SHEPPARD ROBSON

PLANIT

5plus



March 2026

Design & Access Statement

MIX Manchester - Phase 1

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P01	26/03/26	S2	Planning	LJ	PC
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P03	20/04/26	S2	Planning	LJ	PC
P04	08/09/26	S2	Planning	LJ	PC



Volume 01 - Development Context


MIX MANCHESTER
SIGNAGE ZONE

1.0 INTRODUCTION

1.1 Document Purpose

This Design and Access Statement has been prepared by Sheppard Robson on behalf of Airport City Limited Partnership. It accompanies and supports a Hybrid Planning Application for the scheme (hereafter referred to as the 'Proposed Development') known as MIX Manchester (formerly Airport City North), situated on the Land to the North Of The A56 Spur, Immediately South of Wythenshawe and to the North Of Manchester Airport Manchester, M90 5AZ (hereafter referred to as the 'The Site').

The document explains how the proposed development is a suitable response to the site and its setting and demonstrates that it can be adequately accessed by prospective users. It is intended to supplement the information required by Manchester City Council to determine this planning application, by summarising the functional requirements of the development, together with the architect's interpretation of the site context and the response to it.

Additional input has been provided by:

- CBRE (Planning and Development Consultants)
- 5Plus Architects
- Planit (Landscape Architects)
- Buro Happold (Trandsport and Ecological Consultants)

Section 42 of 2004 Town and Country Planning Act substituted Section 62 of the 1990 Act so as to provide a statement covering design concepts, principle and access issues submitted with an application for planning permission. It states that one statement should cover both design and access, allowing applicants to demonstrate an integrated design approach that would deliver inclusive design and address a full range of access requirements throughout the design process.

A key purpose of the Design and Access Statement is to achieve good design, supporting the role in the delivery of sustainable development through the planning system. This is a fundamental objective of the Planning Policy and as such is reflected in the National Planning Policy Framework (December 2024).

This document should be read in conjunction with the supporting documents and drawings submitted as part of the application.

1.2 Executive Summary

Description of Proposals

The Hybrid Planning Application comprises the following:

1) Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (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 (Use Class 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

The scheme would bring forward development on land with the following existing uses:

- Parcel A: Long stay airport car park
- Detailed Element, Parcels B, C and D: Previously developed (brownfield) land

Site Address

MIX Manchester (formerly Airport City North), Land to the North of the A56 Spur, immediately South of Wythenshawe and to the North of Manchester Airport Manchester, M90 5AZ

Easting / Northing: 381880 , 385870

Site Area

- 12.016 ha (Entire Site)
- 4.566 ha (Detailed Element)
- 7.45 ha (Outline Element)

Design Team

The design team is comprised of the consultants listed below.

• Client	MIX Manchester / Airport City Limited Partnership
• Architect	Sheppard Robson (Masterplanning and Mid-tech)
• Architect	5Plus (MSCP)
• Planning Consultant	CBRE
• Structural and Civil Consultant	ROC
• MEP Consultant	CPW
• Landscape Architect	Planit
• Fire Consultant	DFC
• Sustainability Consultant	CPW
• Transport Consultant	Buro Happold
• Cost Consultant	Atkins Realis
• Arboriculture Consultant	Tyler Grange
• Ecology Consultant	Buro Happold

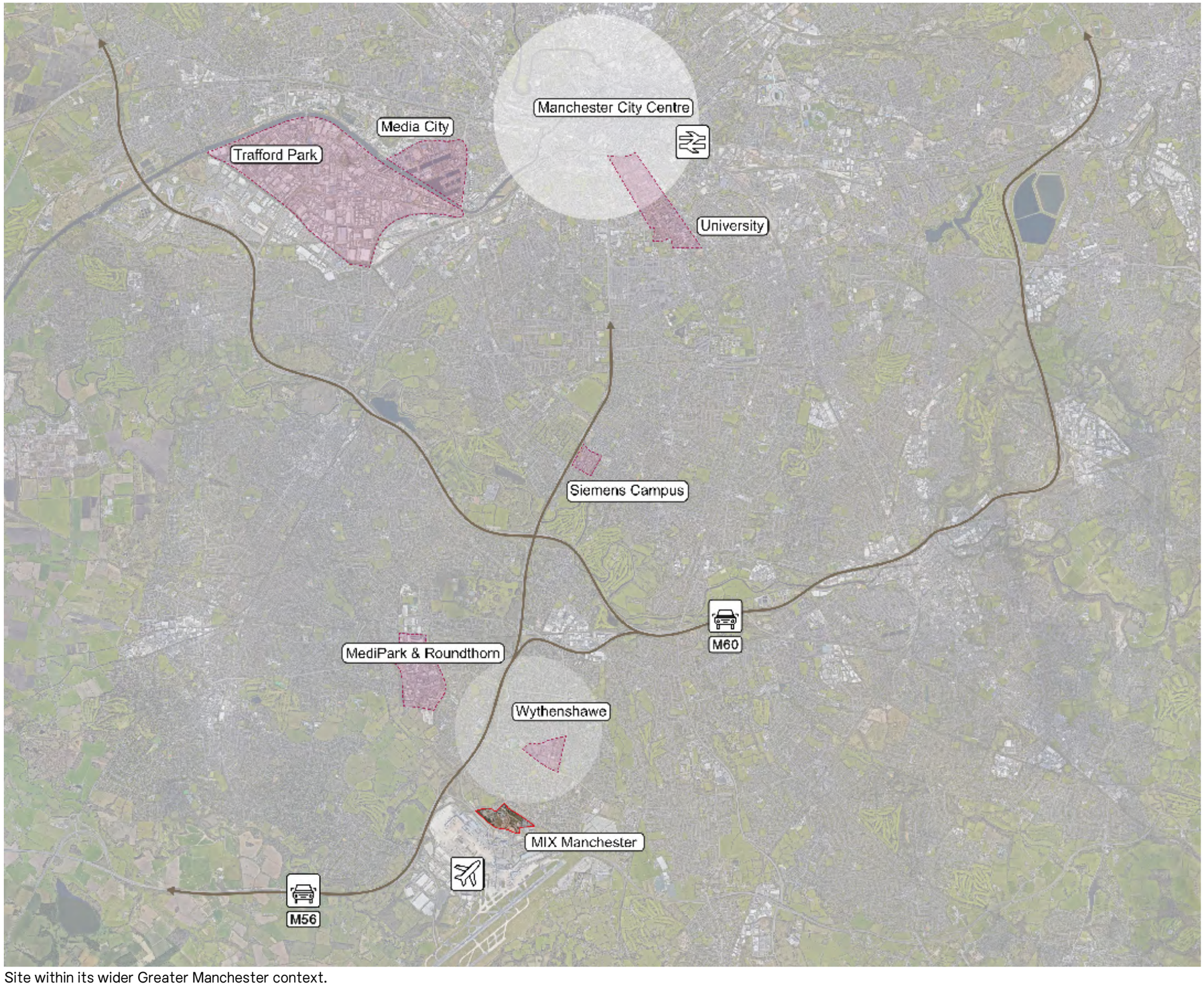
2.0 DEVELOPMENT CONTEXT

2.1 Proposed Site

The proposed site for the MIX Manchester Masterplan is highlighted on the adjacent image. The site is bounded by Wythenshawe to the north and Manchester Airport to the south, and is intersected by Enterprise Way which divides the site into three separate zones.

Wythenshawe, to the north of the site, is a predominantly post-War housing development Historically, it has been an area with high levels of deprivation and unemployment, so it is important that the proposed MIX Manchester Masterplan will deliver benefits in the Wythenshawe community in terms of access to employment and amenities. It is also important to ensure that any development at MIX Manchester does not adversely impact neighbouring residents in terms of noise, pollution (air and water), overshadowing, traffic and car parking.

Manchester Airport, to the south of the site, is the UK's third largest airport by passenger numbers and is currently undertaking a £1+ billion transformation project with an expectation to serve more than 40 million passengers a year by 2030. The airport provides a number of constraints to development which have been considered during the development of the Masterplan, including the restrictions on building heights and consideration of other airport safeguarding issues airport safeguarding issues such as glint glare, fume exhaust and bird hazard mitigation.



Site within its wider Greater Manchester context.

2.2 Site History

Airport City North

In 2012, a comprehensive Masterplan for the site was developed by 5Plus Architect for Airport City North. The proposed Masterplan was primarily office-led, but also incorporated a number of hotels, a small amount of a small amount of light industrial and associated amenities to support the Masterplan.

As part of the Masterplan, a number of enabling projects were undertaken including:

- Construction of Enterprise Way and associated service corridors.
- Construction of the pedestrian link bridge to the Hotel District & temporary lift
- Early works for Plots E1/E2/E3, including culvert diversion and site clearance and levelling.
- Early works for D Plots- extents unknown. Construction not to proceed further.
- Construction of surface car parking in the NE of the site off Enterprise Way (currently used by THG to support their facility on Airport City South)
- Construction of surface car parking to the south of Enterprise way at the Enterprise Way/Bailey Lane junction.

As part of the Airport City Masterplan, full planning permission was also granted for a multistorey car park (MSCP) and 2 office buildings to the south of the site. Neither of these developments were brought forward and the planning consents subsequently lapsed in 2015.

However, the multistorey car park which forms part of this current application is in the same location and of the same scale as the 2012 approval.



2012 Airport City North Masterplan aerian CGI (5Plus Arrchitects)

MIX Manchester

Sheppard Robson were appointed in March 2023 to help develop a vision and Masterplan for the update and re-imagining of the Manchester Airport City North site as a life sciences campus with a focus upon Pharmaceuticals and Biotechnology.

The revised Masterplan was signed-off in November 2023 and it was launched to the public as MIX Manchester in May 2024.

The proposals were subsequently submitted to Manchester City Council as part of a Strategic Regeneration Framework which was signed off by the council in November 2024. More detail on the SRF can be found in Section 3 of this document.



MIX Manchester Masterplan aerial CGI

3.0 PLANNING

3.1 Planning Policy Context

This chapter itemises the key local and regional planning policies applicable to the determination of this planning applictaion. Full details of the policies and other material planning considerations applicable to the proposed development, and a detailed planning assessment against these, are provided within the Planning Statement which also accompanies this application, prepared by CBRE Limited.

Local Policy

Manchester Core Strategy (2012)

- Policy SP1: Key Spatial Principles
- Policy EC2: Existing Employment Space
- Policy EC3: The Regional Centre
- Policy EC10: Wythenshawe
- Policy EC11: Airport City Strategic Employment Location
- Policy C9: Out-of-centre development
- Policy T2: Accessible areas of opportunity and need
- Policy EN1: Design Principles in Strategic Character Areas
- Policy EN3: Heritage
- Policy EN5: Strategic Areas for low and zero carbon decentralised energy infrastructure
- Policy EN9: Green Infrastructure
- Policy EN15: Biodiversity and Geological Conservation
- Policy EN16: Air Quality
- Policy EN17: Water Quality
- Policy EN18: Contaminated Land and Ground Stability
- Policy EN19: Waste
- Policy PA1: Developer Contributions
- Policy DM1: Development Management
- Policy DM2: Aerodrome Safeguarding

Manchester Unitary Development Plan (Extant Policies) (1995)

- Policy 20: Archaeology
- Spatial Policy EW8
- DM2; Aerodrome Safeguarding

Regional Policy

Places for Everyone (2024)

- Policy JP-S1: Sustainable Development
- Policy JP-S2: Carbon and Energy
- Policy JP-S3: Heat and Energy Networks
- Policy JP-S4: Flood Risk and the Water Environment
- Policy JP-S5: Clean Air
- Policy JP-S6: Resource Efficiency
- Policy JP-Strat 9: Southern Areas
- Policy JP-Strat 10: Manchester Airport
- Policy JP-Strat 13: Strategic Green Infrastructure
- Policy JP-G2: Green Infrastructure Network
- Policy JP-G6: Urban Green Space
- Policy JP-G7: Trees and Woodlands
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-J1: Supporting Long-Term Economic Growth
- Policy JP-J2: Employment Sites and Premises
- Policy JP-J3: Office Development
- Policy JP-J4: Industry and Warehousing Development
- Policy JP-G1: Landscape Character
- Policy JP-P1 Sustainable Places
- Policy JP-P2 Heritage
- Policy JP-P6 Health
- Policy JP-C1: An Integrated Network
- Policy JP-C2: Digital Connectivity
- Policy JP-C5: Streets for All
- Policy JP-C6: Walking and Cycling
- Policy JP-C8: Transport Requirements of New Development
- Policy JP-D2: Developer Contributions

Other Material Considerations

- NPPF (2024)
- NPPF (2026 consultation draft)
- Holcroft Moss Planning Obligations Joint Supplementary Planning Document (Adopted May 2025)
- Draft Manchester Local Plan (Regulation 18 Consultation)
- MCC Design for Access (2003)
- MCC Electric Vehicle Charging Strategy (2024)

3.2 Planning History

Previous Consents

The following planning applications are of relevance to the proposed development site:

- **Ref: 078993/OO/2006/S2 (Approved 11/01/2007):** 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. Lapsed.
- **Ref: 100831/OO/2012/S2 (Approved 08/12/2013):** 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. Lapsed.
- **Ref: 115826/FO/2017 (Approved 25/05/2017):** Installation of a pedestrian and cyclist bridge across the M56 motorway spur, passenger lift, and associated works. Implemented and completed.
- **Ref: 121323/FO/2018 (Approved 20/12/2018):** 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. Subsequently amended by application ref: 132132/NMC/2021 (Non Material Amendment to Planning Conditions 5 (glint and glare) and 12 (fume extraction). Implemented in part.
- **Ref: 121270/OO/2018 (Approved 20/12/2018):** 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). Lapsed.
- **Ref: 124745/FO/2019 (Approved 05/12/2019):** 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. Implemented.

3.3 Strategic Regeneration Framework

Background

MIX Manchester, rebranded from Airport City North (ACN) is being brought forwards by a joint venture partnership comprising Manchester City Council (MCC), Greater Manchester Pension Fund (GMPF), Manchester Airports Group (MAG) and Beijing Construction Engineering Group (BCEG).

The site has long been recognised as a strategic employment site and is fully supported by the local planning policy framework, which comprises Places for Everyone (Adopted 2024) and the Core Strategy DPD (Adopted 2012), which seek to maximise employment opportunities on site through a range of uses; offices, advanced manufacturing, R&D, hotels and ancillary infrastructure to provide for the needs of its occupiers.

Since the adoption of the Airport City Enterprise Zone Framework Plan in 2012, major economic and societal changes have had a significant impact on the office and wider property market, both in Manchester and across the country. These trends were accelerated by the Covid-19 pandemic, leading to a greater focus on research and innovation uses and a shift towards hybrid working. The Manchester ACN proposition therefore needed to be refreshed in line with these trends.

Strategic Regeneration Framework

In 2023, MAG commenced work on a Strategic Regeneration Framework (SRF), to build on the sites strategic importance as a major employment opportunity and rebrand ACN as MIX Manchester – a new science, innovation and manufacturing campus in an unrivalled strategic location which promotes the city's strengths on the world stage. MIX is intended to be the UK's best-connected science and innovation destination, which has the potential to provide up to 2m sq ft of advanced manufacturing, research and development, laboratory, and office space, alongside ancillary uses. This hybrid planning application seeks planning approval for the first phase of development at MIX Manchester.

The SRF has been prepared to reflect the change in vision and proposition to ensure that the proposals remain viable and attractive and to maximise the employment opportunities and benefits that can be delivered for the city and its residents. It is based on up-to-date market evidence, reflects best practice design principles and ensures that sustainability is the 'golden thread' maintained throughout.

Approved at Manchester City Councils Executive on 13th November 2024, following extensive public consultation in July 2024, the SRF is to be a material consideration for the Local Planning Authority (MCC) when determining this and any other future planning applications within the SRF area.

3.4 Pre-Application Process

A comprehensive programme of pre-application engagement with the Local Planning Authority, and other key stakeholders, has been carried out as part of the planning and design process. This has included engaging with: Manchester City Council (Local Planning and Highways Authority), Transport for Greater Manchester (TfGM), National Highways, Manchester Airport Group (MAG) Safeguarding, Local Ward Councillors, local residents and members of the public.

The pre-application process focused on early, meaningful, inclusive engagement, enabling constructive feedback to be gathered, which has been used to refine proposals and identify points of contestation.

Stakeholder Engagement

The key stakeholder meetings are detailed in the adjacent table.

Public Consultation

A public consultation period ran from 8 December 2025 to 21 January 2026. In order to gain feedback from local residents, businesses, and community groups, two public drop in exhibitions were held at Woodhouse Park Lifestyle Centre on Monday 15 December 2025, 2.00pm–7.00pm and Thursday 8 January 2026, 2.00pm–7.00pm. Members of MIX and their consultancy team also attended the Woodhouse Park Multi Agency Meeting on 21 January.

In advance of the consultation events, a printed consultation leaflet, containing project information, event dates, and directions of how to provide feedback, was distributed to households and businesses within an agreed mailing area, covering 3,202 of the nearest properties.

The consultation was also promoted via a press release, social media activity, and a range of local, regional and national property, business and infrastructure publications.

The consultation period was supported by a dedicated website where people could view and download information and provide feedback. 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 during the consultation period.

Feedback from the public consultation process centered around the following themes:

- Jobs and economic growth;
- Scale, massing, design and layout;
- Sustainability and green infrastructure;
- Transport, accessibility and parking; and
- Landscaping and public realm.

For further information on how public comments have been considered as part of the planning application, please refer to the submitted Statement of Community Involvement, prepared by Inform and Charlotte Leach Communications.

Consultee	Date	Representative
MCC - Local Planning Authority	21 October 2025	Rob Griffin – Principal Planning Officer Des Jones – Planning Section Manager
MCC – Local Planning Authority	17 November 2025	Rob Griffin – Principal Planning Officer Des Jones – Planning Section Manager Mark Dickens - Assistant Director Planning & Building Control
MCC – Local Planning Authority	11 December 2025	Rob Griffin – Principal Planning Officer Des Jones – Planning Section Manager Mark Dickens - Assistant Director Planning & Building Control
MCC – Local Planning Authority	13 January 2026	Rob Griffin – Principal Planning Officer Des Jones – Planning Section Manager
Transport for Greater Manchester (TfGM) & MCC Highways and Development Control	20 January 2026	Rebecca Hesketh - MCC Highways and Development Control Team Manager Muniza Usmani – MCC Highways and Flood Risk Management Lead Mike Bottomley - TfGM Kieran Hursthouse - TfGM Rob Griffin – MCC Principal Planning Officer
MCC – Local Planning Authority & Urban Design Team	21 January 2026	Rob Griffin – Principal Planning Officer Des Jones – Planning Section Manager Jackie Whelan – Urban Design Officer
MAG – Airport Safeguarding Authority	26 January 2026	Diane Jackson – Aerodrome Safeguarding Officer Ross Franklin – Safeguarding Technical Officer
National Highways / WSP	28 January 2026	TBC
MCC – Local Planning Authority & Urban Design Team	3 February 2026	Rob Griffin – Principal Planning Officer Des Jones – Planning Section Manager Jackie Whelan – Urban Design Officer
MCC – Local Planning Authority & Urban Design Team	4 March 2026	Rob Griffin – Principal Planning Officer Des Jones – Planning Section Manager Jackie Whelan – Urban Design Officer
MAG – Airport Safeguarding Authority	5 March 2026	Diane Jackson – Aerodrome Safeguarding Officer Ross Franklin – Safeguarding Technical Officer
Transport for Greater Manchester (TfGM)	16 March 2026	Emma Green - Strategic Development Manager Stacy Carruthers - Jason Hyde WSP



Proposed view of Mid-Tech units from Enterprise Way

4.0 MASTERPLAN VISION

4.1 Project Summary

The MIX Manchester Masterplan seeks to create an exemplar life sciences campus delivering mixed-use development including dry/wet labs, offices, and GMP manufacturing space. Buildings should accommodate diverse occupiers from start-ups to established enterprises, with flexible growth opportunities.

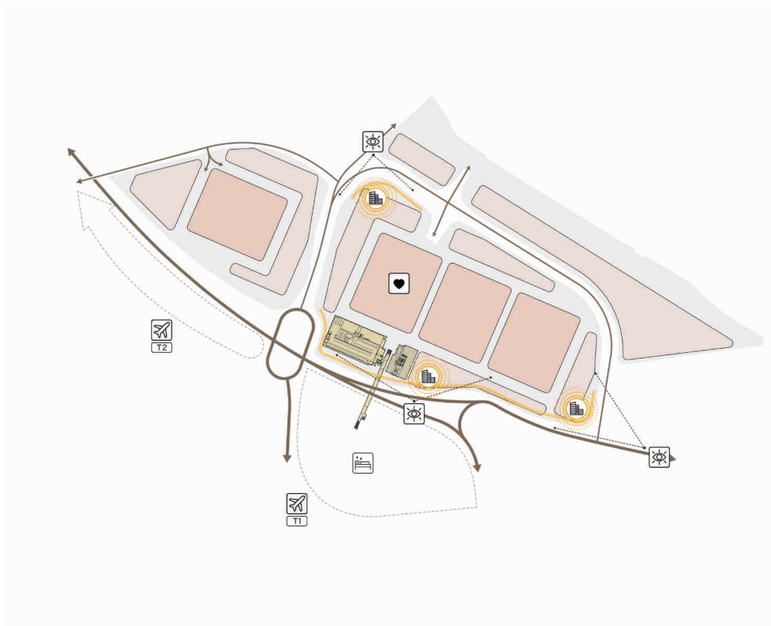
Key Requirements:

- **Land Use & Amenities:** Varied building scales with supporting food, beverage and amenity facilities. Multi-storey car parks (MSCP's) to accommodate parking demands while maintaining sustainable transport focus.
- **Public Realm:** High-quality pedestrian-focused environment promoting collaboration and innovation. Design priorities include comfort, well-being, and community building with covered walkways, legible routes, and outdoor seating. Enhanced connectivity between airport and Wythenshawe must be maintained.
- **Security & Safety:** 'Secured by Design' principles leveraging the airport location's inherent security benefits, with appropriate lighting minimising pollution to surrounding areas.
- **Infrastructure:** Comprehensive utilities including high-voltage electrical supply, potable water, drainage, and internet connectivity. Car parking provision per Manchester City Council guidelines, with enhanced EV charging capabilities and disabled access throughout.
- **Sustainability:** Biodiversity enhancement balanced with airport safeguarding requirements to discourage bird nesting. GMP facilities positioned at Masterplan periphery near existing highways to minimize internal estate roads and facilitate manufacturing logistics.

4.2 Design Concept

As part of the initial vision for the Masterplan, a series of design principles were established for the development of the Masterplan. framework.

The design principles are illustrated in the adjacent diagrams.



A Flexible Framework for Growth

The Masterplan vision proposes a flexible and adaptable framework which acknowledges and builds upon the previous proposals and future development across the wider Airport and its surrounding areas:

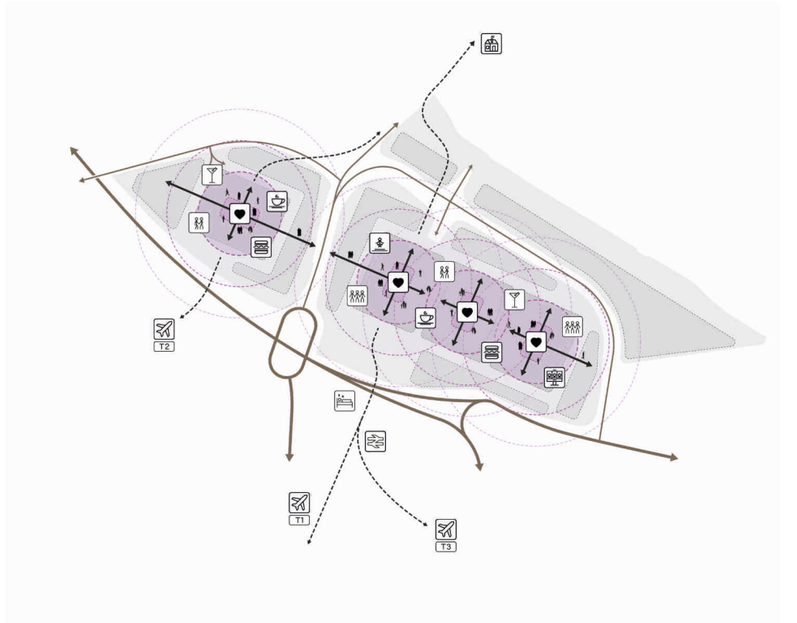
- Flexible Masterplan framework
- Series of principles underpinning Masterplan vision
- Build upon previous Masterplan
- Acknowledges wider / future airport developments, including TfGM's Metrolink Airport Line 'Western Leg' extension
- Creation of neighbourhood blocks
- Development plots with defined parameters
- Flexible growth
- Phased development
- Meanwhile uses



Permeability & Connectivity

The Masterplan aims to deliver a design which is focused around people and pedestrian connectivity and movement:

- Creation of a walkable and cyclable city
- Permeable and accessible for all
- Connects surrounding facilities and communities
- Completing the missing links within the local network
- Strong north-south connection between Wythenshawe & Airport
- Reinforce links to the Integrated Transport Hub
- Future connections to T2 / Northern Powerhouse Rail



Active Neighbourhoods

New city blocks at the core of the Masterplan will provide clusters of activity at a neighbourhood level, creating self-sufficient ecosystems for collaboration:

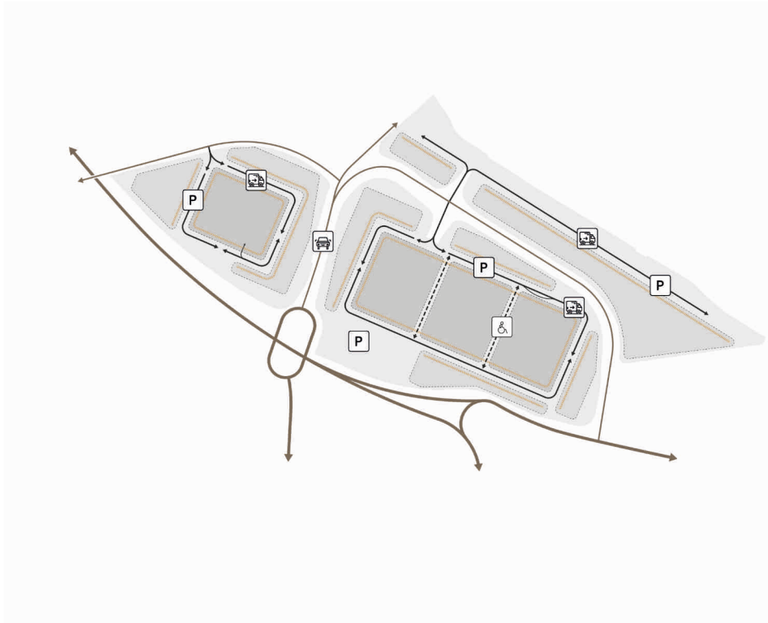
- Neighbourhood blocks create nodes of activity across the city
- Opportunities for placemaking, identity and community
- Animated public realm with shared facilities and amenities
- Focus of activity / events / F&B
- Integrated landscape
- Inter-connectivity and legibility



Landscape & Ecology

Our vision will put landscape at the very heart of the new Masterplan for MIX Manchester. New landscape interventions will seek to enrich the existing ecology while connecting the Masterplan to the surrounding landscape amenity.

- Linear parkland
- Connected to local amenity
- Integrated SUDs
- Natural buffer to the north
- Ecological gain and habitat creation within the operational constraints of the airport
- Increased and interconnected green infrastructure



Servicing & Infrastructure

The infrastructure strategy will be developed as a framework to facilitate growth across the Masterplan, providing a simple, sustainable and flexible approach to servicing which allows the phased development of the infrastructure over the life of the Masterplan.

- Reduce vehicle use
- Maximising pedestrian priority spaces
- MSCPs at key nodes
- Primary vehicle ‘loop’
- Simple & logical approach to servicing neighbourhood blocks
- Appropriate to the needs of science & manufacturing - bulk gas / samples / blue light
- Integrated service areas

4.3 Masterplan Vision

The Masterplan for the entirety of the MIX Manchester site locates the higher density accommodation within two new neighbourhood blocks within the centre of the site. Buildings are arranged around, and accessed from, central public spaces creating a focus for activity and community.

The central core extends south of these neighbourhoods to the Airport Spur road (A555), providing visibility and identity for MIX.

Lower density accommodation has been arranged in a crescent around the northern side of the central core, reducing the overall height and massing of the Masterplan towards the residential areas of Wythenshawe.



Proposed MIX Masterplan vision (as submitted within SRF).

- Tier 1 GMP (Production)
- Tier 1 GMP (Laboratory/Support)
- Tier 2 GMP
- Mid-Tech
- R&D Laboratory
- Office
- Hotel
- Shared Amenity
- Cycle Parking
- Recycling Store
- Parking
- Plant

Aerial CGI of the MIX Manchester Vision, as submitted as part of the SRF

Site Zoning

The site has been notionally divided into different zones, dependent upon use and density. The higher density uses have been located at the centre and southern edge of the Masterplan. These areas will contain Tier 2 GMP, R&D, office and hotel accommodation as well as the proposed multi-storey car parks, and will be designed to create the new neighbourhood blocks while responding to the site's southern frontage and the connections to the airport and its associated facilities.

The lower density uses have been located within the suburban fringes of the Masterplan, containing the manufacturing and mid-tech accommodation. These provide import gateways to the site while creating a buffer and a reduction in building scale to the residential areas to the north.

Access and Circulation

The Masterplan establishes a comprehensive circulation network prioritising sustainable transport modes. Two primary pedestrian/cycle routes create strategic connectivity: an east-west link from Painswick Park to A555 pedestrian routes, and a north-south route connecting Wythenshawe residential areas to the Airport Link Bridge. These routes integrate with existing crossings, utilising step-free access at Enterprise Way/Thorley Lane junction and stepped access at secondary crossings.

Cycling infrastructure includes segregated cycle lanes throughout the primary road network, connecting to existing routes on Enterprise Way, A555, and the National Cycle Network on Thorley Lane. Multi-storey car parks provide secure cycle hubs with maintenance facilities, complemented by on-street cycle stands and building-based shower/changing facilities.

Vehicle access utilises existing Enterprise Way and Thorley Lane entrances with ANPR camera integration. Four strategically distributed MSCPs ensure convenient access, featuring ground-floor accessible parking and hotel drop-off bays.

Large vehicle circulation accommodates HGVs, particularly for GMP operations. The central loop road is HGV-designed with adjacent loading bays for off-carriageway deliveries. GMP units on the peripheral plots benefit from dedicated two-way service roads sized for HGV access, ensuring efficient logistics operations throughout the development.

Servicing Summary

The servicing strategy accommodates diverse operational requirements across the life sciences campus. Servicing access spans the entire site, with larger vehicles accessing most areas via the service road network. Loading bays positioned adjacent to loop and secondary roads ensure convenient access to all building entrances. Larger units benefit from dedicated service yards, while pedestrian/vehicle areas will require tenant specific time-managed access strategies for servicing during off-peak hours.

Waste management will operate on a plot by plot basis, with private contract collection via loading bay access, with all routes tracked for refuse vehicle access.Specialist deliveries and waste remain tenant-managed within individual plot boundaries, with tenants maintaining complete waste management responsibility including specialist materials handling and disposal.



Aerial CGI of the MIX Manchester Vision, as submitted as part of the SRF



CGI of the MIX Manchester Vision, as submitted as part of the SRF

Neighbourhood Blocks

Neighbourhood blocks are at the heart of the vision for the Masterplan. They will provide clusters of activity at a local level whilst creating a flexible approach to the public realm and shared amenities.

The block parameters are derived from established laboratory and workplace planning modules, giving maximum flexibility for the arrangement of buildings within the block. Height parameters are defined by the requirements of MAG Aerodrome Safeguarding, ensuring that no buildings (including exhaust flues) exceed the heights specified as safe and acceptable following assessment by NATS on the impact of the Proposed Development on Instrument Flight Procedures (IFP).

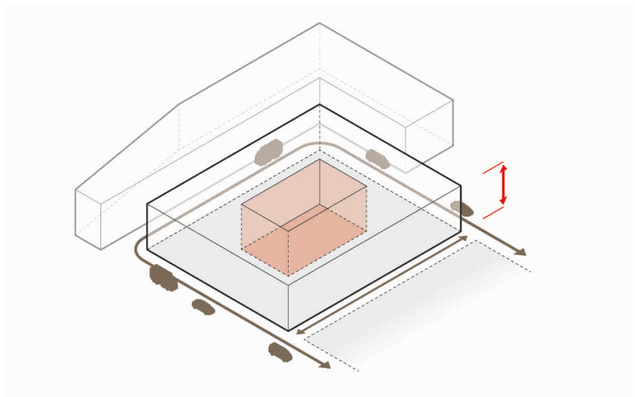
Creating a central public space within each block allows individual buildings to interact with and have an address in an active public realm. Activating the ground floors with shared and communal amenities will create animated frontages and hubs for ancillary F&B provision across the Masterplan.

By prioritising walking and cycling, the park provides enhanced connections to the surrounding area and the wider network of cycle & foot paths, helping to promote more sustainable modes of transport on site.

The proposed linear park threads itself through these blocks, bringing pockets of the landscape into the public realm and providing a range of external amenities for community workers at MIX Manchester and nearby residents. This central green spine serves as a structuring element to link the individual city blocks along a continuous linear parkland.

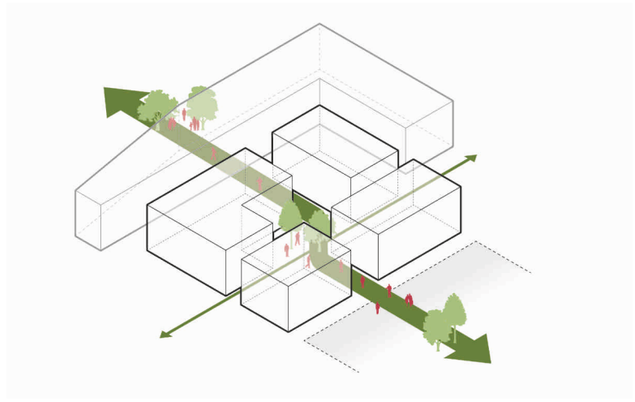
Smaller green corridors stem from the central green spine, connecting a series of community gardens and pocket parks. These offer additional amenity spaces to promote health and well-being and improve accessibility to green space for the wider community of Wythenshawe.

The introduction of green spaces and living walls helps to bed the city blocks and proposed buildings into the landscape. Similarly, the integration of sustainable urban drainage systems such as rain gardens help to mitigate rainfall run-off in a localised manner while improving biodiversity and helping to create a balanced and sustainable landscape ecosystem.



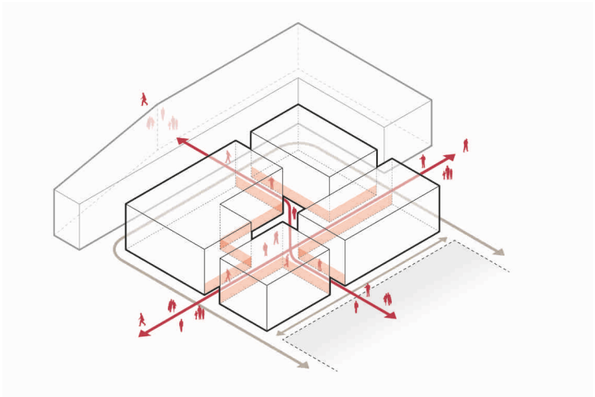
01 - Forming the Neighbourhood Block

- Development parameter envelope
- Accommodate a range of established building footprints
- Height restrictions
- Technical drivers (daylight / vent)
- Perimeter service / access
- Central public space



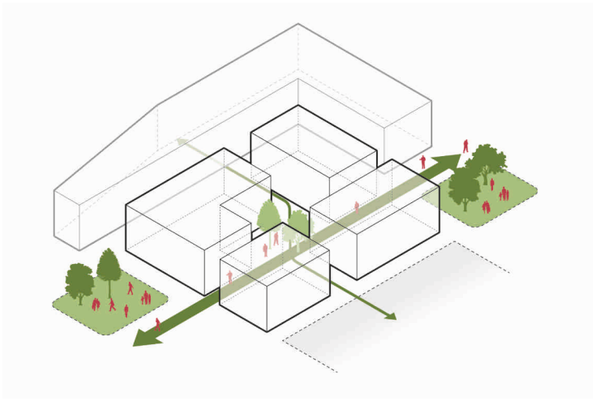
03 - Primary Green Spine

- Each neighbourhood positively associates with the landscape
- Interconnected green spaces maximise ecological benefits and health & wellbeing opportunities
- Attractive for tenants and wider communities
- Opportunities for integrated sustainable drainage



02 - Integrating the Public Realm

- Connections and routes
- Create individual building plots around a central open space
- Pedestrian focused public realm
- Active ground floor frontages
- F&B / shared facilities
- Events / Activities



04 - Connecting to the Community

- The secondary green routes interconnect a network of neighbourhood gardens and spaces.
- Establishes a hierarchy of spaces and places
- Provide opportunities for dwell and social interaction
- Positively contribute to the development of a sense of community and identity

4.4 Building Typologies

A range of different scales. uses and types of buildings have been proposed as part of the Masterplan. This richness and variation will help to establish a vibrant community within the site and a range of tenants to support an ecosystem for innovation within life sciences and advanced manufacturing.

The range of building typologies and types of tenants proposed within the MIX Manchester Masterplan are:

- Tier 1 GMP (Manufacturing)
- Tier 2 GMP (Manufacturing)
- Mid-Tech Industrial
- R&D (Research and Development) Laboratories
- Office / Education

Benchmarking examples of these primary building typologies are outlined on the adjacent pages. These will be supported by a number of hotels and a variety of shared amenity (including food & beverage).



Birmingham Health Innovation Campus - Sheppard Robson Architects

R&D (Research and Development) Laboratory

R&D laboratories are a key part of any life science eco-system as they are allow ideas to be explored and early stage products to be developed prior to scale-up production and ultimately manufacture.

R&D facilities generally offer large flexible floor plates where teams can interact, collaborate and innovate in a range of different wet and dry laboratories as well as office and breakout spaces. Facilities can be split or single tenancy to suit individual needs and can offer shared specialist facilities and technical support in order to support incubator and start-up spaces.

The R&D facility shown above is phase 1 of the Birmingham Health Innovation Campus, a joint venture between Bruntwood and the University of Birmingham. The circa 175,000 ft^2 building overs a mix of laboratory and laboratory-enables office spaces over 7 floors, with a vision to attract the establishment of new SMEs and investment from large pharmaceutical and biotechnology firms.

The flexible design allows the circa 25,000 ft^2 floor plates to be subdivided to suit single or multi-tenant needs



Ev0 - Sheppard Robson Architects

Office / Education

Dedicated office accommodation will be provided across the Masterplan, as part of GMP facilities and integrated within R&D laboratories. The inclusion of a stand-alone office development offers opportunities for non-laboratory-based life science organisations to be located at Airport City North while also providing growth opportunities for SMEs and start-ups by providing workspace facilities to compliment the incubator spaces elsewhere within the Masterplan.

This also creates the scope for educational or academic facilities to be located within the Masterplan, facilitating opportunities for collaboration with Universities or other institutions.

The office shown above is the Ev0 Building, which is set to become of the most sustainable and lowest carbon-emitting workspaces in the UK. The circa 80,000 ft^2 office building has been designed to reduce operational energy and embodied carbon, whilst creating a dynamic and flexible workspace with efficient internal spaces which promote well-being and maximise the amount of natural light within the building.



Lozy Pharmaceutical - Galar, Vaillo & Irigaray Architects (Image credit unknown)

Tier 1 GMP

Tier 1 GMP (Good Manufacturing Practice) facilities are large scale, specialist manufacturing buildings which are designed, constructed and operated to a specific set of guidelines appropriate to the intended use / product. Facilities will generally be divided into two distinct parts, often split circa 50% by internal floor area:

• Controlled production areas which are specifically designed around the manufacturing process or equipment. These areas are usually large-span single storey (double / triple height) floor plates with controlled environments and specialist MEP systems to prevent cross-contamination.

