

MANCHESTER AIRPORT T3 SECURITY AREA RE-PROVISION SUSTAINABILITY REPORT

Document no: M1004262-MAN.TL3.XX.SI-JAC-G-RE-ENVIR-0002
Revision no: 2

Manchester Airport Group

Manchester Airport T3 Security Area re-provision
30 June 2023



MANCHESTER AIRPORT T3 SECURITY AREA RE-PROVISION SUSTAINABILITY REPORT

Client name: Manchester Airport Group

Project name: Manchester Airport T3 Security Area re-provision

Document no: M1004262-MAN.TL3.XX.SI-JAC-G-RE-ENVIR-0002 **Project manager:** Ryan Dowd

Revision no: 2 **Prepared by:** Katarzyna Murdoch

Date: 30 June 2023 **File name:** MAG T3 Security Area Re-provision Sustainability Report

Doc status: SO – Work In Progress

Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
0	3/2/23	Draft report	KM	ET	ET	
1	3/3/23	Final version	KM	ET	ET	
2	30/6/23	Final version	KM	ET	ET	

Distribution of copies

Revision	Issue approved	Date issued	Issued to	Comments

Jacobs U.K. Limited

1
Leeds, West
United Kingdom

City
Yorkshire

LS11

Walk T +44 (0)113 242 6771
9DX F +44 (0)113 389 1389
[Website]

Copyright Jacobs U.K. Limited © 2023.

All rights reserved. The concepts and information contained in this document are the property of the Jacobs group of companies. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright. Jacobs, the Jacobs logo, and all other Jacobs trademarks are the property of Jacobs.

NOTICE: This document has been prepared exclusively for the use and benefit of Jacobs' client. Jacobs accepts no liability or responsibility for any use or reliance upon this document by any third party.

Contents

1.	Introduction.....	4
2.	Planning Context.....	5
3.	Project Details.....	6
4.	Sustainability Strategy.....	7
4.1	M.A.G. approach to Sustainability.....	9
4.2	Environmental Performance of Buildings.....	10
5.	Sustainable design.....	12
6.	BREEAM Strategy	14
6.1	M.A.G.'s BREEAM requirement	14
6.2	BREEAM Bespoke Registration and Credit Development	14
6.3	BREEAM Pre-Assessment.....	14
6.3.1	Objectives and scope	14
6.3.2	Methodology.....	15
6.3.3	Pre-Assessment Results Summary	16
7.	Conclusions.....	18

Appendices

Appendix A. BREEAM Pre-Assessment.....	19
--	----

1. Introduction

Manchester Airport is a key national asset serving as a global gateway for the UK and the key gateway for the North. Through connecting the UK, and particularly the northern economy to international markets, the Airport supports economic activity across the region and beyond. The Airport provides choice, convenience and competition for consumers, as well as valuable growth opportunities for airlines at a time when capacity at other major UK airports is increasingly limited.

The airport opened in 1938 and since then much of the airport's infrastructure has grown organically with parts of Terminal 1 dating back to the 1960s. Terminal 3 was formed out of one of Terminal 1's original piers initially as a domestic terminal and then re-purposed to accommodate a full range of international flights. Over time works have taken place to functionally separate Terminals 1 and 3 such that, whilst occupying the part of the same footprint, they now operate independently of each other. Work to fully separate Terminal 1 from Terminal 3 will be required as the Terminal 1 floorspace is required to be removed as part of the planning consent for the expansion of Terminal 2.

MAG Airport Ltd (the owner of Manchester Airport) are delivering a Group Future Security Regulations programme of works to meet the Department for Transport (DfT) Future Security Regulation June 2024. This will include Computed Tomography (CT), Automated Tray Return Systems (ATRS), Directive Search (DS), Central Image Processing (CIP), Body Scanners and Shoe screening. A programme of works has been established to upgrade existing security facilities (passenger and non-passenger) to accommodate these new requirements.

One of the main projects within this Programme is the new Terminal 3 Security Area re-provision. This will be located between stand 17 and stand 41, adjacent to the current baggage offload area. The intention is for the construction of a new raised building over stand 18 to accommodate the new security search facility which will link back to the existing T3 security search area (which itself will become the queuing area) and a new link into the departure hall provided. Both these links will address some of the inefficiencies that have been created by the operational separation of Terminals 1 and 3 over time and allow the airport to create regulatory compliant equipment and spaces for the Terminal 3 security search function.

