

MIX Manchester



Planning Statement for Phase 1 Planning Application

CBRE Limited / Planning & Development proposal for
Manchester Airports City Limited Partnership

March 2026

Revision 02

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JOB NUMBER:	DATE:	PREPARED BY:	VERIFIED BY:
50BCD0565547	27 March 2026	Ollie Eyre Senior Planner Jacob Atkin Graduate Planner	Megan Bracha Associate Director Hannah Blunstone Senior Director
CBRE LIMITED, 10TH FLOOR, ONE ST PETER'S SQUARE, MANCHESTER, M2 3DE			
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Contents

1 Introduction.....4

2 Site and Surroundings.....10

3 Pre-Application Engagement.....18

4 Proposed Development.....20

5 Planning Policy Context..... 32

6 Planning Assessment – Principle of Development..... 57

7 Planning Assessment – Environmental Considerations.....66

8 Planning Balance / Conclusions 82

Appendices

Appendix A - Document and Drawing Schedule.....86

1 Introduction

- 1.1 This Planning Statement has been prepared by CBRE Limited on behalf of Airport City Limited Partnership ('the Applicant') in support of a 'Hybrid' Planning Application which has been submitted to Manchester City Council ('MCC' or 'the Council'), who act in their capacity as Local Planning Authority and Local Highways Authority ('LPA' and 'LHA'), for the redevelopment of land to the north of the A56 spur, immediately south of Wythenshawe and to the north of Manchester Airport - formerly referred to as Airport City North ('the Site'). The proposals are herein referred to within this Planning Statement as 'the Proposed Development' or 'MIX.'

Description of Development

- 1.2 This planning application seeks part Full planning permission and part Outline planning permission for the redevelopment of two distinct areas of previously developed, brownfield land to the north of Manchester Airport T2 / M56, into a 'best-in-class' and sustainably located life sciences, innovation and manufacturing campus.
- 1.3 The scheme will comprise the erection of a series of mid-tech units, R&D facilities, offices, large scale advanced manufacturing, hotel and multi-storey car parks (MSCPs), alongside ancillary amenities which could include small scale convenience retailing and F&B provision.
- 1.4 The description of development is as follows:
- “Hybrid Planning Application seeking:
- 1) Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii) and multi-storey car park (Sui Generis), alongside ancillary commercial uses (Use Class E) with associated access, servicing, public realm and landscaping.
- 2) Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Sui Generis) and ancillary commercial uses (Use Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.”
- 1.5 The detailed element of the application, for which Full planning permission is sought, relates to the erection of four subdivisible mid-tech units, associated amenity building and MSCP, whilst the Outline element sets the parameters for the future development of large-scale advanced manufacturing accommodation, offices, a hotel and associated MSCP.
- 1.6 An Illustrative Masterplan (Drawing Reference 7092-SRA-ZZ-ZZ-DR-A-02050 Rev P04) has been submitted alongside this application which establishes an overall quantum of development which can be feasibly achieved on site, however the layout, appearance, scale and landscaping of development on the parcels of land within the Site, for which Outline permission is sought, are yet to be determined and will be brought forwards via the submission and approval of subsequent Reserved Matters application(s), in response to occupier and market demand. The Full and Outline development proposals are outlined in greater detail in Section 4 of this Statement.

The Applicant

- 1.7 MIX Manchester is being brought forward by a Joint Venture (JV) partnership between Manchester City Council, Manchester Airports Group, Beijing Construction Engineering Group and the Greater Manchester Pension Fund. These partners have extensive combined experience in delivering major commercial property developments across the world.

Manchester Airports Group

- 1.8 Manchester Airports Group (MAG) is the UK's largest airports group and collectively owns and operates Manchester, London Stansted and East Midlands Airports, together with a significant property and digital travel services business. In addition to their aviation-based assets, terminals and hangers, MAG's property portfolio also encompasses a breadth of industrial warehousing and logistics units, office space and hotels adjacent to their three international airports, maximising and capitalising on the unique benefits their airports offer in terms of connectivity, security and infrastructure. Most recently in Manchester, MAG brought forward TRIBE, a 412-room hotel with restaurant, bar and gym space which opened in October 2024 within the airport's expanding hotel district. Two further hotels are currently being brought forward by MAG Property, Premier Inn and Dakota, which are each presently under construction in close proximity to the Application Site. Across the entire business, MAG employ over 7,000 people nationally and serve over 54 million passengers annually, 32 million of whom flew through Manchester Airport in 2025.

Beijing Construction Engineering Group

- 1.9 Beijing Construction Engineering Group (BCEG) is a Chinese construction and engineering firm that has built important structures in Beijing and infrastructures and buildings overseas through international branches. They have been a joint partner with MAG on the delivery of the Holiday Inn, Ibis Budget and TRIBE in the airport's hotel district and across the airport's industrial / logistics spaces (including Global Logistics and Alpha).

Greater Manchester Pension Fund

- 1.10 Greater Manchester Pension Fund (GMPF), the eleventh biggest defined benefit pension fund in the UK, manages the pension scheme for the ten Local Authorities in Greater Manchester and a host of schools, colleges, and charities. They are an equity partner in the JV and contribute to the capital required for the long-term regeneration of the Airport and its surrounding area.

Manchester City Council

- 1.11 Manchester City Council (MCC) are committed to driving sustainable growth and creating vibrant, inclusive communities across the city. Through strategic planning and investment, the Council delivers high-quality developments that support economic prosperity, job creation, and improved quality of life for residents. Their involvement in MIX builds on their wealth of economic assets and strengths in advanced manufacturing, life sciences and innovation, as well as professional services, creative, digital and new media.

Application Content

- 1.12 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990, this Planning Statement assesses the acceptability of the Proposed Development with regard to the statutory Development Plan (for Manchester) and relevant material considerations.

- 1.13 The Applicant has voluntarily undertaken an Environmental Impact Assessment (EIA), with an Environmental Statement (ES) submitted in support of the application. This has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).
- 1.14 The application is accompanied by a suite of supporting information, as detailed in Table 1.1, the scope of which was agreed with Manchester City Council Planning Officers during extensive pre-application discussions.

Table 1.1: Schedule of Supporting Information

Document Title	PREPARED BY
Planning Application Form, Landowner Certificates and Notices	CBRE UK
Arboricultural Impact Assessment	Tyler Grange
Design and Access Statement	Sheppard Robson
Design Guide	Sheppard Robson
Statement of Community Involvement	Inform and Charlotte Leach Communications
Crime Impact Statement	Design for Security - Greater Manchester Police
Building Development Glint and Glare Study	Pager Power
Biodiversity Net Gain Report (and Metric)	Buro Happold
Wildlife Hazard Management Plan	RSK Biocensus
Sustainability Report, BREEAM Pre-Assessment, and Energy and Carbon Proforma	CPW
Phase I Ground Conditions Desk Study	ROC Consulting
Flood Risk Assessment and Drainage Strategy	ROC Consulting
Heritage Statement	Levrant
Archaeological Desk-Based Assessment	Abrams Archaeology
Green and Blue Infrastructure Response	Planit
Lighting Report (and Outline Lighting Report)	CPW
Economic Impact Statement	CBRE UK
Television and Radio Reception Impact Assessment	GTech
Waste Management Plan (Operational and Construction)	SLR
Rapid Health Impact Assessment Report	CBRE UK
Phase 1 Outline Construction Management Plan	BCEG
Environmental Statement, including the following technical chapters and appendices:	SLR (EIA Coordinators)
Chapter 7 Air Quality + Technical Appendices: - Construction Dust Methodology Assessment; - Operational Phase Road Vehicle Exhaust Emissions Assessment; and	Redmore Environmental

• Air Quality Figures.		
Chapter 8 Daylight, Sunlight and Overshadowing + Technical Appendices;		Pager Power
• Daylight, Sunlight and Overshadowing Study		
Chapter 9 Ecology and Biodiversity + Technical Appendices:		Buro Happold
• Preliminary Ecological Appraisal (PEA) Technical Note, including UKHab Survey and Desk Study; • Detailed Botanical Survey Report (Dunham Ecology); and • Ground-Level Tree Assessment (GLTA) for Bats; and • Ecology and Biodiversity Figures.		
Chapter 10 Noise and Vibration + Technical Appendices:		
• Noise Receptor Locations; • Noise Monitoring Locations; • Summary of Noise Survey Monitoring Equipment; • Noise Survey Summary Results; • Operational Noise Assumptions; and • Construction Noise Predictions.		Buro Happold/Vanguardia
Chapter 11 Townscape and Visual Impact + Technical Appendices		
• Townscape Figures, Baseline and Assessment Tables; and • Views & Photomontages, Baseline and Assessment Tables.		Planit
Transport and Movement		
• Transport Assessment; and • Framework Travel Plan.		Buro Happold

1.15 Additionally, a full suite of drawings to accompany this planning application and describe the Proposed Development, including setting parameters for the Outline parcels of the Site, have been prepared by Sheppard Robson and 5plus (Masterplan and MSCP Architects) and Planit (Landscape Architects). A schedule is contained within the accompanying Design and Access Statement and is also appended to this Statement.

1.16 **Environmental Impact Assessment (EIA)**

In accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), a formal Request for an EIA Scoping Opinion was voluntarily submitted by the Applicant to MCC on 3 December 2025, to outline the proposed scope of assessment that should be included within the EIA and resulting Environmental Statement (ES). The Scoping request also considered those matters to be ‘scoped out’ of the ES, providing commentary and justification which informed this position.

1.17 A Scoping Opinion was subsequently issued by MCC on 7 January 2026, which confirmed that the LPA were in general agreement on the scope and structure of the proposed ES and its identification of the likely significant effects associated with the Proposed Development, having consulted with a number of statutory consultees, including neighbouring Local Authority areas. The following topic specific chapters were identified for inclusion within the ES, to be submitted with this hybrid planning application:

- Air Quality;

- Daylight, Sunlight and Overshadowing;
 - Ecology and Biodiversity;
 - Noise and Vibration;
 - Townscape and Visual Impact; and
 - Transport and Movement;
- 1.18 Additionally, details of scheme alternatives and design evolution, construction strategy and management, intra-development cumulative effects and residual effects and mitigation were also identified for inclusion within the ES.
- 1.19 The submitted ES is authored by SLR Consulting and is structured as follows:
- **Volume I** – Main Report;
 - **Volume II** – Drawings and Technical Appendices; and
 - **Volume III** – Non-Technical Summary.
- Within Volume 1, the Main Report is presented as follows:
- Chapters 1 to 5 set out the background to the Site, development proposals, site context, EIA methodology, consultation and stakeholder engagement undertaken and applicable planning policy.
 - Chapters 6 to 14 form the main findings of the EIA, with each technical discipline detailing applicable background information (legislation, policy, guidance etc.), the applicable scope of work, assessing the potential impacts and effects of the development proposals, considering cumulative impacts and effects, recommending mitigation where appropriate and detailing any residual effects. Figures and Tables are included within the body of the Chapters where appropriate.
- 1.20 Each Chapter has also duly considered several new topics which were introduced under the EIA Regulations 2017, inter alia: human health, climate, and infrastructure.
- 1.21 The Technical Appendices to the above chapters are provided within Volume 2 of the ES and include a range of selected technical reports, supplementary information and supporting drawings. These technical appendices should be read in conjunction with the ES Main Report provided within Volume 1.
- 1.22 The Non-Technical Summary (NTS) is provided within Volume 3 of the ES, giving a brief summary of the Proposed Development, the technical assessments and the likely effects on the environment in non-technical language.

Structure of the Statement

- 1.23 The remainder of this Planning Statement is structured as follows:
- **Section 2: Site and Surroundings** – describes the Application Site in terms of its characteristics, setting and wider locational context, as well as allocations and designations applicable to the Site, along with its relevant planning history.
 - **Section 3: Pre-Application Engagement** – sets out the pre-application discussions held with key Manchester City Council Planning, Highways and Design Officers and other relevant statutory stakeholders and consultation bodies.

- **Section 4: Proposed Development** – details the proposed type and quantum of development, along with scheme layout and design for the Full element of the proposals, and Proposed Development parameters for the Outline element of the proposals.
- **Section 5: Local and Regional Planning Policy Context** – identifies and summarises the relevant policies of the statutory Development Plan and supplementary planning documents and guidance.
- **Section 6: National Planning Policy Context** – summarises key policy and guidance at a national level, including the National Planning Policy Framework ('NPPF') and Planning Practice Guidance ('PPG').
- **Section 8: Planning Assessment – Principle of Development** – assesses the principle of development against relevant local and national planning policies, establishes the need for further commercial development around Manchester Airport and provides an overview of the public benefits delivered by the Proposed Development.
- **Section 9: Planning Assessment – Environmental Considerations** – assesses the proposal against other relevant environmental factors set out within the statutory Development Plan and NPPF.
- **Section 10: Planning Balance and Conclusions** – weighs the merits of the Proposed Development, drawing together the planning assessment and other material considerations to conclude on the overall acceptability of the proposals.

2 Site and Surroundings

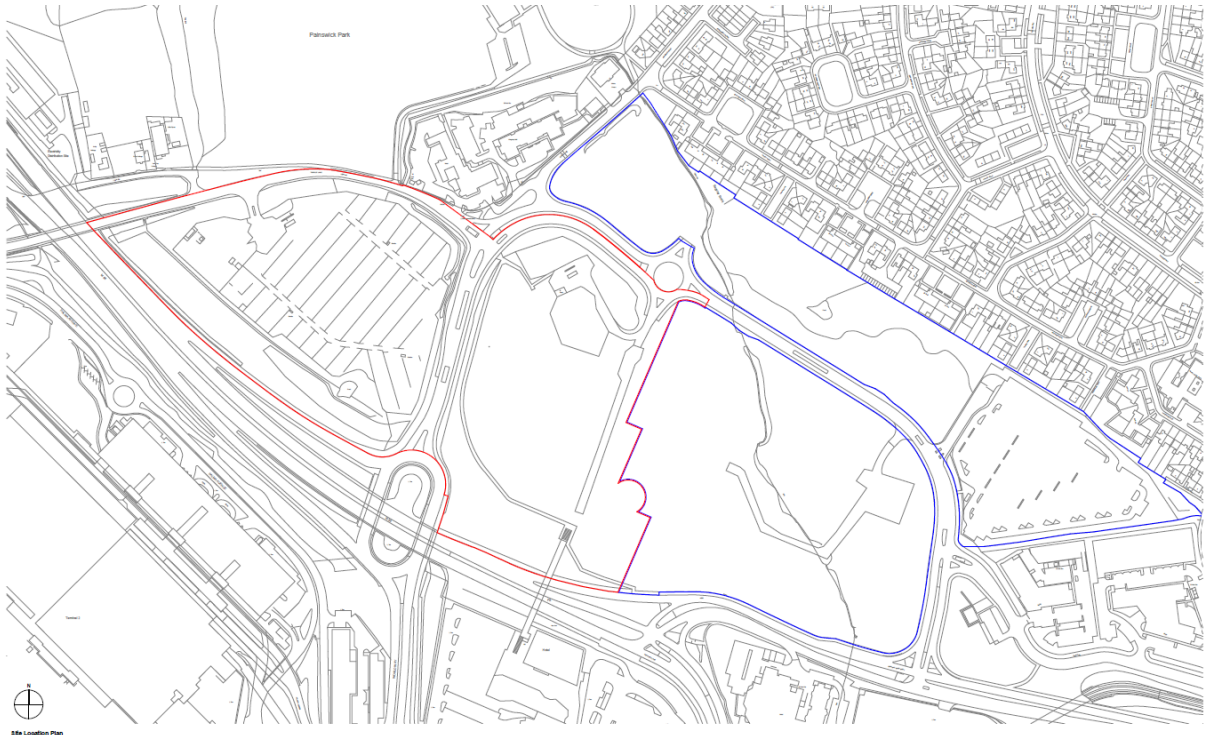
The Site

- 2.1 The Site, known as MIX Manchester, rebranded from Airport City North, comprises approximately 12 hectares of brownfield land which is located c.400m to the north Manchester Airport T2 and immediately north of the M56 airport motorway spur, situated within the Woodhouse Park Ward of Manchester.
- 2.2 At present, the Site is partially cleared from built development to its eastern side and used in part as an operational airport car park (JetParks 1) to the west. A tributary of Baguley Brook runs diagonally across the Site for approximately 600m, from the southern boundary to the north-western boundary where it is culverted. A public footpath also traverses the eastern half of the Site, extending from the intersection of Thorley Lane and Enterprise Way, running in a south-easterly direction across the Site, linking with the new pedestrian footbridge which has been erected over the M56. This ultimately connects with Ringway Road West to the south-west of the Application Site, providing permeability for pedestrians and cyclists across the Site from the neighbouring settlement of Wythenshawe to the airport.
- 2.3 The Site is bounded to the north-west by Thorley Lane and to the north-east Enterprise Way. The M56 and A555 Ringway Road West extend along the Site's southern boundary from west to east. To the far east, Enterprise Way extends along the boundary of the wider MIX Site, beyond the Application boundary, as denoted in blue within Figure 2.1 below, connecting to the A555 to the south-east of the Site and wider motorway network beyond.
- 2.4 The Site is roughly split in two via Enterprise way, which intersects the Site from north to south, and divides the Site into distinct plots comprising the JetParks 1 car park on the 'Western wedge' and the remainder of the Phase 1 Application Site to the east.
- 2.5 Two recent infrastructure developments have unlocked the development potential of the Site. Enterprise Way was opened in November 2017, providing vehicular access to the Site via a junction with the M56 spur road. Additionally, in 2021, a pedestrian footbridge over the M56 spur road was opened to the south of the Site, providing direct connectivity between suburban areas to the north of the Site and Manchester Airport to the south.

Surroundings

- 2.6 To the north, the Site borders the settlement of Wythenshawe which is characterised by low-rise, low-density mid-century residential development, with Painswick Park, a 1960s civic greenspace, to the north-west. To the south of the Site, the surrounding area is dominated by land-uses associated with Manchester Airport. Manchester Business Park, a warehousing and logistics park, is located to the far east of the Site.

Figure 2.1: Site Location Plan (red denotes Application Site boundary, blue line denotes land within same ownership)



Statutory and Non-Statutory Designations

2.7 The following designations are applicable to the Site and surrounding area.

Conservation Areas and Heritage Assets

2.8 There are no nationally designated World Heritage Sites, Historic Battlefields, Registered Parks / Gardens or Conservation Areas within or adjacent to the Site.

Designated Heritage Assets

2.9 There are no locally or nationally designated heritage assets located within the Site (as per Historic England's National Heritage List for England). However, there are two Listed Buildings in the vicinity, each located within 500m of the Site:

- Etrop Grange (Grade II, reference 1197799) is located approximately 50m to the north-west of the Site; and,
- Haletop Farm (Grade II, reference 1356645) is located approximately 250m to the south west of the Site.

2.10 The significance of these listed assets and the contribution of their setting, as well their relationship with the existing Site, is explored later in this Statement and detailed in full within the Heritage Statement prepared by Stephen Levrant Heritage Architecture, submitted alongside this application.

Water Resources and Flooding

- 2.11 The Site is located in Flood Zone 1, as per the Environment Agency's Flood Map for Planning (indicating a less than 0.1% annual probability of flooding from rivers or the sea).
- 2.12 Surface water flood maps indicate some isolated areas of flooding for the 30-year, 100-year and 1,000-year return periods across the Site. However, some of these appear to correlate with the line of a tributary of Baguley Brook which was cultivated as part of previous enabling works in 2019/20. As the Site will be re-developed, with new surface water drainage and attenuation installed to capture run-off, the risk to the Site from surface water is low.
- 2.13 The Site is located in the Manchester & Trafford South Critical Drainage Area (CDA). A critical drainage area comprises an area which has a high risk of localised flooding from watercourses or the sewer network; or where there are areas of significant redevelopment planned that could have a significant impact on surface water runoff to local watercourses and the sewer network.
- 2.14 The Site is not considered to exhibit the same flood risk as the rest of the CDA. The risk of surcharge, network failure, or blockage is considered low due to pre-existing sewage infrastructure and culverting designed to accommodate the Proposed Development. Furthermore, surface water drainage discharge rates are pre-agreed and consider the long-term impacts of climate change.

Ecology and Landscape

- 2.15 There is a Site of Biological Importance (SBI) within 1km of the Site. Painswick Park Meadow is located approximately 185m from the Site and supports a diverse range of habitats, including neutral grassland, a pond and old hedgerows.
- 2.16 Two internationally designated sites are situated within a 10km radius of the Site. Rostherne Mere RAMSAR site lies approximately 6.8km to the south-west and is designated under the Ramsar Convention for its significance as a wetland supporting internationally important bird species. Midland Meres and Mosses RAMSAR site is located 7.9km from the Site, which is a complex of wetlands that is recognised for its instinctive hydrology and biodiversity.
- 2.17 There is one statutory designated site within 2km of the Site, comprising the Cotterill Clough Site of Special Scientific Interest (SSSI) approximately 1.7k to the south. This comprises lowland mixed deciduous wetland.
- 2.18 Within the Site itself, there is two priority habitats, comprising Broadleaved Woodland and Open Mosaic Habitat on previously developed land (OMHPDL). The implications of these designations are outlined later in this Statement, within the Ecology and Biodiversity chapter of the ES and the accompanying Biodiversity Net Gain Report, prepared by Buro Happold.

Trees

- 2.19 A tree survey was completed by Tyler Grange on 6 January 2026, recording species including Norway Maple, Goat Willow, Crack Willow, Wild Cherry, Silver Birch, Scots Pine, Common Oak, Sycamore and Beech. An Arboricultural Impact Assessment was subsequently prepared and is submitted alongside this application, outlining that the trees on site are a mix of predominantly Category A and Category B specimens, defined as specimens with a remaining life expectancy of at least 20 years that display moderate arboricultural, landscape and cultural values.
- 2.20 No tree preservation orders (TPO's), veteran trees or ancient woodlands exist on site.

Air Quality

- 2.21 The Site is partially located within the Greater Manchester Air Quality Management Area (AQMA), meaning that the annual mean concentrations of nitrogen dioxide are above the relevant Air Quality Objective within the region.

