

Planning Statement

Terminal 3 Security Search Area Re-Provision

30 June 2023



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1. Introduction

- 1.1 This Planning Statement has been prepared in support of an application to re-provide the Terminal 3 security search area at Manchester Airport, to be located airside of the existing terminal building. The proposed development is for the construction of an elevated single storey building for passenger security processing that will accommodate new Computer Tomography X-ray (CTX) security scanning equipment required by regulation. The CTX is an explosive detection device that uses CAT scans and sophisticated image-processing software to automatically screen checked baggage for explosives. The latest versions of this technology need to be installed at U.K. airports by 2024/25.
- 1.2 The purpose of this planning statement is to detail the application proposals, examine the site context and consider the proposed development against the current planning policy framework. Finally, it addresses merits of the scheme which should be taken into account in any planning decision. It should be read in conjunction with the following submitted documents and drawings:

Planning Documents:

- Planning Statement
- Design and Access Statement
- Sustainability Report
- BREEAM Pre-Assessment (Appendix A of Sustainability Report)
- Geoenvironmental Desk Study

Site and Location Plans:

- M1004428-MAN.TL3.XX.SE-PWL-A-GA-BLDSTR-4850-V1 Terminal 3 Location Plan
- M1004428-MAN.TL3.XX.SE-PWL-A-GA-BLDSTR-4550-V1 Terminal 3 Site Plan Existing
- M1004428-MAN.TL3.XX.SE-PWL-A-GA-BLDSTR-4560-V1 Terminal 3 Site Plan Proposed

General Arrangement Plans:

- M1004428-MAN.TL3.00.SE-PWL-A-GA-BLDSTR-4250-V1 Terminal 3 General Arrangement Apron Level Existing
- M1004428-MAN.TL3.00.SE-PWL-A-GA-BLDSTR-4260-V1 Terminal 3 General Arrangement Apron Level Proposed
- M1004262-MAN.TL3.20.SE-PWL-A-GA-BLDSTR-4250-V1 Terminal 3 General Arrangement Level 20 Existing
- M1004428-MAN.TL3.20.SE-PWL-A-GA-BLDSTR-4260-V1 Terminal 3 General Arrangement Level 20 Proposed
- M1004428-MAN.TL3.ZZ.SE-PWL-A-GA-BLDSTR-4250-V1 Terminal 3 General Arrangement Roof Existing
- M1004262-MAN.TL3.ZZ.SE-PWL-A-GA-BLDSTR-4260-V1 Terminal 3 General Arrangement Roof Proposed

Sections

- M1004262-MAN.TL3.XX.SE-PWL-A-SE-BLDSTR-4260-V1 Terminal 3 Shell & Core Section 1-4 Proposed

Elevations

- M1004428-MAN.TL3.XX.SE-PWL-A-EL-BLDSTR-4300-V1 Terminal 3 Shell & Core Elevations Existing
- M1004428-MAN.TL3.XX.SE-PWL-A-EL-BLDSTR-4260-V1 Terminal 3 Shell & Core Elevations Proposed

Perspectives

- M1004428-MAN.TL3.XX.SE-PWL-A-GA-BLDSTR-4260-V1 Terminal 3 General Arrangement 3D Massing Proposed

- 1.3 This statement will demonstrate the need for regulatory compliance, set out the significant national and local policy support for the development of the airport and identify the material benefits of the scheme for the efficient processing of passengers through the airport.

2. Site Context and Planning History

Site Context

- 2.1 Located at the airside junction of Terminals 1 and 3 the application site comprises 0.43 hectares of developed land. It is land currently utilised as aircraft parking apron comprising stand 18 and as such is an area of hard standing with supporting apron and stand infrastructure such as fuel lines, fixed electrical ground power and access to the terminal 3 baggage sortation area.
- 2.2 The site does not lie within a Conservation Area and there are no listed buildings within its boundary or nearby.
- 2.3 The site falls within the Manchester Airport Operational Area as allocated by Policy MA1 Manchester Airport Strategic Site (within Area 1a – Existing Uses, defined as ‘Terminals, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and parking) in the Manchester Core Strategy.
- 2.4 Policy ‘JP-Strat 10 Manchester Airport’ of the Greater Manchester Combined Authority’s joint development plan, Places for Everyone, is supportive of the development of the airport and seeks to maximise the benefits from its continued operation and sustainable growth in order to deliver a world class airport firmly established as the UK’s principal international gateway outside London.
- 2.5 Key characteristics of the application site can be described as follows:
- A flat site situated in an airside environment at the confluence of Terminals 1 and 3;
 - Brownfield land currently used as aircraft apron with associated infrastructure;
 - Enclosed within the built core of the airport.

Planning History

- 2.6 The site has been in use as aircraft apron since the development of Terminal 1 in the 1960s. Manchester Airport’s terminal was opened in 1962 with two piers extending from it providing passengers with cover right up to the aircraft. One of these piers (Pier A) forms the eastern boundary to the application site.
- 2.7 By the start of the seventies the 1962 terminal building was beginning to operate at near its capacity limits. As a result, a number of schemes were implemented to increase the number of passengers the airport could handle. A new departure hall and check-in facilities were opened in 1973. The following year a 2000 space multi-storey car park and a third pier were added.
- 2.8 Passenger traffic grew rapidly through the eighties necessitating further improvements to the passenger terminal. The decade culminated in the opening of a dedicated domestic terminal (Terminal 1A) in 1989. This terminal utilised Terminal 1’s Pier A and over time it too was

repurposed to provide both international and domestic services and was renamed as Terminal 3 in 1998. It operates independently of Terminal 1 despite being part of the same structure.

- 2.9 Since that time there have been no planning applications directly related to the Terminal 3 element of the wider terminal building. The last planning application made was 076290/FO/2005/S2 which was for the erection of a first storey extension above the ground floor 'check-in', originally intended to accommodate more check-in desks but repurposed to accommodate the Terminal 1 outbound security search area.
- 2.10 In 2016 permission was granted for a major transformation of the airport designed to improve customer experience and make best use of existing capacity. For the most part this was to be delivered through a major extension to Terminal 2 and a refurbishment of the original Terminal 2 to bring it up to the same standard. This facility would then be capable of processing 80% of the airport's passenger throughput. Part of the proposal was to demolish Terminal 1, the oldest part of the airport's built infrastructure, as it was increasingly difficult to adapt that facility to meet passenger and business partner expectations. The extent of the demolition on which the permission was predicated is illustrated below.