2. Planning Context

Sustainability is a core principle in the operation and development of Manchester Airport. It incorporates the Airport's approach to working with local communities, economic development and employment, environmental management, land use and surface access.

There is a range of national and local policy that seeks to encourage sustainable development, development that while meeting the needs of today does not compromise the ability for future generations to achieve their development needs. The National Planning Policy Framework outlines the Government's policy approach to sustainability when considering planning policy and future development schemes. This includes a general presumption in favour of development that satisfies a range of sustainability objectives.

Manchester Airport and the wider Manchester Airport Group (M.A.G) have an established Corporate Social Responsibility Strategy. There is an annual Corporate Social Responsibility Report that details overall performance, and the future objectives, strategic and actions are set out in the Airport's Sustainable Development Plan.

This Sustainability Report has been prepared as part of the material supporting a planning application for development of Terminal T3 Security Area re-provision at Manchester Airport. The planning application is required as part of the UK Department for Transport (DfT) new legislation to introduce new screening equipment into all UK airport security checkpoints. DfT have directed that UK major airports must comply with the new passenger and baggage security screening requirements by June 1st 2024. This will have a positive impact on improving passenger experience, reducing queuing times and detecting potential threats

3. Project Details

Terminal 3 Security Area re-provision is a new development that will be located between stand 17 and stand 41, adjacent to the current baggage handling area. A new raised building is planned at Stand 18 to accommodate Security, aligning with Existing Southern Front Level 20 floor and construction of new link into T3 meeting security and queueing capacity requirements and re-providing security accommodation as per existing.

This project will require:

- H Sub upgrade to provide sufficient power capacity
- Road network and M&E plant positioned underneath the facility
- The realignment and removal of aircraft stands and stand services to accommodate the new building footprint
- Repositioning of fuel pipeline and fuel hydrants on stands
- New gate node provides walk on access for Gate 41
- Modifications within the IDL including relocation of PRM point and existing lift to create a 7m passenger throughfare
- Fixtures, fittings as per MTP T2 Specification.

4. Sustainability Strategy

The broad principle and the generally accepted definition of sustainable development is that which meets the needs of the present without compromising the ability of future generations to meet their own needs. In the UK the five guiding principles of sustainable development are set out in the UK Sustainable Development Strategy – Securing the Future. These are:

- Living within the planet's environmental limits
- Ensuring a strong, healthy and just society
- Achieving a sustainable economy
- Promoting good governance
- Using sound science responsibly

The planning system, when considering land use policy and individual developments, contributes to the achievement of sustainable development. The UK Government's approach to sustainable development and the planning system is set out in the National Planning Policy Framework (NPPF). The NPPF identifies three dimensions to sustainable development and the planning system is therefore required to perform three roles. These are:

- An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.
- A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high-quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being.
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including to a low carbon economy

The NPPF has a presumption in favour of sustainable development. This means that local planning authorities should positively seek opportunities to meet the development needs of their area and approve development proposals that accord with the development plan without delay. Local development plans also must have regard to the themes that are set out in the NPPF.

The development of the Airport is in line with the principal statement of national airport policy in the Aviation Policy Framework. The Aviation Policy Framework recognises the benefits of aviation and sets a primary objective to achieve long-term economic growth. As aviation is seen as a major contributor to the economy, its growth is supported within a framework that maintains a balance between aviation's benefits and its costs, particularly the contribution towards climate change and aircraft noise. The other main objectives in the 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 towards 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 stakeholders to work together.

Local planning policy for the Airport is set out in the Manchester City Council Local Development Framework Core Strategy and in planning documents prepared by Cheshire East Council.

In summary, the Core Strategy identifies the Airport as making a positive contribution to the delivery of Manchester's Sustainable Community Strategy and aviation is identified as one of the sectors most likely to make the greatest contribution to economic growth. It identifies the Airport Strategic Site, and it supports the Airport's growth in line with the DfT's aviation forecasts.