Accessibility

Vehicular Access

- 2.22 The Site currently benefits from two existing points of access to the existing highway network, which will be utilised by the proposed development. The eastern part of the Site, to the south and east of Enterprise Way, benefits from an existing site access via a spur off the 4-armed roundabout on Enterprise Way, which was constructed as part of the enabling works for the historic planning consent for the redevelopment of Airport City North (refer to Table 2.1: Site Planning History for more details). This connects to a section of estate road which has also already been constructed within the site itself, both of which are currently fenced off from public use.
- 2.23 Access to the western section of Phase 1 is located on Thorley Lane, approximately 220m west of the Enterprise Way/Thorley Lane signal junction. The access is currently used by JetParks 1 for airport parking and drop-off. This car park has 1,152 car parking space and the access operates as a priority junction with a right-turn lane provided on Thorley Lane.

Pedestrian and Cycle

- 2.24 The residential area of Wythenshawe to the north is within acceptable walking distance of the Site with good infrastructure in place to encourage walking and cycling. Footways are present on both sides of Bailey Lane and shared-use pedestrian/cycle routes exist on both sides of Enterprise Way, providing links to Manchester Business Park to the east and the Airport to the south via Terminal 2 Roundabout.
- 2.25 Whilst there are no dedicated cycle lanes on Bailey Lane and the residential streets to the north, the area is lightly trafficked with 30mph speed limits generally, and some with 20mph speed limits, that make for a good cycling environment.
- 2.26 Pedestrian User-Friendly Intelligent (Puffin) crossings are provided at the Enterprise Way/Thorley Lane signal junction. There are also cycle Advanced Stop Lines (ASL) provided at this junction, which allow cyclists to position themselves ahead of vehicles.
- 2.27 A shared pedestrian/cycle route is present along the southern side of Thorley Lane for approximately 100m, where it then becomes a footway to the existing Jet Parks 1 car park access located approximately 120m further west along Thorley Lane, which is the western site access point.
- 2.28 Approximately 130m south of the Enterprise Way/Thorley Lane signal junction, another Puffin crossing is located on Enterprise Way providing a route between the two sides of Phase 1 of MIX. The shared route then continues southwards along the eastern side of Enterprise Way to the Terminal 2 Roundabout located approximately 70m further south, which then becomes a segregated footway and cycleway along the eastern side of the roundabout. This crosses over the M56 Airport Spur, continuing southwards via World Way into the Airport and connecting to the Airport's Ground Transport Interchange (GTI).

Public Transport

- 2.29 The Site is well-connected to public transport. TfGM's Greater Manchester Accessibility Levels (GMAL) model is used to measure public transport accessibility in Greater Manchester. GMAL is scored from 1 to 8, with 1 representing low accessibility and 8 representing the highest level of accessibility. The GMAL

output for the Site shows the western part of the Site has a GMAL of 6 and the eastern section has a GMAL of between 6 and 7, demonstrating a high-level of public transport accessibility.

- 2.30 The nearest bus stops to the Site are located on Bailey Lane (480m) and Thorley Lane (640m), with additional services available via the bus station located at the GTI. These bus stops are served by a total of 8 bus routes, with the most frequent service being the 43 between Manchester Airport and Manchester Piccadilly Gardens, with 6 buses per hour Monday to Saturday and 4 per hour on Sundays.
- 2.31 The nearest railway station to the Site is 'Manchester Airport' at the GTI, which is approximately 1.1km from the western part of the Site and 480m from the eastern part of the Site. There are train services roughly every 5 minutes between Manchester Airport and Manchester Piccadilly. The GTI also serves destinations across the northwest and North Wales.
- 2.32 Metrolink services are also available at Manchester Airport via the 'Navy Line', which runs northwards to Manchester Victoria via Wythenshawe town centre and Sale Water Park, Chorlton and St Peter's Square. Tram services run every 12 minutes Monday to Saturday and every 15 minutes on Sundays. TfGM are also presently developing plans to complete the Metrolink Airport Line 'Western Leg' Extension, which would include the delivery of a new Metrolink station for the Airports new Terminal 2, sitting on a new 'Leg' of the existing network.

Planning History

Site Planning History

- 2.33 The Site benefits from extensive planning history including a previous comprehensive Masterplan in 2012 known as Airport City North. The Masterplan was primarily office-led and received outline planning permission in 2012 as detailed below. This permission was not implemented and lapsed in 2015. In the interim period, several plots have gained full planning permission and in some cases, work has commenced.
- 2.34 A review of the Site's planning history has been undertaken via Manchester's public access system, illustrated in table 2.1 below.

Table 2.1: Site Planning History.

MCC Ref.	Description	Status
078993/00/2006/S2	Outline Application for the erection of a Class B1 Business Park, totaling 50,185 square metres of floorspace, with associated car parking and landscaping and highway works, including a realigned and improved Thorley Lane/Outwood Lane West junction and improvements to junction 5 of the M56 motorway.	Approved 11/01/2007. Lapsed.
100831/00/2012/S2	Outline planning application for Airport City North, comprising of Class B1(a) office space (113,433 square metres); Class B1(c) and Class B2 light and general industrial space (49,046 square metres); Class C1 hotels (47,398 square metres); Class A1, A2, A3, A4, A5, D1 and D2 accommodation (5,761 square metres) and associated parking and public realm works.	Approved 08/12/2013. Lapsed.
115826/FO/2017	Installation of a pedestrian and cyclist bridge across the M56 motorway spur, passenger lift, and associated works.	Approved 25/05/2017. Implemented and completed.

121323/FO/2018	Erection of: two 6 storey office buildings (Class B1(a) comprising 8,567 sqm of net internal floorspace in Plot E2 and 8,581 sqm of net internal floorspace in Plot E3) and ground floor commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) uses only; 9 storey multi-storey car park (1,497 spaces) including 1,812 sqm of ground floor commercial space (Class A1-A5, B1(a) or D1 (excluding Places of Worship) uses only), pedestrian and vehicular access arrangements, temporary (5 years) surface level car parking (202 spaces) and associated infrastructure works including brook diversion and landscaping.	Approved 20/12/2018. Implemented in part via approval of ref: 132132/NMC/2021.
121270/OO/2018	Outline application with all matters to be considered for development comprising: The erection of a 6 storey building comprising 26,803 sqm gross office floorspace (use class B1(a)) and erection of a 6 storey multi-storey car park to provide 1,147 parking spaces, landscaping and public realm, with vehicular access onto Enterprise Way and associated works (Phase 1); and, Outline application with all matters reserved for 39,673 sq. m gross office space (use class B1(a)) and associated car parking (maximum 832 spaces) (Phases 2 and 3).	Approved 20/12/2018. Lapsed.
124745/FO/2019	Enabling works in connection with Airport City North, including brook diversion, construction of the World Way roundabout retaining wall and construction of the access road and swale.	Approved 05/12/2019. Implemented.
132132/NMC/2021	Non- material amendments to conditions 5 (glint and glare) and 12 (fume extraction) of planning approval reference 121323/FO/2018 to allow Amendment to Condition 5 to: "Each phase of development identified on the approved phasing plan shall not progress above ground floor slab until a Glint and Glare Assessment has been carried out and submitted to the City Council as local planning authority. If the results of the assessment indicate the development would create a hazard to the safe operation at Manchester Airport the development shall not commence unless and until mitigation measures are submitted and approved in writing by the City Council as local planning authority. The development shall be subsequently carried out in accordance with the agreed mitigation measures details." and condition 12 to " Each phase of development identified on the approved phasing plan shall not progress above ground floor slab until a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter"	Approved 22/11/2021. Implemented.

Off-Site Planning History

2.35 Table 2.2 outlines nearby planning consents that are also relevant to the Proposed Development.

Table 2.2: Nearby proposals of relevance.

MCC Ref.	Address:	Distance from Site:	Description:	Status:
107906/O O/2015/S2	Existing Surface Car Park Between World Way, Chicago Avenue, Outwood Lane & The Ground Transport Interchange Manchester Airport Manchester M90 1WP	~100m south	Outline Application for the erection of a 5 storey office development (Class B1 - 7,301 square metres of floorspace GIA) with ground floor commercial uses (Class A1, A2 and A3) and basement car and cycle parking and associated landscaping, with all matters to be considered (phase 1a) and; Outline Application for the erection of an office development (Class B1 - maximum floorspace of 7,000 square metres GEA) with ground floor commercial uses (Class A1, A2 and A3) or hotel (Class C1 - maximum floorspace of 9,000 square metres GEA) with ground floor commercial uses (Class A1, A2 and A3) with all matters reserved (phase 1b).	Approved 23/04/2015. Lapsed.
118409/FO /2017	Land At Chicago Avenue To The North Of The Airport Station And To The South Of M56 Spur Manchester Airport Manchester M90 3RA	~100m south	Erection of a 9 storey 375 bed hotel (Use Class C1) and a 9 storey 254 bed hotel (Use Class C1) with associated landscaping, car parking, cycle storage, sub-station, external drop off and service area. Amended by <u>122853/NMC/2019</u> .	Approved 23/02/2018.
125848/FO /2020	Manchester Airport Chicago Avenue Manchester M90 3RA	~75m south	Erection of an 9-storey 412-bedroom hotel	Approved 03/04/2020. Implemente d and built out as the TRIBE Hotel.
140206/FO /2024	Land Off Enterprise Way And Bailey Lane, Manchester Airport, Manchester	Immediately north	Erection of 7 storey 154 bedroom hotel, with associated car parking, feature vehicular drop-off area and canopy, service yard, landscaping and highways works to existing access.	Approved 06/09/2024. Proposed Dakota Hotel.
141662/FO /2024	Plot H5 Land At Chicago Avenue To The North Of The Voyager Office Building And South Of The Tribe Hotel Manchester Airport Manchester	~150m south	Erection of a 9-storey hotel with associated loading bay and landscaping. Amended by <u>145463/NMC/2026</u> .	Approved 26/02/2025. Proposed Premier Inn.

140372/FO/2024	Etrop Grange Thorley Lane Manchester M90 4EG	Immediately north	Retention of Use of Former Hotel (Use Class C1) as Temporary Living Accommodation for Homeless People (Sui Generis)	Approved 15/09/2024.
144691/FO/2025	Manchester Business Park Aviator Way Manchester M22 5TG	~550m east	Erection of 9no. logistics units (Use Classes B2 (General Industry) and B8 (Storage and Distribution)), along with car parking, cycle parking, landscaping, servicing and access arrangements and other associated works.	Awaiting Decision.

3 Pre-Application Engagement

Pre-Application Engagement with Manchester City Council

- 3.1 The Statement of Community Involvement, prepared by Inform, sets out the extensive engagement and consultation process undertaken by the Applicant and its consultant advisors. A multi-stage pre-application process has allowed for progressive design responses and care to be taken through the process, which has been informed by feedback from MCC, as local planning authority statutory stakeholders and those in the local community.
- 3.2 Initial engagement with MCC took place in October 2025, with follow up meetings taking place on:
- 17 November 2025;
 - 11 December 2025;
 - 13 January 2026;
 - 21 January 2026;
 - 3 February 2026;
 - 4 March 2026; and
 - 1 April 2026.
- 3.3 MCC feedback informed the design of the Proposed Development throughout the process. Key feedback included materiality, articulation and fenestration, and gable elevations. Furthermore, the MSCP in the detailed element has undergone various revisions to further activate its elevations. Further details on these revisions can be found in the design and access statement submitted to accompany this planning application.

Additional Statutory Consultee Engagement

- 3.4 In addition to engagement with MCC, additional pre-application meetings involving other notable Statutory Consultees are listed below:
- 20 January 2026, 16 March 2026 - TfGM & MCC Highways;
 - 26 January 2026, 5 March 2026- MAG Airport Safeguarding;
 - 28 January 2026 - National Highways.

Community Consultation and Engagement

- 3.5 A comprehensive pre-application process was carried out as part of the design process, involving local residents, members of the public, and local community groups. The pre-application process focused on early, meaningful, inclusive engagement, enabling constructive feedback to be gathered which was subsequently used to refine proposals.
- 3.6 The Statement of Community Involvement summarises the approach that was taken to community consultation and engagement. The consultation was carried out over 6 weeks between 8 December 2025 and 16 January 2026. The period was extended until 21 January 2026 following discussions with local

stakeholders. Two public consultation events were held on Monday 15 December 2025, 2:00pm-7:00pm and Thursday 8 January 2026, 2:00pm-7:00pm. Attendees were invited to view exhibition boards explaining the proposals, speak to members of the project team, ask questions and submit feedback on the proposals. Members of MIX and their consultancy team also attended the Woodhouse Park Multi Agency Meeting on 21 January.

3.7 Consultation events were supported and promoted via a range of means:

- A dedicated consultation website provided access to information and feedback opportunities. During the consultation period, the consultation page received 587 page views from 407 individual users. Across the MIX Manchester website as a whole, there were 3,420 page views from 1,975 users.
- A printed consultation leaflet was distributed to an agreed mailing area of 3,202 households and businesses. The leaflet introduced the project, set out the consultation event dates, and directed any feedback to the consultation website.
- A press release was issued, and coverage was secured across a range of local, regional and national property, business and infrastructure publications, helping to explain the proposals, outline the purpose of the consultation and direct readers to the consultation website for further information and feedback opportunities.
- The project was promoted via social media platforms such as LinkedIn.

3.8 In addition to public events, one-to-one and small group briefings were offered to key local stakeholders, enabling the proposals to be explained in more detail and allowing the Applicant to understand local contexts and priorities further.

3.9 A total of 17 written responses were received during the consultation period, comprising 16 public feedback forms and 1 written stakeholder representation from a neighbouring commercial landowner. Feedback centred around jobs and economic growth, scale, massing, design and layout, sustainability and green infrastructure, transport, accessibility and parking, and landscaping and public realm.

3.10 Feedback received through the public consultation and stakeholder engagement process has been carefully reviewed by the Applicant and has informed the finalised development proposals. Overall, strong support was received for the proposals.

4 Proposed Development

- 4.1 This Chapter provides an overview of Proposed Development, specifically the detailed proposals for the full element of the application, and the proposed use, layout, scale and quantum of development for the remaining site (whereby permission is sought in outline with all matters reserved save for primary access). It sets out the parameters for the reserved elements, comprising access, appearance, landscaping, layout and scale.

Description of Development

- 4.2 The description of development is as follows:

- “Hybrid Planning Application seeking:
- Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii) and multi-storey car park (Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.
- Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.”

- 4.3 The Proposed Development comprises a science, innovation and manufacturing-led mixed-use development, encompassing the following maximum quantum splits within this hybrid planning application:

- Full planning permission for a multi-storey car park and Units A1, A2, A5 and A7;
 - Flexible Use Class Eg(i) Office, (ii) Research and Development and iii (Light Industrial) mid-tech units, comprising:
 - Unit A1 – 2,835 sqm GIA;
 - Unit A2 – 2,785 sqm GIA;
 - Unit A5 – 950 sqm GIA;
 - Unit A7 (Retail / Commercial) – 180 sqm GIA.
 - A 41,260 sqm multi-story car park, comprising:
 - 9 storeys (18 half levels);
 - 1,493 car parking spaces;
 - 75 accessible car parking spaces;
 - 74 EV charging spaces (with additional 15% EV-enabled);
 - Ground Floor Retail / Commercial Unit.
 - Hard and soft landscaping;

- Pedestrian, cycle and vehicular access improvements.
- Outline planning permission (all matters reserved save primary access) for Parcels A, B, C and D:
 - Up to 106,480 sqm of flexible Use Class Eg(i) Office, (ii) Research and Development and iii (Light Industrial), B2 (General Industrial), C1 (Hotel) and MSCP (*Sui Generis*) development, comprising:
 - Parcel A – Floorspace up to 49,500 sqm with a height parameter (including roof and flues) of up to 30m (101m AOD);
 - Parcel B – Floorspace up to 23,100 sqm with a height parameter (including roof plant and flues) of up to 30m (101m AOD);
 - Parcel C – Floorspace up to 17,820 sqm with a height parameter (including roof plant and flues) of up to 30m (101m AOD);
 - Parcel D – Floorspace up to 16,060 sqm with a height parameter (including roof plant and flues) of up to 30m (101m AOD).

4.4 Details of the Proposed Development are provided below. This section should be read in conjunction with the submitted plans, Design and Access Statement and Design Guide.

4.5 For the purposes of assessment, parameter plans are submitted to provide an envelope for which future development can come forward, which would be determined through Reserved Matters applications.

4.6 An Illustrative Masterplan is submitted to demonstrate the way in which future development could come forward within the parameters set based on the maximum proposed floorspace. These have been discussed with the Council through the pre-application process and what the technical assessments which accompany the application are based on

Design Proposals – Mid-Tech Units (Full Planning Permission)

4.7 In developing the scheme proposals, rigorous testing and baseline analysis has been undertaken. This comprehensive approach to technical analysis and understanding the wider area has led to the evolution of the final scheme proposed as part of this application.

4.8 The quantum of commercial / industrial / MSCP floorspace has been reworked throughout the design process to take account of pre-application comments and to reflect the changing heights, scale and massing of the buildings being proposed.

4.9 Flexibility is prioritised in the design of the mid-tech units. Units are predominantly single storey, double height, facilitating the delivery of an optional mezzanine floor (25% of floor area) and accommodating for tenant requirements in terms of plant, machinery and specialist equipment. Units vary by size and can be subdivided or joined together, aiding business expansion whilst offering the option for tenants to contract or reconfigure operations should they be required.

4.10 The following section describes the final detailed design of the Proposed Development, as detailed in the Design and Access Statement prepared by Sheppard Robson (with input from 5plus and Planit).

Use and Amount

4.11 The Proposed Development will deliver 4 mid-tech units:

- Unit A1 (2,835 sqm) comprising:
 - Unit A1.1 – 675 sqm;

- Unit A1.2 – 645 sqm;
 - Unit A1.3 – 520 sqm;
 - Unit A1.4 – 520 sqm; and
 - Unit A1.5 – 475 sqm.
 - Unit A2 (2,785 sqm) comprising:
 - Unit A2.1 – 615 sqm;
 - Unit A2.2 – 590 sqm;
 - Unit A2.3 – 775 sqm; and
 - Unit A2.4 – 805 sqm.
 - Unit A5 (950 sqm) comprising:
 - Unit A5.1 – 475 sqm; and
 - Unit A5.2 – 475 sqm.
- 4.12 Unit A7 of the Proposed Development comprises a 180 sqm retail / commercial (flexible Use Class E) building.

Layout

- 4.13 Mid-tech units are laid out in an ‘L’ shape along the internal vehicular circulation route. Pedestrian access doors to the front and rear will enable flexible design. Units are laid out along site edges to act as a transitional element from residential densities to the north and the more urban densities throughout the rest of the masterplan and neighbouring airport.

- 4.14 Each unit is designed for mid-tech industrial uses (Use Class Eg i-iii). Units will be single storey, double height, facilitating the delivery of an optional 25% mezzanine, and accommodating internal plant and machinery subject to tenant demand. Layout specifics and internal specifications for each unit are laid out below:

Unit A1

- 4.15 Unit A1 is located at the Site’s northern boundary, bordering the vehicular circulation route and backing onto Thorley Lane beyond the soft landscaping buffer and pedestrian circulation route. Unit A1 comprises five units. Each unit will contain a plant room and a waste storage.

Unit A2

- 4.16 Unit A2 forms part of a row of three mid-techs, running north east-south west along the vehicular circulation route. Units are buffered from Enterprise Way by the landscape buffer and pedestrian circulation route. Unit A2 borders Unit A5 to the south and the pedestrian arrival green space to the north. Unit A2 comprises four commercial units, each with their own internal plant room and waste storage.

Unit A5

- 4.17 Unit A5 borders Unit A2 and Unit A7. Unit A5 comprises two units with internal plant rooms and waste storage. A 25% mezzanine is proposed for unit A5, accessed via stairs.

Unit A7

- 4.18 Unit A7 lies at the end of the row of mid-techs, bordering a spill out space to the south. Unit A7 comprises two shared amenity spaces / units and adjoining back of house areas.

Scale and Massing

- 4.19 Mid-tech units are designed to be a transitional element between the residential scale developments to the north and the higher density of the proposed masterplan and Airport developments to the south.
- 4.20 Rooftop flues are subject to separate future planning consent subject to tenant demand. In terms of the proposed heights:
- Units A1 and A2 measure 12.4m in height.
 - Unit A5 measures 12.6m in height.
 - Unit A7 measures 4.6m in height.

Appearance

- 4.21 The appearance of the mid-tech units has been developed to reflect their operational requirements while contributing positively to the wider MIX Manchester masterplan. The façade strategy distinguishes between outward-facing elevations that address Enterprise Way and internal elevations serving production and servicing areas.
- 4.22 Outward-facing façades incorporate full-height ground-floor glazing and mezzanine-level glazing to enable flexible office and workspace layouts, with integrated entrance canopies used to define principal access points and provide a consistent approach to tenant signage.
- 4.23 Inward-facing elevations accommodate operational requirements through full-height roller-shutter doors, plant louvres, and service entrances, arranged to support efficient movement of goods and equipment
- 4.24 The elevations are articulated through a continuous ground-floor plinth that establishes a clear horizontal base, with openings coordinated to align with internal functions. Above this, upper-level façades incorporate regular punched windows with projecting reveals, providing depth while remaining compliant with airport safeguarding constraints on reflectivity, nesting opportunities, and light spill. Selected gable elevations provide locations for site-wide signage, subject to separate advertisement consent.

Materiality

- 4.25 Each mid-tech will feature the same materials as to create a cohesive campus. High-performance insulated panel systems are used to deliver robust thermal, acoustic, and fire performance while providing a clean, consistent external appearance. The façade uses two complementary panel types: a flat insulated panel at the plinth level with regular vertical jointing, and a profiled insulated panel above with concealed joints to reinforce vertical emphasis and provide subtle texture. The two systems are visually separated by a simple horizontal flashing detail that also ensures a fully weather-tight junction.
- 4.26 A single black colour treatment is proposed across all façade elements to ensure visual consistency, reduce the visibility of fixings and flashings, and minimise long-term weathering effects. Window reveal colours provide controlled contrast without introducing safeguarding concerns related to glare. The overall material palette achieves a durable, coherent, and technically appropriate solution for the intended life-science and advanced-manufacturing occupiers.
- 4.27 Units will feature the following:
- Roller Shutters;

- Quadcore Louvre wall panelling;
- PPC aluminium curtain wall glazing;
- Louvred panels within the curtain walling system;
- Quadcore 'Flat' wall panel system;
- Double louvre doors; and
- Folded PPC Aluminium Canopy.