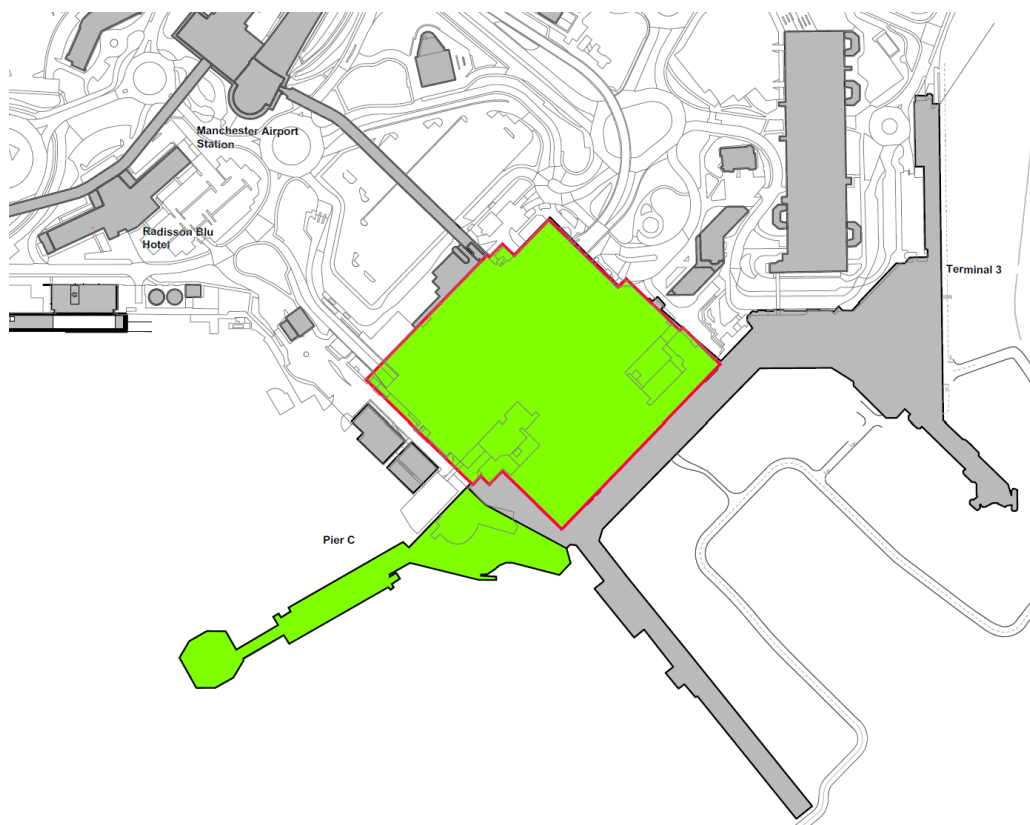


Figure 1: Red-line extent of Terminal 1 Demolition required by Planning Consent 110720/FO/2015/S2

3. The Proposed Development

- 3.1 The application seeks to re-provide the Terminal 3 (T3) security search area within a new passenger processing facility that has space to accommodate the upgraded security facilities required to meet Department for Transport (DfT) future security regulations.
- 3.2 The development will comprise a single storey raised building that is integrated with the current infrastructure of T1 and T3. It will occupy an entirely airside location within an operational area on existing apron currently occupied by Stand 18, and is between Stand 17 and Stand 41, adjacent to the Terminal 3 baggage processing area.
- 3.3 The total floorspace that is to be created by the proposed development is 5,702m² (5,392m² for the main elevated building and 310m² at ground level). It will have a maximum height of 15.44m above ground level, which includes a 4.6m clearance underneath the new passenger processing facility to maintain access to the apron and baggage processing area. The development will share interfaces with the existing façades of T1 and T3 and its design and massing are therefore consistent with the surrounding facilities. Proposed elevations and sections are shown on drawing no. M1004428-MAN.TL3.XX.SE-PWL-A-EL-BLDSTR-4260-V1 (elevations proposed) and drawing no. M1004262-MAN.TL3.XX.SE-PWL-A-SE-BLDSTR-4260-V1 (sections 1-4 proposed) that are submitted with this planning application.
- 3.4 At departures level (L20) the new development will form a link between the existing T3 security processing area that is located within the southern front of T1, and the existing International Departures Lounge (IDL) in T3. The internal layout will comprise a pre-security queueing area, passenger security processing lanes, orientation space and the associated staff support accommodation required to address the new DfT security regulations. It incorporates sufficient space to allow for the delivery of a 15-minute maximum queueing service standard whilst remaining compliant with regulatory requirements. It is intended that part of the existing security search area is repurposed as the queueing area for the new security search area, before moving into the newly constructed security search area and then utilising a new link into the departure hall. This new facility will remove many of the pinch points and contrary passenger circulation directions between security, departure hall and boarding gates that the current T3 suffers from thereby offering a much-improved passenger experience in line with the objectives of the T2 Transformation project. The security search area re-provision also incorporates the appropriate level of staff welfare facilities, which are currently sub-standard and are shared with the T1 security staff welfare facilities that will be lost altogether as T1 is decommissioned.
- 3.5 At apron level (L00) the development includes M&E plant and vertical circulation cores that will be positioned beneath the new facility. Access will also be maintained underneath the building for the baggage processing area and apron road system, both of which must remain operational during and post construction.

- 3.6 Detailed design information, including the approach taken to the design of the proposed development, the development's scale, massing and form, façade and roof details, proposed building materials, and verified views of the proposed development, is provided in the Design and Access Statement that accompanies this planning application. Supplementary details regarding the proposed internal layout, passenger flows through the re-provided security search area, and vertical circulation, are also provided in the Design and Access Statement.
- 3.7 The development will affect two existing aircraft stands; Stand 41 and Stand 18. Stand 41 is to be reorientated and the new link to the T3 departure lounge will incorporate a new access to this reorientated stand. Stand 18 will be lost to the development.
- 3.8 Critically both T3 and T1 must remain operational without any effects on their operating capacity during the works and the construction phasing programme requirements will accommodate this. It is for this reason that the new facility is effectively stand alone. It can be constructed without affecting the current security search facility and when the new facility is ready the existing security search facility can be closed down with a part of it being repurposed as the pre-security search queuing area.
- 3.9 It is not considered that there are any significant environmental effects resulting from the development or from its operation. The proposed security processing facility does not increase the overall capacity of the Airport or the passenger terminal, as the works are necessary for the airport to install upgraded security search equipment to comply with national Department for Transport aviation security requirements. The works need to be undertaken without interrupting the existing security search process and when complete much of the existing security search facility will be mothballed as it forms a part of the Terminal 1 floorspace sacrificed as part of the Terminal 2 transformation permission. It does not fall within the definitions of development within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and does not therefore require to be screened to assess if it needs to be accompanied by an Environmental Impact Assessment.