The Manchester Core Strategy also contains local policy in relation to low carbon development and decentralised energy infrastructure. The policies relating to sustainable buildings and energy are:

- Policy EN 4 – Reducing CO2 emissions by enabling low and zero carbon development
- Policy EN 5 – Strategic areas for low and zero carbon decentralised infrastructure
- Policy EN 6 – Target frameworks for CO2 reductions from low or zero carbon energy supplies
- Policy EN7 – Energy Infrastructure opportunities
- Policy EN 8 – Adaptation to climate change

The policy EN 6 in the Core Strategy requires an Energy Statement that demonstrates that the development is in compliance with the policy's target framework. This target framework relates to three broad development locations and their potential for low and zero carbon and for decentralised energy. These areas are set out in the table below.

Table 1 Non-domestic CO2 emissions reduction targets

Target Area	Target Definition Guidance	% Minimum Requirement
Target 1: Network development areas	Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling) systems	Combined Heat & Power (CHP) / District Heating Anchor Or CHP / District Heating connection Or where not feasible, a 15% increase in energy efficiency on UK Building Regulations Part L 2010
Target 2: Electricity intense areas (Applies to commercial uses with a high proportion of emissions from electricity use (>45kgCO2/m2))	Locations where the predominant building type has all-electric fit-out such as retail uses and leisure complexes	10% increase in energy efficiency on UK Building Regulations Part L 2010
Target 3: Micro Generation Area	Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical	15% increase on UK Building Regulations Part L 2010

The policy EN 4 in the Core Strategy requires new development to follow the principles of the Energy Hierarchy by:

- reducing the need for energy through design features that provide passive heating, natural lighting and cooling,

- reducing the need for energy through energy efficient features such as improved insulation and glazing,
- meeting residual energy requirements through the use of low or zero carbon energy generating technologies.

Due to existing faults occurring on the Electricity North West facilities it was advised not to place any generation loads onto the network. These faults are addressed by the ENW but no PV panels can be connected to the network until it had been corrected. M.A.G. have commissioned Road Night Taylor to examine site-wide generational capabilities.

The development of Manchester Airport is in line with national policy and is supported in local planning policy. The Airport is a major economic and employment generator for the economy of the North and Greater Manchester in particular. It is in line with the policy approach towards sustainable development that where possible seeks to minimise the environmental effects of the Airport's operation and development whilst maximising the economic and employment opportunities that it brings to the local area and the wider North West.

4.1 M.A.G. approach to Sustainability

M.A.G. has an established sustainability programme at all of its airports and a commitment to operating responsibly and contributing to the economic development of the regions the Group operates in underpins the business. The most recent M.A.G Corporate Social Responsibility Strategy was published in 2020. This places an increased emphasis on ensuring that the growth of the Group's airports generates local social and economic value. This includes building local supply chains, developing the skills of local people and offering wide-ranging local employment opportunities.

The Corporate Social Responsibility Strategy sets out four key principles. These are:

- Protecting the environment must be central to every plan we make;
- The UK must remain globally connected to be successful, and;
- The UK economy needs rebalancing to enable all parts of the country to benefit from growth.

M.A.G's progress is reported in an Annual CSR Report. The report for 2021/22 was published in October 2021.

Manchester Airport published its Sustainable Development Plan in 2016. The Sustainable Development Plan sets out the strategic context for the Airport's long-term development. National policy in the Aviation Policy Framework encourages airport operators to prepare master plans and that they are updated every five years. Their primary purpose is to provide a clear statement to growth and development at the Airport, inform local plans and policy, provide transparency and contribute to the plans and programmes of others.

The Sustainable Development Plan consists of four key documents:

- Community Plan
- Economy & Surface Access Plan
- Environment Plan
- Land Use Plan.

A range of sustainability targets are published in the Sustainable Development Plan. In relation to environmental management, Manchester Airport maintains a certification to ISO 14001 that promotes a best practice approach. The elements of the ISO 14001 process are:

- Environmental Policy
- Planning
- Implementation and Operation

- Checking
- Management Review
- Continual Improvement.

