PLANNING, DESIGN & ACCESS STATEMENT

Application for the Continued Use of Jetparks Long-Stay Airport Car Park for a period of 24 Months

Land Adjacent to Thorley Lane / Bailey Lane, Woodhouse Park, Wythenshawe

PLANNING AND BUILDING CONTROL
21 JUN 2012

Group Planning
Manchester Airports Group
Olympic House
Manchester Airport
M90 1QX

(t) 08712 71 711
(f) 0161 489 3813

1. INTRODUCTION

1.01 This Planning Statement has been prepared by Manchester Airports Group to assist Manchester City Council in the determination of an application for the continuing, temporary use of land at Thorley Lane, Woodhouse Park for surface car parking associated with the operation of Manchester Airport. The application seeks permission to continue the use of the site for a further 24 months from the expiry of Planning Consent 094336/FO/2010/S2 on the 31st May 2012. The reason for the grant of the permission for a temporary period, was to retain the option that the site would be used for commercial / industrial development. This application is complementary to that objective as proposals are being developed for a separate planning application for the diversion of two local roads that are adjacent to the car parks and commercial development associated with the Airport City Enterprise Zone. During the period to be covered by this application (and subject to the grant of planning permission) works to construct the new highways will be undertaken. This will form part of a wider development that will reflect the site's allocation in the Development Plan and to contribute to the economic, social and environmental regeneration of Wythenshawe.

1.02 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, this Statement describes the development and considers its conformity with the approved Development Plan and emerging policy. It also addresses other material considerations, including the suitability of the site, its previous planning history and the recently announced Manchester Enterprise Zone.

1.03 This Planning Statement is one part of a package of material that forms the planning application. This Statement is set in the context of:

- Site Plans and Scheme Drawings including development phasing
- Flood Risk Assessment
- Extended Phase 1 Ecological Habitat Survey

1.04 The remainder of this Statement is structured as follows:

- **Section 2** provides an introduction and background to the proposal
- **Section 3** describes the site
- **Section 4** sets out the previous planning history of the site
- **Section 5** appraises the development against planning policy
- **Section 6** describes the application that is being made
- **Section 7** is a summary of the issues and provides a conclusion to assist the City Council in considering the planning application

2. BACKGROUND

2.01 Manchester Airport is the largest Airport outside the South East and is the third busiest airport in the UK. It has a key role to play in the national transport infrastructure as well as making a significant contribution to regional and local communities and economies. In 2011 the Airport handled around 18 million passengers, travelling with more than 100 airlines to more than 225 destinations worldwide, more than any other UK airport.

2.02 The operation and activity of the Airport has an impact on the local and regional community. It is the largest economic generator in the North West. Providing accessibility and working with local communities to ensure access to jobs and services is important for the Airport's future success.

2.03 This Planning Statement has been prepared in support of an application for the continuing temporary use of land at Thorley Lane, Woodhouse Park, Wythenshawe, for surface long-stay car parking associated with activity at Manchester Airport. The application seeks permission to continue the use of the site for a further 24 months from the expiry of Planning Consent 094336/FO/2010/S2 on 31st May 2012.

2.04 The reason for the previous grant of planning permission for a temporary period was to retain the option that the sites that are used for car parking will be brought forward for commercial development, including potential uses by high technology industry. This application does not seek to undermine that objective. During the period to be covered by this planning application, the Airport Company will be bringing forward detailed proposals for commercial development, that reflect the site's allocation in the emerging Manchester Core Strategy, and that are part of the Airport City development and the Manchester Enterprise Zone.

2.05 Airport City is one of the most ambitious development projects in the UK. It aims to deliver an international business destination and a vibrant economic hub with excellent transport accessibility through Manchester Airport. It forms part of the Manchester Enterprise Zone and it is intended to significantly accelerate economic growth through the creation of an internationally

competitive business destination. The overall masterplan for Airport City has been prepared and development is expected (subject to planning approval) to commence in 2013.

2.06 The purpose of this Planning Statement is to detail the proposal for the continued temporary use of the car parks, examine the site and its surroundings, address the planning policy framework, set out the context of the Airport City development and draw conclusions about the suitability of the site for the proposed temporary and interim use.

3. THE SITE

3.01 Manchester Airport is situated in South Manchester and it is approximately 14 km south of Manchester City Centre. It is approximately 1.5 km south of Wythenshawe Town Centre.

