP comprises four detailed plans that cover: Economy and Surface Access, Land Use Environment and Community programmes:



The Plan will kept under review so that it remains relevant and reflects the evolution and the development of the airport. This follows the guidance in the 2013 Aviation Policy Framework. The formal review process will be undertaken every five years.

### **OVERVIEW**



The Government's Aviation Policy Framework 2013 asks airports to prepare Master Plans to provide a strategic policy framework for their development. Government have provided some guidance as to form and content; but acknowledges that local circumstances will determine the approach that is taken. In 2015, the independent Airports Commission produced its final report for Government, and a decision on how and where to provide additional capacity to best deliver and retain UK aviation hub capacity, is expected later in 2016. However, there is consistent support for growth at regional airports, such as Manchester, because of the significant benefits that arise, provided it is within acceptable environmental limits. Manchester Airport is recognised as having a markedly different role to other regional airports, because of its route network, facilities, connectivity and scale. It brings benefits to the whole of Northern Britain and is a significant catalyst for the Northern economy; supporting and attracting inward investment, tourism and trade. In recognition of this, the Government in 2011 confirmed that the Greater Manchester Enterprise Zone be centred on Manchester Airport and that the Airport City concept be used as a springboard for wider growth and regeneration.

This Plan is the latest in a long series of documents which have guided the long-term development strategy for our airport. We published our first Development Strategy in 1982, covering the period up to 1990. Our last Sustainable Development Plan was produced in 2007 in response to the 2003 Government Air Transport White Paper. This suggested that Manchester should demonstrate the ability to cater for an annual throughput of around 50 million passengers forecast for the year 2030.

Much has changed in the aviation industry since that time. So in 2015 we prepared an updated Sustainable Development Plan, and consulted widely with our stakeholders and neighbours. This final version of the Plan has been modified to take account of public consultation and now sets the framework for the next phase of the airport's operation and development.

We have reassessed the capability of our airport to deliver an annual passenger throughput of circa 45 million. We set out how we would handle that level of activity, and how we would deal with the impacts that arise – both positive and negative. Whilst informed by national forecasts of future airport throughput, this Plan is not driven by, or fixed to, those forecasts. History has shown that fixing plans to forecasts is inherently risky. Economic fluctuations can quickly render forecasts out of date and hence discredit the plans reliant upon hitting those forecasts. Whilst annual passenger forecasts are widely used to give an overall scale of airport activity and future growth, our focus is on maximising the capacity of our existing and future facilities and increasing efficiency in the use of all our assets. Our Plan shows how Manchester can develop in future years to play the fullest part in the UK's aviation market and, in particular, how our activities can bring the maximum benefit to our airlines, passengers and the regions that we serve.

### CONTEXT



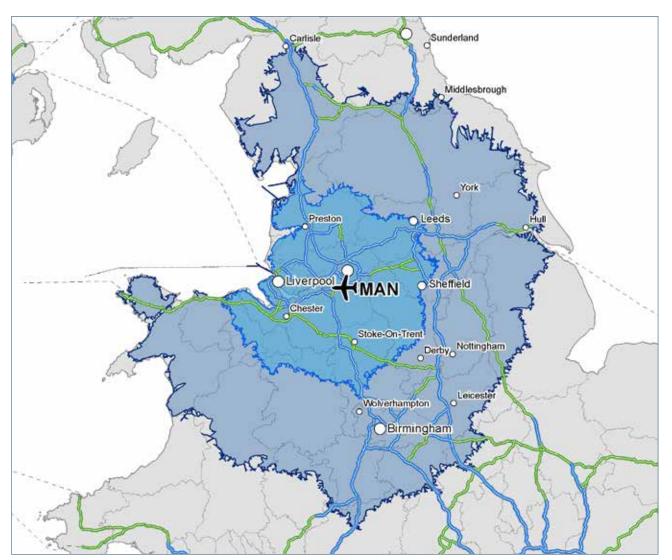
We will make best and most efficient use of our land providing a safe and efficient operation that meets the existing and future needs of our customers and partners.

This Land Use Plan identifies the land, uses and facilities required to support the development of the airport to a throughput of around 45 million passengers a year. It identifies the principal elements of airport infrastructure required and sets out a policy for the use and development of land that is integrated with our Community, Environment and Economy and Surface Access Plans.

Manchester is currently the third busiest airport in the U.K after Heathrow and Gatwick and handles more traffic than many European capital city airports. It is over twice the size of the next largest non-London airport. It is the major international gateway for the North of England. Rolling annual passenger throughput was 23.12 million passengers in December 2015, a rise of 5.2% over the previous year. Seventy six airlines serve over 200 destinations worldwide with a wide mix of full service, charter and low-cost airlines. Manchester is also an important cargo airport handling just under 100,000 tonnes of freight in 2015.

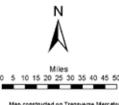
It is, by some considerable distance, the pre-eminent airport in the north of the country and attracts passengers from an extensive catchment area. The population within the 1 hour drive-time catchment is approximately 8.9 million, whilst within the 2 hour drive-time this increases to almost 22 million<sup>1</sup>. The strength and scale of Manchester's existing offer, both in terms of network and frequency, make the airport more comparable to other European major cities (e.g. Milan or Munich) rather than other UK regional airports. Manchester already offers frequent daily links to a wide range of global hubs (in Europe, Middle and Far East & USA), offering more connectivity than any other UK airport after Heathrow. The airport also acts as a UK domestic hub with Flybe and its codeshare partner Loganair.











Map constructed on Transverse Mercator Projection, Airy Spheroid, OSGB 1938 Datum (British National Grid) © Navleq 2007

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### **OUR AIRPORT**





Figure 2: Manchester Airport Passenger Traffic (m)

The effects of the prolonged economic downturn are evident from the passenger throughput graph above. But growth has returned, with steady increases in traffic over the last few years. This is due to economic growth, re-capturing lost market share in the low-cost carrier sector and through the development of long haul services. Manchester accounts for a high proportion of air passenger demand from the North West and Yorkshire regions and represents over 9% of the total UK airport throughput. By the end of FY 14/15 we had exceeded our previous highest annual throughput.

Other than Heathrow, we are the only U.K airport to have two full-length runways capable of handling all aircraft types. The close parallel spacing of the two runways does not currently allow for fully independent use (that is, take-off and landing on both runways simultaneously), but with further technological and operational improvements the current hourly capacity can be increased.

We have three passenger terminals, the oldest of which is Terminal 1, which first opened in 1962. Our overall terminal capacity is circa 38 mppa, achievable with changes to our operating profile and utilising previously permitted expansion. Manchester City Council's Core Strategy supports growth and development up to a throughput of 35 mppa by 2030 and 55 mppa by 2040.

We are increasingly developing as a major public transport hub with The Station providing easy transfer between air, rail, tram, coach and bus services. As passenger throughput increases, we expect to see a substantial increase in passengers and staff using public transport.

# **OUR AIRPORT**



### PATTERNS OF USE AT OUR AIRPORT

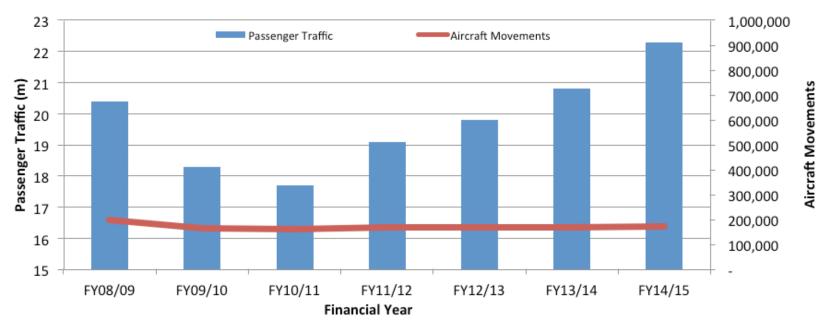


Figure 3: Manchester Airport Passenger Traffic and Aircraft Movements



Financial Year	Passenger Traffic	Aircraft Movements <sup>2</sup>	Average Passenger Traffic per Movement
FY 08/09	20,423,445	196,764	103.80
FY 09/10	18,264,729	166,682	109.58
FY 10/11	17,727,389	160,570	110.40
FY 11/12	19,128,655	168,406	113.59
FY 12/13	19,809,114	167,690	118.13
FY 13/14	20,782,560	168,135	123.61
FY 14/15	22,323,837	172,310	129.56

Figure 4: Historic ATMs, Passenger figures and Passenger/ATM

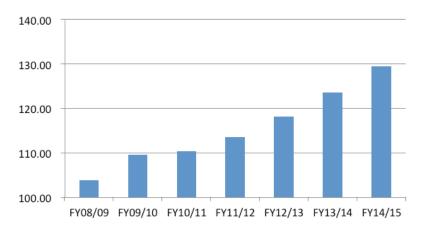
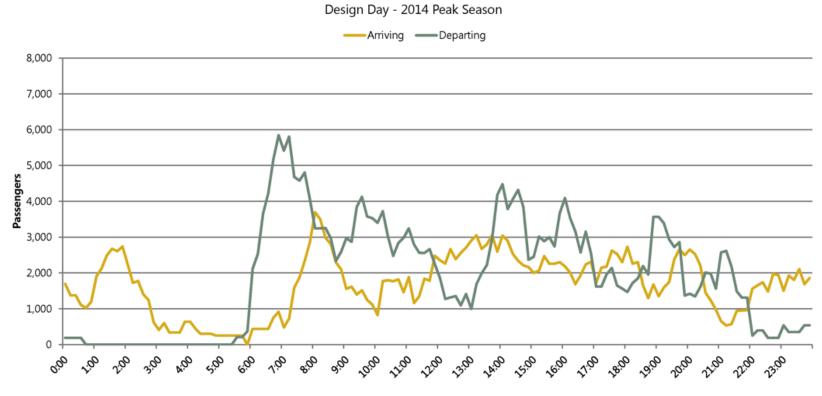


Figure 5: Average aircraft passenger load figures

<sup>&</sup>lt;sup>2</sup> Totals for domestic, scheduled international, charter, and private/miscellaneous aircraft movements





'Figure 6: Rolling hour passengers (2014 peak)



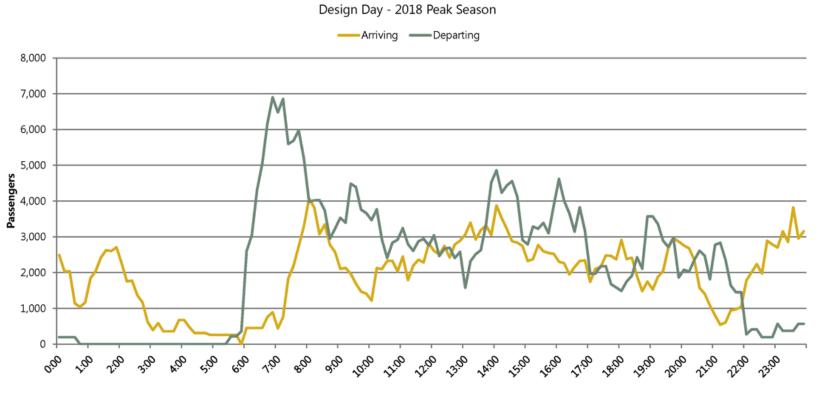


Figure 7: Rolling hour passengers (2018 peak)

### **OUR POLICY FRAMEWORK**

This Land Use Plan updates much of the material that we published in 2007 in the 'Manchester Airport Master Plan to 2030'. More recent forecasts by both the Department for Transport and the Airports Commission suggest that Manchester can still expect long term growth to the levels shown in the last Master Plan.



