

**Manchester City Council  
Report for Resolution**

**Report To:** Executive – 6 April 2011

**Subject:** Manchester Airport City Development and Infrastructure Framework

**Report of:** Chief Executive, Manchester City Council

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**Summary**

This report provides the background and implications of the announcement on 23 March that the Greater Manchester Enterprise Zone will be located at Manchester Airport City.

The report seeks the Executive's agreement to consultation on the Manchester Airport City Development and Infrastructure Framework which will set the planning context for the development of the Airport City Strategic Site and will be necessary to move the project forward quickly. This document is aligned with the Core Strategy and will provide the basis on which future applications can be brought forward.

**Recommendations**

The Executive is invited to:

- a) note that following negotiation with HM Treasury Greater Manchester has secured an Urban Enterprise Zone at Airport City. This is one of only four across the Country where the location has been announced;
  - b) request the Chief Executive to work with MAG and other stakeholders and local authorities and bring forward proposals relating to a definitive boundary, and associated governance arrangements, for the Enterprise Zone as soon as possible; and
  - c) endorse the Framework attached to this report for the core proposition and the Phase 1 development for public consultation and for report back to the Executive.
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**Wards Affected: Woodhouse Park, Baguley**

<b>Community Strategy Spine</b>	<b>Summary of the contribution to the strategy</b>
Performance of the economy of the region and sub region	Airport City will increase jobs and gva across the sub region and beyond.

Reaching full potential in education and employment	Communities across the City will be well connected to Airport City and able to access the additional employment opportunities that will be created.
Individual and collective self esteem – mutual respect	
Neighbourhoods of Choice	Airport City will be developed to connect to Wythenshawe creating additional employment and housing and increasing the attractiveness of the area as a place to live.

**Full details are in the body of the report, along with any implications for:**

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

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#### **Financial Consequences – Revenue**

None at present. A further report will be brought back to Executive in the summer setting out more detailed proposals for the Enterprise Zone which will set out the financial consequences for the Council.

#### **Financial Consequences – Capital**

None at present. A further report will be brought back to Executive in the summer setting out more detailed proposals for the Enterprise Zone which will set out the financial consequences for the Council.

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#### **Background documents (available for public inspection):**

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

## **1.0 Introduction**

1.1 Manchester Airport Group has been developing, in conjunction with partners, proposals to create an Airport City for some years. Sitting alongside the growth in passengers forecast for the Airport this development would capitalise on the Airport's unique combination of location, connectivity and available land assets.

1.2 A considerable research and analytical base has been created which has enabled a strategic master plan to be developed. This reflects the proposals in the Core Strategy and is set out in the draft Manchester Airport City Development and Infrastructure Framework attached. This will provide the economic and planning context for the Airport City Strategic Site and once finalised following public consultation will enable more detailed planning applications to be brought forward.

1.3 Following negotiations with Government Airport City has been designated as one of just four vanguard Enterprise Zones. This represents a significant achievement and an exciting opportunity for Airport City to move forward quickly realising the potential to create over 7,000 jobs and at the same time to capture tax revenues that should be re-invested throughout Greater Manchester. Work to define the Enterprise Zone including its boundaries and the policy package that will apply will be undertaken.

1.4 The completion of the strategic master planning and the need to consult in order to establish a planning framework for the Airport City core proposition requires Executive endorsement. It is important that this is done as soon as possible in order to prepare for a start on site early in the New Year. The designation of the Airport City as an Enterprise Zone last week underlined the importance of making quick progress on the core site covered by the development and infrastructure framework. Therefore a special Executive has been called during the Election period in order to facilitate this.

## **2.0 Background**

2.1 Maximising the potential of the Airport is a critical part of Greater Manchester's strategy for growth. Airport City's potential to stimulate private sector investment, employment growth and boost the regional economy will significantly contribute to the strategic aims of the city region, and in particular the objectives of the Greater Manchester Strategy to increase growth and jobs and improve productivity. It will strengthen the Airport's business model securing its future as an international airport as well as bringing substantial benefits to local communities.

2.2 Airport City connects initial development close to the airport with a wider set of opportunities within the East and West Wythenshawe Economic Development Corridors including the University Hospital of South Manchester's (UHSM) exciting Medipark initiative, Roundthorn, Sharston and the Town Centre. The Airport City concept has been subject to consultation with local Members.

2.3 Airport City involves the development of a new global business destination and a major economic hub for the North of England. The project capitalises on the Airport's international connectivity, land holdings and Greater Manchester's

knowledge and business assets. The strategy is designed to build upon the global connectivity of the Airport by creating a project to compete with Airport locations in Barcelona, Amsterdam and Dusseldorf.

2.4 Manchester Airport City is unique to the UK and the strategy has been designed to compete in an international marketplace. An Airport City must have an efficient aviation infrastructure and operation, which can accommodate growing volumes of passengers and cargo effectively. Fundamentally a successful Airport City must include:

- the infrastructure capacity and ability to grow the network of direct air routes to encompass long-haul, short-haul and budget route connectivity;
- first class ground transportation with unrivalled connectivity to labour, passengers and the marketplace; and
- readily available and developable land assets to provide an 'all service' offer including core aviation, logistics, business space and ancillary hotel/leisure/retail.

2.5 The growth of airport-related business will encompass organic growth of core business activity at the airport, predicted to rise as airport passenger growth continues. The thrust of the Airport City strategy is to attract occupiers and activities which would be unlikely to locate in Greater Manchester, but for Airport City, and who will be attracted by the connectivity afforded by the Airport. The development will be brought forward in the market place to complement the City Region's strengths, particularly Manchester city centre.

2.6 The Airport City development will be integrated with the needs of communities, particularly in Wythenshawe. Access to the employment opportunities created will be an important element of this, both in terms of physical connectivity and support from employers where the Airport has a good track record to build on. The long term growth of Wythenshawe Town Centre will be actively promoted.

2.7 The necessary infrastructure to open up the site is the subject of a round one RGF bid. The prospects for the development are also very substantially enhanced by the investment of £400m in the new Metrolink extension to the airport which is being provided through the GM Transport Fund. The Metrolink extension is forecast to increase the effective labour markets accessible from the Airport City area by as much as 40%. This is sufficient to raise its economic potential by more than 3,600 jobs in respect of the initial phases and by a further 3,400 in the wider development. In addition the planned expansion of SEMMMS will not only relieve congestion in the area but create the capacity for growth in the area.

2.8 The Airport City development features the following components:

- **Co-located logistics** – to provide accommodation for freight forwarders and other types of logistics businesses;
- **Business space** –The offer would include high quality office accommodation, advanced manufacturing and R&D attractive to global businesses;

- **Health related uses** – building upon the proximity of Wythenshawe Hospital as a ‘centre of excellence’, a translational medicine centre, R&D, visitor accommodation and other types of medical/health related business; and
- **Land for other uses** - further hotel development and ancillary leisure/retail and residential uses, to service and support the enlarged workforce, passengers and delivery of the Airport City.

### 3.0 Greater Manchester Enterprise Zone

3.1 The Government announced in the Budget that it would be creating 21 new Enterprise Zones, within local enterprise partnerships. Enterprise Zones will benefit from:

- A business rate discount worth up to £275,000 per eligible business over a five year period;
- All business rates growth within the zone for a period of at least 25 years will be shared and retained by the local area, to support the Partnership’s economic priorities and ensure that Enterprise Zone growth is reinvested locally;
- Government help to develop radically simplified planning approaches for the zone using, for example, existing local powers to grant automatic planning permission;
- Government support to ensure that superfast broadband is rolled out throughout the zone, achieved through guaranteeing the most supportive regulatory environment and, if necessary, public funding.

3.2 Government have also committed to work with Local Enterprise Partnerships on additional options, to suit local circumstances, including consideration of:

- Enhanced capital allowances (instead of business rate discounts) for plant and machinery, in a limited number of cases, where there is a strong focus on manufacturing;
- Tax Increment Finance to support the long term viability of the area;
- UKTI support for inward investment or trade opportunities in the zone.

3.3 Greater Manchester’s Enterprise Zone is one of the first of four vanguard areas able to confirm the location of their new zones. Airport City has been designated an Enterprise Zone following a Local Enterprise Partnership review of potential sites supported by independent economic analysis which considered relative impacts on jobs, business rates and the impact on Greater Manchester buying power. The latter meant assessing how much up front capital buying power the potential revenue streams that may accrue from a Zone could deliver and how quickly.

3.4 The analysis demonstrated that Airport City was the best Greater Manchester site in terms of the additional buying power it can deliver and is the proposition around which the most compelling growth case can be made. Up to 7,600 gross jobs could be created in the longer term from the first phase of development. On

conservative assumptions at least half of these would be additional to Greater Manchester although we expect that this will be a significant underestimate given the unique aspects of the proposals. The net increase in business rates collected within Greater Manchester as a result of the Airport City development are forecast to be over £5m pa within 10 years.

3.5 AGMA agreed, in developing their approach to Enterprise Zones, that proceeds would be reinvested to support priorities agreed at City Region level reflecting the principle that to support a single economy we need a single economic policy.

3.6 Work will now take place with the LEP to develop the proposals in detail. In parallel consulting on the Development Framework for the Airport City Strategic Location will allow progress to be made rapidly and, subject to the results, planning applications to be made to allow a first phase to start on site in 2012.

#### **4.0 Strategic Site Infrastructure and Development Framework**

4.1 As part of the wider Airport City concept a strategic location has been identified on land to the north of the Airport in the Core Strategy which has been out to public consultation. The Core Strategy will be subject to Examination in Public in the Autumn.

4.2 Strategic masterplanning of the site (which is owned by Manchester Airport Group, Manchester City Council and Goodman) has been led by Manchester Airport. The resulting development and infrastructure framework is attached. This document sets out the basis on which site will be brought forward, providing the development and infrastructure necessary to progress the first phase of Airport City. The site will form the core proposition within the Enterprise Zone which, depending on the work to produce definitive boundaries may extend further.

4.3 The 32 hectare site is immediately to the north of the Airport and is within a 5 to 10 minutes walk of The Station transport hub at Manchester Airport and will be connected by a 'Skylink' making the site one of the most accessible and sustainably located in the region.

4.4 The development of the Airport City strategic site will be driven by a number of core strategic objectives which seek to ensure a high quality, sustainable development well placed within the market. They include:

- creating a complementary mix of uses;
- high quality place making to create an attractive and well designed environment;
- incorporating excellent access and movement linking to the Airport hub;
- integrating principles of sustainability throughout the design, occupation and operation of the development;
- supporting local communities, increasing employment opportunities and improving skills.

4.5 To deliver the building programme the requisite infrastructure has been

designed to underpin the project and includes the following elements:

- Access roads
- Car parking areas
- Advance structural landscaping
- Public realm
- Site preparation (including services and power supply)
- Pedestrian walkways (Skylink) and links to Wythenshawe

4.6 The infrastructure proposals will be fully integrated with and complementary to the future strategic infrastructure projects such as Metrolink and the SEMMMS relief road.

## **5.0 Delivering Airport City**

5.1 The Development and Infrastructure Framework, along with the Core Strategy will provide the planning context for the Strategic Site. It is anticipated that detailed planning applications will be ready to be submitted, subject to the consultation on the Development Framework, in Summer 2011. This would allow work on the first phase of Airport City to begin in 2012.

5.2 Further work will be required to agree the detail of the Enterprise Zone including boundaries, planning arrangements and governance. To drive delivery of the Airport City Enterprise Zone appropriate governance arrangements will be needed to bring appropriate partners together. It is proposed that these are supported by Manchester City Council and that the Chief Executive is requested to ensure the necessary arrangements are in place.