Landscape

Hardworks

- 4.28 Hardworks will provide a functional and climate-resilient environment. Main pedestrian routes will comprise resin-bound gravel, with secondary routes formed of self-binding gravel. Large concrete pavers will form the basis of spine routes.
- 4.29 Service bays will be formed of grasscrete pavers, and concrete pavers will mark pedestrian crossings, and form the base of the accessible bays.
- 4.30 Natural stone paving will be utilised at the southern gateway along the airport bridge arrival, and at the front of the commercial unit on the ground floor of the MSCP in order to create a strong sense of arrival.
- 4.31 Hard surfaces will be made permeable where possible, in order to adhere to SuDS principles.

Softworks

- 4.32 The softworks regime prioritises biodiversity, connectivity, and variety. Native scrubland and hedgerows will line the Site boundary providing a buffer with Thorley Lane. A mosaic of natural grassland, ornamental plants, wildflower meadows and rain garden swales will provide biodiversity, variation and year-round interest and amenity, whilst also serving a purpose in terms of drainage, adhering to SuDS principles.
- 4.33 Planting along pedestrian circulation routes will provide shade and aesthetics, encouraging people to traverse the Site and dwell in the spill out spaces and arrival areas offered as part of public realm enhancements.
- 4.34 Parcel B will comprise of meanwhile landscaping in the form of a low maintenance grassed lawn, preserving amenity until future Reserved Matters applications come forward. A ditch and timber knee rail will deter parking, ensuring the grass is well preserved and presentable.

Accessibility

Pedestrian and Cycle Access

- 4.35 The Site will be well integrated into existing pedestrian and cycle networks, taking advantage of pre-existing infrastructure on the Site's northwest boundary where pedestrian crossings exist at the junction between Enterprise Way and Thorley Lane. This access node will connect to a footpath network which provides access to the rear of the mid-tech units. Additionally, access will be provided by a pavement alongside the vehicular access point of the Enterprise Way roundabout.
- 4.36 The Site is designed with pedestrians and cyclists in mind. Save from loading and servicing vehicles and accessible vehicles, vehicular traffic will be directed to the MSCP at the south of the Site. Additionally,

frequent pedestrian crossings will traverse the internal access road, combining to provide a safe environment to walk and cycle.

- 4.37 The Site is designed to be attractive to pedestrians and cyclists, with soft landscaping and external public realm and furniture lining the footpaths. The Proposed Development will be a permeable feature of the existing landscape, with pedestrians and cyclists able to traverse the Site, connecting to the existing footbridge over the M56 spur road to the south, ultimately providing safe, convenient access to Manchester Airport from Wythenshawe and surrounding neighbourhoods.

Vehicle Access

- 4.38 Vehicular access to the Site will be provided by a road connection to Enterprise Way via a pre-existing roundabout to the north of the Site. Enterprise Way was opened in 2017 as a key infrastructure requirement to unlock the Site's potential. Enterprise Way provides direct access to the M56 Spur Road and the A555 Airport Relief Road immediately south of the Site.
- 4.39 Save from loading and accessible parking, there is no immediate parking provision next to the mid-techs, and parking along the internal access road will be deterred by aforementioned landscaping measures. The proposed multi-storey car park will service vehicular parking demand on site, providing a safe and convenient location to park, and ensuring that the remainder of the Site can be designed and thought of with pedestrians in mind.

Design Proposals – Multi-Storey Car Park (Full Planning Permission)

Use and Amount

- 4.40 The MSCP is 41,260 sqm, 9 storeys (18 half levels). It provides 1,493 car parking spaces, 5% (75) of which will be accessible. Additionally, 5% (74) spaces will also be designed with EV charging points, with the measure to future-proof this provision up to 15%.
- 4.41 The ground floor of the MSCP will house a commercial unit, flexibly marketed as a retail or food and beverage unit to provide further amenity to the Proposed Development. Remaining floorspace will comprise parking and ancillary plant and infrastructure.

Layout

- 4.42 The MSCP is situated in the southern part of the Site, adjacent to the M56 spur road. It is set back from the Site boundary to facilitate the creation of a soft landscaping boundary along the interface with the M56.
- 4.43 The Proposed Development is served by a grasscrete service bay situated alongside the internal access road. The existing pedestrian footbridge over the M56 spur road runs along the southeastern side of the MSCP.
- 4.44 In total, 1,493 car parking spaces, 75 accessible spaces and 75 EV charging spaces are provided across 19 levels (including level 0).

Level 0

- 4.45 Level 0 provides 41 no. vehicular parking spaces and 17 no. motorcycle spaces. Within the vehicular spaces, 28 no. are EV charging spaces, including 16 no. superchargers. 4 no. accessible EV spaces are provided, one of which is a supercharger space.

4.46 Additional Level 0 floorspace is occupied by plant rooms, bike storage, utilities, a lobby and communications room, and 3 no. vertical cores on the north, east and west side of the MSCP. The western core comprises 1 no. lift and 1 no. staircase, the eastern core comprises 3 no. lifts and 1 no. staircase, the northern core consists of 1 no. lift and 1 no. staircase.

4.47 A commercial unit with associated plant and storage will occupy the northeast corner of level 0.

Level 1

4.48 Level 1 provides 55 no. car parking spaces, 47 no. of which are EV spaces and 4 no. of which are non-EV accessible spaces. Access to the lift and staircase lobbies also exists on both the east and west sides.

Level 2

4.49 Level 2 provides 53 no. car parking spaces, 3 of which are accessible spaces. The northern section of level 2 comprises a double height ceiling (accommodating the level 0 entrance) and ventilation to accommodate the level 0 commercial unit.

Levels 3-18

4.50 Levels 3, 5, 7, 9, 11, 13, 15, and 17 and levels 4, 6, 8, 10, 12, 14, 16, and 18 have matching specifications, with even floors providing 55 no. car parking spaces, and odd floors providing 113 no. spaces. This owes to the car park's 'split level' design.

Scale and Massing

Proposed Massing

4.51 The MSCP will be an 18 half-storey block. The top of the roof level will reach 101.4m above ordnance datum (AOD). This height responds to pre-application consultation with Manchester Airport Group and Manchester City Council.

4.52 The MSCP will be a visible from the M56 spur and Enterprise Way. The scale is larger than the mid-tech units as it will conform to more high-density units proposed by the masterplan and delivered around Manchester Airport to the south. The textured, patterned façade will create a strong sense of arrival to the south for visitors and users of the M56 spur road.

Appearance

4.53 The appearance of the MSCP is a product of consultation with Manchester City Council. At a gateway position fronting the M56 spur road and Terminal 2 Roundabout, efforts have been made to ensure that the façade is interactive and attractive.

4.54 The chosen design is a honeycomb, hexagonal façade, creating a 'beehive' appearance, paying homage to the prominence of the worker bee, and its symbol and messaging in Manchester's cultural fabric. Panels will alternate in transparency via different mesh patterns, creating a varied and textured effect which interplays with the light.

4.55 The eastern lift and staircase core will be shaded in a dark bronze finish, matching the shades of the existing footbridge over the M56 spur road.

Materiality

4.56 The MSCP will comprise of the following materials:

- Perforated anodised aluminium panels with a natural anodised finish;

- Perforated PPC aluminium panels with a dark bronze finish;
- PPC curtain wall stick glazing with louvre panels with dark bronze finish;
- Expanded mesh panels with dark bronze finish;
- Fixed aluminium rainscreen cladding system with a natural anodised finish;
- Weathered steel;
- Glazed doors; and
- Metal doors.

4.57 At ground level, the commercial unit will be fitted with glazed glass frontages, connecting the design to the adjacent public realm.

Landscape

Hardworks

- 4.58 A combination of natural stone paving sets, concrete and self-binding gravel will line the MSCP, creating a strong sense of arrival and displaying durable, quality design.
- 4.59 Benches and seating cubes will populate the newly created public realm, encouraging people to ‘spill out’ from the surrounding buildings and occupy the external space.

Softworks

- 4.60 Semi-mature trees will line the southern and western boundaries of the MSCP, providing a buffer with the M56 spur road and Enterprise Way and the Terminal 2 roundabout. Occasional semi-mature trees will also be incorporated into concrete and stone paving, providing amenity value to prominent thoroughfares.
- 4.61 Trees will be complemented by a mosaic of native scrub, ornamental planting and neutral grasslands. The Site will therefore hold high ecological value, whilst also providing a calm, attractive environment to work and visit. Perennial plants will ensure that this environment is maintained year-round.

Accessibility

Vehicle Access

- 4.62 Vehicular access to the MSCP is via an entrance on the north side of the Site, connecting to the internal access road. As mentioned previously, the access road connects vehicular traffic to Enterprise Way via a pre-existing roundabout and then onto the M56 spur road via the Terminal 2 roundabout.
- 4.63 At the entrance, vehicles pass through a set of barriers and then enter the internal circulation system. A precession of ramps guide vehicles up the levels until they reach a suitable place to park.

Pedestrian Access

- 4.64 Pedestrian access to the MSCP is provided by 3 entrances to the north, east and west of the Site. The western entrance provides access to level zero and a lift and staircase to remaining levels. The eastern entrance provides access via a small staircase to the main vertical core of the MSCP with 3no. lifts and 1no. staircase. The north entrance provides access to the bike store and beyond that, another lift and staircase.

- 4.65 Pedestrians may reach the MSCP via the integrated network of footpaths and frequent pedestrian crossings within the wider site. Additionally, the existing footbridge over the M56 spur road provides direct access to the eastern entrance to the MSCP (the main vertical core).

Access and Inclusion

- 4.66 2 no. pedestrian entrances can access the MSCP from ground level. All levels can then be reached by lift, providing step free access to all car parking spaces. Accessible spaces are located on every floor, strategically located closest to exists and lift lobbies. In total, 75 no. accessible spaces are provided, including 4 no. EV accessible bays.

Operational Management

Car Parking

- 4.67 The detailed element will provide 1,493 car parking spaces which will be divided between MIX and permitted off-site development to the south. Vehicular entrances will be secured by electrically operated barriers.
- 4.68 The Illustrative Masterplan for the Outline Element shows building F3 currently earmarked as additional multi-storey car park, providing additional spaces to serve the uses delivered through Reserved Matters – however this is to be refined and confirmed during the design development for Parcels A, B, C and D.

Deliveries and Servicing

- 4.69 Refuse vehicles and service vehicles will be accommodated by laybys adjacent to each building along the internal access road. A temporary roundabout in the south east corner of the Site will enable larger vehicles to turn around and exit the Site.

Secure Cycle Parking

- 4.70 A secure ‘cycle hub’, operated by key/fob will be located on the ground floor of the MSCP, allowing MIX staff to safely and securely park their bicycles for extended periods of time. Short-stay visitor cycle parking will be provided close to building entrances, providing the benefit of passive surveillance and CCTV infrastructure.
- 4.71 The cycle hub will incorporate accessible parking spaces and will account for ‘non-standard’ cycles such as tandems.
- 4.72 In total, the MSCP cycle hub will provide 124 cycle spaces. These spaces will be proportionately distributed between the proposed mid-tech units. Sheffield stands are also distributed around the masterplan, to supplement the secure cycle storage provision and provide options for short-stay visitors.
- 4.73 The Outline Element will also provide a range of cycle storage facilities (a mix of cycle hub, Sheffield stands and bicycle huts) to accommodate the required mix of uses, however this will be refined and confirmed during the Reserved Matters stage.

Safety and Security

- 4.74 Vehicular and pedestrian access points to the MSCP/mid-tech units will be equipped with access control (electronic barriers and electronic locks respectively), restricted to those holding a valid ticket or permit. Escape doors will be alarmed, reserving their use for emergencies only.

- 4.75
- Clear signage will guide pedestrian and vehicles to the appropriate exits and circulation routes, with restricted zones clearly outlined. Internal and external lighting is designed deter antisocial behaviour, and internal lighting will follow BS 5489 standards.
- 4.76
- CCTV will cover all areas of the facility including entrances, exits, payment points, and stairwells. Security staff will be present throughout the hours of operation and regular patrols will be conducted to deter crime and assist customers, with help points available on each floor.

Design Proposals – Outline Planning Permission (Parcels A, B, C and D)

- 4.77
- Parcels A, B, C and D comprise of 106,480 sqm of commercial floorspace with 14,300 sqm of this currently earmarked for a potential MSCP (Sui Generis).
- 4.78
- As outlined earlier, outline planning permission is sought for Parcels A, B, C and D with all matters reserved except for primary access. Access (except for primary access) layout, scale, appearance and landscape are reserved for later consideration as part of reserved matters applications.
- 4.79
- Proposals are subject to later determination; however, development will be underpinned by key principles outlined in the Design Guide produced by Sheppard Robson. This document will ensure that future proposals are cohesive, innovative and high quality.

Development Plots

- 4.80
- Layout is a Reserved Matter; however, the illustrative masterplans outlines 4 no. development plots within the Site boundary. Together, the parcels comprise an area of 7.45 ha.

Use and Amount

- 4.81
- Permission is sought for up to 92,180 sqm of commercial floorspace, in order to provide high quality employment land and amenity in a highly connected strategic location. A MSCP (up to 14,300 sqm) is also proposed for Parcel A.
- 4.82
- The indicative breakdown of commercial floorspace by development parcel is outlined below:

Table 4.1 – Floorspace Parameter

PARCEL	FLOORSPACE (SQM)	UPPER HEIGHT PARAMETER*
A	Up to 49,500 (including MSCP)	101.77m AOD
B	Up to 23,100	
C	Up to 17,820	
D	Up to 16,060	

**The acceptability of the proposed upper height limit is to be verified via the results of an Instrument Flight Procedure (IFP) Assessment which is currently underway and to be confirmed with MAG Aerodrome Safeguarding during the determination of this planning application.*

- 4.83
- Use and amount of buildings is reserved at this stage; however, potential approaches which may inform future development are discussed in the Design Guide.

Layout

- 4.84
- Layout is a reserved matter as part of this outline application, and therefore detailed layout will be secured via future reserved matters applications.

- 4.85 The illustrative masterplan identifies 4 no. indicative land parcels for future development, comprising:
- Parcel A – Commercial floorspace up to 49,500 sqm;
 - Parcel B – Commercial floorspace up to 23,100 sqm;
 - Parcel C – Commercial floorspace up to 17,820 sqm;
 - Parcel D – Commercial floorspace up to 16,060 sqm.
- 4.86 Indicative layout for the outline element is displayed in the Design Guide. This may form part of the inspiration for future reserved matters applications; however, it is subject to change at this stage.

Scale and Massing

- 4.87 Scale is a reserved matter as part of this outline application and therefore the detail of the scale of the proposed units in Parcels A, B, C and D will be secured through future Reserved Matters applications.
- 4.88 The submitted parameter plan sets the maximum height that units in the outline element must comply with. The proposed maximum height parameter (including roof plant and flues) for all units within the outline element is 30 metres, or 101.77 metres AOD.
- 4.89 For the purpose of supporting assessments, the 30 metre/ 101.77 metre AOD blanket height parameter represents a ‘worst case scenario.’
- 4.90 Future design will balance building scale and massing with adequate public realm, circulation and landscaping, as per indicative principles outlined in the Design Guide.

Appearance and Materials

- 4.91 The appearance and materials of the buildings within Parcels A, B, C and D is reserved for future Reserved Matters applications, however, Design Guide principles will guide proposals.
- 4.92 Future design must minimise the opportunity for nesting birds, decreasing the risk of bird strikes. This will involve reducing horizontal surfaces and open gaps in the façade which may encourage nesting.
- 4.93 Active frontages focused on key movement routes will create a welcoming environment which seamlessly integrates with public realm.
- 4.94 Future materials will be chosen in line with overarching Design Guide principles of quality, durability and sustainability. There should be clear design rationale behind the chosen materials and palettes, creating proposals which integrate with and elevate the first phase of development.

Landscape

- 4.95 Landscape is a reserved matter as part of this outline element of the application and detailed landscaping of the Proposed Development will be secured via future Reserved Matters applications.
- 4.96 An outline masterplan has been submitted as part of this planning application which illustrates the type of landscaping strategy which may be taken forward. The focus will be on creating an attractive as well as a functional landscaping strategy. Design principles will balance climate resilience and amenity with airport safeguarding requirements.
- 4.97 Public realm proposals will seek to integrate with the surrounding areas, providing permeability between neighbourhoods and Painswick Park to the north and the Airport to the south. Hard surfaces will be durable, and landscaping will accommodate drainage solutions, as discussed indicatively in the Design Guide.

Accessibility

- 4.98 Access, save for primary access, is a reserved matter in this application, and any proposals discussed, save from the primary access nodes, are indicative. Finalised, detailed proposals for access regarding the outline development will be submitted at a later stage through reserved matters applications.

Pedestrian and Cycle Access

- 4.99 Primary access to the Site is secured via previously discussed arrangements. Pedestrians can enter the Site via the existing interface with Enterprise Way to the northwest, which will be revitalised via the creation of a new footpath network within the Site. Another pedestrian access point is provided by the footbridge over the M56 spur road to the south of the Site. Additionally, pedestrians and cyclists can access the Site via the primary vehicular access point at the Enterprise Way roundabout.

Vehicle Access

- 4.100 Parcels B, C, and D will be accessed via the Enterprise Way roundabout. An internal access road connects each parcel, with a roundabout proposed between parcel C and D at the eastern edge of the Site, providing necessary infrastructure for a future expansion of the Site.
- 4.101 Parcel A will be accessed via a T Junction with Thorley Lane. Internal roads will provide access to the proposed units, with larger units accompanied by loading bays.

Planning Obligations

- 4.102 Any planning obligations will need to satisfy the requirements of Regulation 122 of the Community Infrastructure Levy Regulations 2010. This requires that, to be taken into account, obligations set out in any Section 106 legal agreement must be:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.

Local Labour Agreement (Construction Phase)

- 4.103 The applicant is committed to working with the City Council's Work and Skills Team. It is proposed that a planning condition is attached to the planning permission (if granted) requiring the submission/approval of a Local Labour Agreement (LLA) in advance of commencement of construction phase works.
- 4.104 The Applicant will progress discussions with relevant parties to clarify the final scope and quantum of any obligations to be secured, this will be informed by the formal consultation responses that will be received during the course of determination of the application.

5 Planning Policy Context

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 require planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise. The Statutory Development Plan (excluding Greater Manchester Joint Waste and Minerals Plan) currently consists of:
- Places for Everyone Joint Development Plan (March 2024).
 - Manchester Core Strategy (July 2012);
 - Saved Policies of the Unitary Development Plan (UDP) (1995); and
- 5.2 In addition to the statutory development plan there are several material considerations including the National Planning policy Framework ('NPPF') and supplementary planning guidance (SPDs/SPGs) which are summarised in the proceeding chapter. This includes the Strategic Regeneration Framework which has been recently prepared for the Site.
- 5.3 Manchester City Council are currently preparing a new Local Plan. A consultation on the Regulation 18 stage took place at the end of 2025. Given the early stage of preparation of the document, the draft policies have no weight in decision making.
- 5.4 An assessment of the Proposed Development against policy is provided in Chapters 8 and 9.

Relevant Places for Everyone (PfE) policies

- 5.5 Places for Everyone (PfE) took effect and became part of the statutory development plan in March 2024. The Places for Everyone Plan is the strategic spatial plan. All policies within the plan are 'strategic' policies and local plans will need to be consistent with it and neighbourhood plans will need to be in general conformity with the strategic policies.

Strategy

- 5.6 **Policy JP-Strat9: Southern Areas** – seeks to protect and enhance the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the Southern Areas. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and their other key assets, including education and training facilities enabling people to gain access to employment opportunities.
- 5.7 **Policy JP-Strat10: Manchester Airport** - seeks to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. Development in line with MCC's local plan and national policy will be supported. 'Completing the development of Airport City' prioritised alongside strategic infrastructure and housing developments.
- 5.8 **Policy JP-Strat14: A Sustainable and Integrated Transport Network** – sets out how the transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods. Higher densities will typically be appropriate in locations with good access to rapid transit connections. New development will have a significant role in delivering our future sustainable and integrated transport network to reduce car dependency and increase levels of walking, cycling and public transport.

Development Management Policies

5.9

Policy JP-P1: Sustainable Places – To achieve Manchester’s aim to become one of the most liveable city regions in the works, this policy sets out the 17 key attributes that all development, wherever appropriate, should be consistent with:

- Distinctive, with a clear identity that:
 - a. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
 - b. Enables a clear understanding of how the place has developed; and
 - c. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.
- Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design.
- Socially inclusive:
 - a. Responding to the needs of all parts of society
 - b. Enabling everyone to participate equally and independently;
 - c. Providing opportunities for social contact and support; and
 - d. Promoting a sense of community
- Resilient, capable of dealing with major environmental events.
- Adaptable, able to respond easily to varied and changing needs and technologies.
- Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained.
- Resource-efficient with:
 - a. A low carbon footprint;
 - b. Efficient use of land;
 - c. Minimised use of new materials;
 - d. High levels of recycling
- Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.
- Supported by critical infrastructure, such as energy, water and drainage and green spaces.
- Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage.
- Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places.
- Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place.
- Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest.

- Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond.
- Comfortable and inviting, with indoor and outdoor environments:
 - a. Offering a high level of amenity that minimises exposure to pollution; and
 - b. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter.
- Incorporating high quality and well managed green infrastructure and quality public realm, with:
 - a. Opportunities for recreation and outdoor play for children, and interaction between the generations;
 - b. Public and private spaces clearly distinguished;
 - c. Development clearly defining, and promoting activity within, public spaces;
 - d. High quality landscaping with schemes
- Well-served by local shops, services and amenities, including education and health facilities.

Places for Jobs

- 5.10 **Policy JP-J1: Supporting Long-Term Economic Growth** – supports a thriving, inclusive and productive economy. The policy sets out there will be emphasis on a number of areas including high value clusters such as advanced manufacturing and logistics will be pursued. A transition to low carbon will be pursued, with an emphasis on sustainable working environments.
- 5.11 **Policy JP-J2: Employment Sites and Premises** – supports a diverse range of employment sites, catering to all kinds of businesses, including start-ups, firms seeking to expand, and large-scale inward investment. A strong portfolio of prime investment opportunities for new floorspace will be brought forward in the key growth locations identified in JP-Strat1 to JP-Strat12 and in complementary locations.
- 5.12 **JP-J3: Office Development** – at least 2,019,000 sqm of accessible new office floorspace will be provided in the Plan area over the period 2022-2039. Manchester Airport and its environs will be one of the focuses, taking advantage of its national and international connectivity.
- 5.13 **JP-J4: Industry and Warehousing Development** – at least 3,513,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period 2022-2039. Industry and warehousing must provide sufficient choice and flexibility to respond to the varied needs of businesses. In order to meet future development requirements, there is a need to identify further sites across the city region.

