

Developing the Airport and Dreams of a Heliport



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The Making of Post-war Manchester symposium - 8th May 2013

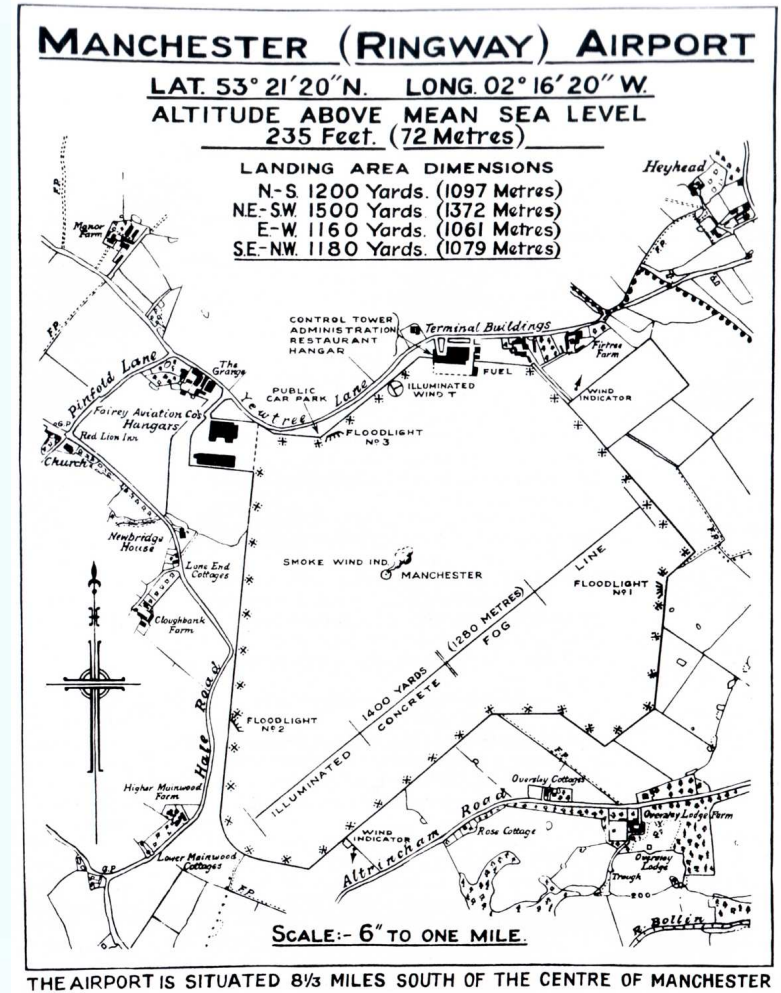
Start with 2 questions



Significance of aviation in post-war period

- Availability and affordability is one of key change in these three decades
- Growth in passenger numbers
- Concrete developments
- Routine travel for many, planes are unremarkable sight in the sky
- But not all that was predicted in 1950s came to be realised by the 1970s and some developments have retreated

The Siting of Aerodromes around the City of Manchester, 1918-1938



Uncertain Positioning >> Infrastructural Permanence

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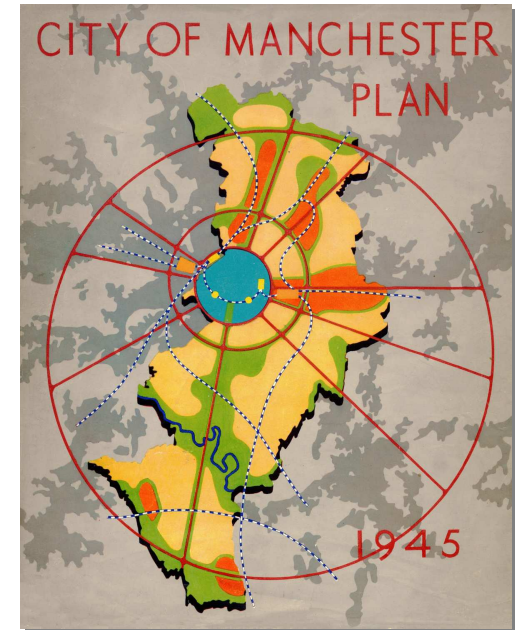


PROGRAMME
OF THE
OFFICIAL OPENING
OF THE
MANCHESTER (RINGWAY)
AIRPORT
BY
His Majesty's Secretary of State
for Air
(The Right Honourable Sir Kingsley Wood, P.C., M.P.)
AND THEREAFTER AN
AIR DISPLAY
BY THE
ROYAL AIR FORCE
AND OTHERS

Saturday, 25th June, 1938

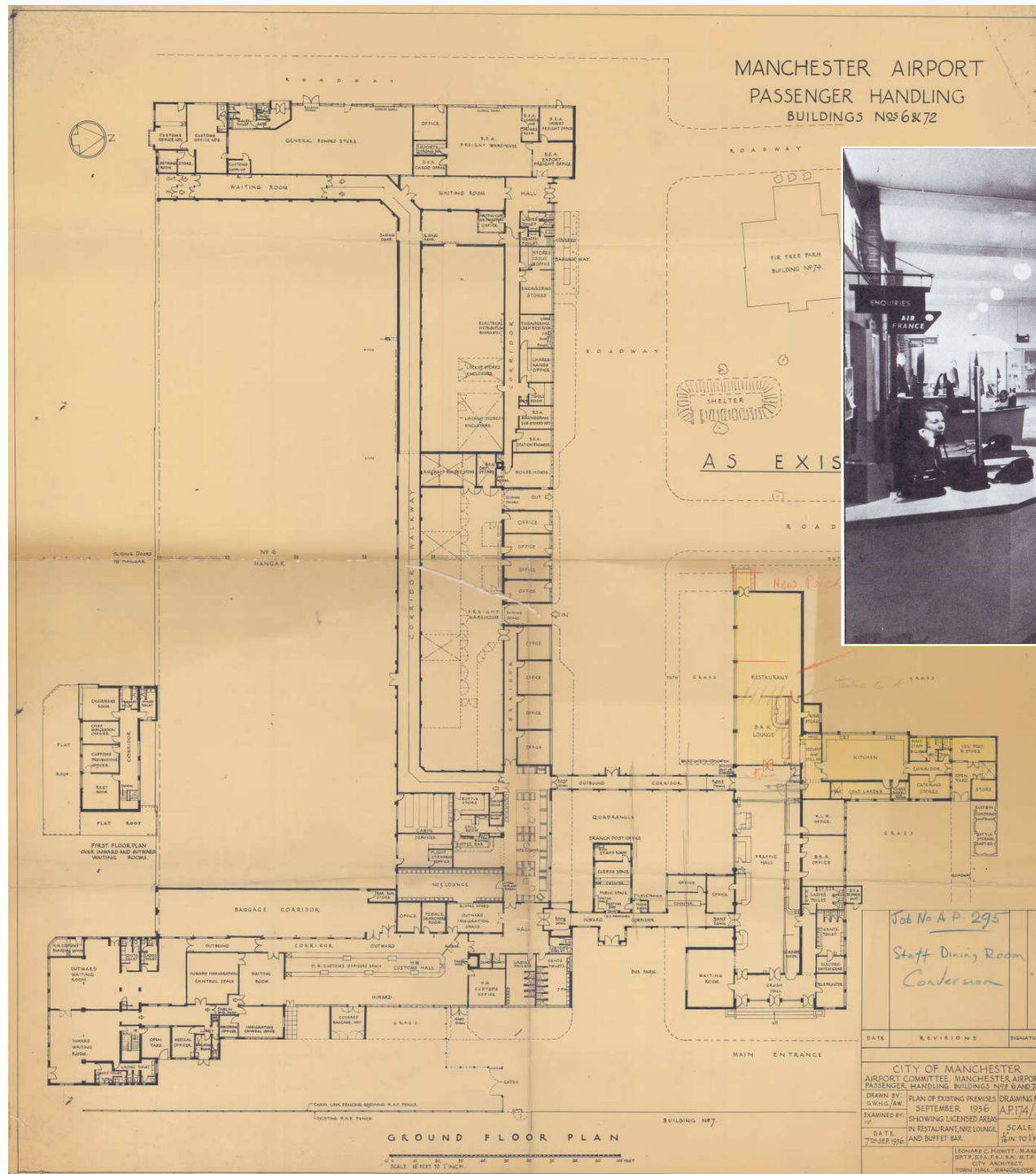
All communications with reference to the Air Display, to be addressed to —
The Airport Manager, Manchester (Ringway) Airport, Weaver Lane, Ringway, Cheshire.

“Of all the prophecies which the planner is called upon to make none is more hazardous than to predict the future of air transport. ... whatever the future holds we can regard the possession of one major airport as essential to the prosperity of Manchester. We must also be ready for a development of rotor aircraft, a type particularly suited to our congested island conditions. These may be landed and serviced on large buildings or on small plane parks in the city centre.”