## **6.0 Contributing to the Community Strategy**

### **(a) Performance of the economy of the region and sub region**

9.1 The Airport City proposals provide a significant opportunity to create jobs and growth for the sub region and beyond. The initial proposals linked to the Enterprise Zone are forecast to generate 7,000 jobs over a 20 year period and £514m gva. These will be across a range of sectors supporting Greater Manchester's ambitions to grow the knowledge economy.

### **(b) Reaching full potential in education and employment**

9.2 Airport City will be well connected to local communities in Wythenshawe and beyond, including by Metrolink. The Zone will provide access to new employment as well as the opportunity for skills development and training.

9.3 The Airport businesses work closely with other major local employers and regeneration agencies on a comprehensive programme to support education, skills, training and development. The objective of the Airport City development will be to increase both the proportion and absolute number of Wythenshawe residents employed on and in connection with the Airport and support the increase in employment opportunities for other residents across the city region.

**(c) Individual and collective self esteem – mutual respect**

9.3 Not applicable.

**(d) Neighbourhoods of Choice**

9.4 Airport City will be developed to connect to Wythenshawe creating additional employment and housing and increasing the attractiveness of the area as a place to live.

**10. Key Polices and Considerations**

**(a) Equal Opportunities**

10.1 A key outcome will be to capture significant employment opportunities and ensure that local residents have the opportunity to compete for the jobs that are created. In addition, there is a commitment to ensure that the development will be accessible and well connected.

**(b) Risk Management**

10.2 A risk management strategy will be developed as part of the Airport City programme.

**(c) Legal Considerations**

10.3 If adopted by the Executive, the Development and Infrastructure Framework, will be a material consideration when development control decisions are made. The detail of the proposals and the steps to be taken to implement the measures that will apply to Enterprise Zones have yet to be announced, including the impact on the planning approaches on the site. The detailed legal implications will therefore need to be assessed as the work progresses.



Drivers Jonas Deloitte.

# Manchester Airport City Development & Infrastructure Framework



30<sup>th</sup> March 2011 (Draft)

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# 1 Executive Summary

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Manchester Airport is well established as an international business and transport hub and is forecast to double its passenger capacity by 2030. The Manchester Airport City proposition offers the opportunity to capitalise on the existing strengths and future growth potential of the Airport as a key driver of the North West economy, to significantly accelerate economic growth in the region. The realisation of Airport City will create an internationally competitive business location offering the global reach, transport connectivity and wealth of available land assets to attract significant private sector investment. More than just a development project, Airport City will have sustainability, social cohesion and the local community at the heart of its overall vision.

The purpose of this **Development and Infrastructure Framework** is to guide the detailed development of a first phase of Airport City. This core proposition will be a fundamental element of the recently announced Airport City Enterprise Zone. There will be further discussion to define the boundaries and detail of the regime that will operate within it. This Framework for the core proposition will be taken into account by planning authorities in the way planning applications are determined and will also be a crucial component of any future Local Development Order for the Enterprise Zone as a whole.

## Manchester Airport City

Manchester Airport is a key driver of economic growth across the north of the UK, directly and indirectly supporting 41,290 jobs which are estimated to be worth £1 billion in regional income. Manchester Airport is the main international gateway in the North, ranked the 18<sup>th</sup> largest Airport in Europe and connects to over 190 destinations worldwide. Plans to double passenger growth by 2030 will continue to see this growth benefiting the local and wider economy.

The role of the Airport as a major generator of growth provides an opportunity to create a new economic hub, an Airport City. This reflects worldwide trends in airport-linked development that have shown real success in capitalising on the potential provided by Airports, as evidenced by research undertaken to support the Airport City concept that has considered a variety of models already functioning across Western Europe; including Amsterdam, Barcelona, Dusseldorf and Copenhagen. Best practice emerging from these locations has informed the Manchester approach. The details and scale of each Airport City are different but at their core they are economic hubs and destinations where businesses from around the world converge to conduct business and exchange knowledge. They are supported by hotel, conference, retail and leisure facilities. Airport Cities require the aviation infrastructure, international inter-modal connectivity and available real estate assets to create the conditions from which to develop a global business destination.

Manchester Airport Group ("MAG"), in partnership with Manchester City Council ("MCC") and other key stakeholders, is seeking to build on Manchester Airport's established status as a global destination by capitalising on its unique potential to become an 'Airport City'. This will support Greater Manchester's twin objectives of creating jobs and growth and increasing productivity. Analysis suggests that there is the potential in Greater Manchester for the private sector to create over 75,000 jobs in the next five years, if the right conditions are created. Critical to success will be the ability to connect communities to the resulting opportunities. The development of a Manchester Airport City, that will increase jobs and be well connected to communities in Wythenshawe and beyond, is key part to delivering Greater Manchester's potential.

The main focus of the Airport City strategy will be to attract business that would not otherwise locate in the region and which requires the levels of connectivity and business synergy associated with a location in close proximity to a major international Airport. Robust research has underpinned the proposition and identified demand from a range of internationally mobile businesses whom are seeking to locate in a unique Airport related business destination once the opportunity is available.

### Strategic Advantages

The Airport provides a unique environment in which to attract global business, entrepreneurs and a highly skilled workforce. Its unique strategic advantage is demonstrated by:

1. An **international connectivity** to attract global business;
2. An unrivalled **wider regional and local connectivity**, including a multi-modal transport hub and planned Metrolink and SEMMMS transport improvements that will not only relieve congestion but create the capacity for growth;
3. A significant **availability of surrounding land assets**; and
4. Unrivalled **access to Manchester's knowledge assets and business base**.

### Supporting Growth

Manchester Airport City will be a key driver of the North West economy; increasing investment, jobs, productivity and accessibility. It will generate significant benefit for the North West economy that will be critical in narrowing the GVA gap and reducing regional disparities.

The economic outcomes for Airport City will be quantified as the phases of development are firmed up. The Airport City Strategic Employment Site has the potential to accommodate around 3000-4,000 jobs. The first phase will generate £131million of GVA and create approximately 1400 fte jobs.

Airport City meets the tests of creating sustainable private sector jobs, value for money and early delivery; providing synergy with the wider strategic approach to economic growth and investment across Greater Manchester and the UK.

### Wider Development Opportunities

The scale and significance of the Manchester Airport City project presents an unprecedented opportunity in South Manchester and the wider City Region. An economic development corridor has been identified that encompasses a 'necklace' of sites, including the University Hospital of South Manchester's (UHSM) Medipark initiative, Roundthorn Industrial Estate, Ringway, Atlas Estate, Manchester International Office Centre and Sharston Industrial Estate. However, Airport City is an opportunity that captures benefits far wider than its South Manchester location. It will capture economic growth which would otherwise locate to another region or country, and as such significantly boost the economic potential of wider regional economy and could potentially generate 7,000 – 15,000 jobs.

The Airport City Strategic Employment Site, has the potential to act as a catalyst for existing and future development in South Manchester. It provides an offer which differs to the wider corridor of opportunities, given its location immediately adjacent to the Airport Operational Area and multi-modal transport hub.

### **Supporting the Local Communities**

Manchester Airport makes a significant contribution to the local economy as a source of direct employment and as an asset to local businesses. Equally, local communities rely heavily on the Airport to provide employment. The Airport is a critical employer for its most immediate and deprived community in Wythenshawe; which accounts for approximately 4,000 of the Airports 19,000 employees. The Airport is pro-actively seeking to increase future job creation for Wythenshawe residents and there is scope to increase further the proportion of working age adults employed in Airport related activity.

Airport City also has the potential to benefit a wide cross section of communities within the City Region, due to its unrivalled existing and planned transport accessibility. The Metrolink extension is forecast to increase the effective labour markets accessible from the Airport City area by as much as 40%, which could raise economic potential by more than 3,600 jobs in respect of the initial phases and by a further 3,400 in the wider development.

The Airport businesses work closely with other major local employers and regeneration agencies on a comprehensive programme to support education, skills, training and development, with an objective to increase the number of Wythenshawe residents employed in connection with the Airport and support the increase in employment opportunities for other residents across the wider City Region.

### **Sustainability**

While the social and economic benefits are considerable, account has been taken of the environmental implications of the project. Airport City is a truly sustainable development, with transport connectivity on par with any economic hub in the country. A multi-modal transport hub provides sustainable travel options to a substantial catchment area for business activity and for connectivity to labour force and supply chains.

The development of Airport City will build on current best practice and the wide range of environmental initiatives underway at the Airport and in the wider area. The scale of development and the mix of uses will also offer the potential for innovative and creative approaches to sustainable infrastructure, energy supply, waste management and servicing.

### **Airport City Strategic Employment Site**

The Airport City Strategic Employment Site encompasses a 32 hectare site under the ownership of Manchester Airport Group, Manchester City Council and Goodman. This is the core component of the wider Airport City Enterprise Zone. This Framework will be supplemented by further planning Frameworks, as required, following consultation and engagement with other landowners and authorities.

The Airport City Strategic Employment Site aims to capitalise on the Airport as a multi-modal transport hub, providing access to air, public transport and excellent road links in a location that attracts visitors and businesses to cater to a variety end users. It is not subject to any significant development constraints.



Existing Site Aerial



Existing Site CGI

## Fit With Policy

The principle of development and expansion of Airport City is wholly supported by the strategic objectives of the spatial policy framework. Overarching national policy support within the Aviation White Paper, which recommends that Manchester Airport doubles its passenger throughput by 2030, permeates policy at all levels. Airport City is embedded in the emerging Greater Manchester Spatial Framework and is identified as a primary location for new development at a local level, sitting within the Wythenshawe Economic Development Corridor and supported by the Wythenshawe Strategic Regeneration Framework and the emerging Manchester Core Strategy.

The development of Airport City is central to the delivery of the Greater Manchester Strategy which has core objectives to grow the economy and ensure our people contribute to and benefit from this growth.

## Development Principles

The Airport City Strategic Employment Site offers the opportunity to provide the highest quality facilities at the most connected location in the region. The intention is to create a masterplan that provides a comprehensive framework for development, whilst allowing sufficient flexibility to enable the site to develop and adapt over time. An illustrative masterplan has been prepared in conjunction with this document, which shows one option for how the site could be developed over time in order to achieve the Airport City vision.





## Airport City Proposals

Proposals for Airport City are focussed on attracting businesses to locate in the region who are attracted by the unique opportunity to utilise a business location with direct proximity to an International Airport.

The Strategic Employment Site, which acts as a first phase to kick-start the Airport City project, will seek to deliver the infrastructure and development necessary to satisfy immediate Airport City demand. Development will be proportional to the quantum's that can be accommodated on site and include floorspace space for office, logistics and advanced manufacturing uses, alongside residential and amenity facilities.

To deliver the building programme the requisite infrastructure has been designed to underpin the project and including access roads, car parking, advanced structural landscaping, servicing, pedestrian walkways (including an extension of existing Skylink) and integration into future transport schemes including Metrolink and SEMMMS.

## Next Steps and Programme

Manchester Airport City is an exciting opportunity to reposition the City Region amongst the ranks of the world's premier cities. The announcement that it will be the Enterprise Zone for Greater Manchester provides significant support for the successful delivery of the project.

This Framework document for the initial phase of development provides an immediate opportunity to begin to realise this ambition. Once endorsed, this Framework will become a material planning consideration against which the Local Planning Authority will consider planning applications within this area. A planning application for the first phase of infrastructure, landscaping and new buildings will be submitted following consultation on this document and allow for a start on site next year. This application is likely to cover a significant part of the masterplan and may include detailed proposals for works that require early delivery in the overall development programme and other subsequent phases of development in outline.

In parallel, we will begin discussions with stakeholders and local authorities about the Enterprise Zone and the simplified planning arrangements that will be part of this designation. This is likely to result in further Frameworks being brought forward and Local Development Orders being established which allow development to be undertaken without the need for planning permission to be obtained from the Local Planning Authority. Local Development Orders will be subject to public consultation.