Places for People

- 5.14 **Policy JP-P2: Heritage** – this sets out how development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning applications process.
- 5.15 **Policy JP-P6: Health** – this policy sets out requirements for new development in relation to health, to ensure it makes positive contributions to people's health and wellbeing, and negative effects are minimised.

Sustainable and Resilient Places

- 5.16 **Policy JP-S1: Sustainable Development** – this policy stipulates that, to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. Local authorities are directed to make as much use as possible of suitable previously developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues.
- 5.17 **Policy JP-S2 – Carbon and Energy** - the aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through measures including (amongst others):
- Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;
 - An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;
 - a. Be net zero carbon, which applies:
 - b. from adoption – to regulated operational carbon emissions;
 - c. from 2028 - to all emissions ‘in construction’.
- 5.18 From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.
- 5.19 Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to: (1) Minimise energy demand; (2) Maximise energy efficiency; (3) Use renewable energy; (4) Use low carbon energy; and (5) Utilise other energy sources.
- 5.20 Thereafter the policy details that from 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.
- 5.21 As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.
- Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;
 - Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;
 - In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with the following table (Table 5.1):

Table 5.1 Best Practice Thresholds for Reducing Energy Demand and Onsite Renewable Energy Generation within residential developments

-	Space Heat Demand ²⁵	Hot Water Energy Demand ²⁶	Renewable Energy Generation Targets
2021 - 2025	Houses (30kWh/m2) Flats (25kWh/m2)	20% energy demand reduction in the total heat required for water heating	*Photovoltaic installation: 20% ground floorspace
2025 - onwards	Houses (20kWh/m2) Flats (15kWh/m2)	^A 20% energy demand reduction in the total heat required for water heating	*Photovoltaic installation: 40% ground floorspace
*Ground floorspace used as a proxy for available roof area.	-	-	-
*will need to be reviewed with Future Homes Standard 2025 to determine if savings already embedded.	-	-	-

- 5.22 For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced.
- For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' category rising to 'BREEAM outstanding' equivalent for ENE 01 from 2028.
 - Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.
- 5.23 **Policy JP-S3 – Heat and Energy Networks** - within the identified “Opportunity Areas”, unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that: a. New residential developments that are '10 dwellings or more' or other developments over 1,000sqm floorspace shall:
- Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or
 - ii. Install a site-wide or communal heat/energy network solution.
- 5.24 The policy also details that there is an expectation that where publicly owned buildings and assets adjoin new major development sites, opportunities for these buildings and assets to connect to site-wide proposals will be considered and that any site-wide networks will be designed so as to enable future expansion to adjoining buildings or assets as appropriate.
- 5.25 **Policy JP-S4: Flood Risk and the Water Environment** – with respect to flood risk and the water environment, the policy seeks to protect the quantity and quality of water bodies by locating and design development to minimise the impacts of current and future flood risk (clause 3). The policy thereafter details that developments are expected to manage surface water run-off through sustainable drainage systems and achieving greenfield run-off rates unless impractical (clause 4). Securing the remediation of contaminated land is identified as minimising the potential for urban diffuse pollution to affect the water environment (clause 6).
- 5.26 **Policy JP-S5 – Clean Air** - the policy states that in determining planning applications, regard should be had to the most recent development and planning control guidance as well as the most recent guidance on assessment of dust from demolition and construction (or relevant successor guidance). Applicants are directed to submit management plans as appropriate. The policy also proposes to significantly

expand the existing commercial network of electric vehicle charging points, both for public and private use as part of new developments and to design streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees. It also outlines how development should be located in areas that maximise the use of sustainable modes of transport.

- 5.27 **Policy JP-S6 – Resource Efficiency** - seeks to achieve a circular economy with a zero-waste economy playing a key role in meeting Greater Manchester’s ambition of becoming a leading green city region by 2038. A key stated aim is to promote an overall reduction in the level of waste produced and supporting resource efficiency. The policy (clause 3) also requires the use of sustainable design and construction techniques to reduce carbon emissions, adapt and future-proof to the impact of climate change, reduce and recycle waste and minimise water use.

Greener Places

- 5.28 **Policy JP-G2 Green Infrastructure Network** – details that wherever practicable, new development should take opportunities to integrate new and existing green infrastructure. Where provision is delivered, the developer should make appropriate provision for its long-term management and maintenance.
- 5.29 **Policy JP-G6: Urban Green Space** – to ensure there is an appropriate scale, type, quality and distribution of accessible green space that can support a high quality of life and other important green infrastructure functions existing urban green space will be protected and enhanced; and GMCA will work with developers and other stakeholder to deliver new high quality urban green spaces. Development should be designed to support the positive use of nearby green spaces.
- 5.30 **Policy JP-G7: Trees and Woodland** – MCC will work to deliver the aims and objectives of the greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to trees and the woodland around them. The policy outlines a number of activities that local planning authorities may adopted. Where development would result in the loss of trees, a replacement based on two trees for each tree lost is required. Alternatively, other measures that would result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision. Trees and woodland should always be protected during the construction phase of development.
- 5.31 **Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity** – details that development will be expected to follow the mitigation hierarchy; achieve a measurable net gain in biodiversity of no less than 10%; make appropriate provision for long-term management of habitats and geological features connected to the development; and development should be informed by the findings and recommendations of appropriate biodiversity/ecological assessments.

Connected Places

- 5.32 **Policy JP-C1 – An Integrated Network** - to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, a range of measures will be supported, including:
- Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
 - Enabling the provision of high quality digital infrastructure;
 - Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;

- Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
 - promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
 - meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and
 - provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
- Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
 - Pedestrians (and people using mobility aids);
 - Cyclists, powered two-wheelers, and public transport users;
 - People doing business or providing services (such as taxis/private hire, deliveries or waste collection); and,
 - People in personal motorised vehicles.
- Developing local transport industry skills and education to ensure the right skills are available into the future.

5.33 **Policy JP-C2 – Digital Connectivity** – supports the provision of affordable, high quality digital infrastructure.

5.34 **Policy JP-C5 – Streets for All** - the policy details that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. The policy details, amongst others, that:

- The design and management of streets will follow a Streets for All approach, including by:
 - Understanding the 'movement and place function' of streets as the starting point for improvement;
 - Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility;
 - Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network
 - Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement;
 - Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function';
 - Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel;
 - Incorporating increased levels of greenery including trees where possible;

- Offering shelter from wind and rain, and shade from the sun;
 - Delivering priority for public transport and facilities for public transport users;
 - Providing appropriate places and routes for servicing, deliveries and 'drop-off';
 - Mitigating the impacts of air and noise pollution and carbon emissions from road transport;
 - Ensuring the efficient movement of people and goods on streets with a high 'movement function' and;
 - Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure.
- Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all;
 - Any new infrastructure minimises the negative effects of vehicle traffic; and
 - New infrastructure includes provision for utilities and digital infrastructure where required.

5.35 **Policy JP-C6 – Walking and Cycling** - to help deliver a higher proportion of journeys made by walking and cycling, a range of measures will be supported, including:

- Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;
- Ensuring routes are direct, easily navigable and integrated with the street and public transport network;
- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;
- Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;
- Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed; and
- Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling.

5.36 **Policy JP-C8 – Transport Requirements of New Development** - requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. This will be achieved by:

Connectivity and Permeability

5.37 Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C 1 'An Integrated Network', including;

- Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:
 - be direct, safe and convenient;

- connect to nearby facilities, employment areas, public transport stops; and
- improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;
- Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and
- Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment.

5.38 Ensure appropriate connectivity to the existing highway network.

Design

5.39 Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development.

5.40 Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development.

Public Transport

5.41 Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access.

5.42 Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access.

Parking Infrastructure

5.43 Making adequate car parking provision, including for disabled drivers and passengers.

5.44 Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand.

5.45 Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:

- Showers, changing facilities and lockers for cyclists and walkers
- Pool or hire bikes for use by occupiers
- Information in advance about facilities to visitors.

5.46 Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces.

5.47 Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.

5.48 Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.

Access and Servicing

- 5.49 Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls.
- 5.50 Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:
- meets road safety requirements,
 - reduces transport emissions and other environmental impacts,
 - reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;

Construction Management

- 5.51 Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.

Transport Assessments

- 5.52 Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, to assess impacts and determine the most appropriate mitigation on the SRN and local transport network.
- 5.53 Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.

Core Strategy (2012)

Proposed Vision, Objectives and Policies

- 5.54 The following parts of the Core Strategy vision are relevant to the Proposed Development:

“By 2027 Manchester will be:

- meeting the challenge of climate change at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development and a more effective green infrastructure.
- a City with an increased and sustainable healthy population and a community which both benefits from and drives the City’s productivity upwards.
- a City with neighbourhoods where people choose to live all their lives because they offer a wide range of quality housing and an attractive environment where locally distinctive character is conserved and enhanced. Neighbourhoods in the North and East of the City will have benefited from a significant increase in the quantity and quality of housing.
- a City with thriving district centres, which have a distinct local character and provide a good range of accessible public services, retail and local facilities.

- a City defined by excellence in urban design and environmental quality, where its distinctive historic environment is understood, valued, cared for and its potential fully realised.
- a City where residents and visitors regularly enjoy a network of quality open spaces, parks and river valleys, enriched with biodiversity, which provide recreational routes and opportunities for sport across the City.

5.55 The Core Strategy policies relevant to the Proposed Development are outlined below.

Delivering the Vision and Strategic Priorities

5.56 **Policy SP1 – Spatial Principles** – Sets out the key spatial principles to guide the strategic development of Manchester to 2027. It highlights that regeneration in development areas, including South Manchester, should have regard to the character, issues and strategy for each regeneration area. Furthermore, the policy sets out the core development principles, ensuring development makes a positive contribution to neighbourhoods and creates safe, clean and accessible environments.

5.57 The Key Diagram (Figure 5.1) shows the site as a Strategic Employment Location.

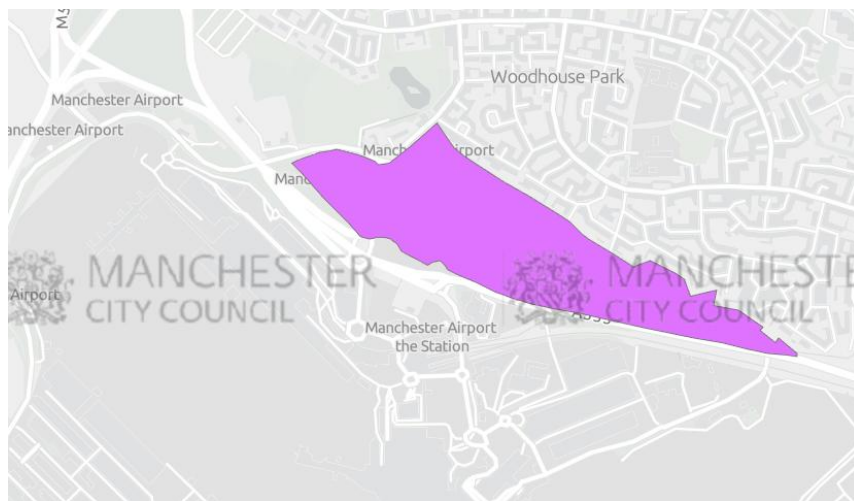
Employment and Site Specific Allocations

5.58 **Policy EC1 – Employment and Economic Growth in Manchester** (partially superseded PfE Policies JP-J3 and JP-J4) – A minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8). Key locations for major employment growth include Airport City (50ha). The policy also includes a number of criteria that development proposals should have regard to.

5.59 **Policy EC10 - Wythenshawe** – Sets out that development and infrastructure provision will be supported which strengthens transport connections between Roundthorn Industrial Estate, University Hospital South Manchester, Airport City and Manchester Airport. The Council will seek to maximise the opportunities to enhance this spatial cluster of key employment uses. The policy specifically sets out in relation to Manchester Airport Strategic Site and Airport City Strategic Employment Location that these are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.

5.60 **Policy EC11 – Airport City Strategic Employment Location** - Outlines that 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. Specifically it sets out that the area is suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City.

Figure 5.1: Policy EC11 – Airport City Employment Location



Development Management Policies

5.61

Policy DM1 – Development Management – details that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private. The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6.

5.62 **Policy DM2 – Aerodrome Safeguarding** - Development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

Place Making and Sustainable Design

5.63 **Policy EN1 – Design Principles and Strategic Character Areas** – all development in Manchester should following the seven principles of urban design, as identified in national planning guidance and the Manchester Core Strategy. Development should have regard to the strategic character area in which the development is located. This should be evidenced in accompanying Design and Access Statements.

Heritage

5.64 **Policy EN3 – Heritage** (partially superseded by PfE Policy JP-P2) – the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New development must be designed to support the Council in preserving, or where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

Green Infrastructure

5.65 **Policy EN9 – Green Infrastructure** – the policy sets out that new development will be expected to maintain and, where relevant, enhance existing green infrastructure in terms of quantity, quality and multiple function. The policy sets out how new green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.

Open Space

5.66 **Policy EN10 – Safeguarding Open Space, Sport and Recreation Facilities** – The policy sets out how developments are expected to improve and preserve open space. Developments should improve access to open space and pursue innovative solutions such as Green Corridors to enhance biodiversity.

Environmental Resources

5.67 **Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development** (partially superseded by PfE Policy JP-S2) – the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fuel prices, through various measures, including:

- All development following the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling.
- Be designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.
- Be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.
- Connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing/potential decentralised energy schemes.
- Use building materials with low embodied carbon in new development/refurbishment schemes.

Adaptation to Climate Change

- 5.68 **Policy EN8 – Adaptation to Climate Change** (partially superseded by PfE Policies JP-S2, JP-S4 and JP-G8) – All development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. Developers should have regard to the minimisation of flood risk, reduction in urban heat island effect, the need to control overheating of buildings and the opportunity to provide linked and diverse green space.

Flood Risk

- 5.69 **Policy EN14 – Flood Risk** (partially superseded by PfE Policy JP-S4) – Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; taking account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). An appropriate Flood Risk Assessment is required for all development proposals on sites greater than 0.5ha within Critical Drainage Areas and Canal Hazard Zones identified in the SFRA. All new development should minimise surface water run-off, including Sustainable Drainage Systems (SuDS) and appropriate use of Green Infrastructure.

Biodiversity and Geodiversity

- 5.70 **Policy EN15 – Biodiversity and Geological Conservation** (partially superseded by PfE Policy JP-G8) – developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages.

Air Quality

- 5.71 **Policy EN16 – Air Quality** (partially superseded by PfE Policy JP-S5) – developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts.

Water Quality

- 5.72 **Policy EN17 – Water Quality** (partially superseded by PfE Policy JP-S4) – development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological. The policy details that development should minimise surface water run-off and maximise the use of appropriate sustainable drainage systems to minimise ground water contamination.

Contaminated Land

- 5.73 **Policy EN18 – Contaminated land and Ground Stability** – confirms that the Council will give priority for the remediation of contaminated land and that any proposal for development of such land must be accompanied by a health risk assessment.

Waste

- 5.74 **Policy EN19 – Waste** – the policy sets out how the Council will require all developers to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal). The Council will also require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Sustainable Transport and Accessibility

- 5.75 **Policy T1 – Sustainable Transport** (partially superseded by PfE Policy JP-C1) – details that the Council will support proposals that work towards delivering a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The policy sets out a range of proposals which the Council will support including facilitating modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- 5.76 **Policy T2 – Accessible areas of opportunity and need** – the Council will actively manage the patterns of development to ensure that new development has good access to the City’s main economic drivers and is easily accessible by a range of different modes. The policy sets out of maximum car parking provision and minimum cycle and disabled car parking provision for new development.

Developer Contributions

- 5.77 **Policy PA1 – Developer Contributions** – details that where needs arise because of development, the Council will seek to secure planning obligations in line with CIL regulations (or successor guidance). The policy sets out a list of potential contributions, which be assessed on a site-by-site basis. The nature and scale of any potential planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be considered. It also sets out how the timing of the provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied.

Relevant saved UDP Policies

- 5.78 The following UDP policies remain relevant.
- 5.79 **Policy EW8 – Economic Development** - allocates “*the land immediately to the north of the Airport as one of the major strategic sites in the City for high technology industry*”. The supporting information to the policy states that the Site is ideal due to its size, location in relation to the Airport and strategic highway network and is therefore capable of “*attracting high quality business uses which might otherwise not located within the City or the conurbation*”.

Supplementary Planning Documents / Guidance (SPD / SPG)

- 5.80 This section summarises relevant Supplementary Planning Documents (SPDs) and Guidance (SPG) notes published by Manchester City Council to amplify adopted local plan policy requirements. A more detailed overview and assessment of each policy applicable to the application proposal is provided in the respective technical report to which the guidance relates.

Guide to Development in Manchester (2007)

- 5.81 This document is the Council’s primary Supplementary Planning Document (SPD) for urban design, serving as a “quality benchmark” to ensure all new construction contributes to a cohesive, sustainable, and high-quality physical environment. While it functions as a technical manual for planning officers, its core purpose is to move beyond “anywhere” architecture by requiring developers to respond to Manchester’s specific local character, prioritise pedestrian movement, and integrate future-proof environmental standards. Its core principles comprise:

Design for Access 2 (2003)

- 5.82 Design for Access 2 is Manchester's best practice guidance of inclusive design standards. It was developed jointly by MCC and Manchester's Disabled People's Access Group and is based on the Social Model of Disability as to adhere to and improve upon government guidance. The document covers inclusive design standards for external areas, buildings, dwellings, and other categories of development. Design for Access 2 can be used to audit a development on the basis of its access arrangements and ensure that access for disabled people is considered at all stages of a development's life cycle.

GMCA Net Zero Guidance (2025)

- 5.83 GMCA's Net Zero guidance comprises a suite of three documents: Design Guidance for Net Zero, Low Carbon Heat, and Submission Guidance. Documents target Places for Everyone policies JP-S2: 'Carbon and Energy' and JP-S3: 'Heat and Energy Networks', as well as aligning with the Truly Affordable Net Zero Homes (TANZ) Standard, adopted by GMCA in 2021.

Design Guidance for Net Zero

- 5.84 Design Guidance for Net Zero focuses on guiding building design to achieve GMCA net zero targets and outcomes. The document sets out the Places for Everyone energy hierarchy and the principles and key concepts of net zero building. The guidance sets out GMCA's preferred design approaches and offers case studies, ensuring that new developments are aware of how net zero can and should be achieved.

Low Carbon Heat

- 5.85 Low Carbon Heat guidance summarises the main types of heating systems and isolates which approaches are likely to be relevant and successful at different scales and in different scenarios. Low carbon heat network zones and opportunity areas are highlighted, and the processes to incorporate heat networks into designs, with potential viability and planning implications, are discussed.

Submission Guidance

- 5.86 'Submission Guidance' sets out the relevant documents and information required to be submitted as part of the energy and carbon statement which accompanies planning submission. Planning requirements for outline submission, full/reserved matters submission, and pre-application stage are outlined, ensuring that submissions can fully display their relevant net zero specifications.

Climate Change Action Plan (CCAP) 2025 – 2030

- 5.87 MCC's Climate Change Action Plan sets out the actions that Manchester will take to continue to reduce its carbon footprint and embed zero carbon outcomes in order to achieve net zero by 2038. The plan outlines a series of objectives, actions and commitments focused surrounding place and infrastructure, people and communities, and the green and circular economy. Timescales and responsible sectors are identified to guide future actions.

Material Considerations

- 5.88 This section summarises relevant aspects of the National Planning policy Framework (NPPF, 2024), Planning Practice Guidance (PPG, 2014 and as amended) and National Design Guide (2021). It also provides an overview of the MIX Manchester Strategic Regeneration Framework document.
- 5.89 Further revisions to the NPPF were tabled for consultation in December 2025, and public consultation closed on 10 March 2026. After a review of the consultation responses, the draft NPPF will become formally adopted, and will carry material weight in the determination of planning applications, replacing the extant 2024 NPPF. At this stage, the draft NPPF does not hold material weight, however, future

reserved matters applications will have to take it into account if they are submitted after its formal adoption.

National Planning Policy Framework (2024)

Chapter 2: Achieving Sustainable Development

- 5.90 Sustainable development is at the core of the Framework. Paragraph 8 of the NPPF establishes that there are three dimensions of sustainable development: economic, social and environmental. These dimensions are defined as:
- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
 - **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.
 - **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.
- 5.91 These objectives are interdependent and need to be pursued in a manner which is mutually supportive. Decision-making should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (paragraph 9).
- 5.92 Paragraph 10 details that at the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 11 sets this out for decision taking as follows (footnotes omitted):
- 'For decision-taking this means:*
- approving development proposals that accord with an up-to-date development plan without delay;*
- or*
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.'*
- 5.93 Paragraph 12 of the NPPF establishes that the presumption in favour of sustainable development does not change the statutory status of the development plan, which is the starting point for making decisions on planning applications.

Chapter 8: Promoting healthy and safe communities

- 5.94 Paragraph 96 states that decisions should aim to achieve healthy, inclusive and safe places which (CBRE emphasis in bold):
- a) **promote social interaction**, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that **allow for easy pedestrian and cycle connections within and between neighbourhoods**, and active street frontages;
 - b) **are safe and accessible**, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the **use of attractive, well-designed, clear and legible pedestrian and cycle routes**, and **high quality public space**, which **encourage the active and continual use of public areas**; and
 - c) **enable and support healthy lives**, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities– for example through the provision of **safe and accessible green infrastructure, sports facilities**, local shops, access to healthier food, allotments and **layouts that encourage walking and cycling**.