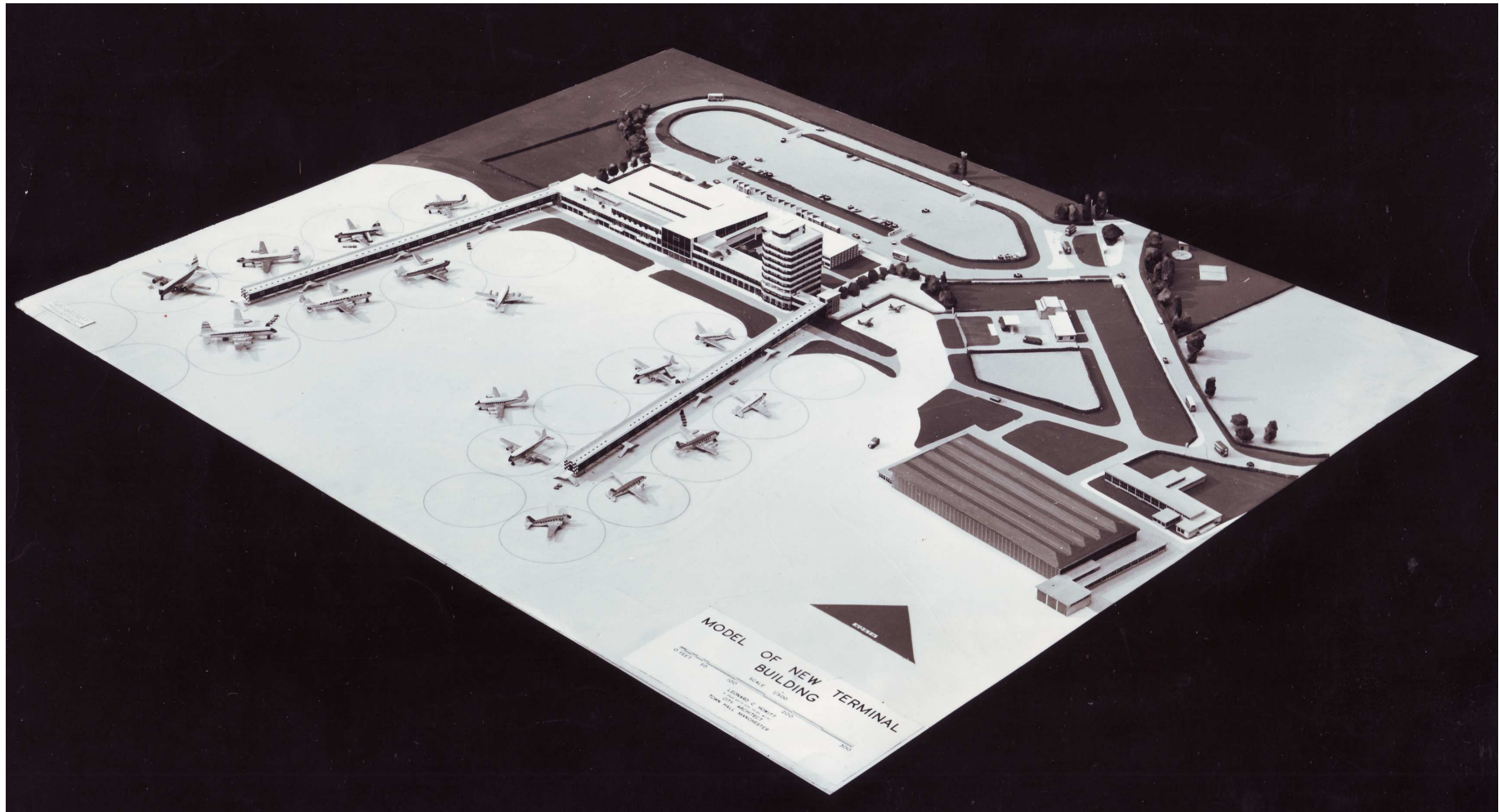
After intensive military use during the war, Ringway resumes scheduled civilian air services in June 1946

'Make-do mentality'

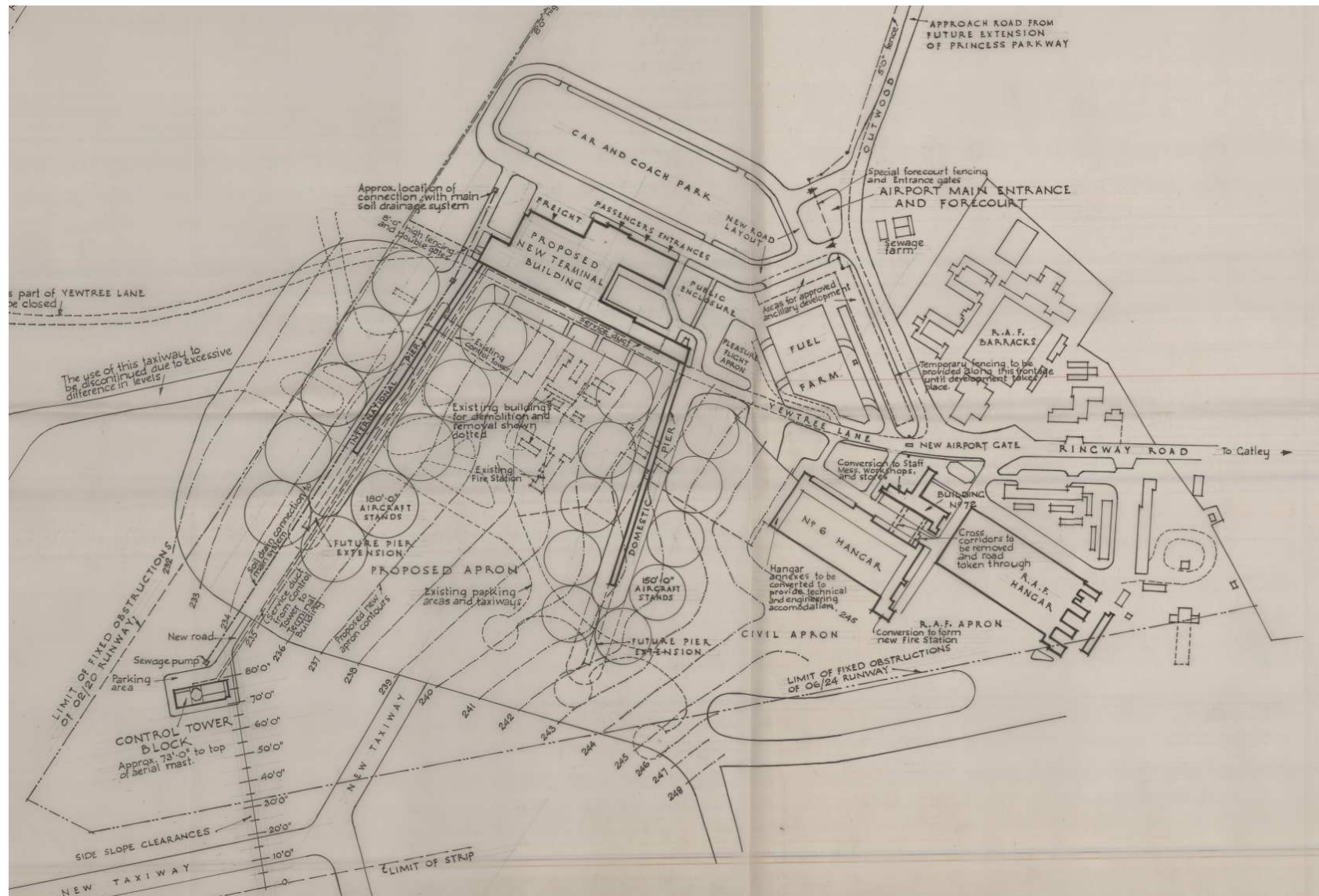


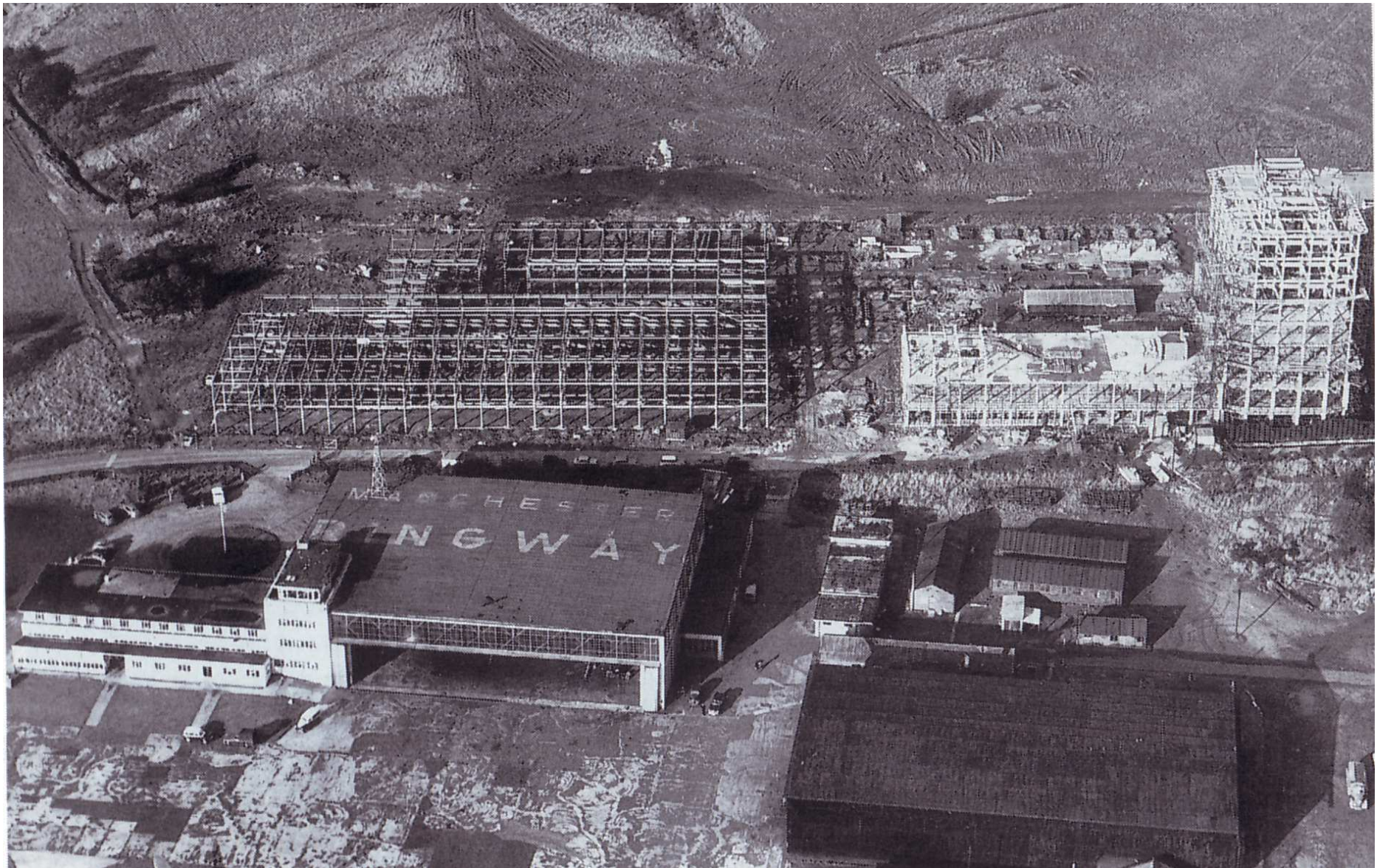
MCC battles
with Ministry
for continuing
municipal
control

