Land Use Plan

Part of the Manchester Airport Master Plan to 2030
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This Land Use Plan is the latest in a series of documents that set out the long-term development strategy for Manchester Airport. We published our first Development Strategy in 1982 that covered the period up to 1990. The most recent document was published in 2003, and took our plans forward to 2015. That Development Strategy formed part of our response to the Government’s consultation ‘The Future Development of Air Transport in the United Kingdom’ in 2002 - 2003.

This Land Use Plan updates much of the material that we published in the Development Strategy to 2015. In line with Government guidance, we have also extended our planning horizon to cover the period up to 2030. The Land Use Plan is one of a family of Master Plan documents that are closely related and should be read together.

**The Master Plan**

The starting point for our Master Plan is the national policy that has been set by Government in The Air Transport White Paper. The Master Plan introduces our vision for Manchester Airport, the strategic context for the future and introduces the challenges and opportunities that we face as the Airport develops. A draft Master Plan to 2030 was published for public consultation in July 2006. We have now taken account of the comments and made changes to our plans.

**The Action Plans**

The draft Master Plan is supported by four detailed Action Plans. These cover:

- Ground Transport
- Environment
- Land Use
- Community

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**Our Land Use Plan is intended to:**

- Set a clear framework to guide the development of the Airport site up to 2030 in line with the Air Transport White Paper.
- Identify future airport capacity and development proposals.
- Set out the land use requirements to support our Master Plan and provide a Land Use Policy that is integrated with our Ground Transport, Environment and Community Plans.
- Provide input to the North West Regional Spatial Strategy, the Manchester City Region Development Plan and the Manchester and Macclesfield Local Development Frameworks.
- Give guidance and information to airport customers, statutory agencies, developers and local residents.

In looking at how we see the development of the Airport, it is important that we recognise the value of our land, its scarcity as a business resource and its ecological and landscape character. Our Land Use Plan concentrates on increasing efficiency and improving the overall utilisation and capability of the Airport site.

Some of our earlier Development Strategies introduced major step-changes in airport capacity such as Terminal 2 and the Second Runway. Whilst we are planning for a significant growth in air traffic over the next 25 years, we intend to do this mainly within the existing terminal complex and the present runway layout.
Our plans were circulated to a wide range of consultees, local communities and people interested in the operation and development of the Airport. We are grateful to everyone who took time to respond. Following public consultation, we have considered the comments that were made to us and changes and amendments have been made to our plans.

We intend to keep our Master Plan and this Land Use Plan under review to ensure that they remain relevant and reflect the evolution and development of the Airport. We intend to review and update our plans every 5 years.

Figure 1 - Master Plan and Action Plans
Manchester Airport is the largest airport outside London and handles more traffic than some European capital city airports. The Airport serves as the major international gateway for much of Northern Britain. In 2006, over 22 million passengers travelled on over 226,000 aircraft movements to over 200 worldwide destinations. Manchester is also an important cargo airport handling 150,000 tonnes of freight in 2006.

Future Growth

As prosperity across our catchment area continues to increase, it brings an increasing demand to travel. Increased affordability, and the widening choice of destinations, are opening up new opportunities to travel both to and from the North West.

As part of our Master Plan, we have assessed the likely scale of airline activity at Manchester. In doing this, we have carefully considered the changing trends in the airline industry, in particular the dramatic growth of ‘no frills’ or ‘low cost’ carriers and increasing environmental pressures. We have also taken account of the opportunity to expand our network of scheduled services, especially to long-haul destinations. We expect that there will be:

- An overall annual increase in demand of between 4 – 6%
- Continued growth in the ‘no frills’ market
- Further expansion of the Airport’s long-haul network
- The consolidation of airlines in to major alliances

Our Master Plan and this Land Use Plan is not forecast. Whilst annual passenger forecasts are widely used to give an indication of the overall scale of airport activity and future growth, our focus is on maximising the capacity of our existing and future facilities and increasing the efficiency of all our assets.

The growth in air traffic over the years has resulted in investment in new and improved passenger facilities and transport links. The Airport has three passenger terminals, two runways and we have the ability to handle a significantly higher passenger throughput without the need for another runway or a major new terminal.

The Airport is also successfully developing as a public transport hub following the opening of The Station. This facility provides easy access between air, rail, coach and bus services. As passenger throughput increases, so we expect to see a substantial increase in passengers and staff using public transport services.
Context

The national consultation undertaken by the Department for Transport was underpinned by very detailed forecasts of passenger and air traffic movements. This work included detailed national air traffic forecasts that were then allocated to particular airports. This modelling assumed that there would be significant growth, not just at Manchester, but also at the other airports in the North.

As part of this process we provided our own data and material to assist with and cross check the work carried out by the Department for Transport. As part of our Master Plan, we have reviewed our passenger forecasts for 2015 and 2030. We broadly agree with the Government that the Airport will be handling between 37 and 38 million passengers a year by 2015 and that this could reach 50 million passengers a year by 2030. This produces a combined annual growth rate of around 6% over the period to 2015. This assumes high growth in the ‘no frills’ market and the growth and the development of the Airport’s long-haul services. In the period up to 2030 it is assumed that the overall annual growth rate will be significantly slower as the Airport’s market matures and more routes are developed from other airports in the region.

Our forecasts also assume the aviation industry paying increased costs for its environmental impact. So the modelling takes account of the effects of an economic instrument, such as an emission trading scheme, on future demand. The Department for Transport’s forecasts suggested that a 100% fuel tax would have the effect of reducing demand by 10%. The forecasts also included projections of future air transport movements. In 2006 the Airport handled 226,704 movements. Movements are forecast to grow to 353,000 by 2015.

The Government’s forecasts were reviewed in 2006 and the updated forecasts remain in line with those produced for the White Paper.

Annual passenger throughput is often used to quantify activity and anticipated levels of future growth. In preparing our Master Plan and this Land Use Plan, we have also used forecasts of future hourly passenger, aircraft and traffic flows to shape our future plans. This is a much better way of identifying future land and facility requirements, and this approach also ensures that efficiency improvements are a key consideration.

Drivers of Capacity

The Airport’s operations are characterised by flows of both arriving and departing passengers throughout any given day. In the summer peak, the demands on the airport system are greater than during the quieter winter months. The trigger for additional capacity is a result of the peak flows of passengers taken alongside the standards of service that we provide for our customers.

Peak Passenger Flows

The trigger for additional terminal capacity is derived from both annual passenger throughput and also the number of passengers anticipated to pass through the facility in a typical busy hour. By spreading this peak in relative terms to the total number of passengers using the Airport throughout the day, we will be able to make a greater and more efficient use of the existing facilities. This improves efficiency in the use of land as well as the use of resources. Since 1993, the overall efficiency in asset utilisation has improved by more than 15%. We intend to continue this approach.

In looking ahead, improving our efficiency is fundamental to delivering growth. Our pricing policy is designed to encourage off-peak growth, however stringent controls will continue to be placed on aircraft operations at night.

Runway 23L-05R is not usually used between 22:00 and 06:00. In addition, between 23:30 and 06:00, controls are placed on the numbers and the types of aircraft that are permitted to operate.

We intend to further improve the overall efficiency of the Airport terminals by spreading the peaks and through the use of technology and new operational procedures. This will help us contain the overall size of the Airport site as well as minimising the environmental effects of growth.

Service Standards

We operate in an increasingly competitive business, and the level of service that we are able to offer our airline customers and their passengers is critical to our continued success. We are also required to operate the Airport in accordance with specific internationally agreed criteria. This is regulated and audited by the UK Civil Aviation Authority (CAA). We have to operate in accordance with our aerodrome licence and we have to satisfy and constantly adhere to precise safety standards. These influence the layout and the future development of the Airport and the surrounding area and are a major consideration in the airport master planning process. The Department for Transport regulate the Airport’s security requirements and procedures. Security can have an influence on the space requirements within the terminals and can also affect the need and the location of future development.

We are very conscious that our facilities should be developed to meet the needs of the airlines and their passengers. These needs are different depending on the type of airline. For example the ‘no frills’ carriers need a very different level of facility to the long-haul scheduled airlines. In planning our facilities we use a series of international service standards (developed by ICAO) that include:

- Space provision, including the size of lounges and key processing facilities such as security, check-in and baggage reclaim

- Number of seats

- Standards of service, such as the balance of passengers served from a pier rather than bussed to remote aircraft stands

The level of service can be considered as a range of values or assessments of the ability of the terminal space to meet the demand. It combines both qualitative and quantitative assessments of relative comfort and convenience.

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\(^2\) International Civil Aviation Organisation - a UN agency covering civil aviation worldwide.
These can be expressed in terms of space per passenger and are:

<table>
<thead>
<tr>
<th></th>
<th>1.4 sq metres per passenger</th>
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<tbody>
<tr>
<td>Check-in</td>
<td></td>
</tr>
<tr>
<td>Concourse and Lounge</td>
<td>1.9 sq metres per passenger</td>
</tr>
<tr>
<td>Gate Area</td>
<td>1.0 sq metres per passenger</td>
</tr>
<tr>
<td>Baggage Reclaim</td>
<td>1.6 sq metres per passenger</td>
</tr>
</tbody>
</table>

These standards conform to IATA Service Standard ‘C’. This represents a good level of service, stable flows and a good level of passenger comfort. Our service standards are constantly monitored, reviewed and incorporated into new building design and refurbishment schemes.

**Technology**

The development, delivery and use of new technologies will underpin all of our future development schemes.

The needs and expectations of our airline customers and passengers are changing. The quality of service that we deliver will continue to be a key driver of future success. We have a major programme “Customer First” that focuses on delivering the highest levels of service to all our customers. We see an increasing potential for new technologies and innovative changes to the check-in process that will improve levels of service, improve passenger convenience and reduce the scale of new development on-site. This is expected to generate further efficiency improvements and a capacity improvement of at least 10%. Options being explored range from home check-in, through check-in at key rail stations and at other key points on the strategic transport network.
Our Master Plan sets out the strategic context for the development of the Airport. The key elements of national and regional strategic policy that influence it are:

- The Northern Way Growth Strategy – 2004
- The North West Regional Spatial Strategy – Consultation Draft – 2006
- The Greater Manchester City Region Development Programme – 2005
- The Wythenshawe Strategic Regeneration Framework – 2004

Having set out a national air transport policy, the Government have encouraged airport operators to prepare Master Plans. These are intended to set out the strategic framework for growth, and the approach taken to development. Airport Master Plans do not have a statutory status, but the Government clearly expects them to be taken into account in the preparation of regional and local policies and in the making of planning decisions.

Government Guidance in Planning Policy Statement Note 1: Delivering Sustainable Development\(^3\), sets out overarching policies for the delivery of sustainable development through the UK planning system and that regional and local development plans promote outcomes that achieve environmental, economic and social objectives together over time.

A clear strategic planning framework is important if the Airport is to continue to grow. This allows all stakeholders to influence and understand our proposals. A simple and speedy planning process is essential if we are to capture the growth opportunities that the Airport brings, as well as making sure that future development is sustainable.

Our Master Plan shows how national and regional policy will shape the future development of the Airport. This Land Use Plan sets out the statutory planning framework for the region and for the local area.

### Regional Planning Framework

The North West Regional Spatial Strategy provides the framework for the preparation of development plans by local planning authorities. The Regional Spatial Strategy is in draft and will replace the existing Regional Planning Guidance for the North West (RPG13)\(^4\). Both the adopted Regional Planning Guidance and the emerging Regional Spatial Strategy set out a vision for the North West. It is intended that this vision will be achieved by capitalising on the region’s international connections, highly developed service and knowledge sectors and flourishing culture, sport and leisure industries. Manchester Airport is identified as a world-class asset and as a key economic driver. In RPG 13, Policy T5 states:

- “The role of Manchester Airport as the north of England’s key international air gateway and its potential to become an important multi-modal interchange are recognised and supported.”

### Local Planning Framework

The local planning framework is the statutory responsibility of the various Local Planning Authorities who prepare plans to guide future developments within

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\(^3\) PPS1 : Delivering Sustainable Development - February 2005
\(^4\) RPG13 - Regional planning guidance for the North West - March 2003
Planning Policy Framework

their areas. The adopted plans with policies that directly apply to the Airport site are:

- The Manchester Unitary Development Plan (The Manchester Plan) 1995
- The Cheshire County Structure Plan (2005)

Further away from the Airport, a number of development plans in Greater Manchester and Cheshire contain airport related policies, covering such issues as development, environmental impact, inward investment and transport. We will continue to contribute to planning policy in this wider area.

The Planning and Compensation Act 2004 has fundamentally changed this system of plan making. Authorities are now required to prepare a Local Development Framework. This is a suite of documents, that includes a core strategy, a proposals map, and area action plans. Until such time that these are in place the policies of adopted plans will be ‘saved’. Our Land Use Plan sets out the long-term land use requirements for the Airport and it is intended to contribute to the preparation of a new planning framework for the local area.

Manchester Unitary Development Plan

The majority of the Airport site is within the City of Manchester. The Manchester Plan sets out the City Council’s twin aims of improving the City as a place to live, work and visit, and revitalising the local economy. The Airport is clearly seen as one of the strengths on which the City can build, and it is acknowledged as a major contributor to Manchester’s international status. The Airport plays a key role in attracting new business and inward investment to the City, and in encouraging the development of high technology industries. Within the Plan, the City Council aims to capitalise on this connection through the provision of high quality development sites that offer good access to the Airport. The key policies are:

Part 1 Policies

Policy E2.1 relates to development within the Green Belt. In the supporting text it states that although Manchester Airport is within the Green Belt, its growth and development has always been regarded in a special way. The contribution of the Airport to the economic life and vitality of the City is growing as it expands its range of facilities and services. As well as being a major employer, the Manchester Plan goes on to highlight the role the Airport plays in supporting jobs away from the site, and that it plays an important part in initiatives to attract inward investment and tourism. For these reasons, the City Council is committed to enhancing the Airport’s status as the major international airport serving northern England. So whilst it seeks high environmental standards in its operation and future development, there are special circumstances that support airport development within the Green Belt.

Policy I1.1 relates to employment and economic development. It states that the Council will ensure that sufficient allocation of a range of sites suitable for a variety of different commercial uses is made. In location terms, sites with good access to the Airport are identified as key opportunities.

Policy T4.1 states that the Council will continue to manage the expansion of the Airport in line with policies and proposals that were contained in the former Ringway...
Local Plan and incorporated into the UDP. The policy goes on to state that land will be safeguarded until the Airport’s plans for expansion become clearer (the UDP was prepared prior to a decision on the Second Runway) and that the Council will seek to promote development in an environmentally sensitive manner.