Chapter 9: Promoting Sustainable Transport

- 5.95 Paragraph 109 is clear that transport issues should be considered from the earliest stages of development proposals, using a vision-led approach to identify transport solutions and deliver well-designed, sustainable and popular places. This should involve: *“identifying and pursuing opportunities to promote walking, cycling and public transport use”*.
- 5.96 Paragraph 110 states that significant development should be *“focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”*
- 5.97 The NPPF at paragraph 111 advises that planning policies should:
- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
 - d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).
- 5.98 In assessing proposals, it should be ensured that “sustainable transport modes are prioritised; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach” (paragraph 115).
- 5.99 Paragraph 117 outlines that applications for development should give priority first to pedestrian and cycle movements and ensure that places are safe, secure and attractive.

Chapter 11: Making efficient use of land

- 5.100 Paragraph 124 of the NPPF outlines that planning policies and decisions should promote an effective use of land particularly in relation to meeting the need for homes. Strategic policies should set out a clear strategy for meeting development needs in a way that makes as much use as possible of previously developed or 'brownfield' land.
- 5.101 Planning decisions should, as outlined in paragraph 125, give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and promote and support the development of under-utilised land and buildings.
- 5.102 Paragraph 128 also details that local planning authorities should support proposals to use retail land for homes in areas of high housing demand provides this would not undermine key economic sectors or the vitality and viability of town centres and would be compatible with other policies in the NPPF.

Chapter 12: Achieving well-designed places

- 5.103 Paragraph 131 sets out that achieving high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. At Paragraph 135, planning policies and decisions are directed to ensure that developments (amongst others):
- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
 - Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
 - Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
 - Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.
 - Create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime do not undermine the quality of life or community cohesion and resilience.

Chapter 15: Conserving and Enhancing the natural environment

- 5.104 Paragraph 187(d-e) details that planning decisions are required to minimise impacts on biodiversity and provide net gains; that new and existing development must not be put at risk from, or contribute towards, unacceptable levels of soil, air, water or noise pollution or land instability. This section of the NPPF also requires degraded, derelict, contaminated and unstable land to be remediated where appropriate.
- 5.105 In accordance with paragraph 193, LPAs should consider that if significant harm to biodiversity as a result of development cannot be avoided, adequately mitigated or (as a last resort) compensated for, then planning permission should be refused. Furthermore, opportunities to enhance biodiversity should be supported, including incorporating biodiversity improvements in and around developments, particularly where this can secure measurable net gains for biodiversity.

- 5.106 Under paragraph 196, planning decisions should ensure that a site is suitable for development in terms of risks arising from land instability and contamination. Paragraph 197 establishes that the responsibility for securing a safe development rests with the developer and/or landowner.
- 5.107 Planning decisions should mitigate and reduce the potential adverse impacts associated with noise and light pollution (paragraph 198) and should sustain and contribute towards compliance with objectives for pollutants, considering the presence of Air Quality Management Areas (paragraph 199).
- 5.108 The chapter concludes by confirming (paragraph 201) that the focus of planning decisions should be on whether Proposed Development is an acceptable use of land, rather than control of the processes or emissions (where these are subject to separate pollution control regimes).

Chapter 16: Conserving and Enhancing the Historic Environment

- 5.109 Chapter 16 of the NPPF describes provisions specifically relating to conserving and enhancing the historic environment. The chapter details that great importance is given to the conservation of heritage assets.
- 5.110 Paragraph 210 sets out that local planning authorities, in determining planning applications, should take account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.
- 5.111 Paragraph 212 details that, when considering the impact of a Proposed Development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 5.112 Paragraph 213 sets out that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.
- 5.113 Paragraph 214 outlines that where a Proposed Development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.
- 5.114 Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

- 5.115 Paragraph 216 advises that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Planning Practice Guidance (PPG, 2014 - as amended)

- 5.116 In March 2014, the Government published Planning Practice Guidance (PPG). This guidance is intended to sit alongside and provide clarity to NPPF policy. The PPG provides guidance on a range of topics which are relevant to the assessments which inform this planning application. These are listed below, as well as a short summary of the type of information included within the PPG for each topic:
- **Air Quality** – guidance as to how impacts on air quality can be mitigated;
 - **Climate Change** – guidance on how adaptation and mitigation measures can be integrated and how developments can be adapted;
 - **Design** – tools for assessing and improving design quality and details of effective community engagement on design;
 - **Effective use of land** – supporting more effective use and planning for higher density development;
 - **Flood risk and coastal change** – guidance regarding the Sequential Test and Exception Test and how to address flood risk in individual planning applications;
 - **Historic Environment** – details of designated and non-designated heritage assets and the heritage consent process;
 - **Land affected by contamination** – guidance relating to how to determine whether land could be contaminated, identification of contamination risks and the use of planning conditions and obligations;
 - **Light pollution** – summary of the considerations that the planning system needs to address;
 - **Natural Environment** – provides information relating to green infrastructure, biodiversity, geodiversity, ecosystems and landscape;
 - **Noise** – summary of how noise impacts can be determined, the use of noise standards and how to mitigate the impact of noise on residential development;
 - **Planning Obligations** – defines planning obligations and advises when they can be sought, including information regarding the pooling of contributions;
 - **Renewable and low carbon energy** – includes specific planning considerations for active solar technology, as well as a strategy for renewable and low carbon energy;
 - **Travel Plans, Transport Assessments and Statements** – details the type of information required in Transport Assessments and Travel Plans;
 - **Use of planning conditions** – guidance regarding the circumstances in which conditions can be imposed, including the use of pre-commencement conditions;
 - **Waste** – guidance relating to the waste hierarchy and waste in the context of determining planning applications; and
 - **Water supply, wastewater and water quality** – details of water quality, the water environment and considerations for planning applications.

National Design Guide (2021)

5.117 The National Model Design Guide (June 2021) sets out the Government's priorities for well-designed places through 10 core principles which are intended to inform development proposals and their assessment by Local Planning Authorities:

- Context – enhances the surroundings;
- Movement – accessible and easy to move around;
- Nature – enhanced and optimised;
- Built Form – a coherent pattern of development;
- Identity – attractive and distinctive;
- Public Spaces – safe, social and inclusive;
- Use – mixed and integrated;
- Homes and buildings – functional, healthy and sustainable;
- Resources – efficient and resilient; and
- Lifespan – made to last.

MIX Manchester SRF (2026)

5.118 MIX Manchester SRF aims to guide MIX Manchester (formerly Airport City North) proposals to ensure coordination with overarching visions and objectives, and alignment with MCC and GMCA strategic priorities. The SRF proposes the MIX Site as a nationally significant science, innovation and manufacturing campus. A series of development principles are proposed, prioritising flexibility for growth, an 'active core', ecology and biodiversity, permeability and connectivity, and robust servicing and infrastructure. An illustrative masterplan (as shown in Figure 5.2) is set out, and phasing and next steps to bring forward the development are outlined.

5.119 The vision for MIX Manchester is underpinned by a series of strategic objectives:

- **Fuel Northern Innovation** – MIX could complement and support the North West's established and fast-growing innovation economy, focused on the frontier sectors of life sciences, advanced materials, clean technology, and digital, giving businesses the ability to locate and grow on a scale unrivalled in the North West.
- **Raise Manchester's Profile** – MIX could support the city-region's aspirations to become a global leader in research and innovation by creating an internationally competitive destination for pioneering innovation businesses, while acting as a gateway to the region's thriving innovation ecosystem.
- **Local Talent** – MIX would open up significant employment, education and training opportunities to local people to develop and grow careers in sectors not currently available to them, making a positive contribution to the Wythenshawe community. Each application would aim to have a local labour agreement.
- **Enhance Biodiversity** – It is proposed that MIX would protect, enhance and support biodiversity to create a development which has a positive impact on local habitats and wildlife, while ensuring this is carefully aligned with Manchester Airport's safeguarding requirements.

- **Embed Sustainability** – MIX would focus on developing environmental sustainability at its core, taking a multifaceted approach through accredited building practices, climate resilience, and positive environmental management, to sustainable transport infrastructure and a commitment to our local community.
- **Quality Urban Environment** – It is proposed that MIX embodies a simple design concept which puts people, activity and connections at the heart of the proposals, offering a high quality physical environment blending secure, contemporary workspaces with attractive public realm and amenities.
- **Unrivalled Connectivity** – MIX would have the opportunity to capitalise on its unique multi-modal connections to surrounding ecosystems and talent pools to provide unrivalled access to the very best the region has to offer, while enhancing connectivity to neighbouring areas and widening accessibility for local communities.



Figure 5.2 – Illustrative Masterplan

Manchester Airport Enterprise Zone (2012)

- 5.120 The Manchester Airport Enterprise Zone is centred around the Airport City (now MIX Manchester) development and is one of Greater Manchester's most strategically important growth areas. The zone was created to attract investment by offering tax incentives to businesses locating within its boundaries. It forms part of the wider vision to leverage Manchester Airport's role as the UK's third largest airport and a key international gateway, supporting large-scale commercial development and improving opportunities to surrounding communities, such as Wythenshawe.
- 5.121 Enterprise Zones can be eligible for a number of measures to support business growth, including:

- Eligible businesses could receive up to 100% discount of business rates, with a potential value of up to £275,000 per business over a five year period;
 - Businesses making significant investments in plant and machinery within the designated assisted areas of Enterprise Zones could benefit from 100% enhanced capital allowances (i.e., tax relief);
 - Access to simplified local authority planning procedures through Local Development Orders (LDOs);
 - Local authority retention of business rate growth above agreed baseline to be reinvested in the local area.
- 5.122 The Manchester Airport Enterprise Zone is earmarked for businesses with the advanced manufacturing and engineering, automotive, business services, energy, pharmaceuticals and healthcare industries.

Emerging Context

Draft Manchester Local Plan (Regulation 18)

- 5.123 The Draft Manchester Local Plan is currently at Regulation 18 stage, with Regulation 19 consultation scheduled for summer 2026, and formal adoption expected in summer 2027. Once adopted, the document will supersede the Core Strategy (2012-2027) and will guide development for the next 15 years. Whilst the document is not a material consideration for this application, it may be for future reserved matters applications associated with the outline element of this application.
- 5.124 Despite the document's early stage of development, MIX Manchester displays clear strategic alignment and forms part of Draft Policy SGL1 – Strategic Growth Locations. Draft Policy SGL 12 'MIX- Manchester Airport' identifies the Site as a strategic growth location with the potential for high density employment development.
- 5.125 Draft Policy SGL 12 sets out that the Site is deemed suitable for offices, research and development, advanced manufacturing, and ancillary commercial units. Development should take advantage of the area's high connectivity, maximise employment and regeneration benefits for the local area, and support active transport and sustainability. Any development proposal should be set within the context of a comprehensive masterplan. This will have regard to access, deliver, design and layout, flood risk, energy infrastructure, the scale of uses, landscaping and biodiversity, in accordance with the relevant Development Plan policies.

5.126 The applicant submitted representations in relation to the Draft Local Plan and relevant policies.

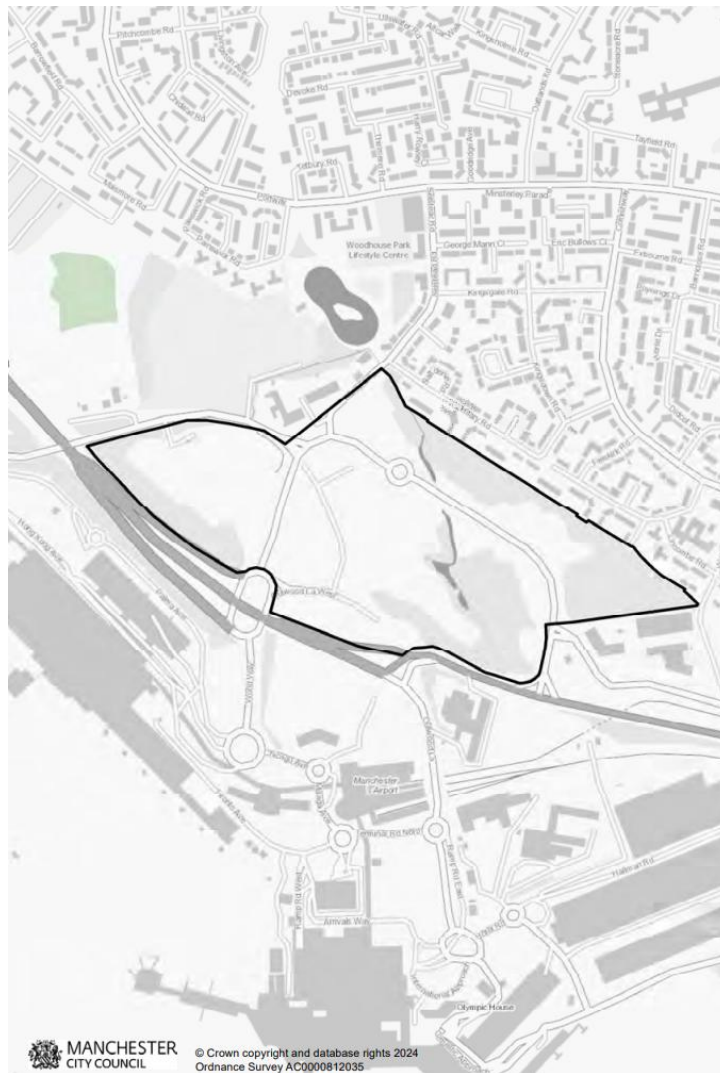


Figure 5.3 – Extract of plan associated with Draft Policy SGL 12

6 Planning Assessment – Principle of Development

- 6.1 This Chapter considers the principle of the Proposed Development and uses, considers the design quality and overall scheme benefits.

Principle of Development

- 6.2 The Proposed Development occupies land within Policy EC11 – Airport City Strategic Employment Location, a regionally significant cluster of advanced manufacturing, technology, logistics and commercial activity. The Site is also allocated under saved UDP Policy EW8 ‘Economic Development’. The Development Plan strongly supports major employment-generating uses in this area due to its unrivalled connectivity, proximity to Manchester Airport and its role in driving Manchester’s international competitiveness. The MIX Manchester Strategic Regeneration Framework (SRF) which was prepared in 2024 further reinforces this strategic role, re-positioning the area as a nationally significant science, innovation and manufacturing campus and confirming the ongoing suitability of the Site for large-scale economic development.
- 6.3 PfE identifies the southern part of Greater Manchester – including Wythenshawe, the Airport, and their connecting corridors - as an area of strong existing economic performance, requiring continued support to sustain competitiveness, capture national infrastructure opportunities, and maximise key economic assets such as Manchester Airport.
- 6.4 The principle of development is firmly established through several adopted Development Plan policies:
- Policy JP-Strat9 – Southern Areas: supports sustaining the economic competitiveness of Greater Manchester’s southern districts by maximising the potential of key strategic assets -including Manchester Airport – and directing high-value commercial development to well-connected locations with strong market demand.
 - Policy JP-Strat10 – Manchester Airport: identifies the Manchester Airport area as one of Greater Manchester’s most important strategic employment zones, supporting the sustainable expansion of Airport City to deliver around 500,000 sqm of office, logistics, hotel and advanced manufacturing space, while fostering high-value clusters including advanced manufacturing, technology, logistics and health innovation.
 - Policy EC9 – South Manchester: identifies South Manchester as an area of strategic economic importance, supporting high-value employment sectors including technology-driven manufacturing and commercial activity.
 - Policy EC10 – Wythenshawe: promotes the delivery of significant new employment land (cc. 55 hectares by 2027) and supports regeneration driven by industrial, logistics and commercial investment. The policy recognises the importance of maximising the economic opportunities associated with the Airport and encourages developments that deliver new jobs and strengthen the industrial and business base.
 - Policy EC11 – Airport City Strategic Employment Location: provides explicit policy support for large-scale employment development north of Manchester Airport. It identifies the area as suitable high-

technology industries, logistics, offices, warehousing and ancillary commercial uses, and requires development to capture the catalytic impact of the Airport, enhance transport integration, and support local employment and training opportunities.

- Policy MA1 – Manchester Airport Strategic Site: recognises the Airport and surrounding land as a strategic site of national importance, expected to accommodate substantial employment-led growth.

- 6.5 Further to the above, there is a long history of development permitted on the site and the applicant has progressed a new Strategic Regeneration Framework in conjunction with the Council which repositions the site following changes in the economic landscape.
- 6.6 The principle of development is therefore supported by the statutory Development Plan, and material considerations. Manchester Core Strategy, the saved UDP allocations and PfE all identify the Site as a strategic employment location suited to large-scale, high-value economic development. Core Strategy Policies EC1, EC10 and EC11 explicitly support major employment growth around the Airport, while Policy MA1 recognises the Airport City area as a nationally significant strategic site. The SRF provides an up-to-date spatial and economic framework confirming the appropriateness of delivering flexible mid-tech, research, innovation and manufacturing floorspace at MIX Manchester, ensuring proposals come forward in a coordinated manner consistent with the area's strategic role. The emerging Local Plan policy also supports this vision. An assessment against the MIX Manchester SRF objectives is outlined in Table 7.1 below.
- 6.7 PfE Policies JP-Strat 9 and JP-Strat 10 recognise the Airport and its surrounding land as a key economic driver for Greater Manchester, with JP-Strat 10 specifically seeking the completion and expansion of Airport City to deliver high-value activity including advanced manufacturing, logistics and R&D. The Proposed Development aligns with these aims by repurposing previously developed land for a high-value, innovation-focused employment campus. PfE Policies JP-J1 to JP-J4 collectively require the delivery of a diverse, flexible and high-quality portfolio of employment sites to meet long-term economic growth needs. The SRF reinforces this direction by identifying MIX Manchester as a significant opportunity to deliver science, innovation and manufacturing floorspace in a highly sustainable, nationally connected location.
- 6.8 National policy provides similar support, with the NPPF establishing a clear presumption in favour of sustainable development and emphasising the need to build a strong, responsive and competitive economy (paragraph 8). Paragraph 85 requires planning decisions to proactively drive economic growth, support innovation and place significant weight on the need to support business investment. The Proposed Development makes highly effective use of previously developed land (paragraphs 124 and 125), supports high-value employment, enhances connectivity to sustainable transport options and aligns with national expectations for well-designed, low-carbon commercial development.
- 6.9 Taken together, these policies demonstrate the Proposed Development's strong alignment with local, regional and national economic and regeneration priorities. The Development Plan, the SRF and national planning policy all support the delivery of largescale, innovation led and employment generating development within this strategically important location. The Proposed Development therefore represents a highly sustainable, policy compliant and strategically aligned scheme that will make a significant contribution to Manchester's, the region's and the UK's economic growth objectives.

Figure 7.1: Assessment against MIX Manchester SRF

SRF Objective	Assessment
Fuel Northern Innovation 	The Proposed Development will deliver a nationally significant cluster of mid-tech, R&D and advanced-manufacturing floorspace, directly supporting the growth of high-value sectors identified across the SRF – life sciences, advanced materials, clean technology and digital industries. By offering flexible, scalable units capable of accommodating specialist equipment, laboratories and technical operations, MIX provides the type of adaptable workspace required by innovation-driven occupiers. The scheme also establishes a long-term framework for future phases, ensuring that the campus can evolve in response to emerging technologies and market demand. This combination of flexibility, scale, and strategic positioning adjacent to Manchester Airport places MIX at the heart of the North’s innovation ecosystem, reinforcing the region’s competitive offer for research-intensive businesses.
Raise Manchester’s Profile 	MIX Manchester forms a gateway development at one of the city-region’s most strategically visible and internationally connected locations. The creation of a high-quality science and innovation campus will enhance the city’s reputation as a global destination for R&D, advanced manufacturing and investment, complementing activity at the universities, the Oxford Road Corridor, and wider Airport City. The scheme’s high-quality architecture, public realm and prominent MSCP façade – visible from the M56 spur – will support Manchester’s brand as a forward-looking, design-led city. Its ability to attract international businesses will further amplify the city’s global profile and strengthen its position within national and global innovation networks.
Promote Local Talent 	MIX will create significant long-term employment opportunities across a broad spectrum of skills – from research and production roles to digital, technical, operations and support functions. Its proximity to Wythenshawe enables direct benefit to local communities that have historically been disconnected from high-value employment sectors. Local labour agreements will be secured which will ensure that training, apprenticeships and early-career opportunities are embedded into all phases of development. Through construction and future occupation, the Proposed Development will generate pathways into advanced manufacturing, life sciences and technology roles not currently accessible in the local labour market. This supports long-term upskilling, improved aspiration and career progression for communities in the city’s southern neighbourhoods.
	The Proposed Development delivers substantial new ecological value through extensive on-site habitat creation, including native scrub, species-rich grassland, wildflower meadow planting, and more than 140 new trees. These measures strengthen ecological connectivity across the Site’s boundaries and enhance the quality of the local

Enhance Biodiversity



landscape while remaining fully compliant with Airport safeguarding requirements.

Although some higher-distinctiveness habitats will be lost, the required statutory +10% Biodiversity Net Gain will be achieved through a combination of on-site enhancements and off-site habitat bank provision.

This ensures a measurable net improvement in biodiversity, aligned with the SRF’s objective of creating a greener, more ecologically resilient campus.

Embed Sustainability



Sustainability is embedded throughout the design, construction and operational strategy for MIX, with the full element targeting BREEAM Excellent, EPC A, low-embodied-carbon materials, and fossil-fuel-free all-electric systems. Passive design measures, PV installation, circular-economy principles and energy-efficient systems significantly reduce operational carbon and help deliver the city’s net-zero objectives.

Sustainable drainage systems, permeable surfaces, rain gardens and climate-resilient landscape design further support long-term resilience.

This integrated approach ensures the Proposed Development aligns with GMCA and MCC climate frameworks and delivers a demonstrably low-carbon, future-proofed employment campus.

Quality Urban Environment



The proposal delivers a people-focused campus with high-quality public realm, generous landscaping, active frontages and a coherent network of pedestrian-friendly routes. The design of the mid-tech units provides a robust architectural language that transitions sensitively between residential areas to the north and larger-scale Airport infrastructure to the south.

Both the MSCP and mid tech design have been through pre-application engagement to ensure they are fitting for their prominent location.

Public realm improvements, seating areas, spill-out spaces and a clear wayfinding structure support comfort, safety and social interaction. The resulting environment is legible, attractive and functional, embodying the SRF’s vision for a contemporary, welcoming and high-quality employment district.

Unrivalled Connectivity



The Proposed Development capitalises on its unparalleled strategic location, benefiting from immediate access to Manchester Airport, the Ground Transport Interchange, Metrolink, national rail, high-frequency bus services and the regional motorway network. Pedestrian and cycle connectivity is significantly enhanced through new routes, links to the existing footbridge and permeable site design.