## 2 Introduction

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Manchester Airport City is a world class, sustainable location for global business, supported by a mix of retail and leisure facilities and residential development. It offers transport connectivity, amenities and an environment unparalleled in the Region. Key components have been identified for the Airport City development: significant regional economic growth, job creation and connectivity to local communities, securing inward investment for the City and wider region and the design and delivery of sustainable infrastructure.

Manchester Airport affords a generational opportunity to develop the Airport City concept. It has all the ingredients to be a success and act as a driver for economic growth. That growth will benefit the City Region and the wider north west over the next quarter of a century and beyond. Manchester Airport City has the characteristics required to act a major crucible for accelerated sub-regional growth, offering an opportunity to attract high profile inward investors and expanding indigenous companies and institutions to state of the art accommodation set within a globally connected infrastructure network.

Airport City is a proposition that will deliver a sustainable, world class business destination on a number of sites that are intrinsically linked to Manchester Airport. The purpose of this **Development and Infrastructure Framework** is to help deliver a first phase of Airport City, capitalising on a Strategic Employment Site adjacent to Manchester Airport, which is both available and deliverable.

The Airport City programme will be delivered over a 20 year timeframe and will be a significant engine of growth for the City Region, the region and the north. The project is centred around opportunities coming forward within the East and West Wythenshawe Economic Development Corridors (see figure 1), including the University Hospital of South Manchester's (UHSM) exciting Medipark initiative and corridor of employment sites in east and west Wythenshawe.

Airport City has been designated as an Enterprise Zone in the Budget 2011.

This Framework is for an initial phase of development activity on a site immediately north of the Airport (see figure 2). This is identified as a 'strategic location' in the Core Strategy. The Development and Infrastructure Framework provides a flexible and mixed commercial framework that will enable the market to respond to the opportunities that exist at this unique location. Demand will be the key influence on the timing and pace of development.

This document sits within a well established policy framework that includes the emerging Greater Manchester Strategy, emerging Manchester Core Strategy and Wythenshawe Strategic Regeneration Framework. Airport City's potential to stimulate private sector investment, employment growth and boost the

regional economy will significantly contribute to the strategic aims of the City Region, and in particular the objectives of the Greater Manchester Strategy and the findings of the Manchester Independent Economic Review.

Once endorsed, this Framework will become a material planning consideration against which the Local Planning Authority will consider planning applications for the initial phase of Airport City. It will be supplemented by further Frameworks following consultation and discussion with stakeholders related to the Enterprise Zone.



Figure 1: Airport City Opportunity: East/West Wythenshawe Economic Corridors



Figure 2: Aerial Photograph of the Airport City Strategic Employment Site

## 3 Project Background & Context

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Airport City presents a unique opportunity to elevate the Manchester City Region into the ranks of the world's great cities. It will contribute to enhanced regional competitiveness, a reduction in economic disparity and support the creation of private sector jobs by creating the appropriate conditions for investment. Airport City is an opportunity to meet critical demand for high quality and well connected business, manufacturing and logistics development. The strategy goes beyond a straightforward development project. Due to its exceptional connectivity to the wider sub-region, it will become an integral part of the wider community; driving job creation and championing the principles of sustainable development.

### **Airports as Generators of Growth – the 'Airport City' concept**

The functionality of Airports has changed over the past decade, with many becoming major hubs for business and commerce. Transport infrastructure has always shaped locational choice for businesses, and Airports have become increasingly attractive and important locations to support varying degrees of Airport dependent companies and their supply chains.

Manchester Airport is already a significant driver of the economy in the north of the UK. It is the largest Airport outside of the South East and the main international gateway to the North, connecting to over 190 destinations worldwide. Manchester Airport is a 'Top 20' European Airport and one of the most significant drivers of recent and future economic growth across the north of the UK, directly and indirectly supporting 41,290 jobs which are estimated to be worth £1 billion in regional income.

The role of Manchester Airport as an international transport and economic hub is already well established but there is the potential to go further. Manchester Airport Group ("MAG"), in partnership with Manchester City Council ("MCC") and other key stakeholders, has been working together to explore the potential for a 'Manchester Airport City'. Robust analysis and market research has been undertaken to underpin the Airport City proposition and provide the platform for a concept that will propel the Airport into the ranks of its global competitors and support significant growth in the wider regional economy. Analysis and research has specifically identified demand from a range of internationally mobile businesses whom would wish to locate at Manchester Airport should a suitable offering be available.

The Airport City concept can be described simply – an Airport which is an economic hub and destination in its own right, where businesses from around the world converge to conduct business and exchange knowledge; supported by hotel, conference, retail and leisure facilities. An Airport City must include an efficient aviation infrastructure and operation, which can accommodate growing volumes of passengers and

cargo effectively; together with an international inter-modal transport hub and a real estate hub, to create a platform on which to develop a global destination.

Research has been undertaken to support the Airport City concept and has considered a variety of models already functioning across Western Europe, including Amsterdam, Barcelona, Dusseldorf and Copenhagen. Best practice emerging from these locations has informed the Manchester approach. There are a number of common features that distinguish successful Airport City development areas across Europe, including:

- § The ability to leverage from the Airport core business to controlled areas of land promoted by operating property subsidiaries and partners;
- § significant land assets to provide an 'all service' real estate offer including logistics, business space, hotels and ancillary leisure/retail;
- § a policy environment which must acknowledge the role of the Airport as both an economic and transport hub;
- § features reflecting both the Airport's size/role (hub or point to point) related City geography / connectivity and surrounding property market; and
- § access to first class ground transportation systems that offer unrivalled connectivity into the marketplace which they serve.

### Manchester Airport City

Manchester Airport City will be fuelled by, and help support, the planned growth of Manchester Airport, which could see a doubling of passengers through its three terminals by 2030. This will generate growth, investment and employment in airport-related businesses on site, in the wider supply chain and in the wider regional and sub-regional economy. The main focus of the Airport City strategy will be to attract business that would not otherwise locate in the region and which requires the levels of connectivity and business synergy associated with a location in close proximity to a major international Airport.

Airport City will transform the Airport into an economic hub and destination in its own right, with a focus on increasing long haul flights, improved ground transportation and the delivery of a real estate platform to enable further business opportunities in health, logistics, cargo, advanced manufacturing and corporate sectors to be brought forward. Through execution of the Airport City plan, the Airport will become a strong business destination in its own right and by doing so will enhance the case for further route development into international markets. It is critical component within the emerging Greater Manchester Spatial Framework and will be promoted as major strategic employment site in line with the recently completed Greater Manchester Large Employment Sites Study.

The programme in its entirety includes the following components:

- § **co-located logistics** – the expansion of the World Freight Terminal to provide accommodation for freight forwarders, integrators and other types of Airport logistics businesses;
- § **business space** – high quality office accommodation, advanced manufacturing; R&D and health related uses attractive to global businesses looking for an integrated service offer;
- § **science and research** – including companies and international corporates looking for north west representation in the marketplace; and
- § **land for other uses** – further hotel development, ancillary leisure/retail uses and residential development, to service and support the enlarged workforce, passengers and delivery of the Airport City.

### Manchester Airport: Strategic Advantages

The Airport City proposition complements the region's dynamic economy, based upon an international offer of established academic research and technology, innovative businesses, communications and transport infrastructure. As an integral part of this, the Airport provides a unique environment in which to attract global business and retain graduates, entrepreneurs and a highly skilled workforce. Manchester Airport's ability to

complement the regional offer and deliver the aspirations of Airport City are demonstrated by the following strategic advantages:

1. An **international connectivity** to attract global business, which is crucial in terms of appealing to an international corporate marketplace and not simply a regional market. This allows Airport City to compete with similar propositions such as Barcelona, Amsterdam and Dusseldorf.
2. An unrivalled **wider regional and local connectivity**, including a multi-modal transport hub coupled with significant committed future investment, including Metrolink which is scheduled to open in 2015 and the South East Manchester Multi Modal Study (SEMMMS) strategic road scheme; offering the potential to reach wider labour markets and further support the improvement of local communities. The scale of the catchment is substantial.
3. Significant **availability of surrounding land assets**, including the Strategic Employment Site, which are readily available for both immediate and long term development. The availability of large, deliverable sites in the City Region is demonstrated in and underpinned by research undertaken in the Greater Manchester Employment Land Study and Greater Manchester Large Sites Study.
4. Unrivalled **access to Manchester's knowledge assets and business base**, with an ability to draw on the knowledge economy, financial and professional expertise, creativity in digital and new media; life sciences and healthcare; advanced manufacturing, digital/communications and business tourism.

### Maintaining a Competitive Advantage

Airport City will transform the Airport and its existing commercial operation, establishing a premium brand identity and transforming it into a multi faceted economic powerhouse with a diverse income profile. It will serve to facilitate the expansion of the Airports international cargo operation broadening the Airports appeal to 1st and 2nd tier logistics operations and enabling the Airport to compete more effectively in the Value Added Logistics ("VAL") sector. In addition to the benefits to the Airport there will be substantial added value to the economy of Greater Manchester and the wider region. Airport City will contribute to increasing competitiveness and productivity in the South Manchester, the City Region and the wider region. It will:

- § Become a destination of choice for inward investors and expanding indigenous businesses.
- § Act a stimulus to for business across the City Region, notably in the science and innovation sector centred around the Corridor between the Airport and the City Centre.
- § Attract high value technology, R&D, sales, marketing, training and HQ functions to the sub –region.
- § Act as a USP in retaining and attracting highly skilled individuals and entrepreneurial talent.
- § Act as a spin out for complimentary business activity throughout South Manchester and the wider sub – region delivering significant agglomeration benefits.
- § Positively augment and complement the commercial roles fulfilled by the City Centre as well as Media City and Sports City.

### The Economic Impact

Manchester Airport City will be a key driver of the North West economy; increasing investment, jobs, productivity and accessibility. Its implementation and development will create an internationally competitive business location for the knowledge-based economy. It will generate significant benefits for the North West economy that will be critical in narrowing the GVA gap and reducing regional disparities.

The economic outcomes for Airport City will be quantified as the phases of development are firmed up. The Airport City Strategic Employment Site has the potential to accommodate around 3000-4,000 jobs. The first phase will generate £131million of GVA and create approximately 1400 fte jobs.

Airport City meets the tests of creating sustainable private sector jobs, value for money and early delivery; providing synergy with the wider strategic approach to economic growth and investment across Greater Manchester and the UK.

### Wider Development Opportunities

The scale and significance of the Manchester Airport City project presents an unprecedented opportunity in South Manchester and the wider City Region. An economic development corridor has been identified that encompasses a 'necklace' of sites, including the University Hospital of South Manchester's (UHSM) Medipark initiative, Roundthorn Industrial Estate, Ringway, Atlas Estate, Manchester International Office Centre and Sharston Industrial Estate. However, Airport City is an opportunity that captures benefits far wider than its South Manchester location. It will capture economic growth which would otherwise locate to another region or country, and as such significantly boost the economic potential of wider regional economy and could potentially generate 7,000 – 15,000 jobs.

The Airport City Strategic Employment Site, brought forward as part of this Framework, has the potential to both complement and act as a catalyst for existing and future development in South Manchester. It does, however, provide a different type of offer to the wider corridor of opportunities. Its location, immediately adjacent to the Airport, offers direct pedestrian links to the terminal complex and multi-modal transport hub and provides an opportunity for businesses and occupiers who require more immediate functional ties to the Airport and the transport network.