The *Development*

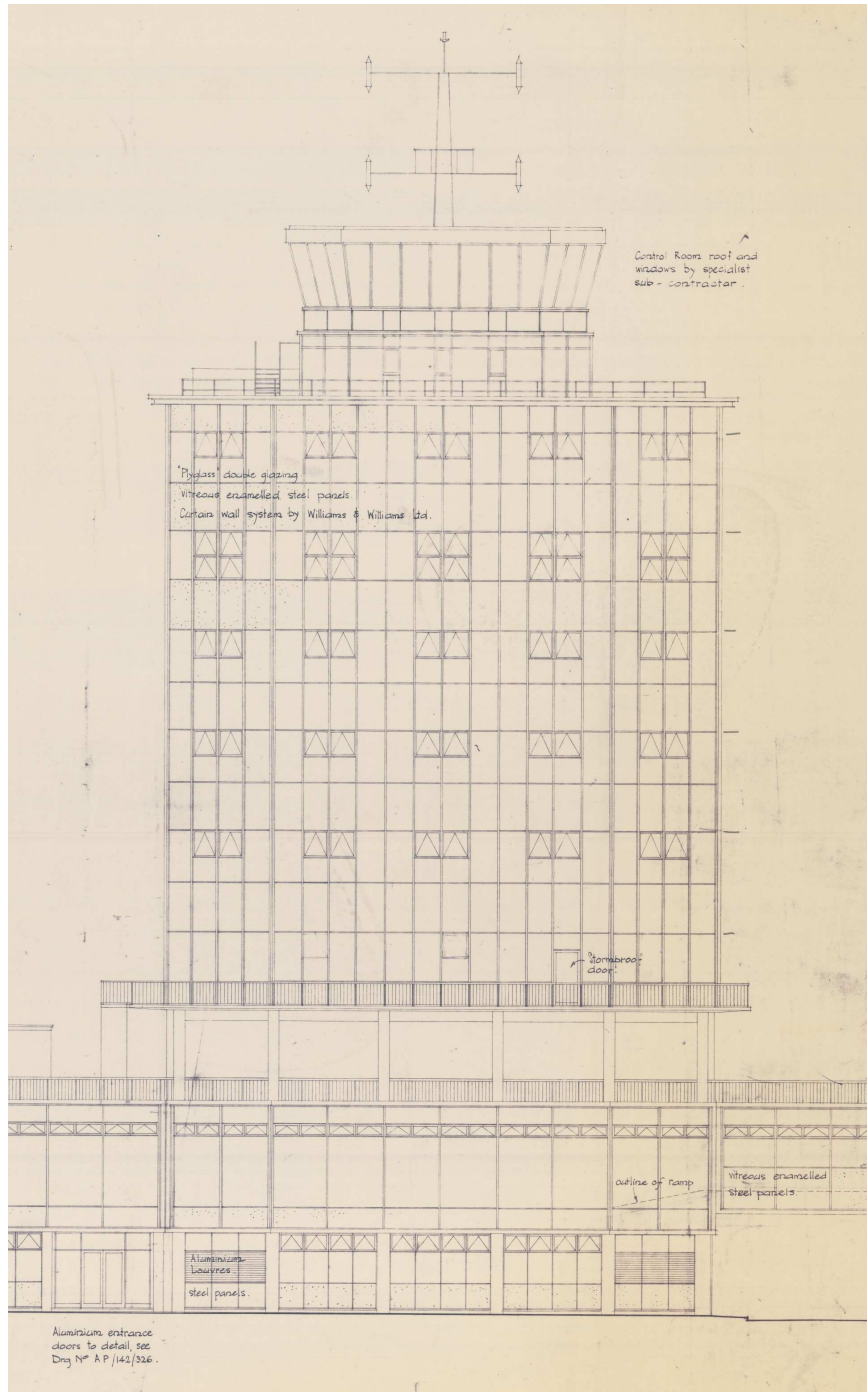


Mid 1950s plans for a proper international airport





Ground broken on new terminal in October 1957

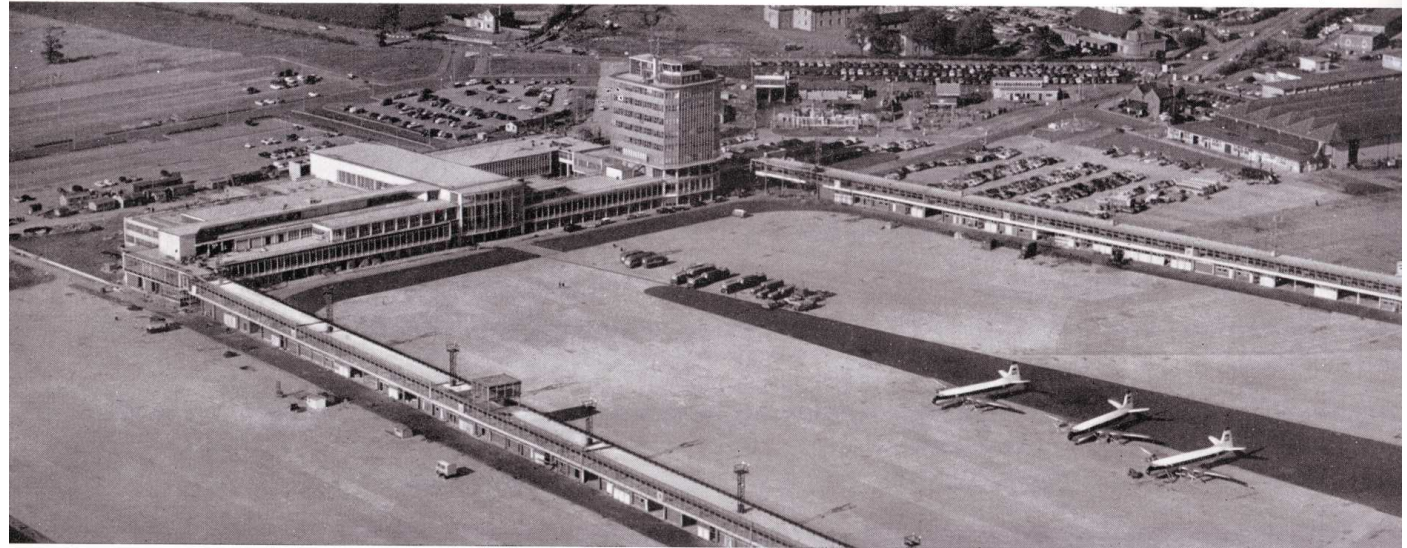


Phase 1: May 1959 - April 1961,
£439,500



Manchester Airport terminal is Costain-built—all except the aircraft and the cars. R. Costain & Sons (Liverpool) Ltd. and Richard Costain (Civil Engineering) Ltd. did it!

Pictures by Airviews M/c Ltd.



It's never too soon to call in

Richard Costain Limited, 111 Westminster Bridge Road, London, S.E.1. Telephone Waterloo 4977.
R. Costain & Sons (Liverpool) Ltd., Barlows Lane, Fazakerley, Liverpool, 9. Aintree 4141
Bristol • Canterbury • Coventry • Grays • Leeds • Middlesbrough • Plymouth • Australia • Belgium • Canada • Middle East
Nigeria • Pakistan • Rhodesia • South America • West Indies.