By concentrating parking within an MSCP, prioritising active travel, and enhancing sustainable transport infrastructure, the Proposed Development will support modal shift and improve access for local residents and employees.

This ensures MIX becomes one of the most accessible and well-connected innovation districts in the UK, fully aligned with the SRF’s connectivity ambitions.

Design Quality

Type and Mix

- 6.10 The Proposed Development delivers a flexible, innovation-focused employment campus comprising subdivisible mid-tech units, a multi-storey car park and ancillary commercial uses. The full element includes three divisible commercial mid-tech buildings (Units A1, A2 and A5), each designed to accommodate a spectrum of technology, research, light industrial operations in accordance with Use Class E(g)(i–iii). This approach directly aligns with the MIX Manchester SRF, which identifies the area as a major opportunity for advanced manufacturing, R&D, laboratory and office uses, all set within a high-quality, well-connected employment campus designed to meet the needs of innovation-driven occupiers.
- 6.11 Units A1 and A2 provide for multiple smaller lettable units (ranging from c. 475-805 sqm GIA), while Unit A5 offers larger dual-unit accommodation and Unit A7 provides supporting commercial amenity floorspace, ensuring a balanced and adaptable mix capable of responding to market demand and occupier requirements. This is consistent with Core Strategy Policies SP1, EC10 and EC11, which support high-quality employment development within the Manchester Airport area, and is further reinforced by the SRF's objective of creating a diverse mix of building typologies that can flexibly support occupiers across the advanced manufacturing and life-sciences lifecycle. The scheme also complies with Policy DM1, which requires development to provide appropriate siting, layout, scale and mix to meet operational needs whilst safeguarding amenity. The SRF emphasises achieving a high-quality urban environment and ensuring development comes forward in a coordinated manner, principles embodied in the layout and design of the Proposed Development.
- 6.12 The mix of flexible floorspace supports PfE Policies JP-J1, JP-J2, JP-J3 and JP-J4 by providing high-quality, adaptable premises suitable for SMEs, scale-up businesses and larger innovation-led occupiers. The option to install mezzanine levels (up to 25% of floor area) further enhances the long-term adaptability and economic resilience of the scheme.
- 6.13 This diversified yet complementary mix positions the Proposed Development to support the advanced manufacturing, life sciences and R&D sectors. The SRF explicitly frames MIX as the UK's best-connected science, innovation and manufacturing campus, designed to accommodate a range of building types – from mid-tech industrial units to large-scale advanced manufacturing and R&D facilities – within a cohesive, sustainable and well-served framework. The Proposed Development therefore makes a contribution to realising the employment, innovation and placemaking objectives set out in the SRF.

Scale and Massing

- 6.14 The proposed scale and massing for the detailed element (12 m units for A1/A2, 9 m for A5 and 4.2 m for A7) has been informed by contextual analysis and pre-application engagement. This approach accords with Core Strategy Policies SP1, DM1 and EN1, which require development to respond to local character, strategic context and place-shaping principles. The mid-tech buildings sit within an area characterised by large-format commercial and airport-related development and, as outlined within the Townscape and Visual Impact Chapter of the ES, do not introduce unacceptable visual or townscape impacts. This design response is consistent with the SRF's development principles, which seek a coordinated approach to scale and building typologies – including mid-tech industrial and advanced manufacturing formats – ensuring they integrate effectively with the wider Airport City/MIX landscape and contribute to a high-quality urban environment. Further detail can be found within the DAS and Design Guide accompanying the application.

- 6.15 For the Outline parcels, the fixed height parameter of 30 m / 101.77 m AOD ensures future phases remain compliant with Policy DM2 (Aerodrome Safeguarding), which requires development not to compromise operational airport safety. This height envelope has been tested through Environmental Impact Assessment and Glint & Glare assessment. Further assessments are ongoing in terms of the Wind Shear and Instrument Flight Procedure assessments. The height strategy aligns with PfE Policies JP-Strat 10 and JP-P1, which support high-density employment development in strategically connected locations while ensuring resilience, safety and environmental performance. The SRF similarly confirms that building heights across MIX must be defined by aerodrome safeguarding requirements, with no buildings permitted to exceed maximum allowable thresholds. This ensures future phases of development remain compatible with airport operations while delivering the SRF's vision for a modern, well-connected and sustainable innovation campus.
- 6.16 Scale is a reserved matter for the Outline parcels and will be subject to future Reserved Matters Applications. The scale of the buildings will need to be in accordance with the parameters and guidance.

Layout

- 6.17 The arrangement of the mid-tech units around an internal access road, with active frontages and clearly defined servicing zones, reflects the design principles in Core Strategy Policy DM1, which requires development to demonstrate appropriate siting, vehicular access, servicing and protection of amenity. Internal layouts – incorporating plant rooms, waste storage and reception areas – support efficient operational functioning and ensure the Proposed Development meets requirements for internal accommodation and external amenity. This approach is fully aligned with the SRF's development principles, which promote a coordinated layout of building typologies and an efficient servicing strategy that supports the specialist needs of advanced manufacturing and R&D occupiers while maintaining a high-quality environment for pedestrians and other users.
- 6.18 The masterplan layout prioritises pedestrian and cyclist movement, consistent with Core Strategy Policies SP1 and T1, and PfE Policies JP-C1, JP-C5 and JP-C6, which require well-connected, legible and safe walking and cycling environments. The scheme consolidates car parking within the MSCP, reducing internal vehicular movements and supporting a sustainable, pedestrian-oriented development pattern in accordance with PfE's movement hierarchy. This approach directly reflects the SRF's movement and connectivity strategy, which seeks to deliver a simple and legible network of pedestrian and cycle routes, maximise sustainable travel choices, and minimise the dominance of vehicles within the campus through consolidated parking and a one-way internal road system.
- 6.19 Layout is a reserved matter in terms of the Outline parcels. The parcels adopt flexible development zones that align with JP-Strat 9 and JP-P1, enabling future phases to maintain permeability, legibility and strong connections with the wider campus and surrounding neighbourhoods. This flexible framework is consistent with the SRF's masterplanning approach, which establishes development parameters that allow future phases to adapt to occupier needs while ensuring the delivery of an interconnected, high-quality and cohesive innovation campus with strong links to Wythenshawe, Manchester Airport and the wider Airport City area.

Public Realm

- 6.20 The public realm strategy has been developed in accordance with Core Strategy Policy EN9 (Green Infrastructure) and PfE Policy JP-G2 (Green Infrastructure Network), delivering a biodiverse, climate-resilient landscape with native planting, green corridors, rain gardens and high-quality hard surfacing. The softworks respond to identified habitat constraints while maintaining full compliance with aerodrome safeguarding requirements by avoiding features that could increase bird-strike risk, in line with Policy DM2. This approach directly reflects the SRF's landscape and ecology principles, which

promote ecological enhancement, integrated SuDS, linear green infrastructure and environmentally sustainable design, whilst ensuring compatibility with Manchester Airport's safeguarding parameters. Landscaping within Parcel B similarly preserves visual and environmental amenity ahead of future phases and aligns with SRF and Development Plan expectations to optimise land use and maintain a high-quality landscape structure across the campus.

- 6.21 The public realm also aligns with PfE Policy JP-P1, which requires visually stimulating, inclusive and adaptable places that support social interaction, comfort and safety. The integration of shaded seating, green streets, permeable surfaces and a coherent material palette contributes to a high-quality environment consistent with Core Strategy Policies EN1 and DM1, which require attractive, functional and accessible external spaces. This approach is reinforced by the SRF's placemaking objectives, which emphasise delivering a people-focused urban environment with active public realm, high-quality hard and soft landscaping, and clear pedestrian-focused routes that enhance comfort and wayfinding. The design strengthens legibility across the Site, improves arrival experiences from key pedestrian and transport gateways, and establishes a robust spatial framework for future development phases across the MIX Manchester campus.
- 6.22 Landscaping is a reserved matter, and therefore further approvals will be needed in relation to the detailed landscaping scheme of the Outline parcels.

Scheme Benefits

- 6.23 In addition to its strong policy alignment, the scheme will create a range of economic, social and environmental benefits. To identify these impacts, CBRE Limited has prepared an Economic Impact Statement and a Rapid Health Impact Assessment.

Economic Benefits

- 6.24 The Proposed Development is anticipated to deliver a range of economic benefits for Manchester and the wider North West. Benefits can be divided into temporary economic impacts projected during the anticipated 9-year construction period (Q4 2026 - Q4 2035) and the long-term economic impacts generated over the development's operational lifespan.

Construction Phase

- In Manchester:
 - 215 construction jobs per annum generated;
 - £257 million net additional productivity (GVA) generated by construction; and
 - £239.5 million direct spending in the construction industry.
- Across the North West
 - 493 construction jobs per annum generated;
 - £330. million net additional productivity (GVA) generated by construction; and
 - £239.5 million direct spending in the construction industry.

Operational Phase

- In Manchester:
 - 945 net additional jobs created;

- £125 million net additional GVA generated; and
 - £7.6 million business rates generated per annum.
- Across the North West:
- 2,163 net additional jobs created; and
 - £161 million net additional GVA generated

Social Benefits

6.25 In addition to the economic benefits outlined above, the Proposed Development will deliver wider social benefits over the long-term in Manchester. These benefits are often qualitative, however a summary of the key areas of societal contribution is outlined below.

6.26 The Proposed Development will:

- Support the sustainable growth of MIX and the wider locality of Manchester Airport, contributing to the delivery of a high-quality mix of employment uses capable of attracting a diverse range of businesses, particularly those operating in higher-value sectors such as advanced manufacturing.
- Provide high-value employment and skills opportunities in a highly connected location, reducing car dependency and encouraging travel by tram, bus, and train.
- Enhance training, skills and employability amongst the local workforce, particularly through construction, apprenticeships and supply chain participation.
- Transform an underutilised brownfield/car park site, opening it up to a long term viable use. This aligns with national and local commitments to sustainable development, and appropriate densities for brownfield development in a connected location.
- Deliver public realm enhancements to create a better sense of place.
- Increase the Site's permeability via active transport, encouraging sustainable modes of transport and increasing connectivity between Manchester Airport and its surrounding urban areas.
- Generate significant employment opportunities during construction and operational phase, including opportunities for the locally unemployed to re-enter employment, bringing economic and wellbeing impacts.

Environmental Benefits

6.27 The Proposed Development aligns with PfE and Manchester Core Strategy sustainable development objectives, ensuring a net environmental benefit is realised, whilst also balancing the requirements of Manchester Airport Safeguarding.

6.28 The Proposed Development will:

- Result in a BNG uplift of 10%. This will be provided via on-site habitat creation and retention and off-site habitat banks. On-site habitat proposals have been tailored to provide the greatest connectivity and ecological benefits whilst also balancing the requirements of Manchester Airport safeguarding.
- Plant 146 trees in the detailed element, with more to be provided in the Outline element secured by Reserved Matters. This will create a valuable habitat, enhance biodiversity, act as a carbon store, and create shade, regulating the local microclimate.

- Incorporate solar photovoltaic (PV) panels on the roofs of the mid-tech units, contributing to clean energy generation.
- Achieve low embodied carbon and high energy efficiency, contributing to a BREEAM Excellent rating.
- Practice good waste management principles, reusing and recycling where possible and contributing to circular economy principles.

7 Planning Assessment – Environmental Considerations

7.1 This Chapter of the Planning Supporting Statement summarises the findings of the individual environmental and technical reports which have been submitted in support of this planning application, to fully demonstrate that the Proposed Development accords with the statutory development plan, associated supplementary guidance (statutory and non-statutory) and national planning policy guidance (NPPF, PPG and associated National Design Code). The following disciplines are considered:

- Air Quality
- Airport Safeguarding
- Archaeology
- Crime Impact
- Daylight, Sunlight and Overshadowing
- Ecology and BNG
- Energy and Sustainability including BREEAM assessment
- Flood Risk & Drainage
- Green and Blue Infrastructure
- Ground Conditions
- Heritage
- Human Health
- Lighting
- Noise
- Townscape and Visual Impact
- Transport
- Trees
- TV Reception
- Waste
- Planning Obligations Heads of Terms

Air Quality

7.2 The Air Quality Chapter of the Environmental Statement has been prepared by Redmore. The chapter describes the air quality impacts of the Proposed Development and identifies any offsetting or mitigation measures. The assessment identifies no significant adverse air quality impacts relating to the

construction or operational phases, and the residual effects of both phases are not expected to be significant. The proposals are not expected to impact dust emissions or exhaust fumes.

- 7.3 The cumulative impacts of the potential construction and operation of committed developments within the vicinity is expected to have a negligible impact on dust emissions and exhaust fumes, and thus air quality, as air quality control measures would also be carried out on these developments.
- 7.4 Overall the proposals are aligned with Core Strategy Policy EN16: 'Air Quality', which seeks to ensure that developments minimise their impact on air quality through construction and operation, including cumulative impacts. Additionally, the Proposed Development aligns with PfE Policy JP-S5: 'Clean Air', which outlines that developments should consider the construction impacts on air quality and dust generation. The conclusions of the Air Quality chapter ensure that the Proposed Development will not have a negative impact on public health, in line with PfE Policy JP-P6 'Health'.
- 7.5 With regards to national policy, the Site's location inside an Air Quality Management Area is carefully considered in line with Chapter 15 of the NPPF 'Conserving and Enhancing the natural environment'. Accordingly, the proposals are considered to be in line with the relevant adopted planning policies and prevailing national guidance.

Airport Safeguarding

- 7.6 A series of documents have been prepared to ensure that the development adheres to the requirements of Manchester Core Strategy Policy DM2: 'Aerodrome Safeguarding' and guidance from MAG Safeguarding Team. Each document is discussed in detail below.

Bird Hazard Management Plan

- 7.7 A Wildlife (Bird) Hazard Management Plan (BHMP) has been prepared by RSK Biocensus in support of the application. The Management Plan assesses the attractiveness of the new development to birds through the construction and occupation phases and seeks to mitigate against the risks that high bird activity can cause close to airports, such as bird strikes.
- 7.8 The BHMP identifies pigeons, gulls, starling, and crows as the main risk species to consider. Waterbirds have a low on-site likelihood due to the absence of permanent water. The construction phase yields a risk of earthworms surfacing, which may attract birds.
- 7.9 The BHMP outlines that there is limited access to the MSCP for nesting birds due to enclosed stairways and minimised gaps in the façade, however the 18th floor ramp and 1st floor entrance are still accessible and should be monitored. The mid-techs' automatic closing doors will limit internal access, however, the shallow gradient and lack of disturbance on the roof, along with the shelter provided by solar panels, may provide a suitable nesting environment. Unit A7 (café/food retail) may also provide a food source via waste or littering.
- 7.10 The landscaping plan avoids fruit bearing plants and seed-rich grasses, removing a potential food source for birds. The tree planting regime is also unlikely to contribute to the likelihood of bird strikes.
- 7.11 The proposed management plan lists the following recommendations:
- Construction: Prevent rainwater accumulation on site, monitor and report any accumulation. Compact and cover all earthworks, reinstating or removing them from the Site as soon as possible. Remove all waste from the Site and practice pest and vermin control and good hygiene, ensuring the Site is tidy.

- Occupation: Ensure that mid-tech roofs are accessible by foot to enable bird dispersal if necessary. When dispersing birds or implementing bird deterrent measures, ensure the relevant authorities are consulted. Ensure good litter disposal and housekeeping is carried out.
- Monitoring: Regular inspections of the roofs should be carried out, coordinating findings with the relevant authorities. More frequent observations should be made during nesting periods.

7.12 Subject to the following of the above recommendations, the BHMP finds that the Proposed Development is unlikely to lead to an increased likelihood of bird strikes or associated hazards which could jeopardise aerodrome safeguarding, in accordance with Policy DM2 ‘Aerodrome Safeguarding’.

Glint and Glare

- 7.13 A Building Development Glint and Glare study has been carried out by Pager Power to accompany the application. The assessment assesses the Proposed Development’s impact of glint and glare on the Air Traffic Control Tower (ATC Tower), aircraft approaches, and runway receptors. No solar reflection from the Proposed Development towards the ATC Tower is geometrically possible, and therefore no impact is predicted and no mitigation is required.
- 7.14 Solar reflections originating from the façades and rooftops of the Proposed Development with glare intensities of ‘low potential for temporary after image’ are geometrically possible towards the aircraft 2 mile and 10NM approach paths. This level of glare is deemed acceptable with reference to industry practice and guidance. A low impact is predicted and mitigation is not required.
- 7.15 In relation to ground-based runway receptors, solar reflection originating from the façades and roofs with intensities no greater than ‘low potential for temporary after-image’ are predicted along sections of the runway. With reference to the associated guidance, this level of glare is deemed acceptable. A low impact is predicted and mitigation is not required.
- 7.16 In summary, a low impact is predicted for aviation activity associated with Manchester Airport in terms of glint and glare and accordingly no mitigation is required. The Proposed Development therefore aligns with Manchester Core Strategy Policy DM2 ‘Aerodrome Safeguarding’ as the operational integrity of Manchester Airport is preserved.

Instrument Flight Procedure Assessment

- 7.17 An Instrument Flight Procedure (IFP) Assessment is being undertaken by NATS to assess the Proposed Development’s potential impact flight procedures and aerodrome safety. The results of the assessment will be shared with both Manchester City Council as local planning authority, and MAG’s Airport Safeguarding Team, to inform their statutory consultation response.

Wind Shear Assessment

- 7.18 A Wind Shear Assessment is being prepared by B-Fluid to assess the Proposed Development’s potential microclimate impacts on aerodrome safety. The results of the assessment will be shared with both Manchester City Council as local planning authority, and MAG’s Airport Safeguarding Team, to inform their statutory consultation response.

Archaeology

- 7.19 An Archaeological Desk Based Assessment has been prepared by Abrams Archaeology.
- 7.20 No designated heritage assets lie within the development area. The development area does not lie within an ‘Area of Architectural Significance’. The report concluded that the Site has potential to contain non-

designated assets of low importance, with the exception of a low-medium potential to contain Bronze Age remains, which would be of medium importance. The assessment finds that, as a historically rural site, it is likely that any archaeological features would have been sealed shallowly by the topsoil. It is highly likely that any archaeological remains would have been disturbed and lost due to 20th century construction and demolition and associated soil truncation which has affected much of the Site.

- 7.21 The assessment concludes that the Proposed Development complies with Chapter 16 of the NPPF ‘Conserving and Enhancing the Historic Environment’ and Places for Everyone Policy JP-P2: ‘Heritage’, as development would not directly impact any designated archaeological heritage assets or their setting. Furthermore, the Proposed Development aligns with the general principles of Manchester Core Strategy Policy DM1: ‘Development Management’ by considering the impacts of development on archaeological heritage.
- 7.22 Remaining (if any) archaeological assets at shallow depths would be impacted by site clearance, groundworks and landscaping. On this basis, MCC will decide whether a planning condition related to archaeology is appropriate, based on guidance from the Greater Manchester Archaeological Advisory Service (GMAAS). Accordingly, the proposals are considered to accord with the relevant policies in relation to archaeology and prevailing national guidance.

Crime Impact

- 7.23 A Crime Impact Statement (CIS) has been prepared by Greater Manchester Police’s Design for Security team. The CIS concludes that the building design and site layout will effectively deter misuse, and the constant passage of traffic to the south will provide passive surveillance. Motorcycle and cycle parking being located within the MSCP will contribute in a reduction to the risk of theft. Furthermore, the singular vehicular entrance to the Site makes securing the Site easy if necessary.
- 7.24 The CIS makes a series of recommendations to reduce the risk of crime, including:
- Monitor and manage pedestrian routes and access points;
 - Equip mid-tech units with burglary-resistant doors, and the MSCP with electronic locks;
 - Install a comprehensive CCTV network;
 - Provide the necessary security staffing for the MSCP;
 - Ensure adequate lighting is installed;
 - Install and maintain deterrence measures to reduce parking misuse on site.
- 7.25 With these recommendations carried out, the CIS is satisfied that the Proposed Development will contain the necessary measures to design out crime and ensure that the Site is safe and secure for its users. This aligns with Manchester Core Strategy Policy DM1: ‘Development Management’ which discusses community safety and crime prevention. Additionally, PFE Policy JP-P1 ‘Sustainable Places’ promotes the ‘designing out crime’ approach pursued by the Proposed Development. It is anticipated that compliance with the recommendations within the CIS will be controlled via a planning condition.

Daylight, Sunlight and Overshadowing

- 7.26 A Daylight, Sunlight and Overshadowing Study has been produced by Pager Power to support the application. The document assesses the potential impacts of overshadowing associated with the proposals and parameters set. The study determines the predicted skylight and sunlight within the Proposed Development and neighbouring buildings. With regards to neighbouring buildings such as the Tribe Hotel and proposed Dakota Hotel, the proposals are not expected to significantly decrease skylight

and sunlight received. All windows will retain at least 80% of their annual baseline sunlight and skylight, in line with BRE recommendations.

- 7.27 With regards to the internal assessment of the development, most windows are predicted to meet the recommended threshold of 27% vertical sky component and 25% annual probable sunlight hours and 5% winter sunlight hours. Remaining windows which do not meet this threshold are either north facing (which is acknowledged within guidance) or can be accommodated in terms of skylight by internal design or other nearby windows. At worst, a low overall daylight, sunlight and overshadowing impact is predicted. Mitigation has been explored but is ultimately not required or recommended.
- 7.28 In summary, the Daylight Sunlight and Overshadowing impacts are not predicted for neighbouring properties. Internally, daylight, sunlight and overshadowing impacts are expected to be low at worst, and in both scenarios, mitigation is not required or recommended. The Proposed Development therefore preserves the amenity of neighbouring properties and provides an adequate standard of on-site amenity in terms of daylight, sunlight and overshadowing. This aligns with the development principles of Manchester Core Strategy Policy DM1 'Development Management' and PfE policy JP-S1 'Sustainable Development'.

Ecology and BNG

- 7.29 A suite of ecological reports has been prepared in support of this application. A preliminary ecological appraisal (PEA) and a BNG Report and BNG Metric have been prepared by Buro Happold. A bat survey and a botanical survey have also been prepared by Dunham Ecology. Findings of these reports are outlined below.