Airport City is a unique opportunity which will have benefits far wider than its South Manchester location. This was a key conclusion from the Business Leadership Council's work to look at large employment sites from a demand perspective. The emerging strategy for maximising the opportunities flowing from creating Airport City was fully endorsed given the unique offering it provides for the wider region and its capacity to attract occupiers who would otherwise not be able to locate within the City or the Greater Manchester area. Development in this location seeks to capture economic growth which would otherwise locate to another region or country, and as such it will provide a significant increase in inward investment to the City of Manchester and will support the wider economy of the City Region.

### Supporting the Local Community

Manchester Airport makes a significant contribution to the local economy not only as a source of direct employment, but also as a valuable asset to enhance local businesses and attract new investment. Conversely, local communities rely heavily on the Airport to provide employment, although a lack of skills often means that many of the region's residents are unable to take advantage of the opportunities available. Increasing the proportion of locally employed labour is a key part of the strategy for reducing unemployment in surrounding communities.

The Airport is a critical employer for Wythenshawe residents, with 4,000 of the Airport's 19,000 employees coming from the Wythenshawe community. It is also one of the most deprived communities in Greater Manchester, with around that 22.5% of Wythenshawe residents (11,000) on three key benefits, compared to 18% across Greater Manchester, with some neighbourhoods ranking within the top 2% most deprived nationally. The Airport is pro-actively seeking to increase future job creation for Wythenshawe residents and there is scope to increase further the proportion of working age adults employed in Airport related activity.

Furthermore, Airport City has the potential to benefit a wide cross section of communities within the City Region, due to its unrivalled existing and planned transport accessibility. For example, the Metrolink extension is forecast to increase the effective labour markets accessible from the Airport City area by as much as 40%. This is sufficient to raise its economic potential by more than 3,600 jobs in respect of the initial phases and by a further 3,400 in the wider development.

The Airport businesses work closely with other major local employers and regeneration agencies on a comprehensive programme to support education, skills, training and development. The objective of the Airport City development will be to increase both the proportion and absolute number of Wythenshawe residents employed on and in connection with the Airport and support the increase in employment opportunities for other residents across the City Region.

Airport City has the potential to unlock economic and development activities which will accelerate and drive economic growth, regeneration and provide a step change in the social and economic performance of deprived communities in Greater Manchester, and particularly in Wythenshawe.

## Sustainability

While the social and economic benefits are considerable, account has been taken of the environmental implications of the project. As the Manchester Independent Economic Review recognises, sustainability is an increasingly important issue which needs a comprehensive and holistic approach. The development of Airport City will build on current best practice and the wide range of environmental initiatives underway at the Airport and in the wider area. Manchester Airport Group has committed to becoming carbon neutral in its site energy use and vehicle fuel by 2015 and to reducing emissions related to surface access.

Airport City features the key elements of a truly sustainable development. Its transport connectivity via the Airport's multi modal transport interchange is on par with Manchester City Centre and any economic hub in the country. The interchange, with its bus, coach, rail and tram services provides sustainable travel options to a substantial catchment area for business activity and for connectivity to labour force and supply chains. The scale of development and the mix of uses offer the potential for innovative and creative approaches to sustainable infrastructure, energy supply, waste management and servicing.

## Summary

Manchester Airport City capitalises on, and will help support, the strength of the core Airport business associated with the UK's third largest Airport (and 18<sup>th</sup> largest in Europe). The Airport has the capacity to double its passenger numbers and significantly grow its cargo operations in the period to 2030. It also has the opportunity to become a national and international hub for cargo as well as passenger movement.

The Airport is already a key driver of economic growth in the region. Airport City represents a further opportunity to significantly accelerate further economic growth across the wider City Region and realise the unique opportunity to satisfy identified demand for large scale, Airport related development. The transport connections and available land will support the creation of a major new destination for business that does not currently exist. It is unique in the UK and will attract new businesses, investment and private sector jobs to the region that would otherwise not be able to locate here. Growth of the Airport and Airport City will complement a wide range of economic development and regeneration initiatives across the City Region aimed at raising the competitiveness and performance of the regional economy and helping to close the productivity gap between the north west and the south east.



## 4 Fit with Policy

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Airport City is geared towards delivering economic prosperity and supporting the region's sustainable growth aspirations. It is reinforced by strategic policy objectives at all levels. The Airport is already a key driver of the North West economy, contributing significantly to the prosperity of local communities and acting as the primary international gateway for the region. As a major transport and economic hub, it is embedded in policy as a primary location for new development and regional growth, with supporting infrastructure and economic opportunities.

The policy framework clearly identifies Manchester Airport and the Regional Centre as being primary economic drivers for the North West region. The Aviation White Paper, the Greater Manchester Strategy, the emerging Core Strategy for Manchester and the Airport Masterplan (to 2030) recognise the opportunity for further economic development linked to Manchester Airport. Critically, Airport City has now been designated as an Enterprise Zone.

### National Overview

The Government set out its strategic framework for the development of aviation in the UK in its **Aviation White Paper** (2003) and Progress Report (2006). This provides a policy context against which public bodies, Airport operators and airlines can plan for future growth until 2030.

The White Paper recognises the importance of air travel and Airport expansion to the UK's economic prosperity at national, regional and local level. It states that increased Airport capacity is necessary to maintain a steady level of economic growth. In this regard it creates affordability, unlocks the possibilities of foreign travel and provides the rapid international access that is vital to many modern businesses.

The White Paper supported a doubling of passenger numbers at Manchester Airport by 2030, bringing a variety of benefits including:

- § an increase in regional economic development;
- § a reduction in the pressure on the increasingly crowded Airports in London and the South East;
- § a reduction in long surface journeys by passengers from the north to Airports in the South East, as the larger regional Airports develop more direct international services; and
- § an increase in competitiveness in the movement of goods both nationally and internationally.

The White Paper identifies Airport's as an important focus for the development of local and regional economies, and recognises their important role as an impetus for regeneration and focus for new commercial and industrial development. It acknowledges that many regional Airports are increasingly important transport hubs, which act as "...a focal point for 'clusters' of business development..."[p 49].

The Government's **White Paper on 'Local Growth: realising every place's potential'** sets out the Coalition's new approach to rebalancing the economy and helping drive sustainable growth. It focuses on three key themes: shifting power to local communities and businesses by creating dynamic Local Enterprise Partnerships; increasing confidence to invest; and providing focused investment through the £1.4bn Regional Growth Fund ("RGF"). The paper focuses on supporting private sector growth in rebalancing the economy, to create new employment and sustainable economic growth. In this regard, Airport City is the type of private sector led project that is clearly in line with government aspirations to grow private sector enterprise and support the localism agenda.

This has been directly endorsed by the announcement at the Budget 2011 that Airport City has been designated as an **Enterprise Zone**. This is one of 4 vanguard zones that will be part of a wider programme that is currently being developed by Central Government. The designation demonstrates support for the growth potential of a strategy to create Airport City. Enterprise Zones will benefit from:

- § A business rate discount worth up to £275,000 per business over a five year period
- § All business rates growth within the zone for a period of at least 25 years will be retained by the local area, to support the Partnership's economic priorities and ensure that Enterprise Zone growth is reinvested locally
- § Government help to develop radically simplified planning approaches for the zone using, for example, existing Local Development Order powers
- § Government support to ensure that superfast broadband is rolled out throughout the zone, achieved through guaranteeing the most supportive regulatory environment and, if necessary, public funding.

**Government will work with local enterprise partnerships on additional options, to suit local circumstances, including consideration of:**

- § Enhanced capital allowances for plant and machinery, in a limited number of cases and subject to State Aid, where there is a strong focus on manufacturing
- § Tax Increment Finance to support the long-term viability of the area
- § UKTI support for inward investment or trade opportunities in the zone.

The core proposition that is the subject of this development Framework will provide an essential platform to allow work to begin on site next year. Work will continue in parallel to define the full Enterprise Zone and develop further Frameworks and Local Development Orders as necessary.

**Planning Policy Statement 4** ("PPS4") clearly sets out the Government agenda for sustainable economic growth. It underpins policy and decision making for regional planning bodies and local planning authorities, seeking to ensure that their plans set out "...a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth identifying priority areas with high levels of deprivation that should be prioritised for regeneration investment..." [policy EC2, p7]. Moreover, PPS4 requests plan makers to positively "...*plan for the location, promotion and expansion of clusters or networks of knowledge driven or high technology industries...*" and identify in their development plans, development that "...*protects and promotes key distribution networks, and locates or co-locates developments which generate substantial transport movements in locations that are accessible...*" [policy EC2, p7].

The Airport City site benefits from its proximity to the Airport's transport hub and is easily accessible by a range of transport modes. For office uses, it is classed as an edge of centre location. As such it is in an appropriate location to accommodate an identified need for office development, taking account of the sequential approach set out within PPS4.

Development in this location is unlikely to undermine established centres, primarily as it is not aimed at occupiers that are seeking to locate within established centres. Airport City is an opportunity for occupiers

seeking locations with quick and easy access to the Airport and the excellent transport links it provides. As such it seeks to capture economic growth which would otherwise locate to another region or country.

The development of Airport City supports the types of sustainable economic growth identified in overarching PPS4 policy. It is in alignment with the aspirations of national planning policy which, alongside the Aviation White Paper and White Paper Sub-National Economic Growth, provides an established national framework to support radical new initiatives such as Airport City.

## Regional and Sub-Regional Policy

The **Regional Spatial Strategy**<sup>1</sup> (“RSS”) 2008, identifies international gateways (Manchester Airport & Port of Liverpool) as significant drivers of the regional economy and key development locations to facilitate economic growth and attract investment. Significant weight is placed on directing regionally significant economic development to locations which are close to existing transport nodes [policy W2] and which build upon existing concentrations of infrastructure and activity [policy DP4].

Manchester Airport’s sustainable location is unique in the region, encompassing multi-modal connectivity and supported by strong public transport provision into the heart of the Airport. Moreover, policy RT5 of the RSS specifically aims to support the activity generated by the region’s Airports, and in particular Manchester Airport, as a key economic driver for the North of England. The RSS encourages the promotion of economic development opportunities, including the provision of “...sites and premises, infrastructure and clustering where appropriate...” [Policy W1]. Policy priorities for the Manchester City Region [Policy MCR1] specifically require plans and strategies to “...maintain the role of Manchester Airport as the North of England’s key international gateway in line with policy RT5...”.

The economic impact of the Airport is examined in the **Manchester Independent Economic Review** (“MIER”). MIER, a rigorous assessment of the current state and future potential of the Manchester City Region, gives a detailed analysis of the key drivers of growth of the City Region’s economy. MIER’s economic baseline gives a clear indication of the importance of Manchester Airport, branding it “...critical for [the Manchester City Region’s] aspirations of becoming a truly global economy...” MIER reports that the Airport’s annual economic impact is forecast to reach £4.8 billion by 2015, with £1.6 billion realised in the North West. In addition, it acknowledges the need to develop Airport City in order to remain competitive with rival European cities, stating that “...in comparison to other leading European airports, the potential to maximise opportunities for development, e.g. through exploiting and growing the adjoining Manchester Business Park, has not been fulfilled...” [p26].

MIER identifies Manchester Airport as one of Manchester’s key differentiators from other comparator cities outside London. The MIER concludes that the potential to increase the City’s productivity lies in realising development opportunities in the south of the City (along with the Regional Centre), responding to market demand.

The **Greater Manchester Strategy**, published in August 2009, builds on the findings and recommendations of MIER and sets out a roadmap for a more prosperous Greater Manchester. The GMS captures much of the policy set out in the preceding section to this document, notably to promote economic growth, invest in critical infrastructure and ensure that economic benefits are shared across the wider Greater Manchester community.