• Support accommodation including laboratories, workspace and staff facilities.

The Lozy Pharaceutical Factory shown above is an example of a Tier 1 GMP facility. The circa 35,000 ft^2 facility contains an integrated mix of research, production and logistics areas as well as office and staff accommodation. The architectural expression of the design helps to breakdown the building mass, providing visual interest and avoiding the risks often associated with the external aesthetics of industrial buildings of this scale.



Autolus Biopharma, Stevenage - UrbanR Architects (Image credit unknown)

Tier 2 GMP

Similar to Tier 1 facilities, Tier 2 GMP facilities are designed for the controlled manufacture of specialist products albeit on a much smaller scale. Tier 2 facilities generally house the same type of accommodation and range of spaces as Tier 1 facilities, however the scale of the production areas are often much smaller. These can be housed within clean-rooms integrated into the R&D laboratories or as dedicated floor-plates with slightly increase floor to floor heights.

The Autolus building shown above is a circa 70,000 ft^2 Tier 2 GMP facility designed for the research and manufacture of T-cell therapies for cancer treatment. The five storey facility consists of two storeys of logistics / staff accommodation to the base, with offices above and two storeys of biopharma laboratories with integrated small-scale manufacturing capability to the top of the building.

The building is designed with flexible floor plates which allow the split between R&D and production areas to change and adapt to the tenant's needs over time.



Zeus Building, Harwell - Allies and Morrison Architects (Image credit unknown)

Mid-Tech

Mid-Tech facilities are designed as flexible units suitable for laboratories, offices, clean room installation, light engineering or production. The spaces are highly flexible and can be adapted to accommodate a range of scientific and pharmaceutical uses from research and development to small scale GMP production.

The buildings are generally single storey, double-height spaces suitable for the inclusion of mezzanine accommodation subject to intended use and tenant needs. Individual units range in size and can be combined or sub-divided, affording tenants the ability to expand or reconfigure their space as required, making them ideal for incubator or scale-up spaces.

The Zeus building shown above can deliver up to circa 70,000 ft^2 (subject to inclusion of mezzanine floors) in units ranging from 2,000 ft^2 - 10,000 ft^2. Units offer clear internal heights up to 10m to allow for either mezzanine floors or large scale equipment. Units are clustered around shared service areas and amenity, set within open landscape. High quality façades with enhanced materiality and extensive areas of glazing create a building which reflects the level of design quality expected by prospective tenants and avoid the risks associated with the external aesthetics of industrial buildings.

5.0 SITE ANALYSIS & CONTEXT

5.1 Site Context

National Context

The Life Sciences market should be considered not only in the local context, but a connected national and global ecosystem which reaches beyond the footprints created within the local markets. The North West forms a complimentary powerhouse of quantum within areas of expertise.

The North West market has numerous established science campuses within the region. Each park offers their tenants a ready made eco-system which has grown organically over a number of years/decades which acts as an attractor when considering co-location within the market.

Science Clusters within the 'Golden Triangle' have a quantum critical mass within an established cluster with promotes a cycle of growth. Major blue chip occupiers and manufacturers sited with facilities such as the Cell and Gene Therapy Catapult which provides great links.

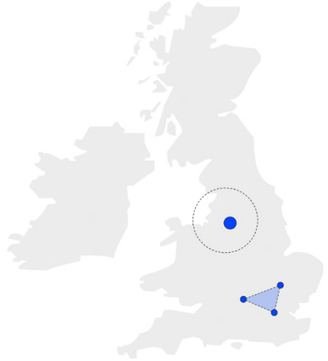
The Golden Triangle whilst providing a ready made centre is often constrained by a challenging planning framework. MIX Manchester may offer a strong appealing offer, providing scale which would be unrivalled within the market.

Local Context

Integrated networks offer a positive impact on the wider community within the life sciences sector. MIX Manchester is excellently located between a number of well established networks which provide a connected community. MIX Manchester enables opportunity to collaborate with the tenancy network and potentially provide opportunities for growth which can not be accommodated within the boundaries of the sites.

A number of networks are regional or national, but offer opportunities to engage with the community of life science operators. The scale of development proposed at MIX Manchester would position the development as a prominent member and collaborator within the sector. These include:

- Cheshire Science Corridor
- Oxford Road Corridor
- Manchester Enterprise Zone - MediPark
- Daresbury Sci-Tech Enterprise Zone
- North West Coast Academic Health Sciences Network
- UKSPA United Kingdom Science Park Association





1.MIX Manchester

2.Hexagon Tower

3.Manchester Science Partnership

4. CityLabs

5. Oxford Innovation - Stockport

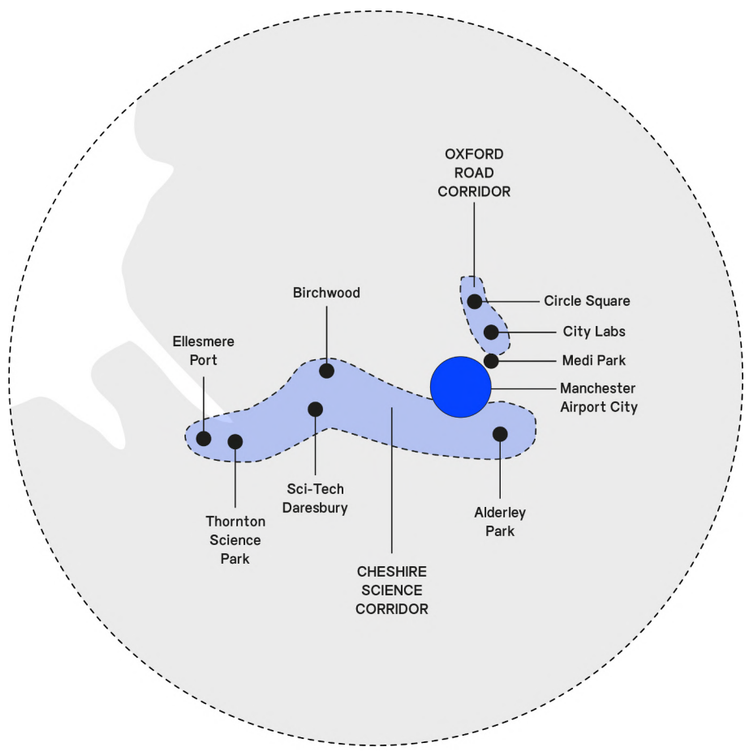
6. Alderly Park

7. Buckingham Health Campus

8.Daresbury Scitech

9. Scinotec: Liverpool Science Park

10. Scinotec: Sensor City



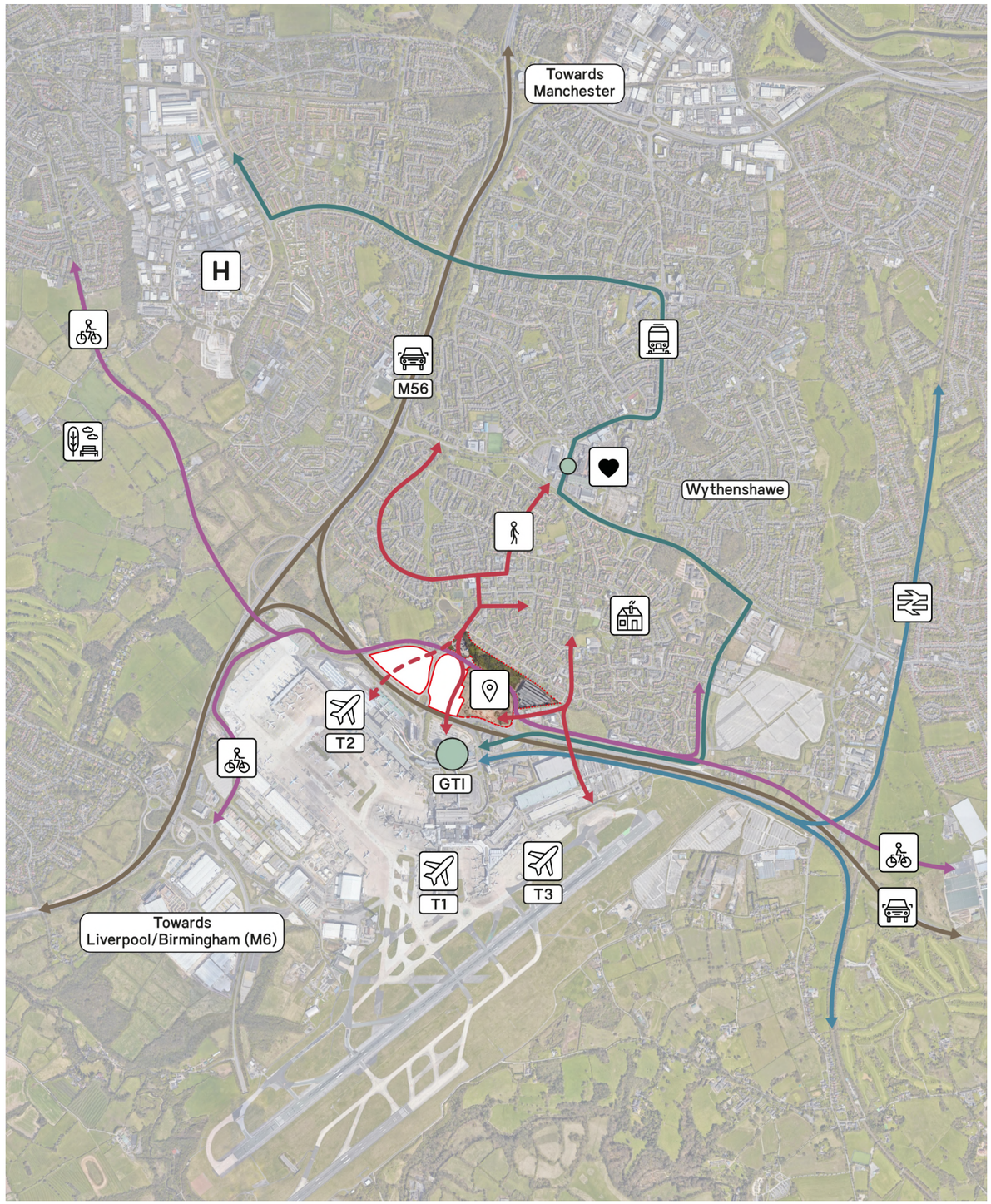
Site & Immediate Surroundings

The site is privileged with outstanding regional, national and international connectivity. Its position, adjacent to a major international travel hub, means that the site is within walking distance from excellent transport links to international markets.

The airport is also home to the Ground Transport Interchange (GTI) which is a short walk from the site. The GTI is home to a existing mainline station which runs regular services direct to Manchester Piccadilly as well as other regional and national destinations. The GTI is also home to both a bus station and a Metrolink station, creating an extensive network of transport connections across the local area.

The site's location adjacent to the M56 motorway also gives excellent vehicular connectivity to the local area as well as the national highways network.

Future developments, such as the potential Metrolink Airport Line 'Western Leg' extension will further strengthen this connectivity and the opportunities it presents for MIX Manchester.



Application site and surrounding context

- Manchester Airport Terminal
- Pedestrian route
- Cyclist route
- Vehicle route
- Tram route
- Train route
- Transport Hub
- Site
- Green Space
- Hospital
- Wythenshawe Estate
- Wythenshawe Shopping Centre

Existing Views

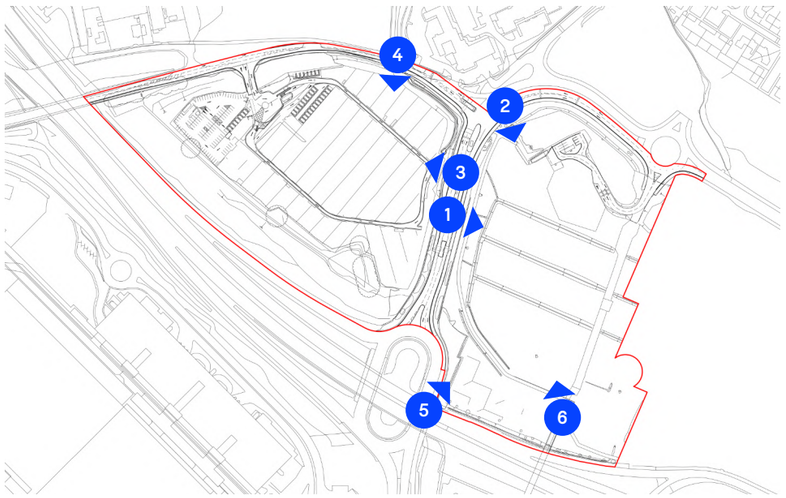
The central site has been cleared of vegetation, and some early ground works have been undertaken to partially implement the 2018 planning permission for office and MSCP development, including construction of a temporary access road and the diversion of an existing watercourse. The central area has been generally levelled, although spoil heaps of arisings are present across the site.

An existing brook crosses the centre of the site and is joined by a surface water sewer. This will likely need to be diverted as part of the Masterplan.

The plot to the west is currently used as surface parking, with a strip of existing vegetation along the southern and western boundary, providing a visual and acoustic buffer to the adjacent motorway spur road.

The site is well connected to the airport to the south, and a link should be retained through the site providing permeability and connectivity through to Wythenshawe to the North. A public right of way also runs adjacent to the east of the site and has been diverted around the south east corner as part of the early works.

The adjacent images capture the existing condition of the site.











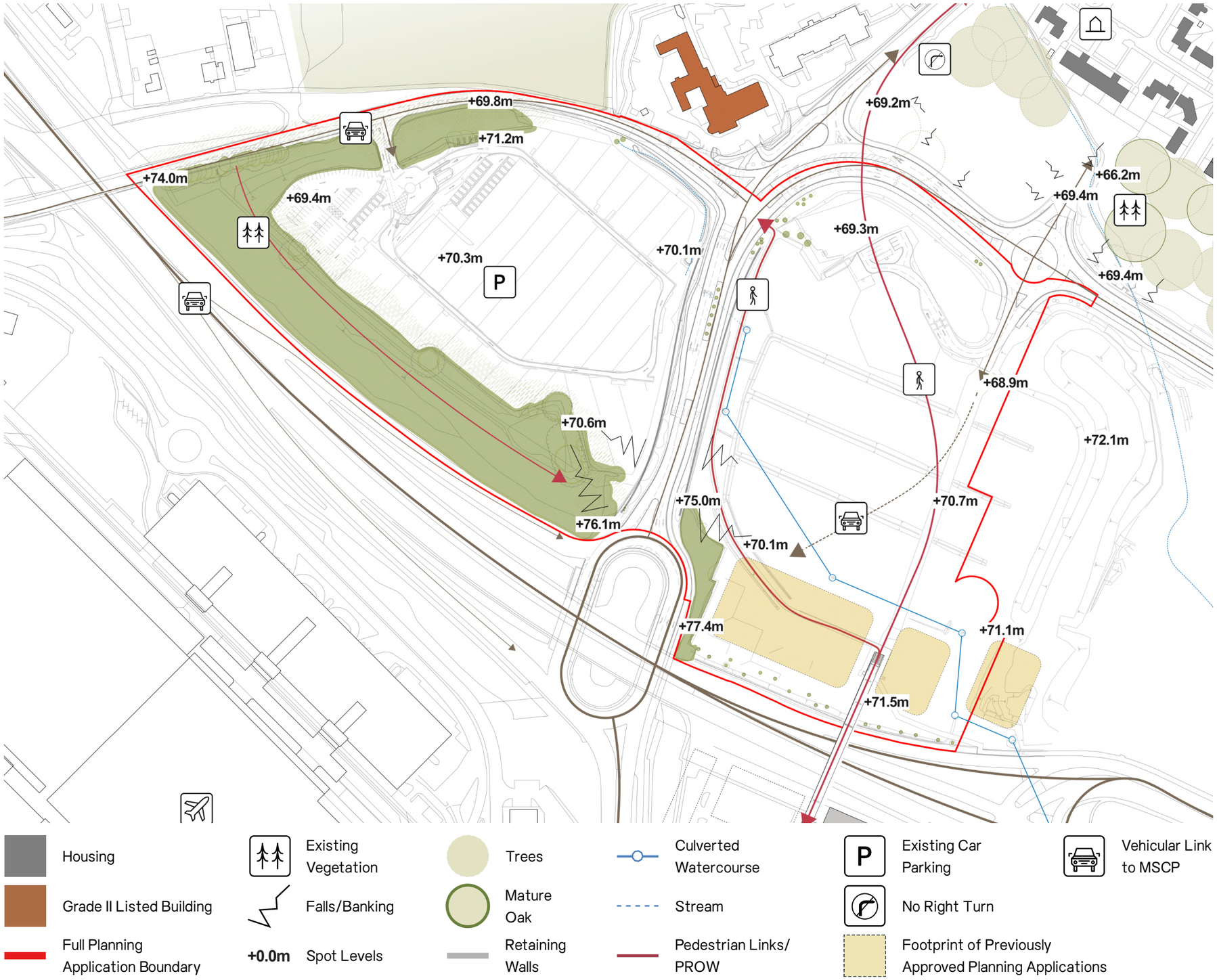




5.2 Site Constraints

The different parts of the site support a range of different uses and have a been subject to varying degrees of clearance / enabling works since the original Masterplan was proposed in 2012.

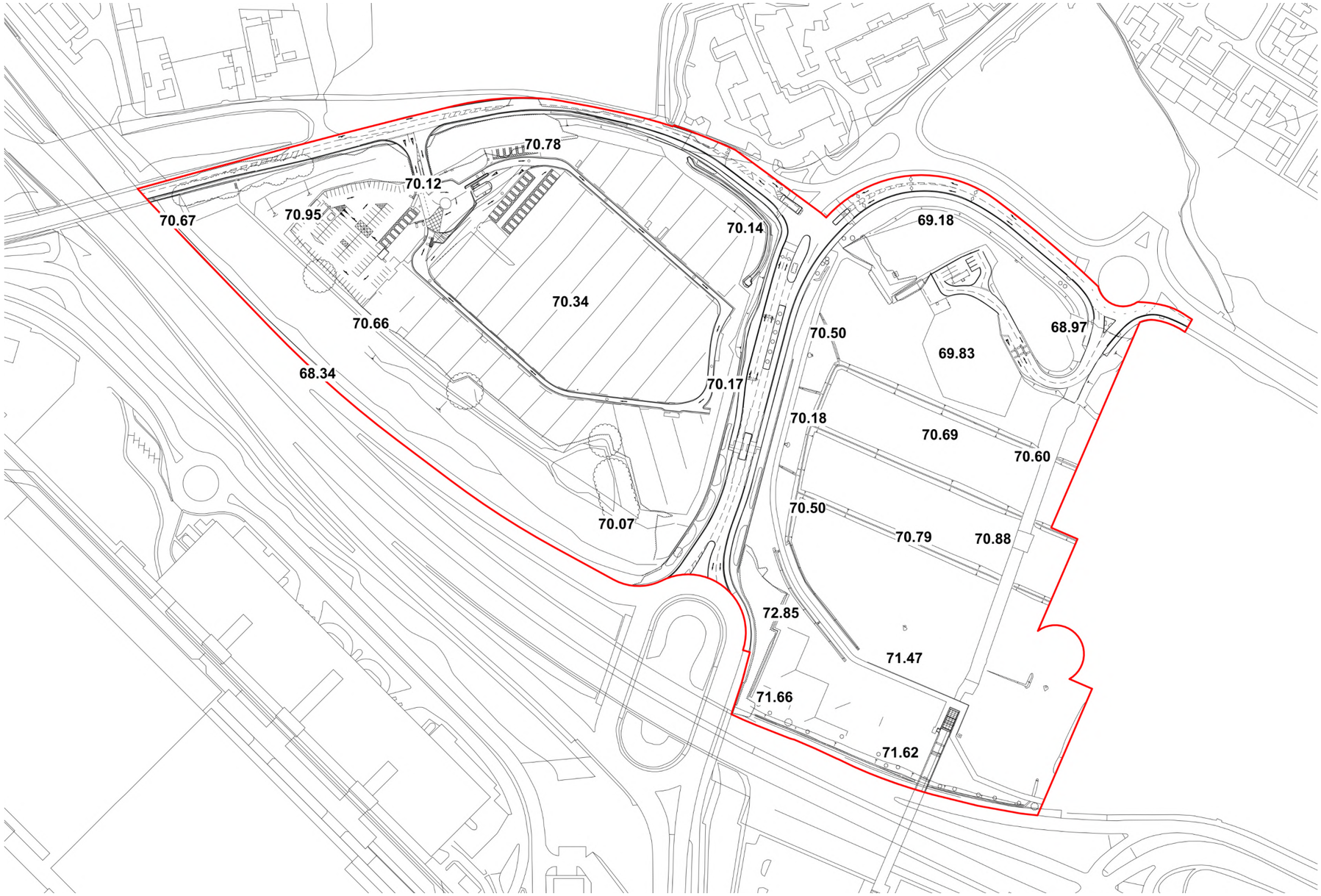
As such, a number of constraints exist across the site, as highlighted on the adjacent diagram.



Topography

A full topographical survey was undertaken in November / December 2025 and has informed the design proposals within this application.

The site is relatively flat at circa 70m AOD. There is a slight fall across the site running north-south, with the highpoint to the south of the site (circa 71.6m AOD) and the levels dropping slightly to the northern boundary to circa 69m AOD.



Full Planning Application Boundary

+0.0m Spot Levels

Flooding

There are two known watercourses on the site. The brook which runs from the SE across to the northern part of the site remains open, with exception of a small section which is culverted below Enterprise Way. It is understood from MAG that there were previous intentions to culvert this as part of the enabling works, however the work was never completed.

A second brook to the west was culverted in two parts in 2018-2019. An open culvert runs around the edge of the western-most plot and is culverted under Enterprise Way and Thorley Lane. The remainder of the brook was diverted into a below ground culvert in 2019. Visual assessment on site shows that the route does not appear to conform to the RoC design drawings. A survey of the culvert route will be required, including the below ground route and the cover levels of the inspection chambers.

Flood Risk Assessments were completed in 2011 and 2012 for the full Masterplan site and updated in 2018 for the planning applications for the D and E plots. Outline drainage strategies were also developed for the Masterplan at these stages.

A revised flood risk assessment has been undertaken by ROC and the drainage strategy has been updated accordingly to support this application.



Existing brook to the north of the site



Existing inspection chambers to the culverted brook on site





Open culvert to the edge of the site

Existing Woodland

An arboricultural survey was carried out by Tyler Grange in 2025 and an Arboricultural Impact Assessment has been prepared to support the application. A summary of the outcomes of the assessment are outlined below.

The site contains few individual trees with only newly planted and small clusters of self-seeded low quality and value trees present within the eastern half of the site. The western half of the site contains the site's principal tree cover in the form of moderate to high, tree group and woodland which currently enclose the western perimeter portions of the site.

The woodland is predominantly semi-mature with some natural regeneration occurring, and it possesses greater arboricultural amenity merits as a collective woodland rather than trees as individuals to their setting and maturity.

A single, mature, high value oak specimen is located on the edge of the woodland to the east.



Existing woodland to the south west of the site



Existing woodland to the south west of the site



Existing woodland along Thorley Lane

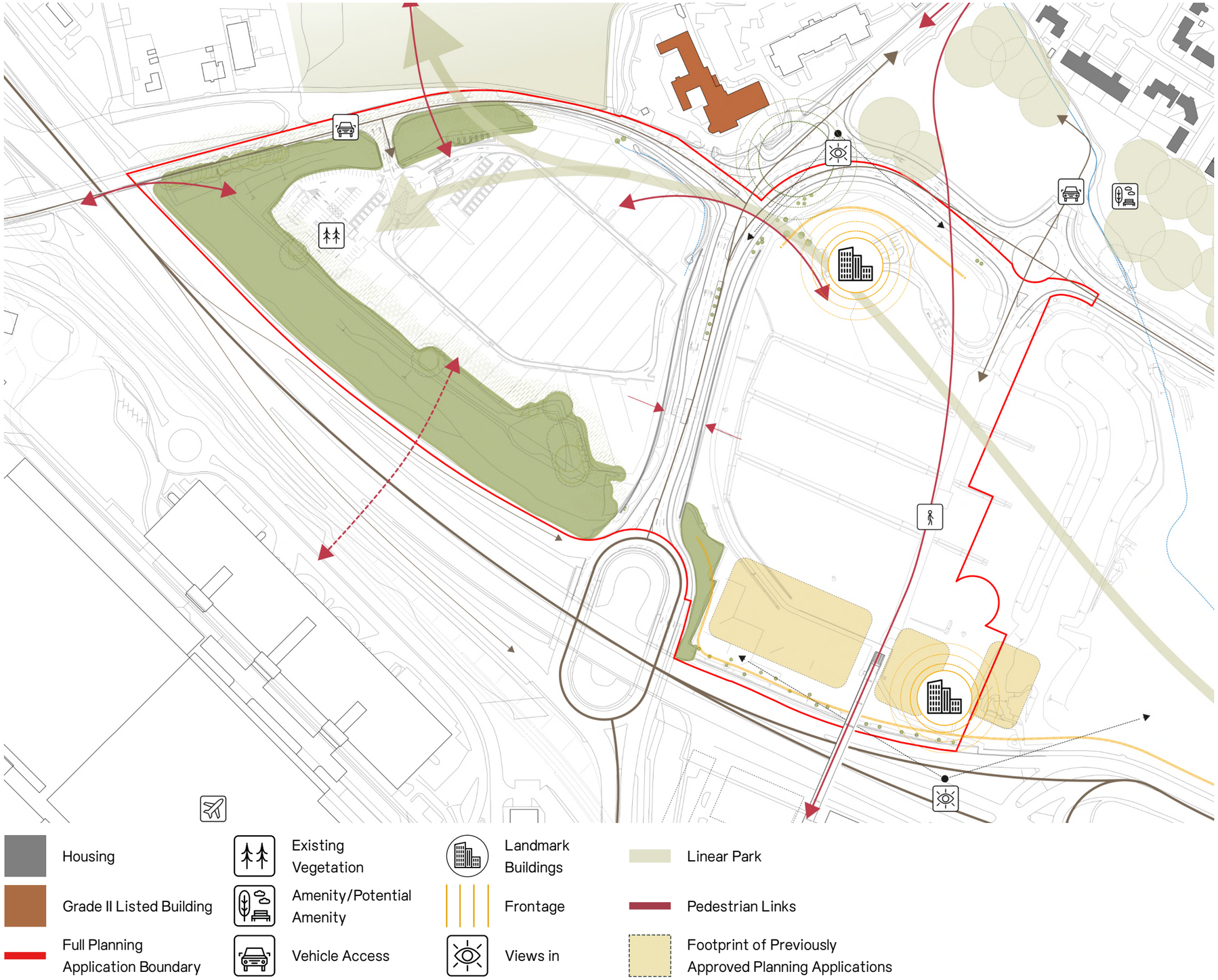
5.3 Site Opportunities

The MIX Manchester site offers an opportunity to develop a sustainable and flexible Masterplan framework that meets the needs of a contemporary science park rooted within the local community. The site's central core offers significant development opportunities with prominent frontage to the A555 and opportunities for occupier visibility and landmark buildings.

A pedestrian route network tied into the existing routes will help promote active movement across the site whilst strengthening connections between Wythenshawe and the Airport facilities / transport links. A potential future pedestrian bridge connection across the M56 to connect the Masterplan site with a future T2 Metrolink station would further enhance this link.

The peripheries of the site are generally vegetated creating buffer zones to the adjacent roads and providing biodiversity and opportunities to create amenity or link into new landscape and amenity spaces. There is also opportunity to enhance the landscape in selected areas to create an improved landscape buffer between the new development and the existing residential areas of Wythenshawe.

The adjacent Painswick Park provides an opportunity to create a green corridor through the site, connecting the Masterplan to the surrounding landscape amenity.





Volume 02 - Masterplan


MIX MANCHESTER
SIGNAGE ZONE

6.0 DEVELOPMENT PARAMETERS

6.1 Planning Boundaries

The adjacent diagram shows the extent of the boundaries associated with this planning application.

The solid red line denotes the full extent of the hybrid application boundary and covers an area of 120,162m² (1,293,424ft²)

Full (detailed) planning approval is being sought for the buildings indicated in grey. Building uses and areas are outlined in the table below

	GIA	
Building	**Area (m²)**	**Area (ft²)**
A1	2,835 m²	30,500 ft²
A2	2,785 m²	30,000 ft²
A5	950 m²	10,200 ft²
A7	180 m²	1,900 ft²
MSCP	41,259 m²	444,108 ft²
Total	48,009 m²	516,708 ft²

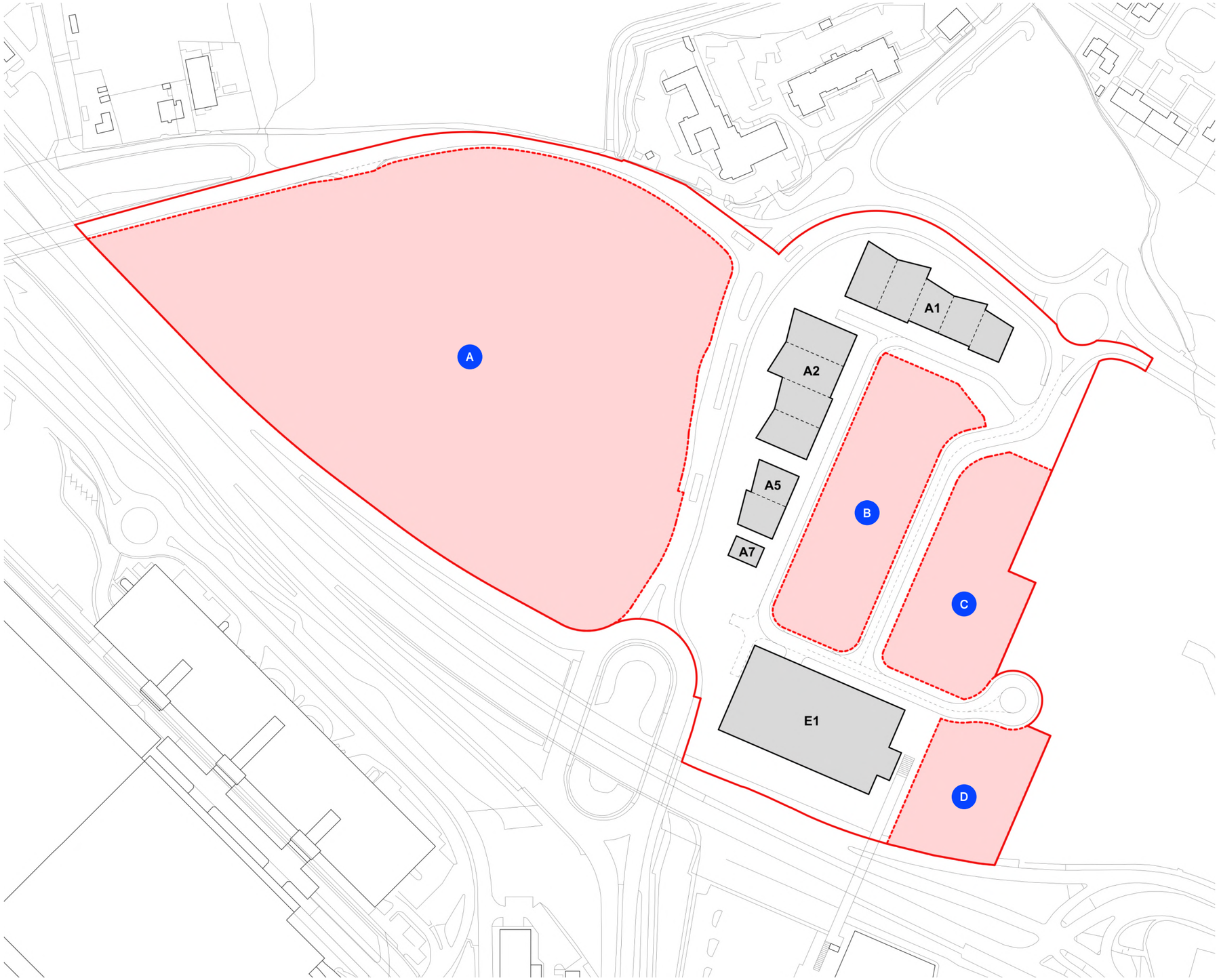
Outline planning approval is being sought for the red hatched development parcels. Outline parcel areas are outlined in the table below

	Planning Area	
Parcel	**Area (m²)**	**Area (ft²)**
A	54,865 m²	590,567 ft²
B	8,193 m²	88,189 ft²
C	6,953 m²	74,842 ft²
D	4,492 m²	48,352 ft²
Total	74,503 m²	801,950 ft²

Planning Application Boundary

Outline Development Parcels (all matters reserved, save for primary access)

Proposed Building Footprints for Detailed Approval



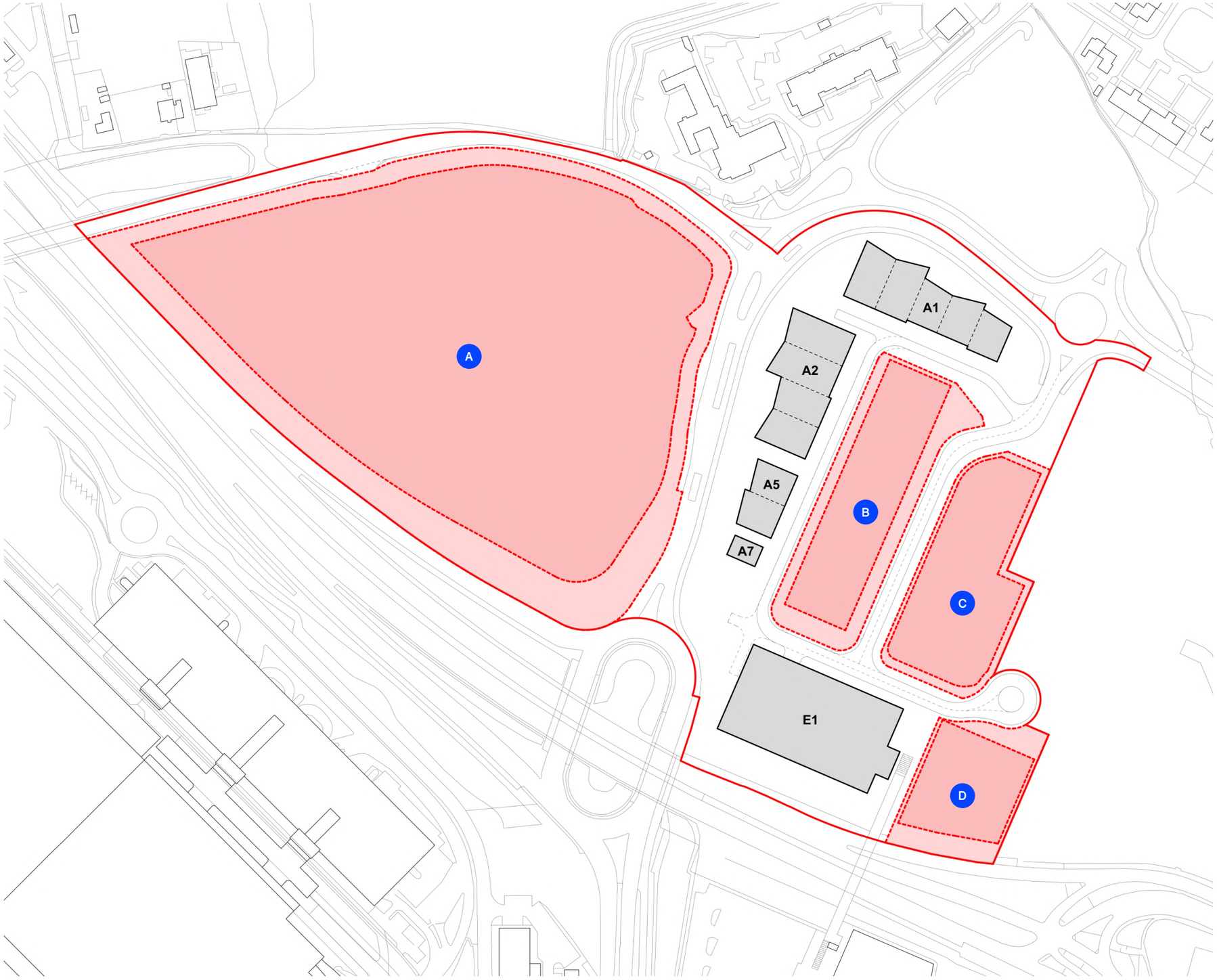
Proposed application boundary, outline development parcels and building footprints

6.2 Developable Areas

The adjacent diagram shows the maximum developable areas within each of the outline development parcels. These areas have been proposed to ensure suitable offsets are provided from the overall site boundary and to ensure that future Reserved Matters applications are deliverable and buildable within the overall Masterplan.

The overall areas for the development plots are noted in the table below.

	Development Plot	
Parcel	**Area (m^2)**	**Area (ft^2)**
A	**43,116 m^2**	**464,101 ft^2**
B	**5,220 m^2**	**56,188 ft^2**
C	**5,739 m^2**	**61,775 ft^2**
D	**3,045 m^2**	**32,776 ft^2**
Total	**57,120 m^2**	**614,840 ft^2**



Planning Application Boundary

Outline Development Parcels (all matters reserved, save for primary access)

Maximum Developable Area for Outline Parcels

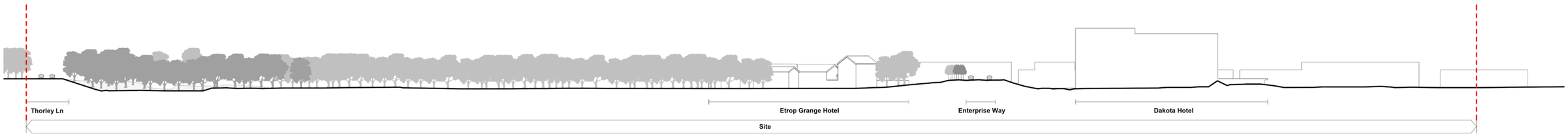
Proposed Building Footprints for Detailed Approval

Proposed application boundary, maximum development parameters and building footprints

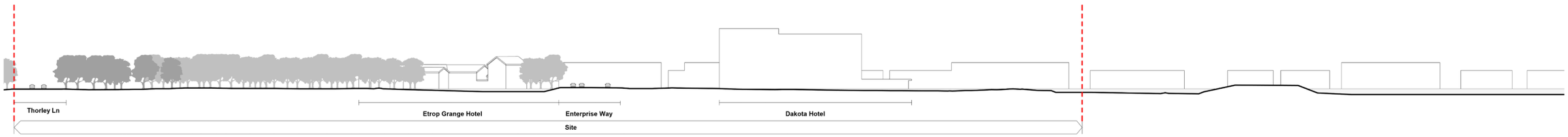
6.3 Development Parameter Heights

Existing Site Levels

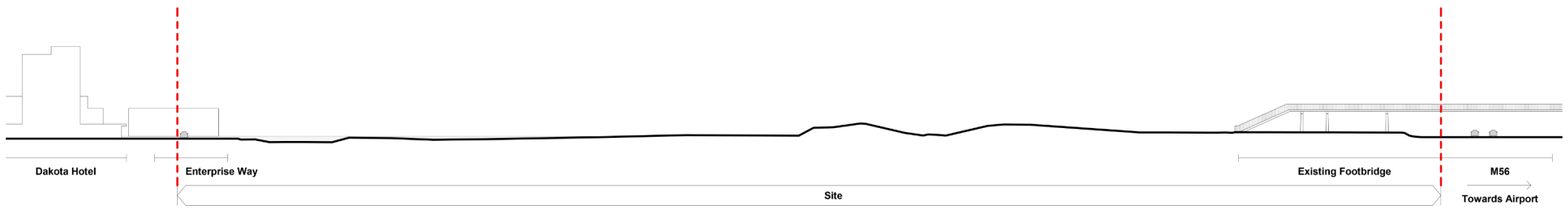
The site sections illustrate the existing levels taken from the recent topographical survey conducted in 2025.