3.02 The application site is approximately 21 hectares and is situated within the Woodhouse Park area of east Wythenshawe, South Manchester, just to the north of Manchester Airport. Thorley Lane and Bailey Lane form the northern and western site boundaries, whilst to the east is land that has been developed as Manchester Business Park and a number of residential properties along Hilary Road Woodhouse Park. To the south is the M56 Junction 5 motorway spur. This road separates the application site from the Operational Area of Manchester Airport.

3.03 The application site is made up of two parcels of land that are bisected by Thorley Lane. The site has been used as an airport long-stay car park since 1994, and as a result extensive areas of hard standing currently cover the site. Previous consents have permitted the use of the site for the parking of up to 4,200 vehicles. The most recent planning permission provides for the parking of up to 3,155 vehicles.

3.04 The site does not lie within a Conservation Area and there are no Listed buildings within its boundaries. The closest listed building, Etrop Grange Hotel, is at the junction of Thorley Lane and Bailey Lane. Within the site boundary are some cabin structures that provide reception and office facilities, perimeter fencing, bus shelters and lighting columns that are related to the use of the site as an airport car park. It is proposed that these structures be retained.

3.05 Within the site are areas that are covered by hedgerows and trees. None of the trees are subject of a Tree Preservation Order, and the vegetation is predominately confined to the perimeter of the site and along the two watercourses that pass through the site. There are no sensitive ecological habitats or protected species in the area. There is no public access to the site, and a public footpath that was in previously in the south-west corner of

the site has been re-routed along its southern boundary. A Phase 1 Ecology and Habitat Survey was prepared as part of the previous planning application.

4. PLANNING HISTORY

4.01 Recent planning applications for development on the site are listed below. Planning consent for the use of the site for airport car parking was first granted on Appeal in 1994. In reaching the decision, the Inspector observed that:

"a car park on the appeal site would not prejudice the longer term objectives of the Council's emerging UDP policies if it was limited by a condition of three years. Moreover, such a consent would fit with the DTp's intentions for the M56-A6 link road as implied by their suggested condition of approval of this scheme."

Parking has continued on this site each year since then.

4.02 There have been various temporary consents granted for car parking in this area. There have also been a number of planning consents to develop office accommodation in the area, including in 2008, an outline application to create 6,038 square metres of office accommodation, 3 hotels (of up to 500 bedrooms with ancillary facilities), 205 residential units and a car dealership. However, none of these have been implemented.

4.03 The land currently used for Jet Parks 1 and 2 was acquired by Manchester Airport in Spring 2009 to help realise the potential of the area in terms of strategic developments that would maximise the potential benefits afforded by the proximity to Manchester Airport. The whole area has since undergone a review to assess the land and future development opportunities (Manchester Airport City Development & Infrastructure Framework - Drivers Jonas Deloitte March 2011), which later progressed into the Airport City Master Plan.

4.04 The most recent temporary consent expired on 31st May 2012. This application seeks to extend the consent by a further 24 months whist development proposals and planning applications for the development of Airport City are brought forward. The previous planning applications for this site are detailed in the table below.

YEAR	REFERENCE	PROPOSAL	STATUS
1994	044146	Use of land for airport-related car parking	Approved for 3 years
1996	048276	To extend use of the land for airport-related car parking	Allowed following an Appeal on the grounds of non-determination
1998	054172	To extend the use of the site for airport car parking until 2002	Undetermined
2000	059313	Redevelopment of the land for B1 use	Approved
2004	072806	Redevelopment of the land for B1 use (duplicate application of 059313)	Withdrawn
2005	074349	Redevelopment of land for B1 use	Allowed at Appeal
2005	076789	Continued use of land as a car park for one year	Approved
2008	087396	Mixed-use development proposals: B1, housing and car dealership	Withdrawn
2009	089869	Off-airport car parking for 3,155 vehicles for a temporary period of 18 months	Approved
2010	094336	Continued use of site for off-airport car parking for 3,155 vehicles for a temporary period of 18 months	Approved

4.05 Over the past 18 months, masterplanning work has been carried forward to develop the proposals for the Airport City development. In addition the site's allocation as a Strategic Employment Site in the Council's Core Strategy has recently been the subject of public examination (Nov 2011).

5. PLANNING POLICY FRAMEWORK

5.01 The application seeks planning permission for the retention of two airport long-stay car parks – Jetparks 1 & 2 for a temporary period, during which planning consent will be sought for commercial and infrastructure development associated with Airport City.