Sustainability and Inclusive Design

- 3.10 The Airport has an established approach to sustainable development that is set out in the Manchester Airport Sustainable Development Plan (2016) and the MAG Group Corporate Social Responsibility (CSR) Strategy (2020). The Sustainable Development Plan is built around four plans that are focussed on; Economy & Surface Access; Land Use, Environment; and Community. The CSR Strategy has three pillars that are; Zero Carbon Airports; Opportunities for All; and Local Voices.
- 3.11 Operating responsibly and strong environmental management have a clear focus in the Manchester Airport Sustainable Development Plan. The airport has an established environmental management system that is accredited to the international ISO14001 standard, and externally

audited. It is intended that the MAG group (including Manchester Airport) will achieve certification to the energy management standard ISO50001.

- 3.12 The Airport's carbon emissions are publicly reported, and the MAG CSR Strategy sets a target for all MAG airports, including Manchester Airport, to achieve net-zero carbon by 2038 at the latest. Manchester Airport has been accredited as being carbon neutral by the Carbon Trust and is now on a trajectory to deliver net-zero.
- 3.13 Manchester Airport's overall approach to the environmental performance of new buildings is set out in the Sustainable Development Plan. The Airport's target BREEAM standard for new buildings is 'excellent' but sometimes the unique nature of some airport buildings can make this difficult to achieve, in which case the target minimum BREEAM standard is 'very good'.
- 3.14 A Sustainability Report (including BREEAM strategy and BREEAM Pre-Assessment results), has been prepared as part of the material supporting the planning application and sets out the sustainable strategies and energy efficiency measures proposed in the design for the T3 Security Area re-provision.
- 3.15 The design of the proposed development incorporates several sustainable strategies, including the following:
- LED lighting that is flexibly controlled from a building wide control system.
 - Comfort cooling and heating for occupied areas via an electrically driven VRF heat recovery system.
 - Fresh air ventilation.
 - Extensive sub-metering of energy end use categories.
 - Water efficient design.
 - Weather resilient design.
 - Good acoustic performance within the building and envelope design to limit and attenuate external noise.
 - Waste management.
 - Future proofing for solar PV (the roof space is designed to be capable of accepting solar PV and is reserved for future installation as soon as network capacity is available).
- 3.16 The building design incorporates best practice standards on inclusive design, including the following measures:
- Induction loops
 - Visual contrast
 - Clear wayfinding/information
 - High standard for slip resistance
 - Appropriate lighting levels

- Family lanes at security and security clearance accommodating passengers with wheelchairs and buggies.

3.17 The results of the BREEAM Pre-Assessment indicate that a BREEAM rating of 'Very Good' is assessed as possible.

4. Planning Policy

- 4.1 In considering the proposed development from a planning policy perspective, it is important to consider the policy framework at a national and at a local level. The key policy documents that are most relevant to the determination of this planning application are considered below.

National Policy

National Aviation Policy

- 4.2 The principal statement of national aviation policy remains the Aviation Policy Framework that was published in 2013. The Aviation Policy Framework continues to recognise the benefits of international civil aviation within a primary objective to deliver economic growth. This is because aviation is a major contributor to the UK economy, and its growth is supported in a framework that maintains a balance between the benefits that aviation brings and its costs, particularly in relation to climate change and aircraft noise. The other objectives in the 2013 Aviation Policy Framework are:
- To ensure that the UK's air links continue to make it one of the best-connected countries in the world.
 - To ensure that the aviation industry makes a significant and cost-effective contribution to reducing global emissions.
 - To limit and where possible reduce the number of people significantly affected by aircraft noise.
 - To encourage the aviation industry and local stakeholder to streamline the ways that they work together.
- 4.3 The Aviation Policy Framework recognises the important role that airports across the UK play in providing domestic and international connectivity, and the vital contribution that they make to the growth of regional economies. The Government wants to see the best use of existing airport capacity and it supports the growth of airports outside the South East of England.
- 4.4 The security threat to UK aviation remains high, and the Government is working with the industry to develop and to roll out enhanced Security Management Systems (SeMS). These are intended to provide better aviation security by enabling more responsive and flexible approaches to new and emerging security threats. This is to provide the aviation industry, including airports, with greater scope for innovation and efficiency in the delivery of security processes, and enabling security outcomes to be delivered in a more passenger-friendly way.
- 4.5 Government began consulting on a new aviation strategy in 2017¹ and as part of the initial call for evidence, consulted on a policy for airports throughout the UK making best use of their existing

¹ DfT (July 2017): Beyond the horizon – the future of UK aviation: a call for evidence on a new aviation strategy

runways. The detail of this ‘making best use’ policy was set out in a policy paper entitled ‘Beyond the horizon – The future of UK aviation: making best use of existing runways’². In December 2018 government then published ‘Aviation 2050: the future of UK aviation’³, which sought views on the long-term vision for aviation to 2050 and was intended to be the final consultation on the policy proposals for the new aviation strategy. However, a formal response was only provided on one area of this consultation (relating to legislation for enforcing the development of airspace change proposals) prior to the COVID-19 pandemic. Due to the unprecedented challenges that aviation then faced because of the pandemic, the government decided not to issue any further responses to the remaining parts of the Aviation 2050 consultation and instead published a strategic aviation statement ‘Flightpath to the Future’⁴ in May 2022.

4.6 Flightpath to the Future is a medium-term strategic framework that sets the key priorities for the aviation sector as it recovers from the COVID-19 pandemic, whilst also taking account of the UK’s exit from the European Union. It includes a ten-point plan that is subdivided into four key themes setting out the ambitions and commitments for aviation over the next 10 years:

- Enhancing global impact for a sustainable recovery
 1. Recover, learn lessons from the pandemic and sustainably grow the sector
 2. Enhance the UK’s global aviation impact and leadership
 3. Support growth in airport capacity where it is justified, ensuring that capacity is used in a way that delivers for the UK
- Embracing innovation for a sustainable future
 4. Put the sector on course to achieve Jet Zero by 2050
 5. Capture the potential of new technology and its uses
- Realising benefits for the UK
 6. Unlock local benefits and level up
 7. Unleash the potential of the next generation of aviation professionals
 8. Make the UK the best place in the world for General Aviation
- Delivering for users
 9. Improve the consumer experience
 10. Retain our world-leading record on security and safety with a world-leading regulator

² DfT (June 2018): Beyond the horizon – the future of UK aviation: making best use of existing runways

³ DfT (December 2018): Aviation 2050 – the future of UK aviation

⁴ DfT (May 2022): Flightpath to the Future – a strategic framework for the aviation sector