Section 01



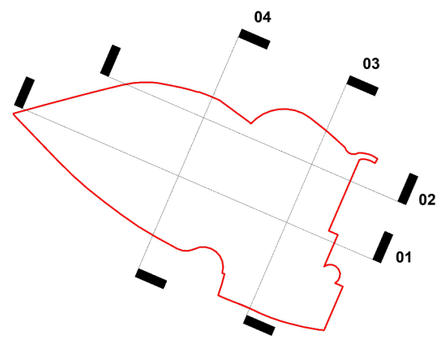
Section 02



Section 03



Section 04

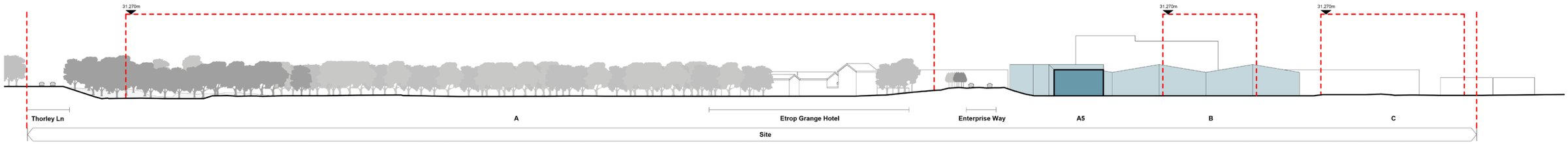


Proposed Parameter Heights

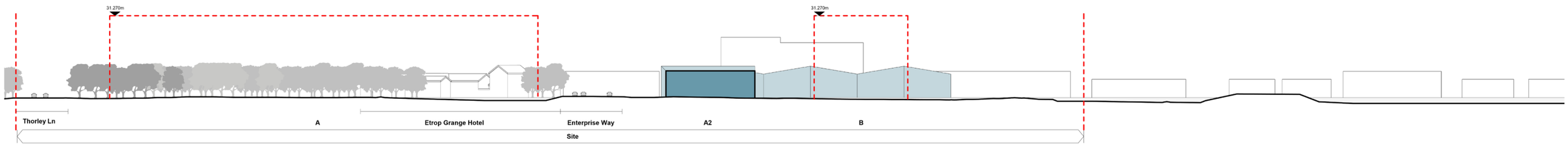
For technical assessment purposes, the proposed development parameters assume a maximum height of 101.77m AOD for all development across the site. This maximum height parameter applies to roof-top equipment and all aspects of the development including access for construction and maintenance. The height of the mid tech units however falls well below this level. The suitability and acceptability of this height parameter is subject to review by MAG Aerodrome Safeguarding, following completion of an IFP Assessment, currently underway.

Reserved Matters Height Assessment

It is acknowledged that future development proposals for the outline parcels (A-D) will need to be assessed by MAG's Aerodrome Safeguarding Team on a plot-by-plot basis at the Reserved Matters stage. The maximum height parameter sets an upper limit which no future development may exceed.



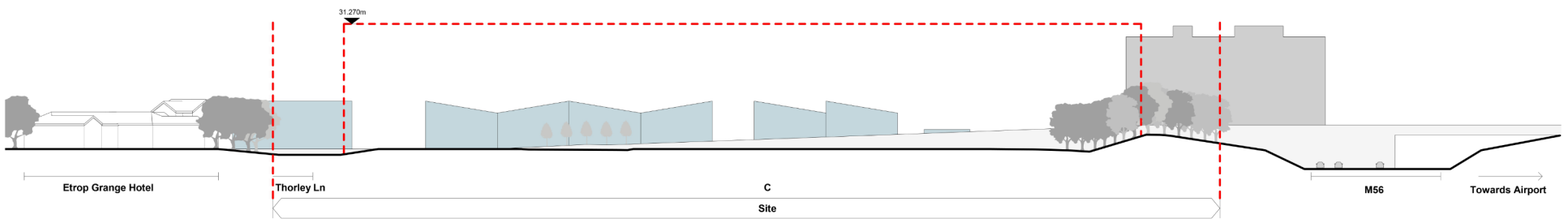
Section 01



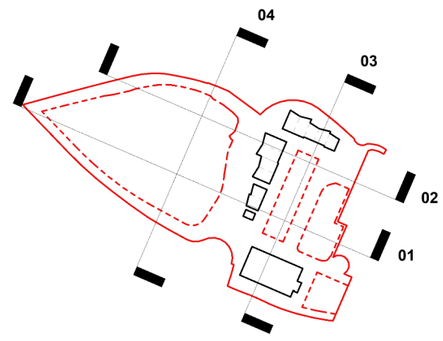
Section 02



Section 03



Section 04



7.0 ILLUSTRATIVE MASTERPLAN

7.1 Layout

The adjacent diagram shows the proposed illustrative Masterplan that has been developed for the whole of the Phase 1 site. The Masterplan builds upon the work carried out at during the development of the Masterplan Vision (refer to section 4) and the proposals submitted to Manchester City Council as part of the Strategic Regeneration Framework for MIX.

The proposed Masterplan seeks to locate the higher density buildings within the central and southern parts of the site in order to establish the first of the neighbourhood blocks, whilst locating the lower density buildings to the surrounding edges of the site. This helps to give the development a visual presence from the M56 spur and the airport approach, while reducing the overall scale and height of the development adjacent to the residential areas to the north.



Planning Application Boundary

Proposed Building Footprints for Detailed Approval

Illustrative Building Plots for Approval in Outline (all matters reserved, save for primary access)

Proposed illustrative Masterplan

7.2 Amount

The illustrative Masterplan proposes circa 154,490 m^2 (1,662,800 ft^2) of development capacity across the full and outline planning applications. The detailed breakdown of proposed development areas are in the adjacent table.

For parcels A-D, figures and unit numbers are illustrative only at this stage and development may come forwards in a differing configuration at the Reserved Matter stage, albeit within the overall floospace parameters to be set by the outline permission, once approved.

Parcel	Planning Consent	Building Reference	Proposed Use	Area (m^2)	Area (ft^2)
A	Outline	F1	Manufacturing	16,500 m^2	177,600 ft^2
	Outline	F2	Manufacturing	15,400 m^2	165,800 ft^2
	Outline	F3	MSCP	14,300 m^2	153,900 ft^2
	Outline	F4	Mid-Tech	3,300 m^2	35,500 ft^2
			Parcel A Subtotal	49,500 m^2	532,800 ft^2
B	Outline	A3	Office / R&D	12,100 m^2	130,200 ft^2
	Outline	A6	Office / R&D	11,000 m^2	118,400 ft^2
			Parcel B Subtotal	23,100 m^2	248,600 ft^2
C	Outline	B3	Office / R&D	8,910 m^2	95,900 ft^2
	Outline	E2	Office / R&D	8,910 m^2	95,900 ft^2
			Parcel C Subtotal	17,820 m^2	191,800 ft^2
D	Outline	B1	Hotel	16,060 m^2	172,900 ft^2
			Parcel D Subtotal	16,060 m^2	172,900 ft^2
			Outline Planning Total	106,480 m^2	1,146,100 ft^2
N/A	Full	A1	Mid-Tech	2,835 m^2	30,500 ft^2
	Full	A2	Mid-Tech	2,785 m^2	30,000 ft^2
	Full	A5	Mid-Tech	950 m^2	10,200 ft^2
	Full	A7	Mid-Tech	180 m^2	1,900 ft^2
	Full	MCSP	Multi-storeyCar Park	41,260 m^2	444,100 ft^2
			Full Planning Total	48,010 m^2	516,700 ft^2
			Total	154,490 m^2	1,662,800 ft^2

7.3 Proposed Development

Building Use

The Masterplan incorporates a range of proposed building uses and typologies as shown on the adjacent diagram. This seeks to help create an ecosystem of research, innovation and manufacturing across the site whilst providing a range of shared amenity and facilities.



Outline planning site boundary

Site boundary

Advanced manufacturing

R&D/Office

Mid-tech

Hotel

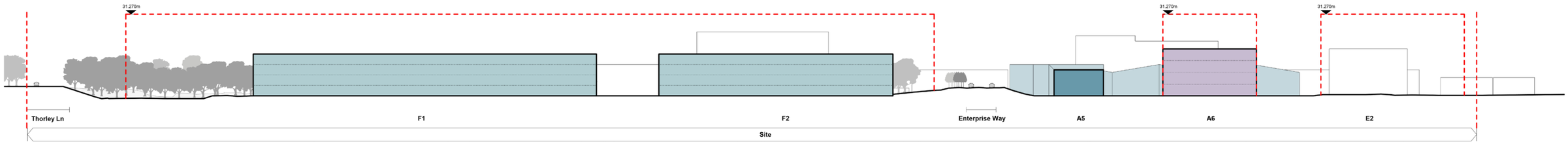
Shared amenity

Multi-storey Parking

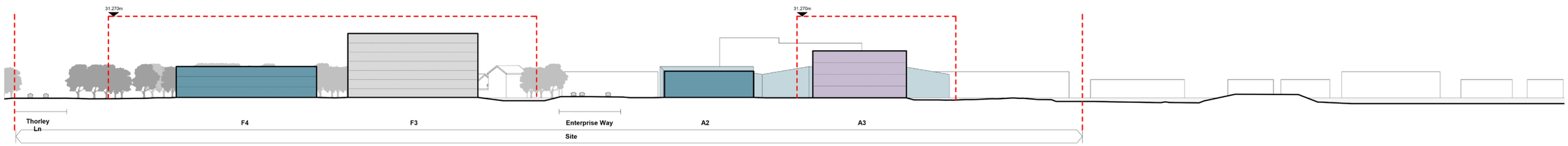
Proposed illustrative Masterplan

Building Height

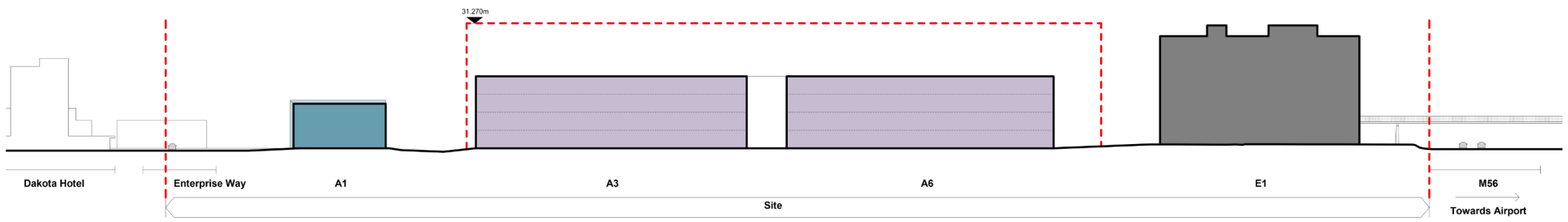
The adjacent diagrams illustrate how the proposed buildings sit within the development parameters.



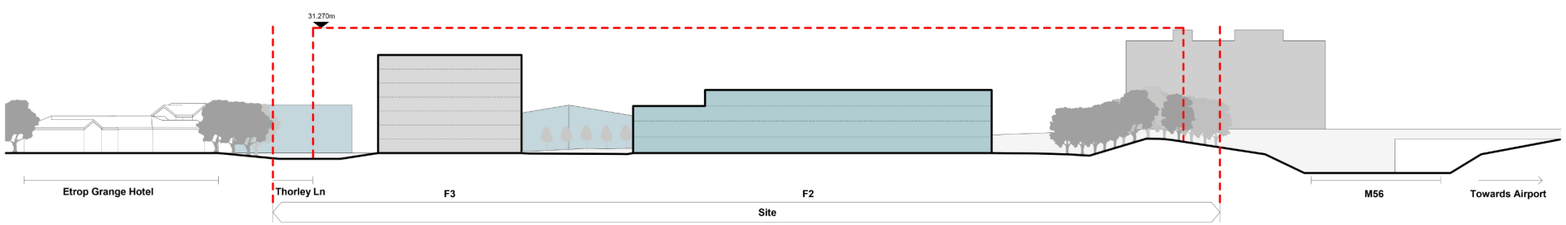
Section 01



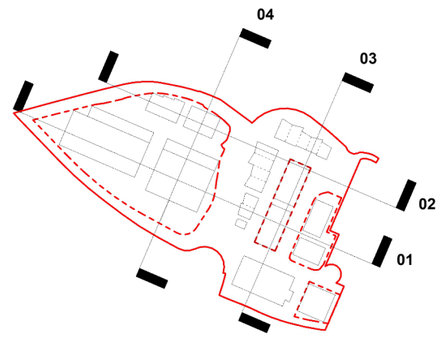
Section 02



Section 03



Section 04



7.4 Landscape

Illustrative Masterplan

The plan illustrates the ultimate intention for the overall outline application site and highlights the landscape proposals.

The landscape design primarily considers the wider access and servicing into the site and for the proposed buildings, considering careful selection of the hard materiality and soft palette.

The landscape will respond the mid to large scale nature of the manufacturing and science buildings, providing a rich tapestry of planting and spaces for the occupiers and new working community to enjoy.



Proposed landscape Masterplan

Wider Context

We envision creating a safe, welcoming and cohesive science campus that supports the wider MIX Masterplan. The design of the public realm for the first phases will be driven by several key drivers to provide wider access and servicing into the site and for the proposed buildings, biodiversity goals and water management.



Proposed landscape Masterplan with wider context

Landscape Plan

The public realm will offer fully accessible, interconnected communal spaces, enabling visitors to gather, dwell and collaborate whilst also providing legible connections to surrounding infrastructure and public transport hubs.

The pedestrian and cycle bridge that was recently competed lands in the south. It is a fundamental piece of infrastructure and provides a key link between the future MIX Masterplan, wider communities, airport terminals and GTI. The proposals are looking to create a new arrival point alongside the multi story car parking.

New arrival points from Enterprise Way and Thorley Lane connect the site with existing green spaces like Painswick Park and the Wythenshawe community.



1 Primary Circulation Route

2 Secondary Circulation Route

3 Spill Out Space

4 Arrival / Green space

5 Woodland Stretch

6 Temporary turning circle

Proposed landscape Masterplan & character areas



Arrival green space (Image credit: Planit)



Spill out area (Image credit: Planit)



Woodland Stretch (Image credit: Planit)



Primary circulation Route (Image credit: Planit)



Manchester Mix Logo



Secondary circulation Route (Image credit: Planit)

Character Area Sections

The adjacent images show indicative sections through the key character areas to show the relationship between the proposed landscape and the buildings.



Existing Footway to Enterprise Way

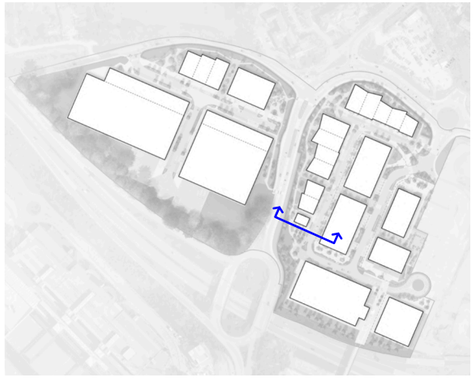
Woodland Stretch

Spill out area

SecondaryCirculation Route



Wider section - Location



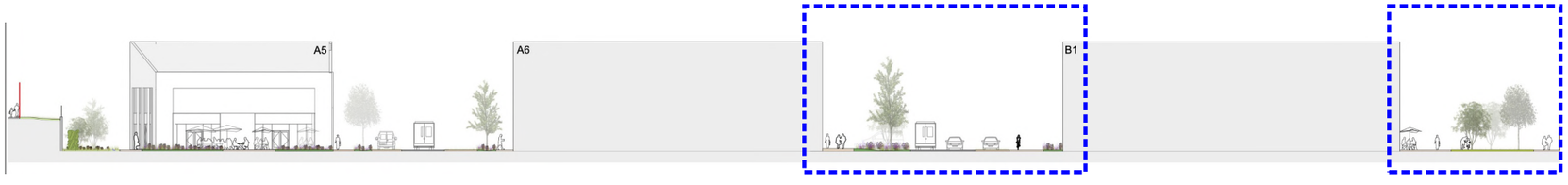
Section location on Masterplan

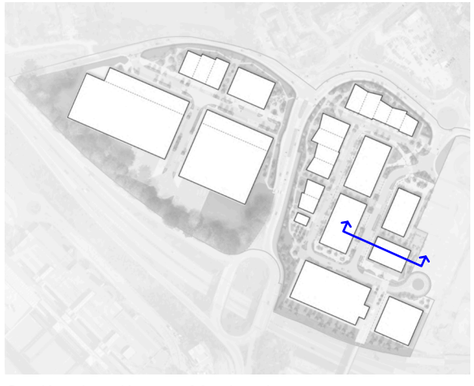


Primary Circulation Route



Arrival / Green Space





Section location on Masterplan

Planting design within the Airport Environment

The Masterplan planting strategy needs to take into consideration risks that could impact on the airport operation. Specifically this relates to minimising the risk of birdstrike. The soft landscape design therefore needs to include elements that will:

- Prevent larger birds from nesting either at ground level or within vegetation
- Prevent larger and flocking birds from colonising the area

Currently the large open area of mixed grassland contains a criss-crossing of fencing to prevent larger birds from landing and discouraging ground nesting. Waterways have either been culverted (open and closed) or aligned to prevent large areas of open water. Open culverts include design measures, narrow channel and vertical sides to prevent birds from landing.

As the Masterplan area is built out it is envisaged that such measures will need to be retained to undeveloped plots to minimise the risk of bird strike.

The airport's Safeguarding Officer has provided the following information:

- The airport safeguard against the risk of bird strike within a 13km radius from the boundary
- There is not an approved landscaping species list or a list of species to avoid
- Each development application will be assessed and advice given on a case-by- case basis. This is based on location, other landscape features in close proximity and flight paths
- However, large proportions of berry-bearing species should be avoided
- Scots pine should also be avoided as they can become attractive to rooks
- Large areas of open water should be avoided and planting used to block the landing paths of larger birds

Where there is a risk of bird colonisation by larger species, introduce preventative measures such as:

- Bird wires and fencing to prevent landing
- Well vegetated embankments to water / drainage features
- Reduced areas of water
- Effective management/ maintenance regimes



Existing site vegetation.



Existing site vegetation.

Tree Removal Strategy

As outlined within section 5.2 of this report, the western half of the site contains an area of existing woodland which forms a buffer to the M56 airport spur. The woodland is predominantly semi-mature with some natural regeneration occurring, as identified within the Arboricultural Assessment. None of the trees on site are subject to Tree Protection Orders.

In order to deliver the proposed Masterplan it is acknowledged that a proportion of this woodland will need to be removed and its loss offset elsewhere on the site. The principle of this has been agreed with Manchester City Council as part of the pre-application process, including a site visit with MCC's Arboricultural Officer.

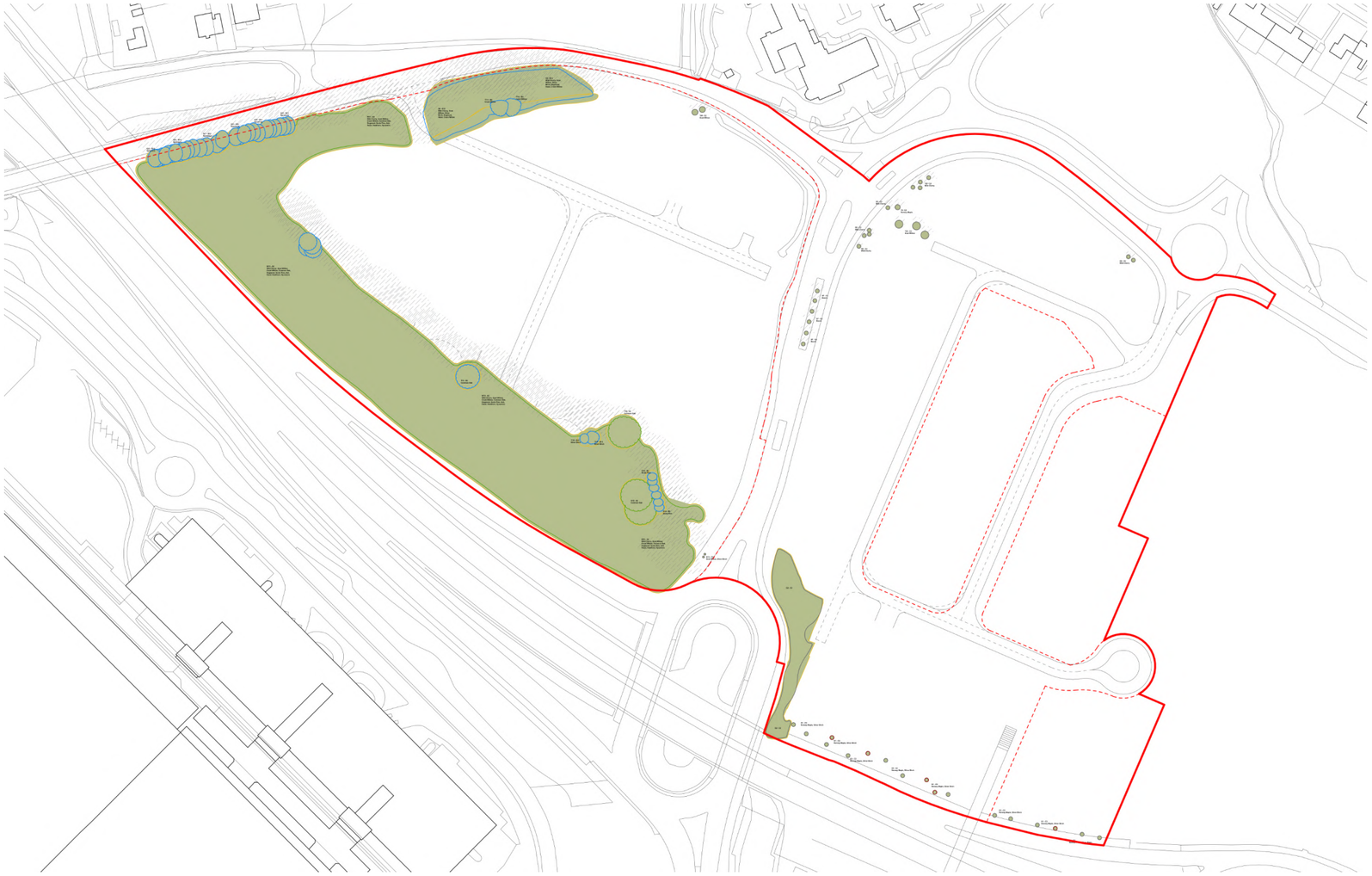
During the design process a series of studies were undertaken to assess the impact of retaining different amounts of the trees on the western part of the site. This has allowed us to balance the desire to retain and preserve the existing woodland with the benefits that the development will bring to the local community and the wider city.

The Illustrative Masterplan shows a site configuration which retains approximately 60% of the woodland.. The arrangement of the illustrative scheme has been carefully designed to minimise impacts to trees including avoiding losses wherever possible.

In order to mitigate the impact of this removal, a replacement tree strategy will be implemented, with additional new trees being planted across the site to compensate for the proposed tree removals.

Lost canopy cover and amenity values are expected to be re-established with overall improvements to the quality of the site's treescape, subject to detailed landscaping plans prepared at subsequent planning stages for the outline components.

This strategy will be implemented and reviewed as and when a Reserved Matters application is put forward for Parcel A



Existing woodland survey.



Study of tree removal options for different proportions of woodland retention

7.5 Access & Circulation

Pedestrian Movement

The site is designed to be permeable and easy to navigate for pedestrians. Two key routes cross the site:

- An east-west route connects the proposed development to the existing Painswick Park and associated amenity and pedestrian connections to the west of the site.
- A second route running North to South follows an exiting desire line between the residential areas of Wythenshawe to the North and the Airport Link Bridge to the South.
- The two routes combine and cross in one of the neighbourhood squares, ceating a new gateway space to the north west corner of the site.

A secondary series of interlinking pedestrian routes create a series of north-south and east-west connections between the new areas of development, linking each new building back to the urban core of the development and the shared amenity provide in those areas.

The routes tie in to existing crossing points to ensure ease of movement for pedestrians between the different development zones, with the primary step-free routes using the existing crossing on the junction of Enterprise Way and Thorley Lane and secondary routes tying into the other crossings via stepped access.

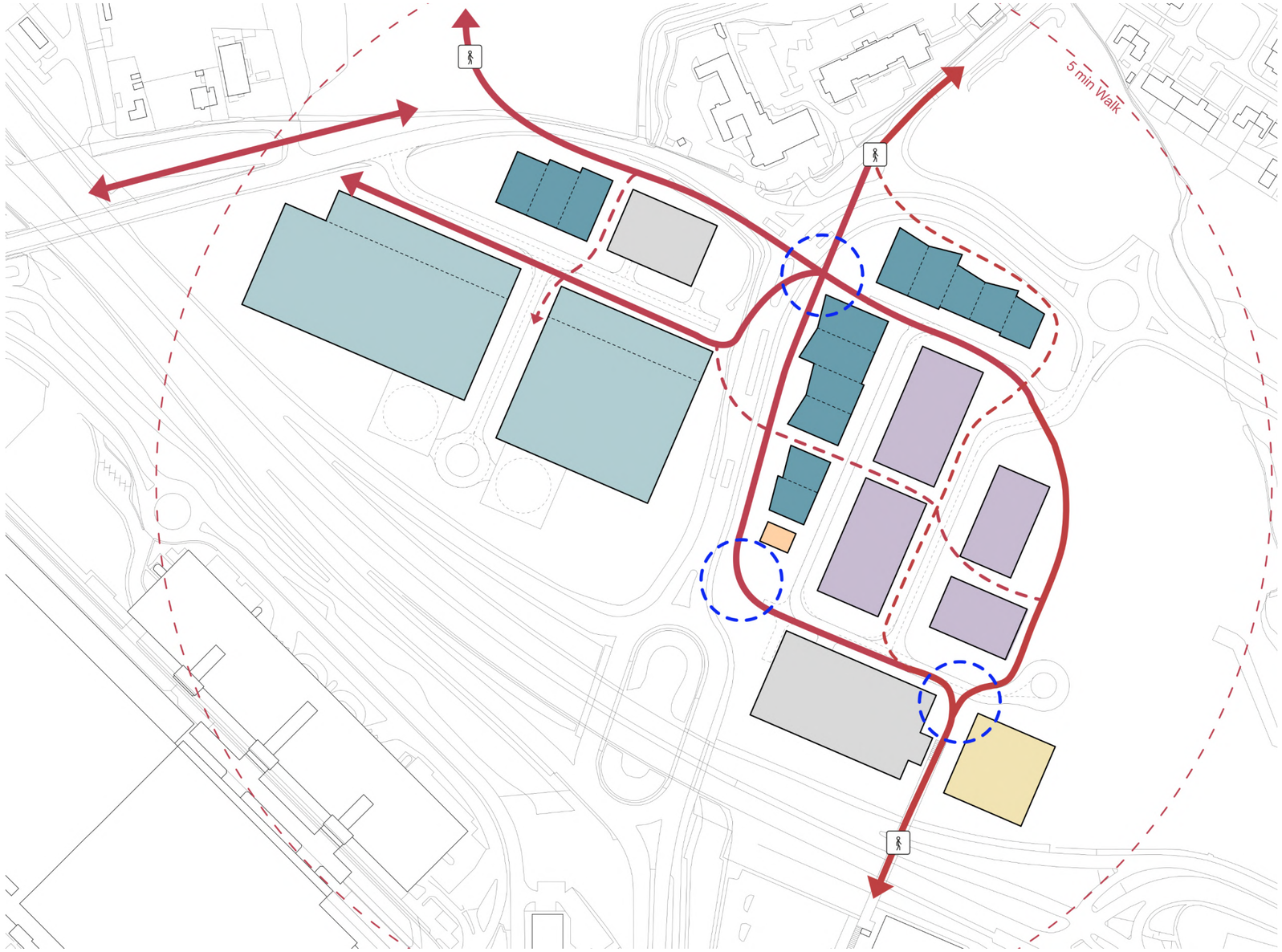


Diagram showing proposed pedestrian routes.

Public Space / External Amenity

Primary Pedestrian route

Secondary Pedestrian route

Cyclist Movement

In order to improve active and sustainable transport options, the network of routes round the site has been designed with cycle commuters and leisure cyclists in mind. The primary road network within the site will incorporate cycle lanes which tie in to the existing cycle routes on Enterprise Way and the A555, as well as the National Cycle Network route which runs along Thorley Lane. Walking and cycling directional signage will be provided within the site to key destinations within Manchester City Centre.
Within the site the shared surface will allow ease of cycle access throughout the neighbourhoods.

Cycle Storage

Secure cycle Hubs are provided within the multi-storey car parks across the site. In addition to on-street cycle stands, these hubs will provide secure storage for bikes incorporating parking for adapted cycles with basic bike maintenance facilities. Showers, lockers and changing facilities will be provided by the individual buildings for use by staff.

Plot	Requirement	Secure Spaces	External Spaces
A1 Mid-tech	14	10	4
A2 Mid-tech	14	10	4
A5 Mid-tech	6	4	2
A7 Amenity	4	2	2
E1 MSCP	N/A	N/A	N/A
A3 Office	61	45	16
A6 Office	55	41	14
B1 Hotel	30	21	9
B3 Office	45	33	12
E2 Office	45	33	12
F1 GMP	16	11	5
F2 GMP	21	14	7
F3 MSCP	N/A	N/A	N/A
F4 Mid-tech	7	5	2
Total	318	229	89

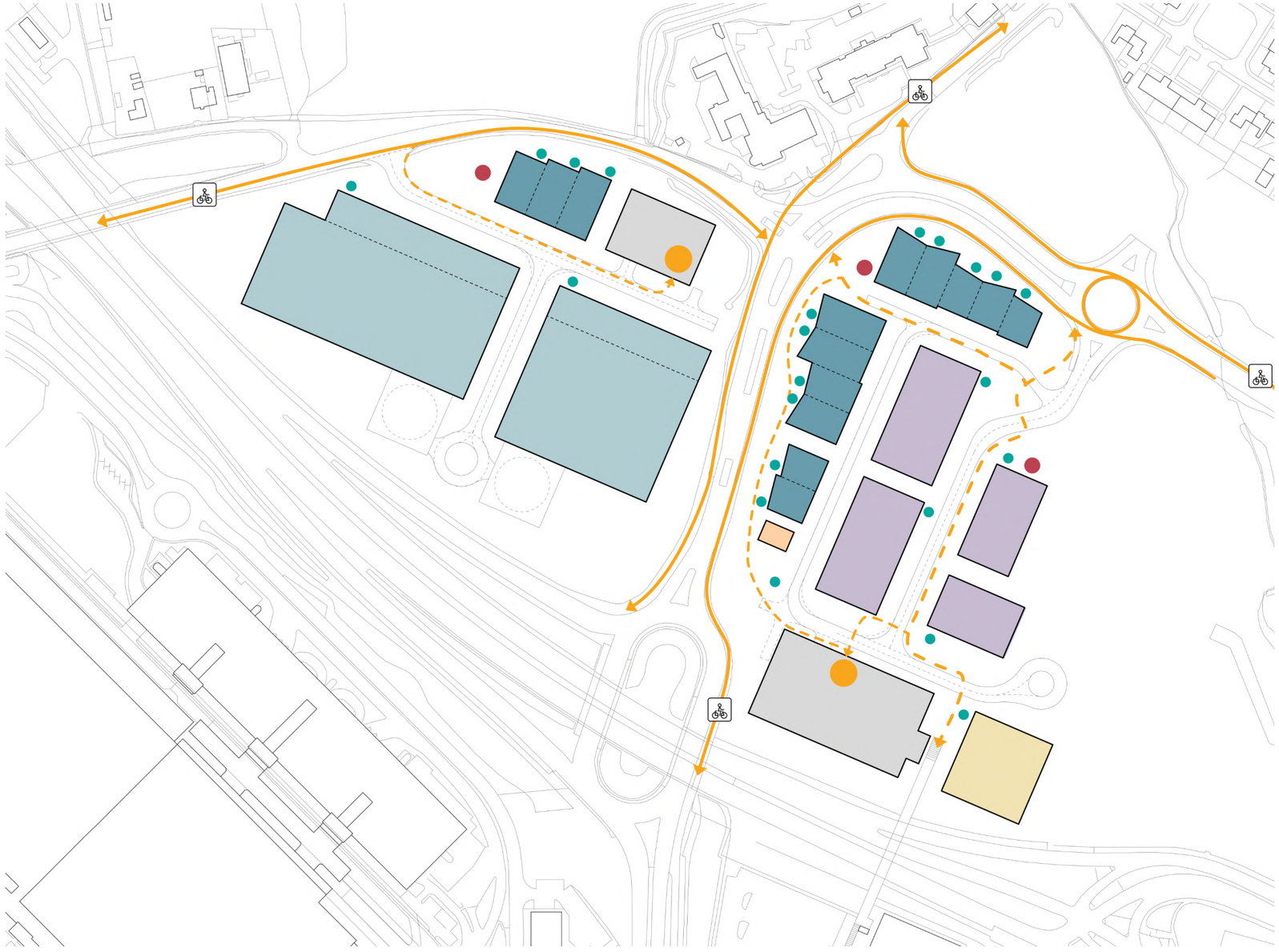


Diagram showing proposed cycle routes and storage.

Cycle hub (MSCP)

Secure cycle storage

Public / External cycle storage

Existing cycle route

Proposed cycle route

Vehicle Movement

Cars will access the site via the existing entrances off Enterprise Way and Thorley Lane. Each of these entrances will be equipped with ANPR cameras which will be linked back to the wider airport ANPR system. Two multi-storey car parks (MSCP) are provided for staff and visitors working across the site. These are evenly distributed across the Masterplan to ensure that all buildings are within easy walking distance of the car park. Accessible parking will be located on the ground floor of the MSCP to provided the required provision for all of the buildings within enterprise way and Thorley Lane.

Accessible parking spaces will be provided with the MSCPs and at key locations around the Masterplan to ensure that there is suitable parking within close reach of the building entrances.

Drop-off bays will be provided for the hotels for guest drop off by car or taxi, in addition to the loading bays provided throughout the site. These drop-off bays should be managed by the hotels/ Manchester Airport to ensure any drop-off complies with the site-wide policies for Manchester Airport.

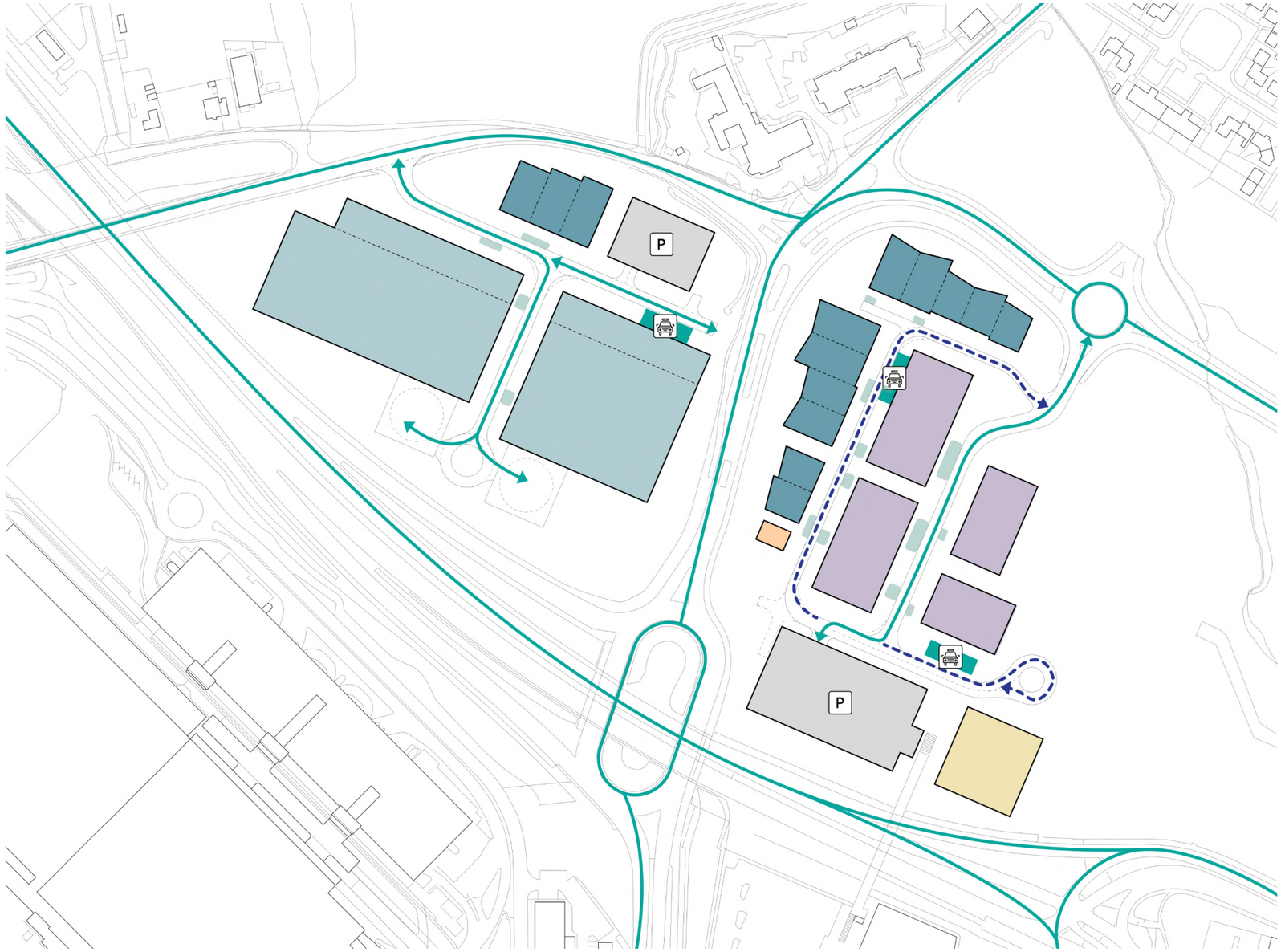


Diagram showing proposed vehicle routes and parking.

General Deliveries

Regular deliveries are expected across the entire Masterplan site. As shown in the previous chapter, van access is available across the whole site, and larger vehicles can access the majority of the site at all times via the service road. Loading bays are located adjacent to the loop road and secondary roads and are close to all building entrances for ease of deliveries.

Loading bays can be accessed at any time for loading by van or HGV and will have a waiting restrictions to prevent car parking or waiting by taxis which would prevent deliveries.

In addition to the loading bays, dedicated service yards are provided for the larger units to the west of the site.

All roads are tracked for HGV vehicles to ensure full flexibility for servicing to suit individual tenant needs.