COSTAIN

“Manchester has provided this new transatlantic international airport to serve the communities of the Midlands and Northern Counties with the most up-to-date airport facilities in Europe”





Quality of interior noted: *“Prestige, too let alone any argument about beauty being its own justification, is important. It is necessary to our image abroad that the manner in which visitors to 'Britain's other Capital' are received should do credit to their hosts.”*

1970s accretions, imminent arrival of wide body jets



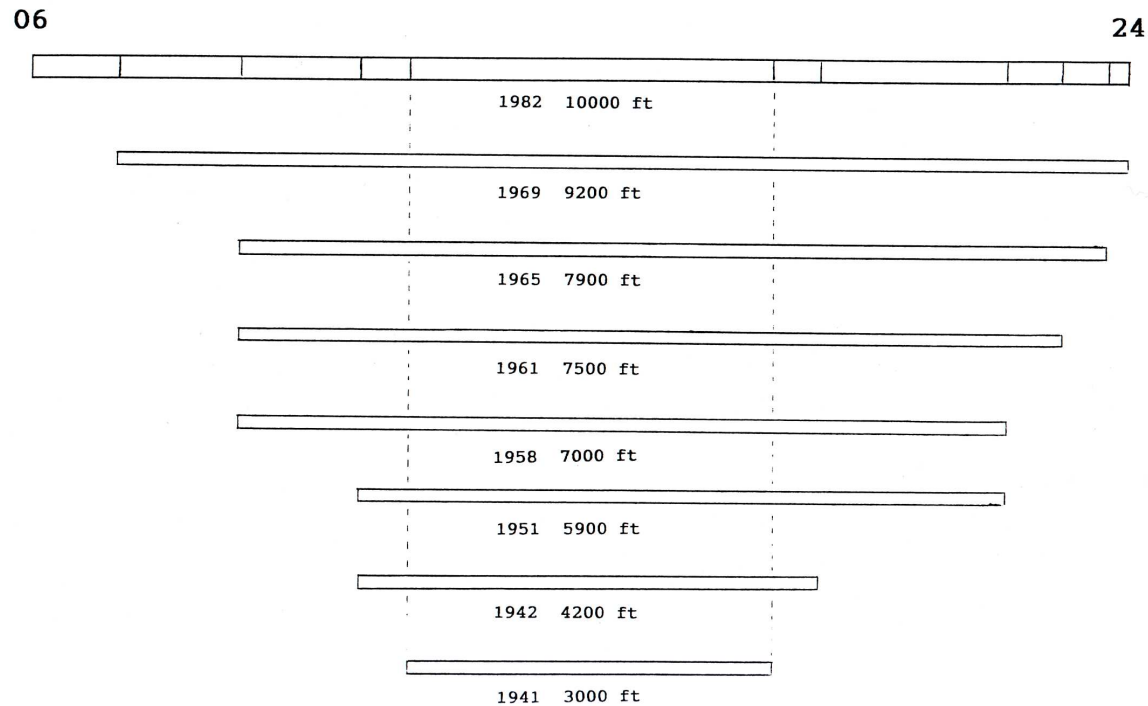


*‘A construction site
with airport attached’*

March 1974: The official
opening of £8.3m
additions, aimed to
double passenger
handling capacity



Capacity versus Demand



Annual passenger traffic

1982: 5,156,000

1969: 1,628,000

1965: 1,427,000

1961: 946,000

1958: 512,000

1951: 163,000

1947: 34,000

Does new infrastructure drive growth?

The *Dream*



1950s helicopters, hope.. hype...

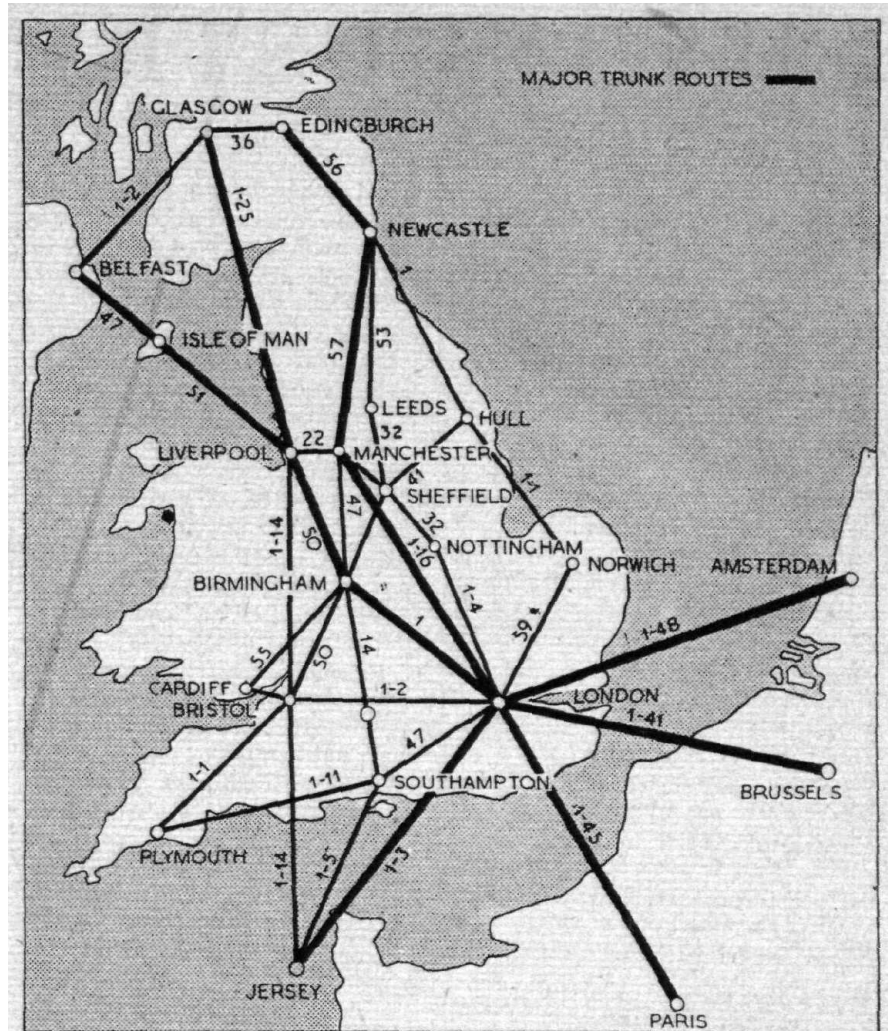
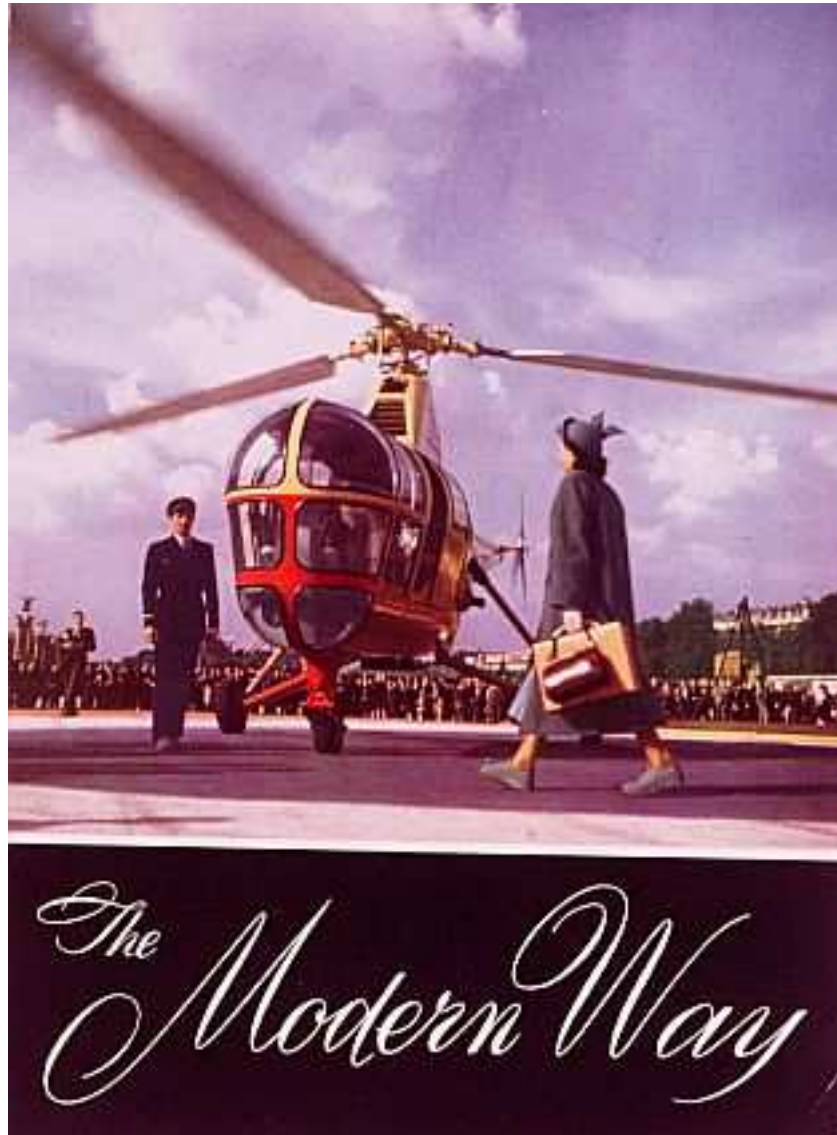