Policy T4.2 expresses the Council’s wish to improve surface access to the Airport so that infrastructure in the area surrounding the Airport continues to keep pace with the expected growth in activity. Emphasis is put on the need for modern, high quality transport links. It highlights the intention of the Council to use its influence to deliver the necessary enhancements, particularly to the quality of public transport. Support is explicitly given to development of Metrolink between the Airport and the City Centre.

Part 2 Policies

General Policy EW1 seeks to promote the development of Manchester Airport in a manner that is consistent with the achievement of high environmental standards, to enable the Airport to play its full role in the economy and life of the conurbation as well as the wider North West.

The current boundary of the Airport Operational Area is defined on the Proposals Map within the UDP. It is the area originally defined in the Ringway Local Plan published in 1987. At that time, the Airport’s throughput was some 8.7 million passengers per year. In publishing its Development Strategy to 2005 in May 1993, the Airport sought to extend the Operational Area. Policy EW19 indicated that the City Council did not wish to promote these proposals until the Second Runway proposal had been fully considered by the formal planning process. Land between the Airport and the River Bollin was however safeguarded.

The principle of support for future expansion and development of the Airport within the Operational Area is reflected in Policies EW20 to EW35 of the Manchester Plan. The view of the Council was that the size of the Operational Area should be no more than that necessary to accommodate the anticipated growth in passenger and freight traffic. The UDP seeks to ensure the finite supply of land is not used for activities that could reasonably be located elsewhere.

Policy EW21 is a modification adopted in November 2001. It sets out in detail the approach to be taken by

the Council to development in the Green Belt at the Airport. EW21 identifies a significant part of the Airport as a ‘Major Developed Site’. Infilling and re-development within the boundary of this ‘Major Developed Site’ are to be treated as “appropriate development” providing it meets the tests set out in PPG2 Annex C5 with respect to openness and impact. Development proposals which do not meet the above infilling or re-development criteria, but are for certain specified uses (airfield operational activities, cargo terminal facilities, passenger terminals and related facilities, airport ancillary facilities, transportation, waste disposal infrastructure and landscaping) will be subject to the test of “very special circumstances” as set out in Policy E2.1. The location of airport development proposals within the Major Developed Site is a material consideration in determining whether very special circumstances exist.

Policies EW24 and EW25 require the provision of high quality design and landscaping throughout the operational area and Policy EW4 refers to the special noise policies that will apply to the area around Manchester Airport.

Cheshire County Structure Plan

This Plan sets out the strategic plan for the County up to 2016. It has sustainability as its underpinning philosophy and aims to accommodate the economic and social needs of Cheshire whilst conserving the environment and natural resources for the benefit of future generations. The Plan identifies the importance of the Airport to the regional economy. It notes the County Council’s legal agreement with the Airport Company in respect of the Second Runway and identifies the importance of minimising environmental impacts and avoiding harm to ecological interests

Policy T14 states that development proposals at Manchester Airport should:

- Have no detrimental impact on Sites of Special Scientific Interest or the Green Belt;
- Minimise other environmental impacts by appropriate noise and other environmental controls and by application of landscape and habitat management programmes; and

5 Planning Policy Guidance Note 2 ‘Green Belts’ January 1995
• Ensure that the resulting surface transport demand can adequately be accommodated within the capacity of transport links, and include measures to increase the use of public transport.

This will be the last Structure Plan for Cheshire as the new planning system, based on a Regional Spatial Strategy and Local Development Frameworks will eventually take on its current role.

Macclesfield Borough Local Plan

The Macclesfield Borough Local Plan was originally adopted in 1997, and was subject of a review and Inquiry in 2002. The Borough Council adopted the revised Local Plan in January 2004.

The Plan covers the area of land to the south and south-west of the Airport site. At a local level, it develops the relevant policies and general proposals contained in the Cheshire County Structure Plan. As with much of the site, the part of the Airport that is within Macclesfield is also in the Green Belt.

The Borough Council recognises that the safe and efficient operation of the Airport can have implications for land within the Plan area. Only essential airport related activities are permitted in the Green Belt outside the Airport Operational Area, except in very special circumstances, in accordance with the Policy T20. Policy T21 of the Plan states that the Borough Council will encourage airport related development to be located within the Operational Area or within nearby urban areas where this is compatible with other Local Plan policies. Policy T18 deals with restrictions applying to noise sensitive development in the vicinity of the Airport.

The Local Plan defines an Operational Area. This includes parts of Runway 23L-05R (The Second Runway), and an area of undeveloped land to the north of Moss Lane Styal that is allocated for airport use. This is set out in Policy T23 and the uses identified include airfield operational facilities, airport ancillary facilities, transportation infrastructure and landscaping works.

The Macclesfield Local Plan also includes policies to control new development in areas around the Airport that are affected by aircraft noise (Policy T18) and controls on development within the Public Safety Zones (Policy T19).

Other Local Authority Plans

Surrounding Local Authorities in Greater Manchester and Cheshire have adopted a variety of planning policies that guide them when considering proposals for development at or related to Manchester Airport. These vary from proposals that support the development of the Airport in principle, and in the case of those authorities in close proximity to the Airport site, provide guidance on how to deal with development that is related to the Airport, but takes place away from the main airport site. Improving transport links is a common theme in these Plans.

The Airport and Development Control

Land use at and within the vicinity of the Airport, is influenced by Government advice on Noise, Aerodrome Safeguarding and Public Safety Zones. This is to protect the amenity and health of local residents, and to control new development in areas that are affected by airport and aircraft operations. This guidance is then translated into development control policy by local planning authorities.
Noise

Planning Policy Guidance Note (PPG) 24\(^6\) outlines the considerations that Local Planning Authorities should take into account when determining planning applications for noise sensitive developments and for those activities that generate noise. This guidance seeks to ensure that wherever practicable, new noise sensitive developments are protected from major sources of noise.

PPG 24 also refers to noise contours that help in considering planning applications in areas affected by aircraft noise. They are used by Local Planning Authorities to assess which areas are likely to be subject to high levels of noise and, where necessary, impose conditions requiring noise insulation measures, or even refuse applications on the grounds of noise impact. Guidance is also provided in respect of other noise sensitive developments such as hospitals or schools.

Aerodrome Safeguarding

Certain civil aerodromes, by virtue of their importance to the air traffic system, are protected under a process known as Aerodrome Safeguarding. This functions through the planning system, and aims to protect the safety of aircraft operations. The key issues for safeguarding are heights of buildings in relation to an airport’s ‘protected surfaces’, developments that have the potential to attract birds, and also windfarms that have the potential to interfere with radar and navigation systems.

Government advice is set out in Circular 1/2003\(^7\), which details the consultation arrangements to be undertaken by local authorities and the safeguarding authority. The Circular, which came into force in February 2003, transferred the consultation process from the CAA to the relevant aerodromes. The Local Authority must now refer certain developments to the relevant aerodrome operator.

The Airport Company is the safeguarding authority for Manchester Airport, and in carrying out this duty we will continue to ensure the safety of airport operations and, ultimately, that public safety, is not compromised.

Public Safety Zones

Public Safety Zones are designated areas of land at the end of runways within which development is restricted. The shape and size of Public Safety Zones are based on risk contours and are specific to the type and volumes of air traffic using a particular runway at an individual airport.

Government advice is set out in a Department of Transport Circular 1/2002. Public Safety Zones are a planning policy tool designed to prevent new developments such as houses, that would result in a significant increase in the number of people living, working or congregating within these areas. The advice also suggests that, over time, existing numbers should be reduced.

The area of the Public Safety Zone is formed by an elongated isosceles triangle, extending from the landing thresholds of the runways. Within this, there is a much smaller triangle where the risk of aircraft accident is higher. The Public Safety Zone policy requires that residential and commercial property within these inner areas be purchased, emptied and demolished. There are 4 Public Safety Zones, one at each end of the two runways and there are currently no properties in these inner zones at the ends of the runways at Manchester.

Section 106 and other Agreements

The Airport Company has signed legal agreements with local planning and highway authorities as part of the development process. The most significant is an agreement with Cheshire County Council and Manchester City Council under Section 106 of the Town and Country Planning Act 1991 relating to the construction of the Second Runway. This agreement contains 38 guarantees (or planning obligations) that:

- Reduce the adverse impacts of developments
- Control and manage the environmental implications of the Second Runway scheme
- Provide enhanced mitigation measures, and
- Give assurances about future expansion.

The agreement contains 116 sub clauses, or points of action. These cover topics such as night flying, noise, landscape and habitat management, community relations, car parking, public transport and highway

\(^6\) Planning Policy Guidance Note 24 ‘Planning and Noise’ September (1994)
improvements. Cheshire County Council annually review our compliance with the agreement using independent auditors. Since the agreement was signed in 1994, we have continually complied with its obligations. The overall agreement runs until 2011, although a number of obligations are subject to a regular review.

The Second Runway planning conditions include a number of controls on the use of the runway at night, the noise impact of the Airport, and restrictions on aircraft engine testing. Compliance with the planning conditions is reported annually to Manchester City Council and Macclesfield Borough Council.

We will work with Cheshire County Council and Manchester City Council to revise, update and extend our legal agreement. This is to make sure that it remains relevant to local communities in containing the environmental impact of the Airport’s operation, but also securing and directing the benefits to the areas of greatest need.
Sustainability Appraisal

High level Sustainability Appraisals were undertaken as part of the Department for Transport’s national consultation. The Master Plan is our detailed statement on how national policy in the Air Transport White Paper can be brought forward. The Master Plan and this Land Use Plan have no statutory planning status, but they are intended to influence the Regional Spatial Strategy and Local Development Frameworks. Formal Sustainability Appraisals will form part of both processes.

In preparing our Master Plan and this Land Use Plan, we have sought to apply the principles of Sustainability Appraisal. We have tried to place our Master Plan in the context of the national policy set out in Government’s Sustainability Strategy. In preparing our Land Use Plan we have used the general principles of Sustainability Appraisal that are set out in Annex I and II of EU Directive 2001/42/EC.

Sequential Appraisal

In considering the future extent of the Operational Area, we have identified the proposed extensions and given careful consideration to how we prioritise the use of our land. The proposed Operational Area extensions are detailed in Appendix 2. There are 5 areas that have been identified. Three of these, with a total area of around 80 ha were first promoted in 1993. An area of around 6ha to the east of the Airport was included in the Development Strategy to 2015, published in 2003. This Master Plan looks to 2030, and we have considered the Airport’s future land requirements and proposed Operational Area extensions. We have now identified a further area of land to the west of the A538 at Oak Farm (approx 38 ha). Around the Airport there are strong and clear boundaries. These include the residential areas to the north and the east, the National Trust’s Styal estate to the south, the Bollin Valley and the M56. Potential Operational Area extensions included land to the south of the Airport around Moss Lane Styal and land to the west at Oak Farm. We concluded that it would not be appropriate to promote an extension to the Operational Area to the south of the Airport. Land at Oak Farm is considered to be more appropriate because of its relationship to the main airport site, links to the main transport corridors and the limited effect on local residents. It is recognised however that there are sensitive environmental features and the effects of airport development will need to be compensated and mitigated.

To ensure that the main site is used in the most efficient manner possible, we will apply a series of sequential tests to determine the most appropriate use. The technique has been used to select our preferred development option. Our approach takes into account of the need to use land effectively and efficiently, whilst at the same time meeting the needs of our customers, delivering economic benefit and minimising environmental impact.

We will adopt a sequential approach to future development both in the preparation of our plans and in considering future development proposals. Proposals will be evaluated using a series of tests and other criteria to ensure that we achieve the most efficient and effective utilisation of our land. The appraisal will incorporate the following tests:

- **Use:** The development must be required for the operational efficiency or amenity of the Airport.

- **Technology:** Can proven technology be employed to minimise or defer requirements for additional land-take?

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8 Securing the Future - DEFRA 2005
Development Appraisal

- **Redevelopment**: Establish whether existing developed sites within the Operational Area are suitable for the location of the development. This includes the redevelopment of previously used or under used sites, ‘in fill’ and the redevelopment or extension of existing buildings if economically viable.

- **Operational Area**: Are appropriate sites available within the Operational Area?

- **Environment**: How can the proposed development be undertaken whilst minimising the environmental impact?

This sequential approach will be used along with a set of criteria for site assessment. It will also ensure that any development proposal is in line with our Master Plan as well as our Ground Transport Plan and Environment Plan.

Location requirements will play a key role in our site assessments. A number of uses will require direct access to the airfield and the terminals. In preparing our Land Use Plan, development will be directed to appropriate locations within the Operational Area. Safety and security and the needs of our customers are also key considerations when identifying future land uses and airport activity.
This chapter looks at the broad categories of land use on the Airport site, and sets out specific development proposals. It anticipates the likely changes during the strategy period and whether as a result we believe it will be appropriate to allocate additional land on site to a particular use. The highest priority will be given to those activities that need to take place on areas adjoining existing apron, taxiways and runways which are needed for the safe and efficient operation of the airfield.

**Runways and Taxiways**

Since February 2001 the Airport has two main operational runways (23R-05L and 23L-05R). The runways have paved lengths of 3,048 metres and are 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 of the runway itself. This additional strengthening means that the new generation of large wide-bodied aircraft such as the Airbus A380 and new versions of the Boeing 747 can operate from this runway.

The passenger throughput and the terminal capacity of an airport is often expressed in millions of passengers per year (mppa). However, this is not the best measure of the capacity and the capabilities of an airfield and runway system. Runway capacity is determined and best expressed as the number of aircraft movements that can be handled per hour. The opening of the Second Runway (23L-05R) provided a substantial increase in the hourly runway capacity of the Airport. One of the priorities of this Land Use Plan is to maximise the peak hour capacity of the twin runway system, therefore avoiding the need for any third runway. Forecasts and traffic growth assumptions are set out in our Master Plan and Chapter 2 of this Land Use Plan.

Factors that influence runway capacity include, taxiway geometry, the mix of air traffic and air traffic control regulations and facilities. The present declared peak hour capacity of the runway system at Manchester is 61 movements per hour.

The Airport’s regular mode of operation is for aircraft to depart to the southwest towards Knutsford with arriving aircraft approaching from the northeast over Stockport. The Airport operates in this direction for approximately 80% of movements. This is determined by the prevailing westerly winds. With the two runways the airfield usually operates in ‘segregated mode’ with one runway (23L) used for departures and the other (23R) for arrivals. This is with westerly winds. In easterly winds, the operation is reversed, with the Second Runway (05R) used for arrivals and runway 05L for departures. During the night (between the hours of 22:00 and 06:00) when the number of aircraft movements is reduced, all operations normally revert to Runway 23R-05L. This is one of the operational controls that were put in place by the planning permission for the Second Runway. We have no proposals to open Runway 23L-05R (R2) at night, except in an emergency or when maintenance is being carried out on Runway 23R-05L (R1). Major repairs to Runway 23R-05L are planned from 2008.