The Environmental Management Programme includes a number of Key Performance Indicators that are regularly monitored and publicly reported. These indicators are:

- Noise – To limit and where possible reduce the number of people affected by aircraft noise
- Climate Change – Continue to reduce greenhouse gas emissions by increasing efficiency and obtaining energy from renewable sources
- Local Air Quality – Minimise the area of the NO2 contour for airport emissions
- Waste – After 2018, send no waste to landfill
- Water Quality – All surface water discharge samples to be within consented limits
- Landscape and Ecology – The area of land under active ecological and landscape management and enhancement will be maintained or increased.

Progress against these indicators is presented in the M.A.G Corporate Social Responsibility Report.

4.2 Environmental Performance of Buildings

Manchester Airport's overall approach to the environmental performance of new buildings is set out in the Environment Plan (part of the Sustainable Development Plan). New buildings are to include energy measures from the design stage and are to be assessed through the Building Research Establishment's Environmental Assessment Methodology (BREEAM) that has become the construction industry standard. The Airport's target BREEAM standard for new buildings is 'excellent' but sometimes the unique nature of some airport buildings can make it difficult to achieve. The minimum BREEAM standard is 'very good'.

BREEAM is an internationally recognised approach to assessing and certifying the environmental performance of building projects. It is designed to enable clients and developers demonstrate environmental performance in the design and the construction of major projects that is over and above the existing minimum legal requirements. A BREEAM assessment of a development proposal and the final constructed scheme are checked against a best-practice checklist that covers the following areas:

- Management
- Health and Well-Being
- Energy
- Transport
- Water
- Materials
- Waste
- Land Use and Ecology
- Pollution.

The output of a formal BREEAM assessment is a final (post construction) certified BREEAM report with a score and a rating. This will be developed in detail that will enable a bespoke BREEAM application to be prepared and

submitted to the Building Research Establishment. This will confirm the scope of the development to be considered as part of the assessment along with the target BREEAM rating.

A BREEAM Assessor is to be appointed who will develop the BREEAM specification and the performance target. This work will develop to incorporate the detailed BREEAM Assessment Report, and to then obtain the interim and final BREEAM certification.

M.A.G. has a series of targets and commitments for energy efficiency. These are in line with the overall approach to sustainable building and energy efficiency that is set out in the M.A.G Corporate Social Responsibility Strategy and the Sustainable Development Plan – Environment Plan. The Environment Plan also includes a Key Performance Indicator for greenhouse gas emissions and climate change:

'We will continue to reduce greenhouse gas emissions by increasing efficiency and obtaining energy from renewable sources. Building on our work to date, our priority over the course of this plan will be to drive further energy efficiency improvements by continuously reducing our energy demand. We believe that generating and purchasing renewable electricity can make an important contribution to reducing our CO2 emissions.'

The following energy efficiency considerations have been guiding the design:

- Minimising the energy demand from lighting through the adoption of energy efficient lighting standards and LED installations
- Minimising the use of lighting and heating, ventilation and air conditioning through the space design and the use of intelligent controls like BMS system
- Minimising the building cooling's electrical load and heating loads through design and efficient equipment specification
- Minimising non-regulated energy loads from a best-practice specification for lifts.
- Helping to identify and reduce high energy demands where possible by metering and submetering of the energy consumption of the building.

5. Sustainable design

Sustainable strategies and energy efficiency measures proposed in design for the T3 Security Area re-provision include:

- Lighting - Lighting will be LED type throughout all areas. This technology provides efficient energy usage and reduced maintenance costs. All luminaires will be controlled from a building wide control system which will allow the lighting to be programmed, timed, dimmed, switched, controlled and used in a totally flexible and easy way, where feasible natural daylight will be utilised to reduce the requirements of the artificial lighting system.
- Comfort Cooling and Heating for Occupied Areas - a new centralised electrically driven VRF heat recovery system will provide heating and cooling to Level 20 Occupied areas. The air conditioning system will be selected with a refrigerant with a low global warming potential.
- Fresh Air Ventilation - the main centralised fresh air ventilation packaged air handling units will be located at apron level within plant room zone. AHU's will be located in an open area under L20 floor. AHU's with integral heat pump will be specified to save plant space and for greater energy efficiency. The ventilation system shall be integrated with the integral heat pump and controlled via the BMS to maximise the benefits of 'Free Cooling' for the AHU plant. No fume extract is required or shall be provided for this building.
- Energy Metering - extensive metering and sub-metering of energy end-use categories (lighting, small power, switchboards, one panel per AHU etc.) is planned as well as separate tenant and security equipment sub-metering.
- Use of on-site low or zero carbon energy sources – installation of roof PV panels is being considered by the project team and roof space 'reserved' for future installation.
- Water efficient design - minimum number of new sanitary fittings is proposed in the design. No rainwater and greywater harvesting is planned for the building.
- Inclusive design- proposals aim to implement best practice standards on inclusive design including:
 - induction loops,
 - visual contrast to be part of fit-out design,
 - clear wayfinding/information,
 - high standard for slip resistance,
 - appropriate lighting levels,
 - security 'family lanes', security clearance accommodating passengers with wheelchairs, buggies etc.
- Weather resilient design – sizing of plant considered extreme weather forecast of temperatures to 2037 (i.e. building's 15 year design life).
- Ecology and biodiversity – new building will utilize currently operational stand. Soft landscaping, green roof or green wall is prohibited for operational reasons.
- Acoustic performance – envelope design will include requirements to limit and attenuate external noise breaking-in to building and achieve good acoustic performance within building spaces. Building services noise may be analysed but it is predicted that the operational noise not exceeding aircraft noise.

- Waste management – waste produced but will be managed as part of Terminal 3 building as a whole. Secure waste storage of confiscated items will be provided. Prohibited levels of liquid will be drained away in a dedicated space.

6. BREEAM Strategy

6.1 M.A.G.'s BREEAM requirement

M.A.G.'s overall approach to the environmental performance of new buildings at Manchester Airport is set out in the Environment Plan (part of the Sustainable Development Plan). The plan states that new buildings are to include energy measures from the design stage and are to be assessed using BREEAM. The Airport's target BREEAM rating for new buildings is 'Excellent' with a minimum of 'Very Good'.

M.A.G. has therefore appointed a Licenced BREEAM Assessor organisation (Jacobs) to undertake a BREEAM Pre-Assessment to make recommendations to ensure that a BREEAM rating of at least 'Very Good' is achieved by the development.

6.2 BREEAM Bespoke Registration and Credit Development

The applicable BREEAM scheme for the T3 Security Area re-provision is BREEAM UK New Construction Version 6. The applicable BREEAM Building Type for the T3 Security Area is 'Bespoke'. Due to the categorisation of airport terminals as 'Bespoke' within BREEAM, it is necessary to liaise with BRE Global Ltd. to establish the Bespoke Credit Assessment criteria which would be applied to the T3 Security Area re-provision BREEAM assessment.

BREEAM Bespoke process includes:

- Completion of 'Application form' for the relevant scheme,
- Issuing of proposal with timescales, costs and terms and conditions by BRE Global Ltd.
- Acceptance of BRE proposal and registration of project for BREEAM assessment,
- Project development meeting and issuing BREEAM bespoke credit criteria by BRE Global Ltd.,
- Bespoke assessment (if no criteria changes was suggested).

6.3 BREEAM Pre-Assessment

6.3.1 Objectives and scope

The key objective of the T3 Security Area re-provision BREEAM Pre-Assessment was to make recommendations to ensure that a BREEAM rating of at least 'Very Good' is achieved by the development and to identify potential additional measures for BREEAM 'Excellent' rating.

Table 2: Summary of BREEAM UK NC Version 6.0 rating requirements

BREEAM rating	BREEAM score required	'Minimum Standard' Credits required for BREEAM UK New Construction Version 6.0
Pass	≥30%	Mat 03: Responsible sourcing of construction products – criterion 1 only
Good	≥45%	As above and: Wat 01: Water consumption – 1 credit Wat 02: Water monitoring – criterion 1 only
Very Good	≥55%	As above and:

BREEAM rating	BREEAM required score	'Minimum Standard' Credits required for BREEAM UK New Construction Version 6.0
		Man 04 Commissioning and handover - One credit (commissioning-test schedule and responsibilities) Man 04 Commissioning and handover - criterion 11 only (Building User Guide) Ene 02: Energy monitoring – 1st credit
Excellent	≥70%	As above and: Man 03: Responsible construction practices – 1st credit (responsible construction management) Man 5: Aftercare – 1 credit (commissioning implementation) Ene 01: Reduction of energy use and carbon emissions – 4 credits (Energy performance or Prediction of operational energy consumption) Wst 03: Operational waste – 1 credit
Outstanding	≥85%	As above and: Man 03: Responsible construction practices – 2nd credit (responsible construction management) Ene 01: Reduction of energy use and carbon emissions – 2 additional credits (Energy performance or Prediction of operational energy consumption) Wat 01: Water consumption – 1 additional credit Wst 01: Construction waste management – 1 credit

6.3.2 Methodology

The BREEAM Pre-Assessment was undertaken by Ed Turnbull (Head of Discipline, Green Building Assessment, Jacobs UK), BREEAM AP, LEED AP. Ed Turnbull is an experienced BREEAM Assessor licensed for UK New Construction 'Bespoke' assessment types.

The T3 Security Area re-provision BREEAM Pre-Assessment was based on the following key information sources:

- BREEAM UK New Construction Version 6 Technical Standard (SD5079).
- BREEAM Guidance Note 23: BREEAM Bespoke Process (BRE Global Ltd 1th July 2021).
- Project Team BREEAM review meetings (8th December 2022, 1st of February 2023).

During the Pre-Assessment exercise, each applicable BREEAM credit was assigned a category in accordance with the definitions in **Table 3** below:

Table 3: Summary of BREEAM Pre-Assessment Credit Categories

BREEAM Pre-Assessment Credit Status	Definition
Baseline ('Y')	Considered to be technically achievable (at the time of the Pre-Assessment) and likely to be achievable without changes to current proposals.
Potential ('Y?')	Recommended to be actively pursued in order to achieve a higher BREEAM score. Likely to require additional resources and changes to current proposals but considered to be less onerous and/or more certain than credits categorised as 'N?' or 'N'.
Possible ('N?')	May be achievable but likely to require additional resources, further investigation and/or significant changes to current proposals to confirm and comply.
Unlikely ('N')	Considered unlikely (or not possible) to be achievable due to one or more of the following: - Technical constraints (including safety, performance requirements, maintenance requirements etc.). - Financial constraints. - Programme constraints.

6.3.3 Pre-Assessment Results Summary

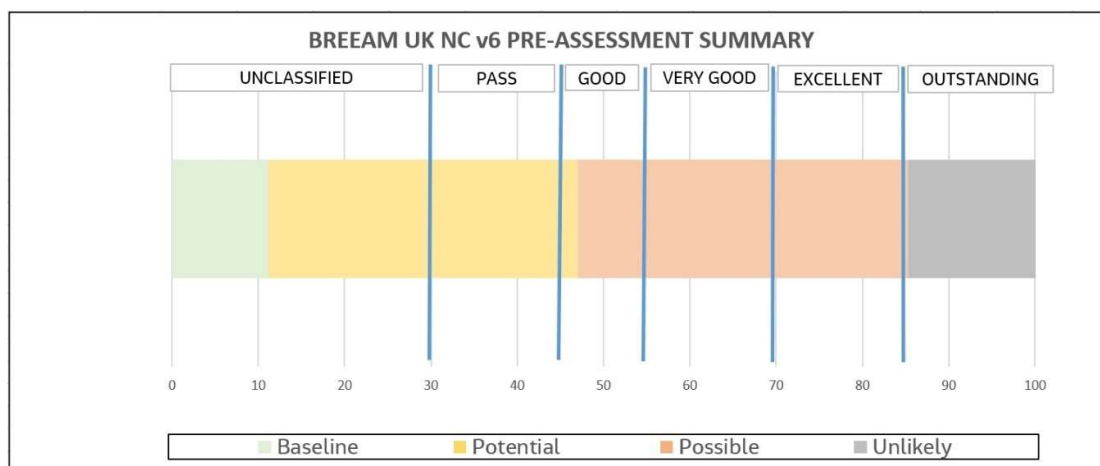
A summary of the pre-assessment results for T3 Security Area re-provision is shown in **Table 4** and **Figure 1** below.