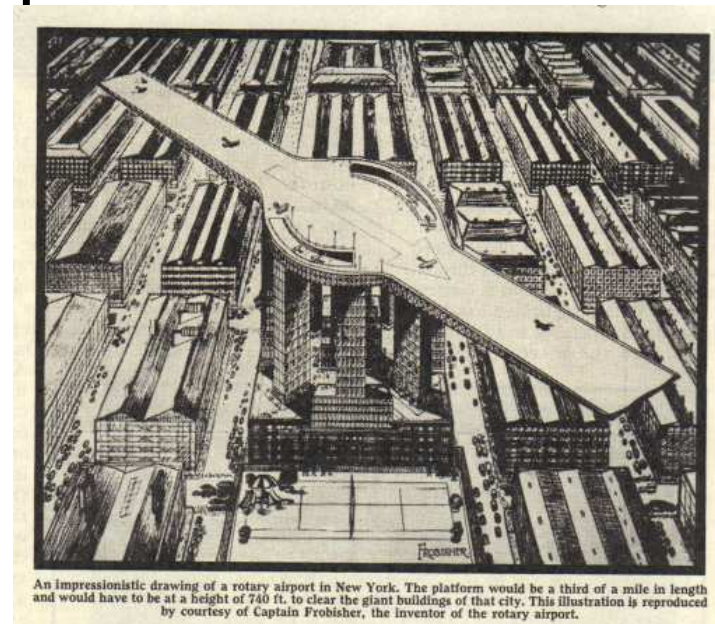
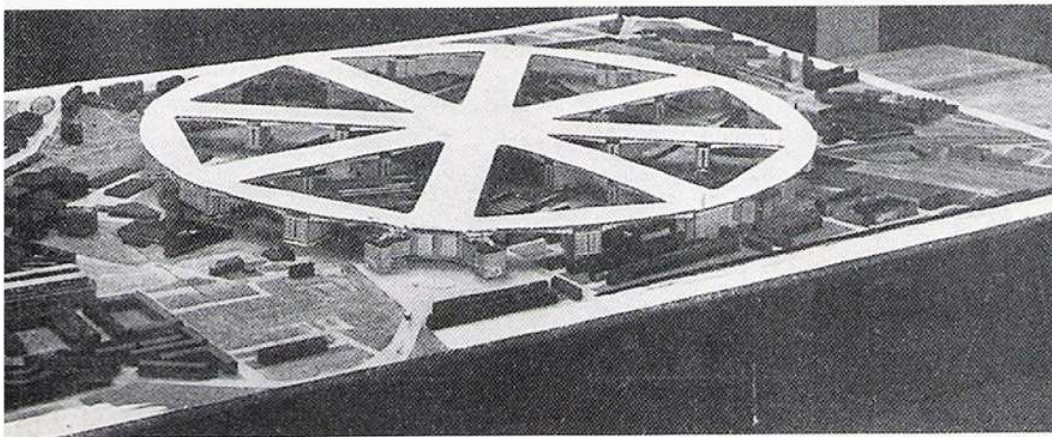
Fig. 7. Hypothetical network of internal and short stage European routes as operated by a 160-m.p.h. B.E.A. helicopter with 48 seats. Figures represent journey time for each route in hours and/or minutes.

Planning for the helicopter

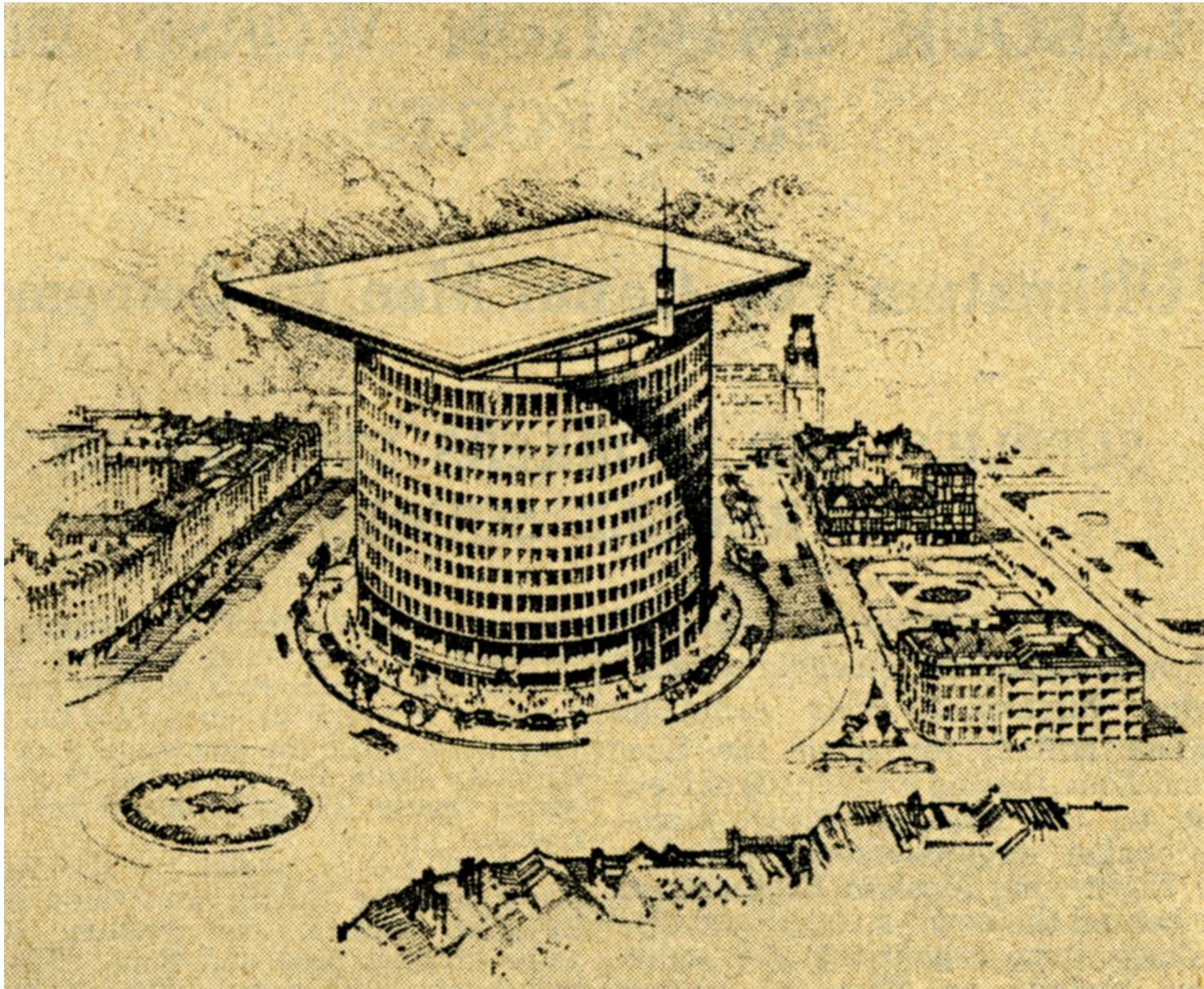
- Novel and uncertain, but belief in many that helicopter was going to be major transport mode
- Parliamentary debates, reports, policies set
- Underlying logic: centrality of landing
- Pragmatics of the heliport : where to put it; what form would it take
- Planning challenges but plenty of scope. Bomb sites into 1950s and by mid decade councils had capacity for redevelopment of their city centres
- How to insert wholly new mode of mass transport into existing city fabric....? Comparison to c19th railway 'invasion' of urban core

Logic of the rooftop landing!

- Commonsensical at first glance. Get above congestion on streets below
- In our folk memory we imagined helicopters had routinely landed atop many high buildings
- Some antecedence of (wild) speculations from the 1930s for city centre airports



J.J. Spyra scheme, 1951





7

- proposed site for helicopter station
- public buildings
- industrial railways
- open space
- vacant sites



Scale 1:1250

Proposed Factory
for Walmer Mfg. Co.

50'