The two runways, when the airfield layout is fully developed, will provide sufficient runway capacity at Manchester for the foreseeable future. The Second Runway Legal Agreement included an obligation that no proposals for a third runway would be considered during the period up to 2011. In preparing our Master Plan and Land Use Plan, we are not planning for a third runway in the period up to 2030.

There will, however, be a need for changes to the airfield layout and local air traffic control procedures. In developing capacity, it is important to recognise that the

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9 Because of magnetic field shifts, the runways were renamed from 7th July 2007. They changed from 24 to 23 (Westerly) and 06 to 05 (Easterly). Community Relations Data Sheet - February 2007.
Land Use Proposals

Airfield and runways operate as a system, and that the release of constraints in one element may lead to constraints elsewhere. We propose, during the period up to 2015, to increase the peak hourly capacity of the airfield to handle 76 aircraft movements an hour. In addition some works will be required to accommodate some of the new large aircraft. Capacity enhancements in five main areas will be needed:

- Taxiway improvements
- Changes to local aircraft departure procedures
- An additional runway crossing point
- Refinements to airfield procedures
- Modifications to handle new large aircraft including the Airbus A380

Further improvements in the runway and airfield capacity will be required for the period beyond 2015. These will be influenced by improvements in technology and changes to operational procedures. These will be brought forward in future reviews of our Land Use Plan.

A network of taxiways, linking the terminal buildings with the runways, is crucial to the safe and efficient operation of the Airport. The size and layout of taxiways is governed by a number of factors, including safety requirements and international standards. An efficient taxiway layout is a key factor in determining the overall capacity of the airfield system and limiting our environmental impact. Taxiways are needed to link all the aircraft manoeuvring areas and, as these are extended, there will be a need to extend and alter the current system. The design and layout of the Second Runway allows for additional taxiways and fast turn offs, that may be required to meet increased numbers of movements.

The Second Runway planning approval included the development of a taxiway that would fill the gap between the two A538 road tunnels. It was intended that this would be built in phases. The work to construct the taxiway is likely to be in the period 2015 – 2020. This work will require a major upgrade to the road tunnel. Additional taxiways will also be constructed at the Eastern end of Runway 23L-05R.

Enhancing the overall efficiency of the airfield, and the way that aircraft move around within it, is an important factor in maintaining overall capacity. Measures to be introduced will include revised aircraft push-back procedures, changes and additions to aircraft taxi routes, and alterations to aircraft towing procedures. These operational improvements can also have environmental benefits because reducing aircraft taxi and holding times can help reduce aircraft emissions.

As part of the development of Terminal 2, the apron has been extended to the north west. This has increased the numbers of aircraft that are parked in this area and to ensure the efficient movement of aircraft, additional taxiways are required. To achieve this a dual taxiway will be provided between the My Travel hangar and Pier C. This will result in the loss of several aircraft stands and these will be re-provided as part of the further development of the Terminal 2 apron.

In its usual operating mode, Runway 23L-05R is the principal departure runway. Because of the airfield layout, departing aircraft have to cross the arrival runway (23R). There are presently three crossing points where aircraft can be held before receiving an instruction to cross. The two central crossing points are increasingly congested and it is proposed to add at least one more crossing point towards the eastern end of Runway 23R.

On departure, most aircraft are issued with a Preferred Noise Route. These are defined procedures to route
aircraft through the local airspace immediately after departure. In the period up to 2015 there is likely to be a need to alter the Preferred Noise Routes, particularly those to the west of the Airport, in order to increase the overall departure rate. This will mean adjusting the departure procedures in order that the northern and southern turns are closer to the airfield and made available to a wider range of aircraft types. No detailed proposals presently exist, however they will be subject to a separate and extensive consultation process in line with the Civil Aviation Authority’s requirements and with a wide range of stakeholders and local residents before any decisions are taken. In addition to local airspace procedures, it is important to ensure that there is sufficient airspace capacity in areas further away from the Airport, and that this capacity is integrated with the growth in operations at other airports in the Midlands and the North of England. Further details on our policies to control aircraft noise can be found in our Environment Plan.

With the introduction of these measures, we estimate that the overall movement rate of the airfield can be lifted to around 76 aircraft movements per hour by 2015. As mentioned above, the airfield operates in segregated mode (one runway used for departures, the other for arrivals). This is likely to remain the case for the period up to 2015. The construction of a full-length parallel taxiway along the north side of Runway 23L-05R may be needed beyond 2015. The Second Runway was designed to accommodate this extension, and it would involve a modest extension to the current airfield boundary in Mobberley to the south west of the River Bollin. Beyond 2015 it is likely that an increase in the movement rate above 76 movements per hour will be required. This is likely to require the introduction of some mixed mode activity (both runways used for arrivals and departures), airspace adjustments and technological improvements.

Runway and Taxiway Policies

RT1 The airfield will continue to be designed and operated to meet the standards and the requirements of the Civil Aviation Authority.

RT2 No proposals exist to construct a third runway during the period of this Strategy.

RT3 We will bring forward proposals to maximise the peak hour capacity of the twin runway system.

RT4 Additional taxiways and runway crossing points will be provided to enhance the capacity of the runway system.

RT5 Land will be protected for the development of a full length parallel taxiway to Runway 23L-05R.

RT6 Proposals to adjust the local aircraft departure procedures and Preferred Noise Routes will be brought forward during the Strategy period. These will be subject to a separate public consultation process.

Apron

As the Airport has developed, the amount of land allocated as apron (parking stands for aircraft) has increased in line with growing terminal capacity and changes in aircraft size and operation. Aircraft stands can be divided into two categories - terminal stands, where the passenger can gain direct access into the terminal and remote stands, where passengers have to be bussed to and from the terminal building.

Airfield safety influences aircraft parking and governs how much space the taxiways and aircraft stands require. These guidelines are set out in the Civil Aviation Authority publications CAP168 and CAP642 . Stands must be provided to deal with all types of aircraft that are anticipated to use the Airport.

The range in size is considerable - from small regional aircraft with a wingspan of 20 metres, through to the largest widebodied aircraft such as the new Airbus A380 that has a wingspan of 79 metres. Aircraft length is also likely to increase. Currently, the longest aircraft are approximately 75 metres in length. In order to ensure efficient use of land, we have, for many years, designed stands to be as flexible as possible, so that the largest stands are configured to accommodate one large aircraft or two smaller aircraft. This policy will continue. The aircraft parking and manoeuvring and servicing area currently extends over 81 hectares and as the Airport grows additional land will be required.

The Airbus A380 is to be introduced into passenger service during 2007/08. Several airlines that operate at the Airport will have these aircraft in their fleets. We
Land Use Proposals

expect that A380’s will be operated at Manchester but not in substantial numbers. However works will need to be carried out to the taxiway network and a small number of aircraft stands. The capacity to accommodate a limited number of A380 movements will be incorporated into future terminal extensions. Consideration will also be given to the taxiway, apron and terminal requirements of new versions of the Boeing 747 aircraft.

The best way of enhancing capacity is to maximise the use of existing apron areas. This can be achieved by increasing the efficiency of stand utilisation by encouraging growth in the off-peak periods by offering lower charges, and through the reconfiguration of existing stands and management measures. This may depend on changes to CAA regulations governing stand layout. However, as new terminal facilities are developed, it will be necessary to increase the area of land allocated as apron. The options for further apron provision are intrinsically linked to the runway and taxiway system and the terminal buildings. The ‘no frills’ carriers require easy access to the taxiway system to ensure quick turn-rounds and the maximum utilisation of their aircraft.

Airlines are seeking to increase the amount of flying they can achieve with 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. By 2015 a further 10 hectares of land will need to be developed for apron and aircraft parking.

Where appropriate, areas allocated as future apron will be developed for temporary uses in the interim, continuing principles that we applied in the development of Terminal 2. This is a way of making the most efficient use of land. 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 the development.

Working within the physical and environmental constraints of the current site, we have identified three areas for the next phase of apron development. These are:

- Terminal 2 – western extension
- Terminal 3 – eastern extension
- Cloughbank Farm

<table>
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Terminal 2 was designed to allow further expansion 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. This apron area will result in the displacement of substantial areas of long-stay and staff car parking, that were developed as an interim use in 1993.

Additional apron capacity can be provided east of Terminal 3 to meet growing demand in that part of the site. It is also the closest area to the runways, and has benefits in reducing aircraft taxi time and emissions. During 2006, we submitted a proposal for the construction of up to 14 stands. A detailed Environmental Impact Assessment was prepared and the development will also require consent for the demolition of Old Thatch, a Grade 2 Listed Building. Mitigation proposals, particularly in respect of landscape, ground noise and visual impact were included as part of the planning submission.

Land has also been identified for apron development within the extended Operational Area to the west of the aircraft maintenance village at Cloughbank Farm. Direct access to the airfield taxiway network means that it is one of the few areas suitable for early apron development. In preparing detailed proposals, particular attention will be given to the sensitive landscape and ecological interests in this area, particularly the adjacent Site of Special Scientific Interest at Cotterill Clough.

**Apron Policies**

AP1 New areas of land will be required for extensions to the apron. Our priority will be to develop land within the existing Operational Area. Other areas will be subject to a sequential test and assessment of environmental effects.
Land Use Proposals

AP2 To maximise land use efficiency some existing uses will be displaced to the Airport periphery to enable apron development. These will include ancillary uses and car parking.

AP3 Additional areas of apron will be developed to the west of Terminal 2 and to the east of the Terminal.

AP4 Proposals will be brought forward for the development of an area of apron on land at Cloughbank Farm.

AP5 In the longer term, apron development will be considered on the land to the west of the A538 (Oak Farm)

The Terminal Development Strategy

Since the publication of the Draft Development Strategy to 2015, and in the light of the 2003 Air Transport White Paper, we have carried out a detailed review of future terminal capacity. This has been done to provide a basis for the wider master planning of the Airport site. A progressive enhancement to the terminal facilities will be required to accommodate the growth in passenger numbers and to maintain the Airport’s standards of service.

We have carried out detailed studies into our future terminal development strategy and considered a number of options. Our over-riding principle is to maximise efficiency and make the best use of the terminal facilities that we have before putting forward major development proposals. We have made substantial investments in new technology particularly in respect of the check-in process.

The Airport will require substantial increases in terminal capacity both in the period up to 2015 and also from 2016 to 2030. We have considered a number of alternative options. The options that have been considered in detail are:

- The full demolition and re-building of Terminal 1 and Terminal 3, along with an expansion of Terminal 2.
- The 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.

Our preferred option is to concentrate initially on enhancing the capacity of the existing terminal complex. This will require major extensions to Terminal 2 and the refurbishment extension and rebuilding of parts of Terminals 1 and 3. The development of the existing terminal complex brings several benefits and advantages, in that it centralises activity, improves connectivity between the terminals, and concentrates on the existing public transport and surface access links. A summary of the terminal option appraisal is in Appendix 1.

Potential sites for a 4th terminal complex were considered as part of the appraisal process. The Airport site is relatively small with limited options for the development of a major terminal within the existing Operational Area. Two areas were identified; these were on land to the south east in Styall; or land to the west at Oak Farm. The Oak Farm site was the only one evaluated for terminal development but not selected.
We are also conscious of the changing needs of our airlines and passengers, especially in the growing ‘no frills’ sector. These airlines need very convenient access to the runways and a very different level of facility. We are reviewing how best to meet those needs. This may include adapting existing facilities or providing new remote facilities that could be either to the east or the west of the existing apron. We will complete this work in 2007 in consultation with out airline customers.

**Terminal 1**

When it was opened in 1962, Terminal 1 was designed to have an annual capacity of 2.5 million passengers a year. There have been many redevelopment and expansion schemes over the years and the building is currently handling around 11 million passengers a year.

During the next few years, we intend to bring forward several schemes that will increase the overall capacity of the terminal. These include:

- Airside retail development and security improvements
- Extension of the main Check-In Hall
- Extension to the Arrivals area
- Baggage Hall extension

We will need to selectively refurbish and redevelop parts of Terminal 1 to improve efficiency, increase capacity and raise standards. We believe these enhancements will provide sufficient capacity before the opening of additional capacity at Terminal 2. Beyond this we will assess the need for the redevelopment of Piers B and C and in the longer term we will bring forward proposals for the further redevelopment of parts of the terminal site.

**Terminal 2**

The first phase of Terminal 2 was opened in 1993 with an initial capacity of 6 million passengers a year. Subsequent improvements have increased its capacity and it is now handling around 7.6 million passengers a year.

Development of the second phase of Terminal 2 was granted planning consent in 1997 and some preliminary construction work has already been carried out. We intend to progressively develop Terminal 2, and it could ultimately handle around over 20 million passengers a year. This will include an extension of the main terminal to the north-west. Additional contact stands will be provided by the extension of the West Pier. Land has been safeguarded for the construction of remote satellite piers in the Terminal 2 apron. We expect to develop an airside link between Terminal 1 and Terminal 2 as a way of improving the efficiency of both terminals.

**Terminal 3**

Terminal 3 opened in 1998 when the former Terminal 1 (Domestic) was expanded and renamed to accommodate both domestic and international flights. This Terminal is currently used by British Airways and bmi and handles around 5 million passengers a year.

Further extensions and improvements will be needed. Proposals will be brought forward for the development of additional apron to the east, and land will be safeguarded for future terminal and pier extensions. Consideration will also be given to the airlines operating from Terminal 3 to maximise operational efficiency of the terminal facilities. In the longer term, we intend to maximise the capacity of the whole Terminal 1 and Terminal 3 complex and we will amalgamate the two buildings to create one single terminal operation. We estimate that this complex could ultimately handle around, over 20 million passengers a year.
The Station

The Station now has check-in and some baggage handling facilities. This is the first stage in offering remote passenger processing. It has proved to be a success and will be continued and eventually extended to other remote sites. This is an important element in improving efficiency and customer service.

The Station will continue to play an important part in the provision of capacity. It offers a high standard of service for passengers arriving by public transport and this is a key element in encouraging passengers on to rail and coach services. Baggage handling and security facilities have been developed for The Station check-in. These will continue to comply with the Department for Transport’s standards, and the baggage and security requirements will be important considerations in future off-site facilities.

Terminal Policy

T1  We will focus future terminal development on the current three terminal complex.

T2  Further phases of Terminal 2 will be developed, including an extension to the main building, the West Pier and the construction of a remote satellite pier.

T3  We will regularly review the allocation of airlines to terminal to meet customer needs and maximise efficiency. Dedicated use of terminal facilities will only be permitted where it will not have a detrimental effect upon overall long-term capacity.

T4  Major improvements will be made to Terminal 1 especially to check-in, arrivals and piers, but largely within the present footprint of the building and its car park.

T5  Dedicated facilities for ‘no frills’ airlines will be developed.

T6  An airside link between Terminal 1 and Terminal 2 will be developed to ensure the capacity potential of each terminal can be fully exploited.

