

Minutes

Project	SEMMMS A6 to Manchester Airport Relief Road																						
Job No		Date of Meeting	09/02/10	Meeting No																			
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Location of Meeting	Stockport Town Hall																						
Time of Meeting	14.30 hrs																						
Subject of Meeting	Manchester Airport – Options for Preliminary Design / Options Appraisal																						
Persons present including representation																							
<table> <tr> <td>Jim McMahon (JM)</td> <td>SMBC</td> </tr> <tr> <td>Martin Rigby (MR)</td> <td>SMBC</td> </tr> <tr> <td>David Taylor (DT)</td> <td>SMBC</td> </tr> <tr> <td>Nick Whelan (NW)</td> <td>SMBC</td> </tr> <tr> <td>David Bland (DB)</td> <td>Manchester City Council (MCC)</td> </tr> <tr> <td>John Twigg (JT)</td> <td>Manchester Airport Group (MAG)</td> </tr> <tr> <td>John Atkins (JA)</td> <td>Manchester Airport Group (MAG)</td> </tr> <tr> <td>Andy Brookfield (AB)</td> <td>Aecom</td> </tr> <tr> <td>Graham Martin (GM)</td> <td>Scott Wilson (SW)</td> </tr> </table>						Jim McMahon (JM)	SMBC	Martin Rigby (MR)	SMBC	David Taylor (DT)	SMBC	Nick Whelan (NW)	SMBC	David Bland (DB)	Manchester City Council (MCC)	John Twigg (JT)	Manchester Airport Group (MAG)	John Atkins (JA)	Manchester Airport Group (MAG)	Andy Brookfield (AB)	Aecom	Graham Martin (GM)	Scott Wilson (SW)
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Apologies:																							
John Bottomley Manchester Airport Group																							
Circulation as above +																							
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NOTES	DATE	ACTION
<p>Purpose of Meeting</p> <p>1.1 GM provided an overview of the status of the SEMMMS project and reiterated that this meeting was to determine a number of options that could be considered for inclusion within the Options Appraisal exercise for the Preliminary design options at the Airport.</p> <p>1.2 Through discussion with the relevant parties (SMBC / MCC / MAG / SEMMMS Design team / SW) any options not feasible as a result of identified constraints could be discounted at this stage.</p> <p>Manchester Airport Masterplanning</p> <p>1.3 JT provided an overview of matters concerned with that north of Ringway Road. The 3 main points of connection need to be maintained for access; safety (emergency) routes and future planning for the Airport, being:</p> <ul style="list-style-type: none"> • Terminal 1 point of connection; • Terminal 2 point of connection; and • Ringway Road <p>1.4 JA provided an overview of matters concerned with that on the north side of the Airport, primarily associated with future development re Airport City.</p> <p>1.5 MAG with MCC has now secured land ownership from Jctn. 5 to Shadowmoss Road, effectively.</p> <p>1.6 MAG has consent for 1.2m sq.ft of B1 presently and is looking into best-fit options for development parcels for the full 60 acre site.</p> <p>1.7 HKR are working with MAG on the masterplanning and Aecom are developing the traffic modelling. Internal layouts and linkages are being developed and investigated.</p> <p>1.8 MAG will require to incorporate improved linkages between the north of site (towards Wythenshawe) and the main Airport hub to the south. This linkage / Gateway must be accommodated within the SEMMMS layout and is envisaged to be at least 10m wide – preference to keep SEMMMS at grade and/or go down and under the link / Gateway to retain opportunities to accommodate pedestrians/cyclists and aesthetics.</p> <p>1.9 JT commented that the Airport are not progressing any related traffic modelling with any figures, relating to passenger throughput or traffic volumes, that are inconsistent with DfT estimates.</p>	ALL to NOTE	