A further key objective however is to enhance international connectivity. Manchester Airport is identified as being fundamental to the drive to develop new air routes to emerging economies and promote the opportunities and benefits of the City Region as a location for foreign direct investment and inbound tourism. The GMS supports growth in off-Airport activity and business. In particular, a strategic objective of the GMS

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<sup>1</sup> The Coalition Government has signalled its intent to revoke the RSS through its Localism Bill. Until such time that the Bill is passed by Parliament, the RSS will continue, technically, to form part of the development plan.

is to “...increase the catalytic impact of Manchester Airport with regard to exporting companies and inward investors...” [p30].

On 28<sup>th</sup> October 2010, Government announced 24 Local Enterprise Partnerships (“LEP”s) that were ready to move forward and establish LEP boards. The **Greater Manchester Local Enterprise Partnership** is designed to support business and local authorities in order to grow the local private sector, tackle major barriers to growth and develop shared strategies for the local economy to increase job creation. The LEP Proposal focuses on the need to support business and create employment opportunities in the region. A key facet of this is the need to attract global business and increase the internationalisation of Greater Manchester firms in order to increase productivity and establish a truly global city. Airport City will help fulfil this ambition. Greater Manchester LEP’s bid to the Regional Growth Fund has included an application for £10 million of funding to kick-start phase one of the Airport City project.

The **Northern Way Growth Strategy** (“NWGS”) emphasises the critical importance of the Airport to the growth of the northern economy as a whole, and its contribution to narrowing the GVA gap with the south east. It specifically embraces and supports an Airport City, recognising the potential of Airports to act as wider employment and business investment locations. It identifies opportunities for “...new office, industrial and warehouse developments in close proximity to Airports...” [p42].

The **City Region Development Programme** (“CRDP”) identifies Manchester Airport as being critical to Manchester’s aspirations of becoming a truly global economy. It is identified as one of only six Business Sector Accelerators within its ‘Accelerated Growth Scenario’. It encourages Manchester Airport and Local Authorities, as a priority action, to identify appropriate strategic and spatial approaches to support the planned, sustainable growth of the Airport. It also identifies regional and local agencies to ensure the medium and long-term planning of capacity for freight, logistics, commercial and industrial development, hotels and Airport services.

## Local Context

The local policy framework supports further economic growth with the wider Airport City area and on the Strategic Employment Site.

The extant **Unitary Development Plan** for Manchester (“UDP”), published in 1995, allocates the Strategic Employment Site under policy EW8, as potentially suitable for high technology and business development, stating that “...site is ideal for this purpose in terms of its size, its location in relation to the Airport and to the strategic highway network, and its attractive open setting. The site is thus capable of attracting high quality business uses which might otherwise not locate within the City or the conurbation...”

Within the UDP, the Airport is clearly seen as one of Manchester’s prime assets and a major contributor to Manchester’s international status. One of the UDP’s objectives, in relation to revitalising the local economy, is to exploit fully the economic potential of the Airport to the benefit of Manchester’s residents. The accessibility of the site has been further enhanced since the adoption of the UDP.

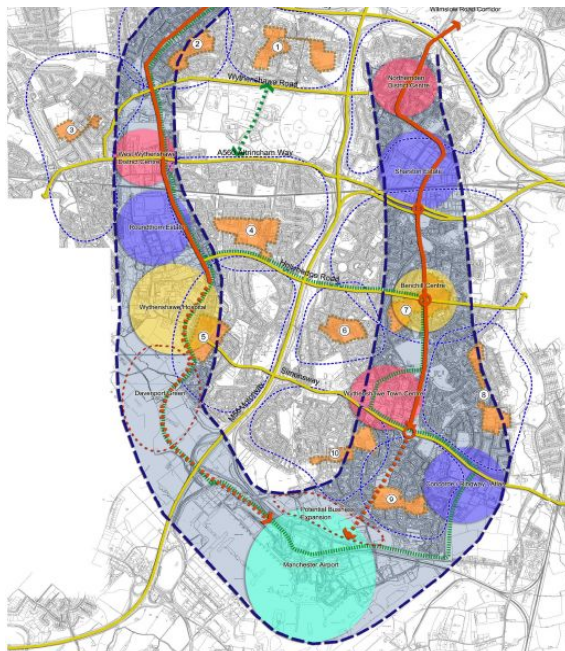
Manchester’s **Core Strategy** is at an advanced stage of preparation, with a Publication Draft issued for public consultation in February 2011. The Core Strategy fully embraces the concept of Airport City. Policy EC11 (Airport City Strategic Employment Location) sets out the policy context for the Strategic Employment Site:

“...The area to the north of Manchester Airport is a significant opportunity for employment development in Manchester. The development of this location will be promoted as the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the Airport to attract investment and increase economic activity.

*The area is suitable for high technology industries, logistics, offices, warehousing and ancillary facilities. Any development in this area should support the vision of the Core Strategy and complement the role of the Regional Centre and other centres in Greater Manchester...*

Policy EC11 also seeks to maximise opportunities for local communities, take full advantage of the existing transport hub whilst having regard to access, delivery, design and layout, flood risk. The emerging Core Strategy is fully supportive of Airport City, in line with national, regional and sub-regional policy. It recognises the importance of Manchester Airport and its unrivalled potential to become a major economic hub which is a significant contributor to regional growth. The Core Strategy specifically highlights the potential of the Airport City Framework area in delivering on these aspirations.

The rationale for Airport City is established in the **Wythenshawe Strategic Regeneration Framework** (2004). It identifies the East-West Wythenshawe 'Economic Development Corridor' linking Sharston/Northenden in the east and University Hospital South Manchester/Roundthorn in the west – with Manchester Airport as the pivotal link (see figure 3). This concept is further embedded in the **West Wythenshawe Local Plan** (2009), which identifies the 'West Wythenshawe Development Corridor' as a key area for economic growth, linking UHSM and Roundthorn Industrial Estate with the Strategic Employment Site and Manchester Airport (see figure 4). The emerging Core Strategy for Manchester fully supports the concept of East and West Wythenshawe Development Corridors.



**Figure 3:** Economic Development Corridor  
[Wythenshawe SRF, 2004]



**Figure 4:** West Wythenshawe Economic Development Corridor  
[West Wythenshawe Local Plan, 2009]

The Wythenshawe SRF specifically identifies the Airport as a key regional asset for which the continued development, both on site and off, and through supply chain and related developments will continue to provide a range of employment opportunities. The East / West Economic Development Corridor's are intended to be a focus for investment and growth either side of the M56. This horseshoe shaped corridor will link Sharston and Northenden on the east side with Wythenshawe Hospital and Roundthorn to the west with the Airport providing the economic anchor.

The SRF seeks to create a more diverse housing offer in Wythenshawe. Strategic SRF objectives seek to contribute to "...making Wythenshawe the location of choice for existing and new residents – creating more opportunities for people to buy or rent the type of home they want, and more housing investment in the area..." [p5]. The Airport City Strategic Employment Site has the capacity to complement and enhance the existing housing offer in Wythenshawe, by providing an integrated offer that links to adjacent residential communities.

## Summary

In summary, the growth of the Airport, and capitalising on its economic potential, is wholly supported by established and emerging policy. The Airport, as a key driver of the economy and an international gateway, is a primary location for new development and regional growth. The Strategic Employment Site, as the core of Airport City, will be a vital first phase in the delivery of the policies that support economic growth and employment across the sub-region and locally in Wythenshawe.

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# 5 Airport City Strategic Employment Site

Immediately to the north of the Airport Operational Area, the Airport City Strategic Employment Site offers the extensive transport links and readily available land to immediately kick-start the first phase of the strategy to develop the Airport City Enterprise Zone. This core proposition will be followed by later phases that will have their own Frameworks produced following consultation with stakeholders.



Figure 5: Existing Site Layout

## Site Location

The Airport City Strategic Employment Site extends to approximately 32 hectares and is roughly triangular in shape. It represents the core proposition sitting within the Airport City Enterprise Zone. It is bounded to the south by the spur from junction 5 of the M56 motorway, roundabouts which serve Terminals 1 and 2 and, further east by Ringway Road West. Immediately to the south of these roads is the Airport's Operational

Area, its transport interchange and the passenger terminals. Existing uses on the site include long stay surface car parking, open space and isolated properties.

Thorley Lane and Bailey Lane (which provide road access to Terminal 2 and residential areas of Wythenshawe respectively) mark the western boundary, beyond which is Painswick Park. The area beyond the Park is occupied by trees/woodland and rough grassland or used for allotments, with the Airport's crèche (Little Flyers) located on Thorley Lane.

The rear boundaries of residential properties within Woodhouse Park adjoin the site along the majority of its north east boundary (principally two-storey terraced and semi detached). Woodhouse Park Ward is predominantly residential in character. It was built on the "Garden City" concept which is still applicable today – the residential areas have an abundance of green open space & mature tree lined neighbourhoods. This greenness is one of the area's key distinctive features. To the north west of the site, on the opposite side of Thorley Lane and Bailey Lane, is the Grade II Listed Etrop Grange Hotel (formerly listed as Moss House) and modern office development .

The area described in this Framework is distinct from the Airport's Operational Area and the proposed extensions set out within the Publication version of Manchester's Core Strategy (Policy MA1). The Operational Area and associated extensions are required to accommodate the Airport's essential Operational Uses to deliver the requirements of national transport policy. Airport City however is unique economic and regeneration opportunity which takes advantage of its proximity to the Airport to provide a high quality location for businesses who require quick and easy access to international connections.

A number of significant planning permissions have been granted across the Airport City Strategic Employment Site. On the western portion section of the site (currently occupied by car parking), planning permissions include redevelopment of the site for 40,226 sq m B1 Business Use (May 2005). Subsequently, consent was granted for redevelopment of the site for 50,185 sq m of B1 Business Use (January 2007). Neither of these permissions have been implemented. Most recently, Manchester Airport Group secured a permission to continue the use of the site for the parking of 3,155 vehicles for a temporary period until May 2012. On the Manchester Business Park area of the site, planning approvals include the original consent for the Class B1 Business Park itself (July 1997) and subsequent reserved matters applications for the various buildings which make up the Business Park.

### Ownership

Manchester Airport Group own the western portion of the site up to Baguley Brook, with Manchester City Council owning the eastern section, along with Goodman as joint venture partner who fully support the strategy.