T7  Proposals to extend Terminal 3 on land to the east will be developed.

T8  A network of off-site passenger handling facilities will be developed, following the successful trialling of the concept in The Station. Potential locations include Manchester Piccadilly and Crewe.

Cargo

The World Freight Terminal is situated to the west of the passenger terminal complex but cargo aircraft share the Terminal 2 apron. The facilities have been developed in phases since 1986 and the World Freight Terminal now provides a range of cargo facilities including Transit Sheds, warehouses and offices.

As the Airport has developed, cargo throughput has grown significantly from 34,900 tonnes in 1985 to 150,849 tonnes in 2006. This growth has been achieved through the development of long-haul passenger services but also through the expansion of freighter operations. Air cargo is a valuable element of the airport activity and facilities will continue to be provided and developed as a core part of the Airport’s activity. Cargo is valuable in maintaining the viability of passenger services, as a high proportion of the Airport’s cargo throughput is carried in the holds of passenger aircraft.
Land Use Proposals

Transit Sheds

The current Transit Sheds offer some 27,000 square metres of lettable space with an overall potential productivity level of between 8 to 10 tonnes of cargo per square metre. This translates into an annual capacity of between 216,000 and 270,000 tonnes. We will work closely with the Transit Shed operators to increase the productivity level of the existing units to around 12 tonnes per square metre. This will be achieved through the development of new facilities, technology and operational improvements. Our policy of encouraging growth at off-peak times of the day will also play a part.

On the basis of forecast cargo business growth and the capacity of the existing units, additional Transit Shed capacity will be required before 2015. Land will be reserved for redevelopment and extension of the World Freight Terminal. Any new Transit Shed Units will incorporate mechanised handling facilities, where it is economically viable, and have a target productivity of 15 tonnes per square metre. By 2015 around 9 ha of land will be required for Transit Shed facilities. This will increase to around 11 ha by 2030. It is important that the cargo facility has high quality road access as freight is delivered or collected by road. The World Freight Terminal has good access to the M56 at Junction 6. Further improvements will be made to the road network in 2007 – 2009.

Freight Forwarding and Logistics

Freight forwarding and logistics is a fast growing and rapidly evolving activity. Manchester Airport is an important international gateway for goods and services supporting economic growth and development in the City Region and the wider Northern economy.

Freight forwarding is becoming multi-modal and increasingly sophisticated as ‘just in time’ concepts move further into the supply chain. These trends are resulting in the establishment of global logistics businesses with airports providing a specific function for the fast movement of freight across continents and between trading centres in Europe.

The growth in logistics activity is creating an additional need for freight warehouse units. The specific requirements for air related logistics is speed of movement of goods and therefore Freight Forwarders have located close to the Transit Shed activity at the Airport. Many of the major worldwide freight forwarders and logistics companies have a presence at the Airport. There is presently some 46,500 square metres of freight forwarding floor space within the World Freight Terminal.

The future size and scope of the freight forwarding and logistics business has been the subject of detailed analysis as part of the preparation of our Master Plan. Land for freight forwarding will continue to be provided as an important airport use and an integral part of the Airport’s Air Cargo product. We estimate that around 140,000 square metres of freight forwarding warehouse space will be required, however not all of this can be accommodated within the Operational Area. The Master Plan identifies freight forwarding and logistics as an important economic opportunity for the City Region and for Wythenshawe. We will work with our partners to capture this opportunity and will seek to identify one or more sites, preferably within the development corridors shown in the Wythenshawe Strategic Regeneration Framework area. Such sites will need to be in close proximity to the Airport and will require high quality links to the Airport site and the strategic road network. This is considered further in Chapter 7.

Cargo Policies

CA1 Air cargo is a core element of the Airport activity and we will work with the Transit Shed
Operators to grow the business and increase the overall utilisation of the Transit Shed facilities.

CA2 Over the period of this Land Use Plan, we will encourage the Transit Shed operators to increase efficiency to an average of 12 tonnes per square metre.

CA3 We will bring forward proposals for additional Transit Shed capacity within the existing World Freight Terminal complex.

CA4 We will work to identify appropriate sites in the local area for the development of a freight forwarding and logistics facility.

Other Operational Facilities

Aircraft Maintenance

Aircraft maintenance is an essential part of an airline’s operations and a key activity at many international airports. All aircraft are required to undergo regular inspections that can range from a simple check to major re-assembly. Whilst many of the modern aircraft can operate for longer periods between checks, with the increasing sophistication of aircraft systems and materials, most maintenance work now needs to be undertaken in a hangar.

The world’s fleet of commercial aircraft is forecast to increase substantially over the next 25 years. The availability of modern hangar facilities is an important part of the portfolio necessary to attract or retain major airline operations.

The aircraft maintenance village covers an area of some 9 hectares and is located on the West Side of the Airport. The hangar facilities at Manchester are generally modern, most being constructed during the period 1989 – 1996. There are 4 wide-bodied maintenance bays in the three major hangars. The aircraft maintenance industry is a highly cyclical business, and as a result of recent shifts in the maintenance market, there is at present some spare hangar capacity at the Airport.

Given this surplus capacity, the principal focus will be to maximise the use of the existing facilities before any additional land is allocated for this use. Aircraft maintenance hangars can take up significant areas of land and future developments will be prioritised by their overall contribution to the Airport’s growth and development. In the longer term, post 2015, we will review the options for redevelopment. We expect that land will be allocated for a further two aircraft hangars within an extended maintenance area covering 15 ha.

Cloughbank Farm has been identified for apron development in the period up to 2015. With the development of additional apron, this may provide an opportunity for the redevelopment and relocation of the maintenance area. This would provide additional aircraft parking and also improved airfield circulation. The effect of major maintenance development would require substantial environmental works to mitigate or compensate for the effect on the Cotterill Clough Site of Special Scientific Interest.

Aircraft Maintenance Policy

OF1 Aircraft maintenance activities will be retained with effort focussed on ensuring the most efficient use and commercial sustainability of the existing operation.

OF2 Proposals will be considered for the redevelopment of Hangar 4.
Land Use Proposals

Air Traffic Control and Navigation Aids

The Airport’s Air Traffic Control facility is located within the Terminal 1 Tower Block where National Air Traffic Services (NATS) operate a major facility. This complex includes the Visual Control Room (VCR) that is on the top of the Tower Block and the Manchester Centre that includes the main radar facility for Northern England. Increased activity and new technology may require improvements to the VCR.

The VCR will be affected by any substantial redevelopment of Terminal 1. This work would require the construction of a new Control Tower. The preferred sites for a new facility are within the central T1/T3 complex or a new site adjacent to the aircraft maintenance village at Cloughbank Farm.

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. In the future there will be a need to relocate or provide new equipment. These proposals will include the installation of a second Surface Movement Radar. This is to be sited on land to the rear of the South Fire Station.

We expect that the airfield, in the period up to 2015 will continue to operate in ‘segregated mode’. In order to sustain a movement rate of 76 aircraft an hour, we expect that there will a need for a replacement and upgrade of the navigation and telecommunication equipment. This may include new surface movement radars and upgraded Instrument Landing Systems. It will also be important to safeguard the land around the navigation aids to ensure that their operation is not affected.

Fire and Rescue Facilities

The Airport’s licence includes a mandatory requirement to provide Fire and Rescue Services that are appropriate to the aerodrome and the types of aircraft that use it. The CAA set out the requirements and facilities that are required. This is generally referred to as the Rescue and Firefighting Category (RFF). Currently Manchester is licensed to Rescue and Firefighting Category 9. This level of service covers the regular operation of aircraft up to Boeing 747-400 size and also permits operations by a limited number of aircraft from Category 10. This highest category includes aircraft such as the Antonov AN124 and the new Airbus A380.

The Airport Fire Stations must be located so that the Fire and Rescue Service can reach all parts of the airfield in two to three minutes. It was for this reason that the South Fire Station was constructed as part of the Second Runway development. The South Fire Station is a modern purpose-built facility. The North Fire Station is located adjacent to the aircraft maintenance village and was originally constructed in the 1960’s. Because of its age, this facility is becoming increasingly difficult and expensive to maintain. The building is located adjacent to one of the main taxiways and it is likely that it will need to be relocated to enable the extension of the taxiway network. Any new Fire Station still needs to meet the necessary response times, so it is likely to remain close to the existing site.

The Airport’s Fire and Rescue Service require regular access to training facilities for live fire drills and training programmes. The Fire Training Area is located on the South Side of the Airfield and has to be equipped to comply with CAA requirements. A major upgrade was completed in 2006 to meet licensing requirements, especially for large aircraft and to provide higher environmental standards.
**Fire and Rescue Policies**

OF7 The site of the North Fire Station will be required for future taxiway improvements. A site will be identified in the vicinity of the existing facility or in the Cloughbank Farm area for a new Fire Station. The Fire and Rescue Service will continue to meet the CAA’s requirements.

OF8 The Fire Training Area will be maintained to ensure compliance with the CAA’s training and performance standards.

**Flight Catering**

The flight catering units are located on the west side of the Airport and are operated by two companies LSG Sky Chef and Alpha Catering. Both units have been extended over recent years and now extend to approximately 2 ha. There are additional facilities away from the Airport on nearby industrial estates.

The airline in-flight catering market has changed significantly in recent years. This is principally as a result of the changing requirements of the ‘no frills’ carriers and the charter airlines. Flight catering will however remain an important operational use and around 2 ha of land will be reserved for additional catering units on land on the western area of the Airport site.

**Flight Catering Policies**

OF9 Land will continue to be provided for Flight Catering Facilities. Areas will be safeguarded for extensions to the existing units and land reserved on the West Side for an additional catering unit.

**Fuel Farm**

The Fuel Farm is situated on the West Side of the Airport between the aircraft maintenance village and the World Freight Terminal. The site is close to the main West Side security point and offers aircraft fuelling vehicles convenient access to the airfield.

An underground pipeline supplies most of the aviation fuel to the site. This avoids the need for substantial tanker movements on the local road network. Distribution of fuel within the airfield is through an underground hydrant system and all new aircraft stands are to be served by the hydrant system. It is necessary to have sufficient fuel storage capacity within the Fuel Farm. This is to balance the fuel within the system and also to ensure a continuity of supply should there be any faults with the main supply pipeline.

The Fuel Farm presently has a total storage capacity of 11,558 m³ of Jet A-1 aviation fuel. To accommodate future growth it is planned to develop an additional storage tank in 2007. In the longer term, land has been safeguarded to the rear of the Fuel Farm to cater for the development of larger or additional storage tanks. In the period up to 2015, the development of a second fuel supply pipeline will need to be considered and land safeguarded off-site for this use. It will be important that this proposal is sensitively designed and executed.

**Aircraft Fuel Policy**

OF10 Capacity for additional aircraft fuel capacity will be provided by the development of enlarged and new tanks within the existing Fuel Farm.

OF11 Land will be safeguarded for the extension of the Fuel Farm, and a possible second pipeline.
Land Use Proposals

General Aviation

General and Business Aviation facilities are presently provided on the West Side of the Airport. Business Aviation is the principal activity, made up of corporate aircraft operations and air taxi services. There is a purpose-built facility to the rear of the aircraft maintenance village. This is operated by Northern Executive Aviation, who provide passenger handling, aircraft parking and aircraft maintenance facilities.

Business Aviation is an established part of the Airport’s services and is important in serving the business and corporate sector in the North West. Relocation may be required as part of a redevelopment of the aircraft maintenance village.

The Airport has limited space and, in the longer term, limited runway capacity to accommodate private flying operations. There is presently a Flying School operating from a site adjacent to the Aviation Viewing Park. This is likely to be displaced as a result of the development of aircraft apron and taxiways in this area. It is not envisaged that the relocated Aviation Viewing Park will provide for Flying School activities at its new site.

General Aviation Policy

OF12 Facilities will continue to be provided for Business Aviation Activity.

Operational Accommodation

We need to provide facilities for a range of operational functions that are required to keep the Airport operating safely and efficiently. They cover a wide range and usually require a location that has direct or convenient access to the airfield. These uses include:

- Accommodation for Airport Operations, Airlines and Handling Agents.
- Parking and storage for apron and airfield equipment.
- Vehicle and equipment maintenance areas.
- Aircraft cleaning and washing facilities.

- Material storage.
- Snow fleet.

The Airfield Safety Unit is located on the West Side of the Airport adjacent to the My Travel aircraft hangar. This provides accommodation and vehicle parking for airfield safety and airfield maintenance activities. This facility will need to be relocated as a result of the demand for increased and centralised facilities and changes to the airfield layout. In selecting any new site, the development of a single Airfield Operations Centre will be considered.

Airfield Operations require storage and workshop areas that are close to the airfield. This includes the Snow Fleet that is presently housed close to the Runway 23R Passing Bay. This site will be redeveloped as part of the long-term development of apron to serve Terminal 3. A new facility will be required and a site either between, or to the south of the runways will be considered.

Vehicle and equipment maintenance is carried out in the old war-time hangars on the West Side. This accommodation is increasingly inappropriate for such uses and the redevelopment of this area will provide more efficient purpose-built units to serve the Airport’s maintenance requirements. Whilst most of this activity requires a location on the airport site, opportunities will be investigated to displace non-essential uses to an off-airport location.

At major airports with a substantial fleet of based aircraft, there is a need to provide facilities for Handling Agents to wash aircraft. As a result of the need for stringent controls on the quality of run-off from the airfield, dedicated areas have been provided for aircraft washing. These are at Stand 60 next to the My Travel hangar and at Stand 86 on the West Apron. These areas include a separate drainage system to protect local watercourses from contamination by washing chemicals. Stand 60 will be lost as a result of this area being used as a permanent taxiway and a replacement stand for aircraft washing will be provided as part of the apron development schemes including Terminal 3 and Cloughbank Farm.
Operational Facilities Policy

OF13 A site on the West Side will be identified for a relocated and redeveloped Airfield Safety Unit and Airfield Maintenance Unit.

OF14 A new facility for the Airport Snow Fleet will be developed.

OF15 The existing vehicle and equipment unit will be redeveloped to provide more efficient purpose-built facilities.

OF16 Aircraft washing stands will be provided as part of future apron developments at Terminal 3 and at Cloughbank Farm.

Security and Control

The policing of the Airport site is managed from the sub-divisional HQ of Greater Manchester Police. The existing Police Station is located close to Terminal 3. This site is too small for the present and future operational demands of the Airport and cannot easily be extended. Some temporary accommodation has been provided for Greater Manchester Police, but it is considered that a new Police Station will be required in the period up to 2015. This will need to be within the Operational Area with access to the Terminals and the local road system. The Terminal 2 Phase 2 development and its associated road scheme may provide a site in the Thorley Lane / Runger Lane area, however detailed feasibility studies will be required. In the longer term, the current operational facility on the West Side will also require relocation as part of the redevelopment of that area.