5.02 The Airport is a key driver of the North West economy, not only acting as the primary international gateway for the North West, but also contributing significantly to the prosperity of local communities, through the creation of both direct and indirect employment and as a driver for businesses to locate in the local area. The economic benefits are enhanced further by improving accessibility by the development of good transport links to the Airport. This includes the provision of car parking to serve the Airport's passengers.

5.03 The policy framework clearly identifies Manchester Airport and the Regional Centre as being primary economic drivers for the North West region. The Aviation White Paper, the Greater Manchester Strategy, the emerging Core Strategy for Manchester and the Airport Master Plan (to 2030) recognise the opportunity for further economic development linked to Manchester Airport. Local policy documents such as the Wythenshawe Strategic Regeneration Framework show how this can benefit local communities.

5.04 Planning policy also recognises the need for surface access links to the Airport for passengers and for staff.

<u>The Future of Air Transport White Paper (2003)</u>

5.05 Government published its strategic framework for the development of aviation in the UK in its Aviation White Paper: The Future of Air Transport (2003) and Progress Report (2006). This provides a policy context against which airport operators and airlines can plan for future growth until 2030.

5.06 The White Paper recognises the importance of air travel and airport expansion to the UK's economic prosperity at national, regional and local level, by maintaining a steady level of economic growth, creating affordability,

unlocking the possibilities of foreign travel and providing the rapid international access that is vital to many modern businesses.

National Planning Policy Framework (NPPF)

5.07 The NPPF was released on 27th March and replaces all Planning Policy Guidance notes (PPG's) and Planning Policy Statements (PPS's), to form a singular national planning guidance for local planning authorities and decision makers, both in drawing up plans and as a material consideration in determining applications.

5.08 The NPPF introduces 12 Core Principles that should be used to underpin both plan making and decision-making. These include having a planning system that:

- Is genuinely plan-led
- Creative in finding ways to enhance and improve places
- Proactively drives and supports sustainable economic development
- Seeks to secure high quality design and a good standard of amenity
- Takes account of local character and circumstances
- Supports the transition to a low carbon future
- Contributes to conserving and enhancing the natural environment and reducing pollution
- Encourages the effective use of land
- Encourages mixed use developments
- Conserves heritage assets appropriate to their significance
- Actively manages patterns of growth to make the most use of public transport, walking and cycling
- Takes account of and support local strategies, to improve health, social and cultural wellbeing

5.09 The NPPF also identifies a presumption in favour of sustainable development. This is not intended to replace the development plan as the starting point for decision-making, but means that proposals in accordance with the development plan should be approved without delay. This car park proposal is an interim use of the land pending the development of Airport City and

therefore is not contrary to the emerging Manchester Core Strategy and the existing UDP policies for the area.

Regional Spatial Strategy

5.10 In July 2010 the Secretary of State announced the revocation of Regional Spatial Strategies (RSS), although this decision was subject to a successful High Court Challenge, where it was subsequently reinstated. It is still the Government's intention to abolish RSS as soon as possible, however until such time, RSS continues to form part of the Development Plan.

5.11 The Regional Spatial Strategy 2008 set out a number of transport objectives, which are fully, embedded into the transport policies. These include:

- Improve journey time reliability
- Secure a shift towards the use of more sustainable modes
- Secure safe and efficient access between residential areas and key destinations
- Reduce the adverse impacts of transport, in terms of safety hazards, climate change, environmental degradation, residential amenity and social exclusion
- Integrate the management and planning of transport systems

The Greater Manchester Strategy

5.12 The Greater Manchester Strategy (GMS), published in August 2009, builds on the findings and recommendations of the Manchester Independent Economic Review (MIER). The GMS captures much of the policy to promote economic growth, invest in critical infrastructure and ensure that economic benefits are shared across a wider Greater Manchester community.

Manchester Enterprise Zone

5.13 In the March 2011 Budget, the Government announced the creation of a number of Enterprise Zones across the country to stimulate business growth by providing financial incentives directly to businesses and to Local

Authorities to promote business growth in their area. Enterprise Zones are areas planned, through a combination of financial incentives and reduced planning restrictions, to encourage businesses and generate jobs, and drive local and national growth.

5.14 The Manchester Enterprize Zone, one of just 4 vanguard Enterprise Zones is focused around Airport City, and intended to realise the economic potential and strategic significance of the Airport and to drive growth based on the unique connectivity it brings.