### Site Conditions

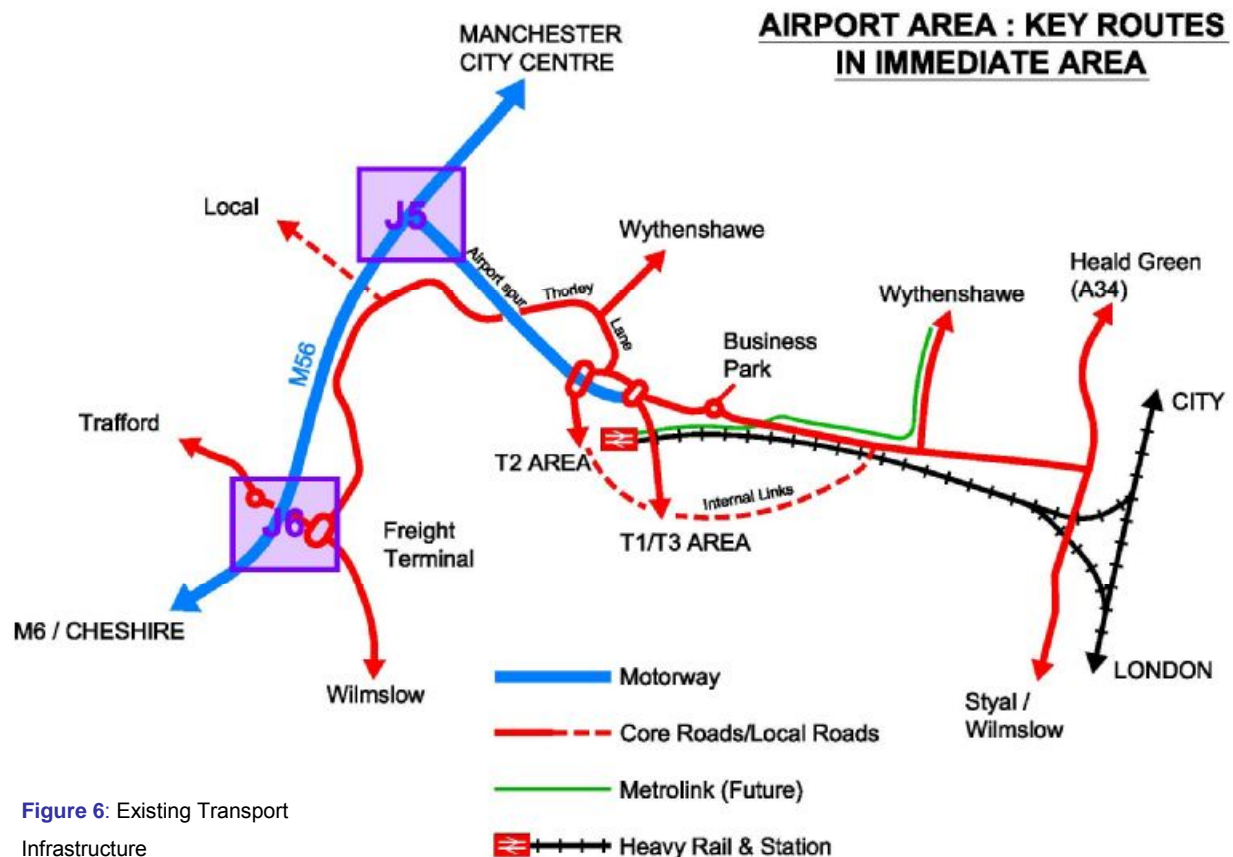
The Airport City Strategic Employment Site aims to capitalise on the Airport as a multi-modal transport hub, providing access to air, public transport and road links, with a location that attracts visitors and businesses, boasting first class services to cater to a variety of needs and end users. This section identifies the site characteristics that will be considered as development comes forward.

### Existing Transport Infrastructure

Manchester Airport and its environs have steadily evolved into a well connected and well supplied location in terms of transport availability and capacity. Public transport operations at the Airport are integrated within 'The Station', located between Terminals 1 and 2. The Station brings together rail, bus and coach transport into one location for passengers using public transport. It is a key destination on the national rail network, as well as being a major destination for an extensive range of bus and long-distance coach services. Buses serve many locations throughout Greater Manchester, including the 24-hour bus service, which runs every



30 minutes, to Manchester City Centre. The Metrolink system will be extended to the Airport by 2016 as part of the current Phase 3b extension works. These connections allow Airport City to draw on the benefits of being easily accessible to a locally available workforce, not just from within Manchester, but throughout the wider City Region and particularly in the north of the conurbation.



**Figure 6:** Existing Transport Infrastructure

The site is served via the M56 motorway, which in turn is well connected to the regional and national network via the M60 Orbital Motorway and M6 national spine route. Ringway Road gives access to and from the east – with major improvements to this route planned through the Manchester Airport / A6 road scheme (part of the wider SEMMMS strategy) that will both relieve congestion and create capacity for growth. Local improvements to the road network form part of existing planning commitments related to Terminal 2, Runway 2 and business park approvals. Extensive analysis and modelling of road traffic has shown that the Airport City proposals can be safely accommodated within the existing and enhanced highway network.

In summary, there is unlikely to be significant capacity constraints on the highway network and the site will be developed to ensure it makes best use of existing infrastructure and links to the surrounding area.

### Accessibility and Connectivity

The Station is a 10 minute walk from the Airport City Strategic Employment Site. This makes the site one of the most accessible and sustainable locations, in transport terms, in the region. Metrolink, Greater Manchester’s tram system, serves the City Centre and extends to Altrincham, Bury and Eccles. The Airport will be incorporated to the tram network in 2016 as part of the Phase 3b Metrolink extension in South Manchester.

A network of footpaths and cycleways link the Airport site and its surroundings, giving current and future developments access to a safe and accessible network of routes for employees, passengers and the local community. The Manchester Airport Orbital Cycle Route provides signed routes into the Airport from Greater Manchester, Cheshire and other cycle networks. Terminals 1 and 2 are linked by the Skylink. The Skylink also connects the terminals to the Station and the Radisson SAS Hotel. This forms the spine of an extended network of pedestrian links which will link the Strategic Employment Site to the transport interchange.

## Topography

The site is relatively flat, lying at approximately 60m AOD, with localised raised land associated with the highway embankments of both Ringway Road and the M56 spur. Baguley Brook marks the eastern boundary of the temporary car park. This flows from south to north and drains into Painswick Park Lake to the north of the site.

## Ecology

There are a number of mature trees and hedgerows within the site. However, there are no designated wildlife sites and while it contains a diverse mix of habitats there are no strong ecological links to open countryside or extensive areas of wildlife habitat. In terms of existing landscaping, the north and south/west perimeters of the site are heavily landscaped with established screen planting. Within the site itself there are number of mature trees and hedgerows. A wetland corridor formed by Baguley Brook also includes shrubs and aquatic plants.

## Safeguarding Restrictions

To protect the amenity and health of residents and occupiers, and to control new development in areas that are affected by aircraft operations, development within the vicinity of Manchester Airport is influenced by Government advice on Aerodrome Safeguarding, Noise and Public Safety Zones.

The key constraints for the proposals within the Strategic Employment Site are:

- a) ensuring building heights do not interfere with Manchester Airport's 'protected surfaces';
- b) design landscaped areas to reduce attraction to birds; and
- c) design that does not interfere with radar and navigation systems (e.g. wind farms) or proves a distraction to aircraft (e.g. by light).

Due to its proximity to the Airport, the Strategic Employment Site is also subject to a high level of aircraft noise. Any new noise sensitive uses proposed within the Area must be designed to be suitably protected so that the amenity of future occupiers is protected.

## Residential Amenity

The economic activity supported or created by Airport City aims to make a major contribution to economic growth and the regeneration of local communities. Development proposals must be carefully designed to ensure that they do not have a significant detrimental impact on residential amenity.

## Flood Risk

The site is located within Flood Zone 1 on Environment Agency Flood Maps and therefore not considered to be within an area at risk of flooding.

## Historic Environment

There are no World Heritage sites, Scheduled Ancient Monuments, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the site or within its immediate vicinity; nor are there any Conservation Areas. As outlined above, the closest Listed Building to the site is the Grade II Listed Etrop Grange Hotel (formerly listed as Moss House) which is located to the north west of the site. Some distance further west, to the south of the M56 Spur and north of Thorley Lane is the Grade II listed Hale Top Farm.

# 6 Development Principles

Manchester Airport City is a world class sustainable location for global business, offering connectivity, amenities and a business environment that is unparalleled in the North West. Key components have been identified for the Airport City development, including regional economic growth, job creation and enhanced connectivity to local communities, significant inward investment for the City and wider region and the delivery of a truly sustainable infrastructure.

## Masterplan Vision



Figure 7: Strategic Site Masterplan

## Airport City Proposals

Proposals for Airport City are focussed on attracting businesses to locate in the region who are attracted by the unique opportunity to situate in a business location that benefits from direct proximity to an international Airport.

The Strategic Employment Site, which acts as a first phase to kick-start the Airport City project, will seek to deliver the infrastructure and development necessary to satisfy immediate Airport City demand. Development will be proportional to the quantum's that can be accommodated on site and include floorspace for office, logistics and advanced manufacturing uses, alongside residential and amenity facilities.

To deliver the building programme the requisite infrastructure has been designed to underpin the project and includes the following elements:

- § Access roads
- § Car parking areas
- § Advance structural landscaping
- § Site preparation (including services and power supply)
- § Pedestrian walkways (Skylink)

The infrastructure proposals will be fully integrated with and complementary to the future strategic infrastructure projects: Metrolink and the SEMMMS relief road (described in more detail later in this section).

## Strategic Objectives

The development of the Airport City Strategic Employment Site will be driven by a number of core strategic objectives which seek to ensure a high quality, sustainable and complementary development. They include:

- § The creation of a **complementary mix of uses** to support Airport City;
- § High quality **place making** to create an attractive and well designed environment;
- § The incorporation of excellent **access and movement** to link into and complement the existing accessibility of the Airport hub;
- § Integrating the principles of **sustainability** throughout the design, occupation and operation of the development; and
- § Ensuring that the development will **support local communities**; increasing direct employment opportunities and improving skill levels.

The approach to delivering each strategic objective is explored in more detail below.

### Creating a Mix of Uses

The land use strategy aims to create a mix of uses which are focussed on complementing the core aviation activities at Manchester Airport and providing the setting, accommodation and product to attract national and international firms to Airport City that would not otherwise locate in the Region. The principal use is for business accommodation however, the plan also incorporates a range of supporting amenities including residential, retail, food / beverage and hotel accommodation. A considerable amount of research has been undertaken to determine the uses required in a first class Airport related, Airport City location that is attractive to employers, employees and clients. By creating an offer that does not currently exist on well connected space close to the Airport that is part of a comprehensive development - Airport City will be an innovative product that will be attractive to new occupiers rather than competing either with the City Centre or locally. The pace of development will be linked to demand for this product and the need to respond to the dynamics of the market place, and ensure that value is added by complementing Greater Manchester's existing offer. The promoters will regularly review the profiling of the development to ensure that these objectives are achieved.

The masterplan establishes the principle of creating a central landscape feature which will be circled by offices, advanced manufacturing facilities and logistics uses, taking advantage of the setting it provides. Additional advanced manufacturing, office and logistics are planned for the area immediately to the north and west of the new link road. Office accommodation will be provided in a range of buildings offering simple, cost effective and attractive layouts. There is likely to a variety of provision to reflect both local market demand and international factors. Office development will be in the form of multi-let space, serviced office provision and bespoke buildings designed to the particular requirements of a single occupier. The masterplan is capable of accommodating advanced manufacturing requirements, in terms design layout and special requirements.

At the north west corner of the site, the possibility of introducing residential development is indicated. This will provide a natural linkage in terms of use, in addition to the physical linkages, to the existing residential uses to the north. Residential development would be an appropriate and sustainable addition to the proposed mix of uses, supporting the aims of the Wythenshawe SRF in seeking to create a more diverse housing mix and tenure in south Wythenshawe. It would be attractive to occupiers who would be able to benefit from excellent amenities, access to employment, transport accessibility and an exceptional landscaped setting. It would also provide an appropriate land use immediately adjoining existing residential areas in terms of protecting their amenity.

Retail, leisure and amenity facilities will be necessary to support Airport City as an attractive, thriving and sustainable place. These need to be accessible and convenient and so will be located in close proximity to the main pedestrian arteries through the site and between the site and the Airport, linking to the existing Skylink where it is easily accessible to both the existing and proposed Airport / Airport City users. This will assist in underpinning the viability for such uses to come forward.

Hotel(s) will be an essential part of the mix in terms of providing bed spaces to support the growth in activity and uses and meeting local demand. They can also provide important conferencing and events space, catering and leisure facilities for the on site working and residential population. Any hotel(s) will be located where they are clearly visible and can be accessed by foot from any location within the site.

### Place Making

The creation of a high quality public realm and an attractive landscaped setting will be critical to establishing a successful, world class destination within which new investment can flourish and the highest quality buildings can be constructed. The intention is to create a major new public open space at the heart of the masterplan. Part of that high quality environment will be created as an early phase of development, in order to provide an environment that will attract future occupiers.