Facilities and accommodation for the Control Authorities including HM Customs, HM Immigration and Special Branch will continue to be provided, mainly within the terminals. This is to ensure that we continue to meet the regulatory and operational needs of the authorities.

Security facilities will be provided within the terminals. In addition, Security Search Areas at various points around the site will be provided or extended as required to meet the increasingly stringent security requirements.

Security Control Policy

OF17 In the period up to 2015, proposals will be brought forward for the development of a new, enlarged Police Station. A detailed feasibility study for the development of a facility to the west of Terminal 2 will be undertaken.

OF18 Appropriate facilities for the Control Authorities will be provided.

OF19 Security Search facilities will be improved to meet future security requirements.

Utilities

Over the years a network of services and utilities has been developed across the site. These include:

- Electricity
- Gas
- Water
- Sewerage
Land Use Proposals

- Drainage
- Telecommunications

We have carried out a major review of the capacity of the principal utility networks. As the Airport grows there will be a need to upgrade and increase the capacity of all of the principal services. Where possible services and utilities will be routed in “service corridors”, and the preferred location will be on the periphery of the site, where the ratio of buildings to land is at its lowest. This avoids constant relocation and enables easier access by the utility companies.

Over recent years, we have made a substantial investment in surface water and foul drainage systems. This ensures that run-off, contaminated by the use of de-icing chemicals, is prevented from reaching local watercourses. The drainage system was enlarged as part of the development of the Second Runway, and further capacity will be required as apron developments increase the overall paved area. The existing storage and discharge area is to the south east of Runway 23R-05L and is the preferred location for any new facility.

Whilst surface water lagoons tend to be the largest land use for utilities, sites will also be identified and safeguarded for improvements and upgrades. These will include new electrical sub-stations and pumping stations.

Ancillary and Support Services

A major international airport requires a variety of office, commercial and other facilities within or close to the site. As the Airport has grown, so has the range of such facilities around the site and in areas of Wythenshawe. This is a result of the increasing scale of the airport operation, the enhanced expectation of airport users and operators, and also to seek to capitalise on the economic development opportunities that the Airport brings to the area.

Office Accommodation

The growth and development of the Airport continues to generate a large number of jobs, and the levels of on-site employment will increase as the Airport grows. As the number of people employed at the Airport increases, so does the need for accommodation for the wide and growing variety of companies on the site. Airport office accommodation can be broken down into the following broad categories:

- Airport Company offices.
- Airline, Handling Agent and Aviation related offices.
- Statutory and Control Authority offices.
- Ancillary offices including commercial and concession related activities.

Utilities Policy

<table>
<thead>
<tr>
<th>OF20</th>
<th>A series of service corridors will be developed across the site.</th>
</tr>
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<tbody>
<tr>
<td>OF21</td>
<td>Proposals will be brought forward to provide additional capacity to the surface water and foul sewage systems. Land will also be reserved for new or replacement substations and pumping stations.</td>
</tr>
<tr>
<td>OF22</td>
<td>The utility network will be developed to support the increase in capacity but will also incorporate efficiency measures as set out in the Environment Plan.</td>
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</tbody>
</table>

Each of these categories of user generates a requirement for both general office space and accommodation that is directly related to operational activity within the terminals and the World Freight Terminal. Airport and aviation related tenants, such as airlines, tour operators, handling agents 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 the Port Health Unit require accommodation within the terminal buildings, usually adjacent to specific passenger areas. In addition, the Airport Company and many service partners require office space for administrative, commercial and training functions. There are a number of offices in areas around the Airport site including areas of Wythenshawe which add to the supply of space clustered around the Airport.
Office accommodation is provided within the three passenger terminals and general office accommodation is also provided within four buildings in the Operational Area:

- Tower Block 5,200 sq m
- Olympic House 7,780 sq m
- Commonwealth House 6,800 sq m
- 4M (The Station) 8,000 sq m

New operational office accommodation will generally be provided within the 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. A range of office accommodation will continue to be provided and sites will be identified within the existing Commonwealth House, 4M and Olympic House axis, where there is a high density of development. Proximity to The Station in the centre of the site is the most sustainable location as it gives easy access to public transport.

### Office Policy

**AS1** Operational office accommodation will continue to be provided within the passenger and freight terminals

**AS2** Office accommodation for direct and ancillary airport uses will be included in the development proposals for the extension of Terminal 2 and the redevelopment of Terminal 1.

**AS3** The central terminal area is the preferred location for new high-density office

### Hotels

It is important that a major international airport provides a portfolio of hotel facilities that meets the different needs and expectations of passengers and users. The range and scale of the hotels that serve the Airport site has steadily expanded since the first airport hotel opened in 1963. The Airport now has a range of hotel types from budget to full-service hotels.

Within the Operational Area there are now five hotels:

- The Crowne Plaza 298 rooms
- The Hilton 225 rooms
- Bewleys 366 rooms
- SAS Radisson 360 rooms
- Travelodge 201 rooms

In addition to the above, planning permission has been granted for a 225 room "budget" hotel, adjacent to the Travelodge, to the west of Terminal 2.

On-airport hotels are a key requirement as the Airport develops. They serve business and leisure passengers and also the demand generated by domestic and international passengers. They will help to ensure the airport’s competitive advantage in terms of the passenger experience and efficiency in operation.

**AS4** Ancillary office accommodation will continue to be provided within a main facility such as aircraft maintenance hangars and flight catering units.
Land Use Proposals

foreign-based airline crews. As the Airport's throughput increases, there will be a requirement for additional hotel accommodation both within the site and away from the Airport. On-airport hotel accommodation is needed because of the Airports catchment area as it enables passengers to access early and late flights. Our growth in long-haul services will bring passengers from a wider area. On site hotels help reduce road traffic journeys, especially on local roads and also have access to public transport services at The Station.

The Travelodge, located on the periphery of the Operational Area, close to the World Freight Terminal and Junction 6 of the M56 is the Airport's most recent hotel. This opened in November 2005 and is the first hotel development that has been displaced towards the periphery of the Operational Area. This is a reflection of our policy to concentrate essential operational activity within the centre of the site and supporting uses towards the edge.

Future hotel developments are likely to include additional ‘Limited Service’ hotels, extensions to the existing hotels and new full service hotels. All of the extensions and new developments will have connections to the central terminal area.

Other Commercial Uses

There are a variety of other commercial activities and services that require a location within the airport site. Retail uses will remain concentrated within the passenger terminals, although some limited small-scale retail facilities (aimed at staff and passengers) may be developed elsewhere, for example, as part of The Station complex or at the petrol filling stations.

There are two petrol filling stations at Outwood Lane, serving Terminals 1 and 3 and on Palma Avenue serving Terminal 2. There is an operational vehicle fuelling point in the West Side Maintenance Area. As the detailed proposals for the development of the central terminal areas are progressed, there will be a need to consider the locations of the petrol filling stations to ensure that they are appropriately sited to best serve passengers, customers and employees, and of the right size to meet the growing demand.

The operators of the retail units within the terminals require significant space for the storage and consolidation of goods and deliveries. Goods that are sold ‘airside’ need to be searched and securely stored. In order to make the most efficient use of space, we propose to establish a single retail consolidation facility that will serve the three terminals. This unit would also offer an opportunity to establish a central waste consolidation unit and would help towards our targets for recycling and waste reduction. An off-site retail consolidation facility is already being trialled.

Facilities will continue to be required for staff training. Where possible these will be incorporated into operational buildings including the terminals and aircraft and vehicle maintenance units.

Hotel Policy

| AS5 | Land will be allocated for the extension to existing hotels and the development of new hotels on the Airport site. |
| AS6 | All new hotel developments will have connections to the central terminal areas. |
The overall land requirements for ancillary activities are likely to be modest. The pressure for space for uses such as aprons, terminals and taxiways will result in some existing activities being displaced to locations on the airport periphery.

**Other Commercial Uses Policy**

AS7 New Petrol Station locations will be identified in the detailed proposals to redevelop the central terminal area.

AS8 A site will be identified and developed for a centralised retail delivery and distribution facility.

**Spectator Facilities**

There remains a continuing demand for facilities to accommodate visitors and spectators. The Airport is a significant visitor attraction and viewing facilities are provided within the Terminal 1 complex and at the Aviation Viewing Park that is located off Old Wilmislow Road, to the south of Cloughbank Farm. Providing viewing facilities helps remove pressure on the central terminal complex and from the local road network. The Aviation Viewing Park is a largely open use, and whilst it needs to have good views of the airfield and the runways, it is a use that can be situated on the perimeter of the Operational Area. The south side of the Airport is considered to be the most appropriate long-term location.

The Aviation Viewing Park has, in recent years, been developed to provide a wider range of attractions for visitors and spectators. These include several static aircraft exhibits, the highlight of which is one of British Airways’ Concorde aircraft. It is proposed to further develop the Viewing Park’s facilities. This will include the development of a purpose-built hangar for Concorde and upgraded spectator facilities.

The existing Aviation Viewing Park will be affected by apron development to the west of the aircraft maintenance village described earlier. Planning permission has been granted for the development of an aircraft viewing facility to the south of Runway 23L-05R adjacent to the South Fire Station. This site is smaller than the present temporary location and we will work with key stakeholders, including Macclesfield Borough Council to consider how best to provide replacement facilities.

**Spectator Facilities Policy**

AS9 Detailed proposals will be developed and brought forward for the relocation of the Aviation Viewing Park to a site on the South Side of the Airport next to the South Fire Station.

AS10 A hangar to house Concorde will be provided.
The Airport relies on being accessible. Fast, efficient and safe access is critical to future growth and development. Accessibility is also important if we are to develop as a major transport hub and a key point in the region’s strategic network. Government policy encourages the development of integrated transport systems and seeks to direct new development to locations that are well served by public transport. Airports are identified as major opportunities to deliver these objectives. Airport operators, with the support of their partners, are expected to take the lead in improving the quality of surface transport access. Both regional and local policies are very clear in the promotion of these objectives.

The Airport is one of the most sustainable locations in South Manchester and North Cheshire with our extensive network of public transport services operating from a high quality interchange. Our commitment to public transport has been demonstrated over a number of years, with many of our initiatives becoming examples of best practice. We published our first Ground Transport Strategy in 1997 and this was updated in 2004. Since publishing our Green Travel Plan in 1998, more passengers and staff are using public transport to access the Airport. We have a £60 million transport interchange – The Station. The proportion of vehicle trips per air passenger has decreased by 26% in the last 12 years and employee car use has fallen by 10% since 1998.

Whilst improving public transport is a key priority, the need to improve road capacity remains. Carefully targeted and focussed local improvements to protect the strategic road network for airport access, car parking and managing the growth in non-airport traffic are the main areas for action. We intend to manage the growth in road traffic in a sustainable and responsible way. This is because of:

- Increasing congestion and capacity constraints on the strategic road network.
- National policy to encourage more sustainable transport modes.

The Ground Transport Plan explains our proposals in more detail. This Land Use Plan identifies the land demands that are connected with surface access and how we intend to address them.

Public Transport

The Airport’s railway station centrally located between Terminal 1 and 2 opened in 1993. It has seen a significant growth in traffic – handling nine inbound and nine outbound trains an hour and 1.2 million passengers a year. In 2002, all public transport services were concentrated in a new transport interchange at the Rail Station. This reflects our commitment to improving the range, frequency and inter-connectivity of public transport services.

The Section 106 Agreement with Cheshire County Council as part of the development of the Second Runway included several surface access and public transport obligations. Land has been reserved for a number of strategic enhancements to the public transport systems and these include:

- The construction of the Metrolink light rail system to the Airport. We have committed financial support and advance works on site have been undertaken, including a 75m tunnel that formed part of the Station project.
- The development of a 3rd rail platform to be built in 2007/08.
- Safeguarding land within the site for a western extension to the heavy rail line serving the Airport.

- Environmental concerns, especially local air quality and CO₂ emissions. 60% of the Airport’s CO₂ emissions are from road traffic.
Surface Access and Car Parking

- The development of high quality public transport facilities.

The Station

The development of high quality public transport facilities is central to our aspirations to alter the pattern of surface access journeys to the Airport. This unique facility brings together rail, bus and coach in one location and also provides ‘check in’ facilities for passengers using alternatives to the private car. The first phase of the interchange, called ‘The Station’ includes:

- New bus stands and comfortable waiting areas for local bus passengers.
- A coach station for express and charter services with twelve coach stands (at Phase 1) and dedicated waiting area.
- Airline check-in desks and baggage handling.
- Integrated ticket and information facilities.
- Catering and retail units.
- A Cycle Centre.

The development of the Station is an opportunity to experiment with the way passengers and baggage is processed. If the onsite trials are successful the integration of check-in and other processes, will be considered for application at other key points on the regional transport network, in particular major rail stations such as Crewe and Manchester Piccadilly, and dedicated park and ride facilities.

Metrolink

Metrolink, Greater Manchester’s highly successful light rail system, will be extended to the Airport as part of the 13 mile line which will run from the City Centre via Trafford Bar, Chorlton, Sale Moor and Wythenshawe. It will enhance the accessibility of the Airport and open up opportunities for employment throughout Greater Manchester. Metrolink will help reduce journeys to work by private car by staff living close to the expanded network.

We expect the Airport Metrolink line to carry around 8 million passengers a year and remove around 1.2 million car journeys off the local roads. We believe that Metrolink will considerably enhance the accessibility of the Airport and will open up employment opportunities to residents of Wythenshawe and other areas along the route.

SA1 Metrolink is an important part of our Ground Transport Plan. We will work to progress the construction and operation of the link between the Airport and Wythenshawe and will safeguard a route within the Airport site.

Heavy Rail

The rail station has been a great success and a network of direct rail services to destinations across the North and the Midlands has developed. We will continue to promote and develop improved services and facilities to increase the level of rail use. Further development of facilities in The Station will be important as we implement our Ground Transport Plan. We will work closely with Network Rail and the Greater Manchester PTE to develop a 3rd rail platform. In the longer term, we will work with our strategic partners to bring forward the extension of the rail line to the west of the Airport. This is a proposal that may bring wider benefits to the rail network and improve links to, and from, the south and west. The alignment through the Airport site has been protected although no detailed proposals exist. The development of a western rail extension is a long-term scheme and is dependent on funding from Network Rail.

SA2 A third Rail Platform will be developed on land adjacent to Bewleys Hotel for completion in 2008

SA3 We will support and work with the rail industry and our regional partners to enhance the capacity of the Region’s rail network and improve access to the Airport

SA4 We will consider the feasibility and demand for new rail infrastructure including a rail link to the west.