- 4.7 Sustainable airport growth is identified as a key priority area which will help deliver the Government's commitment to growth. The framework is clear that *"airports play a critical role in boosting both global and domestic connectivity and levelling up in the UK"*⁵, and sustainable growth in airport capacity continues to be supported where it is justified and can be delivered within the government's environmental obligations. Equally, there remains the requirement to ensure that the existing capacity of airports is managed as efficiently as possible. In this regard the 'making best use' policy that was set out in the government's 2018 policy paper 'Beyond the horizon – The future of UK aviation: Making best use of existing runways'⁶ continues to form policy as part of the wider aviation strategy and continues to be a material consideration in making planning decisions.
- 4.8 Flightpath to the Future highlights the priorities for achieving Jet Zero (aviation's contribution to the UK's net zero target by 2050), including by reducing the localised impacts of aviation from noise and air pollution.
- 4.9 The framework also recognises that aviation and the associated airport infrastructure play an essential role in unlocking local benefits and championing the levelling up agenda.
- 4.10 The framework also focuses on maintaining world-leading safety and security standards. Flightpath to the Future restates that aviation security standards have, and always will be a top priority for the Government. Innovative screening technologies are being advocated to improve security outcomes and passenger confidence, which will *"mark a step change in passengers' experience of security checkpoints at airports, and in our ability to detect prohibited items"*⁷. These are being delivered through the Next Generation Security checkpoint programme. This will mark a step-change in passengers' experience of airport security checkpoints and the ability to detect prohibited items. The installation of the new equipment at Manchester Airport is to be undertaken as part of this national programme.

National Planning Policy Framework

- 4.11 The National Planning Policy Framework (NPPF), revised in July 2021, sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. To realise this, the planning system has three overarching objectives that require joint and simultaneous consideration: an economic objective, a social objective, and an environmental objective.
- 4.12 In reference to development at/ of airports, the NPPF states at paragraph 106e that policies should be developed through collaboration between local authorities and other relevant bodies, to provide for the infrastructure and wider development required to support the operation and growth of airports, along with their contribution to the wider economy.

⁵ Page 26, Flightpath to the Future (2022)

⁶ Beyond the horizon – The future of UK aviation: Making best use of existing runways (2018) is the appropriate policy on planning for airport development.

⁷ Page 67, Flightpath to the Future (2022)

4.13 The following paragraphs of the NPPF are also considered to be of relevance to this planning application:

- a) **Sustainable Transport** – Paragraph 104 requires the impact on transport networks to be addressed, as well as the environmental effects of traffic and transport infrastructure.
- b) **Effective use of Land** – Paragraph 119 promotes the effective use of land and encouraging multiple benefits from land.
- c) **Design** – Paragraph 126 states that “Good design is a key aspect of sustainable development ...” This includes the need for developments to be sympathetic to the local character, surrounding built up environment and landscape setting, as well to optimise the potential of the site (paragraph 130).
- d) **Climate Change** – Paragraph 157 requires developments to minimise energy consumption through taking account of landform, layout, building orientation, massing and landscaping.
- e) **Flood Risk** – Paragraph 159 requires development to be directed away from areas at highest risk of flooding.
- f) **Natural Environment** – The planning system should minimise impacts on and provide net gains for biodiversity (paragraph 174d). Development should be prevented from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability (paragraph 174e).
- g) **Pollution** – Development must be appropriate for its location, taking into account the effects of pollution on health, living conditions and the natural environment, and the potential sensitivity of the site and wider area to impacts that could arise from the development, such as the potential impact of noise and lighting (paragraph 185). Any potential adverse impacts resulting from noise from new development must be mitigated and reduced to a minimum (paragraph 185a). With regard to air quality, the NPPF requires that any new development in an Air Quality Management Area is consistent with the local air quality action plan (paragraph 186).

Local Policy

GMCA Greater Manchester Strategy (2021-2031)

4.14 The Greater Manchester Combined Authority (GMCA) is a statutory body which co-ordinates Greater Manchester’s economic development, regeneration and transport functions. The vision for GMCA is for “Greater Manchester to be a place where everyone can live a good life, growing up, getting on and growing old in a greener, fairer, more prosperous city region”. The Greater Manchester Strategy (GMS) sets out how this vision will be delivered. The latest refreshed version of the GMS was launched in March 2022. This is Greater Manchester’s fifth Strategy, the first of which was published in 2009.

4.15 Under the theme of ‘a more prosperous Greater Manchester’ the GMS aims to drive local and UK growth and deliver equitable and socially responsible economic growth. This, along with

investment and development in places, infrastructure and the environment, is considered essential to successfully levelling up.

- 4.16 The Strategy seeks to capitalise on Greater Manchester's assets and the opportunities for economic growth through the regional centre and Greater Manchester's growth locations (add footnote). There are six growth locations across the conurbation, including the 'Airport (City?) and Southern Growth Corridor' within which Manchester Airport is located. Development of the Airport and Southern Growth Corridor is intended to facilitate international business and tourism growth. Driving investment into growth locations, supporting business to grow sustainably, and realising the opportunities from Greater Manchester's world-class growth and innovation assets are specific commitments that are set out in the GMS that will help deliver the overall vision.
- 4.17 Greater Manchester's role as a global gateway and ability to operate in global markets forms another principal part of the economic strategy. The GMS therefore recognises Manchester Airport as "a critical infrastructure asset and key driver for internationalisation and economic prosperity in Greater Manchester and the wider North". The international connectivity it affords, together with the adjacent Airport City and development of the wider integrated transport network between the Airport and the whole city-region and beyond, is emphasised as being key to the levelling up agenda and rebalancing the economy. In connecting the city-region to global markets, Manchester Airport enables the development of trade links, the ability to attract inward investment, as well as access for inbound tourism. This in turn creates growth for investment and business, and contributes to the delivery of the Strategy's economic related commitments.

Greater Manchester Places for Everyone Plan

- 4.18 The Greater Manchester Places for Everyone plan will be the overarching framework within which nine of the Greater Manchester local planning authorities⁸ identify and manage the supply of land for jobs and new homes and associated infrastructure in Greater Manchester, and to work together to produce a statutory joint Development Plan Document (DPD).
- 4.19 The plan has just completed Examination stage with modifications expected to be issued for consultation in the summer.
- 4.20 The document recognises Manchester Airport as a key asset that functions as a major economic driver. Paragraph 4.66⁹ states *'More locally, the emerging Airport City development (part of the Greater Manchester Enterprise Zone) is creating a major new economic asset for Greater Manchester, attracting global occupiers and investment attracted by the unrivalled connectivity.'* Paragraph 4.69¹⁰ goes on to state *'...the airport therefore provides a major opportunity to boost*

⁸ Bolton Council; Bury Council; Manchester City Council; Oldham Council; Rochdale Council; Salford City Council; Tameside Metropolitan Borough Council; Trafford Council; and Wigan Council.