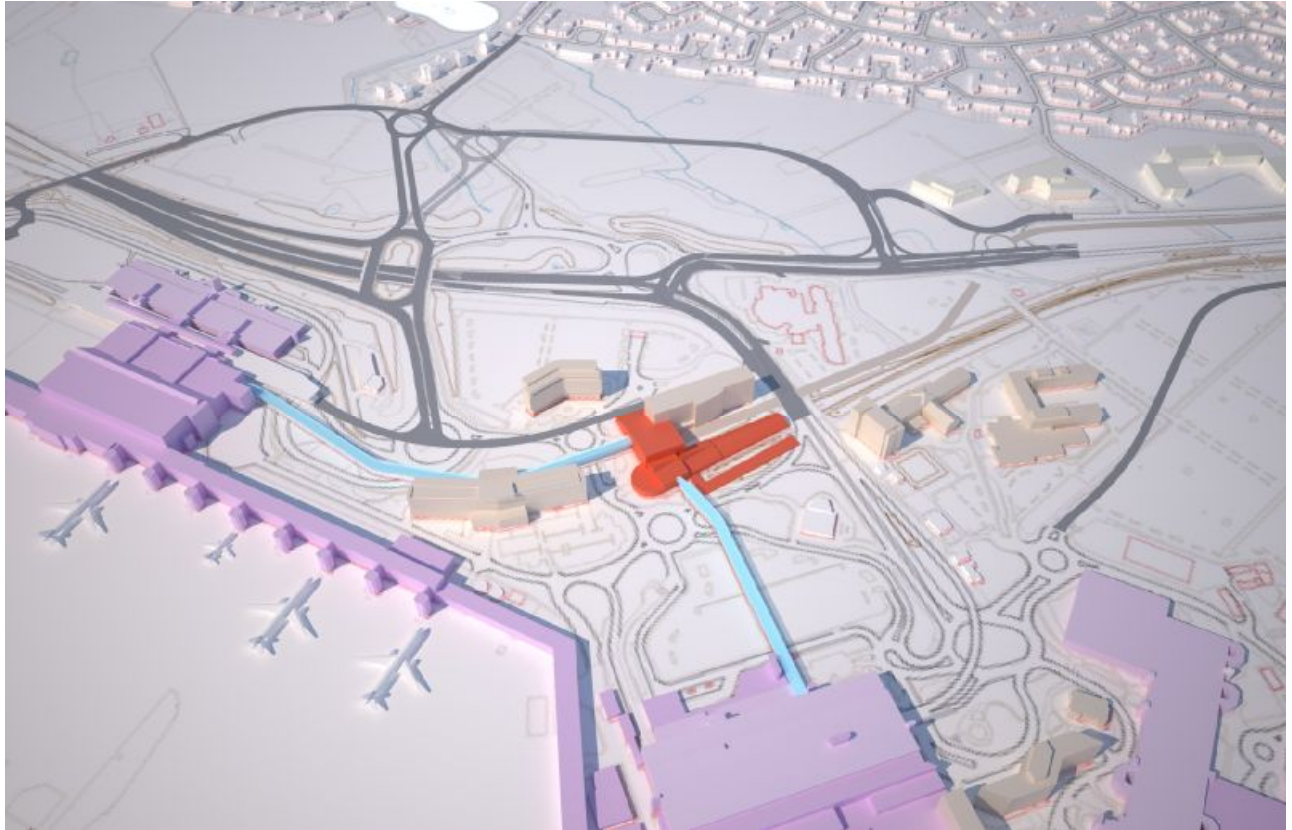
The vision for the site is to create a destination with a sense of place and a distinct identity, which is welcoming, inclusive, interesting, attractive and properly caters for the functions that it intends to accommodate in the future.

### Access and Movement

Building on the excellent existing transport connections, the delivery of an appropriate access and movement strategy will be a key feature of Airport City. The approach to transport will include:

- § Ensuring that there is sufficient capacity and suitable links to the proposed highways network, whilst maintaining high quality access to the Airport.
- § Capitalising on existing and planned public transport networks and services; particularly through high quality and convenient links to The Station. The improvements to access that are required to support the growth of the Airport City will also allow Wythenshawe to become more connected with job opportunities at the Airport, central Manchester and the rest of the City Region. Improved transport links will also help link employment opportunities to other deprived communities in the City Region beyond Wythenshawe.

- § A co-ordinated approach that complements existing proposals to improve Airport access. These include linkages from the east towards Terminal 2, correlating with SEMMMS and continually working with Metrolink and other changes that help link to the area around Terminals 1 and 3.
- § The creation of a new link road to Terminal 2 from the east, which will also serve as the main spine road serving the Strategic Employment Site. This will enable the site to be effectively integrated into the wider network and will improve the visibility and accessibility of the development. Careful design of the link and junctions will ensure that this feels like a quality place (an example road layout is shown in figure 8).



**Figure 8:** Indicative Road Alignment

- § The creation of excellent pedestrian linkages between the site, the Airport's facilities and infrastructure and local communities, including an extended Skylink.
- § A car parking strategy that works and strikes the right balance between economic (i.e. occupier requirements) and environmental (minimising car borne journeys to and from the development) objectives.
- § The opportunity for innovative and flexible servicing strategies will be considered to improve efficiency and minimise effects on the highways network and wider environment.
- § Proposals to support, where possible, the use of the latest technologies such as car pooling, using electric vehicles and electric vehicle charging points, and a comprehensive green travel plan.
- § The use of green technologies, be it bus or other transit system based initiatives, or a more simple area wide cycling initiative may become viable as economies of scale are achieved through the expansion of the Airport, development of the site and ongoing regeneration of Wythenshawe.
- § Overall, the range of sustainable transport initiatives on offer will be appropriate to the creation of a development with a truly world class offer.

### Sustainable Development

Airport City will be designed and operated alongside the principles of sustainability. A sustainability strategy will be developed to ensure sustainability is incorporated into every decision, development stage and throughout operation. The strategy will ensure that no opportunities for sustainability are overlooked, and

that flexibility and adaptability are inherent in design and operation to maximise future opportunities and the use of new technologies. As such, Airport City will be efficient in resource use, operate within environmental limits, protect the environment and enhance ecology, whilst stimulating the local economy; supporting local business and aiding the regeneration of local communities. Airport City will contribute to the development and wellbeing of Wythenshawe through the provision of jobs, access to skills, support for business and access to the opportunities Airport City offers, such as sustainable modes of transport and possibly low carbon infrastructure. Airport City will stimulate regeneration, will be a focus for investment, and will help to build a strong, stable local economy. All strategies and technologies will be realistic and deliverable. Where those technologies are not yet viable, either from a cost, risk or practicality perspective, strategies will be put in place that are adaptable to allow for future implementation to realise eventual wider benefits.



Within the strategy, challenging but realistic objectives, targets and Key Performance Indicators will be set, alongside strategies and processes by which progress against these targets can be measured and monitored. It will be based on environmental, social and economic sustainability. Further details are outlined in the guiding principles that follow later in this section.

### Job Creation and Supporting Local Communities

An important development objective is to improve access, connectivity and opportunity for local communities. The unique qualities of the site will enable it to generate new investment and employment opportunities that would otherwise not be achievable. Much of that new employment will be accessible to local people, helping to stimulate further economic activity in line with the ambitions of strategic policy. The growth of Airport City will provide positive benefits to Wythenshawe and other surrounding communities in a number of ways:

- § Creating both direct and indirect employment opportunities. Airport City will comprise a mix of uses and support a wide range of jobs: full time; part time; highly skilled to low skilled. The aim will be to attract local labour wherever possible. Similarly, the businesses within Airport City will be encouraged to use local suppliers, thus retaining money within the local economy and fostering a strong local supply chain.
- § Airport City will generate significant construction activity over several years; providing opportunities for local employment in a variety of building and allied trades, and scope for training and apprentice programmes in conjunction with Manchester College.
- § Airport City will support existing initiatives to improve levels of skills, education and attainment; with a view to reducing worklessness and equip local people to compete for jobs at Airport City. The Airport and its partners, through BW3 (Businesses Working in Wythenshawe) operate a comprehensive programme linked to raising educational and work skills in local people.
- § One key element is the Airport Enterprise Academy (formerly Parklands School) providing pupils and adults with the tools to access jobs and linked training and development initiatives involving many of the 310 companies based on the Airport site. The Airport also supports three other Wythenshawe secondary schools and an extensive programme with local primary schools (e.g. literacy and numeracy mentoring)
- § Together with its on-site service partners, the Airport has developed an Airport Community Network to coordinate and support work projects that benefit the local community, with a particular emphasis on "Education into Employment". The programme of activity seeks to link its employees with key local schools and leverage additional support through contractors and service partners.
- § Developing more opportunities for the Airport's supply chain to cluster in convenient locations to serve the on-site Airport activity; providing further investment and employment for local businesses and residents.
- § Supporting the regeneration of Wythenshawe Town Centre, principally through the marketing and promotion of the town centre as a location where 'Airport related uses' can be accommodated. These would include new office and hotel uses.

- § Improving direct accessibility between the Airport and Wythenshawe through a strengthened bus network, cycle and pedestrian linkages through the Framework area and via the construction of the Metrolink – giving access to a wider number of labour markets, particularly in the north of the conurbation.
- § Creating active partnerships with the local communities to share skills and create opportunities. Priority is given to the greatest social and economic need and a range of initiatives to broaden and deepen these ties and integrate more fully into the life of the communities has developed.

## Guiding Principles

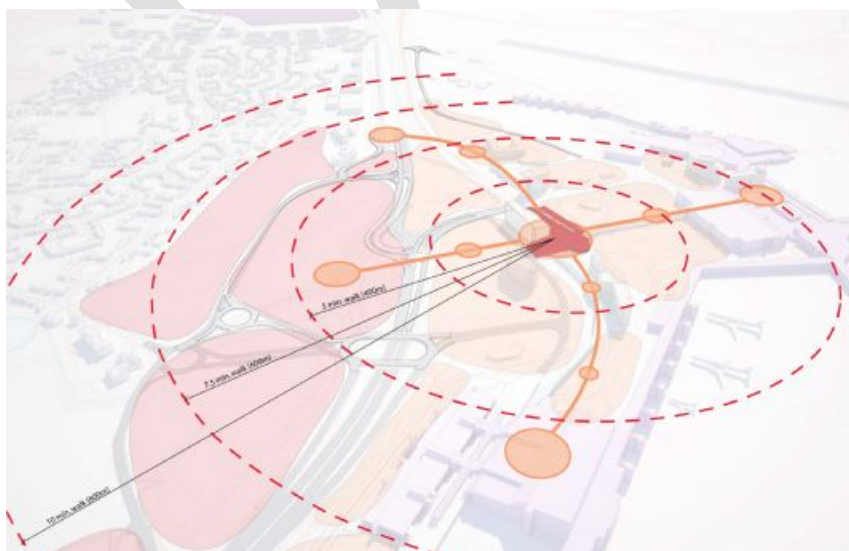
The intention is to create a series of guiding development principles to achieve a comprehensive approach to the development of the area and the introduction of associated infrastructure. At the same time, it is important that sufficient flexibility is allowed to enable the site to develop over time and adapt accordingly.

A three-dimensional representation which shows one option for how the site could be developed over time has been prepared in conjunction with this report. It has been designed around a number of important guiding urban design and development principles.

## Pedestrian Connections and Accessibility

The intention is to create a seamless extension of the existing Airport core. This will be achieved by providing excellent pedestrian connections via the extension of the existing Skylink which provides a safe, convenient and fully accessible direct linkage to the station and onwards to the Airport terminal and core facilities. The core of the business hub will be arranged around a network of pedestrian friendly and vibrant routes, all ultimately connecting into the central landscaped public space.