Hence, many of the principles underlying the 2007 Plan remain valid and the basic strategy for development remains broadly the same. We have however changed some of our thinking about the development of our terminal complex. Importantly, our future growth will still largely be contained within the Operational Area set out in the Manchester Core Strategy.

### NATIONAL AVIATION POLICY

The starting point for our SDP is national policy.

#### AVIATION POLICY FRAMEWORK & THE AIRPORTS COMMISSION

In 2003, the Government adopted the Future of Air Transport White Paper (ATWP), updated by the 2006 Progress Report. The White Paper set out the future role and growth of Manchester Airport, concluding that the benefits to the north of England economy were such that any negative impacts were not so severe as to constrain growth of the airport to its potential of circa 50-55 million passengers per annum. The 2007 Master Plan was prepared on this basis.



### **OUR POLICY FRAMEWORK**



Since the production of the 2003 White Paper much has changed in terms of aviation policy, the economy, the market and the needs of passengers and airlines. In 2011, a Government review concluded that whilst there was widespread agreement regarding aviation's economic contribution and its local and global environmental impacts, there was still considerable uncertainty about where, or if, new capacity should be provided to retain the UK's aviation hub status. Thus the Government cancelled plans for new runways in the south east and set up the independent Airports Commission in September 2012 to advise on future runway capacity.

The Aviation Policy Framework (APF) was issued in March 2013 and replaced the 2003 ATWP. It sets out the Government's approach to aviation:

- the economic benefits of aviation through its direct contribution to Gross Domestic Product, the business benefits of the connectivity aviation affords and committing to ensuring the UK remains one of the best connected countries in the world; and
- the global (climate change) and local (noise, air quality, congestion) environmental impacts and the aviation industry's responsibility for managing these.

It also set out updated guidance on airport master plans, airport transport forums and airport surface access strategies. Government suggest that, in most cases, Master Plans should address the following 'core issues':

- forecasts;
- infrastructure proposals;
- safeguarding and land/property take;
- impact on people and the natural environment; and
- proposals to minimise and mitigate impacts.

It did recognise that airport operators may, however, wish to adapt their plans to suit local circumstances.

In January 2013, the Department for Transport published revised aviation forecasts and these were used to inform the APF and the work of the Airports Commission.

The Airports Commission remit was to examine the scale and timing of any additional capacity to maintain the UK's position as Europe's most important aviation hub and to identify and evaluate how any need for additional capacity should be met in the short, medium and long term. The intention is that the Commission's work will lead to a political consensus and overcome the previous obstacles to a settled long term plan for aviation.

The Commission's interim report in 2013 set out its recommendations to improve the use of existing capacity and a short-list for new runways in London. The final report, in the summer of 2015, recommended a third runway at Heathrow as the preferred solution. Government has committed to responding to the recommendation by autumn 2016.

# **OUR POLICY FRAMEWORK**



In the meantime, the APF continues to set the context and principles for aviation growth. These inform local plan preparation and decision making.

The APF recognises the key benefits that aviation brings in terms of its economic value, particularly those arising from the connectivity it provides, but also the social and cultural benefits of air travel. It seeks improved links to emerging markets so that the UK can compete more successfully. It supports the development of regional airports as a means of making best use of existing UK airport capacity, while recognising that expansion at these airports should take particular account of the economic and environmental impacts.

The APF confirms that operators should consult widely on changes to their Master Plans. Plans should examine existing capabilities and, where new infrastructure is proposed, this should be backed by forecasts, the identification of land-take and any mitigation measures required. We have prepared and consulted on this SDP having regard to the advice in the APF.

### NATIONAL INFRASTRUCTURE PLAN

The UK's first National Infrastructure Plan (NIP) was published in 2011 and updated in 2013. Investment in national infrastructure is seen as essential for the future growth and productivity of the UK economy. It aims to provide an effective plan for the medium term across all infrastructure sectors; it seeks to mobilise finance and funding and aims to ensure the delivery of the infrastructure identified in the NIP. The NIP reiterates the Government's commitment to taking forward the Airports Commission's recommended package of measures to improving surface access to key airports, including the A6 to Manchester Airport relief road.

### NATIONAL PLANNING POLICY

This has changed significantly since our last Master Plan. The Government has adopted a very different approach with an emphasis on decision making at a local level.

The National Planning Policy Framework (NPPF) was published by the Government in March 2012. It replaces and consolidates all Planning Policy Guidance and Policy Statements to form a single national guidance note for Local Planning Authorities and decision-makers when drawing up local plans and when determining planning applications. NPPF sets out twelve core principles for the planning system that are:

- It is genuinely plan-led
- Creative in finding ways to enhance and improve places
- Proactively drives and supports sustainable economic development
- Seeks to secure high quality design and a good standard of amenity
- Takes account of local character and circumstances
- Supports the transition to a low-carbon future
- Contributes to conserving and enhancing the natural environment and reducing pollution
- Encourages the effective use of land
- Promotes mixed-use developments and encourages multiple benefits from the use of land in urban and rural areas
- Conserves heritage assets
- Actively manages patterns of growth to make the fullest use of public transport, walking and cycling
- Takes account of local strategies to improve health, social and cultural well-being for all.

### **OUR POLICY FRAMEWORK**



The NPPF has a presumption in favour of sustainable development. There are three dimensions to sustainable development; an economic role, a social role and an environmental role. These should not be seen in isolation, as economic growth can contribute to higher environmental standards. The presumption in favour of sustainable development means that Local Planning Authorities should positively seek opportunities to meet the development needs of their area, and approve development proposals that accord with the development plan without delay. This does not change the status of the development plan as the starting point for making planning decisions, and development plans must have regard to the themes set out in the National Planning Policy Framework.

The NPPF instructs Local Authorities to work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as airports. Changes to national policy have also seen the withdrawal of Regional Spatial Plans although the evidence collected to inform these was an important starting point for the drawing up of revised local planning policies.

### LOCAL PLANNING POLICY

Local plans are prepared by local planning authorities to guide future developments within their areas. Local policy for the airport is principally contained within the Manchester City Council Core Strategy, and by Cheshire East in relation to those parts of the airport that lie within its boundary. Other surrounding authorities' plans are

also important to controlling development that may impact upon the operational safety and efficiency of the airport and in setting out how those areas seek to gain from the benefits and accessibility that the airport brings to their economies. We will continue to engage and contribute to planning policy in this wider area.

At a more strategic level; the Greater Manchester Strategy 2013 – 2020 was adopted by the Greater Manchester Combined Authority. This updates the 2009 Strategy in the light of radically different economic conditions. It seeks to realise Greater Manchester's full economic potential as part of the wider northern economy. The Manchester Independent Economic Review identified Greater Manchester as the best placed city outside London to increase its long-term growth rate based on its size and productive potential. This was in part because of the international connectivity that the presence and scale of Manchester Airport delivers. The GM Strategy states the airport "will continue to act as a major driver of future growth in the city region, both directly through the Airport City Enterprise Zone and through the development of new trade routes in support of Greater Manchester's target export markets." The airport is recognised as an international asset, the development of which will afford those sectors in which Greater Manchester has a comparative advantage (Health and life Sciences, Financial & Professional Services, Creative & Digital, Education, Sport, Culture & Heritage and Advanced manufacturing) to develop a greater degree of internationalisation.

### **OUR POLICY FRAMEWORK**



The Combined Authority is producing a joint plan, the Greater Manchester Spatial Framework, to manage the supply of land for jobs and new homes across Greater Manchester up to 2035. Following the announcement of the Greater Manchester Agreement in November 2014, powers for strategic planning will enable the elected mayor for Greater Manchester to adopt this Spatial Framework as the statutory overarching development plan within which Greater Manchester's ten authorities will prepare their more detailed Local Plans. In late 2015 a consultation took place about strategic options outlining the range of land requirements for housing and businesses over the next twenty years with a view to creating a Draft Spatial Framework by the end of 2016. What is clear is that whichever option is chosen there is recognition of the significance of the airport for Greater Manchester's competitive advantage and that, assuming development is delivered in an environmentally sensitive manner, there will be continued support for the development of the airport and the Manchester Airport City Enterprise Zone.

#### MANCHESTER CORE STRATEGY

The Core Strategy was adopted by the City Council in July 2012. It sets out the challenges facing the city and establishes a Vision of how it should look by 2027. At the heart of the Vision is the aim to be 'a successful sustainable and accessible city in the front rank of cities in Europe and the world.' The Core Strategy was the most significant update to planning policy at the airport for over 20 years.

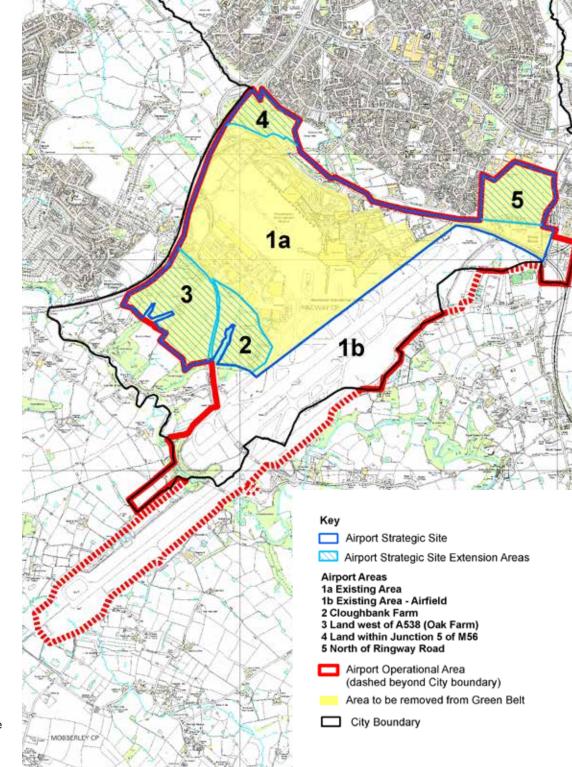
The Core Strategy identifies the airport as making a positive contribution to the delivery of the Sustainable Community Strategy due to continued expansion and increase in passenger numbers. Aviation is also identified as one of the sectors most likely to make the greatest contribution to economic growth. Policy MA1 'Manchester Airport Strategic Site' provides a comprehensive approach to future airport development, including the allocation of sufficient land for the airport to achieve its growth potential and setting out those factors that require mitigating. It designates an 'Airport Operational Area' (AOA) within which airport related development should be concentrated. In recognition of the value of the airport to the economy of the City, most of the AOA is identified as a Strategic Site and was removed from the Green Belt. The airfield area remains within the Green Belt.

The Core Strategy was subject to extensive consultation over a number of years as well as an independent public examination. It provides an up-to-date and robust framework and has guided the preparation of this SDP.

The plan below (Figure 8), extracted from the Core Strategy, illustrates the extent of the Strategic Site, the Operational Area and the new Green Belt boundary.