SA5 We will safeguard land within the Airport site for the construction of a western rail extension.
Surface Access and Car Parking

**Strategic Highways**

The Airport enjoys direct access to the motorway network that serves most of our wide catchment area. An efficient road network serving the Airport will remain essential for the substantial numbers of passengers travelling by road. Good road links are also necessary for access by buses, coaches and courtesy vehicles and to assist in dispersing the economic and social benefits generated by the Airport. In the long-term, growth in road traffic generally will mean that parts of the external highway network will become overloaded during peak periods and will require improvement. On a typical day approximately 80,000 vehicles enter or leave the Airport site. Approximately 80% of road traffic uses the M56 (75% from the north and 25% from the west). The rest of the road traffic is distributed on other routes such as the A538 and Ringway Road.

Air passenger road journeys are dominated by ‘pick up and drop off’. Around 31% of passengers are dropped off or picked up by others. A further 30% of passengers use taxis, mainly private-hire operators. Private-hire taxis are not able to ‘ply for hire’ and therefore in road traffic terms, are very similar to ‘pick up and drop off’. This means that around 70% of passengers use a travel mode that involves 4 road journeys for every return air trip. In contrast a passenger driving to the Airport and parking on the site will generate 2 road journeys per return air trip, and a passenger using public transport generates no airport car journeys.

Staff journeys are another significant contributor to local road traffic and account for 27% of total airport vehicle movements. Currently 73% of staff journeys are by those travelling alone in a car. As a result of our Green Commuter Plan policies, there have been substantial reductions in staff driving alone and this remains a major element in our Ground Transport Plan.

The majority of airport road traffic will continue to access the site via the M56. As part of the Second Runway approval, we have entered into agreements with the Highways Authorities to fund improvements to key parts of the network. These works will provide an improved link from Junction 6, M56 to Terminal 2; improvements between Junction 5 and Junction 6 of the M56; and improvements to the M56 spur and Hilton roundabout. To the east, access is of a lower standard and a legal agreement is in place for us to fund a diversion of Ringway Road, between Styal Road and Shadow Moss Road.

On a wider scale, a review of the strategic and local transport needs of south-east Manchester and north east Cheshire has been completed (SEMIMMS). The A555 Manchester Airport Link West is planned to be built to dual carriageway standard with most junctions ‘at grade’. Capacity on the road is to be safeguarded for the provision of priority heavy goods and/or public transport lanes, particularly to benefit access to the Airport.

There are a number of development sites that are immediately adjacent to the Airport or are in close proximity. These offer opportunities for development that is in part connected to the 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.

**SA6**  We will work with the Highways Agency and local highway authorities to promote improvements to the highway network and improve the accessibility of the Airport.

**SA7**  We will bring forward proposals for the improvement of Thorley Lane, Runger Lane and
Surface Access and Car Parking

Junction 6 of the M56 during the period up to 2010 in line with our obligations.

SA8 We support the completion of the SEMMMS road proposals and we will contribute to improvements to Ringway Road, between Styal Road and Shadow Moss Road

Internal Roads

Within the Operational Area, the road system has to cater for the efficient and safe movement of traffic entering and leaving the site and accessing the passenger and cargo terminal areas. As terminal capacity grows to accommodate increasing passenger numbers, the internal road system will be improved to ensure the free flow of traffic around the site. Improvements to be undertaken are:

- Terminal 2 - implementation of works associated with T2 Phase 2
- Construction of a new road between Outwood Lane and Ringway Road West to replace the existing Ringway Road to facilitate apron and terminal developments

As the road systems around the Airport are improved, the current use and allocation of space within the pick up and drop off areas for each terminal will be reviewed as part of our overall traffic management strategy. This is to ensure that there is sufficient capacity and it will also improve the passenger experience and the overall efficiency of the local road network. Controlling traffic around the terminals is important for safety and security and is also part of our policy to reduce car use.

SA9 As terminal capacity grows to accommodate increasing passenger numbers the internal road system will be developed to ensure the efficient flow of traffic around the site.

Car Parking

As the Airport grows, many passengers and staff will still use the private car to get to the Airport and we have a range of facilities to meet the needs of these customers.

There are many forms of car parking required by passengers, visitors and staff. They are an integral part of our Ground Transport Plan and play a role in managing traffic and CO2 emissions. Short-stay car parking is provided in the central terminal area in multi-storey car parks. Surface car parks on the edge of the Operational Area provide both long-stay and staff car parking. The short-stay car parks are the most intensively used, and it is essential that they are close to the terminals.

Car parks are provided within the Operational Area and are operated by the Airport Company. In addition, there are also ‘off-airport’ car parking sites that are independently owned and operated. Demand for car parking is influenced by many factors, including customer convenience, time of travel, the utilisation of public transport, the mix between business and leisure passengers and also the mix of charter and scheduled flights. The issues surrounding car parking and the pick-up and drop-off of passengers are therefore complex.

Public Parking Provision

From a congestion, safety, convenience and operational point of view, it is necessary for the Airport to have sufficient on-site car parking capacity. This is balanced alongside our policy to increase public transport use and to contain the growth in airport road traffic.

Historically, we have pursued a variety of actions to manage demand for car parking. This has included pricing and restricting supply of on-site long-stay car parking spaces. Whilst these measures have been successful, it has generated significant increase in private
hire and pick-up and drop-off activity. Our policy is to reduce the traffic caused by this activity. We have now introduced restrictions on passenger pick-up. This has been achieved by restricting access to the terminal forecourts and altering charges. In the longer term we intend to consider further measures such as cordon charging and other access restrictions.

**Short Stay Car Parking**

The most intensively used public car parks at the Airport are those designated for short stay parking, and are close to the three terminals. There are currently 5,375 short stay spaces in three multi-storey car parks and a further 450 surface spaces. Analysis of short stay car parking demand indicates that air passengers driving themselves represent a minority of users; the majority are people accompanying air passengers, or meeting them on arrival.

The provision of short-stay parking is essential for the safe and efficient operation of the road network and terminals. We will continue to provide this type of parking within the central area, and adjacent to each terminal. Schemes to increase capacity will be brought forward as part of the terminal development strategy. We anticipate that the overall demand for short stay spaces will rise by around 1,500 by 2015.

**SA10 We will develop additional short stay parking capacity within the central terminal area. This is most likely to include extensions to existing multi-storey car parks at Terminal 2 and Terminal 3 along with the possibility of a new multi-storey car park to the rear of Commonwealth House.**

**Long Stay Car Parking**

Long-stay car parking is currently provided by both the Airport Company and at sites run by independent operators off site. 10,901 long-stay spaces are currently provided on the Airport site but the majority of spaces for this type of parking are ‘offsite’ (60%) in car parks that are independently managed and operated. In 2006 there were 15,727 off-airport spaces on 27 sites. The development of off-airport sites is subject to local authority planning policy.

Within the Airport site, long stay car parks are operated in two ways. A vehicle can be ‘self-parked’ by a passenger on surface car parks remote from the terminals. These passengers can either have pre-booked a space or just turned up at the Airport. These passengers are then transferred to the terminals by courtesy bus. Alternatively passengers can pre-book a parking space and have their car ‘block parked’. The passenger gives details of their departure and arrival times and reports to a designated reception area and then bussed to the terminal complex. The vehicle is then parked in a column of cars that are arranged so that they can be easily returned for the passenger to collect.

‘Block parking’ is a more efficient use of land, but it relies on a passenger having a precise travel schedule. This lack of flexibility is unattractive for some travellers and means that the Airport has to cater for a range of different car park activity including a large number who arrive at the Airport and expect to find adequate and convenient car parking capacity.

As the Airport develops, it is important that our Land Use Plan recognises that a number of land uses have very precise location requirements. These include taxiways, apron and terminal facilities and are concentrated in the centre of the site. This has resulted in several land uses being pushed towards the periphery. In the case of long-stay and staff car parking, these are uses that are largely open in character, low level and low density. This can be a better use than more intrusive built development adjoining residential or rural areas.

Whilst off-airport operators contribute to the total supply of parking spaces, their operation is typically pre-booked, is often seasonal, and they can control their occupancy levels. Surplus demand from the off-site operators typically falls to us to provide, this means that we need to provide our own facilities. Limiting the overall supply of long stay spaces also encourages an increase in road traffic associated with the dropping off and picking up of air passengers. An increase in overall car parking capacity will be a necessary feature of our future development as our passengers need the certainty of supply and we will ensure that a sufficient level of parking provision is made in line with our Ground Transport Plan. Our forecasts show a need to accommodate a peak requirement for approximately 35,000 long-stay spaces on or off airport when passenger throughput reaches around 40 million passengers a year. Car park demand and supply beyond 2015 will be kept under review.
We are also exploring ways of how best to move passengers from remote car parks to the terminal area. Innovative solutions are now emerging and we will aim to reduce the number of vehicle transfer journeys.

**SA11** Car parking will play a key role in our Ground Transport Plan and we will continue to provide sufficient long-stay car park capacity.

**SA12** Additional and replacement long-stay car parks will be developed in the period up to 2015 on land to the North of Ringway Road, at Moss Nook, to the north and south of the Rail Link, land to the north of Moss Lane Styal, and on land at Cloughbank Farm and Oak Farm to the west.

**SA13** We will seek to optimise the density of long-stay car parking on the Airport site in the context of the varied needs of our consumers and our Ground Transport Plan. We will explore opportunities to identify and promote park and ride facilities remote from the Airport site.

**SA14** A route will be safeguarded for a light-rail people-mover system linking the Terminal complex with the long-stay car park.

**Staff Parking**

Currently there are 5,306 surface car parking spaces allocated for staff on the Airport site. Due to pressure from competing uses, employee car parking has largely been consolidated at a few large sites on the western perimeter of the Airport. This provides a better utilisation of space and helps to manage demand for space; it also helps to intercept road traffic on main approaches from the west. As pressure for core operational facilities increases, there will be a need to displace more staff parking to the edge of the site. This is part of our Ground Transport Plan to make public transport services more attractive in comparison to the private car. It also releases land within the central terminal area for those land uses that require strong connections to the runways, aprons and terminals.

**SA15** New and replacement staff car parks will be developed on the periphery of the Airport site to relieve the internal road network and to encourage greater use of public transport for journeys to work. These areas may include land at Cloughbank Farm, Oak Farm and land to the north of Ringway Road.

The success of our policies to encourage the use of public transport, and manage car use for staff journeys to work should reduce the proportion of staff car parking. However a significant number of spaces will still be required as the working population grows from the current 19,201 people employed on site. During peak hours for highway usage, staff trips account for 27% of the road traffic entering the Airport. One element of our Ground Transport Plan is the implementation of a Green Travel Plan. This contains a commitment to reduce staff parking relative to on-site employment. We have a target ratio of four staff parking permits per space. Given the projected growth in on-site employment to 26,000 by 2015, this would result in a maximum provision of 6,500 staff parking spaces located either on or off site to sustain operational activities at the Airport.

The 24-hour nature of Airport operations and high proportion of shift-working staff, means that their journeys do not impose a burden on the road network during peak
hours. Our first priority will be on those journeys that contribute to peak hour flows on the road network.

Car Rental Facilities

Rental cars are used by around 2-3% of passengers. The majority of these are business travellers. There are six operators licensed to operate from the Airport. They provide customer service facilities within each terminal, and ready and return spaces in each of the multi storey car parks. Three companies have maintenance depots on site.

Whilst the provision of some ready and return spaces will continue within the terminal complex, as demand for short-stay public parking spaces increases the proportion of these spaces to be provided either at the periphery of the existing site or off-site will increase.

Rental desks will continue to be provided within the terminal buildings. However, vehicle storage, maintenance and administrative operations may need to be displaced off airport or to the periphery of the site to allow for expansion of operational facilities.

Within the Airport site there are a number of dedicated cycle parking areas together with a Cycle Centre within the Station. Users have access to lockers and washing facilities.

SA17 We will seek to develop enhanced footpath links to local residential areas and recreational facilities.

SA18 We will promote the provision of new cycle routes on the road network within the vicinity of the Airport.

Full details of our surface access policies can be found in the Ground Transport Plan, one of our four Action Plans.

Cycle Ways and Footpaths

A network of key cycle and footpath routes has been developed, both within the site (linking key employment areas) and links to surrounding areas, such as the Black Path to Wythenshawe and links to Hale Barns. We will continue to provide recreation links around the area, to improve access to the Bollin Valley and Styal village.
Earlier Chapters have set out the forecast growth of the Airport and the developments that will be required. Whilst this Land Use Plan promotes the need to increase the utilisation and efficiency across all of the airport facilities, we have concluded there will be a need to extend the Airport’s Operational Area. This is to provide enough land for the long term development of the Airport.

Operational Area Policy

The ‘Operational Area’ was first defined in 1974. The aim was to provide a reservoir of land to accommodate the development of the Airport into the 1990s (up to around 10 million passengers a year). It defined the area within which airport development would be contained, bearing in mind the Green Belt location. It also served to protect the land for airport use and to prevent non-airport development. This Operational Area covered some 505 hectares of land.

The Development Strategy to 2005 was published in 1991 and considered the activities and the requirements of an airport handling 30 million passengers a year. Extensions to the Operational Area were identified along with the proposal to develop a Second Runway. The approval and development of the Second Runway, along with the adoption of the Macclesfield Borough Local Plan, extended the 1974 Operational Area to the 625 hectares that it is today.

The Development Strategy to 2005 proposed three other extensions to the Operational Area. These were:

- Land between the Airport’s western boundary and the A538 (Cloughbank Farm)
- Land to the North of Ringway Road, bounded by Shadowmoss Road and Trenchard Drive
- Land within the M56 Junction 5.

These proposed extensions to the Operational Area were not formalised within the Manchester Unitary Development Plan due to uncertainty at that time about the proposed Second Runway. With the publication of the Draft Development Strategy to 2015 in 2003, these extensions were retained; but now in the context of an airport handling 40 million passengers a year. That Strategy also included a small area of land to the south of Ringway Road, between Tedder Drive and Styal Road. These proposed extensions increased the Operational Area to 710 hectares.

The Government, in the Air Transport White Paper, asked airport operators to prepare long-term plans to guide future development. We have carried out a review of the Operational Area to see what land would be needed in the period up to 2030, for an airport with an annual throughput of 50 million passengers a year. In order to accommodate a further 15 years of growth, and an additional 10 million passengers per year, we propose a further extension to the Operational Area.

After careful analysis of a range of options, we have concluded that this should be to the west, into the area of Oak Farm between the River Bollin and the A538. Alternative areas have been considered, however given the local geography of the Airport site and local environmental constraints, there are few alternatives. To the north of the Airport is the Manchester Business Park and the residential areas of Wythenshawe. To the east is the residential area of Moss Nock and land in Styal to the north of Holly Lane. To the south is the National Trust estate part of Quarry Bank Mill, and to the west is the open land of Cloughbank Farm and Oak Farm, dropping down into the Bollin Valley. From our analysis we have concluded that the land at Oak Farm represents the most appropriate extension to the Operational Area subject to the implementation of substantial environmental mitigation and the extension to the Second Runway Landscape and Habitat Management Plan Area. Further details on our
landscape and nature conservation proposals can be found in our Environment Plan.