⁹ Page 68, Places for Everyone Submission Plan August 2021

¹⁰ Page 69, Places for Everyone Submission Plan August 2021

the competitiveness and prosperity of Greater Manchester, and the wider UK, and support higher levels of economic growth... there is considerable potential to increase the scale of economic activity and housing near to the airport and the proposed HS2 station, enabling more residents and businesses to take advantage of the outstanding connectivity in an area of high market demand.'

- 4.21 Policy GM-Strat 10 supports the continued operation and sustainable growth of Manchester Airport.

Manchester Core Strategy

- 4.22 The Manchester Core Strategy was adopted in July 2012. It is the key component of the Local Development Framework that establishes the strategic policies for Manchester's future development up to 2027 and stipulates the policy framework against which planning applications will be assessed.
- 4.23 During the production of the Core Strategy between 2008 and 2012, it was clear that Manchester Airport's role in achieving the City's economic objectives and vision for the City should be recognised and actively supported, with appropriate mitigation to manage impact. The Core Strategy is supported by a Sustainability Appraisal that assesses the economic, social and environmental effects of the policies set out in the Strategy.
- 4.24 In drawing together the evidence to support a policy approach to the Airport, a great deal of evidence was gathered. Studies were commissioned to examine the impacts of removing the Airport from the Green Belt (a move facilitated by the adoption of the Regional Spatial Strategy) full ecological, landscape and heritage surveys, economic impact surveys and a detailed examination of Airport land requirements.
- 4.25 Throughout the process, it has been clear that the airport's role in achieving the City's economic objectives and vision for the City is at once recognised but also actively supported, with appropriate mitigation to manage impact. The Core Strategy is supported by a Sustainability Appraisal that assesses the economic, social and environmental effects of the policies set out in the Strategy.
- 4.26 All of these studies informed a composite document entitled 'The Need for Land'¹¹ and formed MAG's response and evidence to the Core Strategy process. This document reinforced the main principal that has governed development at Manchester Airport over the years and that is one of land use efficiency and technological improvement. Making more intensive use of the existing site; within a strong landscaped framework, has led to the limiting of the physical spread of the site relative to its increasing throughput. The Airport Company's approach has been and continues to be the redevelopment of land (often at a higher density) within the existing boundary as far as

¹¹ Manchester Airport - The Need for Land (June 2010)

possible and directing activities that do not need direct connection to the airfield to the periphery of the site.

- 4.27 The 'Need for Land' examined the Airport's Operational Area, then amounting to some 625ha, and provided a detailed breakdown of how that land was divided up between different competing uses. It then set out to demonstrate what land demands would be necessary to reach the Airport's full operational capability to meet growth projections. Through explaining the requirements for apron and airfield development to meet 'busy hour' demand, passenger processing, the requirements for cargo, aircraft maintenance and ancillary operational uses and defining the surface access requirements it demonstrated that an additional (minimum) of 175ha should be added to the Operational Area to enable the airport to reach its growth targets in a safe and efficient manner.
- 4.28 The 'Need for Land' formed the Airport's evidence base for setting a policy framework in the Core Strategy to deliver growth. This was tested at Examination and led to the formulation of Policy MA 1 within the Core Strategy that designates Manchester Airport as a Strategic Site.
- 4.29 Policy MA 1 recognises the Airport's role as a key economic driver for the City region and beyond, and reflects that this contribution has been identified in the Regional Spatial Strategy and the Manchester Independent Economic Review as well as national policy. It cites the 'Need for Land' as the demonstration of how the Airport needs to grow to meet its potential and how the principles regarding the efficiency of the use of land within it as being the appropriate approach to delivering that capacity.
- 4.30 Policy MA 1 supports the growth of Manchester Airport. Table 8.1 sets out the uses that are expected across the Airport's Operational Area. Appropriate uses within Area 1a 'existing area' include; terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking. The application site lies in this allocated area.
- 4.31 Policy MA 1 goes on to state that "*appropriate development within the Airport site should be necessary for the operational efficiency and amenity of the Airport...*"¹². Passenger and terminal facilities are amongst the uses that are identified, including inter alia: terminal facilities including passenger handling, lounges, baggage handling, catering and retail.
- 4.32 The Core Strategy also contains other more general policies that are of relevance to the proposed development, as summarised below.
- Economy*
- 4.33 Policy **SP 1** 'Spatial Principles' identifies the key spatial principles that will guide the strategic development of Manchester. These include that "*the growth of Manchester Airport will act as a*

¹² Para 8.100, page 93, Manchester Core Strategy (2012)

catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.”¹³

- 4.34 Policy **EC 1** ‘Employment and Economic Growth in Manchester’ advises that a minimum of 200ha of employment land will be developed between 2010 and 2027 and recognises that Manchester Airport and the surrounding area is a key location for major employment growth.
- 4.35 Policy **EC 10** ‘Wythenshawe’ identifies Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location as a focus for economic development that is suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.

Transport

- 4.36 Policy **T 1** relates to the delivery of a sustainable transport system. The policy advises that the Council will support, inter alia, proposals that reduce the negative impacts of road traffic.
- 4.37 Policy **T 2** ‘Accessible Areas of Opportunity and Need’ seeks to actively manage the pattern of development to ensure that new development is located to ensure good access to the City’s main economic drivers (including the Airport) and to ensure good national and international connections. In addition, this policy seeks to ensure that new economic development is easily accessible by walking, cycling and public transport and that residents in the south of Manchester benefit from improved connectivity with the Airport. The location of the proposed development is accessible by walking, cycling and has excellent public transport accessibility within its immediate proximity.
- 4.38 Policy **T 2** states the need for proportionate Traffic Impact Assessments.

The Environment

- 4.39 Policy **EN 1** ‘Design Principles and Strategic Character’ requires new development to take consideration of the local character area within which it is located, to reinforce sense of place and local distinctiveness. The application site is located within the ‘Airport and Urban Fringe’ Strategic Character Area, which is described as mostly open in character, with built development mainly associated with the Airport and associated uses, often large scale in nature. It states that *“development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area’s open character as far as possible”¹⁴*.