# **OUR POLICY FRAMEWORK**





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Figure 8: Airport Strategic Site

### **OUR POLICY FRAMEWORK**



Area	Uses
1a – Existing Area	Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking.
1b – Existing Area (Airfield)	Runways, taxiways, airfield, operational and ancillary facilities, landscape mitigation, utilities and car parking.
2 – Cloughbank Farm	Taxiways, aircraft apron, aircraft maintenance, operational facilities, cargo facilities and landscape mitigation.
3 – Land to the west of the A538 (Oak Farm)	Operational facilities, cargo facilities, and car parking and landscape mitigation
4 – Land within and adjacent to Junction 5 of the M56	Commercial/cargo development including airline offices and hotel with new vehicle access to Thorley Lane.
5 – North of Ringway Road	Surface access and car parking with new vehicle access to Ringway Road and Styal Road.

Figure 9: of the Core Strategy explains the uses expected across the Operational Area within Manchester by 2030

The Manchester Airport Strategic Site includes all of these, with the exception of area 1B, which remains in the Green Belt as it still contributes to the purposes of including land in the Green Belt. Within the Strategic Site, development that does not reflect the schedule of uses indicated within Figure 9, but is within a wider schedule of uses, will be acceptable where it can be demonstrated that:

- a) It does not impede the operation of the airport and its planned growth,
- b) The development is part of the phased development of the airport,

- c) The development is needed due to the operational expansion of the airport, and,
- d) There would be no greater negative environmental impact either alone or cumulatively than would occur from the uses outlined in the figure above.

It recognises the need for a phased approach, which may include temporary uses provided they are justified by the operational requirements of the airport. Development will be limited to that necessary for the operational efficiency or amenity of the airport, including the following uses:

- Operational facilities and infrastructure including: runways and taxiways; aircraft apron and handling services buildings and facilities; aircraft fuelling and storage facilities; emergency services and control authorities facilities; control tower, air traffic control accommodation, ground and air navigational aids, airfield and approach lighting; facilities for the maintenance, repair and storage of service vehicles; airfield drainage facilities.
- 2. Passenger and terminal facilities including: terminal facilities including passenger handling, lounges, baggage handling, catering and retail; administrative accommodation for airlines, handling agents, tour operators, airport authority and Government agencies; public and staff car parking; public transport facilities, including rail, light rail, buses, coaches and taxis; facilities for general and business aviation (including air taxi, helicopter and private use).

### **OUR POLICY FRAMEWORK**



- 3. Cargo facilities including: freight forwarding and handling facilities and bonded warehouses; associated accommodation for airline agencies, freight forwarders, integrators and government agencies; lorry parking, fuelling and servicing facilities; in-flight catering, flight packaging facilities and ancillary facilities.
- 4. Airport ancillary infrastructure including: car rental, maintenance and storage facilities; hotel accommodation; training centres for airlines and airport related services; ancillary office accommodation; maintenance facilities for aircraft and avionics; petrol filling stations; utility infrastructure including sewage, waste, telecommunications, water, gas and electricity.
- 5. Landscaping works including: strategic planting, earth mounding and habitat creation.
- Internal highways and infrastructure including: cycleways, footways and roads.

All new development should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It states that it will be necessary to mitigate or compensate any negative effects. In particular, it states that development should:

1. Minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotteril Clough Site of Special Scientific Interest (SSSI). Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council, informed by an up to date environmental assessment.

- 2. Support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the airport site.
- 3. Retain or relocate the allotments.
- 4. Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network.
- Seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.
- Demonstrate the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated.
- 7. Improve access to training and job opportunities, particularly for people in Wythenshawe.

#### CHESHIRE EAST LOCAL PLAN

The Cheshire East Local Plan is under preparation but is not yet adopted policy. Nevertheless, it carries considerable weight as a material consideration in planning decisions. The Local Plan makes numerous references to the airport, including the considerable advantages it offers the Borough in terms of connectivity and access to the economic opportunities it affords. But there is a recognition that these links can be improved and refers to transport schemes that will be supported to facilitate this.

### **OUR POLICY FRAMEWORK**



Strategic Priority 1 of the Local Plan seeks to promote economic prosperity by creating conditions for business growth by, inter alia, capitalising on the Borough's accessibility, including improving links to Manchester Airport.

Until the Local Plan is adopted, policies have been 'saved' from the Macclesfield Local Plan in relation to development at the airport. Policies T19 – T23 define the airport operational area within the Borough, defines the uses appropriate within it, restrictions on airport development within the rest of the Borough and sets out policies regarding development within the public safety zone and within the aerodrome safeguarding area.

#### MINERALS AND WASTE LOCAL PLANS

Bird strikes are a major hazard to aviation. In the vicinity of an airport certain types of mineral and waste development can increase the level of bird activity and the risk of bird strikes. Proposals that may increase bird activity include facilities for the handling, compaction or disposal of household or commercial waste, such as landfills, and proposals for the restoration or reuse of mineral sites that include landscaping or the creation of water bodies. In order to protect aerodromes against these hazards, local planning authorities are required to consult the airport on proposed developments that have the potential to attract birds within a 13 kilometre radius of the safeguarded aerodrome.

We will work with the mineral and waste planning authorities to guard against new or increased bird hazards caused by development and, where appropriate, to provide guidance on aerodrome safeguarding as part of the local plan process.

# DEVELOPMENT CONTROL AERODROME SAFEGUARDING

Major civil aerodromes, because of their importance to the UK air traffic system are protected through a process known as aerodrome safeguarding which functions through the planning system. Local Planning Authorities are required to consult the safeguarded aerodrome on those developments that could potentially affect the safety of aircraft and air traffic control operations. These developments can include the construction of tall structures, developments that have the potential to attract birds (including pond creation, landscaping schemes and mineral extraction), and wind turbines and wind farms that can interfere with radar and navigation systems.

Guidance on aerodrome safeguarding is set out in Circular 1/2003<sup>3</sup> that details the process and the consultation requirements that are required by the local planning authority and the airport. Further guidance on the aerodrome safeguarding process can be obtained via email from planning@manairport.co.uk.

Aerodrome safeguarding is the responsibility of the Aerodrome Operator and the auditing of the process forms part of the CAA's aerodrome licensing regime. In carrying out this duty, the airport will continue to ensure that the safety of airport and air traffic control operations and ultimately public safety is not compromised.

### **OUR POLICY FRAMEWORK**



#### **PUBLIC SAFETY ZONES**

Public safety zones are designated areas of land at the end of the runways at the UK's major airports within which development is restricted. Government advice is set out in DfT Circular 01/2010<sup>4</sup> and is designed to prevent new developments that would result in a significant increase in the number of people living, working or congregating in the areas and that over time existing numbers should reduce. The airport's public safety zones extend beyond Manchester City Council's administrative area into both Cheshire East and Stockport Metropolitan Borough. The airport will continue to work with all three authorities to ensure that public safety zone policy is included in emerging development management policy and informs planning decisions.

Public safety zones are regularly reviewed to reflect changes in aircraft technology and changes in the numbers of aircraft movements. We will work closely with the Civil Aviation Authority and the local authority areas affected, and assist with any consultation on such changes.

#### NOISE SENSITIVE DEVELOPMENT

The National Planning Policy Framework outlines the considerations that Local Planning Authorities should take into account when making planning policy or determining applications for noise sensitive developments. There should be an aim to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development and through the use of planning conditions. The National Planning Policy Framework also recognises that development will often create some noise and existing businesses should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established. The airport will continue to provide details of the areas affected by aircraft noise and respond to local planning applications.

#### SECTION 106 AND OTHER AGREEMENTS

The airport company has legal agreements with local planning and highway authorities. The most significant agreement is with Cheshire East Council (as successor Authority to Cheshire County Council) and Manchester City Council under section 106 of the Town and Country Planning Act 1990 relating to the construction of the second runway. This agreement contains 38 guarantees (or obligations) and 116 subclauses that:

- · Reduce the adverse impacts of development
- Control and manage environmental impacts
- · Provides enhanced mitigation measures, and
- Gives assurances about future expansion.

It covers topics such as night-flying, noise, landscape and habitat management, community relations, car parking, public transport and highway improvements. The agreement is subject to an annual independent review to ensure continued compliance. Discussions are currently underway to review the continued relevance of the obligations and to update them where appropriate.

# **OUR LAND USE PLAN**

This chapter looks at the broad categories of land use on the airport site and sets out future proposals and likely changes in the uses and facilities at the airport. It identifies an addition to the Greater Manchester Enterprise Zone that has been promoted by Government to accommodate expansion of the World Logistics Hub.



#### **RUNWAYS AND TAXIWAYS**

#### **RUNWAYS**

Manchester has two main operational runways (23R-05L and 23L-05R, based on compass bearings). The runways are 3,048 metres long and 46 metres wide. In addition, Runway 23L-05R (the second runway) has a starter extension of 150 metres. Runway 23R-05L has 23 metre wide reinforced shoulders on either side. Manchester is capable of accommodating all aircraft types, including the A380 and other very large (Code F) aircraft. Other than Heathrow, it is the only UK airport to have two full-length runways, and unlike Heathrow, we have significant spare runway capacity.

The capacity of airports is often expressed in millions of passengers per annum but this is not the most appropriate measure of the capabilities of an airfield and runway system. Runway capacity is determined by the number of aircraft movements that can be accommodated per hour. Factors that influence runway capacity are varied and include taxiway layout, the mix of aircraft types, runway mode of operation, air traffic control operations and local air-space. The present declared peak hour capacity of our runway system is 61 movements per hour (a movement constituting either an arriving or a departing aircraft). Our peak period is in the morning between 06.00 and 09.00, with significant available capacity during the rest of the day.



### **OUR LAND USE PLAN**



Our usual mode of operation (c 80% of movements) is for arriving aircraft to approach from the north-east over Stockport and depart to the south-west towards Knutsford. This is determined by prevailing wind direction. When two runways are in use, we operate in 'segregated mode' with Runway 1 used for arrivals and Runway 2 used for departures. However, when the wind is from the east, this operation is reversed with Runway 2 being used for arriving aircraft and Runway 1 for departures. During the night (between the hours of 22:00 and 06:00) when the number of aircraft movements is reduced, all operations revert to Runway 1, except in an emergency or to allow for maintenance of that runway. This is one of the operational controls that were put in place by the planning permission for the second runway and we have no proposals to change this. Runway capacity is limited by the current taxiway layout and the number of runway crossing points. Aircraft using Runway 2 have to cross over Runway 1 to reach either the departure runway or to access apron and terminal areas.

Given the runway spacing and the need to cross R1, the two runways are not currently capable of operating independently of one another (both runways being used for take-off and landing operations at the same time). The two runways are 390m apart and staggered by 1,850m. Nevertheless, the two runways, with various airfield and local air space improvements, provide sufficient runway capacity for the foreseeable future. There is no requirement for a third runway to meet our forecasts.

The current maximum capacity that can be achieved with the runway configuration and air traffic control procedures is 76 movements per hour. To achieve this will require:

- Taxiway improvements;
- · Changes to aircraft departure procedures;

- Additional runway crossing point(s);
- Refinements to airfield procedures;
- Further modifications to accommodate larger aircraft;
- · Taking advantage of technological improvements;
- Potential changes to airspace.