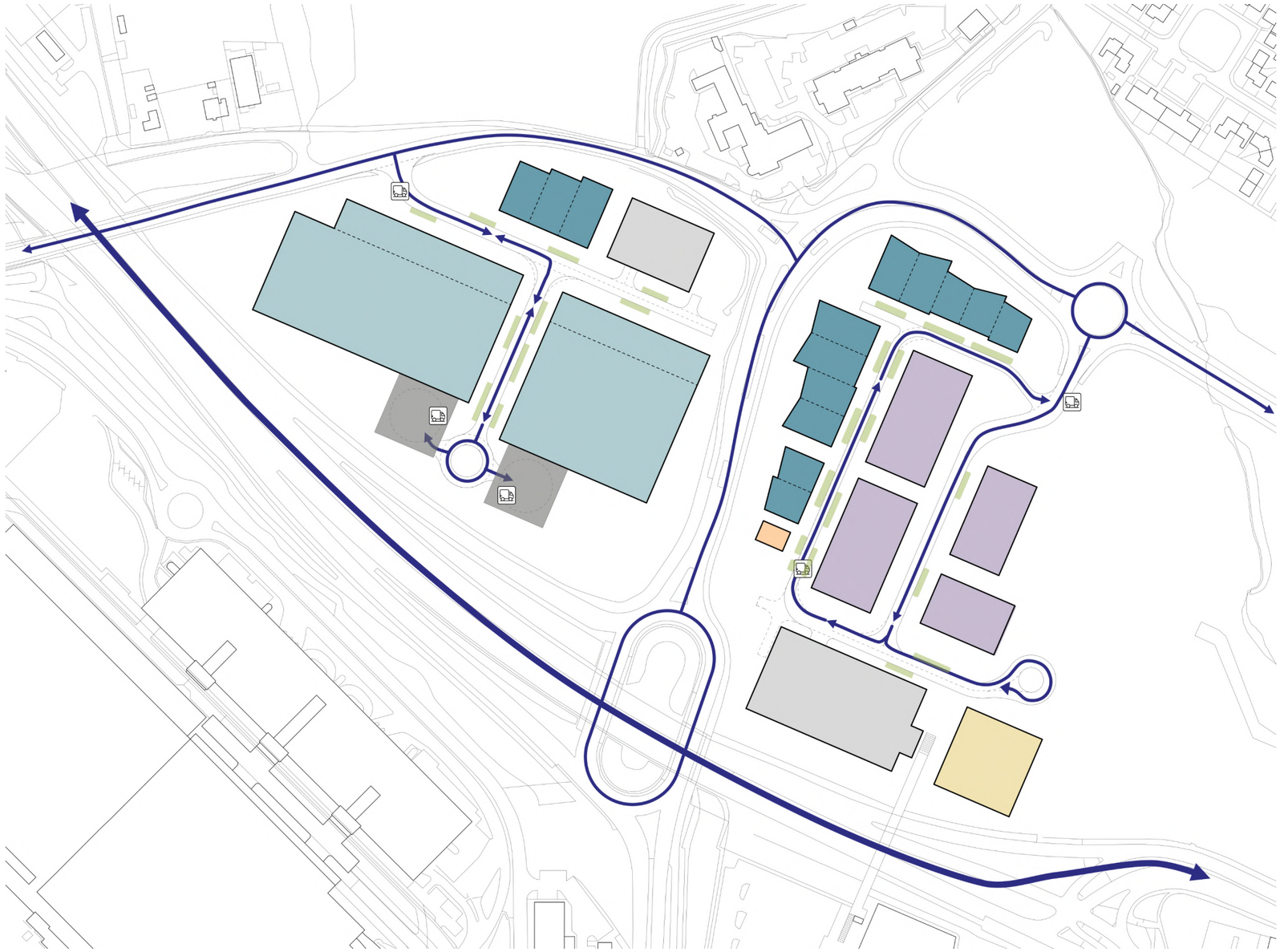


Diagram showing proposed delivery routes and zones.

General delivery route

Service yard

Service bay

Waste Management

General waste, including recycling and green waste, will be managed within centralised waste stores within each neighbourhood- shown in dark grey on the plan below. Waste will be managed centrally and collected via private contract from the loading bays adjacent to the bin stores. The buildings to the north of the site, including the hotel and three mid-tech buildings, will have separate bin stores due to the increased distance from the centralised store. Waste will be collected from the loading bays outside these buildings (shown in red below). All routes to/from the loading bays have been tracked for a refuse vehicle.

It is expected that GMP Tier 1 tenants will manage all of their own waste, including specialist waste, within their plot boundaries.

Specialist Waste

There is no shared provision for specialist waste on site. All specialist waste generated from the GMP/ Life Science activity should be stored and handled directly by individual tenants within the plot.

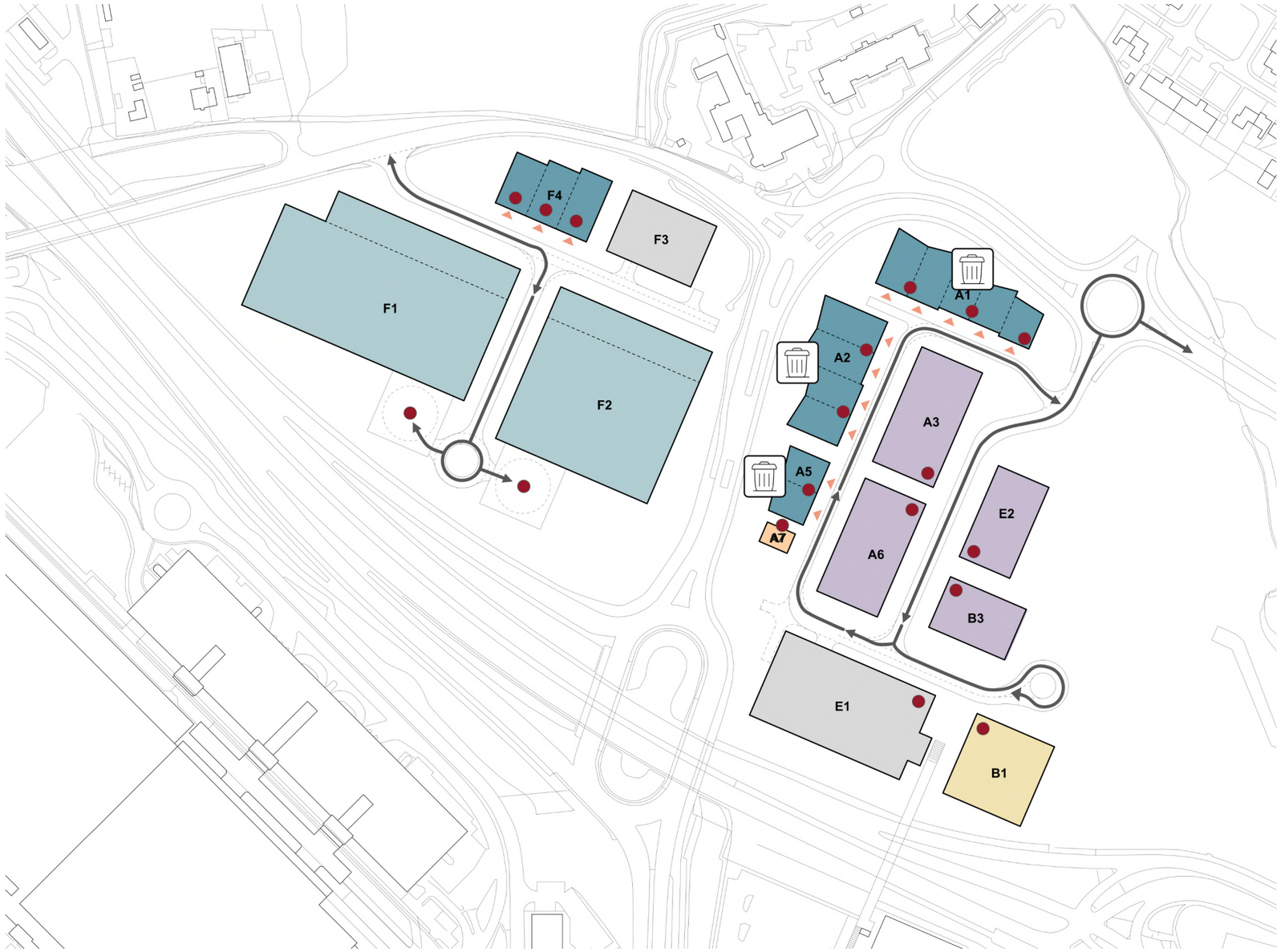


Diagram showing proposed waste removal strategy.

Waste collection route

Waste collection point

7.6 Sustainability

The illustrative Masterplan has been developed with a commitment to achieving high environmental standards of sustainability for every building. These include:

- BREEAM Excellent
- EPC A
- Embodied Carbon tracking
- Reducing waste through circular economy principles
- <15 kWh/m2 GIA/yr space heating demand
- Fossil fuel free
- 5% reduction in energy demand through passive design

Policy Framework and Regulatory Context

The development operates within a robust policy framework designed to support Greater Manchester's ambitious goal of achieving carbon neutrality by 2038. Three key policy documents that shape the sustainability requirements are:

- Manchester City Council Core Strategy (2012-2027)
- Places for Everyone (PfE) Plan (2024)
- The Manchester Local Plan

Embodied Carbon

A comprehensive embodied carbon assessment framework shall be implemented for all buildings within the wider Masterplan, following BS EN 15978:2011 standards and evaluating environmental impacts across a 60-year lifecycle using the 'Cradle-to-Grave' methodology. This approach will ensure consistent measurement and reporting across all development phases.

Designs will prioritise reduction of the highest carbon contributors - substructure and superstructure elements, particularly concrete frames, structural steel, and external envelopes to minimise embodied impacts while improving end-of-life performance.

Energy Strategy

All buildings within the Masterplan shall adopt a comprehensive energy strategy aligned with fossil fuel elimination requirements, ensuring complete electrification without gas allocation throughout the development.

A fabric-first approach shall be adopted across all buildings, achieving thermal performance specifications exceeding Part L 2021 requirements

Proposals shall incorporate appropriate low and zero carbon technologies following technical feasibility assessments for each individual building. Solar photovoltaic installations will be optimised for roof areas, targeting minimum 10% CO_2 reduction where structurally viable, alongside air source heat pump installations as the primary heating solution.

Materials & Construction Waste Management

All buildings shall implement a comprehensive material strategy prioritising environmental impact reduction through: low embodied carbon specifications, high recycled content requirements, responsible sourcing with mandatory recognised certifications (FSC, EMS, BES 6001), low/zero Global Warming Potential refrigerants and insulations, and low/zero Volatile Organic Compound materials.

Construction waste management strategies shall be embedded from design stage. Main contractors must demonstrate comprehensive waste reduction through supplier partnerships and delivery optimisation.

BREEAM

All buildings within the Masterplan shall target BREEAM Excellent certification as a minimum performance standard.

This will ensure consistent high-performance delivery across the Masterplan while maintaining flexibility for building-specific optimisation and technological advancement in future phases.

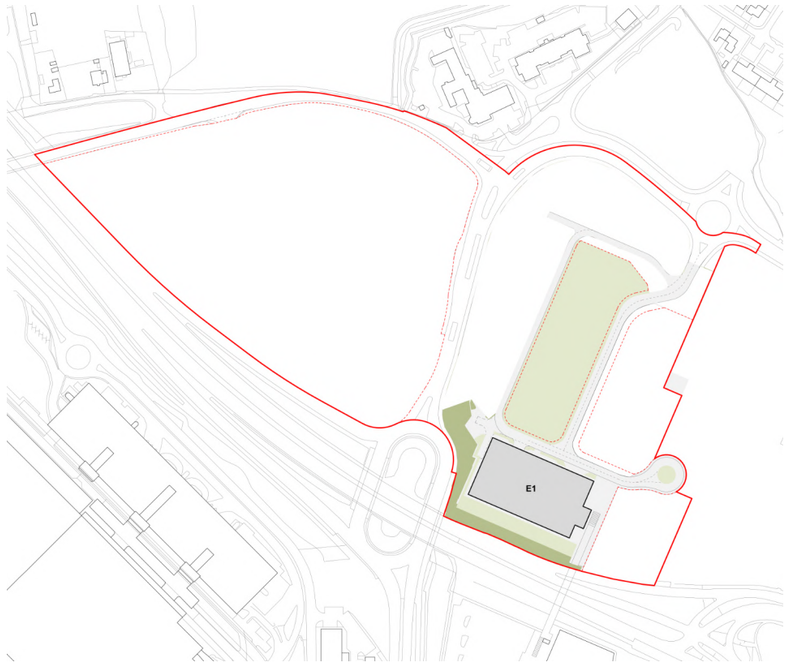
7.7 Indicative Phasing

This adjacent diagrams show an indicative phasing for the delivery of the illustrative Masterplan. The phasing study has been broken down into two primary sections:

- Phase 1 - Full planning application plots
- Phase 2 - Outline planning application plots

Each phase and sub-phase incorporates wider infrastructure and landscape works (both permanent and temporary) required to support the associated development plots.

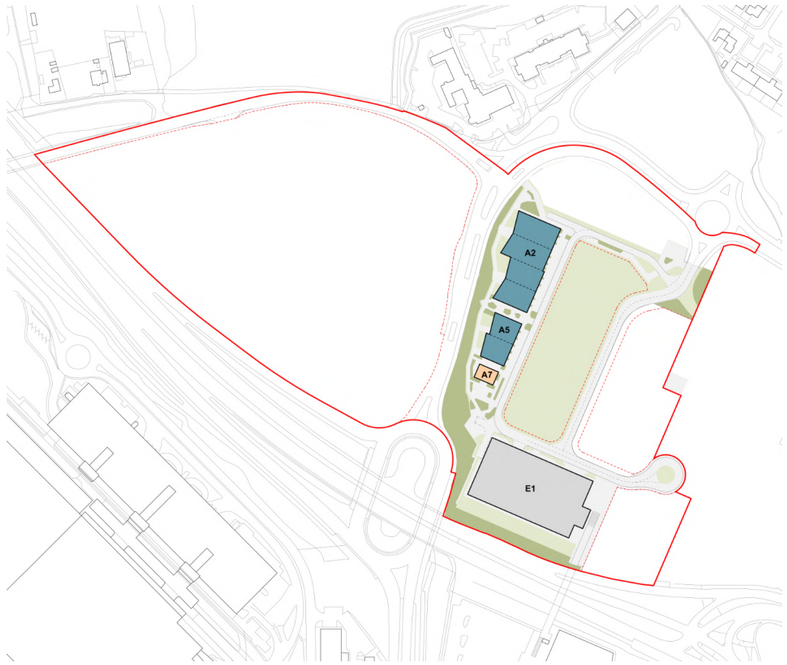
The actual phasing of the outline elements of the site will be determined by tenant demand and interest and, as such, will be developed further as part of the Reserve Matters applications.



Phase 1.1

Phase 1.1 will contain the following works

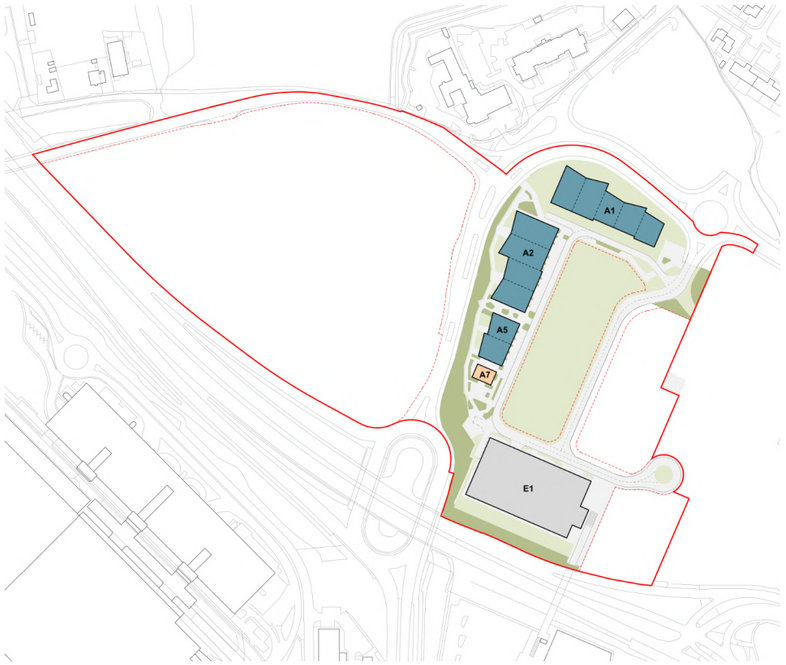
- Construct plot E1 (MSCP)
- Provide a 7.2m wide, two-way road with turning head (suitable for buses / coaches) to access plot E1
- Provide infrastructure / utilities required by E1
- Remove existing footpath through site and replace with new public realm to base of footbridge and pedestrian route alongside road to connect with Enterprise Way
- Provide temporary landscaping to parcel B



Phase 1.2

Phase 1.2 will contain the following works

- Construct plot A7 (shared amenity) and adjacent public realm
- Construct plots A2 & A5 (mid-tech units) and associated landscaping



Phase 1.3

Phase 1.3 will contain the following works

- Construct plots A1 (mid-tech unit) and associated landscaping
- This will complete the extent of the full planning consent.



Phase 2.1

Phase 2.1 will focus upon outline planning parcels B, C & D and will contain the following works

- Construct plots A3, A6, E2 & B3 (office and R&D) and associated landscaping.
- Construct plot B1 (hotel) and associated landscape



Phase 2.2

Phase 2.2 will focus upon outline planning parcels A and will contain the following works

- Construct plots F1 & F2 (manufacturing) and associated infrastructure and landscaping
- Construct plot F3 (MSCP) and associated landscaping
- Construct plot F4 (mid-tech) and associated landscaping

This will complete the extent of the outline planning consent.



Volume 03 - Proposals


MIX MANCHESTER
SIGNAGE ZONE

8.0 MID-TECH UNITS

8.1 Use

The following section covers the design and access for the Mid-Tech and shared amenity units included with the Full Planning elements of this hybrid application:

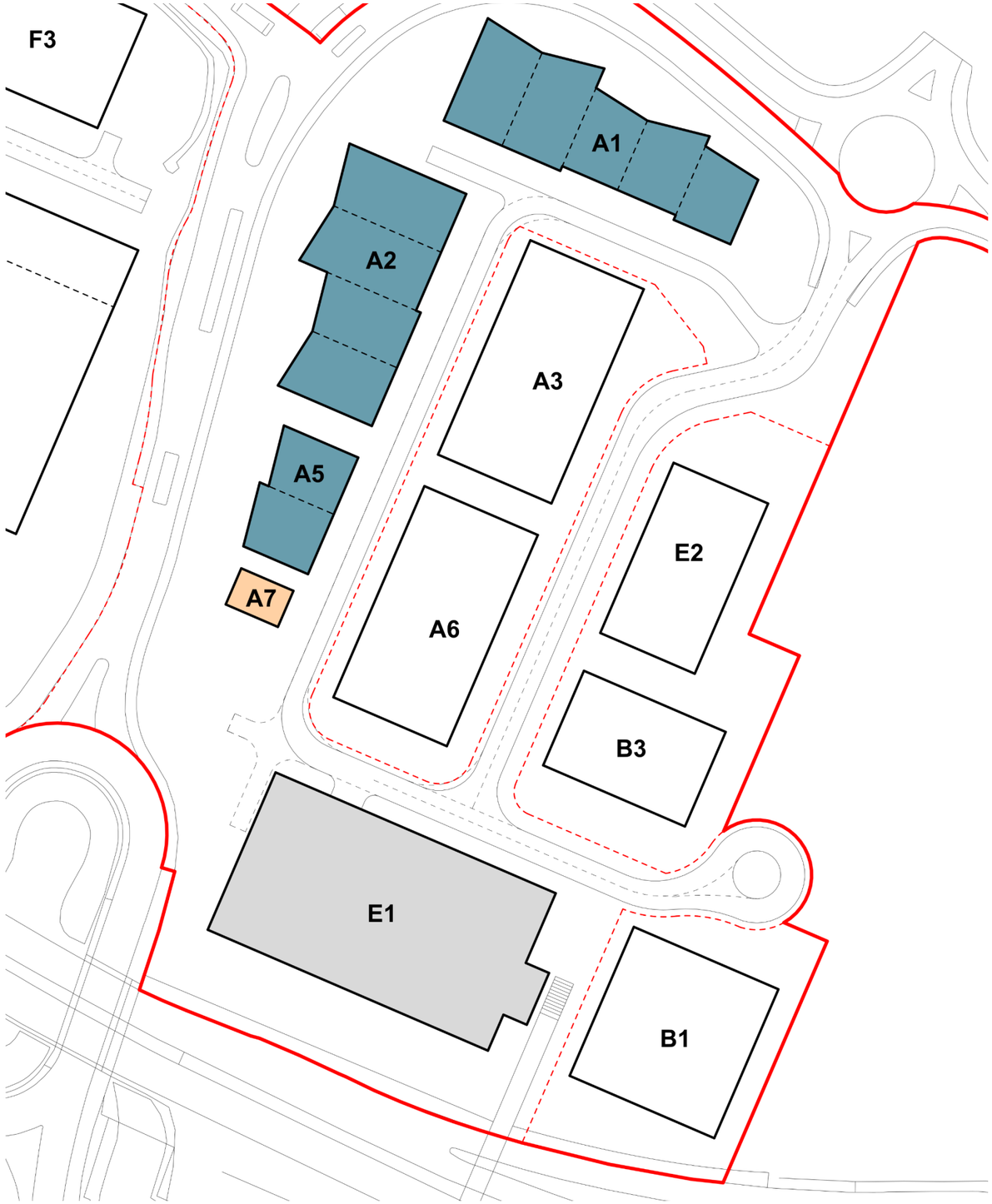
- Unit A1
- Unit A2
- Unit A5
- Unit A7

The proposed development consists of 3 terraces of Mid-Tech units within a new high-quality landscaped setting. The terraces are sub-divisible into a total of 12 individual units.

A dedicated amenity unit is provided is also provided, offering flexible commercial space to serve the Masterplan.

For further information regarding the Multi-storey Car park, please refer to section 9.0 of this report.

For further information regarding the landscaping elements, please refer to section 10.0 of this report.



Extent of full planning elements and proposed building use.

8.2 Amount

The proposed development is compromised of the following spaces:

		As Measured GIA		Mezzanine GIA		Total GIA	
Building	Assumed Use	Area (m^2)	Area (ft^2)	Area (m^2)	Area (ft^2)	Area (m^2)	Area (ft^2)
A1.1	Mid-Tech	540 m^2	5,800 ft^2	135 m^2	1,500 ft^2	675 m^2	7,300 ft^2
A1.2	Mid-Tech	515 m^2	5,500 ft^2	130 m^2	1,400 ft^2	645 m^2	6,900 ft^2
A1.3	Mid-Tech	415 m^2	4,500 ft^2	105 m^2	1,100 ft^2	520 m^2	5,600 ft^2
A1.4	Mid-Tech	415 m^2	4,500 ft^2	105 m^2	1,100 ft^2	520 m^2	5,600 ft^2
A1.5	Mid-Tech	380 m^2	4,100 ft^2	95 m^2	1,000 ft^2	475 m^2	5,100 ft^2
	A1 Subtotal	2,265 m^2	24,400 ft^2	570 m^2	6,100 ft^2	2,835 m^2	30,500 ft^2
A2.1	Mid-Tech	490 m^2	5,300 ft^2	125 m^2	1,300 ft^2	615 m^2	6,600 ft^2
A2.2	Mid-Tech	470 m^2	5,100 ft^2	120 m^2	1,300 ft^2	590 m^2	6,400 ft^2
A2.3	Mid-Tech	620 m^2	6,700 ft^2	155 m^2	1,700 ft^2	775 m^2	8,300 ft^2
A2.4	Mid-Tech	645 m^2	6,900 ft^2	160 m^2	1,700 ft^2	805 m^2	8,700 ft^2
	A2 Subtotal	2,225 m^2	24,000 ft^2	565 m^2	6,000 ft^2	2,785 m^2	30,000 ft^2
A5.1	Mid-Tech	380 m^2	4,100 ft^2	95 m^2	1,000 ft^2	475 m^2	5,100 ft^2
A5.2	Mid-Tech	380 m^2	4,100 ft^2	95 m^2	1,000 ft^2	475 m^2	5,100 ft^2
	A5 Subtotal	760 m^2	8,200 ft^2	190 m^2	2,000 ft^2	950 m^2	10,200 ft^2
A7	Amenity	180 m^2	1,900 ft^2	N/A	N/A	180 m^2	1,900 ft^2
	Full PlanningTotal	5,430 m^2	58,500 ft^2	1,320 m^2	14,200 ft^2	6,750 m^2	72,600 ft^2

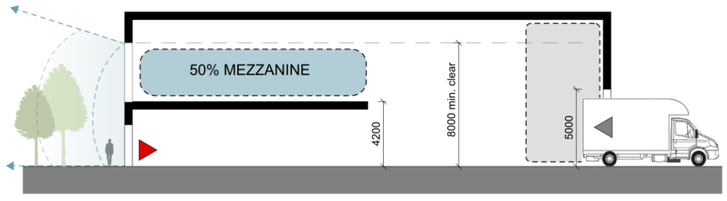
8.3 Proposed Development

Design Brief

Mid-Tech facilities are designed as flexible units suitable for laboratories, offices, clean room installation, light engineering or production. The spaces are highly flexible and can be adapted to accommodate a range of scientific and advanced manufacturing uses from research and development to small scale production.

The buildings are generally single storey, double-height spaces suitable for the inclusion of mezzanine accommodation subject to intended use and tenant needs. Individual units range in size and can be combined or sub-divided, affording tenants the ability to expand or reconfigure their space as required, making them ideal for incubator or scale-up spaces.

Units offer clear internal heights that allow for either mezzanine floors or large scale equipment. Units tend to have high quality facades with enhanced materiality and extensive areas of glazing to create a building which reflects the level of design quality expected by prospective tenants and avoid the aesthetics associated with industrial buildings.



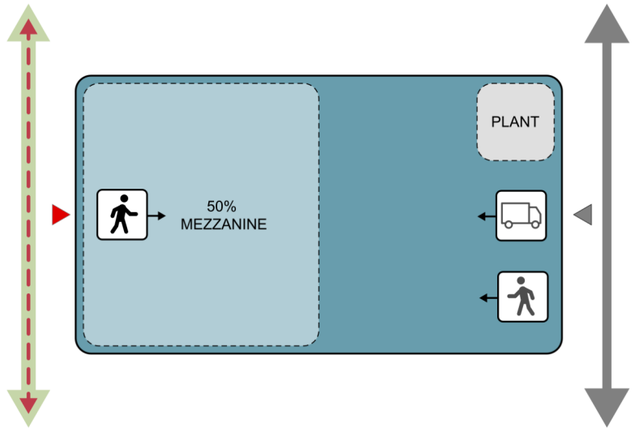
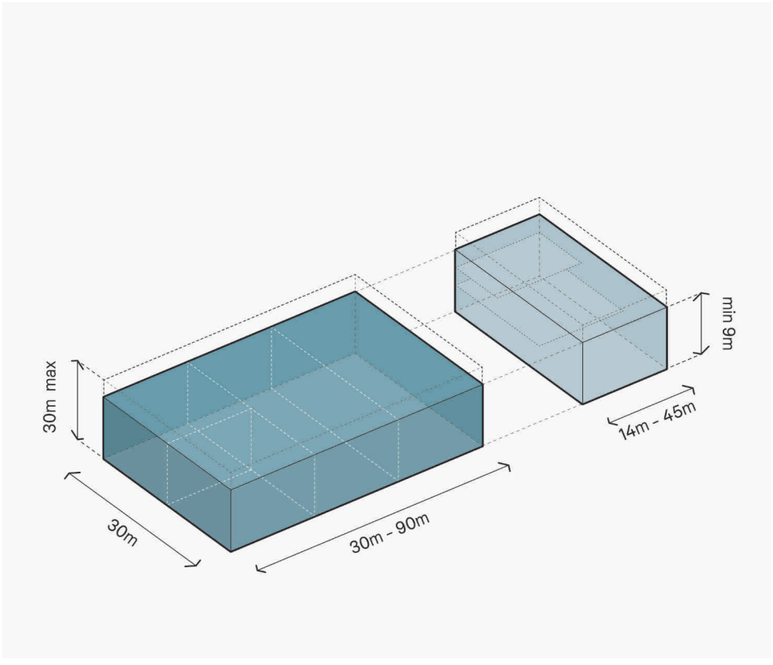


Diagram showing design concept of the Mid-Techs.



Mid-Tech

Design parameters:

GIA	Up to 50,000 ft2
Floor-plate	20,000 ft2 - 25,000 ft2
Width (block)	30m - 90m
Depth (block)	30m
Width (individual unit)	15m - 45m
Depth (individual unit)	15m - 30m
Maximum height	30m (including MEP / flues)
Storey height	8m min. clear (suitable for mezzanine)
MEP/flue zone	3m above roof (subject to strategy)
Building occupancy	225 ft2 / person

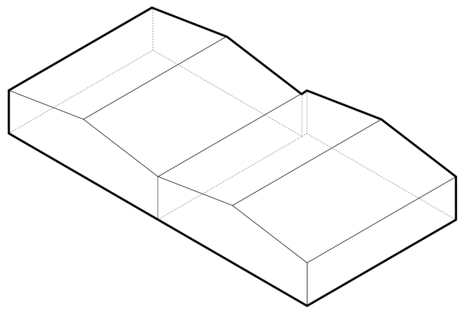
Design parameters of the Mid-Techs.



Proposed view of Mid-Tech units from Masterplan

Design Concept

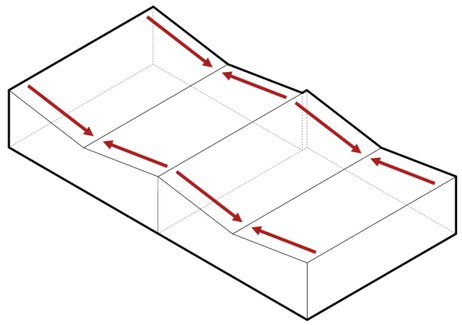
The below images illustrate the design concept for the proposed Mid-Tech units.



Industrial vernacular

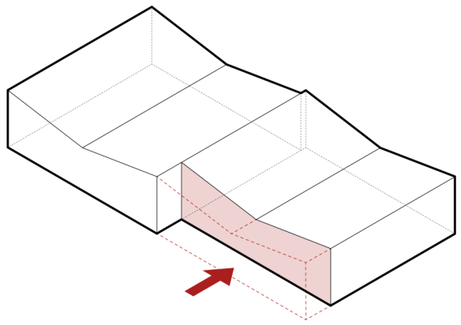
The Mid-Tech units are essentially industrial style units with portal frame construction and pitched roofs.

However, in order to differentiate and elevate the proposals from a typical industrial unit, a number of design moves have been proposed.



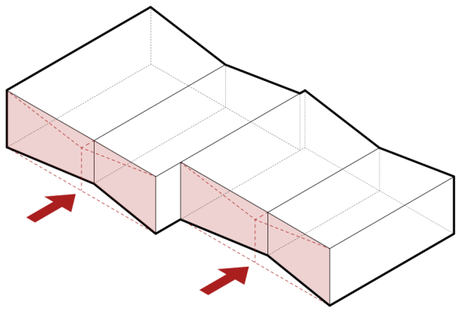
Inverted Roof Form

By inverting the roof form from a typical gable we create a birds-mouth arrangement which emphasises the height to the ends of the building and brings visual interest to the roofscape.



Stepped Frontage

Stepping the frontages allows the buildings to respond to the site and its constraints while helping to break up the longer elevations of the Mid-Tech terraces.

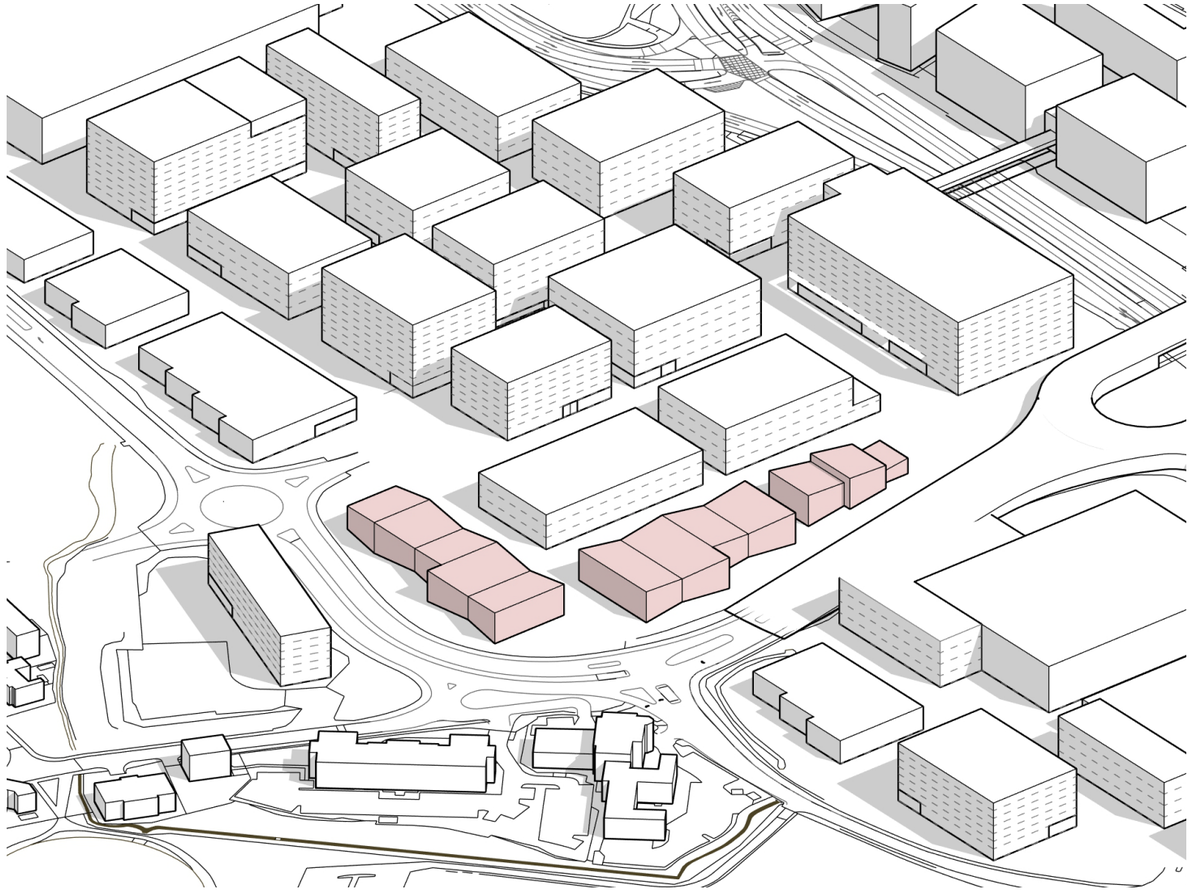


Folded Façade

Folding the outward-facing façade (where mezzanine ofice areas will be) to match the angle of the birds-mouth roof helps to accentuate the building form and create visual interest to the elevations when viewed from the surrounding roads.



Aerial view of the full planning application buildings from the south.



Aerial view of the full planning application buildings from the north

Proposed Scale & Massing

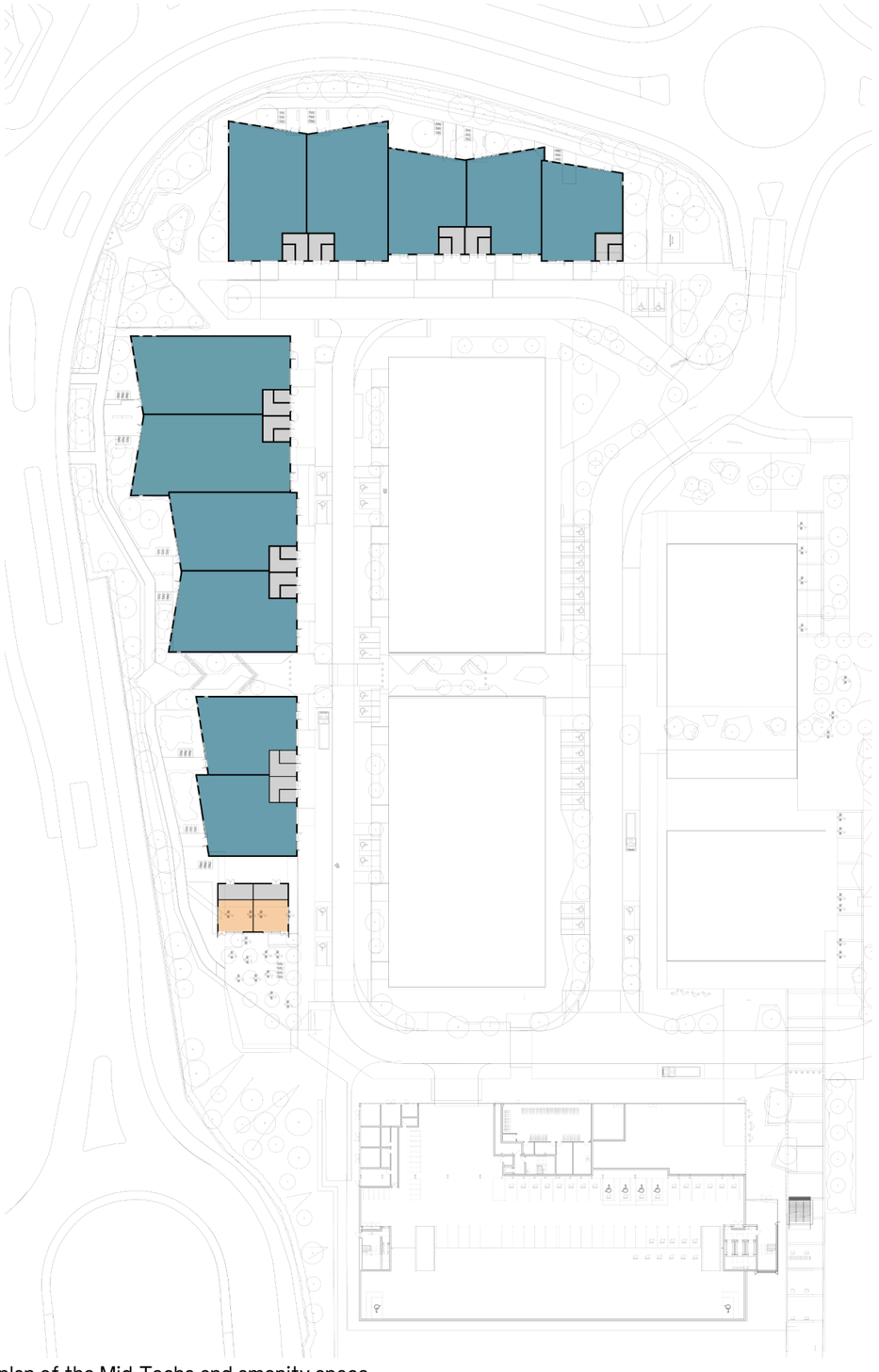
The above images show initial studies undertaken during the early design stages to look at the proposed scale and massing of the Mid -tech units in relation to the overall Masterplan and the wider site context.

The massing of the Mid-Tech units act as a transitional element to bridge between the residential scale of the areas to the North of the site and the more dense urban nature of the proposed Masterplan and its presence onto the southern boundary with the Airport.

Ground Floor Plan

The ground floor provides an open-plan space for a range of manufacturing processes with supporting plant room and enclosed waste store to the rear.

Pedestrian access doors to the front and rear, provide opportunity for flexible layout design. A larger roller shutter is located to the rear adjacent to the road for deliveries and servicing.



Mid-Tech

Shared amenity

Back of house / plant

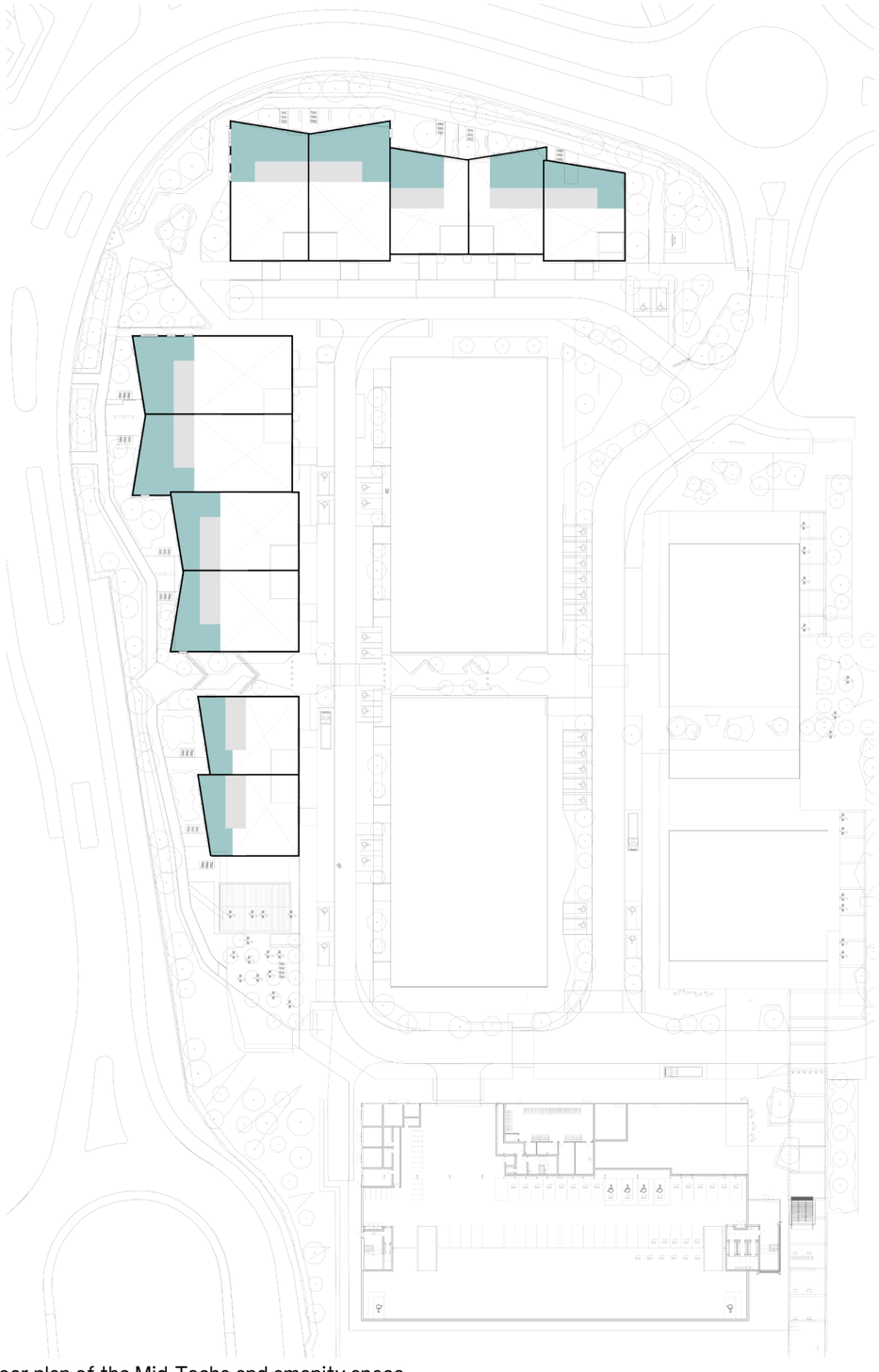
Ground floor plan of the Mid-Techs and amenity space.