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1.10 JLL are reviewing quantum opportunities relating to development opportunities on behalf of the Airport and scheduled to report to Airport by the end of March 2010.		
1.11 TIA's are available for the development scenarios.		
1.12 Atkins (RK) to check that the SEMMMS traffic model includes the 2 no. existing consents in relation to the Airport development.		Atkins (RK)
1.13 The SEMMMS traffic modelling requires to check that the committed development flows include the following: <ul style="list-style-type: none"> • Davenport Green • Manchester Business Park • Burford • Airport (1.2m sq.ft B1) Request a schedule from the SEMMMS traffic modelling team to confirm the committed developments included.		Atkins (RK)
1.14 The profiling of the SEMMMS model to be monitored in liaison with the Airport to ensure that the SEMMMS model replicates the current airport development proposals. GM noted that meetings had happened between the Airport/Aecom and Atkins/GMTU on this matter and this would be continued through the modelling development.		Atkins / MAG
1.15 Metrolink JMCM / MR provided overview of recent meeting with GMPTE re Metrolink Phase 3B. With current programmes the Metrolink element of the interface with SEMMMS would be delivered first.		
1.16 Potential for joint bid between SEMMMS and GMPTE for funding to GMTF – currently neither SEMMMS or Metrolink Phase 3B includes costs for grade-separated solution for interface.		SMBC
1.17 SEMMMS team will continue to liaise with GMPTE on development of options for interface between the two schemes – ensure that solution adheres to SEMMMS and Airport requirements.		SMBC/ SW
1.18 The location of the station needs to be established with GMPTE at earliest opportunity – key factor that multi-modal interchange is developed with Airport proposals. At this stage it is noted that no fixed alignment for tram lines – can be north or south of SEMMMS.		

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1.19	<p>SEMMMS Scheme Options @ Airport</p> <p>JMcM requested that Airport provide information with regard to potential plot sizes so as to align / position the preliminary design options and related infrastructure accordingly.</p>		MAG
1.20	<p>Discussion and consideration of merits and constraints of all options tabled by NW. Conclusions were as noted below:</p>		
1.21	<p>Option 1 – discounted</p>		
1.22	<p>The fully at-grade solution could not accommodate the development proposals of the Airport - impact on development plot sizes and the key (non-motorised) N-S link.</p>		
1.23	<p>Option 2 – discounted</p>		
1.24	<p>Access to T1 and T3 not legible. Capacity issues in accessing T1 and T3 eastbound. Egress from east not accommodated. The key (non-motorised) N-S link not accommodated.</p>		
1.25	<p>Option 3A – to be taken forward / developed</p>		SMBC
1.26	<p>The SEMMMS throughflow to be underneath as part of this grade-separated solution. The main roundabout to be developed as close to existing ground level as practicable, with potential for existing slip road to be retained.</p>		
1.27	<p>Option 3B – to be taken forward / developed</p>		SMBC
1.28	<p>Comments as per Option 3B, with the grade-separated interchange element to be considered in a position west of Option 3A.</p>		
1.29	<p>Option 4 – discounted</p>		
1.30	<p>The layout of this option brings everything off at T2 roundabout – this is no acceptable and will most definitely overload the junction.</p>		
1.31	<p>Option 5 – discounted</p>		
1.32	<p>The layout and principles of this option could not accommodate the development proposals of the Airport - impact on development plot sizes and the key (non-motorised) N-S link.</p>		
1.33	<p>Option 6 – discounted</p>		
1.34	<p>Access to the T2 roundabout is not accommodated. Development site accesses are not accommodated and there is inadequate local access. There is also an impact on the key (non-motorised) N-S link.</p>		

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1.35	Option 7 – to be taken forward / developed		SMBC
1.36	This option is to be considered with consideration of the scale of the junctions – investigate whether they can be reduced in scale to accommodate the development proposals at the Airport.		
1.37	Option 8 – to be taken forward / developed		SMBC
1.38	This option includes a signalised T-junction alongside a major gyratory. This option needs to be able to accommodate the key (non-motorised) N-S link.		
1.39	Options Appraisal SEMMMS Design team will progress the Options Appraisal for the Airport options with the Styal Road preferred option(s) incorporated into the overall assessment (particular to the COBA and junction analysis/traffic modelling elements).	Mar 10	SMBC
1.40	Input from MAG will be required to assist with Options Appraisal with regard to Land Impact/Costs. MR will liaise with JA on this particular matter.		SMBC/ MAG
1.41	The Options Appraisal is scheduled to present output at the March 2010, Project Board meeting. This is with an aim to have Design Freeze 3 by the end of March 2010.		
1.42	Comments were made to note that the vertical alignment of SEMMMS at the end of the runway should be as close to existing ground level as practicable.		NOTE
Date of Next Meeting - t.b.a. as required			

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