The new air traffic control tower, opened in 2012, enables an increase in the number of hourly movements in the peak via a combination of improved location and equipment. This capability is critical to our ability to grow and to attract airlines to base aircraft at the airport as these 'based' aircraft need to begin to operate at the earliest possible time, our busiest period, to maintain commercial viability.

#### **AIRSPACE**

On departure, most aircraft are issued with a Preferred Noise Route (PNR). These are defined procedures to route aircraft through the local airspace immediately after departure. The current PNRs could be a constraint to overall runway departure rates in the future. In addition to local airspace procedures, it is important that there is sufficient airspace in areas further away where our operations are integrated with activity at other airports in the Midlands and the North of England. The National Air Traffic Service is to undertake a Regional Airspace Review into the Northern Terminal Control Area in the near future and this will be subject to extensive consultation. There is the possibility that changes emerging from this may result in local airspace departure procedures that could affect our PNRs.

Further details on our policies to control aircraft noise can be found in our Environment Plan.



### **OUR LAND USE PLAN**



#### **TAXIWAYS**

The network of taxiways linking the terminal buildings and apron areas with the runways is crucial to the safe and efficient operation of the airport and is a key determinant of overall airfield capacity. Their size and layout is governed by a number of factors including safety requirements and international standards. The current taxiway layout has a number of 'pinch-points', which limit free movement and cause congestion around the terminal areas. Many aircraft have to push-back onto single-lane taxiways, meaning that other aircraft are not able to pass, thereby adding to congestion and delays. This is a particular problem for aircraft using Terminal 2 being constrained by aircraft manoeuvring at Piers B and C of Terminal 1. We will need to address this constraint and intend to alter and simplify our taxiways to maintain capacity and meet airline growth needs. Other changes will include revised aircraft push-back procedures, new dual taxiway routes and altered towing procedures. These operational improvements will also have environmental benefits by reducing aircraft taxi and holding times thus helping to reduce noise and emissions.

The planning approval for the second runway included the development of a full length parallel taxiway for that runway. This remains a longer term aim and will require a modest extension to the current Airport Operational Area to the south west of the River Bollin. Additional taxiways and holding facilities are also required at the eastern end of both runways. Improving taxiway access to Terminal 2 will mean the loss of several remote stands that will need to be replaced elsewhere. Additional crossing points of Runway 1 will be required to relieve congestion and improve capacity.

#### **RUNWAY AND TAXIWAY POLICIES**

- We will continue to meet the standards and requirements of the Civil Aviation Authority;
- No proposals exist to construct a third runway;
- We will bring forward proposals to maximise the peak hour capacity of the two runways;
- Additional taxiways and runway crossing points will be provided to enhance the capacity of the runway system;
- Land will continue to be protected for the development of a full length parallel taxiway for runway 23L-05R.
- Any changes to local aircraft departure procedures emerging from the Regional Airspace Review will be subject to separate and extensive consultation.

#### **APRON**

The amount of land allocated as apron (aircraft parking stands) has increased in line with growing terminal capacity and changes in aircraft size and operation. Aircraft stands can be divided into two categories – terminal contact stands where the passenger can gain direct access to the terminal and remote stands, where passengers have to be bussed. There are between 46 and 55 contact stands and between 42 and 61 remote stands. This range reflects that certain stands can be used in a MARS (Multi-functional Apron Ramp System) configuration i.e. two smaller aircraft (e.g. Code C – Boeing 737 or similar) can be accommodated on one large aircraft stand (e.g. Code E – Airbus A330 or similar). This gives a total range of between 88 and 116 stands.

### **OUR LAND USE PLAN**



International standards govern the size and layout of stands. These guidelines are set out in the Civil Aviation Authority publications CAP168 and CAP642. Sufficient stands must be provided to meet peak demand. A key determinant is overnight parking by based aircraft. As we grow, so stand demand will increase. An additional influence is the mix of aircraft using the airport with a significant charter operation, based low cost carriers, a seasonal demand profile and a high proportion of 'regional' aircraft.

The range of stand sizes is considerable – from small regional aircraft with a wingspan of 20 metres, through to the largest wide-bodied aircraft such as the Airbus A380 with a wingspan of 79 metres. Aircraft length is also likely to increase; the longest are currently 75 metres in length. In order to ensure efficient use of land, we will continue to develop flexible MARS stands and increase the provision for very large aircraft. The aircraft parking and manoeuvring area currently extends to over 81 hectares and as the airport develops this area will expand.

Our development strategy for apron is:

- Improve apron and taxiway circulation
- Reduce taxiway bottlenecks (e.g. around piers)
- Rationalise the layout to provide greater efficiency and flexibility for different aircraft types
- Improve stand utilisation through careful management
- Develop a mix of new pier served and remote stands

New apron is closely linked to the proposals for the runway and taxiway system and the terminal development strategy. Budget airlines in particular require quick and easy access to the runways to ensure quick turn-rounds. But all airlines need efficient operations to ensure maximum utilisation of their aircraft. This is placing increased pressure on the amount of space required at each stand to accommodate the simultaneous working of the vehicles and equipment required to achieve short turn-round times. Areas for future apron expansion will be;

- West of Terminal 2,
- East of Terminal 3,
- Cloughbank Farm/World Freight Terminal.

Where appropriate these areas will be developed for temporary uses (e.g. car parking) until such time that they are required for apron continuing a long standing principle and one that accords with Manchester City planning policy. This makes the most efficient use of land. The new apron areas will be designed and located taking account of the environmental effects. Mitigation measures, particularly for noise, visual impact and water quality will be provided as an integral part of their development.

Terminal 2 was designed to allow further expansion of apron to the west, ultimately up to Thorley Lane and Runger Lane. This was included in the scheme that has planning permission and additional apron is being progressively developed. Apron in this area will result in the displacement of substantial areas of long-stay and staff car parking that were developed as an interim use. Further areas currently used as part of the airport freight terminal may also be needed for apron development in the future.

### **OUR LAND USE PLAN**



Additional apron capacity is also permitted to the east of Terminal 3. It is the closest area to the runways and has the benefits of reduced taxi time and therefore reduced emissions. Mitigation proposals, particularly in respect of landscape, ground noise, visual impact and transport measures were included as part of this permitted scheme.

Land has also been identified within the extended Operational Area at Cloughbank Farm to the west of the aircraft maintenance area. This area affords direct access to the taxiway network and has the possibility to accommodate relocated cargo stands or stands required for overnight parking. In developing this area we will be particularly mindful of the sensitive and protected landscape and ecological interests in this area, particularly adjacent to the Cotterill Clough Site of Special Scientific Interest. In the interim, other short to medium term uses such as car parking and/or operational storage, may be provided

### **APRON POLICIES**

- We will improve the layout and efficiency of our apron and stands.
- New apron will be developed to meet demand; to the west of Terminal 2 and potentially to the east of Terminal 3.
   Proposals for new apron at Cloughbank Farm will require appropriate environmental mitigation.
- To maximise land use efficiency, land for future apron will be temporarily used for other uses.

#### **TERMINALS**

There are three terminals at the airport, all of which operate independently.

#### TERMINAL 1

Opened in 1962, Terminal 1 has been subject to many redevelopment and expansion schemes and the building is currently handling in the region of 11 million passengers per year. When opened it was intended to have a throughput of 2.5 million passengers per year. Many parts of the building are now at the end of their natural life, are not fit for purpose and are incapable of adaptation. To bring Terminal 1 up to required International standards would require major and costly redevelopment.

#### **TERMINAL 2**

The first phase of Terminal 2 opened in 1993. It was built with expansion in mind. In 1997, permission for a second phase was granted and some initial development work was undertaken. It currently handles c 8 million passengers. The core infrastructure exists already, making it relatively simple to expand and enhance its capability.

#### TERMINAL 3

Terminal 3 opened in 1998 when the former Terminal 1 (Domestic) was expanded and renamed to cater for both domestic and international flights. It currently operates independently from Terminal 1 despite being part of the same structure. At the time of the last Master Plan it was envisaged that in the short-term the terminal could be expanded to cater for specific airline requirements.

There is an inherent inefficiency in operating three independent terminals in that processes and resources are duplicated and economies of scale cannot be realised



### OUR LAND USE PLAN



#### THE STATION

As the proportion of passengers accessing the airport by public transport grows, so the case for passenger processing facilities at the Station improves. Check-in facilities have been trialled at the Station but the operating costs, attractiveness to airlines and security implications of baggage having to be transported from the station to the Terminals have seen their demise. However, as the density of development around the terminal campus increases these opportunities may arise again and we shall continue to explore the feasibility for the Station to operate as a potential additional passenger processing facility.

#### TERMINAL ASSESSMENT

Since the opening of Terminal 2 in 1993, no new significant capacity has been added, rather a progressive enhancement of existing facilities has taken place. This has been with the aim of making best use of existing facilities before putting forward major development proposals.

Our 2007 Masterplan reviewed a number of proposals for future terminal development. This was to both deal with the growth in passenger numbers and maintain the standard of service. These standards are increasingly hard to achieve with the current infrastructure and changing regulatory requirements for baggage and security.

Previous studies have considered a range of options including:

- Full demolition and rebuild of Terminal 1 and Terminal 3;
- Demolition and re-building of Terminal 1 along with an expansion of Terminal 2 and the development of a 4th terminal complex;
- The re-development of Terminal 1 and Terminal 3 along with an expansion of Terminal 2;
- The re-development of Terminal 1 and Terminal 3, an expansion of Terminal 2 and the development of a 4th terminal complex.

The conclusion, based on an assessment of environmental impact, deliverability, cost, customer service, maintaining current and growing operations and development flexibility is that development should continue to be concentrated on the current complex and that a 4th terminal should not be pursued. We have since settled on the following option for our terminal development:

1. Consolidate operations and accommodate traffic in a much larger Terminal 2, retain Terminal 3 and remove most of Terminal 1. Alongside this, make significant alterations to airfield and apron circulation in order to maximise asset utilisation and improve operating efficiency. This approach would make us better able to respond to the continuous state of flux in the aviation market and allow us to adapt our facilities to changing requirements in terms of aircraft mix and passenger needs.



### **OUR LAND USE PLAN**



In reaching this decision we have taken account of:

- A changing aviation market and growth assumptions including: changes in the air traffic mix and profile; increasing demand for early morning peak slots; an increase in the proportion of wide-body aircraft; a drive to increase aircraft utilisation and reduce turn-around times; changing relationships and alliances between airlines; and, an increased desire for pier-served stands;
- Changes to airport processes and regulation such as security processes, liquids regulations and changes to hold baggage screening requirements; and
- Ageing and inefficient assets that require a number of major investment decisions over the next 5 – 10 years.
- Changing passenger needs and expectations, new technology and increasing numbers of transfer passengers.

This will require major investment to increase efficiency, improve service levels and provide facilities that match Manchester's growing position in the international market.

#### TERMINAL DEVELOPMENT STRATEGY

Our preferred approach is to concentrate investment on a larger Terminal 2; expanding the building to the west. This would extend further than the permitted Phase 2, but would make best use of the core infrastructure that has already been built and the largest, most efficient and adaptable area of apron. The layout and scale of the building makes it more flexible and better able to provide modern and updated facilities for our customers. There will be a wider mix of airlines, including

some domestic traffic, than the current building accommodates. Concentrating the majority of airlines in the one terminal will improve our service for transfer passengers.