Mezzanine Floor Plan

The overall height allows for a mezzanine level for additional floor dependant on user requirements. The front facade introduces punched windows at high level, allowing natural light to the mezzanine to provide suitable work-spaces.

Installation of the mezzanine areas will be subject to tenant requirements. As such, these will generally not be provided on day one, and however suitable allowance has been made within the overall amount of proposed floor area included within the application.

A fit out including mezzanine is intended to be included within Block A5 and will be delivered as part of this phase. Further information has have been included overleaf.



Potential mezzanine

Circulation core

Mezzanine floor plan of the Mid-Techs and amenity space.

Unit A5.1

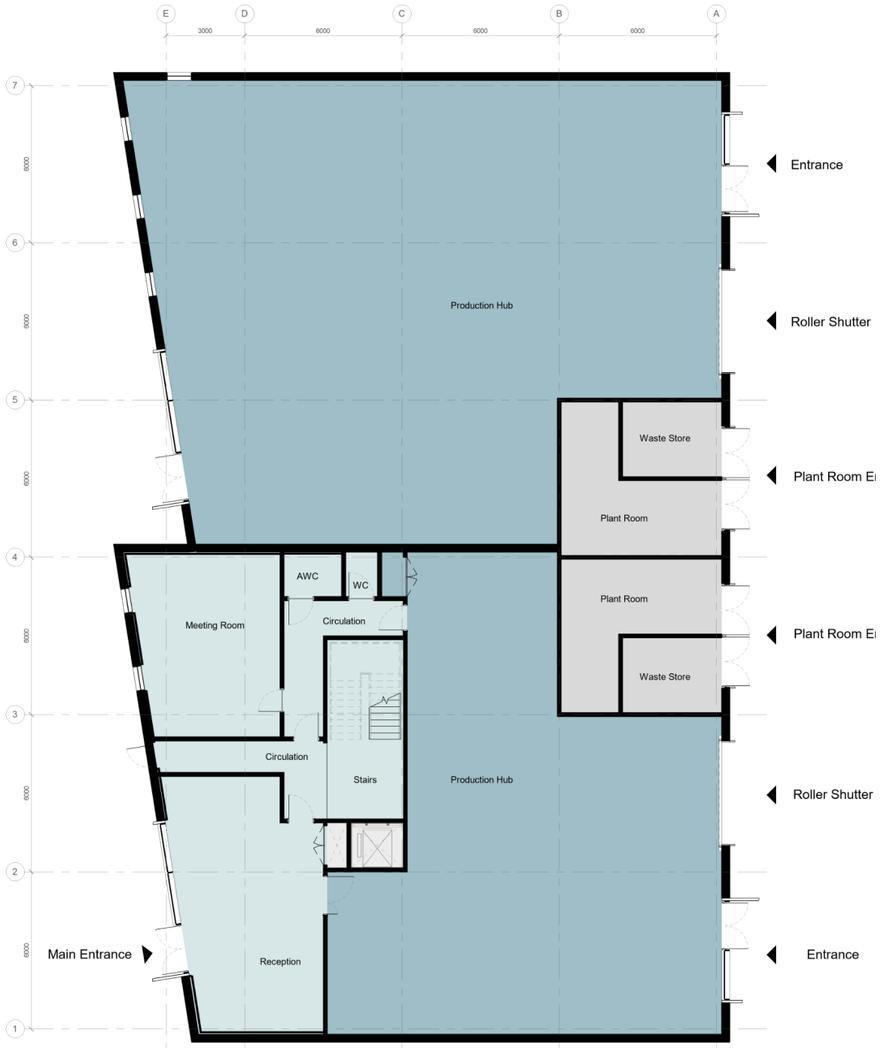
One of the units within Block A5 is intended to be delivered with the full 25% mezzanine constructed. This unit will act as a marketing tool for the wider development as well as establishing a benchmark for future tenant adaptation.

The proposed layouts for the unit are illustrated in the adjacent images.

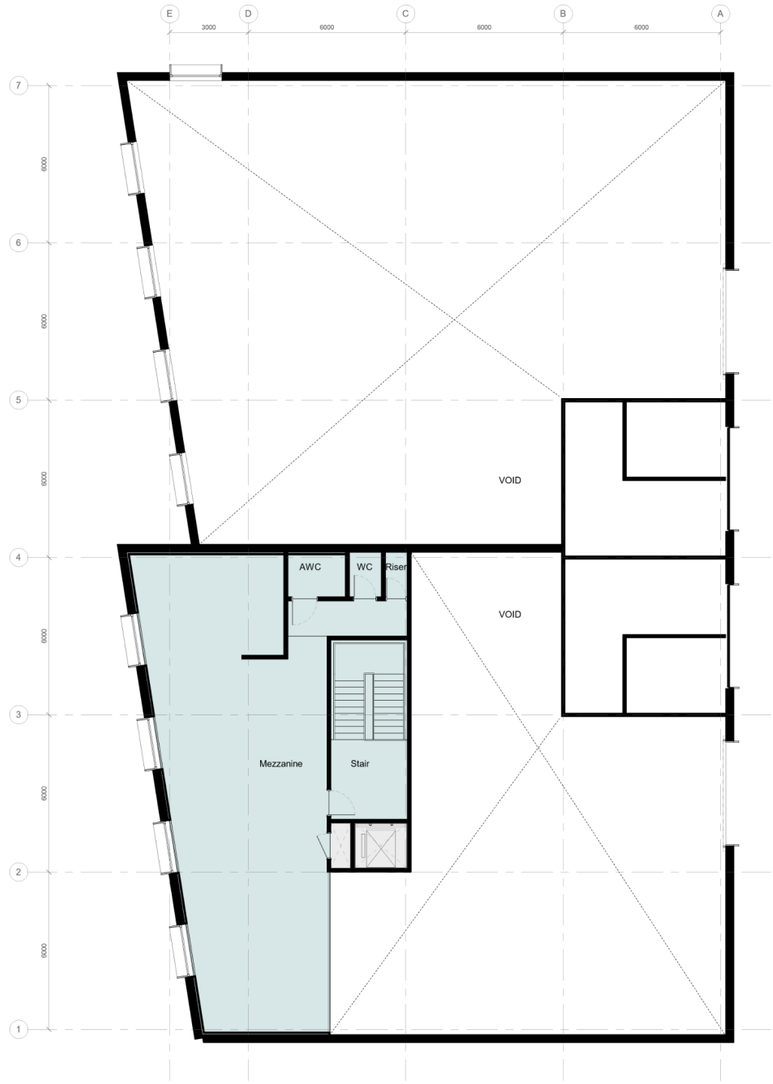
The ground floor contains a reception and entrance area facing outward towards the landscaped area to the western boundary adjacent to Enterprise way. There is a dedicated meeting room as well as WC and storage facilities, all beneath the footrpint of the mezzanine level above.

To the eastern side of the building there is a large production / storage area with full height roller shutters and secondary access to the internal access road. There is also a dedicated plant area and waste store with external access.

The mezzanine level above will contain open-plan work-space and office areas, along with breakout and welfare facilities.



Block A5 - Ground Floor



Block A5 - Mezzanine Floor

Production hub

Visitor/office zone

Back of house / plant



Illustrative internal CGIs of the reception area



Illustrative internal CGIs of the production / warehouse area



Illustrative internal CGIs of the office / meeting room



Illustrative internal CGIs of the mezzanine workspace

8.4 External Appearance

The proposed façade design has been developed as a response to both the functional requirements of the building typology as well as the importance of the buildings as the primary frontage to the wider MIX Masterplan.

This has required the development of an architectural language that embraces the industrial vernacular from a functional perspective, yet strives to elevate itself from the aesthetics often associated with the typology.

The flexible nature of the Mid-Tech units mean that they can be used for a wide range of purposes and by different types tenants within the life science and advanced manufacturing sphere. As such the façades need to respond to, and support a wide range of activities from manufacturing to desk-based office area.

As such, we have approached the design of the elevations based upon two primary types:

- Outward-facing elevations to the potential office areas and those which sit along Enterprise Way and form the primary frontage to the Masterplan
- Inward-facing elevations to the production / warehouse areas which address the internal circulation and vehicular access routes

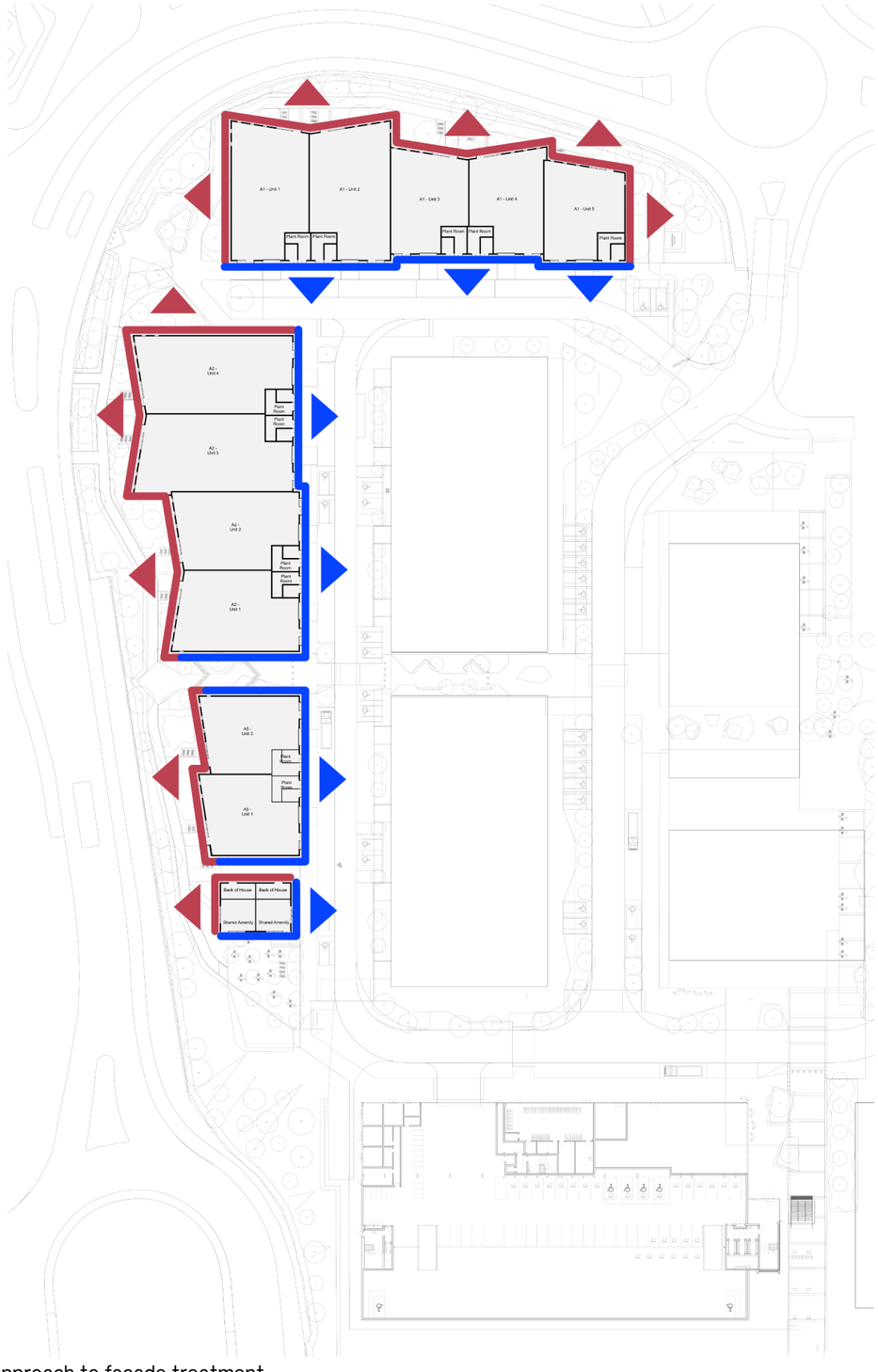
In order to address this balance between the functionality and visual quality, we have adopted slightly different approaches to the different elevations, whilst utilising materiality and articulation to create a unified approach to the façades.

Further detail on our apporach to this is shown on the facing page.

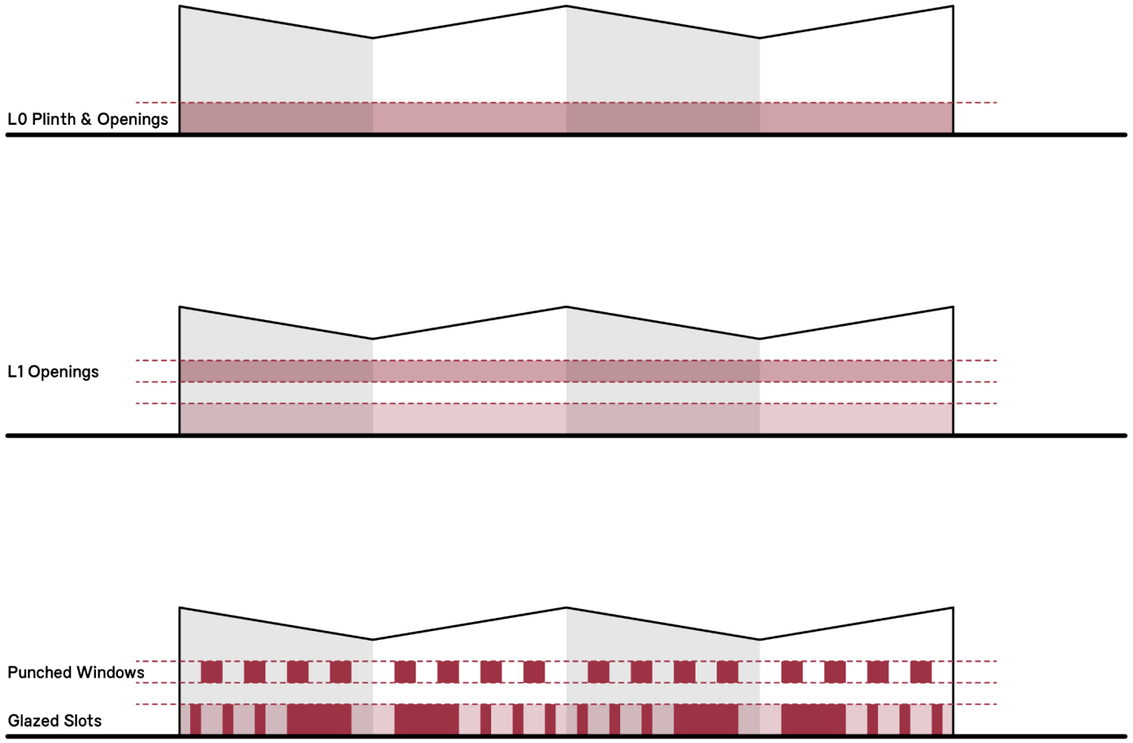
Airport Safeguarding

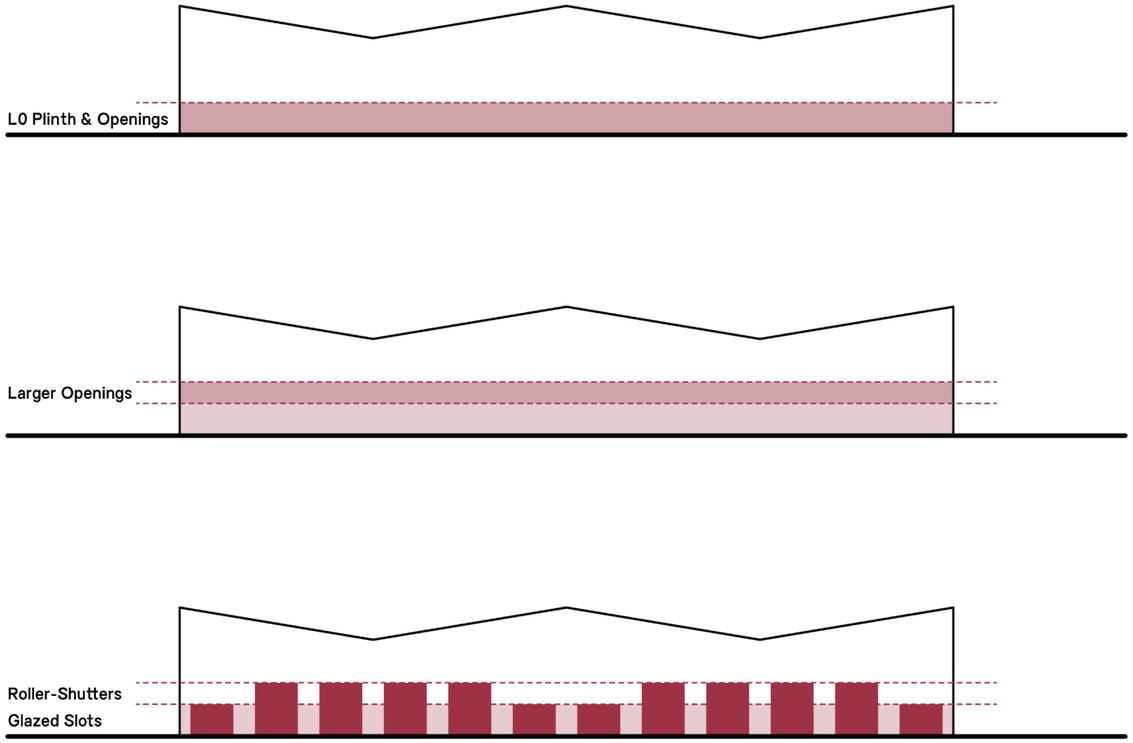
A key aspect of the design has been compliance with the requirements of Ariport Safeguarding to minimise the risk of potential impact upon the operations of the neighbouring Manchester Airport. This has involved considerations around:

- Ensuring the scale and massing of the buildings do not risk causing potential interference with communication or navigation equipment.
- Minimising the potential risk of bird strike by eliminating opportunities for nesting birds such as flat roofs or ledges within the façade.
- Ensuring building materials (including roof-mounted Pvs) do not cause unacceptable glint or glare that could distract pilots.
- Controling building light-spill and external illumination
-



Conceptual approach to façade treatment





Outward-Facing Elevations

The outward-facing elevations for the Mid -tech units form the primary frontage to the MIX Masterplan and provide the principal entrance for staff and visitors. The façades respond to both the ground and mezzanine levels, and provide flexibility to respond to different tenant fit-out requirements. The facades therefore require:

- Principal pedestrian access for staff & visitors
- Full height glazing to ground floor areas
- Glazing to mezzanine areas to suit flexible work-space layouts
- Louvres for localised MEP connections

Inward-Facing Elevations

The inward-facing elevations for the Mid -tech units provide many of the functional requirements of the building typology. The façades provide direct access to the production / storage areas of the building therefore require:

- Pedestrian access for staff & occasional visitors
- Full height roller shutter doors suitable for vehicle access
- Plant room / service access
- Louvres to plant areas
-

Articulation & Fenestration

As indicated in the previous diagrams, the proposed building is articulated horizontally with a continuous plinth that wraps around the base and defines the ground floor level. The plinth is broken by full-height openings, creating slot windows and glazed entry points.

Entrances are framed by integrated canopies that create visual markers to aide way-finding whilst creating practical shelters for the building access points. The entrance canopies also provide a base for tenant signage, ensuring a consistent and controlled approach across all of the Mid-Tech units. Such signage will be subject to a separate advertisement consent

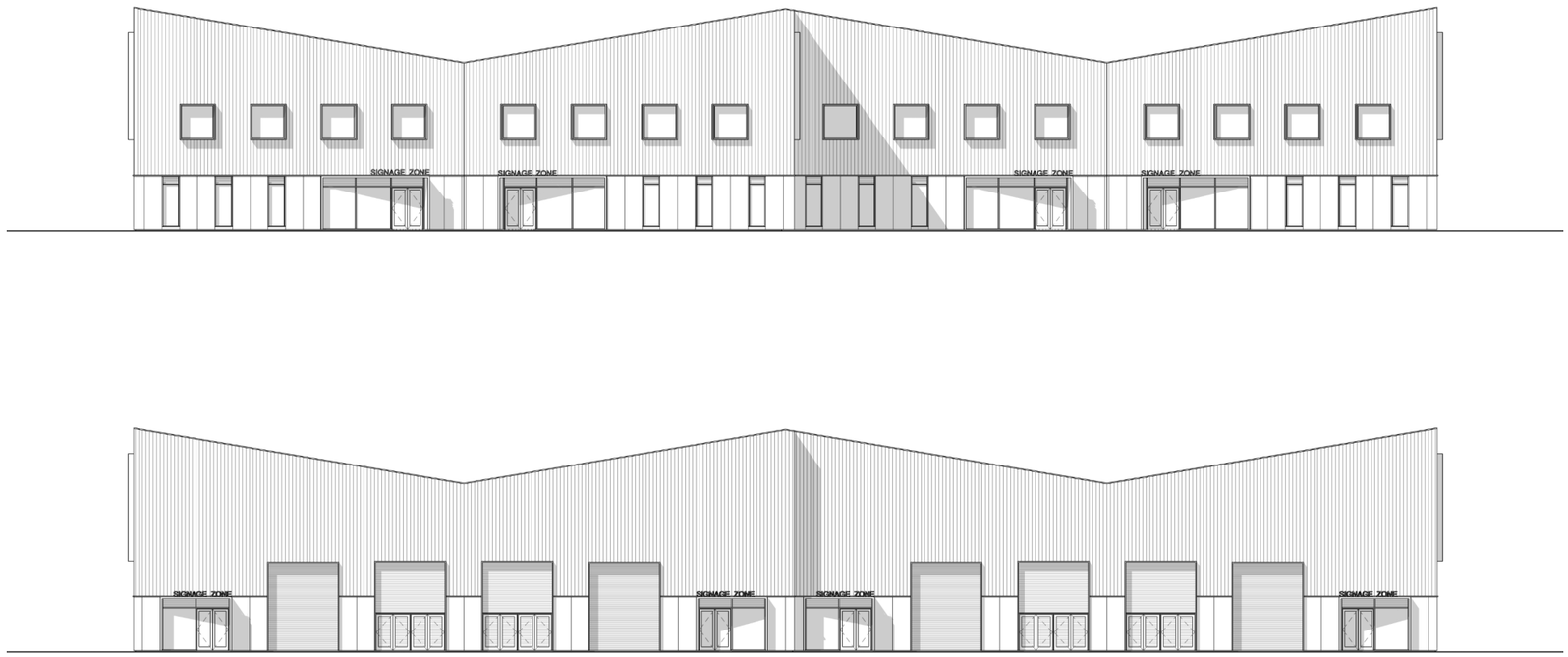
Larger openings to the ground floor, such as roller-shutter doors and louvred panels to the plant areas, as located with the double height areas to the inward-facing façade and extend above the top of the plinth to a consistent datum in order to accommodate the additional height.

Upper windows are are expressed as simple punched windows within the upper portion of the outward-facing façade where potential mezzanine areas can be installed if tenants required. The base of these openings are set to internal desk heights to allow flexible tenant layouts and have been coordinated to align with the top of the larger ground floor openings on the opposite façade.

The punched windows are framed with projecting reveals do to give extra depth and visual interest to the facade while complying with the strict requirements for safe-guarding and bird-strike mitigation. Projecting reveals will be coloured on their internal faces, adding extra level of interest to the proposed elevations.

Upper windows to the gable elevations have a solid over-panel to visually emphasise their height while maintaining the same architectural language and as the smaller, square openings.

MIX specific site-wide signage will be included within certain gable elevations at key locations to help reinforce the identity of the campus and the Masterplan. Such signage will be subject to a separate advertisement consent



Typical Mid-Tech elevations

Materiality

The proposed materiality has been selected in response to both the technical performance and commercial constraints of the building typology and its requirements. The use of high-performance insulated panels ensures that the required thermal, acoustic and fire performance are achieved, whilst balancing aesthetics, quality and value.

During the design process, a number of options were reviewed for different panel types and profiles. The final proposals use two complimentary panels to reinforce the articulation of the plinth level while introducing some texture and relieve to the elevations within the constraints of the safeguarding requirements.

- A flat panel to the lower (plinth) level with articulated vertical joints at 1m centres.
- A profiled panel to the upper level with hidden joints to help accentuate the verticality of the profile.

The lower panels will be coordinated with the proposed openings to ensure joint lines align with the openings. The two panel types will be separated by a simple horizontal flashing detail to give a visible separation while ensuring a weather-tight detail.

Colour

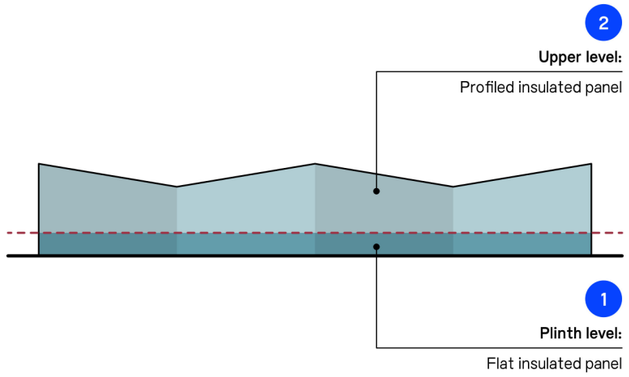
In tandem with the material selection process, a number of colour options were reviewed for the wall panels and associated details. This included looking at various options with both consistent and different colours for the different elements of the façade.

The final proposal is to use a consistent black colour across all elements of the façade, This consistency in colour will help to unify the two panel types while accentuating the openings and reveals which will be picked out in a bold, contrasting colour.

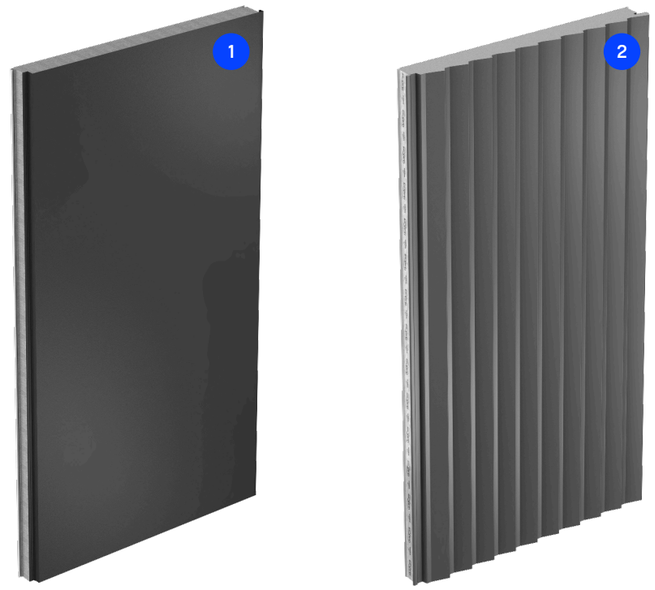
The choice of a black cladding was twofold -

- To help any associated flashing and fixings to blend into the overall appearance of the façade.
- To reduce the risk of weathering to the panels becoming visible over time.

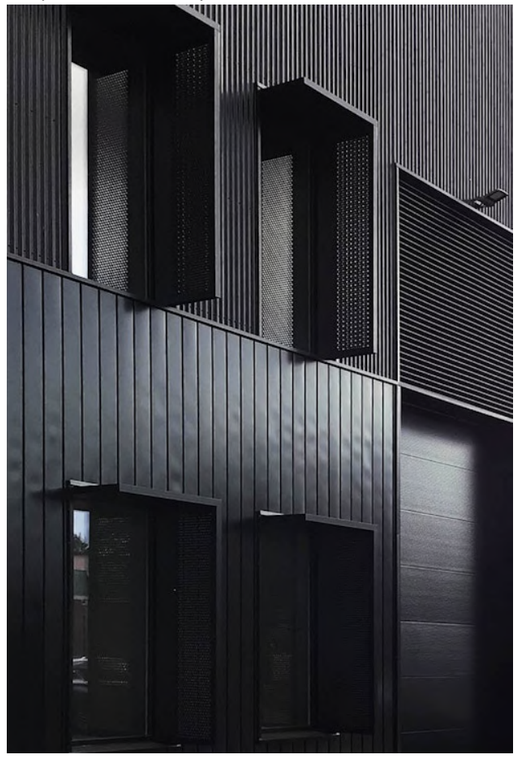
Some example of the proposed materiality are shown in the adjacent images.



Proposed materiality



Proposed panel types





Zeta Building - Allies & Morrison (Image credit: unknown)

Bay Study: Outward-Facing Elevations

The diagram adjacent shows a typical façade bay to the outward-facing elevations of the Mid-Tech Units. These areas include:

- Primary public entrance door with canopy and signage zone
- Slot windows to ground floor with louvred panels above for future MEP connections.
- Punched windows to mezzanine level with projecting reveals with coloured internal faces

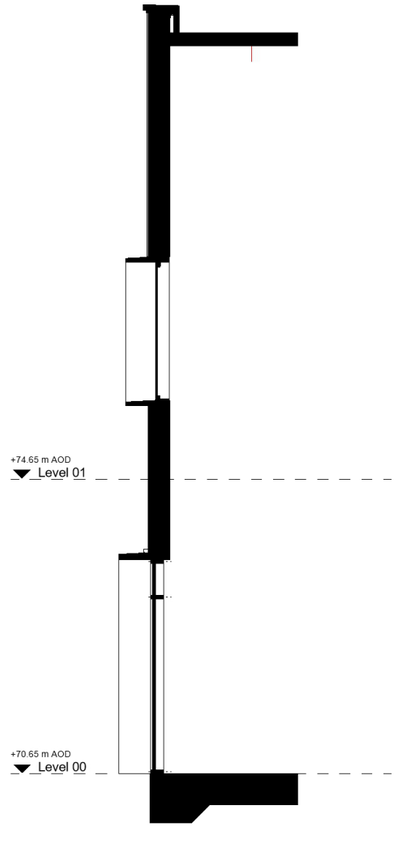




1. Profiled insulated cladding panel (Black)
2. Flat insulated cladding panel (Black)
3. Curtain wall glazing
4. Entrance canopy with integrated signage zone
5. Punched window with coloured projecting reveals



Bay study of the outward-facing elevation.

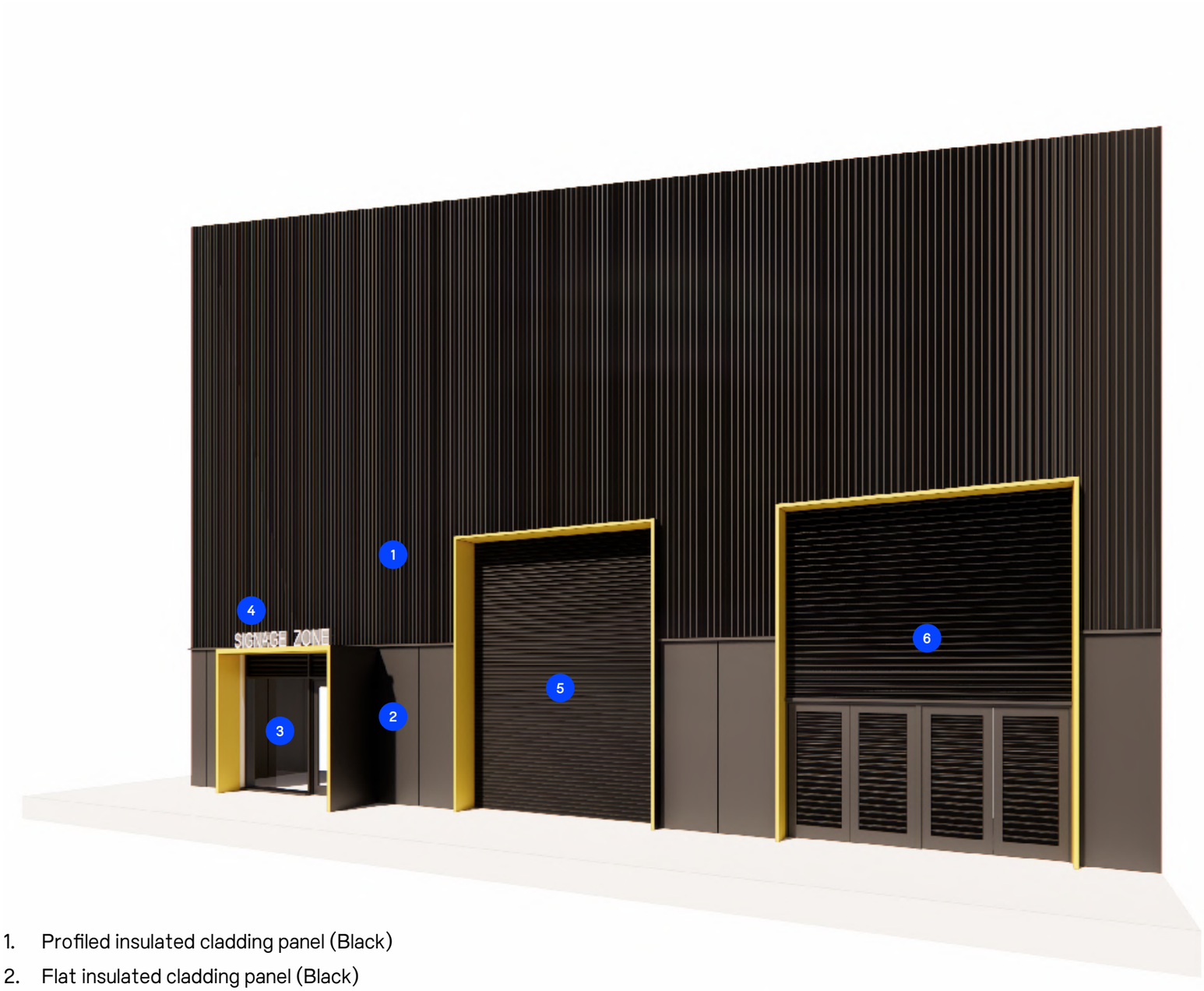


Section of the outward-facing elevation.

Bay Study: Inward-Facing Elevations

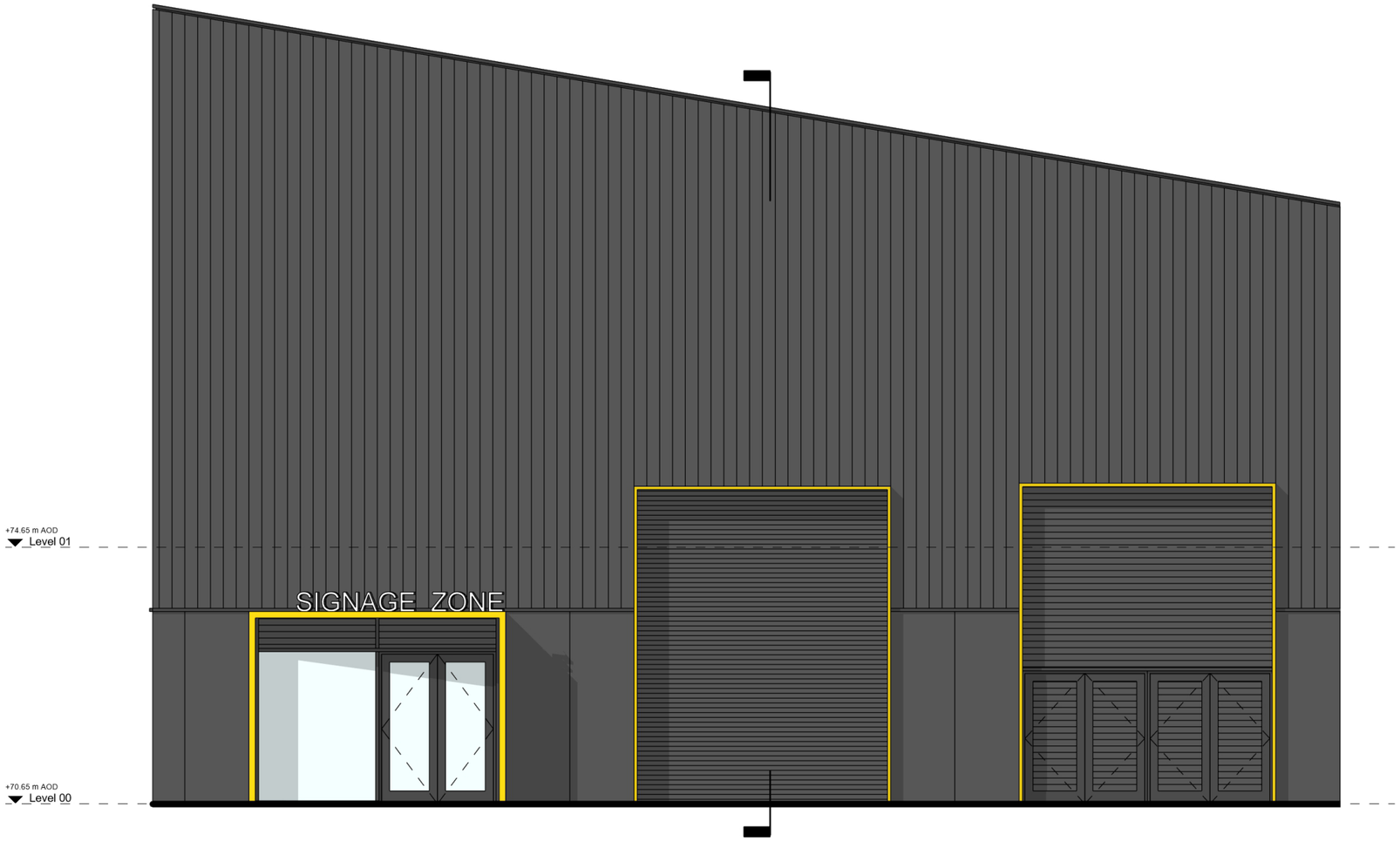
The diagram adjacent shows a typical façade bay to the inward-facing elevations of the Mid-Tech Units. These areas include:

- Secondary public entrance door with canopy and signage zone
- Oversized roller-shutter doors to production areas with projecting reveals with coloured internal faces
- Louvre panels to MEP plant areas with projecting reveals with coloured internal faces

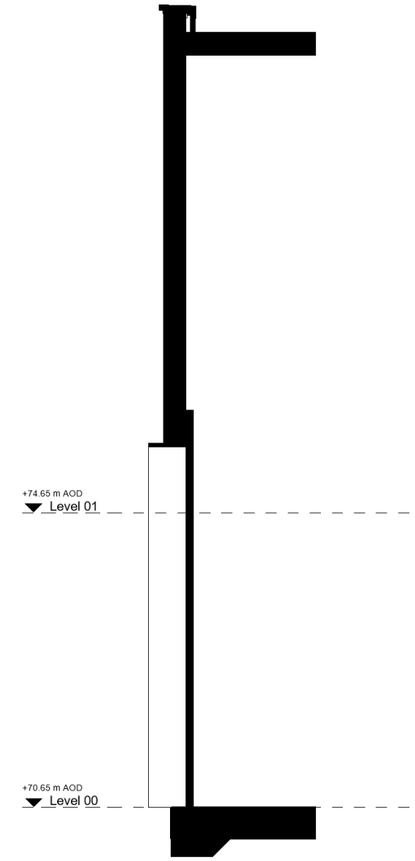




1. Profiled insulated cladding panel (Black)
2. Flat insulated cladding panel (Black)
3. Curtain wall glazing
4. Entrance canopy with integrated signage zone
5. Roller shutter door with coloured projecting reveals
6. Plant area louvres with louvred doors and coloured projecting reveals



Bay study of the inward-facing elevation.