The full pre-assessment is shown in **Appendix A**.

The results of the BREEAM Pre-Assessment indicate a 'Baseline' (please refer to definition in Table 3 above) BREEAM score of 11.2% and 'Potential' BREEAM score of 35.81%. Credits categorized as 'Potential' are recommended to be actively pursued as targeted and in addition of 'Baseline' credits. This strategy indicate a potential overall BREEAM score of 47.01% and potential BREEAM rating of 'Good' achievable for the project, subject to implementation of the actions necessary to achieve a number of recommended target.

The minimum score for BREEAM 'Good' is 45%, however it is recommended to target a score higher than the minimum to reduce the risk of the target rating not being achieved. Typically an uplift of around 5% points above the minimum is recommended where possible. The full pre-assessment consist of a list of 'Possible' credits that can accommodate the required uplift in BREEAM score.

The results of the pre-assessment indicate that a 'Very Good' may be possible. The next step is for M.A.G. and the project team to agree a number of credits currently identified as 'Possible' to be actively pursued and achieved to increase the BREEAM score and rating. It is recommended that a further score of at least 12% from the 'Possible' category is achieved.

Table 4: Summary of BREEAM Pre-Assessment Credit Status scores

Figure 1: Summary of BREEAM Pre-Assessment results *

	Baseline	Potential	Possible	Unlikely
Score (%)	11.20	35.81	38.26	34.72

* Notes: The sum of the Pre-Assessment 'Credit Status' scores is 120. This total includes 20 'Exemplary Level' credits (each with a score value of 1%) in the 'Innovation' category. In a formal BREEAM assessment the maximum number of credits which can be awarded in the 'Innovation' category is 10. The maximum total score which can be achieved overall is 100%. Therefore, the summary graph only shows a BREEAM score up to 100 as it is not possible to achieve more than this in a formal BREEAM Assessment.

The BREEAM Target score (Baseline+Potential) and rating shown above (and in Appendix A) represents a BREEAM strategy which is currently considered achievable but which will require additional action to be carried out from that which is currently proposed. It may also require additional project resources from those which are currently anticipated.

A bespoke BREEAM assessment will be developed and be used to influence the environmental performance of the Terminal 3 Security Area re-provision.

It is recommended to refine the pre-assessment as soon as the BREEAM bespoke credit criteria issued by BRE Global Ltd. are confirmed in full.

7. Conclusions

M.A.G and Manchester Airport have a well-established Corporate Social Responsibility programme. This is set around a Corporate Social Responsibility Strategy that is focused on objectives relating to environment, community, colleagues and business. This approach is implemented at an individual airport level through programmes, activities and actions that are set out in the Airport's Sustainable Development Plan.

The Airport's Sustainable Development Plan covers community activity, economic development, environment, land-use and surface access. It sets the context for the Airport's operation and future growth and feeds into a range of national and local policy.

The Manchester Airport Group Future Security Regulations programme of works to meet the Department for Transport (DfT) Future Security Regulation is intended to improve the passenger and the airline operational experience. It will provide the airport with new development and latest security tech equipment to improve passenger experience, reduce queuing times and detect potential threats.

Manchester Airport has a target within the Sustainable Development Plan to achieve a BREEAM standard of 'excellent' in new building with a minimum standard of 'very good'. The results of the BREEAM Pre-Assessment prepared by Jacobs indicate that a BREEAM rating of 'Good' is achievable for the project, subject to implementation of the actions necessary to achieve a number of recommended target credits. Achievement of BREEAM Rating 'Very Good' is assessed as possible and review of further 'Possible' credits and requirements to be fulfilled by the project recommended to confirm targeted BREEAM Strategy at next phases of the works.

A bespoke BREEAM assessment will be developed and be used to influence the environmental performance of the Terminal 3 Security Area re-provision. A bespoke BREEAM process has been initiated for the project and it is recommended to refine the pre-assessment as soon as the BREEAM bespoke credit criteria issued by BRE Global Ltd. are confirmed in full.

Appendix A. BREEAM Pre-Assessment

Please see separate pdf file: *MAG T3 BREEAM Pre-assessment Scorecard.pdf*