¹³ Page 31, Manchester Core Strategy (2012)

¹⁴ Page 167, Manchester Core Strategy (2012)

- 4.40 Policy **EN 5** sets out the 'Strategic Areas for low and zero carbon decentralised energy infrastructure' and includes the Airport Strategic Site as an area that has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.
- 4.41 Policy **EN 6** 'Target Framework for CO₂ reductions from low or zero carbon energy supplies' requires that development over 1000 sqm as a minimum meets the target framework for CO₂ emissions reductions, unless this can be shown not to be viable.
- 4.42 Policy **EN 8** 'Adaptation to Climate Change' requires that all new development is adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In complying with EN 8, the need to minimise flood risk, and control the overheating of buildings through passive design, are amongst the matters that developers should have regard to.
- 4.43 Policy **EN 14** 'Flood Risk' states that development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding, and to minimise the amount of surface water runoff. Additionally, all developments over 0.5ha in Critical Drainage Areas (CDA) will be required to provide an appropriate Flood Risk Assessment. The application is in the Manchester and Trafford South CDA.
- 4.44 Policy **EN 15** 'Biodiversity and Geological Conservation' seeks to maintain and enhance sites of biodiversity and geological value and also advises that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity either on-site or adjacent to the site. Appropriate mitigation/ compensation is required where adverse impacts cannot be avoided.
- 4.45 Policy **EN 16** 'Air Quality' seeks to improve air quality, particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. The policy sets out an expectation of developers to take measures to minimise and mitigate the local impact of emissions from the development, including its use and traffic generation. The impacts on air quality will be considered when assessing the appropriateness of a location for new development.
- 4.46 Policy **EN 17** 'Water Quality' seeks to preserve water quality and requires that development and construction processes avoid any adverse impact on water quality, and that development should minimise surface water runoff, maximise the use of appropriate sustainable drainage systems, minimise groundwater contamination, and avoid pollutants reaching watercourses.
- 4.47 Policy **EN 18** 'Contaminated Land and Ground Stability' gives priority for the remediation of contaminated land to strategic locations as identified in the Core Strategy. Policy **EN 18** details that any proposal for development of contaminated land must be accompanied by a health risk assessment.

- 4.48 Policy **EN 19** 'Waste' requires that proposals are consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal). A waste management plan must be submitted to demonstrate how both construction and demolition waste will be minimised and recycled, and how the sustainable waste management needs of end users will be met.

Development Management

- 4.49 Policy **DM 1** 'Development Management' seeks to ensure that new developments accord with the overall aims of the Core Strategy and sets out a range of specific issues that all development should have regard to.
- 4.50 Policy **DM 2** 'Aerodrome Safeguarding' prohibits development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar.

Transport for Greater Manchester Transport Strategy 2040

- 4.51 The Greater Manchester Transport Strategy 2040, which was updated in January 2021, sets out the approach to planning Greater Manchester's transport system to support long term needs and aspirations. The strategy sets out a vision for 2040 and highlights the priority interventions to achieve it. The transport vision is to have "*world class connections that support long-term, sustainable economic growth and access to opportunity for all*"¹⁵. The four key elements to the vision are:

- Supporting sustainable economic growth
- Protecting the environment
- Improving quality of life for all
- Developing an innovative city-region

- 4.52 The Strategy focuses on five spatial themes that target improvements for different types of travel in different parts of Greater Manchester that best satisfy the overarching strategy vision:

- Connected neighbourhoods
- Travel across the wider city region
- Getting in and around the regional centre
- City-to-city links
- A globally connected city

¹⁵ Page 7, Transport Strategy 2040 (updated 2021), Transport for Greater Manchester

- 4.53 An integrated set of interventions have been developed for each spatial theme to address specific challenges and ambitions for different types of travel in different parts of the city-region that best satisfy the overarching strategy vision.
- 4.54 The Strategy highlights the importance of global connectivity to Greater Manchester, in terms of access to overseas trade and markets for labour and goods, tourism connectivity, attracting inward investment, enabling the city-region to compete effectively on the global stage, and to rebalance the UK's economy. The ambition behind the theme of a globally connected city is *"to support growth at the Airport and the adjacent Enterprise Zone..."*¹⁶. The Strategy acknowledges that *"Manchester Airport plays a pivotal role in providing access to international markets from Greater Manchester and across the North of England and is therefore central in delivering a strong economy"*¹⁷. Further to this, the Strategy states that *"Global connectivity, particularly via Manchester Airport, is vital to supporting long-term economic growth in the North of England"*¹⁸.
- 4.55 Access to global trade and employment at the airport is recognised as vital to support and facilitate sustainable economic growth and as such connectivity improvements to Manchester Airport and integrated travel options are therefore advocated and supported.

Manchester Airport Sustainable Development Plan 2016

- 4.56 Manchester Airport's most recent master plan – the Sustainable Development Plan (SDP) – was published in 2016 and replaced the 2007 Master Plan. The SDP sets out the vision and strategic context for the long-term development of the airport site. It comprises four detailed plans that cover the economic context and surface access proposals, land use strategy, the environment, and community programmes. It is intended that these plans help to inform the long term spatial and transport planning of the wider area.
- 4.57 The SDP was prepared in the context provided for by national, regional and local policies; among them the adopted Manchester Core Strategy (2012) and the various economic strategies for the immediate and wider region in which the airport is located.
- 4.58 The objectives of the SDP are to:
- a) explain the long-term opportunities for the growth and development of Manchester Airport and its contribution to the northern economy;
 - b) set out the airport's vision for the development of the airport site;
 - c) provide the framework for capitalising on the benefits of the airport's development and for managing and minimising local disturbance and environmental impact;

¹⁶ Page 78, Transport Strategy 2040 (updated 2021), Transport for Greater Manchester

¹⁷ Page 78, Transport Strategy 2040 (updated 2021), Transport for Greater Manchester

¹⁸ Page 79, Transport Strategy 2040 (updated 2021), Transport for Greater Manchester

- d) set out the airport's plans to enable a constructive dialogue with customers, neighbours and business partners;
- e) inform the plans and strategies of others across the north west region and beyond; and
- f) provide evidence to help Government understand the implications of making best use of Manchester's capacity.

4.59 The SDP Land Use Plan presents the airport's preferred approach to terminal development, which allows the airport to:

- respond to the continuous flux in the aviation market.
- adapt facilities to changes to airport processes and regulation, such as security processes, liquids regulations and changes to hold baggage screening requirements.
- take account of ageing and inefficient assets that require major investment decisions.
- adapt to changing passenger needs and expectations, and new technologies.

4.60 It is acknowledged that service standards are increasingly hard to achieve with the current infrastructure and changing regulatory requirement for baggage and security, and that investment is required to increase efficiency and improve passenger facilities.

4.61 The SDP sets out policies for terminal provision and states that this will continue to be concentrated within the existing terminal complex. There is recognition to making best use of existing facilities before putting forward major development proposals.

Summary

4.62 In a plan-led system the policy support for the development of Manchester Airport is unequivocal and more specifically, the particular use proposed on this specific site is recognised as an acceptable use at the Airport. The proposal complies with every tier of planning policy; the use is supported as appropriate development, is needed for, and does not impede, the operation of the Airport, and has no negative environmental effects.