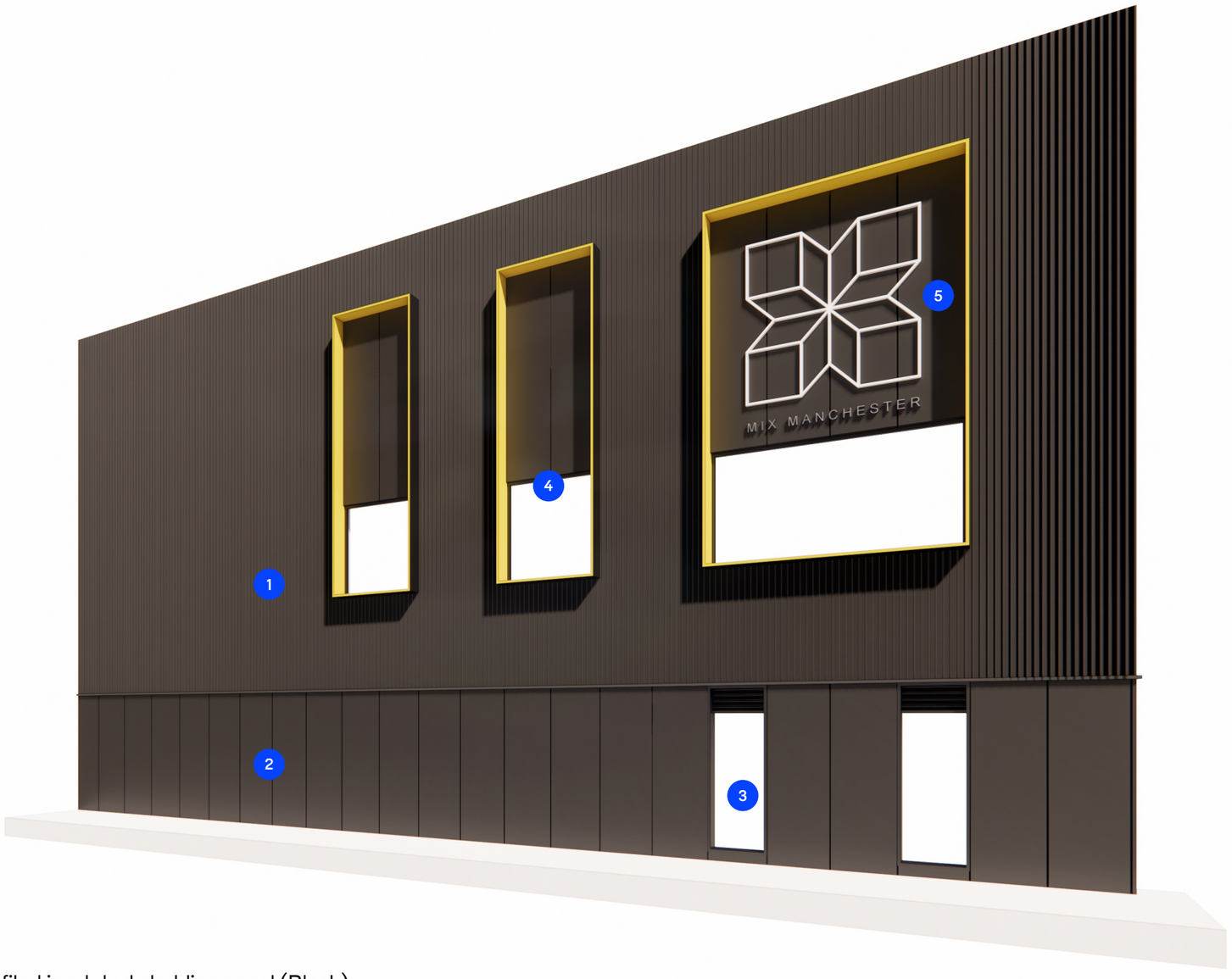


Section of the inward-facing elevation.

Bay Study: Gable Elevations

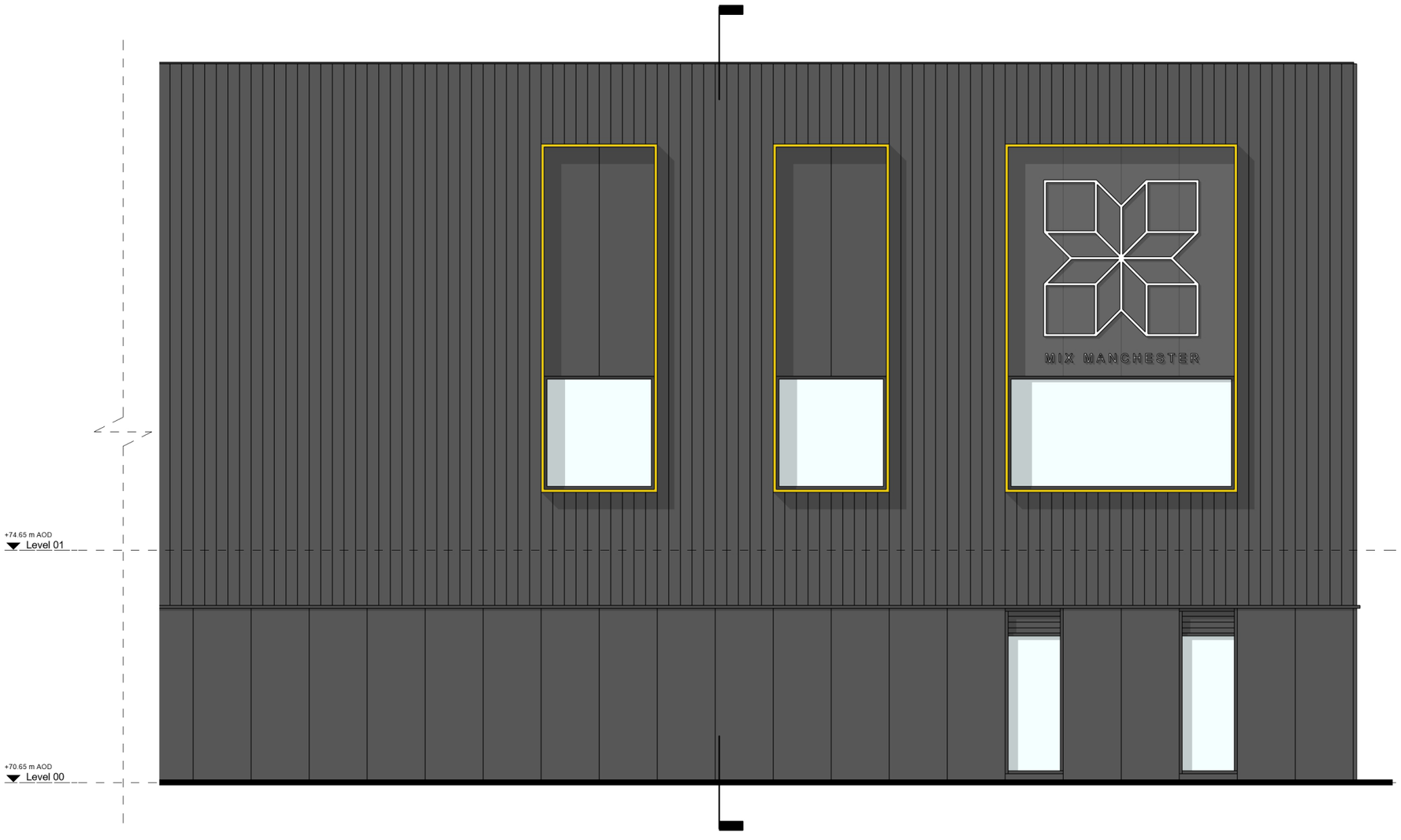
The diagram adjacent shows a typical façade bay to the gable elevations of the Mid-Tech Units. These areas include:

- Slot windows to ground floor with louvred panels above for future MEP connections.
- Punched windows to mezzanine level with over-panels and projecting reveals with coloured internal faces.
- MIX Manchester signage to key locations

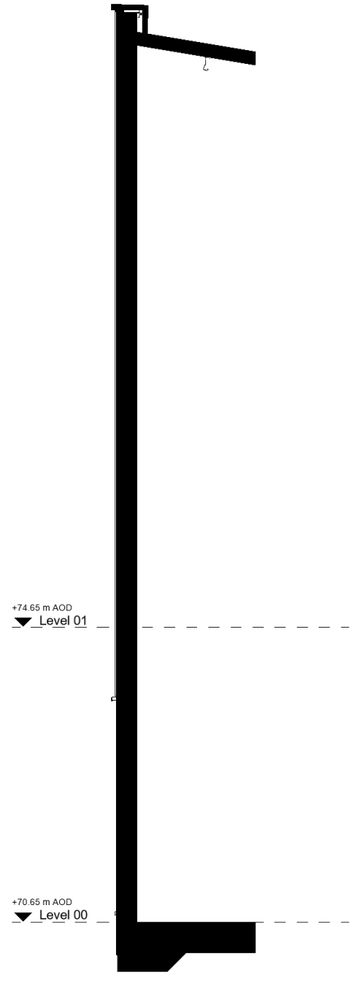




1. Profiled insulated cladding panel (Black)
2. Flat insulated cladding panel (Black)
3. Curtain wall glazing
4. Punched window with over-panel and coloured projecting reveal
5. MIX signage (subject to separate advertisment consent)



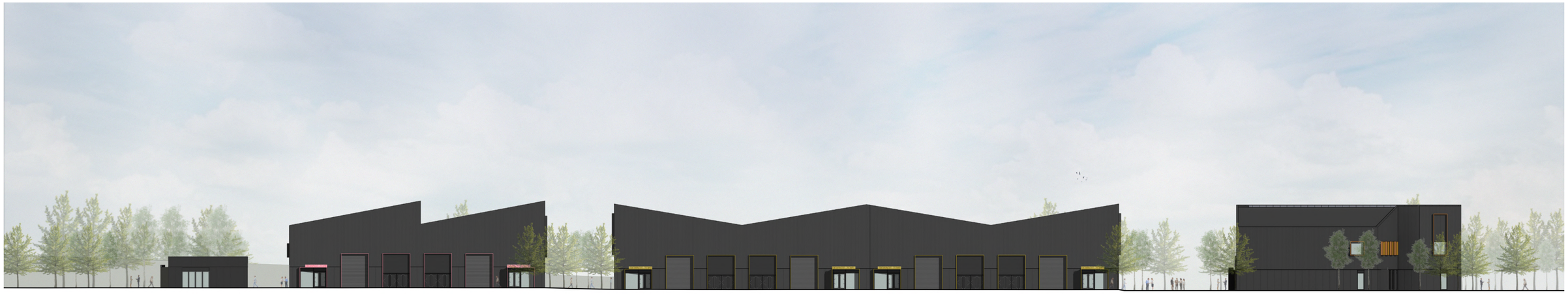
Bay study of the gable elevation.



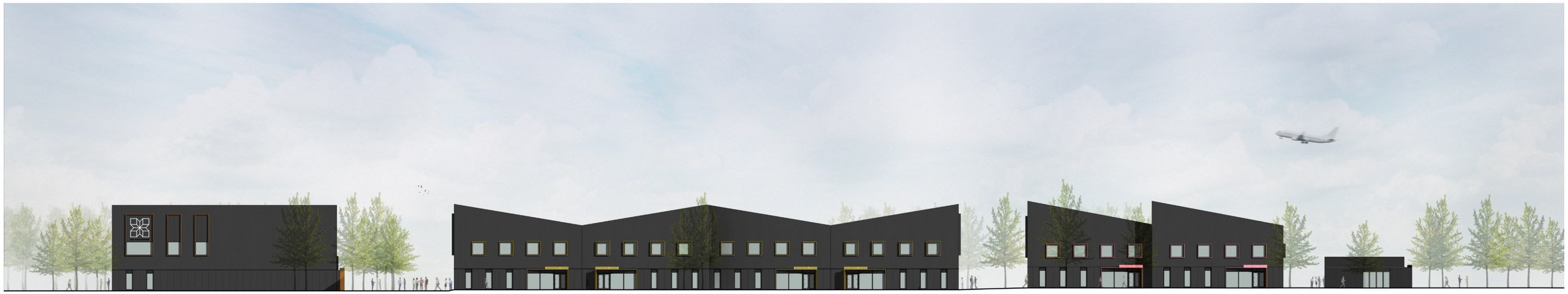
Section of the gable elevation.

Proposed Elevations

East & West



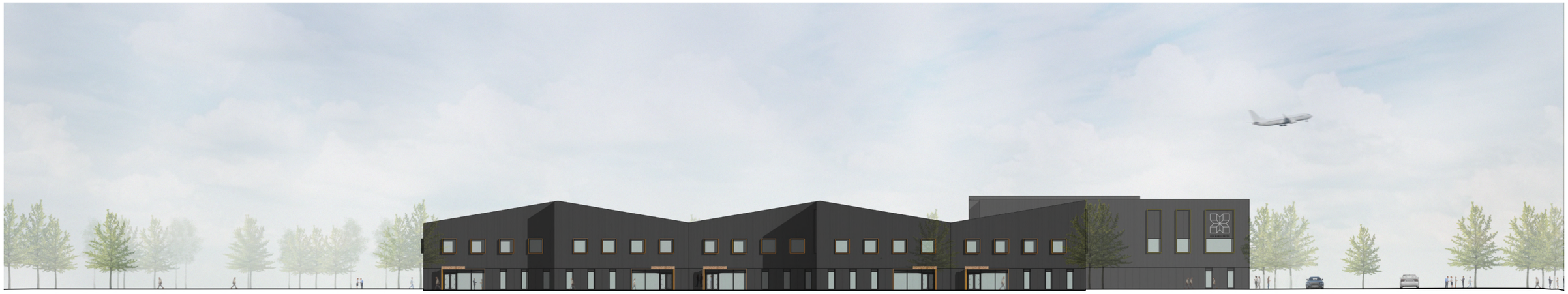
East Elevation



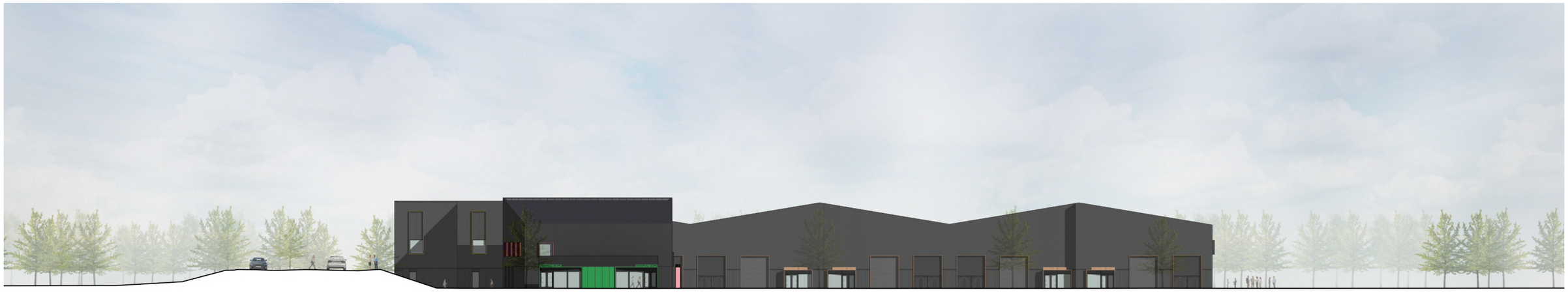
West Elevation

Proposed Elevations

North & South



North Elevation



South Elevation

Pre-Application Feedback

As part of the design development, the emerging proposals have been tested and refined in response to feedback gained from MCC through the pre-application process. This has included:

- Materiality
- Articulation and fenestration
- Gable elevations

This process has been invaluable to the development of the façade and ensuring that it delivers a level of architectural quality appropriate to the site and its surrounding context.

Addressing the Corner

One of the key areas which we reviewed alongside MCC was the articulation of the gable elevations and how the corners of the buildings were addressed, particularly at the pedestrian entrance on the northwest corner of the site, opposite to the Grade II listed Etrop Grange. The feedback from MCC focused upon three aspects of the design:

- Introducing further fenestration / openings to the gable
- Introducing more texture and relief to the elevation
- Increasing height to the corner

In response to these comments

- Additional windows were added to the gable elevations as shown on the top images adjacent.
- A number of options were explored as to how more texture, relief and depth could be introduced to the facade. Unfortunately however, this would be directly contrary to the advice provided by the Airport Safeguarding Team as it would provide enhanced opportunities for nesting birds which can pose a significant threat to aircraft safety. As such, this was discounted.
- A series of studies were undertaken to look at how the proposed massing had already been designed to address the corner and a further opportunities to increase height. The bottom images adjacent show more detailed testing of these which informed the decision, in dialogue with MCC, to retain the original parapet line.



Articulation:

Original proposal as presented to MCC in January 2026 as part of the pre-application process.



Articulation:

Revised proposal with additional openings to the gable elevations, as presented to MCC in February 2026



Height:

Revised proposal as presented to MCC in February 2026 as part of the pre-application process.

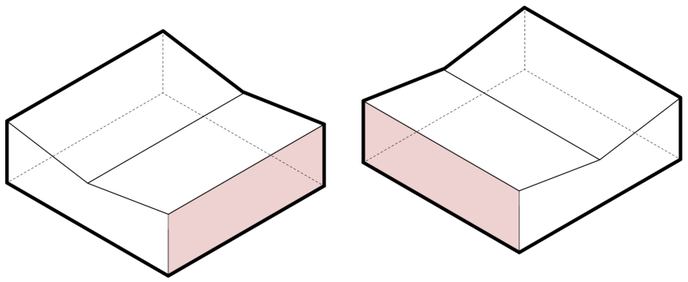


Height:

Revised proposal with additional height to the corner, as discounted in discussions wih MCC in March 2026

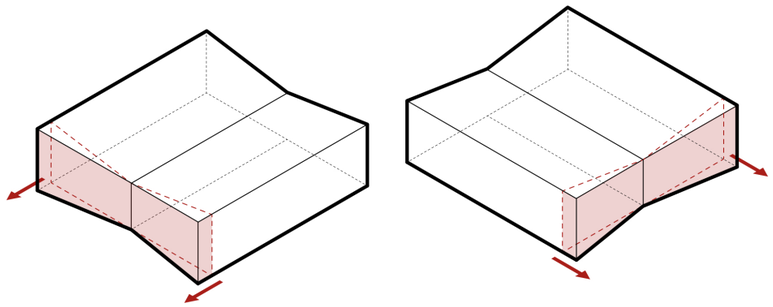
Using the Building form to celebrate the corner

A series of diagramatic studies to show how the massing and form of the building has been used to help address the corner.



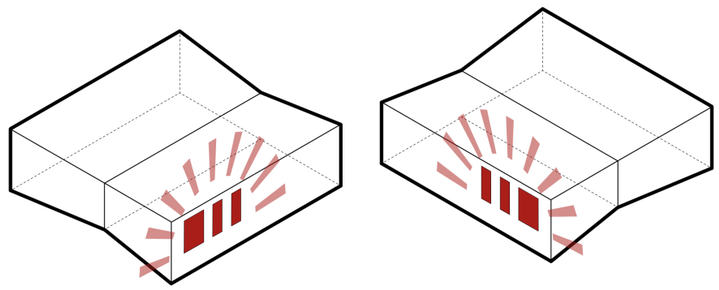
1

Inverting the roof increase height at the gables



2

Pushing out the external façade helps to accentuate the corners

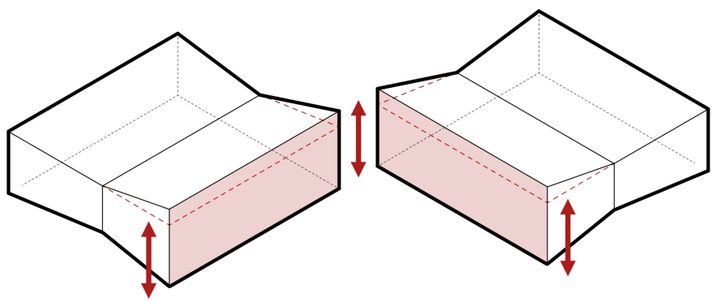


3

Oversized openings and MIX signage

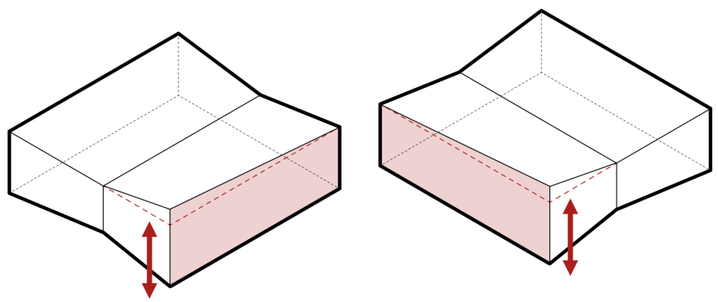
Testing options to increase height

A series of diagramatic studies to show how additional height could be added to the corner in response to MCC's feedback.



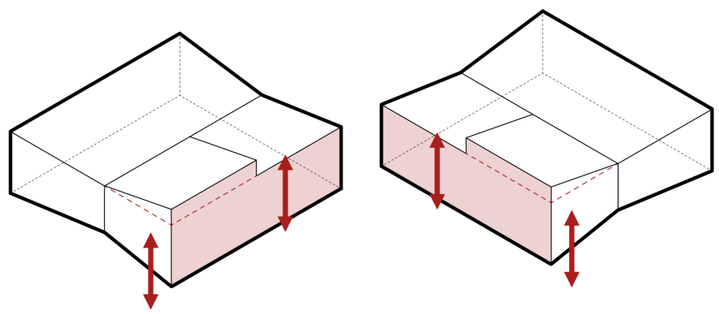
1

Increase the height of the gable



2

Increase the height of the corner



3

Step the roofline

8.5 Access

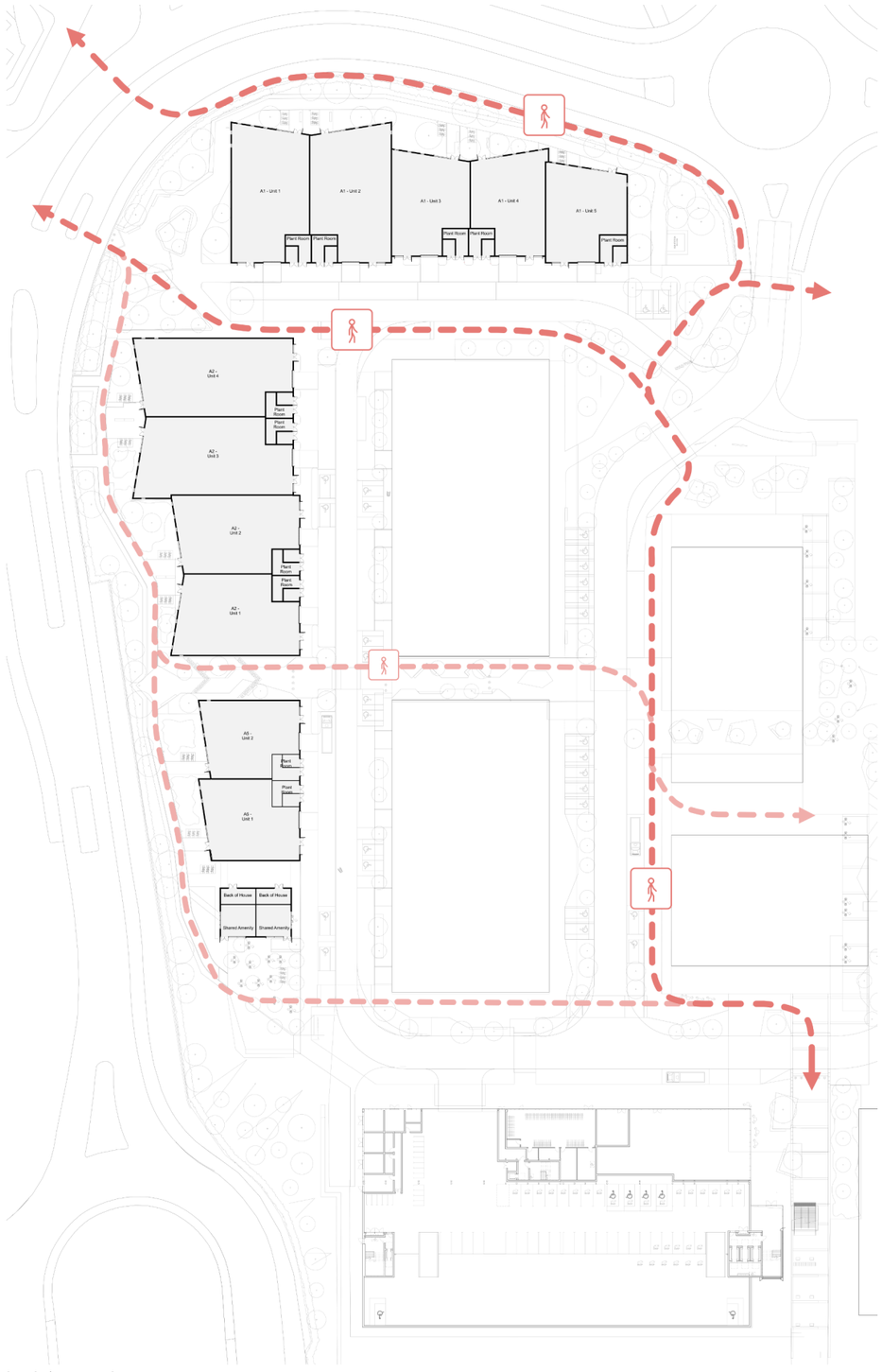
Access and Inclusion

Throughout the design process, every step has been taken to ensure that the principles of accessibility and inclusive design have been incorporated into the proposed design. The following chapter outlines how the proposed development will be accessible to all staff and visitors.

Pedestrian

The units have two entrance points at front and rear of the building. The rear facade incorporates 2m roller shutters for general access as well as clearly labelled main entrance for visitors.

To the rear are large-scale shutters for HGV access, and entrance to the plant space.



Primary Pedestrian route

Secondary Pedestrian route

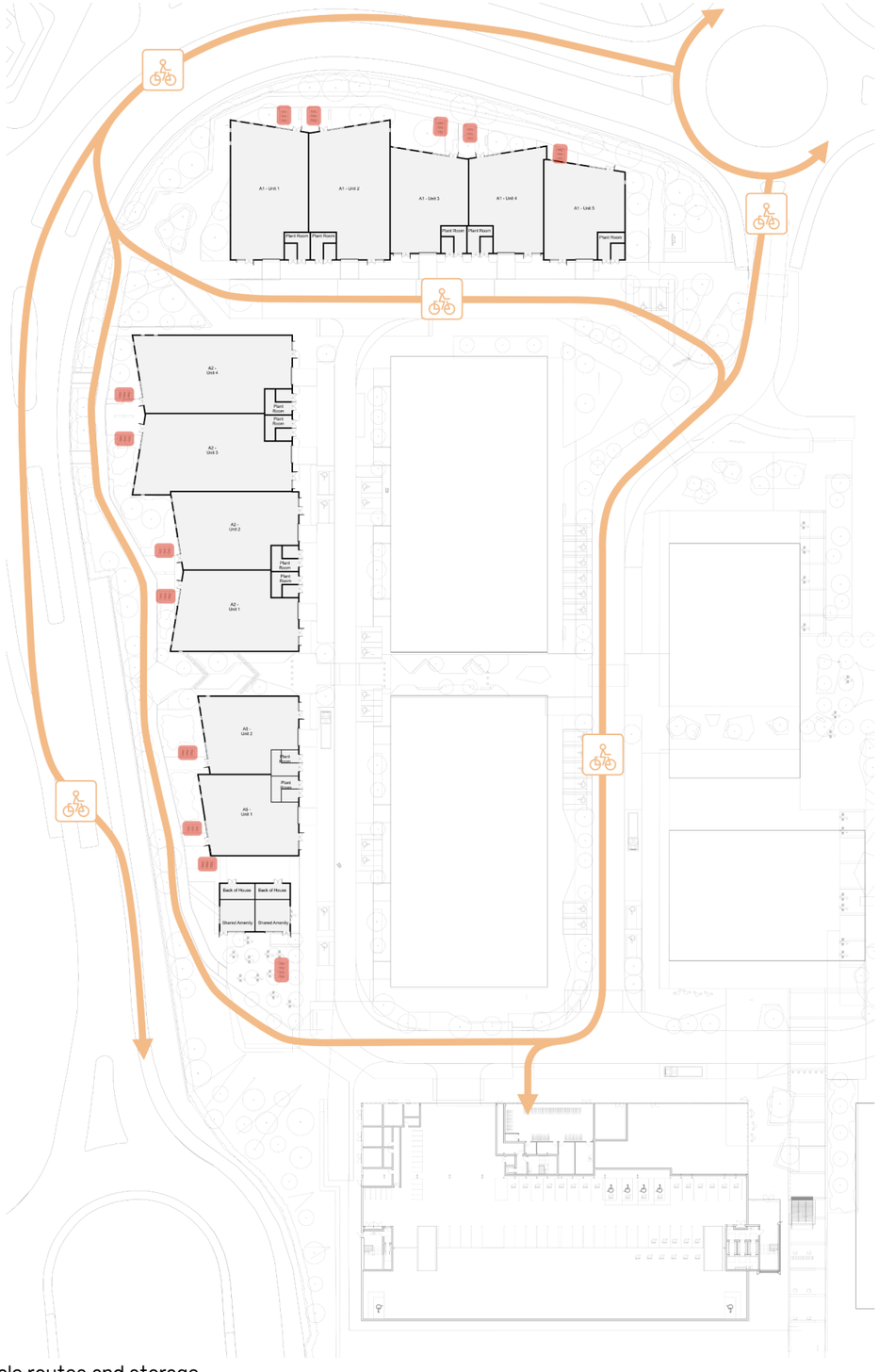
Proposed pedestrian routes.

Cycling

In consideration of improving active travel and overall site sustainability, the network of routes around the site has been designed with cycle commuters and leisure cyclists in mind. The primary road network within the site will incorporate segregated cycle lanes which tie into the existing cycle routes on Enterprise Way and the A555, as well as the National Cycle Network route which runs along Thorley Lane.

Cycle Storage

Secure cycle Hubs are provided within the multi-storey car park within the site. In addition to on-street cycle stands, these hubs will provide secure storage for bikes along with basic bike maintenance facilities.



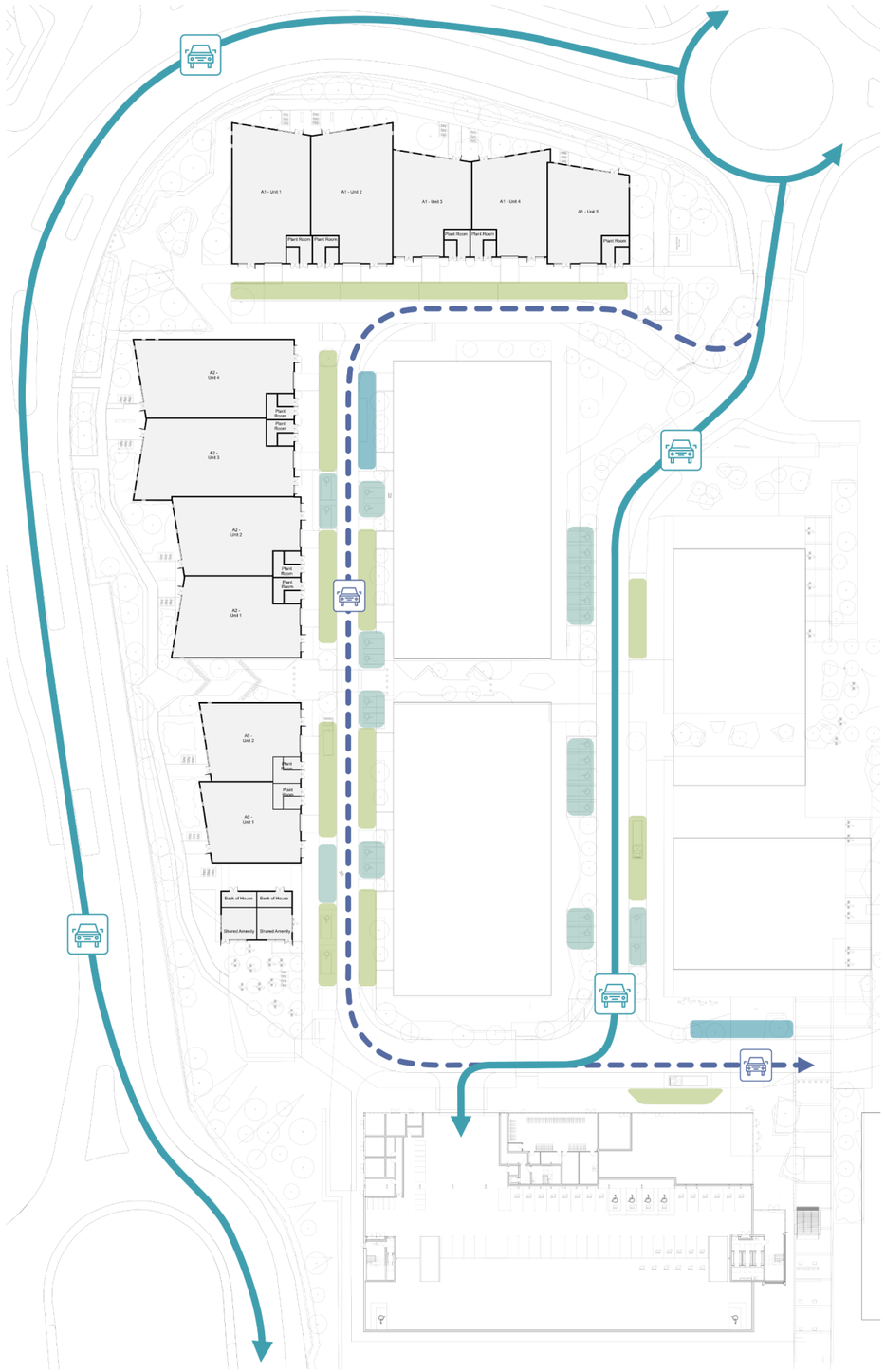
Cycle route

Cycle store

Proposed cycle routes and storage.

Car Access and Parking

The primary road network within the site provides access from Enterprise Way and the A555 directly to the MSCP. A secondary loop provides local access to the Mid-Techs where drop off bays and accessible parking is provided.



Primary car route

Drop-off bay

Accessible parking

Lay-bys

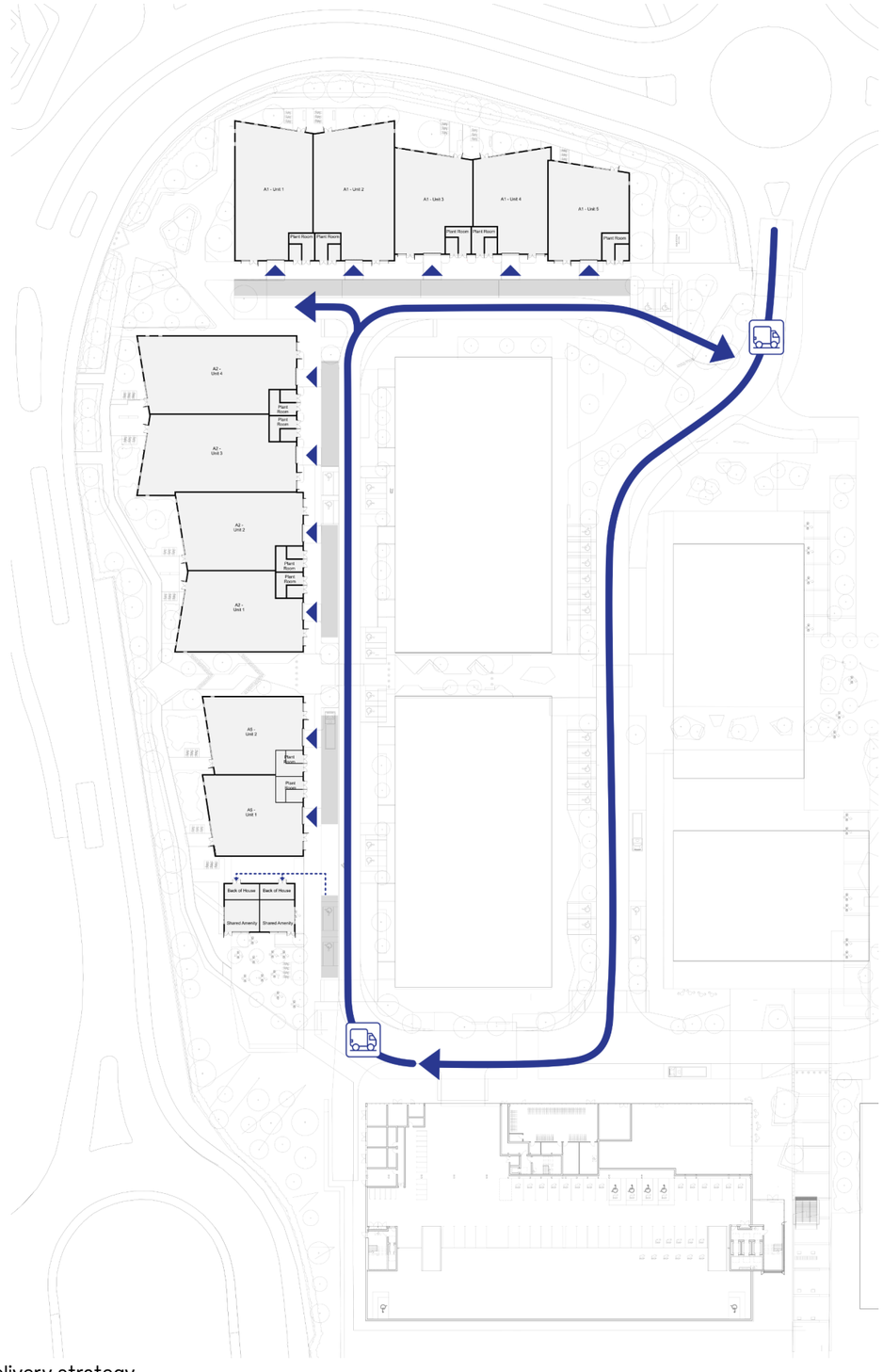
Secondary car route

Proposed vehicle routes.

Deliveries

Small vans can access the entire site in the same way as cars. Lay-bys adjacent to the road allow vehicles to pull off the main carriageway when making deliveries. Each unit is serviced with off road access leading to the roller shutters doors to receipt deliveries directly.

Larger vehicles, up to and including HGV deliveries, are also anticipated. The central loop road has been designed to accommodate HGV traffic and is sized accordingly. Loading bays adjacent to the road allow vehicles to pull off the main carriageway when making deliveries. All HGV-suitable routes are shown on the diagram in dark blue.



Proposed delivery strategy.