We have planning consent for a significant expansion of Terminal 2 and the demolition of Terminal 1. Existing consents cover the reorganisation of the airfield and apron and additional stands. A dual taxiway to the Terminal 2 apron will be created and new piers added. Expanding Terminal 2 and removing Terminal 1 creates the opportunity to rearrange our pier facilities to reduce bottlenecks, rationalise our stand layouts to provide more flexibility for both current and next generation aircraft, maximise the use of our current apron area through the reduction of dead space and maximising the number of stands available to be pier-served thereby increasing the efficiency of use of the terminal buildings.

The T2 forecourt will be extended and improved, with a new access ramp direct to departures level being taken from the World Way roundabout. An expanded forecourt will be built into a rebuilt multistory car park. New multistory car parks will be provided immediately adjacent to the terminal to replace capacity lost as a result of the terminal expansion and the loss of both surface car parks to apron and ultimately the loss of the terminal 1 multistory car park.

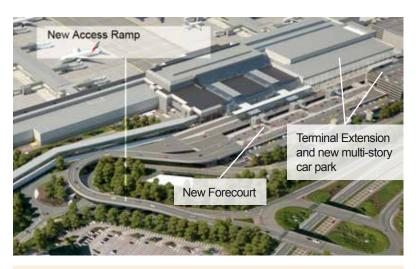
The development will actually result in a net loss of terminal floorspace but the removal of the inherent inefficiency of operating three separate and independently operating terminals with outworn and outdated infrastructure means that not only will capacity be unaffected but the ability to continue to grow at projected rates will be protected whilst providing an enhanced passenger experience.

### **OUR LAND USE PLAN**





An airside link from Terminal 2 to Terminal 1, and retaining the apron face of Terminal 1 will create a single airside frontage, which is more flexible and efficient.



### **TERMINAL POLICIES**

- We will continue to concentrate future terminal provision within the existing terminal complex;
- Terminal 2 will be developed to be the primary terminal facility including an extension to the main building and piers, new piers, multistory parking, improved forecourt and access;
- Retain Terminal 3 but remove Terminal 1
- We will regularly review the allocation of airlines to terminals to ensure that we meet our customers' needs and maximise the efficient use of our buildings;
- Provide an airside link between Terminals to enhance the flexibility and efficiency of facilities;
- Review longer term options for passenger handling facilities, either off site at railway stations or park and ride facilities, or at The Station.

### **OUR LAND USE PLAN**



#### **CARGO**

Current cargo handling facilities are concentrated in the World Freight Terminal situated to the west of the terminal complex. The facilities have been progressively developed since 1986 and now provides a range of transit sheds, freight forwarding warehouses and offices.

The majority of air freight is carried in the belly-hold of passenger aircraft (approximately 83% of freight by weight) and its growth is due to the increase in long-haul passenger services and the development of freighter operations (approximately 17% of freight by weight). The main areas for growth are seen to be the key markets of China, Africa and North & South America with both passenger and pure freight services.

	1998	2000	2002	2004	2006	2008	2010	2012	2013	2014
Freight (tonnes)	100,099	116,602	113,279	149,181	148,957	141,781	115,922	96,822	97,216	94,203

Figure 13: Manchester freight throughput (tonnes)

Cargo is a valuable element of airport activity. Not only is cargo and the ability to handle and process it, important in maintaining the viability of passengers services (it can make up to 20% of an Airline's revenue), it is also critical to the economic role and importance of the airport. Air freight, whilst relatively low in volume compared to other modes, is high value and often time sensitive and exceedingly important for goods and services supporting economic growth and development in the City Region, the wider Northern economy and beyond. The following plan illustrates the estimated lorry drive times to/from the airport to illustrate the potential economic reach of goods and cargo passing through the airport's facilities.

### **OUR LAND USE PLAN**



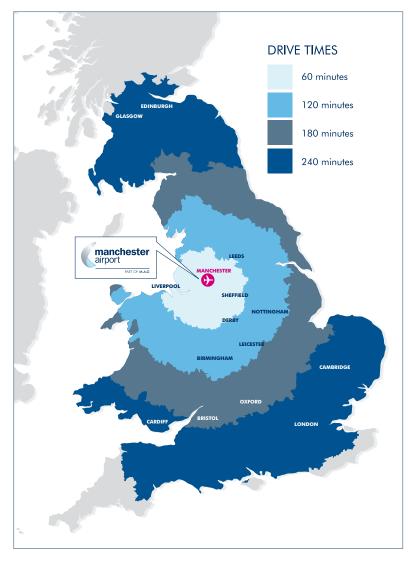


Figure 14: Freight drive times to/from Manchester Airport

Transit sheds are where cargo is prepared, Customs and security processes undertaken and from there transferred to the aircraft. The current sheds offer some 27,000sq.m of usable space with a further 18,238sq.m with planning consent. This should be sufficient capacity for the anticipated cargo throughput, although most of the transit sheds are of older design and not suited to modern handling techniques. Transit sheds require direct apron access.

Adjacent to the transit sheds are a large number of freight forwarders/ logistics operators. Speed and efficiency of movement are key requirements for air cargo and logistics and therefore convenient access to the transit sheds is a key location determinant for freight forwarders and logistics operators. There is presently some 46,500sq.m of freight forwarding space within the World Freight Terminal and many of the major worldwide freight forwarders have a presence there. This space is fully occupied with no room for expansion.

Additional land has been allocated for freight forwarding and logistics development. The Global Logistics Hub is now being developed with 131,000sq.m of logistics space in the extended Operational Area to the west of the A538 Wilmslow Road. This will be important not only in accommodating future growth but also to allow for the relocation of existing freight uses as and when areas currently occupied by the World Freight Terminal are displaced by apron development or existing facilities become unsuitable.

The economic importance of the freight opportunities to the area is illustrated by the inclusion of the Global Logistics Hub and new transit shed site within the Greater Manchester Airport City Enterprise Zone in order to help to facilitate their delivery. In March 2015 the Government announced an extension to the GM Enterprise Zone. This reflects the strong market demand, especially in the logistics and cargo sectors.

### OUR LAND USE PLAN



The Global Logistics Hub site may no longer be adequate to meet the scale of opportunity and demand; we will work with partners to investigate how this can be achieved whilst recognising the need to manage the social and environmental issues. This would increase the economic impact of the airport's logistics activity.

#### **CARGO POLICIES**

- We will work with transit shed operators to grow the business and increase the overall capacity and utilisation of the transit shed facilities in line with growth.
- We will pursue further freight developments within the Enterprise Zone to maximise the economic benefits for the region.
- We will look, where possible, to accommodate freight forwarders on-site to maximise their competitive advantage and reduce their drive time to the transit sheds.

#### OTHER OPERATIONAL FACILITIES

A range of other operational facilities are located in the western part of the airport or 'West Side'. West Side includes operational uses such as aircraft maintenance, flight catering, the fuel farm, business and general aviation, and operational accommodation as detailed below. The area has grown historically, with many buildings now at the end of their useful life. Circulation is poor and expansion space limited. A development strategy and investment plan is being developed to establish how best to accommodate these uses in light of future needs and the changes that the terminal development strategy will impose. Significant redevelopment is likely, with improved access and circulation and better connections to the Global Logistics Hub.

#### AIRCRAFT MAINTENANCE

The aircraft maintenance village covers an area of over 9 hectares and is located on the west side of the airport adjacent to the World Freight Terminal. Compared to many similar sized European airports, the scale of maintenance operation at Manchester is relatively small, influenced by the fact that there is no national airline based at the airport. It is however, the main maintenance base for Thomas Cook Airlines UK. Aircraft maintenance includes regular aircraft checks, major servicing and repairs, aircraft interior and exterior livery painting. All aircraft are required to undergo regular inspections ranging from simple checks to major re-assembly.

Most aircraft maintenance work needs to be undertaken in a hangar and is an essential part of an airline's operations. These need direct access to the apron and the taxiway network and occupy large sites and buildings. The existing hangars are generally modern being constructed between 1989 and 1996. There remains one wartime hangar. They can accommodate 4 wide-body aircraft across the three hangars (and part of the former hangar 4). There will be growing pressures on the maintenance facilities as the airport grows and scope exists to redevelop the area around hangar 4 and also extend onto land within the extended Operational Area at Cloughbank Farm. Any development here will require substantial environmental works to avoid any adverse effects on the Cotteril Clough Site of Special Scientific Interest. Pressures on land mean that many of the supply chain and related activities take place off site, in the extensive aerospace businesses of Greater Manchester and the North West.

An engine test bay is located west of the hangars between the Landmark Aviation business jet centre and the Runway Visitor Park.

### **OUR LAND USE PLAN**



This is an important facility for airlines and also helps to reduce noise by avoiding engine testing on areas of open airfield. The current facility cannot, however, accommodate the largest aircraft and its orientation and location are sub-optimal. Options to replace the engine test bay will be explored along with taxiway realignment schemes. Locations to potentially re-provide the facility are extremely limited and will have to pay close regard to both environmental and safety considerations.

#### AIRCRAFT MAINTENANCE POLICIES

- Aircraft maintenance activities will be retained with effort focussed on ensuring the most efficient use and commercial sustainability of the existing operation.
- Cloughbank Farm is the preferred location for additional hangars and related apron development.
- Proposals to relocate the engine test bay will be explored assuming both environmental and safety standards can be met.

#### AIR TRAFFIC CONTROL AND NAVIGATION AIDS

The Air Traffic Control facility is housed in a new £20m, 65m tall tower adjacent to the north side fire station. It comprises the Visual Control Room (VCR) giving clear unobstructed views of the entire airfield, including the touch down zones and flight paths of arriving and departing aircraft. Below the VCR is support accommodation for the avionics equipment, welfare facilities for staff and mechanical, technical and administration accommodation.

The airport also requires a range of radar and navigation facilities. Most of the equipment is now located within the airfield or on the roofs of airport buildings. Recent changes include the provision of a

new 'Watchman' radar adjacent to the south-side fire station. Over the period of the plan there will be a need to upgrade and replace certain navigation and telecommunication equipment. There will be a continued need to safeguard the land around the navigation aids to ensure their operation is not affected.

### AIR TRAFFIC CONTROL AND NAVIGATION AID POLICIES

- Land will be safeguarded for the provision and upgrading of navigational aids and telecommunications equipment.
- New development shall not compromise the operational efficiency of existing navigational aids or telecommunications equipment.

#### FIRE AND RESCUE FACILITIES

It is a mandatory requirement of the airport's operating licence to provide fire and rescue facilities that are appropriate to the aerodrome and the types of aircraft that use it. The CAA set out the operating requirements and the facilities required; generally referred to as the Rescue and Fire Category (RFF) and it includes minimum levels for staffing and numbers of appliances. Manchester is licensed to RRF10 which means that it is able to cater for the regular operation of the largest category of aircraft, such as the Airbus A380 and the Antonov 124.