5.15 The Manchester Enterprise Zone was subject to public consultation through the Development and Infrastructure Framework (March – June 2011), which formed part of the evidential base for the Manchester Core Strategy Examination in Public (November 2011). The boundary of the EZ has since been considered by the City Council (September 2011).

5.16 The retention of the long-stay car parking use is a temporary use during the planning processes to bring forward the Airport City development. It is therefore not inconsistent with the delivery of the Enterprise Zone's objectives.

City of Manchester Unitary Development Plan (1995)

5.17 The current Unitary Development Plan for Manchester (UDP), published in 1995, sets out a number of area based policies including policies for Wythenshawe, Area 16 - West Wythenshawe and Area 17 - East Wythenshawe.

5.18 Area 17 – East Wythenshawe - covers the Woodhouse Park area and contains the policies that are related to the application site. Policy EW8 seeks to ensure that:

"land to the north of the Airport adjoining Woodhouse Park is allocated as one of the major strategic sites in the City for high technology industry."

This policy refers to the location of the site, in particular its proximity to the Airport and to the strategic highway network. Combined with the size of the

site, and its attractive open setting, the site is seen as capable of attracting business uses that might otherwise not locate in the City.

5.19 The UDP anticipates a development brief being prepared for the land identified in EW8. This brief was to consider any implications of any development proposals on traffic generated on the Airport approach roads, and any impact on the adjoining housing in Woodhouse Park. It also required that account should be taken of the need to accommodate the construction of the western section of the M56 – A6 (M) Link Road (MAELR). Policy T2.3 in the UDP is to safeguard the alignment of this road scheme and to:

"seek to minimise the local impact of these schemes and maximise the local benefit in terms of removing traffic from the City and securing urban regeneration."

A Development & Infrastructure Framework for the site was published for public consultation in March 2011.

5.20 Policy H2.2 of the UDP seeks to prevent development that may have an unacceptable impact on residential areas. This application does not seek to extend the existing scheme, and (subject to the grant of planning permission for infrastructure development that would be part of Airport City) within the duration of this proposal, significant areas of car parking will be withdrawn from use. In order to mitigate the effect of the development on local residential areas, traffic-calming measures have been funded by the Airport Company and implemented on Hilary Road and Selsted Road.

Manchester Core Strategy

5.21 Manchester's Core Strategy was subject to an EiP in November 2011 and is due to be adopted later this year. The Core Strategy supports the growth of the Airport to 2030, and fully embraces the concept of Airport City. Policy EC11 (Airport City Strategic Employment Location) sets out the policy context for the Strategic Site:

"...The area to the north of Manchester Airport is a significant opportunity for employment development in Manchester. The development of this location

will be promoted as the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the Airport to attract investment and increase economic activity.

Wythenshawe Strategic Regeneration Framework (2004)

5.21 The Wythenshawe Strategic Regeneration Framework (SRF) was published in 2004. It identifies the East-West Wythenshawe 'Economic Development Corridor' linking Sharston / Northenden in the east and University Hospital South / Roundthorn in the west – with Manchester Airport as the pivotal link. This concept is further embedded in the West Wythenshawe Local Plan (2009), which identifies the 'West Wythenshawe Development Corridor' as a key area for economic growth, linking UHSM and Roundthorn Industrial Estate with the Airport City Site and Manchester Airport. The soon to be adopted Core Strategy for Manchester fully supports the concept of East and West Wythenshawe Development Corridors. The purpose of the Framework was to:

- Provide a strong vision for the area over 10-15 years
- Set a development framework within which investment can be planned and guided in a coherent and advantageous way
- Reflect Manchester's Community Strategy
- Guide and add value to the improvement of public services to Wythenshawe residents

5.22 In order for Wythenshawe to take full advantage of the economic developments proposed and existing developments within the area, like the Airport, it is important for Wythenshawe residents to have access to the wide spectrum of jobs that are available and will be created over the coming years. This means both providing training and employment that meet the needs of the labour market and creating better linkages between Wythenshawe residents and job opportunities, through measure such as better integrated transport systems. It is also important to utilise Wythenshawe's natural assets to make it a more attractive place to live and work.

5.23 The Regeneration Framework anticipates that the influence that the Airport has on Wythenshawe will increase during the period of the plan. The Airport is seen as a major employer in its own right and in associated businesses. The importance of the Airport as a driver of growth is recognised in Policy ED1.

"To support the continued growth of the Airport and Wythenshawe as one of the UK's premier business locations, capable of attracting corporate end users on an international scale to the conurbation."