Designated Sites

- 7.30 The PEA identifies one statutory designated site within 2km of the Site (Cotterill Clough SSSI) and one non-statutory site of biological importance (SBI) within 1km of the Site, Painswick Park Meadows, located 185m from the Site.
- 7.31 There are two internationally designated sites within a 10km radius of the site. Rostherne Mere RAMSAR site lies approximately 6.8km away and Midland Meres and Mosses RAMSAR site is located 7.9km from the Site.

Habitats

- 7.32 The Proposed Development will impact open mosaic habitat on previously developed land (OMHPDL). Woodland, mixed scrubland ditches are also significant, and their retention is recommended. Neutral grassland of medium distinctiveness is also present. Habitats within the site area are primarily in poor/moderate condition. The PEA recommends that impacted habitats are replaced on a 'like for like basis', where possible.
- 7.33 OMHPDL is difficult to replicate, so this habitat will be compensated off-site. The on-site landscaping strategy aims to create green corridors wrapping around the western and northern site boundaries, enhancing connectivity. A range of vegetation will be planted, with grasses, shrubs, and trees. Where possible, woodland will be retained on site, and any tree loss will be mitigated by the planting of 146 trees in the full element (see tree section).
- 7.34 This aligns with PfE policies JP-G7 'Trees and Woodland, and JP G2 'Green Infrastructure Network' and Manchester Core Strategy policy EN9 'Green Infrastructure', which seek to enhance and maintain existing ecology.

Protected and Notable Species

Bats

- 7.35 The PEA identified that habitats on site may support foraging of commuting bats, therefore a Bat Survey was carried out by Dunham Ecology. Six trees were identified as having Preliminary Roost Features. These trees will be assessed further and impacts arising from the Proposed Development will be monitored. If the Proposed Development will impact the identified trees, further mitigating measures/compensation may be controlled via planning condition.

Other Species

- 7.36 No evidence of protected birds, reptiles, or hedgehogs were found on site.

Biodiversity Net Gain (BNG)

- 7.37 A BNG Report and Metric has been prepared by Buro Happold. The baseline habitat value of the Site is identified as 39.42 habitat units, 0 hedgerow units, and 0.14 watercourse units. Despite on-site retention and creation, both the Full and Outline elements result in net losses of medium and high-distinctiveness habitats, including OMHPDL, other neutral grassland and other woodland; broadleaved and mixed. The condition of the listed habitats is poor/medium.
- 7.38 The Proposed Development retains 0.63 units of mixed-scrub, 0.2 units of modified grassland, and 0.10 units of urban trees. Existing habitats will be enhanced via the proposed planting regime; however, the highest value existing habitats will be lost due to the scale of development.
- 7.39 Proposed habitats comprise native scrub, species-rich neutral grassland and wildflower meadow, scattered urban trees, ornamental planting, and rain gardens. Features target invertebrates and wider fauna to enhance ecological value. 5.57 total habitat units will be created on-site by the Proposed Development. This will be complemented by the creation of 1.49 native hedgerow units, planted at an appropriate density to enable a woody canopy to develop, limiting gaps. Hedgerow units do not comprise a percentage habitat change, as no hedgerows are included in the baseline. The total retained and proposed habitats results in 6.50 on-site units, or a -52.40% net habitat loss on-site and the full element would therefore require off-site provision.
- 7.40 The indicative biodiversity impact of the proposed outline element is -44.61% net change for habitats and 0% for watercourses. This largely arises from the loss of woodland, neutral grassland, and OMHPDL. Therefore, subject to reserved matters and detailed landscaping, this element would also require off-site provision.
- 7.41 For the full element, 5.76 neutral grassland units are expected to be secured from the Lostock Lagoons Habitat Bank, Cheshire West and Chester to supplement the 0.26 ha being created on-site. The entire OMHPDL will be compensated via off-site purchase (3.89 units) from Lostock Lagoons Habitat Bank, due to the technical difficulty of recreating this habitat.
- 7.42 For the outline element, indicative off-site unit purchases will be required to address the indicative shortfall of 4.19 OMHPDL units, 6.89 woodland units, 4.83 other neutral grassland units, and 0.01 watercourse units. Purchasing options will be explored and assessed at Reserved Matters stage.
- 7.43 Appropriate off-site compensation will be sought prior to commencement to ensure the statutory requirement of 10% BNG is met.
- 7.44 With the combination of on-site retention, enhancement and creation, supported by appropriate off-site compensation, the Proposed Development is capable of achieving the mandatory +10% Biodiversity Net Gain and fully accords with the Statutory Biodiversity Metric trading rules. This aligns with PfE policy JP-

G8- ‘A net enhancement of biodiversity and Geodiversity’ and Manchester Core Strategy policy EN15- ‘Biodiversity and Geological Conservation’. Accordingly, the proposals accord with the relevant adopted planning policies in relation to ecology and BNG.

Energy and Sustainability

7.45 A Sustainability Report and BREEAM Assessment has been produced by CPW to accompany this planning application. The report covers the full element of the planning application. Some key sustainability targets of the Proposed Development are:

- BREEAM Excellent;
- EPC A;
- Embodied Carbon Tracking;
- Circular Economy Principles;
- <15 kWh/m² GIA/yr space heating demand;
- Fossil Fuel Free; and
- 5% reduction in energy demand through passive design.

Embodied Carbon

7.46 Embodied carbon assessments have been carried out for units A1, A2, A5, A7, and the MSCP; an assessment has also been carried out on a fit out iteration of unit A5. The Proposed Development performs well against Council targets, with the A5 fit out adhering to 2026 and 2030 industry targets for embodied carbon. Further opportunities to reduce embodied carbon will be explored as the design advances and becomes more detailed. The Proposed Development’s approach to embodied carbon fully aligns with PfE Policy JP-S2: ‘Carbon and Energy’ and Core Strategy Policy EN4 ‘Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development’.

Energy

7.47 The MIX Manchester Development will be fully electrically driven, aligning with PfE Policy JP-S1: ‘Sustainable Development’ and JP-S2: ‘Carbon and Energy’ and EN: ‘Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development of the Core Strategy. Efficient heat generation solutions such as variable refrigerant flow heat pumps will enable the Proposed Development to meet PfE’s target of <15 kWh/m² GIA/yr space heating demand. The Proposed Development will achieve EPC A upon completion.

7.48 Energy efficiency and carbon reduction targets within BREEAM have also been targeted. 115m² roof mounted Solar Photovoltaic panels will be installed on the mid-tech units, and Air Source Heat Pumps will be explored. A fabric first approach and wider passive design principles aim to reduce building energy demand by 5%.

7.49 An Energy and Carbon proforma has been produced by CPW, which outlines the scheme’s compliance with the energy targets set out in PfE JP-S2: ‘Carbon and Energy’ and the partially superseded Core Strategy Policy EN4: ‘Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development’.

Materials and Waste

7.50 Sustainable material use will be pursued where possible, prioritising materials with low embodied carbon, high recycled content, and solar reflectivity. This aligns with the requirements of PfE Policy JP-P1

‘Sustainable Places’ and JP-S2 ‘Carbon and Energy’. Materials with high durability will be targeted, limiting the need for replacement or repair. Materials used in construction will be optimised, reducing the potential for waste generation. Construction and operational waste is assessed via a Site Waste Management Plan and Operational Waste Management Plan, both prepared by SLR and discussed in the ‘Waste’ section below.

BREEAM

- 7.51 A BREEAM Pre-Assessment has been carried out for buildings A1, A2, and A5. These buildings (shell and core) target a score of 70.9%, which falls into the ‘BREEAM Excellent’ category.
- 7.52 To summarise, the Sustainability Report and BREEAM Assessment prepared by CPW finds that the Proposed Development demonstrates a comprehensive approach to sustainability in its design phase. Buildings are in line with industry standards, and specifications align with PfE policies JP-S1 ‘Sustainable Development’ and JP-S2 ‘Carbon and Energy’.

Flood Risk & Drainage

- 7.53 A flood risk and drainage strategy has been prepared by RoC in support of this planning application.

Flood Risk

- 7.54 The Site is identified as having low risk of fluvial, pluvial and groundwater flooding. The open watercourse on the site of parcel A (a tributary of Baguley Brook) will be culverted subject to drainage consent from the LLFA, reducing fluvial flood risk. Proposed surface water attenuation basins will reduce the pluvial flood risk on site. An intrusive ground investigation will assess groundwater levels and their fluctuation, and necessary mitigation measures will be introduced to the drainage plan. No property on site will be below ground or have below ground elements. There are no groundwater source protection zones within 250m of the Site.
- 7.55 The Proposed Development therefore adheres to the relevant planning policies including Manchester Core Strategy Policy EN14: ‘Flood Risk’, which aims to direct development away from areas prone to all types of flooding. Additionally, mitigating measures such as attenuation basins align with PfE Policy JP-S4 ‘Flood Risk and the Water Environment.’

Drainage Strategy

- 7.56 The Drainage Strategy has been designed in accordance with the NPPF, which requires new development to avoid increasing flood risk elsewhere, apply the drainage hierarchy, and incorporate sustainable SuDS, wherever practicable. It also reflects the Planning Practice Guidance (PPG) for Flood Risk and Coastal Change, which sets out how flood risk should be assessed and managed through site-specific Flood Risk Assessments and appropriate mitigation.
- 7.57 At a regional level, the proposals comply with the Greater Manchester Strategic Flood Risk Assessment (SFRA), which requires brownfield sites in Critical Drainage Areas to achieve a minimum 50% reduction in surface water runoff, with an aspiration to reach greenfield runoff rates. The strategy meets this by restricting discharge to 5.0 l/s/ha, a rate lower than the calculated greenfield rates, and by providing attenuation for the 1 in 100 year storm including climate change allowances.
- 7.58 The scheme also aligns with the MCC Local Flood Risk Management Strategy (2014), which emphasises reducing surface water flood risk, improving drainage networks, and integrating SuDS. In addition, the proposals meet the MCC SuDS Requirements, which require evidence of the drainage hierarchy,

demonstration of at least one viable drainage solution, and hydraulic design that prevents flooding during 1 in 30 year events and avoids property flooding during 1 in 100 year plus climate change events.

- 7.59 All these requirements are satisfied through the use of attenuation storage, permeable paving, bio-retention areas and controlled discharge to local watercourses or existing surface water sewers.
- 7.60 On this basis, the Proposed Development complies with Core Strategy Policy EN17 and PfE Policy JP-S4 and JP-S6 with regards to flood risk and drainage.

Green & Blue Infrastructure

- 7.61 A Green and Blue Infrastructure Document has been prepared by Planit to support this planning application. The Proposed Development is green, active and connected, with green infrastructure lining the circulation routes and spill out spaces and greeting people at the arrival plaza.
- 7.62 A strong wildlife corridor wraps around the western, northern and southern boundaries, consisting of dense native trees, hedge and scrub planting. This will be complemented by green streets with naturalistic ornamental planting. Permeable surfaces will allow natural infiltration where possible. Shade will be provided by the scale of the units, and also by tree planting. Sunlight will be afforded in gaps between buildings.
- 7.63 The Proposed Development aligns with Manchester Core Strategy Policy EN9 'Green Infrastructure' and PfE policy JP-G2 'Green Infrastructure Network' and JP-G6 'Urban Green Space' by maintaining and enhancing the quality of Green Infrastructure on site. Existing green infrastructure is low on site, comprising of rough vegetated ground with a temporary tarmac path. In the north, an area has been developed for temporary parking. The proposals also align with policy EN10 'Safeguarding Open Space, Sport and Recreation Facilities', by improving open space, creating accessible green corridors and enhancing biodiversity.
- 7.64 Green and blue infrastructure has been balanced against Airport Safeguarding considerations. The green and blue infrastructure proposals have been developed to ensure that there is no increase in bird strike probability as a result of future landscaping. Manchester Airport Group Safeguarding was consulted, and proposals have been modified to ensure that large proportions of fruit-bearing species and large areas of open water are avoided. Accordingly, it is considered that the proposals accord with the relevant adopted Development Plan policies.

Ground Conditions

- 7.65 A Ground Contamination Desk Study has been prepared by RSK Geosciences. The aim was to identify contamination and/or geotechnical constraints of relevance to the Proposed Development, assess whether additional investigation or remediation is required, and evaluate potential environmental liabilities.
- 7.66 The Site lies in an area of medium risk for unexploded ordnance, and therefore an unexploded ordnance risk assessment is recommended prior to intrusive ground investigation (anticipated to be controlled via planning condition). The Site is mostly free of geotechnical risks, save for the identification of a retaining wall along the sides of Enterprise Way and a historic pond (likely infilled). These features must be considered by engineers on site.
- 7.67 The risk of contaminants and gas in the ground on site is moderate/low, with potential pathways deemed 'unlikely' and 'low likelihood'. Low risks are identified from the potential of 'made ground' on site.

- 7.68 The survey of ground conditions conducted on site aligns with the requirements of Manchester Core Strategy policy EN18 ‘Contaminated Land and Ground Stability’ by ensuring that the Site is appropriate for development. Policy JP-S1 ‘Sustainable Development’ also emphasises the need for brownfield land to be assessed, remediated and developed on.
- 7.69 A Phase II Ground Investigation is currently being undertaken and will be submitted to the LPA during determination of the planning application. Overall, it is considered that the development accords with the relevant Development Plan policies and national guidance.

Heritage

- 7.70 A Heritage Statement has been produced by Levrant in support of this Planning Application. The document assesses the Proposed Development in relation to its preservation of the significance and setting of nearby heritage assets.
- 7.71 The Site does not contain any statutory heritage assets and does not lie in a conservation area, however, it is in the vicinity of two listed buildings: Etrop Grange (Grade II) and Haletop Farm (Grade II).

Haletop Farm (Grade II)

- 7.72 Due to the separating distance, intervening tree cover, and absence of visibility between the Site and Haletop Farm, this asset has been scoped out of further assessment. The Proposed Development will have no impact on the asset’s significance or its setting.

Etrop Grange (Grade II)

- 7.73 The architectural, artistic interest, and historic interest of Etrop Grange is considered to be medium. The contribution of Etrop Grange’s setting to its significance is considered to be negligible adverse. The current site makes no contribution to Etrop Grange’s significance, however, the proximity of the Site to the building means there is potential for the Proposed Development to impact its setting. A Visual and Heritage Impact Assessment was therefore carried out in relation to the impact of the Proposed Development on Etrop Grange’s setting. The assessment concludes that the impact of the Proposed Development on Etrop Grange’s setting would be negligible.
- 7.74 To summarise, the impact of the Proposed Development on nearby heritage assets would be negligible in the case of Etrop Grange (Grade II) and no impact would be experienced in the case of Haletop Farm (Grade II). The Proposed Development therefore aligns with PfE policy JP-P2: ‘Heritage’ and the partially superseded Core Strategy Policy EN3 ‘Heritage’ by preserving the significance and setting of local heritage assets.

Human Health

- 7.75 In support of this planning statement, CBRE has prepared a Rapid Health Impact Assessment Report.
- 7.76 This assessment reviews the Proposed Development against a range of health criteria, including air quality, noise, and neighbourhood amenity, climate change, and access to healthy food.
- 7.77 Against all criteria, the Proposed Development has a positive or neutral impact. For criteria such as ‘minimising the use of resources’, the Proposed Development has a positive impact. On this basis, the Proposed Development has properly considered potential impacts on human health and aligns with PfE Policy JP-S6 ‘Health’.

Lighting

- 7.78 In support of the proposals, CPW has prepared an External Lighting Report relating to both the full and outline element. For the detailed element, lighting will be controlled via photocells and timeclocks, ensuring lighting is efficient and the Site remains illuminated at adequate levels throughout the night. Obtrusive light calculations have informed lighting design to ensure vertical lighting is kept to a minimum and the amenity of nearby residential areas and hotels is maintained. Illumination levels will continue to be monitored, and the relevant measures will be taken to ensure amenity and nuisance standards continue to be adhered to.
- 7.79 The lighting control strategy for the Outline element will be agreed at a later stage at the Reserved Matters stage; however, it is likely to be via similar photocell and time lock arrangements. The lighting strategy will follow principles of energy efficiency, good design, and a safeguarding of amenity. Both lighting strategies will adhere to amenity standards set out in Manchester Core Strategy Policy DM1 ‘Development Management’ and PfE Policy JP-S1 ‘Sustainable Development’.

Noise and Vibration

- 7.80 A Noise and Vibration Environmental Statement Chapter has been produced by Vanguardia in support of this planning application. A baseline noise survey discovered that the M56 motorway and aircraft were the main source of noise and disturbance on site.
- 7.81 Construction noise is not expected to generate significant adverse impacts to amenity. A minimal number of temporary adverse effects, isolated to a few locations on a few days, are predicted. These can be mitigated against via best practicable means such as locating plant sensitively and managing site hours to be appropriate. After consideration of these measures, no significant adverse impacts were observed.
- 7.82 No adverse impacts are expected to be generated by operational activities. HGV noises will depend on the final layout of the Proposed Development; however, effort has been made to screen the Site from the surrounding areas via a landscaping buffer to the west and north. Operational noise is unlikely to influence amenity due to the already high levels of background noise associated with the nearby motorway and airport.
- 7.83 Cumulative developments are likely to have negligible impact on noise and vibration, and the timelines of identified schemes are considered not to overlap.
- 7.84 In summary, the Proposed Development is projected to have an insignificant impact on noise and vibrations, preserving the area’s amenity under Manchester Core Strategy Policy DM1 ‘Development Management’.

Townscape and Visual Impact

- 7.85 A Townscape and Visual Impact Assessment (TVIA) has been carried out by Planit in support of the application and forms part of the Environmental Statement. The baseline assessment concludes that the surrounding area has low to medium susceptibility to change, owing to existing road, settlement and airport infrastructure.
- 7.86 During the construction stage, impacts on townscape and views are expected to be limited, with short to medium term change, and the only temporary adverse impacts occurring for receptors with a clear, elevated view of the Site, such as the footbridge.

- 7.87 During the operational stage, the extent of change will be limited, with the exception of short range views, which will experience significant change. The majority of views will experience beneficial change to their visual character, with the exception of the elevated footbridge viewpoint. The application Site itself will experience change from a brownfield site to a new development; the operational effects are expected to be neither significantly beneficial nor adverse.
- 7.88 The cumulative impacts of other emerging developments are not expected to give rise to significant effects for nearby townscape and visual receptors.
- 7.89 In summary, the TVIA impacts of the Proposed Development are expected to be negligible on the whole, preserving its current setting and safeguarding amenity and prominent views. Accordingly, the proposals align with relevant policies including MCC Core Strategy Policies DM1 ‘Development Management’, Policy EN3 ‘Heritage’, and policy EN1 ‘Design Principles and Strategic Character Areas’ and PFE policy JP-P1 ‘Sustainable Places’.

Traffic, Transport and Parking

- 7.90 A Transport Assessment and Framework Travel Plan has been prepared by Buro Happold. The findings of these reports are detailed below.

Connectivity

- 7.91 The TA finds that the Site displays a high level of public transport accessibility ranging from Greater Manchester Accessibility Level (GMAL) 6-7 and is accessible via walking and cycling. The local highways network does not display a significant collision record. Concerns with the current conditions for active travel were observed, such as high traffic levels, old infrastructure, and limited signage. However, most streets provide a shared use path or a quieter alternative route to avoid busy roads. The Proposed Development will provide pedestrian and cycling access in line with the principles of the SRF, enhancing connectivity and thereby opening the area up for the local community.

Parking

- 7.92 The proposed multistorey car park will provide 124 cycle spaces, aligning with MCC’s cycle infrastructure standards. Additional Sheffield stands are proposed throughout the masterplan, to supplement the secure provision in the MSCP and provide options for short-stay visitors.
- 7.93 A total of 1,493 car parking spaces will be provided as part of the detailed element within a MSCP, with 5% (75no. spaces) being delivered as accessible spaces, and 5% being delivered as EV charging spaces. Another 15% will be “EV-enabled” for future provision, if there is sufficient demand after opening.
- 7.94 The total number of spaces is lower than MCC’s maximum standards, owing to the Site’s connected location. It is intended that the Proposed Development will encourage the use of public transport and active travel infrastructure.
- 7.95 A ~ 520-space capacity MSCP is planned at Reserved Matter stage, with specific quantum, design and specification to be determined at a later stage (albeit in compliance with the Design Guide prepared).

Access

- 7.96 The Proposed Development utilises existing access arrangements: Enterprise Way Roundabout and JetPark Thorley Lane entrance. All junctions in the study area operate at below 85% capacity except for the A555’s junctions with Outwood Lane and Enterprise Way, which run at full capacity during rush hour.

- 7.97 Future modelling shows that all but one junction satisfactorily accommodates future traffic. The junction with Enterprise Way and Thorley Lane operates above capacity in 2025 AM rush hour. Mitigation measures will be explored to combat this and discussed further during the determination of the application.
- 7.98 A Framework Travel Plan has been submitted in support of this planning application to support a reduction in single occupancy car trips and promote a modal shift in transport habits, reducing the traffic impacts of the Proposed Development.

Construction

- 7.99 An Outline Construction Management Plan sets the standards and operating hours for construction traffic associated with the Proposed Development, ensuring HGV traffic is managed, and footways, cycleways, and roads remain open for regular use. Deliveries will be scheduled to avoid peak times to mitigate against potential conflict with pedestrians, cyclists and other road users.
- 7.100 Overall, the Transport Assessment notes that no adverse traffic impacts will arise from the Proposed Development subject to relevant mitigation, aligning with MCC Core Strategy policy DM1 ‘Development Management’. The Proposed Development also fully aligns with MCC and PfE transport and parking principles, prioritising sustainable means of transport and enhancing connectivity, safety and practicality as set out in Manchester Core Strategy policies T1 ‘Sustainable Transport’ and T2 ‘Accessible areas of opportunity and need’; and PfE policies JP-Strat14 ‘A Sustainable and Integrated Transport Network’, JP-P1 ‘Sustainable Places’, JP-C1 ‘An integrated network’, JP-C5 ‘Streets for all’, JP-C6 ‘Walking and cycling’ and JP-C8 ‘Transport Requirements of new development’.
- 7.101 Access for the Outline element is reserved and the detail of the access points and final parking provision for the parcels will be subject to future Reserved Matters.