5. Need for the Development

- 5.1 This application for planning permission is for the re-provision of the T3 Security Search Area at Manchester Airport that is necessary to meet the UK Department for Transport regulations to incorporate Computed Tomography (CT) and body-scanning technologies at all the airport's passenger and staff security control points by 1st June 2024.
- 5.2 A rigorous design process has been undertaken to examine the opportunities and the constraints within the existing space of T3 at Manchester Airport. It was concluded that the security equipment and space that is needed to meet the DfT's requirements cannot be fitted within the current building. Due to its constrained nature, the existing T3 security hall would be unable to accommodate the new equipment without significant mechanical and structural modifications, and also would not be able to maintain the required capacity during the construction phase. The T3 security search area therefore needs to be re-provided within a new passenger processing facility that can accommodate the upgraded security facilities and space required to meet DfT future security regulations. This proposal does not increase the overall capacity of the passenger terminal, it provides the capability for the Airport to comply with national aviation security and regulatory requirements as well as improving the experience for passengers when passing through Security and upgrading the welfare facilities for security staff.
- 5.3 The Centre for the Protection of National Infrastructure (CPNI) is the UK Government's National Technical Authority for physical and individual's security. The activity and the advice of CPNI is used to assess and reduce the vulnerability of UK infrastructure (including national transport facilities) to a variety of threats including terrorism, espionage, and sabotage.
- 5.4 National infrastructure are those facilities, systems, sites, information, people, networks, and processes that are necessary for a nation to function, and many are those on which daily life depends. Transport infrastructure, including air transport is one of the UK's 13 national infrastructure sectors. It is essential that the systems and processes that are in place at Manchester Airport meet the legislative and regulatory requirements that are set by Government following the advice of CPNI.

6. Planning Appraisal

- 6.1 The approach to considering the merits of any planning application is provided for and required by Section 70(2) of the Town and Country Planning Act and Section 38(6) of the Planning and Compulsory Purchase Act 2004. These pieces of legislation require that the determination of planning applications is made in accordance with the development plan unless material considerations indicate otherwise. The plan-led system for the determination of a planning application is a central tenet of the NPPF.
- 6.2 This section therefore assesses the development proposals against the relevant development plan policies. Having regard to these, and other relevant material considerations, the key planning issues arising from the application are:
- The principle of development
 - Design and sustainability
 - Visual impact
 - Biodiversity and ecological impact
 - Drainage and flood risk
 - Ground contamination
 - Air quality
 - Waste management
 - Noise
 - Aerodrome safeguarding
 - Transport and access

These issues will be considered in turn.

Principle of Development

- 6.3 The principle of the development has been discussed in Section 5, which considers the need for the development. The Airport must install new aviation security screening and search equipment to meet the regulatory requirements of the Department for Transport. This development is therefore in relation to the Airport's capability to comply with national aviation security requirements. The proposal is in line with national aviation policy and national planning policy that is set out in the NPPF which supports the infrastructure and wider development required to support the operation, expansion and economic contribution of large-scale transport facilities such as airports. It also fully accords with local policy in the Manchester Core Strategy (that supports the growth and development of Manchester Airport. The application site falls within land that is allocated as part of the 'Manchester Airport Strategic Site' as defined by Policy MA 1 of the Manchester Core Strategy, is further defined as being within the Manchester Airport Operational Area, and is specifically identified as expecting the following uses by 2030:

- Area 1a – Existing Area: Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking

6.4 It is therefore considered that the proposed development is in accordance with policy MA 1 of the Manchester Core Strategy. Emerging policy contained in GMCA's Places For Everyone joint development plan at Policy JP-Strat 10 Manchester Airport, remains similarly committed to and supportive of the continued operation and development of the airport.

Design and Sustainability

6.5 The development will be located in an airside, operational environment that is enclosed within the built core of the Airport, on land that is currently used as aircraft apron. Situated at the confluence of T1 and T3, the development will share interfaces with the existing façades of both terminals, and its scale and design will be entirely in keeping with the existing character of the surrounding airport facilities. By raising the new security processing facility off the ground, access can be maintained to the baggage processing area and apron road system below. This ensures an optimum use of the brownfield land. As such, the development incorporates the principles of design that are set out within the Manchester Core Strategy and accords with Policies EN 1 and DM 1, as well as NPPF guidance requiring good design that is sympathetic to the surrounding environment and landscape setting and making effective use of land by optimising the potential of the site.

6.6 Sustainable design is a fundamental aspect of the proposed development. It will incorporate several sustainable strategies and energy saving measures and will also implement best practice standards on inclusive design. Further to this, the roof space of the development is reserved for future solar PV installation, which will enable on-site zero energy generation. The development therefore meets the requirements of Manchester Core Strategy policies EN 5, EN 6 and EN 8, and NPPF requirements to minimise energy consumption.

Visual Impact

6.7 The application site is enclosed on developed land within the built core of the Airport's operational area, and the proposed development will be appropriately scaled against the existing adjoining infrastructure of T1 and T3.

6.8 The development will not be visible from landside areas of the Airport, thereby preserving the visual integrity of the entrance to T3. From airside areas, the development will provide a significant improvement to the airside façade of this part of the terminal through the replacement of a series of mismatched materials and design styles with a uniform design approach and an architectural style that is aligned with the style of other recent airport developments. Views of the development from beyond the Airport's periphery will be limited only to long distance views from limited stretches of public rights of way to the south of the runways. It will be out of view from other receptors in

the surrounding area as a result of other built development at the Airport, topography and existing vegetation screening around the Airport's boundary.

- 6.9 The proposed development will therefore be effectively integrated within the airside environment of the Airport and will maintain design continuity with existing Airport buildings. As such, the development will have no material effect on visual amenity or landscape character and is in accordance with Core Strategy policies EN 1 and DM 1, as well as the core design principles of the NPPF.

Biodiversity and Ecological Impact

- 6.10 The site comprises active airfield apron and links to the existing terminal building. It is an area deliberately devoid of flora and fauna and consequently has no ecological value. As it forms part of a 24-hour airport operation there is constant activity on and around the site which is a deterrent to fauna. Also, being an operational airfield there is positive activity to dissuade the presence of bird activity because of the risk posed to aviation safety, the maintenance of which is the primary concern of the airport operator. Birds settling on buildings and the airfield are scared away by the airfield operations team in order to reduce as far as possible the risk of bird-strike which can have fatal consequences. Any nesting activity is similarly deterred. During any construction phase there will be put in place a bird hazard management plan to ensure that any construction activities do not act as an attractant to birds. The level of activity and the night-time illumination levels of the apron area required to safely operate in and around aircraft make the possibility of any bat activity exceptionally unlikely.
- 6.11 Given the above, no adverse impacts on biodiversity or ecology are likely to occur as a result of the development and therefore mitigation / compensation is not appropriate. The application site is not an appropriate receptor for any enhancement for the overarching safety reason outlined. To do so would be contrary to Policy DM2 of the Core Strategy.