The airport fire stations must be located so all parts of the airfield can be reached within two to three minutes. It was for this reason that the south fire station was constructed as part of the second runway scheme. Additional mandatory operational requirements are that 50% of the fire-fighting resource must be on the scene within one minute of an incident call and that 100% of the fire-fighting resource must be on scene and in action within three minutes.



### **OUR LAND USE PLAN**



The north fire station is located adjacent to the aircraft maintenance village and was originally constructed in the 1960's. It is becoming increasingly expensive and difficult to maintain. There are insufficient rooms for training purposes and staff facilities in need of improvement. Opportunities to combine a new fire station with other operational uses, including airfield security, engineering, air traffic control operations on a single site are to be explored as part of the wider West-Side development strategy.

The fire service also require training facilities for live drills and training programmes. The fire training area is located on the south side of the airfield. A major upgrade was completed in 2006 to meet CAA licensing requirements, especially for large aircraft and to provide higher environmental standards. The new equipment, especially the 'Big Rig', has opened up opportunities to be able to offer training to adjoining local fire services and other airport operators.

### FIRE AND RESCUE POLICIES

- The Fire training area will be maintained to ensure compliance with the CAA's training and performance standards.
- Opportunities for the redevelopment of the north-side fire station at or very close to its existing position will be explored to ensure that the Fire and Rescue Service is able to continue to meet CAA requirements. The possibility of combining a number of functions in a single facility will form a part of this study.

#### FLIGHT CATERING

Flight catering facilities are located on the west side of the airport within the World Freight Terminal area and comprises cooking and in-flight meal assembly, equipment storage and Customs Bonded Warehouses. Land will continue to be required in a location that affords efficient and speedy access to aircraft, allowing providers to utilise specialist vehicles. However, some aspects of catering operations may be capable of being located further away from the site, but the value and attractiveness of the facility to the operator diminishes as the distance from the airport increases. There are currently flight catering support facilities on a number of adjacent industrial estates.

The in-flight catering market has changed significantly over recent years, principally as a result of the changing demands of the charter airlines and low cost carriers. However, a developing long haul network will continue to generate a demand for catering services and so the need to protect land for flight catering purposes will remain. Modernisation of processes and the changing airline requirements make it difficult to accurately predict actual space requirements, but land will be reserved for such uses in close proximity to airfield access.

### FLIGHT CATERING POLICY

Land will continue to be provided for Flight Catering Facilities.
 Areas will be safeguarded for either extensions to/replacement of the existing units on the west side of the airport.



### **OUR LAND USE PLAN**



#### **FUEL FARM**

The fuel farm is situated on the west side of the airport between the aircraft maintenance village and the World Freight Terminal. There must be on-site storage of fuel for reasons of security and Government regulations. It is necessary to have sufficient fuel storage capacity within the fuel farm to balance the fuel within the system and also provide a continuity of supply should there be any faults with the main supply pipeline. Facilities include major storage tanks, offices, vehicle depots, specialist equipment and maintenance facilities.

An underground pipeline supplies most of the aviation fuel to the site and is distributed through an underground hydrant system serving all aircraft stands. The location of the existing pipeline restricts alternative relocation sites so capacity for additional aircraft fuel capacity will be provided through the development of enlarged tanks within the existing fuel farm.

The on-site presence also avoids the need for significant numbers of tanker movements on the public highway. In the longer term there may need to be a second pipeline and land will be safeguarded to allow for this provision.

#### AIRCRAFT FUEL POLICY

 Capacity for additional aircraft fuel capacity will be provided by the development of new and enlarged tanks within the existing fuel farm and any extension thereof and the potential for a second pipeline to serve the fuel farm will be safeguarded.

#### **BUSINESS AND GENERAL AVIATION**

Business and General aviation are currently provided for on the West side of the airport. There is a purpose built facility to the rear of the aircraft maintenance village, currently operated by Landmark Aviation. Business aviation, corporate aircraft operations and air taxi services are the principal activities. Current facilities include passenger handling, aircraft parking and aircraft maintenance and refurbishment facilities. The site is also a fully licensed Bombardier engineering service centre, one of only 11 globally.

The use requires a site with direct access to the taxiway system. However, limitations on space and the rearrangement of taxiways and apron may lead to the relocation of this facility in the medium to long term. The current site is also congested with poor landside access. It is planned to retain the ability to offer this facility as it is an important part of the overall airport activity and supports corporate activity in the North West.

General aviation, private light aircraft, will generally be displaced as the airport develops as there is little scope for available slots to continue to be available on the runways.

#### **BUSINESS AND GENERAL AVIATION POLICY**

 Facilities will continue to be provided for Business Aviation activity in allocation with convenient access to both the airfield and public roads.





#### **OPERATIONAL FACILITIES**

A wide range of operational functions are essential to the safe and efficient operation of the airport. These uses require direct or convenient access to the airfield. They include:

- Accommodation for airport operations, airfield safety, airlines and handling agents;
- Parking and storage for apron and airfield equipment, including the snow fleet;
- Aircraft cleaning and washing facilities;
- Vehicle and equipment maintenance facilities;
- Vehicle fuelling point; and,
- De-icing silos.

The airside operations centre is located on the west side, adjacent to the Thomas Cook hangar. This provides office accommodation (currently a temporary two-story structure) and vehicle parking for airfield safety and airfield maintenance activities. This facility will need to be relocated as a result of the demand for improved and centralised facilities (possibly in conjunction with a redeveloped fire station) and changes to the airfield layout.

The airport's snow fleet is currently housed adjacent to the Runway R23 passing bay and opportunities to combine this storage with other operational uses will be explored. Many vehicles that operate on the airfield are not licensed for use on public roads and therefore on-site maintenance is required. This currently takes place in the old war-time hangar 4 adjacent to the aircraft maintenance village. The vehicle maintenance and support accommodation is increasingly

inappropriate for the operation and the building is difficult to adapt. A more appropriate purpose built structure will be required during the plan period. This is to be provided within the West-Side area to retain operational connectivity to other uses.

Major airports require facilities for handling agents to wash aircraft. As a result of the need for the stringent control of the quality of water run-off from the airfield, these facilities are given dedicated areas that include a separate drainage system to capture run-off to protect local watercourses from contamination. Two stands, 60 and 86, are currently allocated as aircraft wash stands. Changes to the airfield apron and taxiway system mean that it will be necessary to re-provide these facilities at different stands on a reconfigured airfield.

#### **OPERATIONAL FACILITIES POLICIES**

- A site on the west side will be identified for a redeveloped and/or relocated Airfield Operations Centre and opportunities to combine this with other functions will be explored.
- A new facility for the airport snow fleet will be developed.
- A new facility for vehicle maintenance and support will be developed to provide more efficient fit-for-purpose accommodation. Opportunities to combine this with other operational facilities will be explored.
- Aircraft washing stands will be re-provided as part of the apron and taxiway redevelopment.





#### SECURITY AND CONTROL

The policing of the airport site is managed by the Greater Manchester Police airport sub-division from the airport police station located adjacent to Terminal 3. This provides control and support accommodation, but is too small for present and future operational demands and is not easy to extend in its current location. Additional temporary accommodation has been provided elsewhere on-site and solutions for a permanent alternative site will be explored during the short to medium term. The site will need to be in the Operational Area with access to the terminals and the local road system. Additional police training facilities that are located on-site should be accommodated in any new facility.

The airport provides facilities and accommodation for the various control authorities on site, including HM Customs, HM Immigration and Special Branch. Most of the accommodation is within the terminal buildings and will continue to be provided to ensure that we continue to meet the regulatory and operational requirements of the authorities. Security facilities will be provided within the terminals and at various points across the site. These will be adapted and expanded to meet increased throughput and to accommodate further changes to security requirements.

# SECURITY AND CONTROL POLICIES

- Proposals will be brought forward for the development of a new and enlarged police station.
- Appropriate facilities for control authorities will continue to be provided to a standard that at least ensures the compliance with regulatory requirements.
- Security search facilities will continue to be developed, adapted and improved to meet changing security requirements.

## **UTILITIES**

The utilities network across the site has developed considerably over the years and includes: electricity; gas; water; drainage systems; foul water networks and telecommunications. As the airport grows these networks will similarly come under pressure and will need to be upgraded and increased in capacity. Where possible enhanced services and utilities will be accommodated in 'service corridors' preferably in locations where the ratio of buildings to land is at its lowest. This will avoid constant relocations and affords easier access to utility providers.

There are substantial surface and foul water drainage systems across the airport site. These ensure that run-off, contaminated by the use of, amongst others, de-icing chemicals, is contained and prevented from reaching and polluting local watercourses. This system has been enlarged through developments such as the second runway and further enhancements will be required as apron development occurs. Some parts of the system are reaching end-of-life and solutions for replacement are currently being reviewed. The main water storage area is to the south east of runway 23R-05L supplemented by other catchment lagoons and facilities across the site.

Sites for further utilities infrastructure such as electrical sub-stations and pumping stations will be identified and safeguarded for future development needs.





#### **UTILITIES POLICIES**

- Service upgrades will be directed to service corridors identified across the site.
- Proposals will be brought forward to provide additional capacity to the surface water and foul water systems. Land will also be reserved for new, upgraded or replacement sub-stations across the site.
- The utility network will be developed to support the increase in capacity in line with objectives set out in the Environment Plan.

## COMMERCIAL AND ANCILLARY SERVICES

A major international airport requires an array of office, commercial and other support facilities either on-site or very close to the site to support the airport's operation and meet the needs of our service partners and companies requiring an airport location. It also capitalises on the economic development opportunities that the airport brings to the area. The Airport City concept is designed to realise this opportunity and now forms part of the Greater Manchester Enterprise Zone. This will create employment and enable Greater Manchester to capture new economic activity arising from the airport's growth.

## OFFICE ACCOMMODATION

As the number of people employed on the airport grows, so does the need for accommodation for the wide and growing range of companies on site. The majority of the office accommodation on the airport site supports core airport activities. Offices located at the airport include:

- airport company offices;
- · airlines, handling agents and aviation related offices;
- statutory and control authority offices;
- ancillary offices including commercial and related activities.

Some of this office accommodation is located within the passenger terminals and as ancillary space to the World Freight Terminal, as airport and aviation related tenants such as airlines, handling agents, tour operators and cargo agents often require accommodation with direct access to the passenger areas, the apron, and aircraft freight handling areas. Similarly, the statutory and control authorities, such as HM Customs, HM Immigration and Port Health Unit require specific accommodation within the terminal buildings, usually adjacent to specific passenger processing areas such as security search areas in departures and border control and customs clearance areas in arrivals.

In addition, the airport company and many other service partners require office space for administrative, commercial and training functions. There are a number of dedicated office buildings within the airport site: Olympic House 7,780 sq m; Voyager 6,800 sq m; and 4M (the station) 8,000 sq m. The T1 office block will ultimately be removed as part of the terminal development strategy.

New operational office accommodation will generally be provided within expanded terminal facilities. Where office space is ancillary to a main use such as aircraft maintenance or cargo then space will continue to be provided as part of that use. The preferred location for new office accommodation is within the central terminal area, conveniently located for The Station and its public transport services.





This is also the most suitable location for high density and tall buildings. The development of Airport City will lead to a further office facilities in this area, supported by a range of ancillary facilities such as catering and retail uses. These could be accommodated within the ground floor of new and existing office buildings.