Trees

- 7.102 An Arboricultural Impact Assessment was produced by Tyler Grange in support of the proposals. The report identified 21 no. individual trees, woodland groups containing multiple trees (such as the shelterbelt and roadside groups in the outline element), and shrubs on site, 12 no. of which were listed as either moderate or high quality.
- 7.103 The report identifies a worst-case scenario for tree loss associated with the Proposed Development. Up to 27 no. low value category C trees will be lost in the delivery of the full element. This is not expected to cause significant canopy loss, as these trees are small and provide limited arboricultural amenity. Based on the indicative masterplan, the Outline element is expected to result in the loss of 42% of the canopy area of the boundary shelterbelt woodland and 28% of the roadside boundary group. Additionally, 6 no. further trees are expected to be lost across the site area.
- 7.104 The detailed element plant 146 trees planted to mitigate against the loss of 27 trees across this portion of the site. This complies with Places for Everyone Policy JP-G7: ‘Trees and Woodland’ by significantly increasing tree cover on site. Increased tree cover also aligns with Manchester Core Strategy policy EN8 ‘Adaptation to Climate Change’ by contributing to carbon capture and storage.
- 7.105 The woodland loss from the Outline Element’s shelterbelt and roadside woodland groups represents a worst-case scenario which will be clarified at Reserved Matters stage. Subject to a detailed planting regime, these areas should incorporate diverse species to enable woodland areas to be restored, and connectivity enhanced. Planting should aim to replenish tree loss similarly to the full element’s approach. The proposals and approach were discussed with the Tree Officer as part of the pre-application process.

- 7.106 Trees to be retained will remain unaffected by the Proposed Development subject to the adoption of tree protection and mitigation measures during construction. No works will be required within Root Protection Areas for the full component of the Site. Therefore, the Proposed Development will have a minor impact on trees on site, which will be fully mitigated by re-planting and good practice during the construction phase.

TV Reception

- 7.107 A Television and Radio Reception Impact Assessment was conducted by GTech Surveys Ltd in support of the application. The assessment considers the impact of the Proposed Development on freeview television, radio broadcast and satellite television.
- 7.108 The assessment concluded that freeview (Digital Terrestrial Television) and radio (VHF (FM)) coverage would not be impacted by the Proposed Development. The assessment identified a potential zone of interference for satellite television, up to 71m from the base of the tallest proposed building. However, no satellite dishes are located in this area, and therefore no interference effects will occur, and no mitigation measures are required. The Proposed Development therefore contributes to maintaining local digital connectivity under PfE policy JP-C2 'Digital Connectivity'. Current amenity standards enjoyed by local residents will thus be preserved in line with Manchester Core Strategy policy DM1 'Development Management'.

Waste

Demolition & Construction Waste Management

- 7.109 In order to assess the production of demolition and construction waste, a Site Waste Management Plan (SWMP) has been prepared by SLR in support of this application. The SWMP assesses the likely arisings of waste due to the construction of the Proposed Development and displays how waste production will be minimised.
- 7.110 It is estimated that 2,305 tonnes (116 skips) of waste will be produced for the demolition of existing hardstanding for the full element. For the outline element, it is estimated that the demolition of the existing hardstanding will result in the generation of circa 15,843 tonnes waste (793 skips) although this will be confirmed at the subsequent Reserved Matters stage. Materials derived from demolition of the existing hardstanding will be processed and reused on site within the Proposed Development here it is practical to do so. Where waste requires off-site management, they will be segregated on site by material type to prevent contamination, promote recycling and prevent disposal of recyclable material. This aligns with the UK target to recover >70% of non-hazardous construction and demolition waste.
- 7.111 For the detailed element of the Proposed Development, the predicted waste volume for the construction of the buildings is estimated to be 13,036m³ and the predicted waste volume for the construction of the hardstanding is estimated to be approximately 4,209m³. If full mezzanines were installed, the predicted waste volume for the construction of the buildings is forecasted to rise to 13,207m³. For the Outline element, the predicted waste volume for the construction of the buildings is estimated to be approximately 17,719m³ and the predicted waste volume for the construction of the hardstanding is estimated to be approximately 4,358m³. The intention is to reuse and recycle materials wherever possible.
- 7.112 Waste management will follow the waste hierarchy and will practice waste minimisation, reuse, recycling and disposal in line with Manchester Core Strategy policy EN19 'Waste' and PfE policy JP-S6 'Resource Efficiency'. The Applicant will implement circular economy principles wherever possible and will continue to monitor waste production, storage, and mitigation practices. The principles of the SWMP will ensure

that the environmental impacts associated with waste production during demolition and construction are minimised, and the economic, social and environmental impacts of good waste management practice are realised.

Operational Waste Management

- 7.113 An Operational Waste Management Strategy (OWMS) has also been prepared by SLR in support of this application. The OWMS concerns all waste anticipated to be generated by the Proposed Development once constructed and occupied. Commercial waste arisings from the Proposed Development are predicted to be circa 4,948 tonnes per annum. The materials from each of the buildings should be separated into dry recyclables, food waste, residual waste and other waste streams (arising from anticipated laboratory activities). All wastes arising from the Proposed Development will require collection from a private sector waste management company. This collection can be tailored to the tenants' needs. Waste minimisation and reduction practices will be encouraged for all tenants to carry out.
- 7.114 Each unit of the detailed element of the Proposed Development will be equipped with a separate internal refuse storage area. The specifications of these storage areas have been determined by applying waste generation metrics to the gross internal area of each unit. Refuse units will be divided into the respective waste streams with volume calculated by indicative waste production. Each waste stream will be collected twice per week. Mid-tech unit refuse areas will be co-located with the plant rooms. Capacity considers the extra potential for waste generation brought by the optional mezzanine area (25% additional area). The shared amenity unit could host a combined back of house refuse unit, the exact specifications of which will be agreed prior to occupation. The MSCP commercial unit has been modelled as a food and beverage unit as to account for the highest possible waste production. A ~36m² bin store is proposed, accessed through the parcel room via double doors. The rest of the MSCP unit is not expected to generate significant waste and will be serviced via individual waste receptacles.
- 7.115 Adequate provision for refuse storage relating to the outline element of the Proposed Development will be proposed at reserved matters stage.
- 7.116 Servicing bays are proximally located to refuse storage to enable waste collection to be carried out twice per week. The internal circulation provides sufficient room for manoeuvre to ensure that refuse collection does not become a source of inconvenience or disruption.
- 7.117 The OMWS also considers other waste produced by the Proposed Development. Litter generation will be addressed via the provision of 5no. Litter Bins within the detailed element. Hygiene wastes will be stored within toilet cubicles and removed by a separate contractor. Confidential paper waste will be stored securely and removed by a separate contractor. The removal of bulky wastes will be arranged as and when required by the tenants of the Proposed Development.
- 7.118 The proposed OWMS complies with guidance from MCC and GMCA such as the Greater Manchester Joint Waste Development Plan Document and the Greater Manchester Combined Authority Interim Recycling and Waste Plan.
- 7.119 The SWMP and OMWS demonstrate alignment with relevant Development Plan policies including Core Strategy Policy EN19 'Waste' which states that developments should follow the waste hierarchy and implement a waste management plan. PfE policy JP-S6 'Resource Efficiency' highlights the importance of the circular economy and demands that developments practice sustainable waste management.

Planning Obligations Heads of Terms

- 7.120 The Applicant has undertaken some initial discussions with the Council regarding the Heads of Terms which may form a S106 to the Proposed Development. These discussions will continue through the determination of the application and will be informed by the formal consultation responses that will be received.
- 7.121 Any planning obligations will need to satisfy the requirements of Regulation 122 of the Community Infrastructure Levy Regulations 2010. This requires that, in order to be taken into account, obligations set must be:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 7.122 In line with Policy PA1, the Applicant will continue discussions with the relevant parties to clarify the final scope and quantum of obligations to be secured. These are likely to include the following headings subject to negotiations and viability considerations:
- Local Labour Agreement (Construction Phase);
 - Education and Skills;
 - Highways matters; and,
 - Public realm.

8 Planning Balance / Conclusions

- 8.1 This Planning Statement has been prepared by CBRE Limited on behalf of Airport City Limited Partnership ('the Applicant') in support of a 'Hybrid' Planning Application which has been submitted to Manchester City Council ('MCC' or 'the Council'), for the redevelopment of land to the north of the A56 spur, immediately south of Wythenshawe and to the north of Manchester Airport - formerly referred to as Airport City North ('the Site').
- 8.2 This planning application seeks part Full planning permission and part Outline planning permission for the redevelopment of two distinct areas of previously developed, brownfield land to the north of Manchester Airport T2 / M56, into a 'best-in-class' and sustainably located life sciences, innovation and manufacturing campus.
- 8.3 The scheme will comprise the erection of a series of mid-tech units, R&D facilities, offices, large scale advanced manufacturing, hotel and multi-storey car parks (MSCPs), alongside ancillary amenities which could include small scale convenience retailing and F&B provision.
- 8.4 The description of development is as follows:
- “Hybrid Planning Application seeking:
1. Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii) and multi-storey car park (Sui Generis), alongside ancillary commercial uses (Use Class E) with associated access, servicing, public realm and landscaping.
 2. Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Sui Generis) and ancillary commercial uses (Use Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.”
- 8.5 In accordance with Section 38(6) of the Planning and Compulsory Planning Act (2004) and Section 70(2) of the Town & Country Planning Act (1990), planning applications should be determined in accordance with the statutory Development Plan, unless material considerations indicate otherwise.
- 8.6 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (NPPF, para. 8):
- An economic objective – to help build a strong, responsive and competitive economy;
 - A social objective – to support strong, vibrant and healthy communities; and
 - An environmental objective – to protect and enhance our natural, built and historic environment.
- 8.7 The Site has long been recognised as a strategic employment site and is fully supported by the planning policy framework which seeks to maximise employment opportunities through a range of uses; offices, advanced manufacturing, R&D, hotels and ancillary infrastructure to provide for the needs of its occupiers.
- 8.8 The current policy framework consists of Places for Everyone (Adopted 2024) and the Core Strategy DPD (Adopted 2012). The Site is allocated in the Core Strategy under Policy EC11 (Airport City Strategic Employment Location). Places for Everyone refers to the Site under Policy JP-Strat 10 (Manchester Airport). This policy sets out how the airport, and its surrounding locality will make a major contribution

to the competitiveness of the North, Midlands and Wales by supporting inward investment, international trade and tourism. The emerging Local Plan includes a draft allocation for the Site which supports the above aspirations. Draft Policy SGL 12 (MIX – Manchester Airport) sets out how the area to the north of Manchester Airport is a significant opportunity for high density employment development, with any proposals to be set within the context of a comprehensive masterplan.

Economic Benefits

- 8.9 The Proposed Development is anticipated to deliver a range of economic benefits for Manchester and the wider North West. Benefits can be divided into temporary economic impacts projected during the anticipated 9-year construction period (Q4 2026 - Q4 2035) and the long-term economic impacts generated over the development's operational lifespan.

Construction Phase

- 8.10 In Manchester:

- 215 construction jobs per annum generated;
- £257 million net additional productivity (GVA) generated by construction; and
- £239.5 million direct spending in the construction industry.

- 8.11 Across the North West

- 493 construction jobs per annum generated;
- £330. million net additional productivity (GVA) generated by construction; and
- £239.5 million direct spending in the construction industry.

Operational Phase

- 8.12 In Manchester:

- 945 net additional jobs created;
- £125 million net additional GVA generated; and
- £7.6 million business rates generated per annum.

- 8.13 Across the North West:

- 2,163 net additional jobs created; and
- £161 million net additional GVA generated

Social Benefits

- 8.14 In addition to the economic benefits outlined above, the Proposed Development will deliver wider social benefits over the long-term in Manchester. These benefits are often qualitative, however a summary of the key areas of societal contribution is outlined below.

- 8.15 The Proposed Development will:

- Support the sustainable growth of MIX and the wider locality of Manchester Airport, contributing to the delivery of a high-quality mix of employment uses capable of attracting a diverse range of businesses, particularly those operating in higher-value sectors such as advanced manufacturing.

- Provide high-value employment and skills opportunities in a highly connected location, reducing car dependency and encouraging travel by tram, bus, and train.
- Enhance training, skills and employability amongst the local workforce, particularly through construction, apprenticeships and supply chain participation.
- Transform an underutilised brownfield/car park site, opening it up to a long term viable use. This aligns with national and local commitments to sustainable development, and appropriate densities for brownfield development in a connected location.
- Deliver public realm enhancements to create a better sense of place.
- Increase the Site's permeability via active transport, encouraging sustainable modes of transport and increasing connectivity between Manchester Airport and its surrounding urban areas.
- Generate significant employment opportunities during construction and operational phase, including opportunities for the locally unemployed to re-enter employment, bringing economic and wellbeing impacts.

Environmental Benefits

- 8.16 The Proposed Development aligns with PfE and Manchester Core Strategy sustainable development objectives, ensuring a net environmental benefit is realised, whilst also balancing the requirements of Manchester Airport Safeguarding.
- 8.17 The Proposed Development will:
- Result in a BNG uplift of 10%. This will be provided via on-site habitat creation and retention and off-site habitat banks. On-site habitat proposals have been tailored to provide the greatest connectivity and ecological benefits whilst also balancing the requirements of Manchester Airport safeguarding.
 - Plant 146 trees in the detailed element, with more to be provided in the Outline Element. This will create a valuable habitat, enhance biodiversity, act as a carbon store, and create shade, regulating the local microclimate.
 - Incorporate solar photovoltaic (PV) panels on the roofs of the mid-tech units, contributing to clean energy generation.
 - Achieve low embodied carbon and high energy efficiency, contributing to a BREEAM Excellent rating.
 - Practice good waste management principles, reusing and recycling where possible and contributing to circular economy principles.
- 8.18 The Proposed Development has been assessed against the policies of the Manchester Core Strategy (2012), saved policies of the Unitary Development Plan (1995), the Greater Manchester Places for Everyone (PfE) Joint Development Plan (2024) and relevant material considerations, including the NPPF and relevant local SPDs and SPGs. Overall, it is in accordance with the Development Plan when taken as a whole. Any conflict with the Development Plan is outweighed by other material considerations when assessed in the planning balance demonstrating significant economic, social and environmental benefits. This is a high quality and sustainable development and it is respectfully requested that approval be granted.

Appendices

Appendix A - Document and Drawing Schedule

The following information has been submitted via Planning Portal in support of the application:

DOCUMENT TITLE	PREPARED BY
Planning Application Form, Landowner Certificates and Notices	CBRE UK
Planning Statement (incl. Draft Head of Terms)	CBRE UK
Arboricultural Impact Assessment	Tyler Grange
Design and Access Statement	Sheppard Robson
Design Guide	Sheppard Robson
Statement of Community Involvement	Inform
Crime Impact Statement	Greater Manchester Police
Glint and Glare Assessment	Pager Power
Preliminary Ecological Appraisal and Biodiversity Net Gain Report (and Metric)	Buro Happold
Wildlife Hazard Management Plan	RSK Biocensus
Sustainability Report, BREEAM Pre-Assessment, and Energy and Carbon Proforma	CPW
Phase I Ground Conditions Assessment	ROC Consulting
Flood Risk Assessment and Drainage Strategy	ROC Consulting
Heritage Statement	Levrant
Archaeological Desk-Based Assessment	Abrams Achaeology
Green and Blue Infrastructure Response	Planit
Lighting Report (and Outline Lighting Report)	CPW
Socioeconomics Assessment	CBRE UK

TV and Radio Impact Assessment	GTech
Waste Management Plan (Operational and Construction)	SLR
Rapid Health Impact Assessment Report	CBRE UK
Outline Construction Management Plan	BCEGI
Environmental Statement, comprising the following chapters and key appendices:	SLR
▪ Air Quality; ▪ Construction Dust Methodology Assessment; ▪ Operational Phase Road Vehicle Exhaust Emissions Assessment.	Redmore Environmental
▪ Daylight, Sunlight & Overshadowing	Pager Power
▪ Ecology and Biodiversity; ▪ Preliminary Ecological Appraisal; ▪ Detailed Botanical Survey Report; ▪ Ground-Level Tree Assessment.	Buro Happold
▪ Noise and Vibration; ▪ Noise Receptor Locations; ▪ Noise Monitoring Locations; ▪ Summary of Noise Survey Monitoring Equipment; ▪ Noise Survey Summary Results; ▪ Operational Noise Assumptions; ▪ Construction Noise Predictions.	Vanguardia (Buro Happold)
▪ Townscape and Visual Impact Assessment: ▪ Townscape and Visual Impact Assessment Figures ▪ Townscape and Visual Impact Assessment Views	Planit
▪ Transport and Movement ▪ Transport Assessment; ▪ Travel Plan.	Buro Happold

The following drawings and plans are submitted:

DRAWING TITLE	PREPARED BY
Site Location Plan (7092-SRA-ZZ-ZZ-DR-A-02010 P04)	Sheppard Robson
Existing Site Plan (7092-SRA-ZZ-ZZ-DR-A-02020 P04)	Sheppard Robson
Proposed Site Plan (7092-SRA-ZZ-ZZ-DR-A-02030 P04)	Sheppard Robson
Development Plot Parameter Plan (7092-SRA-ZZ-ZZ-DR-A-02040 P04)	Sheppard Robson
Development Plot Height Parameter Plan (7092-SRA-ZZ-ZZ-DR-A-02045 P01)	Sheppard Robson
Illustrative Masterplan (7092-SRA-ZZ-ZZ-DR-A-02050 P04)	Sheppard Robson
Block A1 General Arrangement Ground Floor Plan (7092-SRA-A1-00-DR-A-02100 P03)	Sheppard Robson
Block A1 General Arrangement Roof Plan (7092-SRA-A1-RF-DR-A-02102 P03)	Sheppard Robson
Elevations Block A1 (7092-SRA-A1-ZZ-DR-A-02200 P03)	Sheppard Robson
Block A2 General Arrangement Ground Floor Plan (7092-SRA-A2-00-DR-A-02100 P03)	Sheppard Robson
Block A2 General Arrangement Roof Plan (7092-SRA-A2-RF-DR-A-02102 P03)	Sheppard Robson
Elevations Block A2 (7092-SRA-A2-ZZ-DR-A-02200 P03)	Sheppard Robson
Block A5 General Arrangement Ground Floor Plan (7092-SRA-A5-00-DR-A-02100 P03)	Sheppard Robson
Block A5 General Arrangement Mezzanine Floor Plan (7092-SRA-A5-01-DR-A-02101 P03)	Sheppard Robson
Block A5 General Arrangement Roof Plan (7092-SRA-A5-RF-DR-A-02102 P03)	Sheppard Robson
Elevations Block A5 (7092-SRA-A5-ZZ-DR-A-02200 P03)	Sheppard Robson
Block A7 General Arrangement Ground Floor Plan (7092-SRA-A7-00-DR-A-02100 P03)	Sheppard Robson
Block A7 General Arrangement Roof Plan (7092-SRA-A7-RF-DR-A-02101 P03)	Sheppard Robson
Elevations Block A7 (7092-SRA-A7-ZZ-DR-A-02200 P03)	Sheppard Robson
Block A7 Typical Strip Section Solid Panels (7092-SRA-A7-ZZ-DR-A-02401 P02)	Sheppard Robson
Typical Strip Sections – Gable End (7092-SRA-ZZ-ZZ-DR-A-02401 P02)	Sheppard Robson
Typical Strip Section – Through Window and Curtain Walling (7092-SRA-ZZ-ZZ-DR-A-02402 P02)	Sheppard Robson
Typical Strip Section – Through Roller Shutter (7092-SRA-ZZ-ZZ-DR-A-02403 P02)	Sheppard Robson
E1 MSCP Levels 00 and 01 (06125-5PA-02-B1x00-D-A-2200 P02)	5plus
E1 MSCP Levels 02 and 03 (06125-5PA-02-B1x02-D-A-2200 P02)	5plus
E1 MSCP Typical Level (06125-5PA-02-B1x04-D-A-2200 P02)	5plus

E1 MSCP Levels 16 and 17 (06125-5PA-02-B1x16-D-A-2200 P02)	5plus
E1 MSCP Level 18 (06125-5PA-02-B1x18-D-A-2200 P02)	5plus
E1 MSCP Planning Elevations A & C (06125-5PA-04-B1xZZ-D-A-2202 P01)	5plus
E1 MSCP Planning Elevations B & D (06125-5PA-04-B1xZZ-D-A-2203 P01)	5plus
E1 MSCP - Proposed Gross Internal Area (GIA) (06125-5PA-24-B1x00-D-A-2230)	5plus
E1 MSCP Roof Plan (06125-5PA-02-B1xRF-D-A-2200 P01)	5plus
Typical Bay Study - Typical Facade & Corner (06125-5PA-04-B1xZZ-D-A-3200 P01)	5plus
Typical Bay Study - Typical Façade (06125-5PA-04-B1xZZ-D-A-3201 P01)	5plus
Eastern Core Design Intent - General Arrangement (06125-5PA-04-B1xZZ-D-A-3202 P01)	5plus
E1 MSCP Sections AA and BB (06125-5PA-05-B1xZZ-D-A-2200 P02)	5plus
General Arrangement Plan (3223-PLA-XX-XX-DR-L-0001 P08)	Planit
General Arrangement Outline Masterplan (3223-PLA-XX-XX-DR-L-0002 P07)	Planit
Interim Landscaping Plan (3223-PLA-XX-XX-DR-L-0003 P01)	Planit
Phasing Strategy (2332-PLA-XX-XX-DR-L-0005 P02)	Planit
General Arrangement Hardworks Plan (3223-PLA-XX-XX-DR-L-1000 P05)	Planit
General Arrangement Edging Plan (3223-PLA-XX-XX-DR-L-1001 P05)	Planit
General Arrangement Trees Plan (3223-PLA-XX-XX-DR-L-2000 P07)	Planit
General Arrangement Planting Plan (3223-PLA-XX-XX-DR-L-2001 P06)	Planit
General Arrangement Furniture & Lighting Plan (3223-PLA-XX-XX-DR-L-4000 P06)	Planit
General Arrangement Boundaries Plan (3223-PLA-XX-XX-DR-L-4001 P04)	Planit

Thank you

For more information

Hannah Blunstone

Senior Director

hannah.blunstone@cbre.com

Megan Bracha

Associate Director

Megan.bracha@cbre.com

CBRE Limited

10th Floor

St Peter's Square

Manchester