Drainage and Flood Risk

- 6.12 The application site is a brownfield site at the core of the airport complex that has been developed for many years and comprises entirely of hardstanding surface. The site is located within Flood Zone 1, which has low probability of flooding.
- 6.13 The proposed development is not considered to have a material effect on surface water discharge from the Airport site and will not increase any associated increase in flood risk. The proposed approach to drainage will effectively control and discharge surface water runoff and foul discharge into the Airport's established surface water drainage system and foul drainage network with no additional risk to flooding. As such, there is no conflict with Core Strategy Policies EN 14 and EN 8 or the NPPF.

Ground Contamination

- 6.14 A Geoenvironmental desk study has been undertaken to establish the environmental, geological, hydrological, and hydrogeological conditions that are present at the site, and to understand the land contamination related risks and constraints associated with the proposed development. The site of the proposed T3 security search area re-provision 0.431ha is small in the overall context of the airport site context, the operational area of which extends to 800ha. It is also on previously developed land. Potential sources of contamination have been identified, primarily associated with the current use of the site as apron, aircraft stand infrastructure and associated activities, including aircraft refuelling, servicing and maintenance, de-icing and fire control operations. Therefore, appropriate ground investigation works will be undertaken as part of the initial survey works for the construction of the T3 Security Search Area Reprovision in order to confirm the soil and groundwater conditions and establish the presence of any soil and/or groundwater impacts beneath the site. As such, the proposed development is considered to be in compliance with Core Strategy Policy EN 18.

Air Quality

- 6.15 The Manchester Air Quality Management Area (AQMA) is located along principal traffic routes and at Manchester Airport (the runways taxiways and terminal areas). Core Strategy policy EN 16 seeks to reduce emissions where possible and mitigate the impact of emissions on local air quality in order to improve air quality within Manchester's AQMA and across the wider District.
- 6.16 The proposed development does not give rise to any additional air quality effects at the Airport or in the surrounding area. It is not associated with aircraft movements, does not increase the overall capacity of the passenger terminal building and will not generate any additional road traffic.
- 6.17 During construction, the effect of any dust can be controlled by the implementation of a Construction Management Plan and appropriate mitigation measures.
- 6.18 Considering the above, the proposed development is not in conflict with Core Strategy policy EN 16.

Noise

- 6.19 The proposed development site is within the built core of Manchester Airport that has been developed for many years. There is already considerable activity in this location, with aircraft operations, terminal operations and ancillary operational activities and as such, the proposed development is taking place in the context of high levels of background noise from the airport operation. It is not considered that the development would have any effect on the noise climate and the levels of noise within the site and its surroundings. Construction noise will be minimised

as far as is practically possible. Therefore, the proposals are in accordance with the NPPF and Core Strategy policy DM 1.

Waste Management

- 6.20 The proposed development is for the re-provision of the T3 security search area to enable the installation of new and upgraded security search equipment to comply with national aviation security requirements. It does not affect passenger numbers and will therefore not increase levels of waste, or alter the type of waste produced at the Airport. Waste that is generated from the re-provided security search area will be managed as per the airport's existing waste management plan that follows the waste hierarchy. This consistent with policy EN 19 of the Core Strategy. Any construction waste that is generated during construction activities will be controlled by the implementation of a Construction Management Plan and recycled wherever possible either within the development or elsewhere on the Airport site.

Aerodrome Safeguarding

- 6.21 Manchester Airport is an officially safeguarded aerodrome under the legislative provisions set out in ODPM Circular 1/2003. The UK's major civil aerodromes, because of their importance to the UK air traffic system, are protected through the planning system from developments that have the potential to compromise aviation safety and the operation of aircraft, or airport and air traffic control systems. The Airport's safeguarding requirements are covered by policy DM 2 of the Core Strategy and the proposed development has been designed to accord with these. Principal considerations are the height of the development, which does not exceed the height of the adjacent terminal buildings, and ensuring that the surface finish of the exterior cladding does not cause glare that may result in an ocular hazard to pilots and/or air traffic controllers. The application site will not be a receptor of any landscaping works and is therefore devoid of any bird attracting features. Management measures will be applied during construction to ensure that the works meet the aerodrome safeguarding requirements. These will include a bird hazard management plan to ensure that any construction activities do not act as an attractant to birds, and measures to control the generation of dust, temporary lighting and the use of any tall construction equipment.

Transport and Access

- 6.22 The development will have no impact on the local or strategic highway network. The purpose of the scheme is to achieve regulatory compliance with new DfT security regulations; it is not associated with passenger numbers or travel patterns to/from the Airport and therefore will not generate any additional road traffic other than during the construction phase, which will be managed through implementation of a Construction Management Plan. The development also has no bearing on access arrangements to T3 so existing vehicular and pedestrian links will not be affected.

- 6.23 Manchester Airport has an existing site wide Travel Plan in place, in addition to its Surface Access Plan that is part of the Manchester Airport Sustainable Development Plan, which provides the long term management strategy and targets for encouraging more sustainable travel.
- 6.24 Consequently, there is no conflict with Core Strategy policies T 1, T 2 and DM 1 and NPPF guidance relating to sustainable transport.

The proposed development has no bearing on access arrangements to Terminal 3 – vehicular and pedestrian links are unchanged by the scope of this development.

7. Summary and Conclusion

- 7.1 The continued operation and development of Manchester Airport is supported nationally, regionally and locally and it is acknowledged that the continued improvement in passenger facilities will require the redevelopment of the core facilities of the airport over time. Government's Aviation 2050 consultation & its 'Making Best Use' policy recognise the economic benefits that airports can have on a local area and seeks to maximise support for regional growth and connectivity. Policy MA1 of the Core Strategy goes further and states that uses mentioned in the policy are supported based on environmental assessments and continues *"appropriate development within the Airport site should be necessary for the operational efficiency and amenity of the Airport"*.
- 7.2 The proposed development is required for the airport to maintain regulatory compliance with Government requirements. It also supports the operational efficiency of the airport by providing an enhanced passenger experience that the new security screening infrastructure will help to deliver.
- 7.3 It has been demonstrated that the development has no significant environmental effects. It's wholly airside location means it is only visible from within the secure airside environment. It is currently in use as an aircraft stand constructed with pavement quality concrete so is subject to full drainage attenuation already, to which there will be no increase in the quantum of surface water run-off hitting the system as a result of the new development. The apron area is an ecologically sterile environment so there are no effects on biodiversity. The proposal does not generate any traffic other than during the construction phase. In addition, the proposed scheme makes use of previously developed land and results in the permanent loss of an aircraft stand.
- 7.4 As such, the proposal is in accordance with the Development Plan, and with no material considerations pointing to the contrary, as per the statutory test and the advice in NPPF, planning permission should be granted.