Of the Oak Farm site, a substantial part is wooded, sloping and unsuitable for development. There is around 38 ha of land, adjacent to the A538 that would form a logical extension to the rest of the Operational Area. The remaining land will be subject to a comprehensive programme of environmental works to increase its landscape, nature conservation and recreational value. The Environment Plan includes proposals to extend the landscape and habitat management plan area by around 100 ha.

**Operational Area Policy**

**DP1** The operation and the development of the Airport up to 2030 will be contained in a defined Operational Area of approximately 750 ha.

**Land Use Within the Operational Area**

In Chapter 6, we have identified those types of development that we consider to be appropriate within the Operational Area. To meet this test, development must be necessary for the operational efficiency or amenity of the Airport. This principle was first established in 1974 and has subsequently been adopted by Manchester City Council within the Unitary Development Plan. This approach is also consistent with Government Guidance in PPG13\(^\text{11}\) and recognises the Green Belt location of the Airport. The Operational Area uses are specific, in order to enable the development of the Airport to meet the requirements set out in the Air Transport White Paper. The uses considered to be appropriate within the Airport Operational Area are:

**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.

**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).

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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 and flight packaging facilities.

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.

Landscaping works including:

- Strategic planting, earth mounding and habitat creation.

Internal highways and infrastructure including:

- Cycleways, footways and roadways.

We have included the full list of uses in Appendix 3. The uses considered to be appropriate within the Operational Area in Macclesfield are detailed in Policy T23 in the Macclesfield Borough Local Plan. This approach has been established over many years and has enabled the growth and development of the Airport. It has also resulted in the displacement of some airport uses away from the main airport site. We have no proposals to change this approach or the range of uses that we consider to be appropriate within the Operational Area.

The Operational Area has been defined following a detailed appraisal of environmental effects, land demands and business needs. We have drawn a careful balance between the main physical constraints, environmental impacts and the need to provide land for future growth. The extensions to the Operational Area have been contained to the minimum that we believe are needed and achievable and this land is only for uses that are considered to be appropriate in the Operational Area. The proposed operational area extensions have been identified in order to secure land for future airport development. These sites are immediately adjacent to the Operational Area. Other non-green belt sites have either been developed or have land use allocations for employment uses in the Manchester UDP and in the Trafford UDP.

Our long-term land use strategy for the site is set by the following policies:

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
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<tbody>
<tr>
<td>DP2</td>
<td>We will only allow appropriate development within the Airport Operational Area.</td>
</tr>
<tr>
<td>DP3</td>
<td>In line with Government expectations, we will promote the extensions to the Operational Area as part of Manchester City Council’s Local Development Framework.</td>
</tr>
<tr>
<td>DP4</td>
<td>We will continually review our land holdings and seek to maximise the efficiency of all airport facilities.</td>
</tr>
<tr>
<td>DP5</td>
<td>We will give priority to the use of land for activities that are associated with the handling of aircraft and passengers and that require to take place on areas that adjoin existing apron, taxiways and runways or which are needed in connection with the safe and efficient operation of the airfield.</td>
</tr>
</tbody>
</table>
Operational Area and Green Belt

DP6 We will invest in technology to improve capacity utilisation and to provide a higher quality of service to our passengers.

DP7 We will seek to minimise pressure on the ground transport network by relocating uses to sites outside the Operational Area as opportunities arise, or as needs dictate.

Proposed Extensions to the Operational Area

This Land Use Plan identifies five proposed extensions to the existing Airport Operational Area. These are shown on Plan 4 and are:

- Land to the east of the A538 (Cloughbank Farm) (38 hectares)
- Land to the north of Ringway Road (30 hectares)
- Land within Junction 5 of the M56 (12 hectares)
- Land to the south of Ringway Road, between Tedder Drive and Styal Road (6 hectares)
- Land to the west of the A538 (Oak Farm) (38 hectares)

These sites all have planning approvals or are used for a range of commercial uses. None of these uses are specifically identified as being airport-related, and several have been developed for a range of general commercial office uses.

Our Master Plan and the section of this document that deals with air freight and logistics, clearly identifies a significant opportunity for the Development of a major air freight logistics operation that is focussed on the Airport. It would not be appropriate to promote the extension of the Operational Area to support all of this activity, however the logistics opportunity can be identified on an adjacent or ‘near airport’ development site.

The development of a freight forwarding and logistics centre that is linked to the Airport will enable a step-change in the range of facilities that the Airport can offer. This activity needs to be located in close proximity to the main airport site. There are a range of sites, including land at Roundthorn (both on the existing industrial estate and to the south of it) that are situated in the development corridors identified within the Wythenshawe Strategic Regeneration Framework. High quality transport connections both to the Airport and to the motorway network will be important in securing this development opportunity.

- Land to the north of Ringway Road – Manchester Business Park
- Land at Thorley Lane – Manchester Business Park
- Atlas Business Park
- Davenport Green (not yet developed)
- Sharston Industrial Estate
- Roundthorn Industrial Estate

Adjacent & Near Airport Development Sites

Our Master Plan explains in some detail the economic and regeneration opportunity that the growth and development of the Airport represents. There are a number of development sites that are either immediately adjacent to the Operational Area or are in close proximity. These sites have some close links with the airport activity and provide accommodation for airport service companies or for other businesses that need to be close to the Airport. They also provide an opportunity to capture some of the benefits arising from future growth. They include:

DP8 We will work with Manchester City Council to identify appropriate locations for a freight forwarding and logistics facility in areas close to the Airport. The improvement of access links to the Airport will be a key requirement of such a facility.
Green Belt

The majority of the Airport lies within the Green Belt, and has done since 1961. National policy includes a general presumption against inappropriate development within Green Belts. The objective is to restrict the sprawl of urban centres, to prevent the coalescence of neighbouring towns and to preserve the character of individual settlements. Green Belts also provide suitable locations for recreational development and act as a buffer between rural areas and the pressures of growing towns. Development within Green Belts is heavily restricted to a small number of defined uses. For developments that are not in line with Green Belt policy, it must be clearly demonstrated that ‘very special circumstances’ exist.

In 1974, Manchester City Council and the former Greater Manchester Council, recognised the special characteristics of the Airport and its importance to the North West by acknowledging the need to consider airport development as an exception to normal Green Belt policy. This approach was set out in the Green Belt Subject Plan and was continued into the Ringway Local Plan. With the re-statement of national policy in PPG2 (1995), Government discouraged this approach of customising Green Belt policy to suit particular or local circumstances, however the UDP included the special circumstances that would support airport related development within the Operational Area. The Macclesfield Borough Plan also allocated sites within the Green Belt as Airport Operational Area.

In the review of the UDP, the Operational Area within Manchester was designated as a Major Developed Site within the Green Belt. Within Major Developed Sites, limited infilling and redevelopment are considered to be appropriate development provided that they meet certain criteria set out in Annex C. Developments that do not meet the infill or redevelopment criteria (but conform to the established list of uses) have to demonstrate that very special circumstances exist.

Although PPG2 recognises that Green Belts do contain civil airfields, it is clear that national planning policy and guidance was not prepared with the particular features of airports in mind. A Major Developed Site allocation is more appropriate to former hospital sites or educational establishments where a central cluster of buildings sits in open land.

The Air Transport White Paper identified that a number of major airports, including Manchester, are situated in Green Belts where there is a general presumption against inappropriate development and that such development should not be approved unless there are very special circumstances. In bringing forward proposals for airport development, it has generally been accepted that this test has been met.

The White Paper recognised that there was no clear view on how the different considerations might be reconciled. A review of PPG2 was planned for 2004, but it has yet to take place. Given the importance of capturing the economic benefits that the growth of the Airport brings, and to provide clarity and certainty, we consider that there is now a need to take a different approach to the planning policy framework.

Airports are huge sites, often with large open areas, especially the airfield with its runways and taxiways. It is considered that overall the Airport performs a useful Green Belt function. However the main developed areas including the terminal complexes, the World Freight Terminal, and the aircraft maintenance village are increasingly built up and do not contribute to the openness of the Green Belt. This openness is one of the key functions of Green Belt policy.
Nationally, regionally and locally, there is strong support for the growth of the Airport. Our Master Plan sets out the context for the Airport’s growth and development and we now consider that it is appropriate to look at the Green Belt and the conflict between different national and regional policies. The draft Regional Spatial Strategy and Greater Manchester City Region Development Plan both propose a review of the Green Belt policy in the vicinity of the Airport.

It is proposed that parts of the existing and proposed Operational Area be removed from the Green Belt to allow for the anticipated expansion of the Airport and to create a clear and defensible long-term boundary. We will bring our proposals forward for debate through the Local Development Framework process.

**Green Belt Policy**

DP9 We will bring forward proposals to promote the release of parts of the Operational Area from the Green Belt as part of the preparation of the Regional Spatial Strategy and the Local Development Frameworks.

DP10 The proposal to promote a freight forwarding and logistics facility will require a review of alternative sites and may result in a requirement to promote the release of land from the Green Belt.
The Air Transport White Paper recognised the potential environmental and social impact of significant growth at Manchester. But Government judged that these were challenging but manageable and were not so severe that constraints should be imposed on the development of the Airport. In setting out our long-term development strategy, it is important to set out clear environmental limits, targets and measures that are necessary to both secure the Airport's growth and to minimise the impact on the environment and surrounding communities.

The development of the Second Runway included a major environmental programme, including the preparation and implementation of a landscape and habitat management plan. This covers 350 ha and forms part of a comprehensive programme of landscape and habitat management around the south west of the site. Over the period of this Land Use Plan, it is our intention to add new areas to the landscape and habitat management plan. This is in order to offset the proposed extension to the Operational Area. The area identified lies either side of the Bollin Valley between the M56 and Castle Hill Farm.

An appraisal of the consequences of growth has been undertaken. This builds on the work that was carried out by the Department for Transport (as part of the Air Transport White Paper) and also the process to prepare our Environment Plan. The full details of our environmental programme is set out in our Environment Plan. The Draft Land Use Plan included policies on environmental impact and mitigation. These policies have now been included in the Environment Plan which has been significantly revised following public consultation.
Chapter 9 - Next Steps

The Master Plan, and the accompanying four Action Plans, are important documents that outline the future development of the Airport. In preparing our Master Plan and our Land Use Plan, we have tried to involve a wide range of our stakeholders. We are grateful to everybody who took time to meet with us, contribute and comment on our plans. We have carefully considered all of the comments that have been made, and we have made changes to our plans. A separate report containing details of the consultation process and a summary of the responses that we received is available at www.manchesterairport.co.uk

We will keep our Master Plan and this Land Use Plan under regular review. Government guidance suggests that Master Plans should be reviewed every 5 years. The industry and the regional and local planning framework is changing rapidly, so we will regularly review our plans to make sure that they remain a relevant and appropriate input to planning policy.

The delivery of many of the proposals in this Land Use Plan relies on our key stakeholders, particularly the regional agencies, local authorities and statutory bodies. We will continue to work in partnership to deliver our goals. Although the preparation of the Master Plan is now complete, we continue to welcome constructive comments and suggestions on how we can develop and deliver our objectives. We will produce regular reports on our progress.

To obtain copies of our Master Plan and the Action Plans and to contact us:

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This section describes the process that has been undertaken to select a preferred strategy for terminal development in the period up to 2030

The Options

The Air Transport White Paper supports a significant expansion of terminal capacity at Manchester Airport in order to make maximum use of the available runway capacity. In establishing the options for terminal expansion, the White Paper referred both to the development of existing facilities as well as the development of a major new terminal complex that Government recognised might require land outside the existing airport boundaries.

Selecting the Preferred Strategy

Airports are complex entities whose development needs to take account of a wide range of stakeholders, including airlines, passengers, regulators, local authorities, and local communities.

The demands of the airlines are many and varied and give rise to significant challenges especially with the trend towards major global alliances, the rise of ‘no frill’ operators and the desire of charter operators to develop dedicated and branded facilities for their passengers. Changes to the Security and Control regimes may reduce flexibility, efficiency and capacity. It is however also anticipated that there will be a considerable scope for the development and use of technology to improve the way that passengers and baggage are processed. This will enable the Airport to become more efficient in the use of space within the terminals. Examples of new technologies include electronic ticketing, remote and home check-in, mobile baggage collection and sophisticated baggage tracking devices.

In assessing the potential options for the terminal development strategy, a range of factors were considered including:

- Environment
- Operations
- Customer Service
- Planning
- Finance

The evaluation was undertaken under three key areas:

- Implementation
- Service
- Finance

A number of alternative terminal development strategies have been considered. The options explored focussed on the size to which the terminals should be expanded and the extent to which the terminals should be redeveloped or rebuilt. As part of this exercise the following were considered:

- The full demolition and re-building of Terminal 1 and Terminal 3 along with an expansion of Terminal 2
- The demolition and re-building of Terminal 1 along with an expansion of Terminal 2 and the development of a new terminal complex
Option Appraisal - Future Terminal Development

- The redevelopment of Terminal 1 and Terminal 3 along with an expansion of Terminal 2
- The redevelopment of Terminal 1 and Terminal 3, an expansion of Terminal 2 and the development of a new terminal complex

Implementation

Environment: Each of the four strategies performed differently in terms of the impact on a range of environmental issues. These included community impact, landscape, ecology, noise and air quality. Whilst the four strategies were seeking to accommodate the same level of airport activity the environmental impacts were significantly influenced by the distribution of the future activity across the Airport site.

Deliverability: This element assessed the delivery of each of the strategies within the planning and regulatory framework.

Development Flexibility: The aviation industry is demanding, dynamic and ever-changing. It is therefore necessary for an airport to develop facilities that are capable of being adapted to meet this change. Development flexibility is therefore a key factor in ensuring the continued success of the Airport. There were significant levels of flexibility in each of the four strategies that were considered.

Service

Passenger Experience: Each of the strategies performed to different levels of passenger experience. Larger facilities involve longer walking and transit distances as well as challenges in terms of the ease of use and wayfinding.

Airline Experience: The requirements of the customer airlines place specific demands on the operation and development of terminal facilities. Operational efficiency, the availability of contact stands and the delivery of fast aircraft turn-rounds are just some of the factors that airlines require to deliver their product and service. Each of the four strategies performed to different airline experience levels. In this criteria, direct contact to areas of apron and the level of contact stand provision were the key factors in the choice of terminal development strategy.

Surface Access: Detailed surface access requirements and proposals are set out in the Land Use Plan, however the ability of any of the terminal strategies to deliver high quality access for both passengers and staff is an important consideration. This is reflected in the ability for the terminal development options to link effectively to the public transport facilities and well as accessibility from the strategic highway network.