This location will then allow the formation of linkage northwards towards Wythenshawe, thereby helping to ensure that the community and town centre becomes inter-linked both economically and socially with opportunities at both Airport City and the Airport itself. The layout of the spine route through the development will be designed to ensure that it remains functional but that junctions and crossing points are people friendly and allow safe, convenient and attractive access for pedestrians and cyclists. Arrangement of the surrounding plots will also need to ensure that 'no go' areas are not created and that over time such locations are able to change from places that develop, with the early incoming businesses having confidence to invest, into places that link together as one entity. Intrinsic to this will be ensuring areas such as integration of ecology become important elements of both landscape and movement design and that factors such as lighting of footpaths, safety and arrangement of buildings all consider both practical movement needs and natural surveillance, as well as other sustainability inputs such as solar powered lighting for example. It will be important to ensure that the proposals are accessible for all.



**Figure 9:** Pedestrian Hubs and Walkability



## Layout and Scale

The three-dimensional representation of the scheme is based around a number of principles, in terms of layout and scale:

- § To ensure that Airport safeguarding height restrictions are properly observed.
- § Lower density, lower height buildings around the northern perimeter of the site to establish an appropriate boundary relationship with existing and proposed residential uses.
- § Buildings arranged and scaled around a central landscaped space in order to ensure an appropriate relationship in terms of enclosure, activity and establishing comfortable micro-climatic conditions.
- § A build-up of scale and density around important movement routes and in locations with the most convenient access to public transport nodes.
- § Consideration of the use of additional scale to create appropriate landmarks and gateways within the scheme, to overall improve legibility.

## External Appearance

The architectural response will be to create high quality, distinctive, contemporary new buildings. The design of external appearances at Airport City will seek to create high quality mixed use development, which integrates office, residential, advanced manufacturing and logistics uses. Figure 10 provides an example the type of high quality response to new office development at Chiswick Park, London.



Figure 10: Chiswick Park, London

## Landscaping

Greenspace, green routes, footpaths and cycleways will be key to landscaping in order to generate a network of linked safe and secure open spaces that promote walking and cycling. A variety of open spaces, footpaths and cycle routes will benefit the surrounding community as well as Airport City businesses, workers and surrounding residents. The green routes, footpaths and cycleways will be set within a healthy natural environment and will contribute to psychological and physiological wellbeing.

A first class management and maintenance strategy will be put in place to guarantee the future quality of the landscaped areas and, where appropriate, to establish improvements.

## Ecology and Bio-diversity

Impacts on local biodiversity will be reduced and where necessary mitigated. Measures will be implemented to enhance local ecology and create green corridors for wildlife and for use by the local community.

## Noise

The buildings will be designed to mitigate against external noise, including aircraft and vehicular traffic, in accordance with published policy and standards. Similarly, the design of the buildings and associated plant and equipment will ensure that any noise egress is sympathetic and appropriate in protecting amenity. Noise generating uses will be controlled or located so as to minimise impact on sensitive receptors both within and adjacent to the site.

## Lighting and Security

A lighting strategy will be developed which provides an attractive and secure night-time environment, whilst being in accordance with environmental and Airport regulations. Consultation will take place with Greater Manchester Police Architectural Liaison Unit in order to ensure that the built environment is appropriate, and capable of meeting, the requirements of 'Secured By Design'.

## Utilities

Utilities infrastructure must support the delivery of energy, water, waste and IT/data strategies. A sustainable utility infrastructure should be efficient, flexible and adaptable. In order to maximise investment return, the new utility infrastructure will be designed and installed taking into account the implications of existing demand and supply of the Airport existing buildings and planned expansions. The utility strategy must exhibit a logical approach to phasing that delivers both flexibility for future development and a sustainable, long-term economic investment model.

## Energy

Key objectives of the Airport City energy strategy are to:

- § set out a clear, progressive, cost effective energy reduction targets,
- § adopt passive design principles that will minimise energy demand,
- § achieve high levels of energy efficiency,
- § generate and use renewable energy and demonstrate an effective energy mix.

The implementation of Airport City's sustainable energy strategy will offer benefit to the wider region and act as a catalyst for achieving Manchester's carbon reduction targets. Moreover, a holistic energy solution, alongside an appropriate energy mix, will offer research opportunities and ultimately create green jobs across Greater Manchester.

One of the key components to an effective energy strategy is to reduce energy demand in the first instance. Airport City will be designed with a minimum 25% carbon reduction of the Part L 2010 standard, for the initial phase, aiming for Energy Performance Certificate EPC 'A' rating, with renewable and low carbon technologies to contribute significant carbon reductions.

The energy utility infrastructure should be designed with the flexibility and facility to adapt as new innovative technologies become increasingly viable. More rigorous targets will be set for subsequent phases, for instance, non domestic buildings to achieve zero carbon by 2019. These tough targets rely on a low carbon infrastructure and renewable energy generation across Airport City. A number of renewable technologies could be part of the energy mix including Photovoltaic panels, solar thermal hot water system, biomass Combined Heat and Power, ground source heat pumps, waste to heat technology and fuel cells. Heat demand and supply profiles, supply chains and environmental impacts will be assessed to ensure the most appropriate and cost effective energy mix is designed for Airport City. Opportunities to link with the Airport and adjacent parts of Wythenshawe will be investigated to maximise any synergies for generation of power and heat.

## Water

Water use, conservation and protection of existing sources and processes must be core to all infrastructure design principles. Sustainable water supply, opportunities for water capture, recycling and reuse and water treatment will be considered, alongside a target for a minimum 25% potable water reduction, from a benchmark potable water use, appropriate to building type.

The target for achieving a sustainable water management strategy includes both mains water on the Airport City site and wastewater to the sewerage network - the two being interdependent. Significant reductions in water use can be achieved by the use of rainwater harvesting with associated reduction in discharge of surface water to the sewers. The use of greywater recycling results in further reductions of mains water use and also reduces discharge to the foul drainage system.

A sustainable drainage system will be designed for Airport City alongside a climate change mitigation and adaptation strategy to address the projected climate change scenarios.

## Waste

Effective planning for sustainable resource use and sustainable waste management will deliver social, environmental and financial benefits for Airport City. Waste must be considered a resource, with a closed loop approach adopted wherever possible, materials must be procured and used sustainably. There should be no more than 20% of waste to landfill for the initial phase, in line with the target by the Sustainable Building Policy developed by the North West Regional Development Agency. The use of local and/or sustainable materials for construction should be prioritised to support local businesses.

In order to utilise natural resources more efficiently and achieve waste reduction targets, appropriate strategies for design, construction and operation must be developed:

- § **Design** - e.g. buildings will be designed to accommodate future redevelopment for alternative uses with minimal waste and energy use.
- § **Construction** - e.g. waste during construction will be strictly controlled through the use of a site waste management plan.
- § **Operation** - e.g. waste reduction during daily operation will be achieved through policies and procedures including:
  - Purchasing policies
  - Waste separation
  - Collection strategies
  - Waste storage space
  - Publicity and engagement

Solutions that use waste generated within the Airport, such as composting and energy from waste, will be fully investigated in conjunction with the Airport's existing policies.

## Sustainable Principles

### Quality of Life

Airport City will promote a high quality of life, access to skills, investments, jobs and a healthy environment that will attract new businesses, retain people and connect with the surrounding community of Wythenshawe. A safe and secure inclusive environment will be provided that enables cultural identity. A diversity of units will be provided, with high levels of internal connectivity to connect the business and local community at large. A variety of interconnected open spaces close to work and local communities will facilitate social networking, civic engagement, physical activity, time spent outdoors and a healthy lifestyle.

### Community Connectivity

Connectivity to local communities will include connectivity to opportunities such as an accessible sustainable transport system, green corridors, comfortable open spaces and sustainable infrastructure. Airport City will

offer a unique opportunity for greening the existing infrastructure of the Airport. For example, a new low carbon district heating network and renewable energy installation will provide energy to Airport City as well as the wider community of Wythenshawe should the scheme be proved to be feasible and practical.

### **Community Involvement**

A variety of measures will be taken to engage with all stakeholders, including existing surrounding communities. Regular communication will be established throughout design and construction to provide the opportunity to discuss the progress of Airport City as well as any concerns, ideas, needs and potential requirements. Educational visits will be offered to community members, local schools and the Airport Enterprise Academy to demonstrate sustainability in action and to help stimulate aspiration in the local community. The existing BW3 and Airport Community Network groups will extend their activities to support and be supported by the businesses at Airport City. This will strengthen work in the community and in local schools in relation to skills, training and supporting community activity .

### **Sound Economic Development**

Economic development and sound competitiveness will be promoted through the creation of a competitive, healthy environment that attracts investment, facilitates regeneration, increases the diversity, creates direct and indirect employment opportunities, supports education / skills and invests in green technologies. The design and delivery of sustainable infrastructure will enable cost savings through energy efficiency, renewable energy generation, 'green buildings', water reuse / recycling and reduced waste. Airport City will be designed to be durable and adaptable, thus reducing maintenance and replacement costs. Cost savings could be used to fund energy efficiency retrofit measures for the existing Airport and surrounding community.

### **Sustainable Behaviour**

The most sustainable buildings and environments are those that are understood and truly appreciated by their users. Sustainable behaviour and operation of facilities will be enabled through user engagement and implementation of sustainability awareness strategies such as ecology information boards, energy meters and live energy/water interactive display boards. Through such measures, knowledge, awareness and learning will be promoted and sustainable behaviour will become the norm for Airport City.

### **Climate Change**

It is important to design against the potential impacts of climate change, with mitigation and adaptation measure implemented. As such, measures to reduce CO<sub>2</sub> emissions through low carbon buildings and reduced reliance on private vehicles and landscaping to provide shading, storm water retention and shelter from extreme weather events, for example, will be implemented.

### **Sustainability Benchmarking** (*BREEAM Communities, BREEAM for Buildings*)

All buildings will be designed to be sustainable. They will be low carbon in design and operation, resource efficient, responsive to local conditions, reduce waste, reduce pollution, create a healthy internal environment, support sustainable behaviour and enhance the local environment.

Airport City will be designed to facilitate the highest BREEAM ratings, with a minimum BREEAM Excellent ratings specified (where applicable). A selected number of key buildings will target Outstanding.

The use of BREEAM Communities will be considered from the onset as a means of ensuring the sustainability credentials of the Airport City development proposals at the planning stage.

# 7 Delivery and Implementation

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This Framework is for the core proposition within the recently designated Manchester Airport City Enterprise Zone. The Framework will now be subject to public consultation and, in parallel, work will be led by the Airport to develop detailed proposals for the Enterprise Zone, of which this will be a fundamental part. This will include defining the boundaries following discussion and consultation with stakeholders. Further public consultation will follow.

This Infrastructure and Development Framework for the core proposition within the Enterprise Zone, the Airport City Strategic Employment Site, will be subject to public consultation. Once finalised and endorsed it will become established as a material planning consideration against which the Local Planning Authority will consider planning applications. The first of these applications will be for the infrastructure, landscaping and new buildings that will require early delivery within the programme.

Manchester Airport City was designated an Enterprise Zone in the Budget 2011. The core proposition described by this Framework will be part of the Enterprise Zone which is anticipated to extend further. Detailed analysis of the options needs to be undertaken. An independent assessment will be carried out to inform the Greater Manchester Local Enterprise Partnership, Manchester Airport Group, relevant local authorities and discussions with Central Government.

Work will be undertaken by the Local Planning Authority to establish Local Development Orders related to the site once it is fully determined. Local Development Orders will introduce a simplified planning regime and create more certainty for businesses who wish to locate in the area. Public consultation will be a critical part of this process.

It is intended that details of the Enterprise Zone, including specifics of the sites and policy packages, will be agreed with Government by Summer 2011.



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