## **OFFICE POLICIES**

- Operational office accommodation will continue to be provided within the passenger and freight terminals.
- The central terminal campus and Airport City will be the preferred location for new high density office development.
   Ancillary office accommodation will continue to be provided within a main facility such as aircraft maintenance hangars and cargo operations.

## **HOTELS**

A major international airport needs a wide range of hotel accommodation that meets the needs and expectations of its passengers and users. They serve business and leisure passengers and also the demand generated by domestic and foreign based airline crews. The range and scale of hotels has steadily expanded since the first airport hotel, The Excelsior, opened in 1963. The airport has 7 hotels from budget to full-service:

Radisson Blu
The Hilton
The Crowne Plaza
Clayton
Holiday Inn Express
360 rooms
225 rooms
298 rooms
366 rooms
199 rooms

Premier Inn x2
 367 rooms combined

In addition, planning permission has been given for a 350 bed hotel on land immediately adjacent to the Station. This development is a part of the wider Airport City development, which will ultimately add over 1,200 additional bed-spaces at the airport. As the airport's throughput increases, there will be a requirement for additional hotel accommodation both within the site and within easy access of the site. Our growth in long haul services means that the airport's catchment is extending and hotels on or close to the site enables passengers to access early or late flights. On site hotels help to reduce road traffic journeys by being clustered around the public transport facilities available at the Station or with direct connections to the central terminal area.

# **HOTEL POLICIES**

- Land will be allocated for extensions to existing or for the provision of new hotels within the Operational Area.
- Hotels will be located to provide convenient connections to the central terminal area and major transport routes.

#### OTHER COMMERCIAL ACTIVITIES

A variety of other commercial activities and services are required. Retail and catering uses are mainly contained within the terminal buildings but limited facilities (aimed at staff and passengers) are available at the Station and at the two petrol stations on-site. Demand will grow as passenger and staff numbers increase and the Airport City development offers opportunities for an expanded range of facilities. Retail and catering operators within the terminals require significant space for the storage and screening of goods. This has been aided by an off-site retail consolidation unit where separate retailer's goods are combined before transferring them through security search areas.

# OUR PLAN

# **OUR LAND USE PLAN**



We will continue to explore ways to manage the retail service space requirements to ensure the most efficient use of space and ultimately would like to bring the retail consolidation operation back on-site so it can service the air-side retailers more effectively.

The two petrol filling stations are currently located to serve specific terminal markets; Outwood Lane for T1/3 and Palma Avenue for T2. As the terminal development proposals are progressed there will be a need to consider the appropriateness of both locations and the overall requirements of the petrol filling stations to best serve the needs of passengers, staff and customers. A single combined facility may result. There is also demand for fuel facilities to serve the expanding west side and cargo areas, with significant volumes of hgv traffic. A site close to A538/Avro Way is the preferred location.

The overall land requirements for ancillary commercial activities are not significant and can generally be accommodated in redevelopment proposals. The space requirements for essential operational uses such as apron, terminals and taxiways will always take precedence and in such cases ancillary uses will either be directed to the periphery of the Operational Area or off-site.

## OTHER COMMERCIAL USES POLICIES

- Petrol filling stations will be provided to serve the passenger and cargo areas as part of wider redevelopment schemes.
- A site will be identified for a centralised retail delivery and distribution centre.

## SPECTATOR FACILITIES

There is continuing high demand for facilities to accommodate spectators. The airport is a significant visitor attraction and viewing facilities are provided at the Runway Visitor Park off Wilmslow Old Road to the south of the World Freight Terminal. The RVP attracts over a third of a million visitors a year. These dedicated facilities ease pressure on the central terminal complex and the local road network. The Visitor Park has developed additional attractions over recent years in the form of aircraft exhibits, children's play area, improved catering facilities and enhanced speciality retail. The centrepiece of the Park is the Concorde exhibit in its own purpose-built hangar which carries a licence to be used as a wedding venue and is popular for a wide range of events.

The Visitor Park will be affected by development of facilities described in the earlier sections on apron, taxiway, aircraft maintenance and cargo developments. The Park is largely an open use that can be on the perimeter of the Operational Area assuming good views of the airfield and runways are available. The south side of the airfield is considered to offer the most appropriate long-term location for the Park and planning permission has already been granted for the development of a facility adjacent to the south-side fire station. This site is smaller than the current location and would not be able to cater for the current level of facilities that the Runway Visitor Park provides. We will work with key stakeholders including Cheshire East Council to consider how best to provide replacement facilities.

## SPECTATOR FACILITIES POLICY

 Detailed proposals will be developed and brought forward for the relocation of the Runway Visitor Park to a site, or sites, to the south of Runway 23L-05R at such time that the current facility is required for other operational development.

# OUR PLAN

# SURFACE ACCESS AND CAR PARKING

The high quality public transport interchange and the extensive network of public transport served by it, make the airport one of the best connected sites in the North West and therefore a sustainable location for development.



Our Economy and Surface Access Plan contains full details of our strategy. However, our various modes of transport also require suitable areas of land to support their operation. The land use effects of our Surface Access Strategy are set out below.

## THE STATION

This is the focus of all our public transport services and has around 4.5 million users a year. It is a modern and well developed facility, located centrally between Terminals 1 and 2. It is directly linked to the terminal buildings via the Skylink system, the covered elevated walkway. The railway station opened in 1993 with two platforms. It has seen considerable growth in traffic and continues to develop with a third rail platform being added in 2008 and a fourth in 2015. Two Metrolink platforms have also recently been built. Bus and coach operations moved here in 2002 and operate out of a dedicated high quality facility. Works to improve accessibility and circulation for buses in the forecourt area will take place as part of phase 1 of the adjacent Airport City development. We may require additional land, away from The Station area, to accommodate long term coach and layover parking.







The Station will get busier with growth in passenger numbers, the development of Airport City and greater use of public transport. There are current issues with congestion, poor circulation and ageing assets. We have carried out initial concept studies to how best to improve the efficiency of The Station, improve passenger facilities and increase its capacity. Our work on the internal road layout (see later) will include how best to access The Station. We will develop a long term investment plan for The Station in conjunction with the transport operators, including the new rail franchise operators who will be appointed in 2016. We will ensure the needs of public transport users are incorporated into our development plans for the adjacent land.

# THE STATION POLICIES

- The Station will remain the primary focus of public transport operations.
- We will develop a long term investment plan for The Station to support our targets for increased public transport use.
- Improvements to vehicle access and circulation will be made to the bus and coach station.
- Land will be reserved for any future expansion of The Station.
- A direct pedestrian link will be provided to the Airport City development.

## **RAIL**

The fourth rail platform opened in 2015. This provides sufficient rail capacity on site for the short and medium term. Growth in rail is now dependent on the completion of the wider Northern Hub rail package which will remove bottlenecks elsewhere on the network in Greater Manchester.

Government are promoting the development of a high speed rail network to create additional rail capacity for the country. Current plans for HS2 phase 2 (Birmingham to Manchester) include a station adjacent to the airport on land to the west of the M56. We support this proposal because of the wider economic and connectivity benefits that it will bring. The HS2 airport stop will improve access both via high speed connections to the Midlands, London and the South and via improvements to local rail services made possible by the capacity freed up by HS2. As well as serving the airport, the proposed HS2 station would bring particular benefits to communities in the south and western parts of the conurbation and parts of Cheshire. These areas are key markets for HS2.

While the proposed station is just beyond the airport site, it will have implications for the development of our site through:

- the need to provide good links to the existing airport station and passenger terminals;
- links to HS2 from the M56 and strategic roads which may involve changes to our road network;
- the provision of a large multistory car park to serve HS2, which could be linked with new car parks for airport users;
- potential further development of Airport City.

Previously an alignment for a future western rail link has been safeguarded through the airport site. It remains our aspiration to improve rail links to the airport particularly from the south and west of our catchment area. We will continue to reserve a corridor through the site to enable such rail connections.





There are emerging concepts for high quality east west rail links across the North. The airport should be a key node in such a network. We will continue to work closely with other partners as these concepts are developed through the TransNorth studies to understand the implications for our future development.

# **HEAVY RAIL POLICY**

 We will work with partners to integrate the proposed HS2 station with our future development, including road access, car parking provision and links to The Station and Terminal 2 and will promote improved east-west rail links.

### **METROLINK**

Metrolink is Greater Manchester's highly successful light rail system. In 2014 the line to the airport opened. This runs from the city centre through Chorlton, Sale Moor and Wythenshawe. This will improve the accessibility of the airport and increase access to employment opportunities at the airport to a much greater area of the conurbation. The airport line is forecast to carry around 8 million passengers a year and potentially remove around 1.2 million car journeys off the local roads.

The first phase has a terminus stop within The Station, alongside the rail platforms. There are long standing aims for a second phase, and Parliamentary powers exist for its construction. The planned western extension would continue past Terminal 2, cross the M56 and pass through the Davenport Green area in Trafford before rejoining the existing line to the north of Wythenshawe Hospital. This extension has been safeguarded with a 75 metre tunnel underneath the Station building. The terminal development strategy pushing the emphasis

of passenger operations to terminal 2 mean that this western link will require to be safeguarded throughout the terminal construction phase. We will continue to work closely with TfGM and partners to explore how a western extension best serves the terminal and how it could also act as a link to the proposed HS2 high speed rail station just to the west of the M56

## METROLINK POLICY

- Land will be safeguarded within the airport site for a western extension to Metrolink and a possible link to the proposed HS2 station.
- We will continue to work with the operator to make
   Metrolink as an attractive proposition as possible for
   accessing the airport, including seeking to secure operating
   hours and frequencies that tie into the airport's operations.

#### STRATEGIC HIGHWAYS

The airport enjoys direct access to the motorway network that serves most of our wide catchment area. Efficient and reliable road links are essential for the substantial numbers of passengers travelling by road and for buses, coaches and service vehicles. On a typical day approximately 80,000 vehicles access the airport site. Of those approximately 80% use the M56 (75% from the north and 25% from the west). The rest is distributed on other local routes such as the A538 and Ringway Road.

The majority of airport road traffic will continue to access the site via the M56. We have existing planning commitments to improve links between Junction 6 of the M56 and Terminal 2 through realignment and improved capacity on Runger Lane and Thorley Lane, improving





the A538/M56 junctions and widening between Junctions 5 & 6. We will deliver these commitments in a phased way, in line with our obligations. However, this western part of the site will undergo significant change as a result of the expansion of Terminal 2:

- Development on land within and to the north east of Junction
   5 and the need to provide road access
- · Possible extension of Airport City
- Western extension to Metrolink
- HS2 station and associated access roads and car park.

One option to meet these objectives would be to realign Runger Lane/ Thorley Lane across the land at Junction 5, then curving east to link with the Airport City spine road. This would allow the more efficient use of land to the west of Terminal 2 and provide a more direct route around the north and west of the airport site.

To the east, access is being improved by the construction of the Airport – A6 relief road along our northern boundary. This will involve a new route for T2 traffic, via the new Airport City spine road and a simpler, reconfigured junction with the M56 spur adjacent to the Hilton hotel.