ED1.1 adds a requirement for:

"...a detailed spatial plan which considers the expansion of the Airport and the integration of fringe areas around Woodhouse Park to create opportunities for inward investment,"

The Airport City Development & Infrastructure Framework and the Masterplan seeks to bring forward these requirements.

A Strategy for Greater Manchester (Local Transport Plan)

5.24 In its 3rd Local Transport Plan (LTP), produced by the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM), the business strategy for Greater Manchester is clearly stated. The LTP identifies Greater Manchester as *"the most important economic centre in the UK outside London, with significant opportunities for growth."*

Issues that form the overall Strategy for Greater Manchester include:

- Safe and secure travel – working with partners across the conurbation to deliver an ongoing programme of safety, and with the view to improving conditions for pedestrians and cyclists, particularly in the built up town and district centres
- Access transport – recognising that people with disabilities, the young, and the deprived will require assistance to enable them to access education, employment and services

- Greener transport – Greater Manchester will develop a new Air Quality Action Plan alongside plans to tackle climate change

South East Manchester Multi Modal Study (SEMMMS)

5.25 The SEMMMS A6 to Manchester Airport Relief Road (formally known as MAELR) will provide a new dual carriageway approximately 10km long, with new sections of road built from the A6 at Hazel Grove to the eastern end of the existing A555 at Woodford Road, Bramhall and from the western end of the existing A555 at Wilmslow Road, Handforth to Manchester Airport and the spur road to the M56. Government funding has been secured and it is anticipated that a planning application for the road may be made in Autumn 2012. The temporary use of this site for car parking does not compromise this potential development.

Manchester Airport Master Plan to 2030 (2007)

5.26 The Manchester Airport Masterplan, Land Use Plan and Ground Transport Strategy set out the challenges and the opportunities facing the Airport over the next twenty years. These plans help inform the long-term spatial planning of the area. The Masterplan recognises that improved accessibility, including public transport is an important part of the plan for the Airport's future growth. The Airport's approach to surface access aims to:

- Set a clear framework to guide the development and management of surface access in line the Air Transport White Paper
- Contribute to the Airport's Climate Change strategy
- Identify future surface access capacity and development proposals
- Set challenging targets and aspirations for surface access
- Contribute to, and influence, regional and sub-regional policy and Local Development Frameworks

6. THE PROPOSAL

Need

6.01 There are a number of different types of car parks that serve the Airport's passengers, visitors and staff. Long-stay passenger car parking is presently provided by the Airport Company on sites at the Airport and at sites that are away from the Airport that are independently operated. The car is a significant mode of access to the Airport, with 61% of passengers 'picked up' and 'dropped off' by private car or by taxis. This is the largest component of airport-related road traffic. In contrast, only 14% of passengers park at the Airport. 'Pick Up and Drop off generates the most car journeys - four car trips for each return air trip, which is double that of passengers who park at the Airport. In recent years, the application site has provided a significant proportion of the supply of on-airport long-stay spaces.

6.02 The Airport's existing car park capacity is:

- Public Short-Stay – 6,140
- Public Long-Stay – 10,900
- Staff – 5,674

6.03 Additional long-stay capacity has been developed through the reorganisation of existing car parks to maximise capacity and by the development of planned capacity on land within the existing Operational Area to the south east of the runways.

6.04 Historically a significant amount of long-stay car parking capacity has been provided on sites outside the Operational Area run by independent operators. Over a number of years, this has provided a stable supply of up to 20,000 spaces. However recently there have been major changes to the off-airport parking market with a number of operators closing their Manchester operations. This has included the closure of a large site in Cheshire East that reduced the number of spaces by 3,100. This has resulted in an increase in

demand for on-site car parking as the Airport is seen as the provider of last resort.

6.05 The Manchester Airport Land Use Plan (2007) clearly identified that an increase in car parking provision will be a necessary part of the Airport's development. Limiting the overall supply of long-stay spaces will have consequences on the numbers of road journeys made to the Airport.

Site Description

6.06 The application site is made up of two parcels of land that are divided by Thorley Lane. The site has been in continuous use as an airport long-stay car park since 1994. As a consequence, there are extensive areas of hard standing in the site for the parking of vehicles and for the circulation of airport transfer busses. The entrance and exits, along with the main internal circulation routes are constructed from asphalt.

6.07 The existing site also includes some temporary cabin structures that serve as office and welfare facilities for staff operating the car park. In addition there is perimeter fencing, bus shelters and high-mast lighting that services the site. All of these structures formed part of the previously approved scheme.