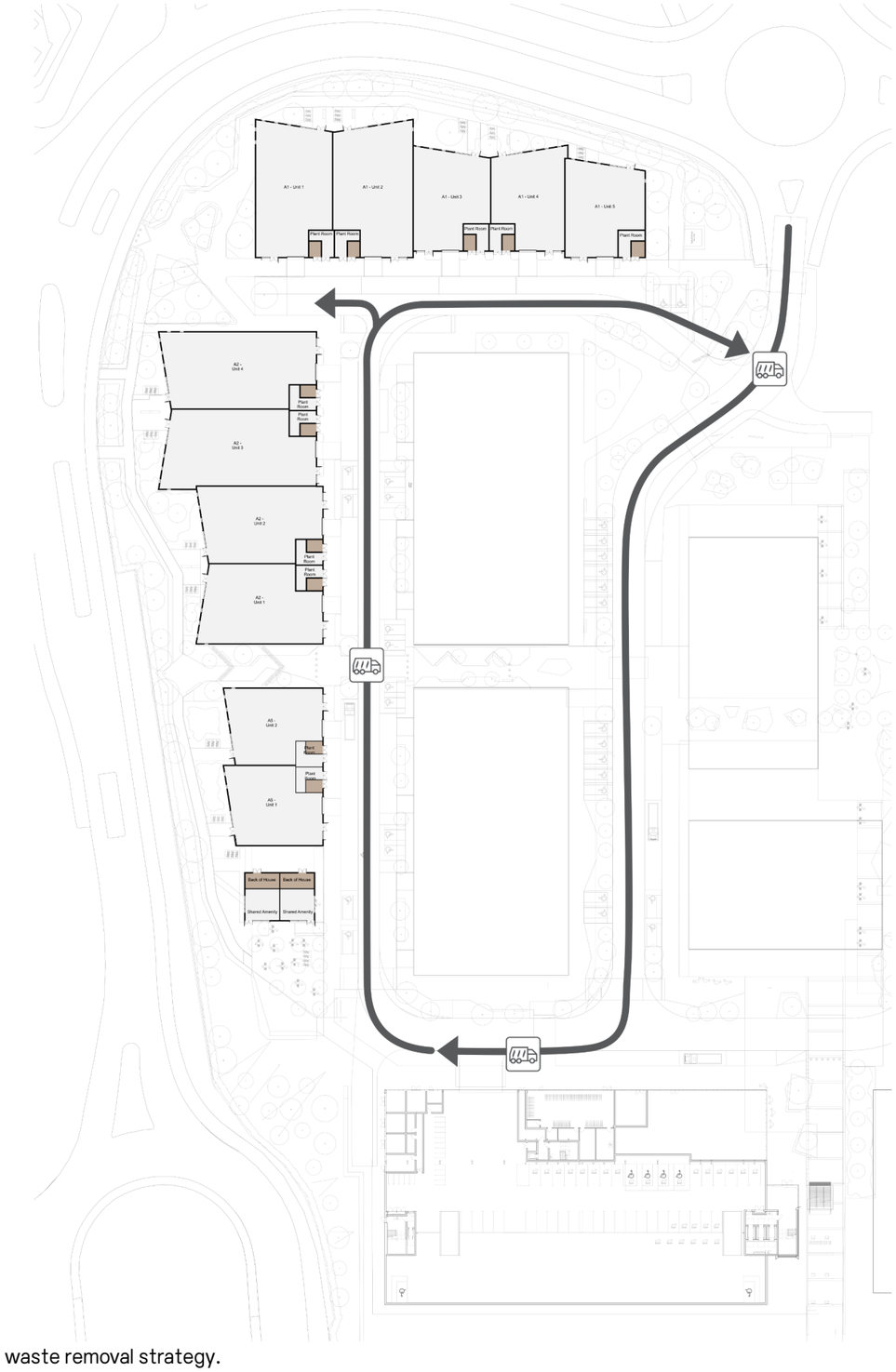
Waste Collection

General waste, including recycling and green waste, will be managed within dedicated waste stores within each Mid-Tech unit and adjacent to the proposed amenity in A7 - shown in dark grey on the diagram.

Waste will be managed and collected via private contract from the loading bays adjacent to the bin stores.

Loading bays with grasscrete paving will incorporate breakpoints with a smooth surface to facilitate the movement of bins to the point of collection and to comply with British Standards and MCC guidance.

All routes to/from the loading bays have been tracked for a refuse vehicle, as illustrated within the Operational Waste Management Plan prepared by SLR.



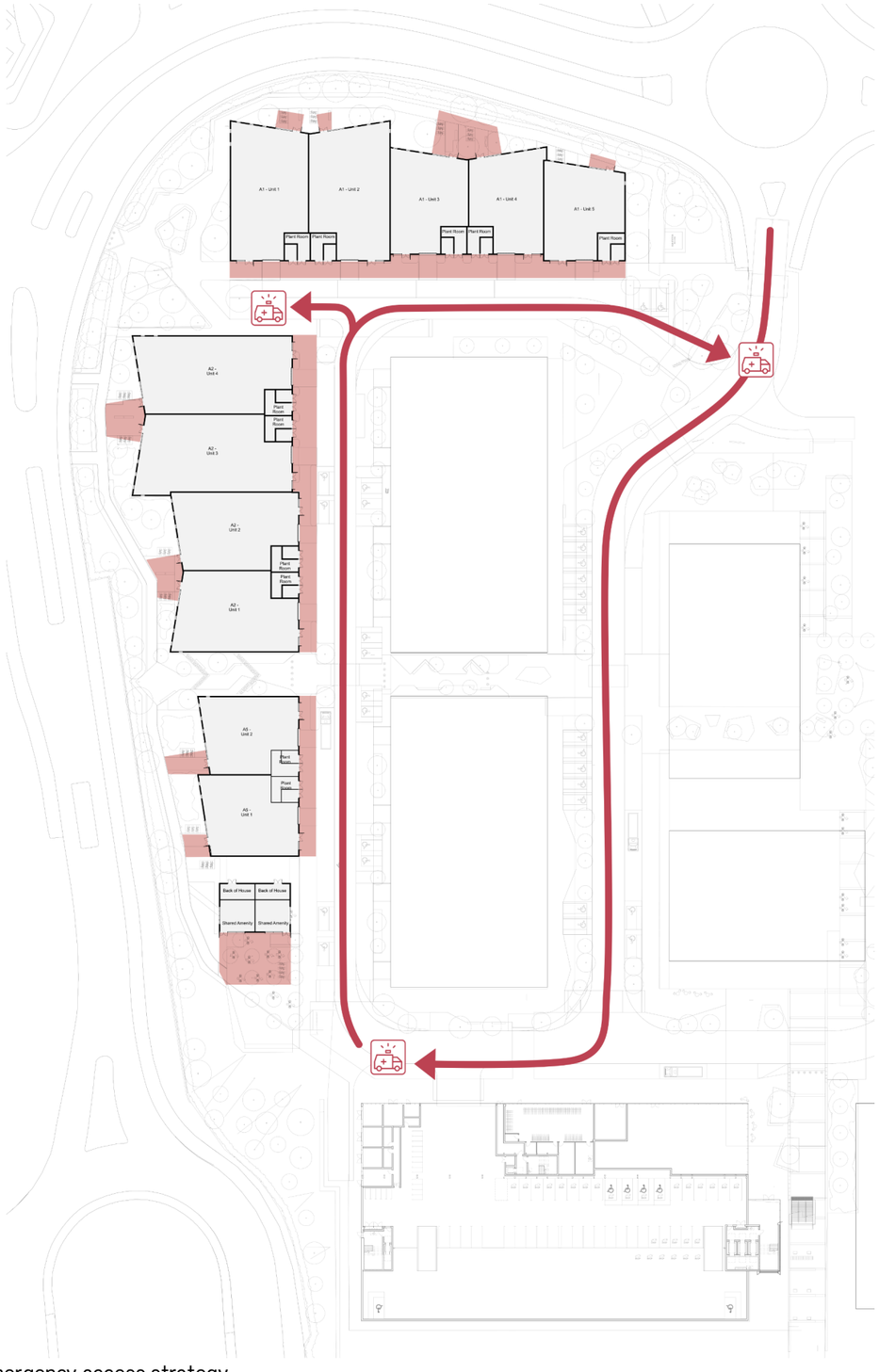
Waste collection route

Waste storage/hold zone

Proposed waste removal strategy.

Emergency Access and Escape

In an emergency, service vehicles will be able to access all buildings via the primary and secondary roads. Doors to the front and rear of the units allow for a two-direction escape.



Emergency services route

Emergency escape route

Proposed emergency access strategy.

9.0 MULTI STOREY CAR PARK

9.1 Previously Approved Scheme

The MSCP formed part of a first phase of a previous Masterplan providing a 1,497 space MSCP alongside 2no office buildings (planning permission reference (121323/FO/2018).

The proposed new application herein maintains the principles formed in the previous application in relation to:

- Location to suit proximity to hotels which have since been consented and within the updated Masterplan
- Active frontage and use to the bridge landing and north façade
- Slightly lower overall but generally with the same massing and layout principles to create a MSCP broadly capable of accommodating up to the same quantum of spaces
- Connectivity with the bridge link with accessibility to MSCP lifts
- Generally similar approach to materiality utilising anodised mill finish cladding to the main body of the building and weathering steel to the primary core book ending the bridge approach from the south.

The updated proposal differs from the previous application owing to the change in Masterplan use (Life Sciences instead of commercial), liaison with car park manufacturers, updates to regulations including requirements for MAG Safeguarding. This has resulted in the following changes:

- Car park access from the estate road has been amended to suit the new Masterplan layout
- Substation coordination to allow delivery of other buildings in the Masterplan
- Enclosed stair core to provide better user experience
- Differing articualtion to provide Masterplan identity and meet current safeguarding requirements whilst in the spirit of the previous consent
- Optimised space provision for ground floor active use and upper floors car parking

The following section outlines the new proposals to suit the updated Masterplan.



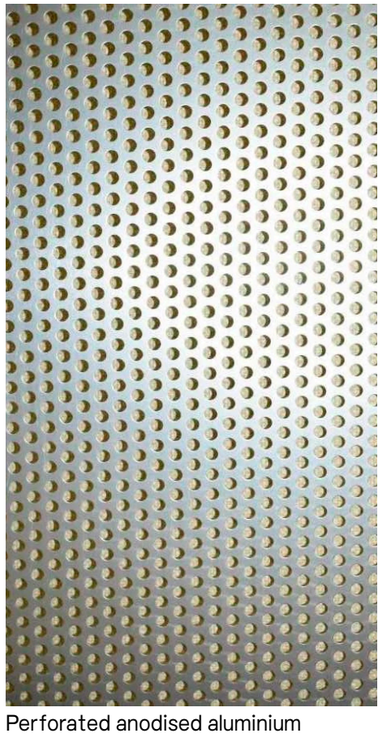
Previously approved scheme



Previously approved scheme



Weathered steel



Perforated anodised aluminium



Previously approved scheme

9.2 Use & Amount

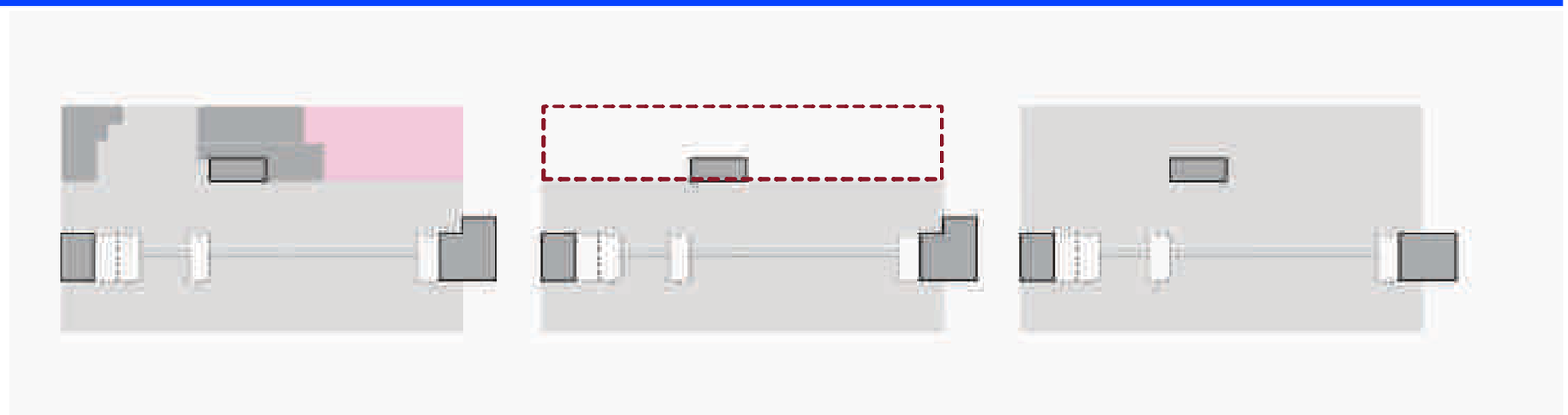
The E1 MSCP provides a total of 1493 car parking spaces across 18 half levels connected centrally by ramps. The primary car parking usage falls under the usage class of Sui Generis. A summary of the building's areas are provided adjacent.

Pedestrian access is served via three cores oriented in the west, east and centre of the building. Each core provides a passenger/ firefighting lift and stair access and the eastern core provides a total of three lifts alone.

The parking at ground floor and second floor is reduced to allow commercial space to the north of the plot, creating a flexible space with a total net area of 517 sq.m. for Class E uses. In addition a cycle store for 124 bicycles with changing, WCs, and clothes drying facilities are provided at ground floor, along with a parcel store for collection and drop off of parcels for the users of the Masterplan.

Plant space is provided mainly at ground level, with a generator located on the 18th floor

		Parking Spaces				Total GIA	
Level	Floor Level	Total	Accessible	EV Charging	Motocycle	Area (m^2)	Area (ft^2)
Level 00	+72.000	41	4	28	17	3,063 m^2	32,870 ft^2
Level 01	+73.375	55	4	47	0	1,355 m^2	14,585 ft^2
Level 02	+74.740	53	3	0	0	1,636 m^2	17,610 ft^2
Level 03	+76.125	55	4	0	0	1,355 m^2	14,585 ft^2
Level 04	+77.500	113	4	0	0	3,052 m^2	32,851 ft^2
Level 05	+78.875	55	4	0	0	1,355 m^2	14,585 ft^2
Level 06	+80.250	113	4	0	0	3,052 m^2	32,851 ft^2
Level 07	+81.625	55	4	0	0	1,355 m^2	14,585 ft^2
Level 08	+83.000	113	4	0	0	3,052 m^2	32,851 ft^2
Level 09	+84.375	55	4	0	0	1,355 m^2	14,585 ft^2
Level 10	+85.750	113	4	0	0	3,052 m^2	32,851 ft^2
Level 11	+87.125	55	4	0	0	1,355 m^2	14,585 ft^2
Level 12	+88.500	113	4	0	0	3,052 m^2	32,851 ft^2
Level 13	+89.875	55	4	0	0	1,355 m^2	14,585 ft^2
Level 14	+91.250	113	4	0	0	3,052 m^2	32,851 ft^2
Level 15	+92.625	55	4	0	0	1,355 m^2	14,585 ft^2
Level 16	+94.000	113	4	0	0	3,052 m^2	32,851 ft^2
Level 17	+95.375	55	4	0	0	1,355 m^2	14,585 ft^2
Level 18	+96.750	113	4	0	0	3,002 m^2	32,313 ft^2
		1,493	75	75	17	41,260 m^2	444,100 ft^2



Commercial units

Car parking

Circulation & BoH

Void

9.3 Proposed Development

Design Concept

The MSCP design concept is conceived as a single architectural volume with certain elements extracted and articulated to mark connectivity with the M56 spur footbridge and the future Masterplan with active frontage and controlled access.

The building sits as the first large scale piece of infrastructure within the Masterplan, bordered by a motorway spur road to the south and Enterprise Way to the west.

Although the main program of the building focuses on vehicles, providing parking for cars, motorcycles and bicycles; active frontage has been created to animate and allow surveillance of key spaces which interact with the bridge and encourage accessibility.

The single mass of the building is broken down through the use of perforated panels allowing for natural ventilation to the car park whilst also seekign to create a pattern identity to the façade while maintaining the overall singular form.

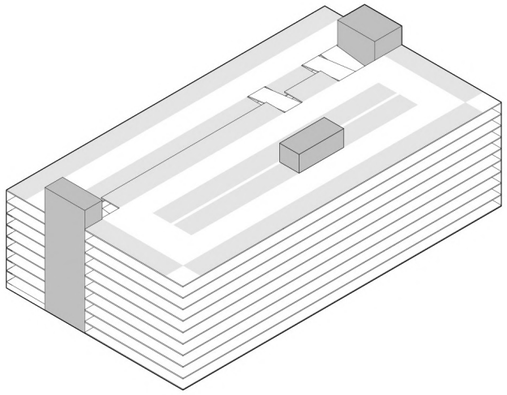
Elements of the built form have been revealed to interact with the wider Masterplan and to reveal the internal program. The eastern core has been pushed to the exterior of the building to provide an architectural wayfinding element within the Masterplan, bookending and completing the set piece with the M56 spur bridge link to the airport and the car park entrance.

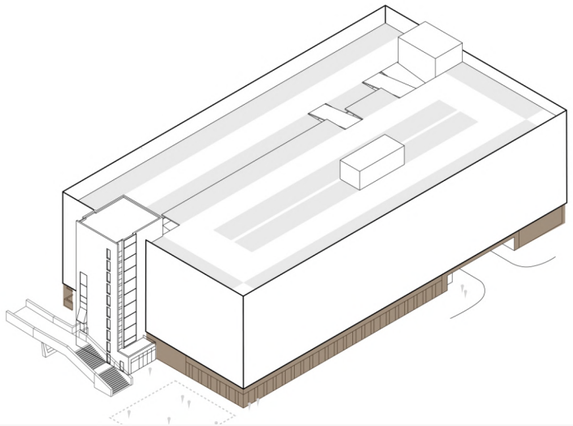
The base of the building has been cut way to reveal a plinth to the Masterplan facing element of the building, with commercial units, parcel store and bicycle storage providing an active frontage to the north of E1 towards the new Masterplan.

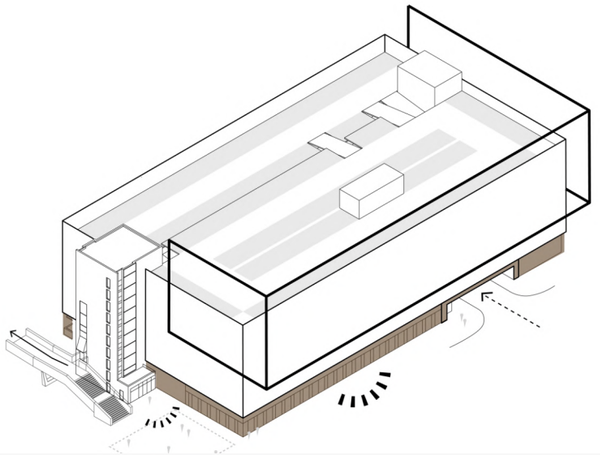
The materiality of the MSCP reflects the above design concept. A light silver perforated aluminium clads the primary mass of the building to create a single visual form within a weathering steel and glazed plinth. The focal elements of the building each contrast with the aluminium above, with the external stair matching the materiality of the adjacent bridge.

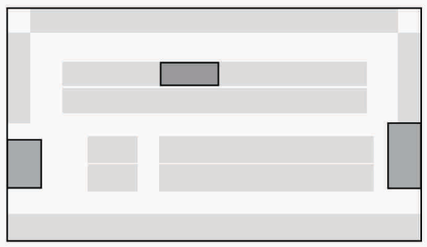


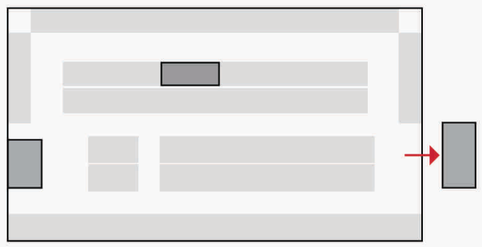
Proposed MSCP

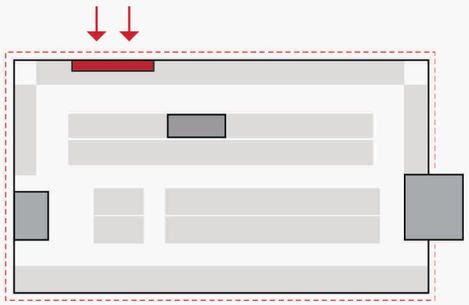












Efficient Car Park Layout

- An efficient layout is made up of a single aisle half-storey connected to a larger, double aisle half storey by central ramps
- Circulation cores are provided at each end and centrally

Creating the Base, Articulating the Core

- A glass façade is revealed at ground floor level to address the landscaping and create visual interest
- The ground floor had a darker finish to differentiate with the light silver façade and to tie in with the existing bridge link
- The eastern stair core extends out of the building line to provide activity and to address the plaza between the overall Masterplan and the existing bridge landing
- The stair matches the materiality of the bridge linkn and provides a contrast to the light silver of the car park's mass

Activating the façade

- A perforated façade is added to the building mass to elevate the building elevations
- The car park entrance is accentuated to assist with wayfinding



Proposed view from World Way roundabout

Ground Floor Layout

The E1 MSCP plot is located to the north of the Airport Spur road and adjacent to the World Way roundabout. The location of the plot for an MSCP is ideal as it helps to separate the wider Masterplan to the north from the busy Airport Spur.

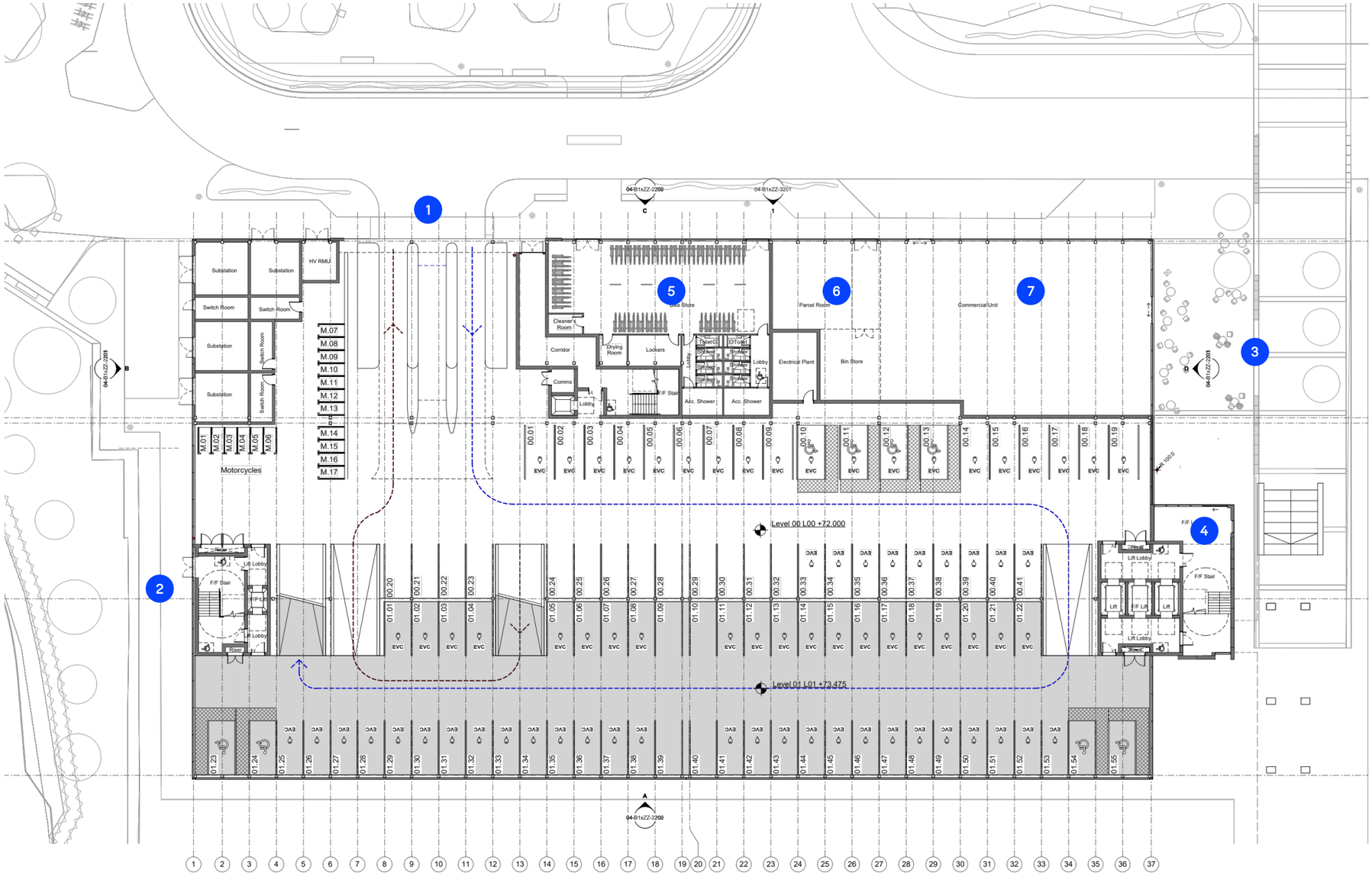
The vehicle entrance to the car park is at the western end of the building, with a bike store, parcel room and commercial space providing an active frontage facing the Masterplan to the north and facing the plaza before the bridge link to the east.

EV charging is proposed at ground and first floor level, with 5% EVC spaces provided with ductwork provision for an additional 15% EVC spaces on upper floors at a later date.

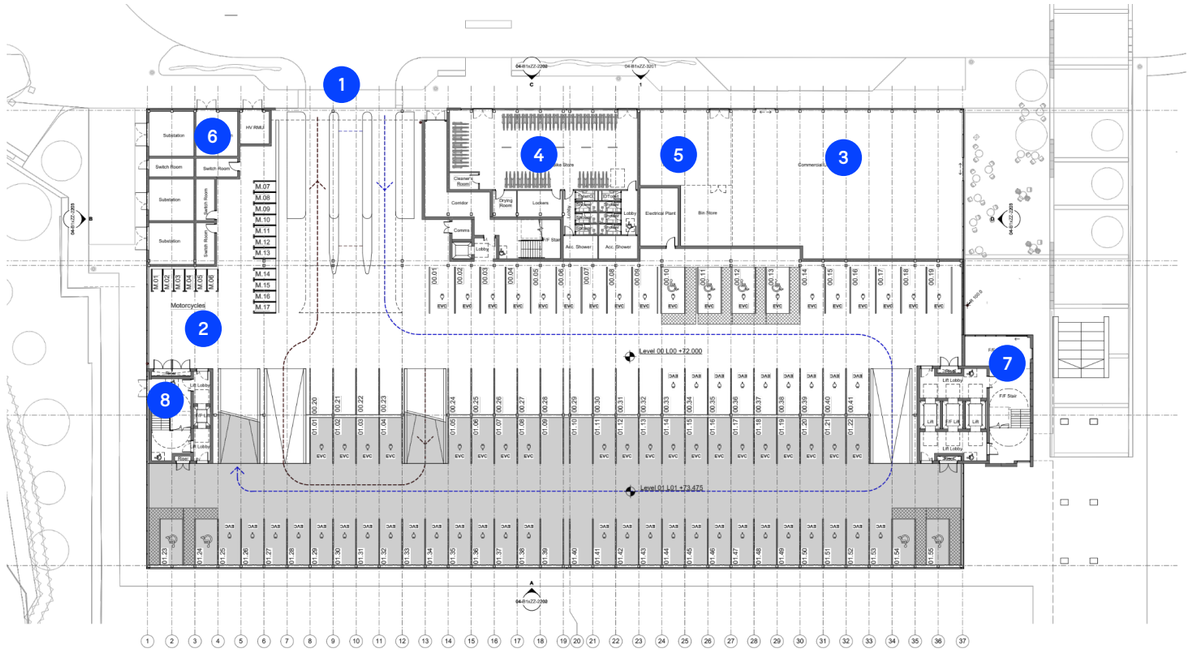
The primary pedestrian entrance is to the east of the building, addressing the plaza between the MSCP and future buildings to the east - this allows access to the building's primary core with three passenger lifts and an external stair. The eastern core, lobby and bridge connection provides foot fall and activity to this space. Secondary entrances are provided to the centre of the building and to the west, allowing easy access to the rest of the Masterplan.

The bicycle store and parcel store are accessed from the north elevation, increasing activation within the overall Masterplan.

Motorcycle parking (17 No.) and plant requirements are located within the north west corner of the ground floor plan. Access is provided along the western corner for access to the substations required for the overall scheme.



1. Vehicle entrance to car park
2. Pedestrian access to the building from the west
3. Frontage of proposed plaza
4. Main stair core
5. Bicycle Storage
6. Parcel Room
7. Commercial Space



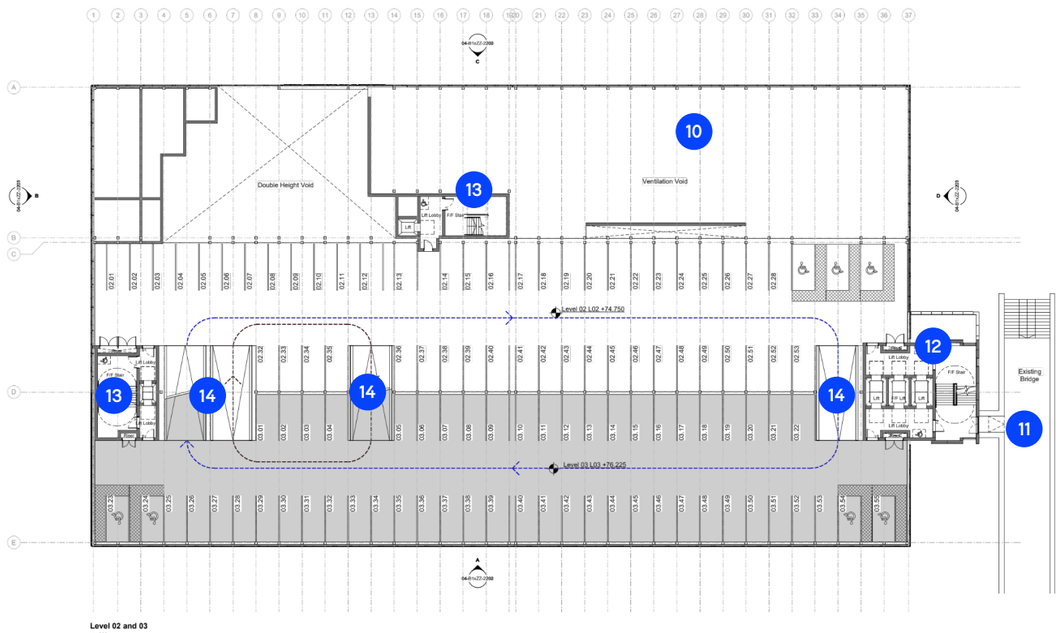
Ground and Level 01

The ground level is split into two levels; a lower ground level that ties in to the surrounding Masterplan level (+72.000m AOD) and a Level 01 at +73.375m AOD, accessed via ramp access in the centre of the floor plate. Motorcycle parking is located close to the entrance on the northwest corner of the site, and DDA compliant parking spaces are located close to the cores to allow easy access and egress from the car park.

EVC charging is provided at ground floor and first floor level, with cabling provided for future provision on upper floors.

The commercial units to the north front on to the proposed estate road and into the plaza to the east. These units tie in with the Masterplan level of +72.000m AOD.

The primary eastern external core has 3 lifts and a fire stair. The ground eastern lift lobby has split access at both the Masterplan level and upper ground level to access from the plaza and within the car park. This also allows level access to the bridge link for car park users and pedestrians from the Masterplan. Each core has a fire escape stair and fire fighting lift that doubles up as a passenger lift.



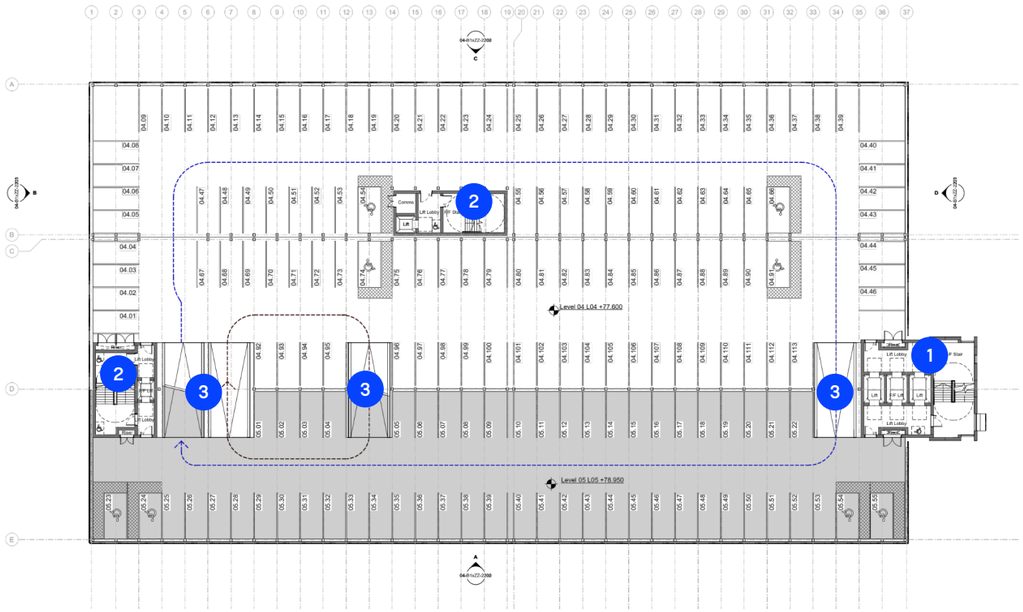
Level 02 and 03
1 : 200

Level 02 & 03

The second floor level has a reduced floor plate for parking. to allow a double height space for the commercial use and to give the required head height for plant space and bike storage. A ventilation zone is provided above to allow for natural ventilation across the car park.

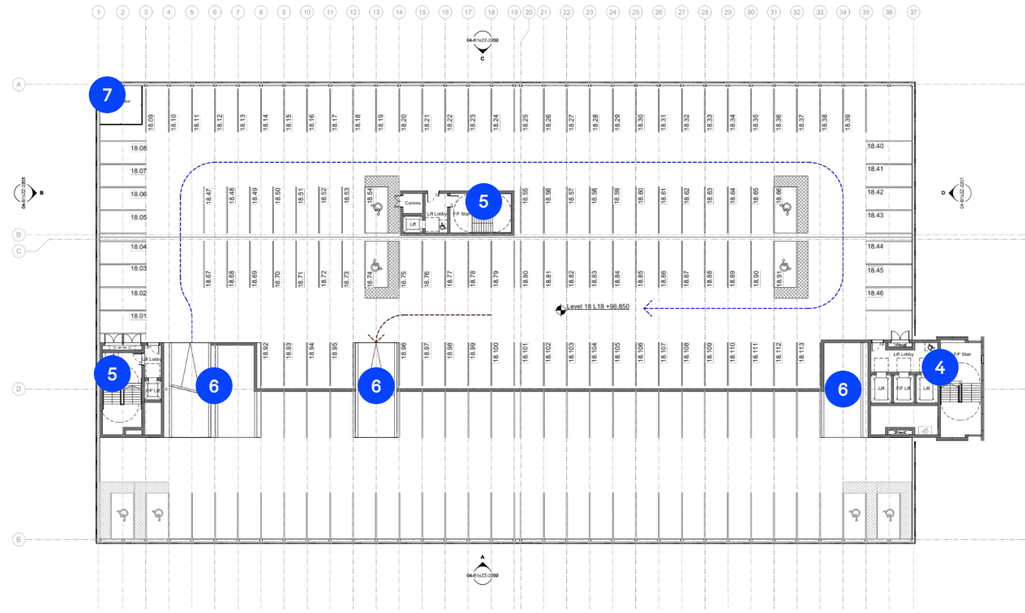
On this floor plate, the floor ramps up to Level 03, where the eastern core connects to the existing bridge link to provide lift access from the plaza to the bridge deck, with accessible parking spaces arranged in close proximity to this core.

1. Vehicle entrance to car park
2. Motorcycle parking
3. Commercial unit
4. Bicycle storage
5. Parcel Store
6. Plant areas
7. Primary pedestrian entrance to lift lobby
8. Secondary cores with passenger / fire lift
9. Frontage of proposed plaza between E1 & E2
10. Ventilation zone for commercial unit
11. Connection from primary core to the bridge
12. Primary core
13. Secondary cores with passenger / fire lift
14. Ramped access between floors



Typical Level

The typical level of the car park is split over half levels with ramped access at the centre of the floor plan, with three cores to the west, north and east of the plan. Each core provides a fire stair and fire fighting lift that doubles up as a passenger lift, with the primary eastern core providing three lifts. The accessible parking spaces are located close to the cores.



Level 18

Level 18 (the roof level) of the car park is the final level of parking. The floor plan does not include the smaller, higher level. A generator is proposed at this level within the northwest corner of the floor plan.

1. Primary core
2. Secondary cores with passenger / fire lift
3. Ramped access between floors
4. Primary core
5. Secondary cores with passenger / fire lift
6. Ramped access between floors
7. Generator

9.4 External Appearance

Previously Approved Scheme

The car park was previously approved for planning in 2018 as part of an earlier approved Masterplan application (planning permission reference (121323/FO/2018). The updated proposal generally uses the same material finish as the approved scheme, namely:

- Weathered steel for the staircore to tie in with the bridge link
- Perforated natural anodised aluminium to the main body
- Bronze anodised curtain walling to commercial units
- Expanded mesh to plant spaces (rationalised to include base of car park in lieu of gabion wall)

Airport Safeguarding

Due to the Masterplan's proximity to the neighbouring Manchester Airport, the current design needs to comply with Airport Safeguarding requirements, including the following requirements:

- Ensure the scale and massing does not interfere with communication or navigation equipment;
- Minimise the potential risk of bird strike by eliminating opportunities for nesting birds;
- Ensure building materials do not cause unacceptable glint & glare;
- Controlling building light-spill

In order to reduce the opportunties for nesting birds, the façade proposals needed to be reviewed to provide a compliant scheme. This includes minimising openings and ledges within the façade

Creating an Identity

In addition to the safeguarding requirements, the change of use of the Masterplan to Life Sciences and the location of the car park within the overall Masterplan as a gateway from the M56 spur created an opportunity to use the façade of the MSCP as a visual marker into the Masterplan.

Various options were explored and the resultant preferred option references Hive and Life sciences with an appropriately scaled pattern to suit the large façades and the experiences of these façades on approach to and from the airport and emerging MIX Masterplan.



MIX Manchester + Manchester + Life Sciences



Option 01 - Logo



Option 02 - Logo textured



Option 03 - Honeycomb / molecular large



Option 03 - Honeycomb / molecular small

Materiality

The materiality for the scheme takes its lead from the previously approved planning application.

Weathered steel is proposed to the main stair core to the east, creating a visual connection with the adjacent bridge link and acting as a vertical marker for the bridge across the site.

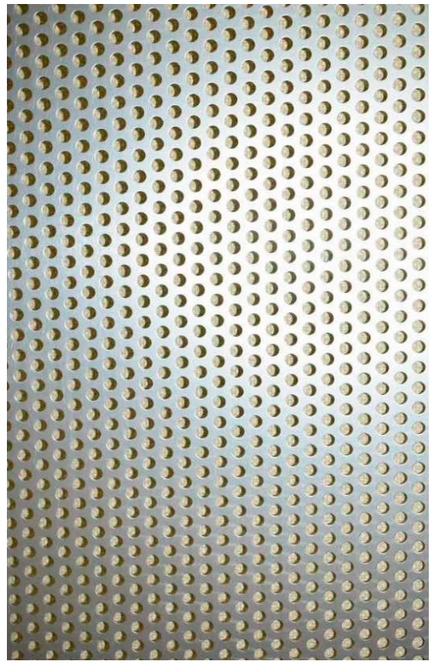
The main body of the car park is clad with perforated anodised aluminium panels, creating a visual contrast with the weathered steel. The material allows the proposed pattern to be added to the façade by using perforations of differenet sizes and centres - this also allows the car park to be naturally ventilated. The material catches the light throughout the day creating variation across the façade.

At ground floor, PPC curtain walling is proposed to the commercial areas, parcel store and bike store, creating a visual link to the building at ground floor level.