There are a number of development sites that are adjacent to the airport. These offer opportunities for development that is in part connected to airport activity. In capturing the economic benefits of the airport, it is important that good transport links to the airport and to the strategic road network are in place. Similarly, the HS2 scheme may result in significant changes to the road network in order to provide access to the proposed station, be they from the strategic, local or airport road network.

## STRATEGIC HIGHWAYS POLICIES

- We will work with the Highways England and local highway authorities to promote improvements to the highway network and improve the accessibility of the airport.
- We will bring forward proposals in line with our obligations to improve access to Terminal 2 from Junction 6 of the M56 and from the local highway network to the east.

## CAR PARKING

Despite our growing and projected public transport use, there is not always a viable or convenient alternative to the private car. Currently around 75% of our passengers still use the car including passengers driving themselves and parking, or being picked up and dropped off by others including by taxi, with these latter methods having a far greater traffic generation impact. Even with a larger public transport mode share we will still need to provide an appropriate level of car parking within the airport boundary to meet future demand. We discourage on-road parking for safety and security reasons.

There are many forms of car parking product required to meet the differing and changing needs of our passengers, visitors and staff. Parking is an integral part of our Ground Transport Plan and plays a role in managing traffic and our CO2 emissions.

Car parks are provided within the Airport Operational Area and are operated by the airport company. This provides economies of scale and enables car parking to be an integral part of our overall Ground Transport Plan. In addition, there are 'off-airport' car parking sites that are independently owned and operated. Traditionally, we have





operated two different products – short-stay and long stay. However, this differentiation has become blurred as passenger needs have changed. The introduction of valet parking and price differentiated products, particularly in the long stay sector, has been very successful.

Demand for car parking is complex and is influenced by many factors. These include: customer convenience, time of travel, the availability and frequency of public transport, the mix between business and leisure travellers, the mix between short and long haul and between scheduled, low-cost and charter flights. Over time there has been considerable variation in all of these factors, but from a safety, congestion, convenience and operational point of view, it is necessary for the airport to always have sufficient car parking capacity to meet peak demand. For long stay parking, this is generally in the summer months and peak holiday times. For short stay, it fluctuates greatly, with daily peaks related to flight arrivals and departures as passengers get picked up and dropped off.

Managing car parking demand is integrated with our policy to increase public transport use and to contain the growth in airport-related road traffic. We have, over time, pursued a variety of actions to manage demand for parking, including pricing. However, increasing parking charges, in an effort to deter car use and encourage public transport use, actually led to an increase in the level of private hire taxi and pick-up and drop-off activity and more road trips. These kiss and fly and taxi trips have the greatest mode share (c 50%) and are the largest contributor to road traffic volumes. Our objective is to reduce the traffic caused by private hire and pick-up and drop-off activity by a mix of attractive public transport options, competitive pricing and careful management of our forecourts.

Another factor, which is beyond our direct control, is the availability of third party controlled off-airport parking. Historically, this has varied greatly and has been as much as 50% of the total parking provision. But it is an uncertain supply. Some sites are authorised sites operated by 'consolidators', but a significant proportion of these are unauthorised or seasonal operations. These sites are subject to local authority planning control and we work with adjacent authorities to monitor the operation and scale of this supply.

#### SHORT STAY CAR PARKING

The most intensively used car parks are short stay and are found next to the three terminals. There are currently 5,707 short stay spaces in three multistory car parks and a further 1,226 surface-parking spaces. These spaces are the least likely to be used by passengers driving themselves, with the main use being by people dropping off passengers or meeting them on arrival.

Short-stay parking is essential for the safe and efficient operation of the road network and terminals and is an important part of our forecourt policy. We will continue to provide this type of parking within the core terminal area and schemes to increase/replace capacity of these facilities will be brought forward during the plan period as part of the wider terminal investment programme. The T2 multistorey car park was designed to be extended in a modular fashion and there is permission to extend the T3 multistorey. We anticipate that overall demand for short stay spaces adjacent to the terminals will continue to rise commensurate with passenger numbers.





## SHORT STAY PARKING POLICY

We will develop additional and replacement short-stay
parking capacity within the core Terminal area. This is
most likely to include extensions to or redevelopment of
existing multistory car parks along with the provision of new
multistory capacity in the vicinity of the Station, at Terminal 2
and as part of any terminal redevelopment.

## LONG STAY CAR PARKING

Long stay car parking is currently provided by both the airport company on-site or by third party operators off-site. It is generally divided into two types of product; either 'self-parked' by the passenger, or 'valet parked' after being left at a reception facility.

Within the airport site a vehicle can be self-parked by the passenger on one of a selection of surface car parks remote from the terminal buildings. These passengers can either have pre-booked a space or just turn up at the airport expecting to find a space. Some turn-up traffic is declining thanks to the rise in internet booking. Passengers in these car parks are transferred to the terminals by courtesy bus. The self-park car parks are price differentiated depending upon timings between buses, proximity to terminals and relative quality of the parking areas.

Alternatively, passengers can pre-book a parking space, drop their car at reception facilities adjacent to the terminals and have their vehicle moved and stored on-site. This storage currently takes place on some dedicated sites but also within conventional long-stay car parks. In land use terms the most efficient way to store these vehicles is by 'block parking'. Vehicles are parked in columns arranged by collection time. This does rely on having precise passenger travel schedules

and new management software will be rolled out to help to facilitate the increased use of block parking. This will increase the capacity of the site to accommodate long-stay parking and is currently marketed under the Meet and Greet brand..

There are currently 26,500 long-stay spaces on-site divided by product type as follows:

- Long stay
- Long stay Jet Parks
- Meet and Greet valet storage

In terms of the off-site, independently operated provision there is a theoretical total of circa 24,000 spaces reported by local authorities. However, many of these potential spaces are either not operating or operate on a very seasonal basis. Our latest estimate is that there is probably less than half this number actually in operation.

A number of land uses have very precise locational requirements. These include taxiways, apron, and terminal facilities. This has resulted in other uses such as long stay car parking being moved towards the periphery of the site. To maximise efficiency in land use we have often used car parking as an interim use, pending operational development e.g. aprons taking place. This is the case for the large T2 long stay and staff car parks which will be gradually be converted to apron. Our permanent long stay spaces are likely to be the new large car park of circa 9,000 spaces at Styal Road/Shadowmoss Road, and the c 7,000 spaces off Hollin Lane (Jet Parks 3 and Jet Parks Plus) on the south side of Runway 1. With growth, and an increasing pressure on land, we will provide additional multistorey or decked car parks even for uses other than short stay parking.





Provision for an extension to the terminal 2 multi-story car park and for a new multistory on land currently used as surface car parking immediately adjacent to the terminal have been included within the terminal planning application but lead only to a moderate uplift in spaces as the terminal 1 multistory car park is demolished as part of the re-development. Further sites near Terminal 2, on the existing T1/3 car parks and on the Westside, are the most likely locations for future multi-story provision. Consent has already been secured for a decked car storage facility on part of the T1/3 surface long-stay. There are also undeveloped sites within and on the perimeter of the Operational Area where surface parking may be appropriate.

# LONG STAY PARKING POLICIES

- We will continue to provide sufficient long-term parking to meet demand and be the 'provider of last resort'.
- Additional and replacement long-stay car parks will be developed at both surface and multi level on land to the east and west of the operational area. Any multistory structures will be designed having regard to their surroundings and location.
- We will optimise the capacity of on-site car storage through 'block-parking'
- Long term opportunities for strategic park and ride and passenger processing at locations remote from the airport will continue to be explored.

#### STAFF PARKING

We have in the region of 5,000 staff parking spaces at a number of locations across the airport site. This equates to almost 4 members of staff per parking space. A charge is made to on-site airport companies

who request an employee space in communal car parks. Some employers pass this cost onto their employees. The largest car park is adjacent to the cargo area and staff are bussed to the main terminal campus. As the T2 apron expands, this space will be lost. Large, communal provision is most efficient and we may need to provide multi-deck solutions for some staff provision and examine ways in which parking can be allocated more intelligently and with an eye to contributing to modal share change. This is likely for the staff car parks in the Westside cargo & maintenance area where significant numbers of staff are now employed. In the long term, we expect the scale of staff parking to increase from the current 5,000 spaces to around 5,800 spaces at 45mppa.

# STAFF PARKING POLICY

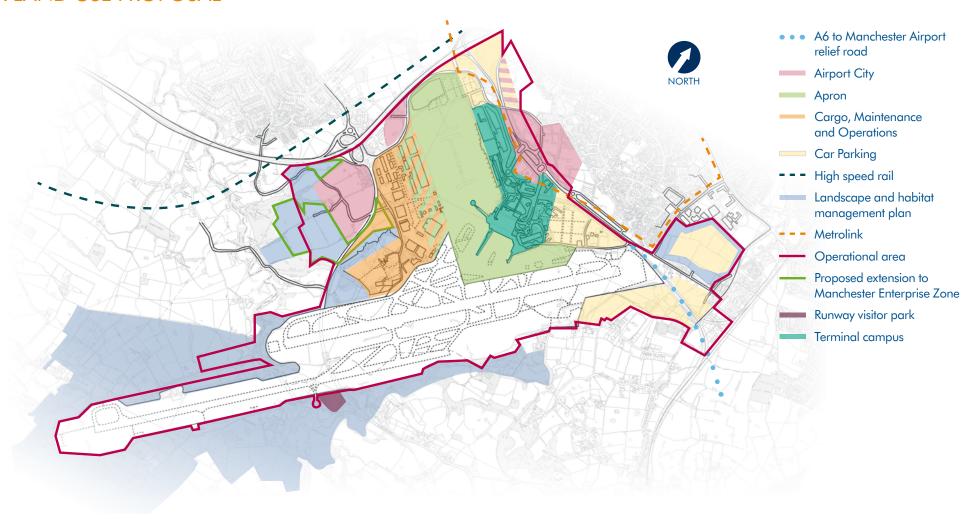
 We will continue to provide for staff parking on a mix of sites across the airport site but we anticipate being able to increase the number of employees per space as further public transport improvements come on-line.

#### CAR HIRE

Around 3% of passengers use hire cars with all the major car hire companies represented on site. Historically, car hire facilities were provided at each terminal. To make better use of our land, in 2012 we developed a new car hire village, consolidating all 'ready and return' spaces with maintenance facilities at a single site on Ringway Road. Passengers are bussed to the terminals by courtesy bus. Around 1,200 spaces are provided at this site. This facility is expected to remain in its current location in the medium term.



# **OUR LAND USE PROPOSAL**





# **HOW TO CONTACT US**

The Sustainable Development Plan is an important document for Manchester Airport. It helps set out what our aspirations are for Manchester Airport. There are many stakeholders who have an interest in the airport and the views and comments from Government, Local Authorities, neighbours, the business community and customers are an important part of the planning process. We are committed to be open in sharing the vision for Manchester Airport and the local area. The plan looks to, where possible, reflect local views and ideas.

Neighbours, stakeholders and a wide range of organisations in the region were consulted in 2015 to obtain their views. Where possible these comments have been incorporated into the final set of Sustainable Development plan documents. We will monitor our progress and will carry out a full review of our Plan every 5 years.

To obtain copies of the Sustainable Development Plan or to contact the team:

Visit: www.manchesterairport.co.uk/developmentplan

Write: Manchester Airport

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