Kenwood St

153

B.M. 152-28

St Andrews
Church

Ancoats Goods Station

Travis Street

3rd

4th

B.M. 131-58

St. Andrews Street

Helmet Street

Recreation
Ground

Railway

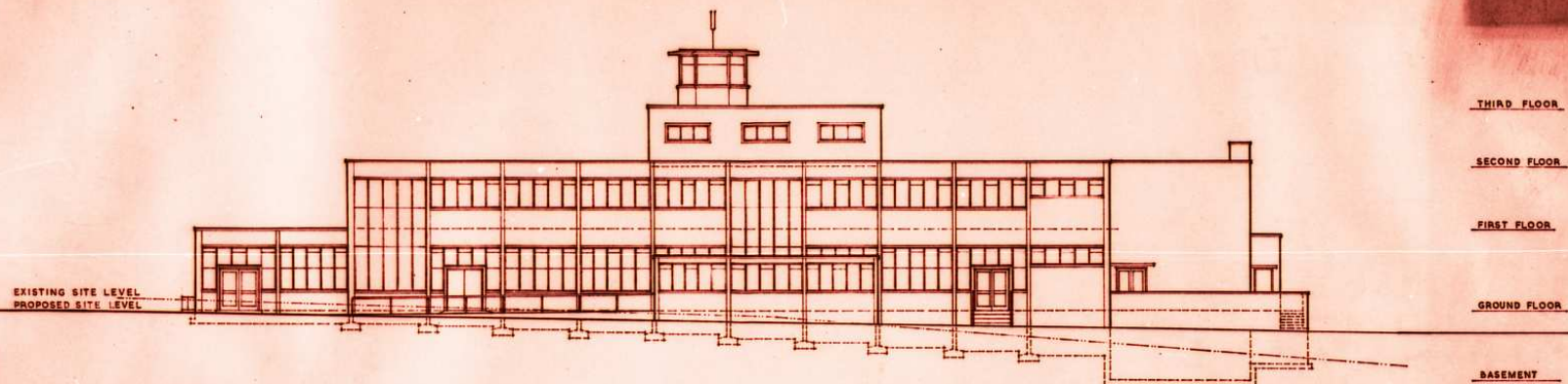
B.M. 130-81

Fairfield Street

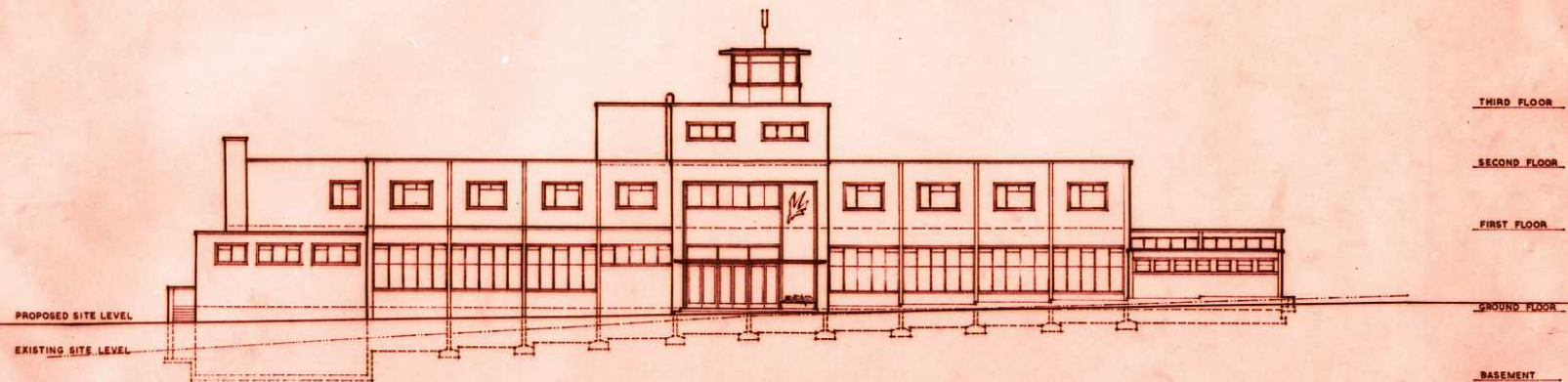
B.M. 130-85

W





S O U T H E A S T E L E V A T I O N



N O R T H W E S T E L E V A T I O N



SCALE ONE INCH TO EIGHT FEET

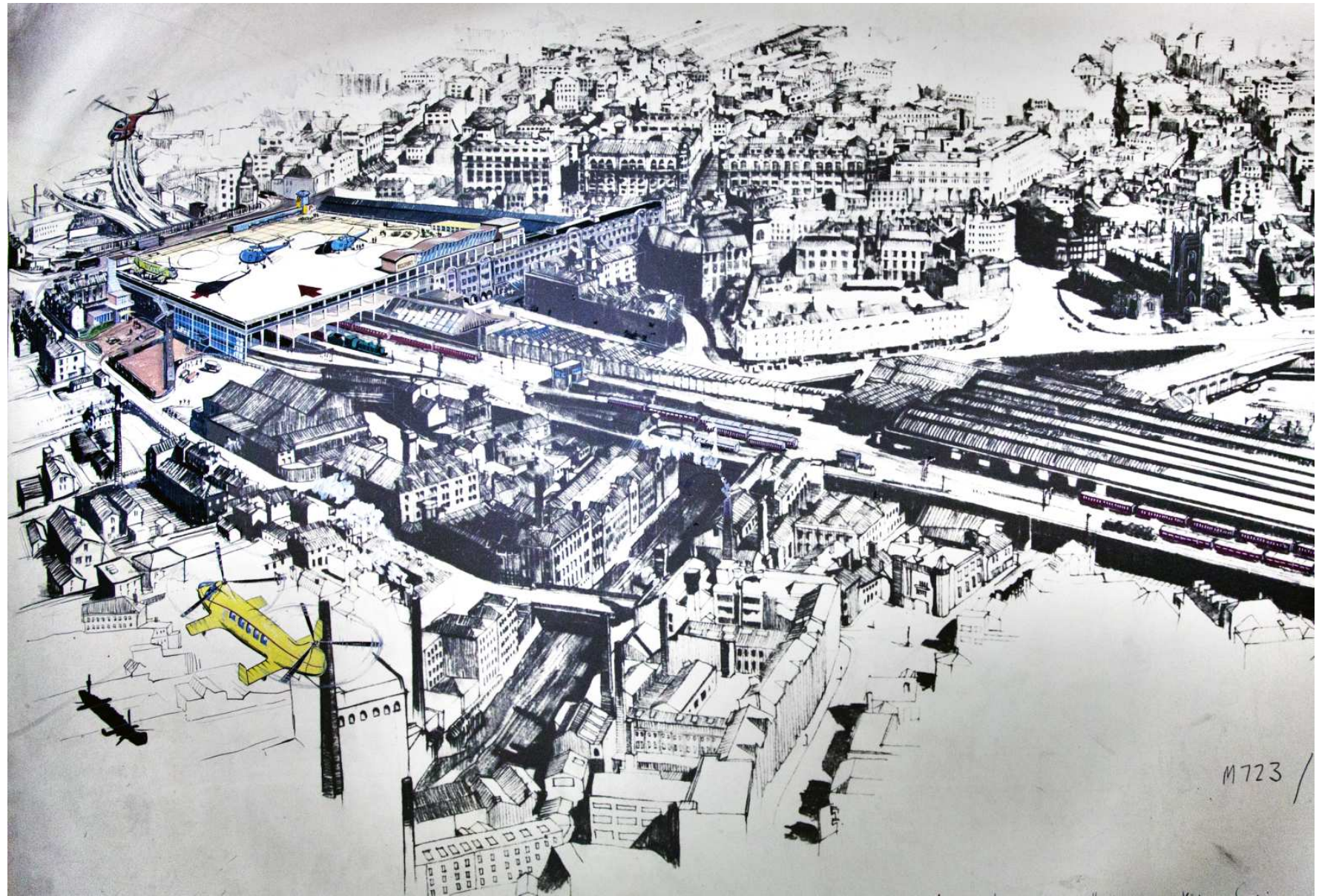
PROPOSED HELICOPTER ROTORSTATION

LEONARD C. HOWITT
ARCH. DRTP, DRA, FRIBA, MTR
CITY ARCHITECT
MANCHESTER

1/22/51 - 1/8

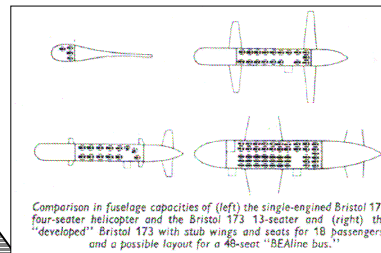
CITY OF MANCHESTER



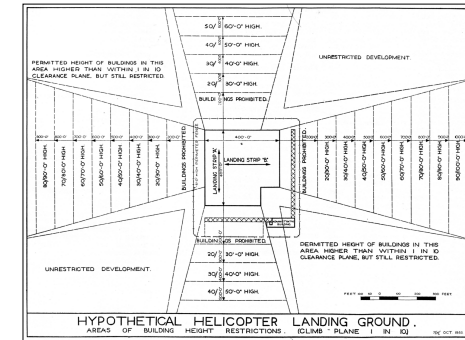
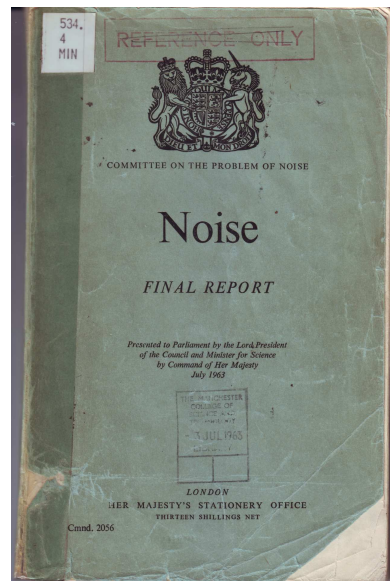