Financial

Cost: Manchester Airport operates in a highly competitive commercial environment. With the development of ‘low-cost’ or ‘no frills’ airlines, the demands on the Airport Company to deliver new capacity at the right price is of significant importance to the Airport’s airline customers. As with the other criteria, the strategies performed to different levels in terms of the capital expenditure required and the project’s investment profile and cost plan.

The Appraisal

There are a range of competing factors within the criteria that have been used to consider the terminal development options and developing the preferred strategy. The criteria were chosen to ensure that the strategy was both internally and externally focussed to reflect the wide range of influences on the development of the Airport. Several fundamental development principles have been reached.

- The Airport must maximise the use of its existing assets
- The Airport can only develop in a way that is sensitive to the environment and surrounding communities
- The use of new technology will be used to improve operational processes and provide high levels of customer service
- Development flexibility is a key element in any successful airport operation
- High quality surface access is of fundamental importance to the long-term strategy
Area A - Land to the East of the A538 (Cloughbank Farm)

Site Description:

This is an area of approximately 38.5 hectares adjacent to the western Airport boundary. The site is bounded by the A538 to the west and the existing airfield to the south. This site presently lies within the Green Belt and is characterised predominantly by agricultural plain, severed by Cotteril Clough. Cotteril Clough is an area of ancient woodland that is designated as a Site of Special Scientific Interest (SSSI), A Grade C Site of Biological Importance (SBI) lies adjacent to Cotteril Clough.

The current land use is mixed. Approximately half of the site is in agricultural use under a short-term farm tenancy agreement and based around Cloughbank Farm that is a Grade 2 listed building. The remainder of land is non-agricultural and includes the Aviation Viewing Park (AVP), the Romper public house, Ringway Church (presently used as an office) and Churchyard and a small number of residential properties.

Development Principles:

In line with adopted development principles, a site brief will be prepared. Site A is a visually attractive area of open countryside that includes SSSI woodland of national importance and a Grade C SBI. Proposals will therefore include measures to mitigate the impact on the SSSI, as well as substantial landscape provision in keeping with the area to create an attractive landscaped setting.

The development appraisal highlighted the importance, value and sensitivity of the Church of Ringway St Mary. The church is no longer in ecclesiastical use but the building is subject to listed building controls. In advance of any development, substantial screening and planting would be put in place to protect, and retain the quality of the setting and thereby shelter the Churchyard from future development.

It is likely that access will be gained either directly from the airfield or from a reconfiguration or extension of Wilmslow Old Road depending upon the uses proposed. Any submission should therefore include details of access provision and how public transport links can be improved.

Environmental Impacts and Mitigation:

Specialist environmental studies and surveys of the site will be carried out to gain an accurate understanding of the environmental effects that would result from development. Landscape, ecology, nature conservation and land use (agricultural, heritage and recreational) would all be impacted upon to some extent. Suitable mitigation measures will be developed as a key element of any development proposals, however where possible, landscape and habitat features will be retained where appropriate.

The Cotteril Clough SSSI is of significant ecological and landscape interest. Disturbance or ecological isolation of the Clough would therefore have a substantial adverse impact on the ecology and nature conservation of a nationally important site and ancient woodland. It is proposed to extend the Second Runway Nature Conservation and Habitat Management Plan to areas in the Bollin Valley to the west of the Airport site.

The ponds present within the SBI contain colonies of the Great Crested Newt, which are a protected species. Mitigation proposals will be developed and involve the creation of new ponds to replace those that have been lost, and the translocation of newts to these.

Further studies to establish the impact on other species, such as bats and badgers would be necessary and an assessment made of the most appropriate means of mitigation to be carried out, such as those implemented as part of the Second Runway works involving the building of bat barns and replacement of badger setts.

Possible Future Uses:

Cloughbank Farm is one of the few development sites that lie adjacent to the existing taxiways and runways. This site provides an ideal location for uses requiring a direct link to the airfield. These are generally operational in nature.

Future development scenarios will include apron extensions, additional stands and taxiways. The site also provides the optimal location for extension of the West Side aircraft maintenance village. It is clear that aircraft parking cannot be developed outside the Operational Area. Alternatives have been considered, but this is the only proposed Operational Area extension that has a direct link on to the airfield. Development in this area will be prioritised for apron and aircraft parking. Initial stages of the apron development may be in the period 2010 –2020.
Area B - Land to the North of Ringway Road

Site Description:

This is a site of some 30 ha. It lies within the Green Belt and is an area described as urban fringe. It is currently an undeveloped site that is bounded on 2 sides by residential development. Approximately 70 properties are located along the southern boundary to Ringway Road and further residential areas are located to the west and to the east. Existing commercial areas, the Atlas Business Park and Ringway Trading Estate, lie to the north and west of the site. Part of this area lies within the Public Safety Zone. This imposes constraints on the types of development that can be accommodated in this area.

Development Principles:

The residential properties on Ringway Road and Tedder Drive will be retained and will not form part of any future development area. Because of the proximity of the residential areas, the social, visual and environmental impacts of any development will play an important role in the formation of any development brief for this site. Proposals will be included to screen the development from residential areas. This will incorporate substantial landscaping to protect and enhance the visual amenity of the area. It is anticipated that development on this site will be of medium to low density to preserve the openness of the Green Belt and to uphold Public Safety Zone policy.

Access to the site is likely to be from Shadow Moss Road. Public transport provision is excellent as Site B lies on main bus routes and has well developed cycle ways and pedestrian links. It is also proposed for the Metrolink line to run adjacent to the site with a proposed stop on Shadow Moss Road.

Environmental Impacts and Mitigation:

It is considered unlikely that this area contains any national or regionally important sites for nature conservation. There are some isolated trees, and these, along with the large areas of grassland are likely to be of lesser importance. There is a slight possibility that bats may be present in the treesss and a survey will be required.

The site is overflown by aircraft that are landing or taking off on Runway 23R-05L and therefore the site and the surrounding properties are subject to high levels of aircraft noise.

The properties on Ringway Road, Shadow Moss Road and Trenchard Drive have open views across the area. It is proposed that any development of this site will incorporate substantial landscape works including areas of new planting. This is to screen views from nearby residential properties.

Possible Future Uses:

Uses to be promoted on this site are likely to be a mixture of Airport car parking and the possible extension of the Ringway Trading Estate for Airport related operational and commercial activity such as airline offices, flight catering or freight agents units which require close linkages to the Airport site, but do not require direct access to the aprons and runways. A large part of this site is within the Airport’s Public Safety Zone, and all the area is subject to limits on the heights of buildings and structures. This area is generally open in nature and it is considered to be appropriate for surface car parking. The car park capacity provided in this area will provide a replacement for car parking displaced by the development of the Terminal 2 and the Terminal 3 apron. This forms part of the Airport’s overall car park supply and cannot be provided away from the Airport site.
Proposed Operational Area Extension - Area B
Area C – Land Within Junction 5 of the M56

Site Description:

This site covers an area of approximately 12 hectares. The land falls into two distinct parts; land contained within the Junction 5 slip road and land running to the north of Thorley Lane. The whole of Site C is located within the Green Belt.

The land within the Junction 5 slip road is isolated and there is only one residential property nearby. In visual terms the site is cut off from the surrounding areas by the slip roads. It is presently characterised by a low grade wooded area. Access to this part of the site will be a key issue in any prospective development plans.

Thorley Lane and Painswick Park bound the second part of the site, which contains a small number of residential properties and the existing airport crèche. This part of the site has good access.

Development Principles:

Access will be a key issue for the site within the Junction 5 slip road and therefore proposals should address this. Links to The Station should also be considered for both sites. As the site is on the principal access route to the Airport, design and landscape will also be important issues.

Environmental Impacts and Mitigation:

There is little information on any nature conservation interest on this site, and detailed ecological surveys will be required. It is possible that some of the ponds on the land to the north of Thorley Lane may contain Great Crested Newts and detailed surveys will be required. Should any protected species be recorded, detailed translocation and mitigation proposals will be developed.

Possible Future Uses:

The site within Junction 5 is suitable for a wide range of uses. Typical uses could be Airport commercial uses such as offices or hotels, car parking or park and ride facilities. The site to the north of Thorley Lane is suitable for smaller scale operational uses such as the expansion of the crèche.
Proposed Operational Area Extension - Area C
Proposed Operational Area Extension - Area D

Area D - Land to the South of Ringway Road, Between Tedder Drive and Styal Road

Site Description:

This site is the smallest of the new areas to be incorporated into the Airport Operational Area. It covers some 6 hectares. The northern part of this site is used for a mixture of existing (petrol filling station) and redundant commercial uses. Two dwellings are situated on Tedder Drive, which forms the western part of the site. The small open fields that constitute the southern part of the site consist primarily of agriculturally improved grasslands, bounded by hedgerow, neither of which have any particular nature conservation value.

Development Principles:

Proposals should recognise the Green Belt location of the site. Its proximity to the residential properties along Ringway Road will influence access and landscape arrangements for any development. In seeking to minimise disturbance for local residents measures should be included to screen development and to protect and enhance the visual amenity of the site. The new SEMMMS road will make a major change to access and views.

Environmental Impacts and Mitigation:

This is an area that can be described as urban fringe in character containing a petrol filling station, a small number of dwellings and a commercial business. There are no sites of national or regional conservation importance nearby and it is considered that this part of the site is of low nature conservation interest.

The site is on the periphery of the proposed Operational Area and close to residential areas. Development proposals will incorporate landscape planting to mitigate and screen views from nearby residential properties.

Possible Future Uses:

Uses considered appropriate for the site are likely to be a mixture of commercial and operational uses that do not require direct access to the aprons and runways. The major development in this area is the proposed SEMMMS road scheme that is planned to connect Ringway Road to the A555 at Handforth. Subject to funding and the planning process, it is anticipated that construction could commence in 2012 –2014.
Area E - Land to the West of the A538 (Oak Farm)

Site Description:

This site covers some 38 hectares. The majority of this site is characterised by open agricultural plain consisting of clipped hedgerows, pastoral fields and mature hedgerow trees. This distinctly rural character is eroded slightly to the north and east due to the influence of the M56 and development associated with the existing airport. The south western part of Area E is within the Bollin Valley Area and comprises part of the steeply wooded Cotteril Clough and Sunbank Wood, and the steeply sloping valley sides of the River Bollin. Grade A Sites of Biological Importance are also present within this site.

Oak Farm is a dairy farm unit covering approximately 76 hectares of the agricultural plain. A small number of isolated residential properties are located along Sunbank Lane and Mill Lane.

Development Principles:

Area E is well located in terms of road access due to it being adjacent to Junction 6 of the M56. However, it is a sensitive area, particularly in its southern and western reaches. Development would thereby be most appropriate in the northern parts of the site where there would be fewer significant impacts. There is however great potential for environmental enhancement in the southern half of the site especially in the Bollin Valley and Sunbank Wood area that could build upon environmental works implemented as part of the second runway development.

The residential buildings located within Area E are constructed using vernacular styles and therefore any development would need to be of a high quality in keeping with the distinct character of the surrounding area.

Environmental Impacts and Mitigation:

The concentration of designated wildlife sites adjacent to the Bollin Valley, which are of local/regional importance and Cotteril Clough SSSI, which is a feature of national importance, enhances the nature conservation value of this site. Therefore mitigation measures must be a priority of any development scheme to protect and enhance the visual amenity and conservation value of this site. Good design practice would be a priority during the development of detailed proposals allowing for a buffer around the sites of ecological importance to reinforce and retain these habitats. It is likely that protected species such as the Great Crested Newt, bats and badgers are present in this area. Detailed ecological surveys will be undertaken.

There is also great potential for ecological and nature conservation works within Area E. These could potentially neutralise the adverse impacts of development or transfer these to benefits with a major integrated habitat creation scheme including creation of scrub/woodland to connect existing woodland, species rich grassland and pond creation. These areas to the west of the Airport site would be incorporated into the Landscape and Habitat Management Plan area.

Possible Future Uses:

Development would be focused more on the north and eastern part of Area E. Car parking is a potential development option and this area of the site could be used for a relocated World Freight Terminal that would be required to enable the ultimate development of Terminal 2 and the west apron. The development in this area would, as with the rest of the Operational Area, be restricted only to those uses that are necessary for the operational efficiency or amenity of the Airport (as listed in Appendix 3). It is likely that uses displaced from the central terminal complex, such as Cargo handling, flight catering and airport car parking will be developed in this area.
Appendix 3 - Appropriate Operational Area Uses

Appropriate Operational Area Uses – Manchester UDP

1) Essential operational facilities on or adjacent to the airfield which include runways, taxiways and associated navigation aids, passenger and cargo handling facilities, paved aircraft stands, aircraft maintenance hangars, fuelling facilities, storage of aviation fuel, aircraft washing plant, aircraft engine testing plant, general aviation facilities (for air taxi, helicopter and private use), vehicle washing, repair and maintenance facilities, facilities for the repair and maintenance of specialised plant and equipment, flight catering units, apron services buildings, emergency services buildings, essential staff car parking, staff facilities, specialised staff training accommodation and operational accommodation.

2) Cargo terminal facilities, which include warehouses for the storage of goods and livestock for distribution by air, bonded warehouses, associated accommodation for airline agencies, freight forwarders and Government agencies, administrative accommodation, staff catering, staff car parks, lorry parks, and vehicle refuelling and servicing facilities.

3) Passenger terminal building and related facilities, which include public and staff car parks, public transport facilities, administrative accommodation for airlines, handling agencies, tour operators and government agencies, petrol filling and service stations, car rental facilities, staff and air passenger shopping facilities, and ancillary public viewing facilities.

4) Airport ancillary facilities, which include staff car parks, car rental, maintenance and storage facilities, hotel accommodation, and staff training and recreational facilities.

5) Roads, footways and public transport infrastructure.

6) Sewage and other waste disposal facilities.

7) Landscaping works, including strategic tree planting and earth mounding.

8) Any other uses which are not specifically mentioned above and which in the opinion of the City Council require a location within the Operational Area.

Macclesfield Borough Local Plan

Policy T23 sets out the approved Operational Area uses for that part of the site in Macclesfield to the north of Moss Lane. This policy states:

‘Uses which will be permitted within this area are those which can be demonstrated to the satisfaction of the local planning authority to be necessary for the operational efficiency and amenity of the Airport. These shall include airfield operational facilities, airport ancillary facilities, transportation infrastructure and landscaping.’
Appendix 4 - Plans

Plans

Plan 1 Existing Land Use
Plan 2 Proposed Land Use
Plan 3 Existing Operational Area
Plan 4 Proposed Operational Area Extensions
Plan 5 Constraints
Plans

[Map showing various plans and constraints with a legend for reference.]

Legend:
- Blue: Existing Open Space
- Green: Proposed Development
- Orange: Existing Development
- Pink: Proposed Open Space
- Grey: Existing Infrastructure

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