6.08 Previous planning consents have permitted the use of this site for the parking of up to 4,240 vehicles and spaces were allocated for both 'self-park' and 'block-park' operations. This application seeks consent to continue to operate the car park at a much lower capacity of 3,155 vehicles. This is the same maximum capacity as the previous planning consent and is 1,085 fewer spaces than the maximum number of spaces that have previously received planning permission.

Design & Access

6.09 Initially there are to be no proposed changes to the physical layout of the site. Both areas will continue to be 'self-park' operations with buses used to transfer passengers to and from the Airport's terminals. It is anticipated that as the proposals for the Airport City development are brought forward then parts of the car park will be taken out of use.

6.10 This application seeks planning permission to continue to use the existing surface car park to provide 3,155 car parking spaces with 1,508 to the west of Thorley Lane and 1,647 on land to the east. The car parks are operated as public car parks with payment barriers at the exits. The transfer of passengers to and from the terminal buildings is by transfer bus. All vehicle movements to and from the site will be from the two existing access points onto Thorley Lane and highway signage provided from the M56 Motorway Spur.

6.11 The existing car parks will be severely impacted by future infrastructure development that is art of Airport City, in particular a new road development (subject to the grant of planning permission) that will form the diversion of part of Thorley Lane and Outwood Lane West. This will result in a reduction of available car park capacity. Phasing plans have been included along with the Planning Application and it is anticipated that 387 spaces may be lost in Q1 2013 and a further 615 spaces lost in Q3 2014.

Lighting & Security

6.12 The car park will continue to operate on a 24-hour basis and therefore adequate lighting is necessary for users' security and safe access. The existing lighting columns within the application site are to be retained, and these lights are lower than the high-mast lights used elsewhere on the Airport site.

6.13 The light fittings used are designed to minimise the spill of light. This is to reduce the visual intrusion of the car park, but to also enable the operation of 24-hour CCTV surveillance cameras. The lighting and the cameras are an important part of the site security for passengers and staff.

6.14 The existing site fencing, wire mesh with concrete posts, 2.4 metres high with a 0.6 metre cranked top, will be retained. There is surveillance of the car park by CCTV that is reinforced by regular site patrols. Staff will be present on the site throughout the full 24-hour operational period.

Drainage

6.15 The permeable surface of the car park will result in surface water draining to the local watercourses. A Flood Risk Assessment has been undertaken as part of the previous planning applications. The site is in the Environment Agency's Flood Zone 1 and the retention of the existing development will not increase the surface water run-off from the site

Waste

6.14 The reduction of waste is an important part of the Airport's operation. The need to minimise the attractiveness of the Airport site for feeding birds has resulted in a strict waste collection regime, and the neat and tidy appearance of the Airport's facilities is an important element of customer service. These principles apply to the car park. The welfare cabin used by the onsite staff will have recycling facilities available.

Disabled Parking

6.15 The allocation of a significant proportion of the car park for disabled drivers will be continued. These spaces are laid out, marked and signed at the entrances to both car parks. 58 spaces are provided at the west car park, and 67 spaces at the east car park. These spaces represent 4% of the total available spaces, and this proportion will increase as the total car park capacity reduces.

Pedestrian Movement

6.16 Pedestrian movement within the site is to be kept to a minimum. Once passengers have parked and left their vehicles, signs will direct them to the nearest bus shelters where they will be collected by bus for transfer to the Airport's terminals.

7. SUMMARY & CONCLUSION

7.01 This application seeks to retain an existing area of airport long-stay surface car parking. The use of the site for car parking was first established in 1994 and the applicant is seeking a further temporary consent that will enable car park operations to continue through 2012 and 2013.

7.02 The proposal to retain the existing Jetparks car park complies with the relevant planning policy, including the new NPPF, and is presented as an interim use pending the development of Airport City as part of the Manchester Enterprise Zone.

7.03 This temporary approach has a number of benefits. It enables the use of the site whilst proposals for the A6 to Manchester Airport Relief road are developed and brought forward. It ensures a continuity of supply in the provision of long-stay car park spaces that service the Airport market, thereby discouraging a transfer to the dropping off and picking up of passengers (and the consequential increase in car journeys to the Airport). It also provides an opportunity to bring forward proposals through the planning process for development proposals that ensure the fulfilment of the site's strategic role envisaged by the City Council. The process for the development of Airport City is well underway involving the City Council, the Airport Company and agencies involved with the regeneration of Wythenshawe.