Scheduled helicopter services fade in the face of four issues

Economics



Noise

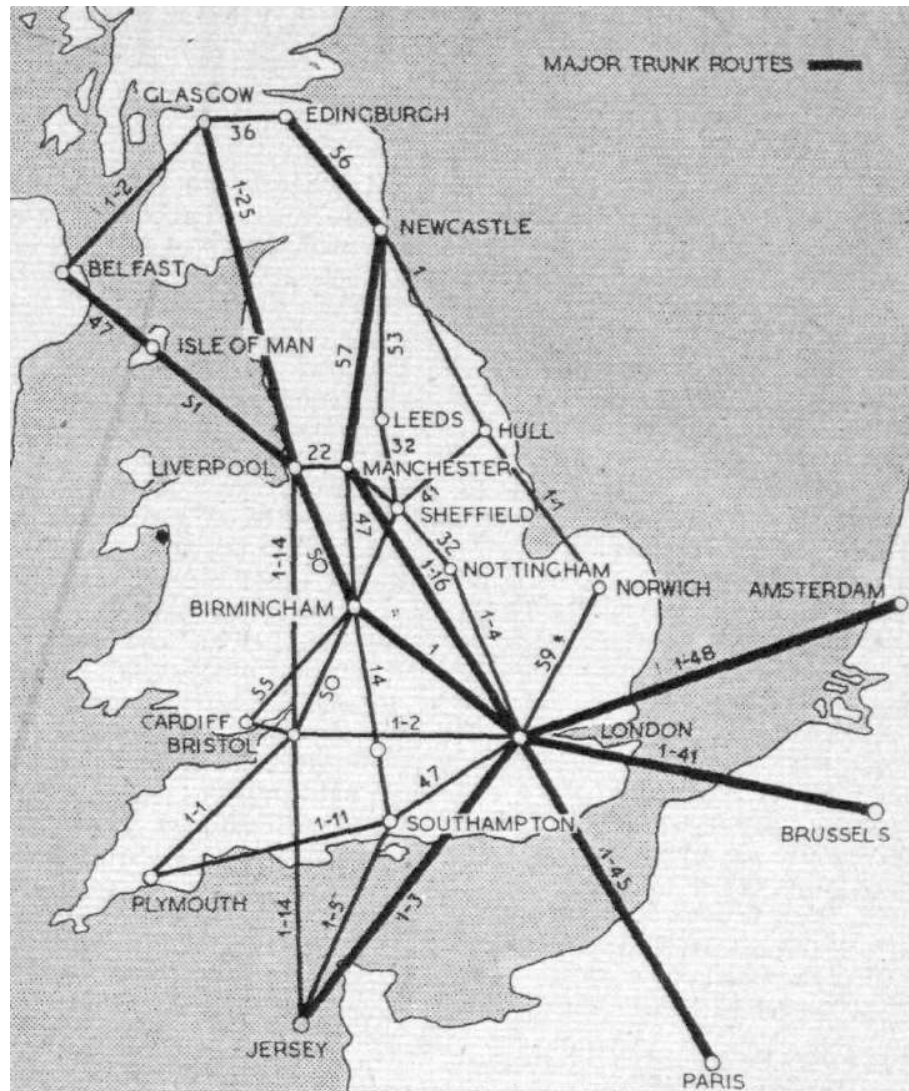


Planning Blight

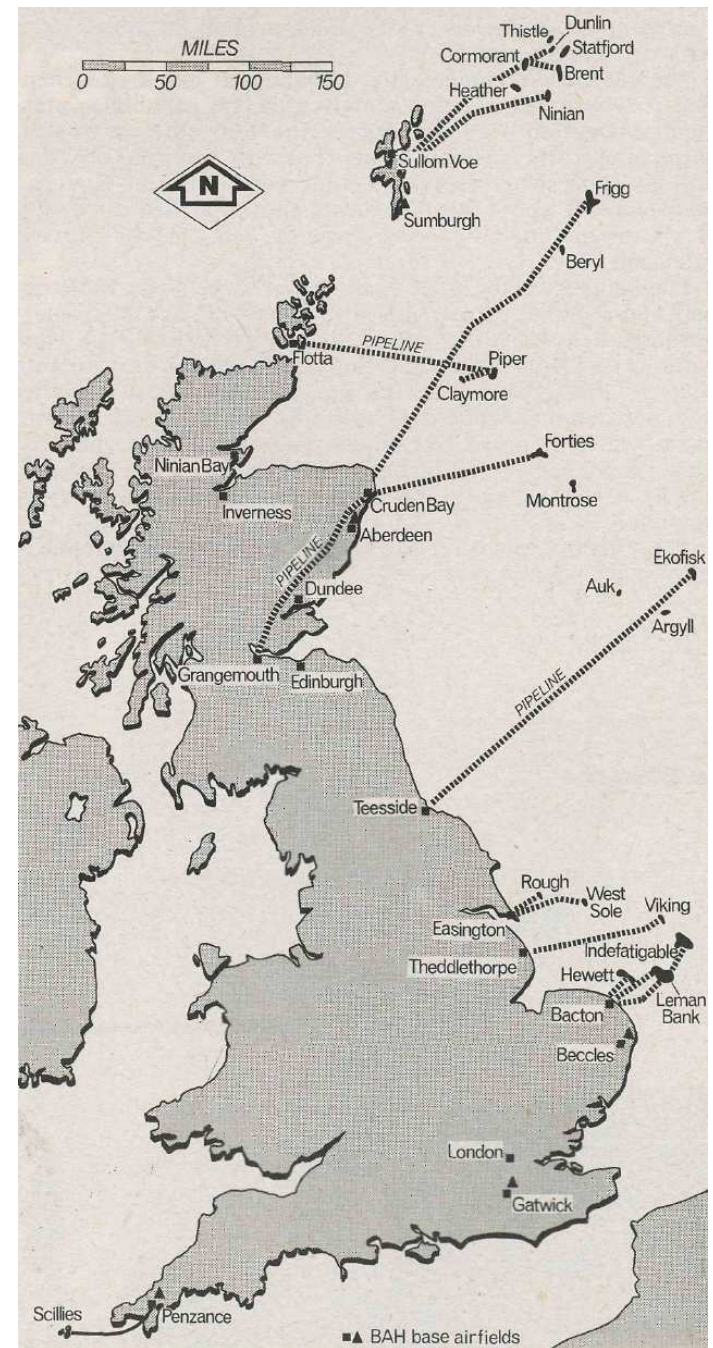


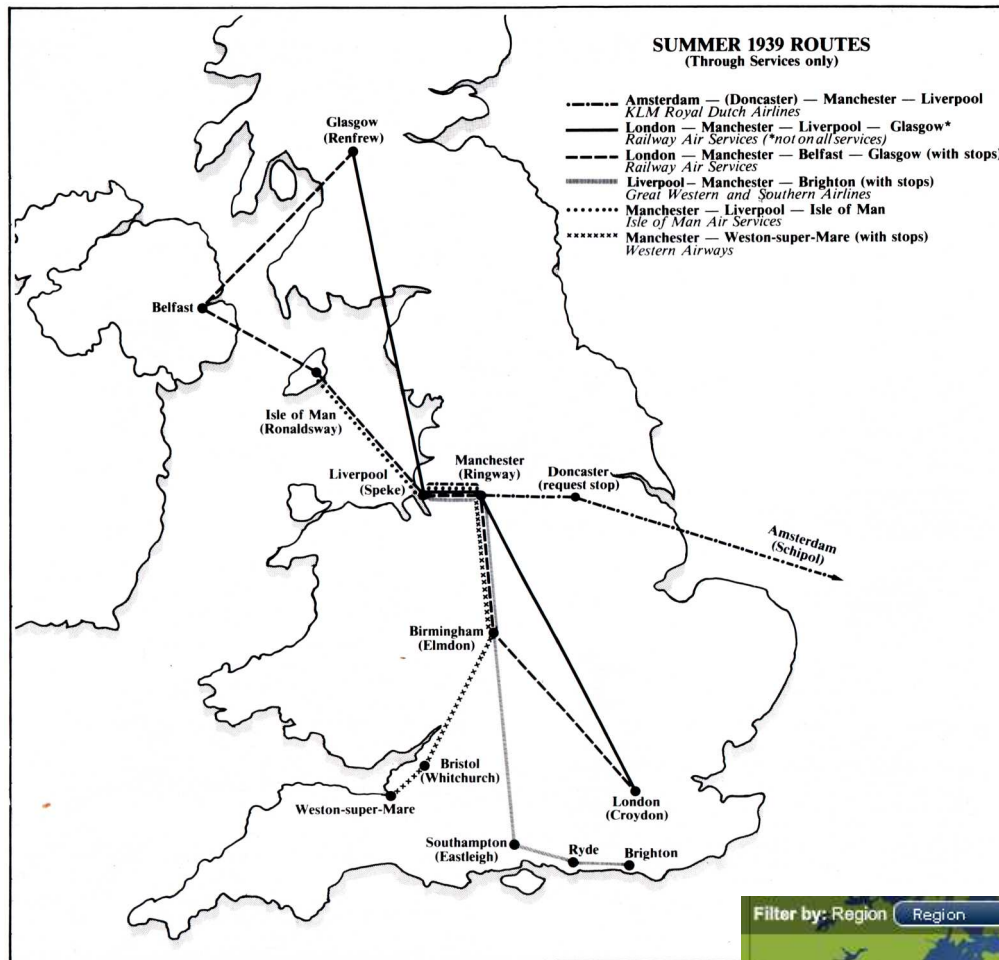
Safety

What they had *hoped* for
And what really happened with
helicopter passenger services



25 years later ... 1977



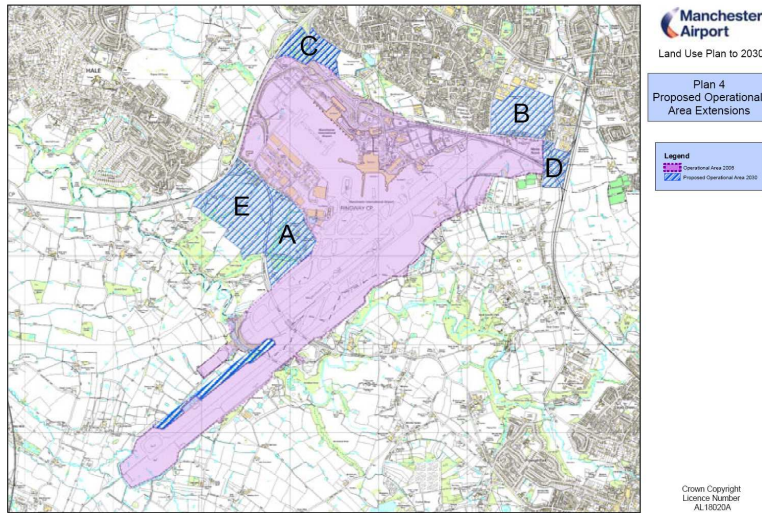


1939: 4,000 passengers
(Civilian flights stopped in Sept. 39)

2011: 18.8 passengers
(3rd busiest in Britain, just ahead
of Stansted)



Plans that were realised, other possibilities remain



Manchester Airport City
Development & Infrastructure Framework





Sources

Slide 1:

- Left hand image, Sabena advert author scan from Scholefield R A, 1998 *Manchester Airport* (Sutton Publishing, Stroud, Gloucestershire), p. 80.
- Right hand Sikorsky advert. Image available at http://c590298.r98.cf2.rackcdn.com/TM1_708.JPG

Slide 2:

- Left hand image. *Science et Vie*, Avril 1946 magazine cover image. www.flickr.com/photos/jean-paul-magnac/7044833271/
- Right hand image, adapted from one in *Manchester Airport: Master Plan to 2030*, p. 30. www.manchester.gov.uk/downloads/download/1665/manchester_airport_master_plan_to_2030

Slide 4:

- Left hand map created by Graham Bowden, Cartography Unit, University of Manchester
- Right hand map author scan from McDonald S, 1988 *First and Foremost: In Celebration of Fifty Years of Manchester Airport, Second Edition* (Manchester Airport PLC), p. 12

Slide 5:

- Photograph of the 1938 Ringway terminal, control tower and hanger. Manchester Local Image Collection, <http://images.manchester.gov.uk>, ref. m62642
- Image of the opening Programme from Pagan555, www.flickr.com/photos/pagan555/6411233773/

Slide 6:

- Quotation taken from Nicholas R, 1945, *City of Manchester Plan 1945* (Manchester Corporation), p. 74
- Image scans by author. “The Future of Ringway Airport” sketch from Nicholas R, 1945, *City of Manchester Plan 1945* (Manchester Corporation), plate 24, between pages 68-69

Slide 7:

- The 1949 Manchester Airport Terminal. Plan “Manchester Airport Passenger Handling, Buildings Nos. 6 & 72”, September 1956. Courtesy of Manchester Airport Archive, plan ref. p12579
- Photograph of passenger hall. Author scan from Scholefield R A, McDonald S D, 1978, *First and Foremost: 50 Years of Manchester’s Civic Airports* (Manchester International Airport Authority), no pagination

Slide 8:

- Photograph of “Model of New Terminal Building”, 1957. Courtesy of Manchester Airport Archive, ref. TB29

Slide 9:

- Unrealised layout plan for new airport, June 1956. “Revised scheme with independent control tower”. Courtesy of Manchester Airport Archive, ref. P3673

Slide 10:

- Aerial view from 1959 of the progress on construction of the new terminal directly behind the 1938 building, which was subsequently demolished. Author scan from McDonald S, 1988, *First and Foremost: In Celebration of Fifty Years of Manchester Airport, Second Edition* (Manchester Airport PLC), p. 68

Slide 11:

- Elevation of the control tower, April 1959. Plan “Control tower and domestic flights wing. South elevation”. Courtesy of Manchester Airport Archive, ref. P12533
- Photograph of new control tower building from unfinished international pier. Courtesy of Manchester Airport Archive, ref. TB77

Slide 12:

- Main image of Costain advert. Author scan from MCC, 1963?, *Manchester Airport: A Fully Illustrated Handbook and Souvenir of an International Airport* (Manchester City Council Airport Committee), inside front cover
- Quotation from “Manchester Airport”, *The Guardian*, 22 October, 1962, p. 9
- Top left image, courtesy of Manchester Airport Archive, ref. TB77
- Bottom left image, author scan from McDonald S, 1988, *First and Foremost: In Celebration of Fifty Years of Manchester Airport, Second Edition* (Manchester Airport PLC), p. 77

Slide 13:

- http://en.wikipedia.org/wiki/File:Manchester_Airport_1964.jpg

Slide 14:

- The 1962 terminal space allocation plan. “Manchester Airport New Terminal Building, first floor plan”, undated. Courtesy of Manchester Airport Archive, plan ref. 12641
- Top right image, author scan of 1960s era postcard of chandeliers in the main concourse
- Bottom right image, photograph of the information desk, October 1965. Courtesy of Manchester Airport Archive, ref. TB212
- Quotation from MCC, 1963?, *Manchester Airport: A Fully Illustrated Handbook and Souvenir of an International Airport* (Manchester City Council Airport Committee), p. 54

Slide 15:

- First visit of Boeing 747 aircraft to Manchester Airport, 17 August 1970. Image courtesy of Mark Williams, Ringway Publications, <http://ringwaypublications.com/photo-gallery-1/the-first-boeing-747-17-08-1970/>

Slide 16:

- Image left, aerial view of the enlarged 1974 terminal complex, including the new international pier C for wide body jets. Manchester Local Image Collection, <http://images.manchester.gov.uk>, ref. m75757
- Image top right, new multi-storey car park, 1974. Manchester Local Image Collection, <http://images.manchester.gov.uk>, ref. m62524
- Image bottom right, new office block to rear of 1962 control tower, 1972. Manchester Local Image Collection, <http://images.manchester.gov.uk>, ref. m62699

Slide 17:

- Runway lengths diagram scanned from Scholefield R A, 1998, *Manchester Airport* (Sutton Publishing, Stroud, Gloucestershire), p. 122
- Passenger statistics from Scholefield R A, 1998, *Manchester Airport* (Sutton Publishing, Stroud, Gloucestershire), p. 156

Slide 18:

- Edited cover image from *Meccano Magazine*, November 1953. <http://archive.org/details/meccano-magazine-1953-11>

Slide 19:

- “The Modern Way” image courtesy of Richard Brook taken from a brochure held The National Archives, ref. HLG51/111
- Route map taken from “The commercial future of helicopters”, *Flight Magazine*, 14 November 1952, p.623

Slide 21:

- Left hand image taken from “King’s Cross Airport Scheme”, *The Builder*, 25 December 1931, p. 1046
- Right hand image taken from “An airport in the heart of London”, *Meccano Magazine*, May 1933, p. 341. <http://archive.org/details/meccano-magazine-1933-05>

Slide 22:

- Author scan from untitled article, *Manchester Guardian*, 1 November 1951, p. 8

Slide 23:

- Image courtesy of Manchester City Archives and GMCRO. Source: City Surveyor and Engineers plan archive, ref. 3260/-/13

Slide 24:

- Image courtesy of Manchester City Archives and GMCRO. Source: City Surveyor and Engineers plan archive, ref. 3260/-/13

Slide 25:

- Image courtesy of Manchester City Archives and GMCRO. Source: City Surveyor and Engineers plan archive, ref. 3260/-/8

Slide 26:

- Image courtesy of Manchester City Archives, ref. GB127.M723/82

Slide 27:

- Image courtesy of Manchester City Archives, ref. GB127.M723/81

Slide 28:

- Top image taken from “The commercial future of helicopters”, *Flight Magazine*, 14 November 1952, p. 622
- Bottom image taken from www.newsnet5.com/dpp/news/world/2-dead-after-helicopter-crashes-in-london
- Right hand image “Hypothetical helicopter landing ground” taken from Hough H T, 1955, “The design of helicopter operating sites for passenger services”, *The Surveyor and Municipal and County Engineer*, 24 December, p. 1251
- Left hand image author scan of the cover of *Noise: Final Report*, 1963

Slide 29:

- Left hand map taken from “The commercial future of helicopters”, *Flight Magazine*, 14 November 1952, p. 623
- Right hand map taken from “British Airways Helicopters - 30 Years Old”, *Flight International Magazine*, 13 August 1977, p. 494

Slide 30:

- Top left map author scan from Scholefield R A, McDonald S D, 1978, *First and Foremost: 50 Years of Manchester's Civic Airports* (Manchester International Airport Authority), no pagination
- Bottom right map, author screen capture from www.manchesterairport.co.uk/manweb.nsf/Content/Destinations

Slide 31:

- Top left image taken from taken from Manchester Airport: Master Plan to 2030, p. 52.
www.manchester.gov.uk/downloads/download/1665/manchester_airport_master_plan_to_2030
- Bottom left image taken from Manchester Airport City: Development & Infrastructure Framework. http://www.manchester.gov.uk/egov_downloads/Airport_City.pdf
- Top right image courtesy of Greater Manchester Police,
www.flickr.com/photos/gmpolice1/4525717955/
- Bottom right image courtesy of North West Air Ambulance,
www.flickr.com/photos/northwestairambulance/3980747688/

Slide 32:

- Image of University Place, Oxford Road, Manchester, http://man-estates-fs5.ds.man.ac.uk/PSU/Building_Data/064AA/Photography/External/Main/01.JPG