Expanded mesh is proposed to the east and south façade at ground to third floor level. This allows the car park to remain naturally ventilated at all floors and creates a contrasting base to the perforated screen above



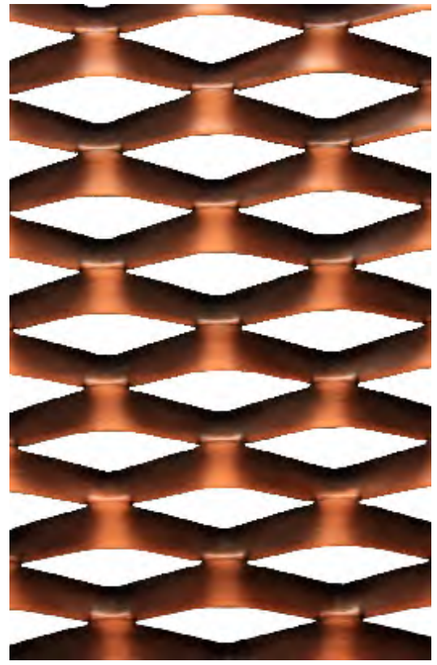
Weathered steel



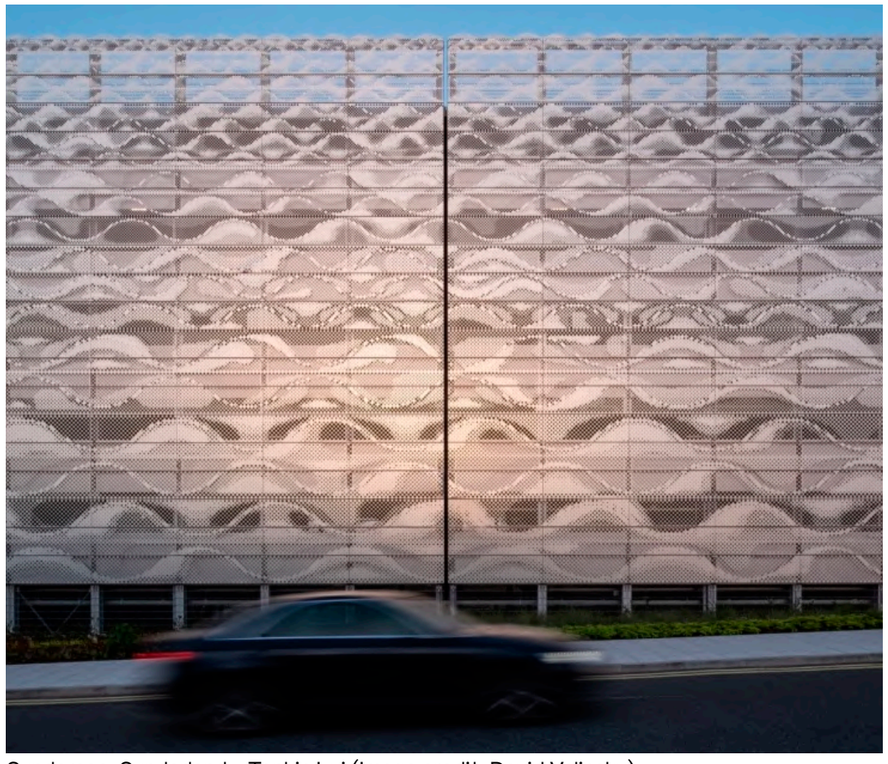
Perforated anodised aluminium



PPC curtain walling



Expanded Mesh



Sundersea, Sunderland - Tonkin Lui (Image credit; David Valinsky)



The Music Box, Hayes - Studio Egret West (Image crdit: Paul White)

Pre-Application Feedback

A number of consultations have taken place with MCC during the design development process and feedback has been addressed through a number of design iterations that have positively contributed to the final proposals for the scheme.

Car Park Façade

The key consideration related to the façade for the car park. The feedback received from MCC raised the following points:

- Refine articulation to the pattern
- Articulation and detail to key points such as entrances, corners, etc
- Car park structure and interior to be concealed by façade as much as possible both during the day and evening

In response to these comments, the following design changes were added to the proposed scheme:

Introduction of weathering steel corners to visually separate the façades and create a more articulated form

- Addition of more closed panels within the façade to increase visual interest and depth
- Reduction in pattern size to assist with visual acuity of the overall façade
- Corner perforation reduced to better conceal frame behind
- Lighting added to provide a soft wash to the faareduce the impact of internal lighting on façade appearance at night the bridge across the site.



Main Façade

- Original proposal presented in January to MCC as part of the pre-application process



Main Façade

- Revised proposal adds articulation to corners to separate façades and reduce boxy feel as presented in February 2026



Main Façade

- Revised proposal adds additional closed panel types to increase variation within the façade as presented in February 2026



Main Façade

- Revised proposal with smaller hexagons to better conceal the car park frame behind presented in March 2026

Pre-Application Feedback

Staircase

In addition to the development of the façade, the external stair core has been updated following consultation with MCC.

The staircase has been updated to improve the relationship of the façade treatment with the adjacent bridge, which was originally achieved through materiality.

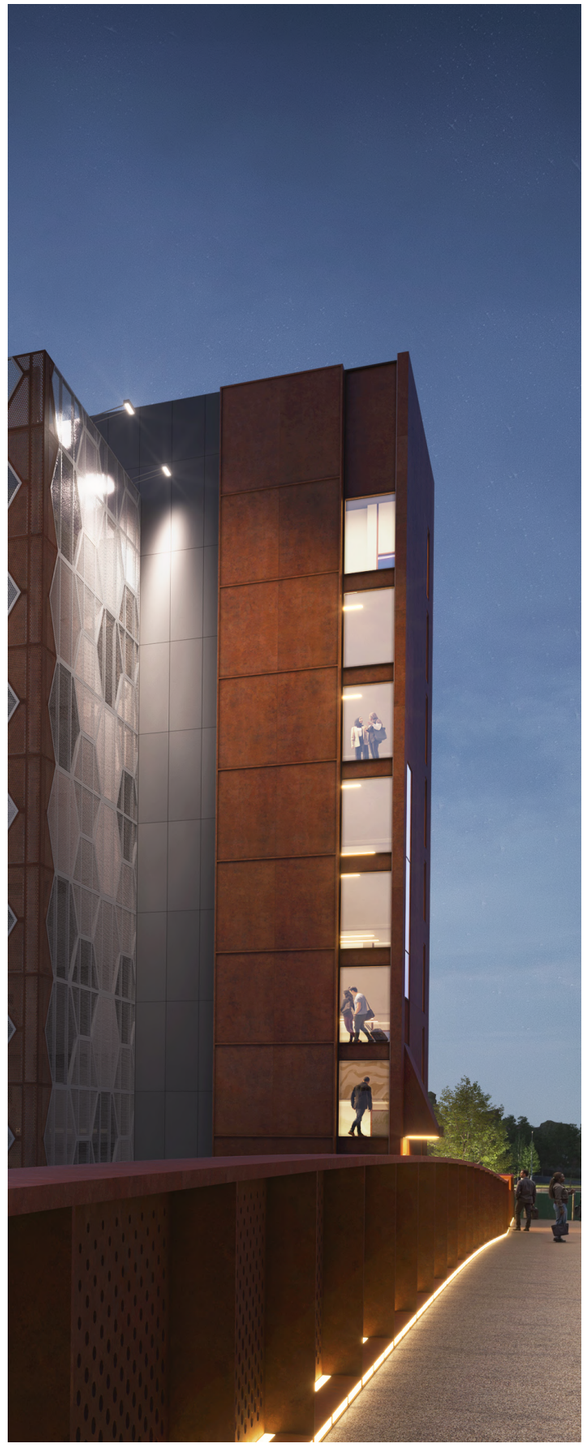
The proportions and articulation have been updated to replicate the construction and proportions of the bridge link creating a set piece dialogue between the bridge and car park.



Original proposal for staircase



Updated proposal for staircase from plaza



Updated proposal for staircase from bridge link

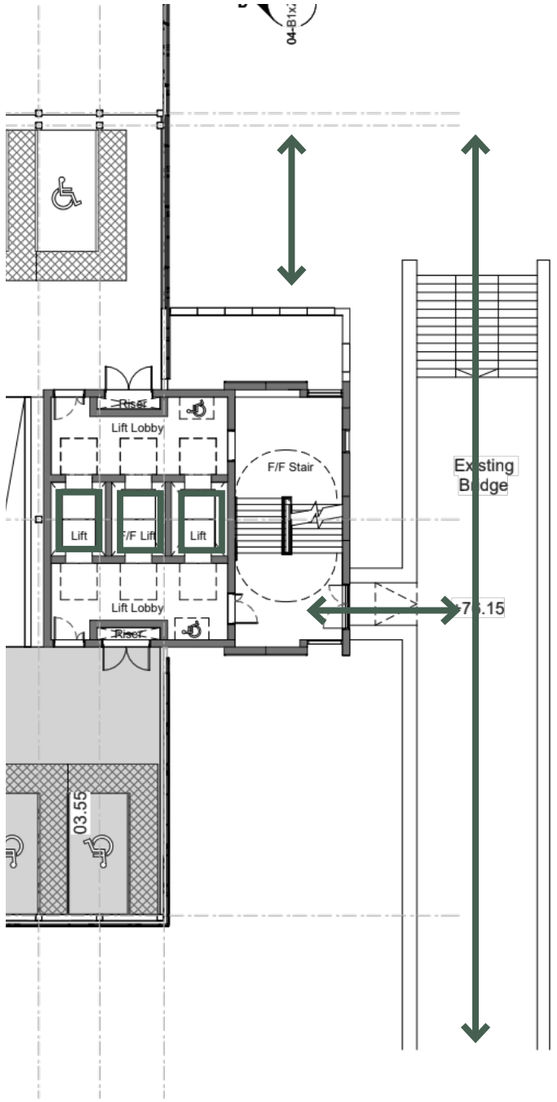
Connection to the Bridge

The primary core of the E1 MSCP is located alongside the existing bridge link to allow connection to the bridge deck into the core at Level 03 affording accessibility to the MSCP stair and lift core.

The use of weathering steel to clad the stair core allows the bridge and core to act as a wayfinding piece in the Masterplan with detailing and proportions developed to accentuate this relationship.

At deck level with the bridge, a canopy detail is added to defione the entrance to the core by unpeeling from the façade.

At grade level the entrance is defined by the termination of the vertical weathering steel core and a glaxed entrance to provide surveillance of the space and interact with the adjacent active frontage of the proposed commercial space providing greater animation to the steps connecting up to the bridge deck.



Plan showing bridge link connection at level 03



View of bridge link from Masterplan

Creating an Animated Frontage

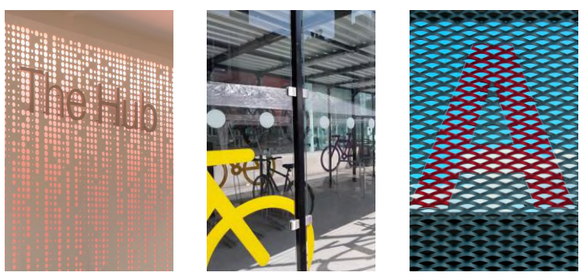
The ground floor commercial unit has been situated to create an active frontage at ground floor level on the approach to the bridge link. Large format curtain walling is proposed to the north-east corner to allow the commercial unit to link visually with the external plaza as well as provide passive surveillance to the pedestrian route to the bridge link.

These larger format curtain wall elements allow greater animation and can be used as a backdrop for glazing manifestation which could utilise similar motifs as the MSCP façade applied to the glazing.

The glazed elevation extends to the cycle hub where cycling motifs can be used to intimate the internal use without detracting from the overall architecture of the frontage with similar graphics proposed for the substation frontage to enliven these blank parts of the façade.

These could have EV charging graphics applied as a spray to the weathering steel initimating the power generation of he susbtations and EV charging with the MSCP itself.

Overall the frontage to the MSCP will be an enlivened and activated frontage clearly segregating pedestrians, cyclists and vehicle approaches.



Material references (Image credit: 5Plus Architects)



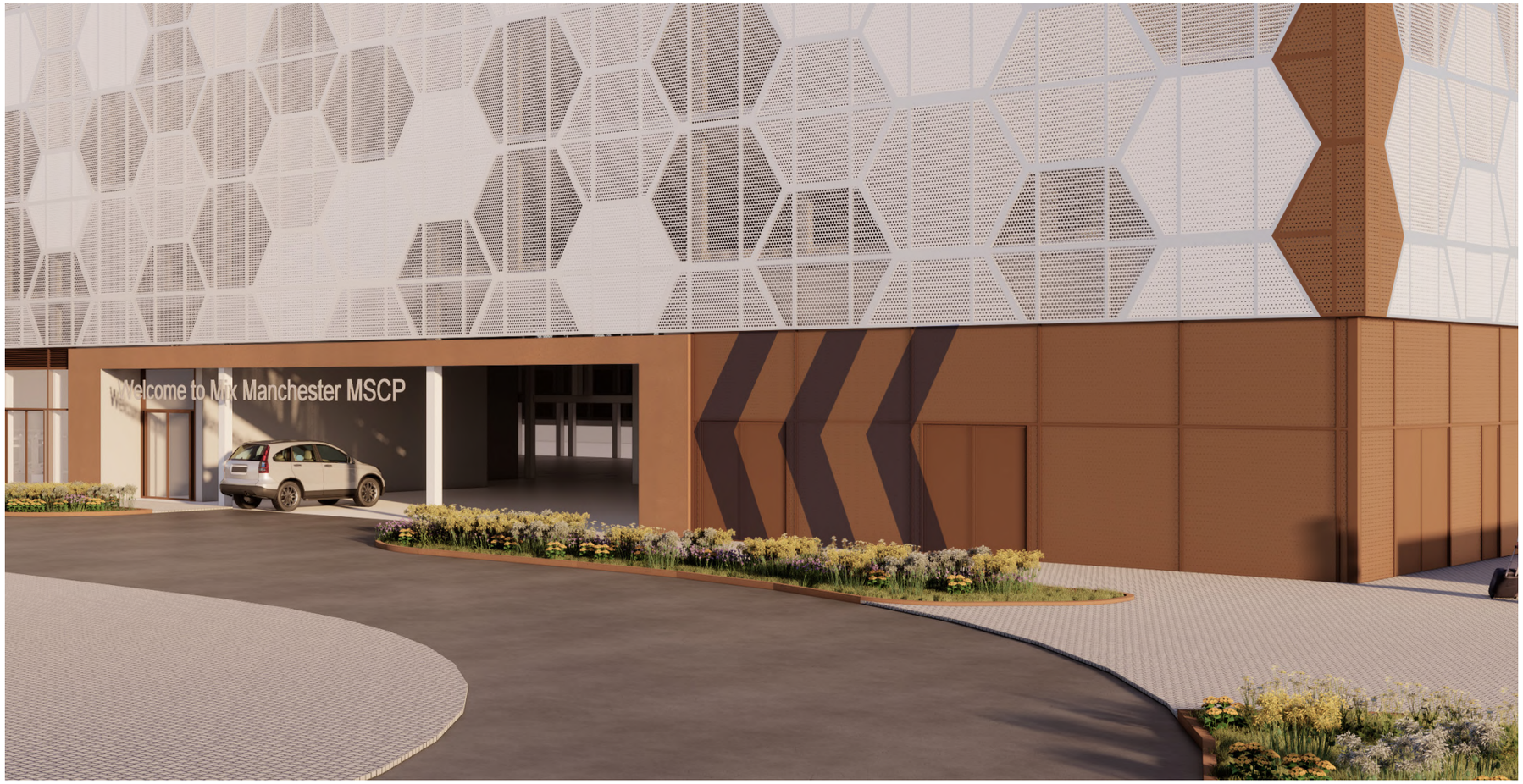
View of commercial unit from Masterplan

Defining the Car Park Entrance

A weathering steel frame is proposed to the car park entrance to demarcate the entrance and assist with wayfinding for vehicle users, complemented by signage.

Celebrating the Corner

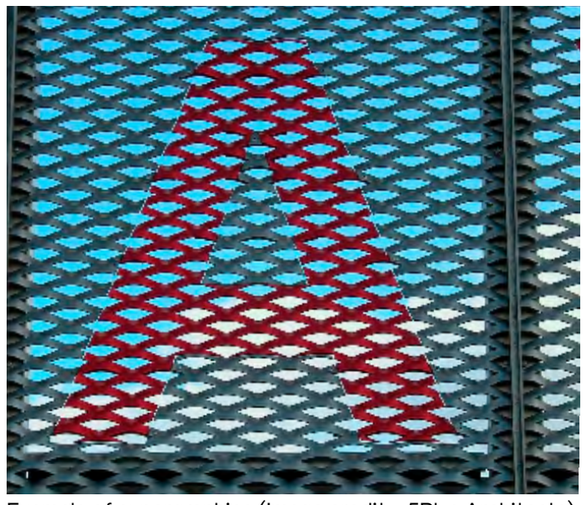
Expanded mesh is proposed at ground to third floor level from the north-east corner to the south-west corner, cladding the loewr floors of the car park and service area. Additional large-scale graphics are proposed at the north-east corner to increase visual interest within the pedestrianised area.



View of MSCP entrance from Masterplan



Example of MSCP signage (Image credit - 5Plus Architects)



Example of supergraphics (Image credit - 5Plus Architects)

View of MSCP and bridge link from Masterplan

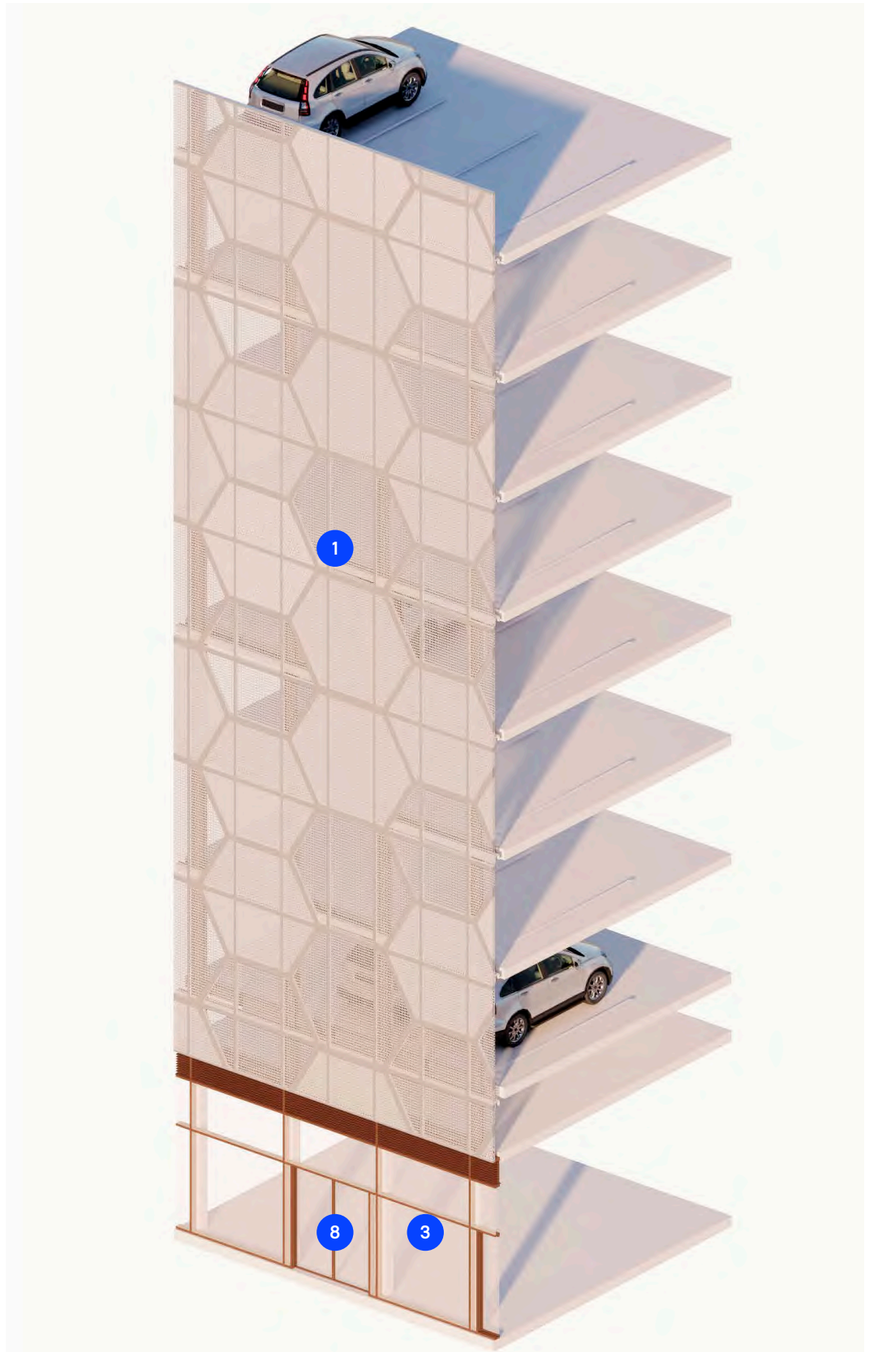
Typical Bay

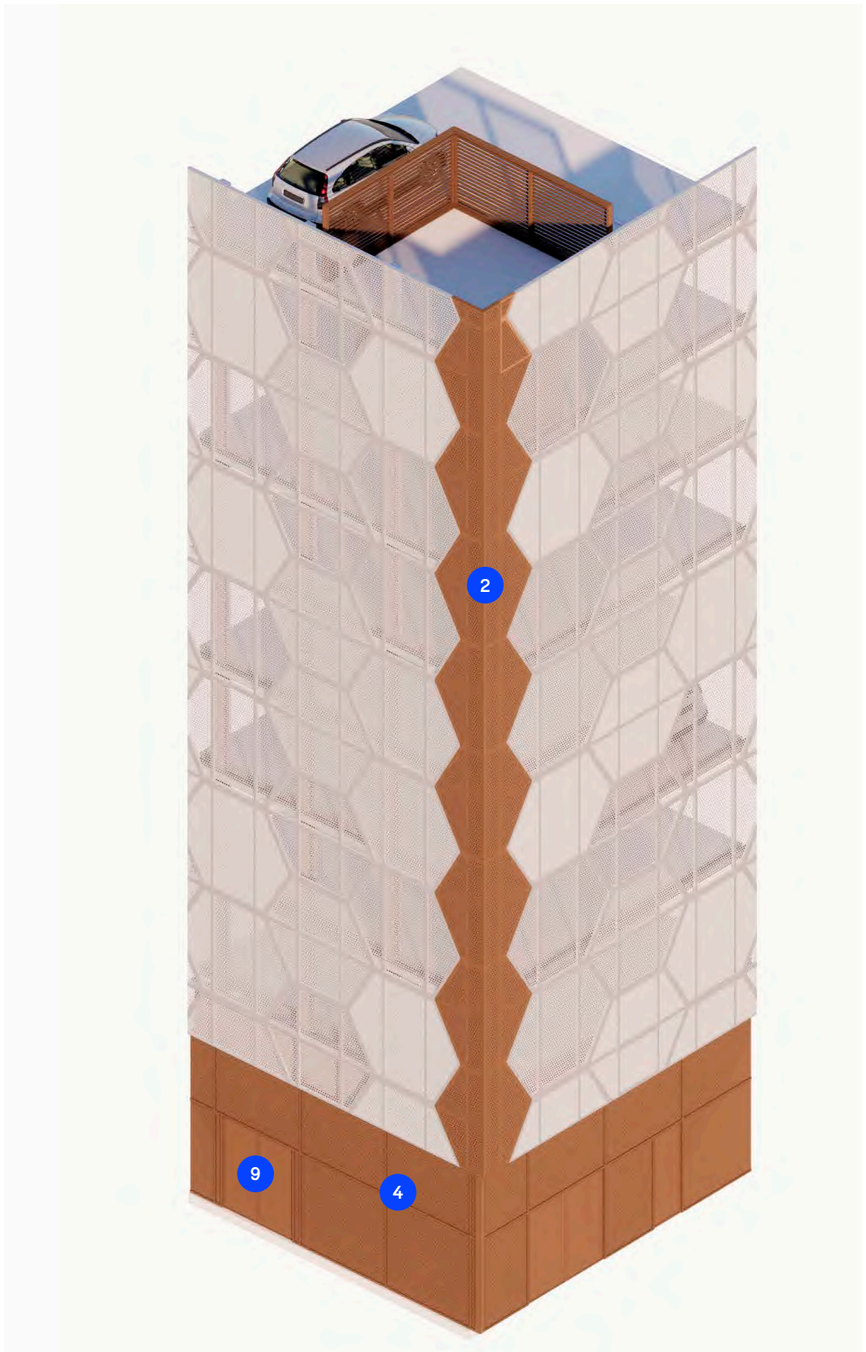
The perforated patterned façade provides ventilation to the car park to meet the requirements for building regulations. The differing perforation sizes and centres create a pattern which provides visual interest to the façade as a whole. Beneath the perforated façade, curtain walling is provided to the majority of the north elevation, with expanded mesh panels proposed to the rear and service elements of the façade.

The corner is conceived as a break in the façade to create breathing space between the façades and remove the box-like appearance of the form. A lower level of perforation is proposed within these panels so that the structure behind is concealed.

Sample panels can be developed prior to construction to ensure the openess required provides the required coverage to ensure the structural frame does not interfere with the pattern.

1. Perforated anodised aluminium panels with a natural anodised finish
2. Perforated weathering steel panels
3. PPC curtain wall stick glazing with louvre panels to top with a dark bronze finish
4. Expanded weathering steel mesh panels
5. Car park entrance
6. Secret fixed anodised aluminium rainscreen cladding system with a natural anodised finish
7. Weathering steel panels
8. Glazed door
9. Metal Door
10. AOV
11. External lighting to provide light wash to façade





Typical bay studies

External Stair Core

The external primary core on the east of the building serves a number of functions. The exposed weathering steel fire stair helps to balance the horizontality of the bridge and creates a key piece of way-finding along the north south axis of the wider Masterplan.

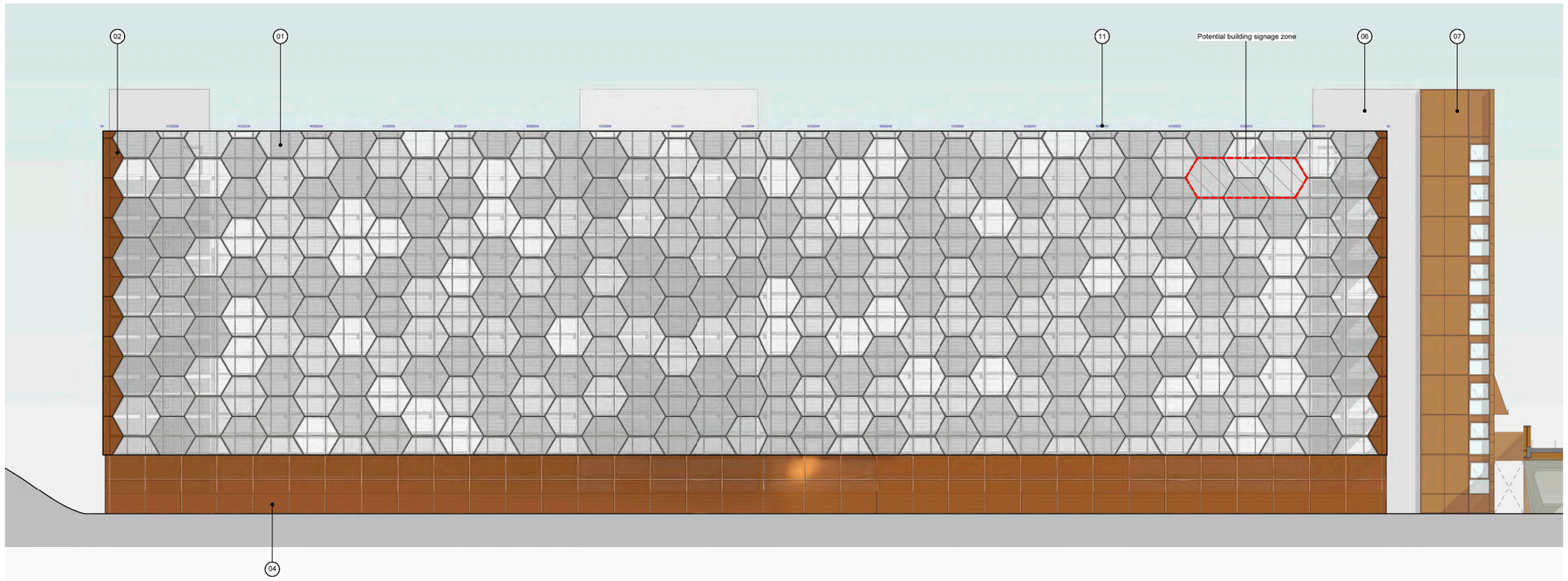
Glass frontage on the lift lobby helps to activate the plaza and separates the plaza from the Airport Spur to the south. A canopy has been added to the entrance from the bridge as a visual marker for way-finding and to highlight the accessible route from the bridge through the stair core to plaza level.



1. Perforated anodised aluminium panels with a natural anodised finish
2. Perforated weathering steel panels
3. PPC curtain wall stick glazing with louvre panels to top with a dark bronze finish
4. Expanded weathering steel mesh panels
5. Car park entrance
6. Secret fixed anodised aluminium rainscreen cladding system with a natural anodised finish
7. Weathering steel panels
8. Glazed door
9. Metal Door
10. AOV
11. External lighting to provide light wash to façade

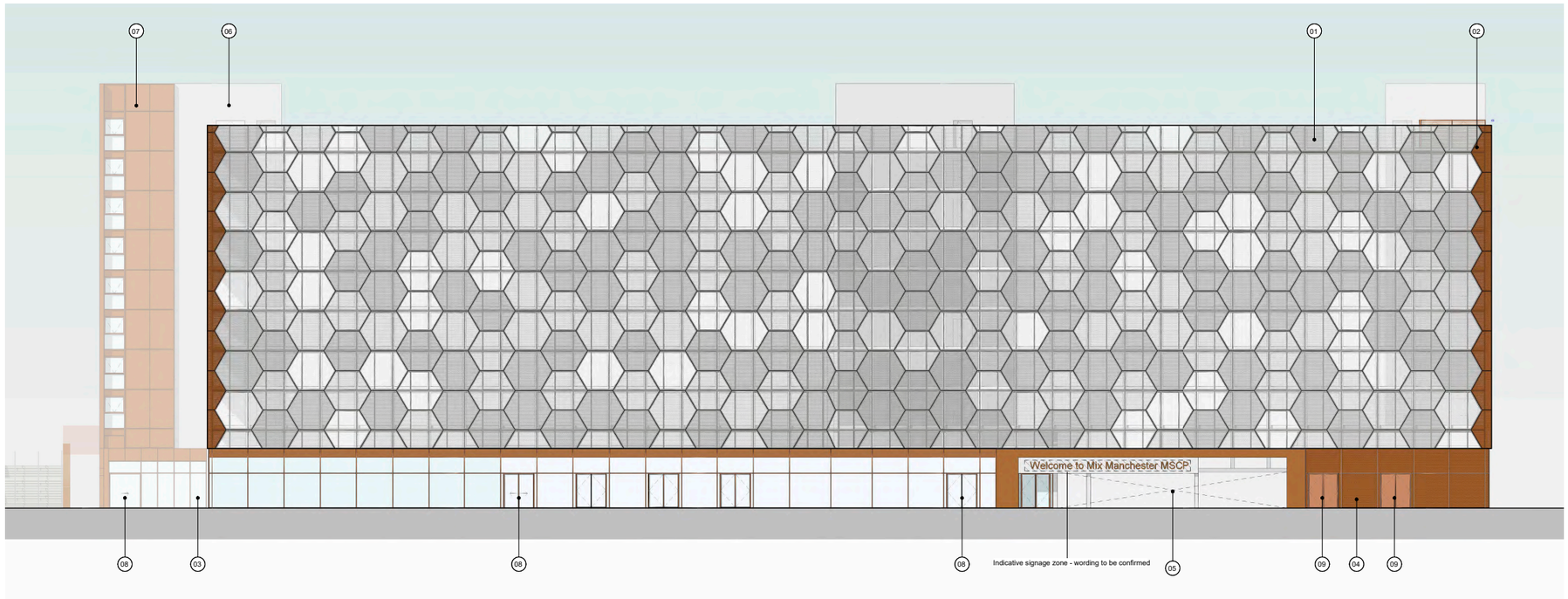
Typical bay studies

North and South Elevations



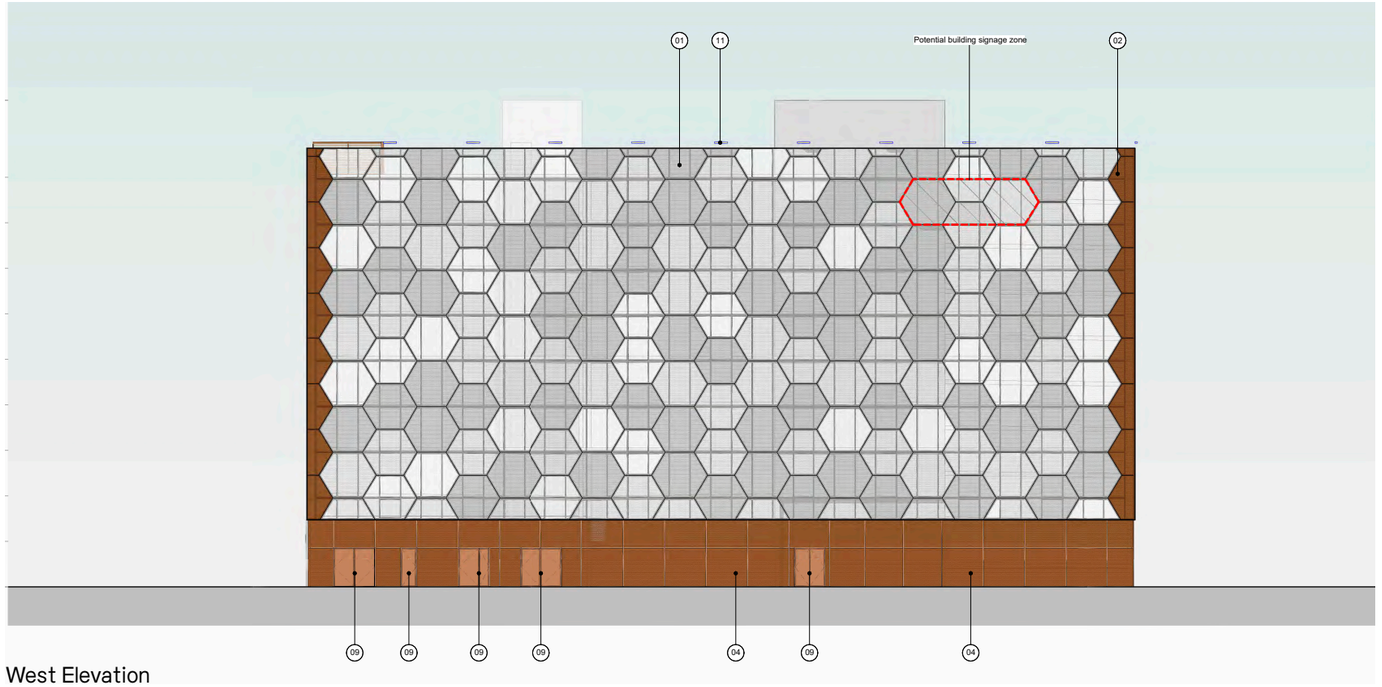
South Elevation

1. Perforated anodised aluminium panels with a natural anodised finish
2. Perforated weathering steel panels
3. PPC curtain wall stick glazing with louvre panels to top with a dark bronze finish
4. Expanded weathering steel mesh panels
5. Car park entrance
6. Secret fixed anodised aluminium rainscreen cladding system with a natural anodised finish
7. Weathering steel panels
8. Glazed door
9. Metal Door
10. AOV
11. External lighting to provide light wash to façade



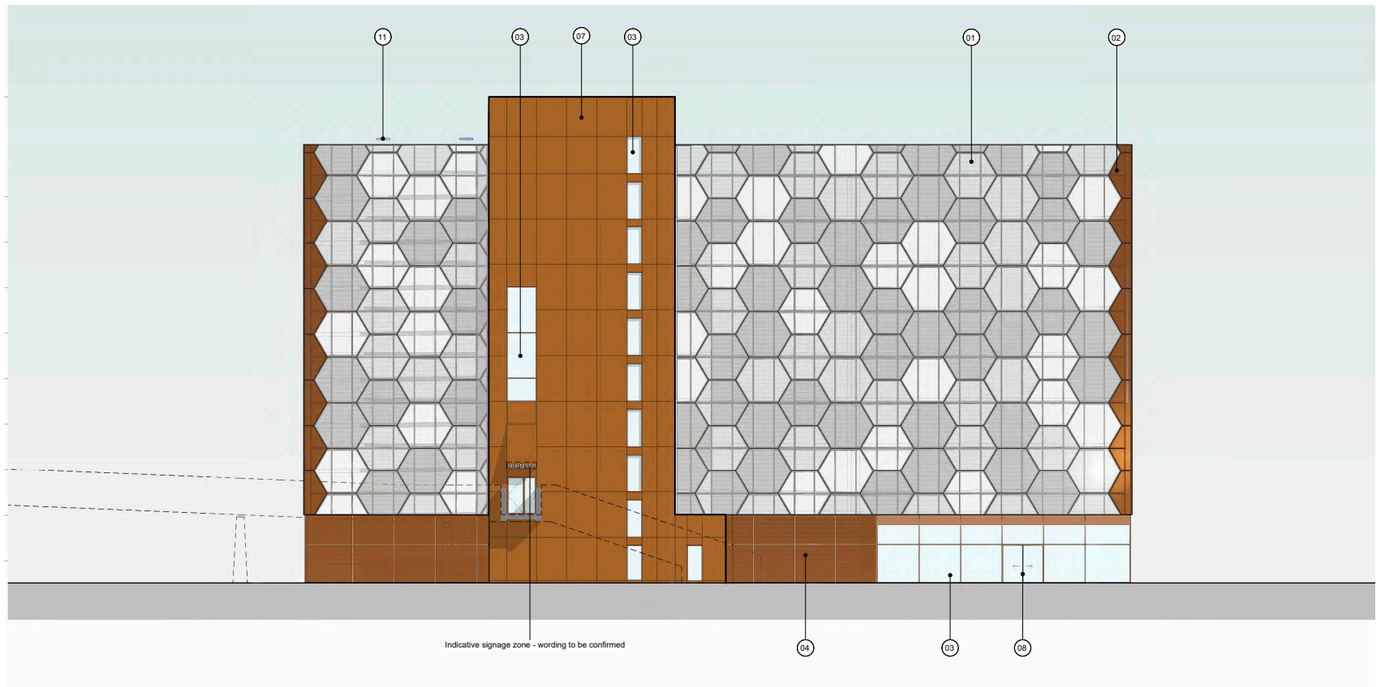
North Elevation

East and West Elevations



West Elevation

1. Perforated anodised aluminium panels with a natural anodised finish
2. Perforated weathering steel panels
3. PPC curtain wall stick glazing with louvre panels to top with a dark bronze finish
4. Expanded weathering steel mesh panels
5. Car park entrance
6. Secret fixed anodised aluminium rainscreen cladding system with a natural anodised finish
7. Weathering steel panels
8. Glazed door
9. Metal Door
10. AOV
11. External lighting to provide light wash to façade

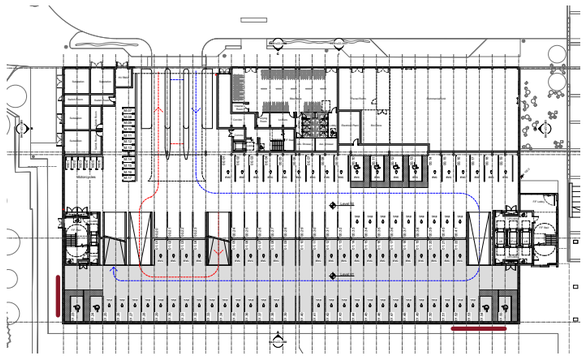


East Elevation

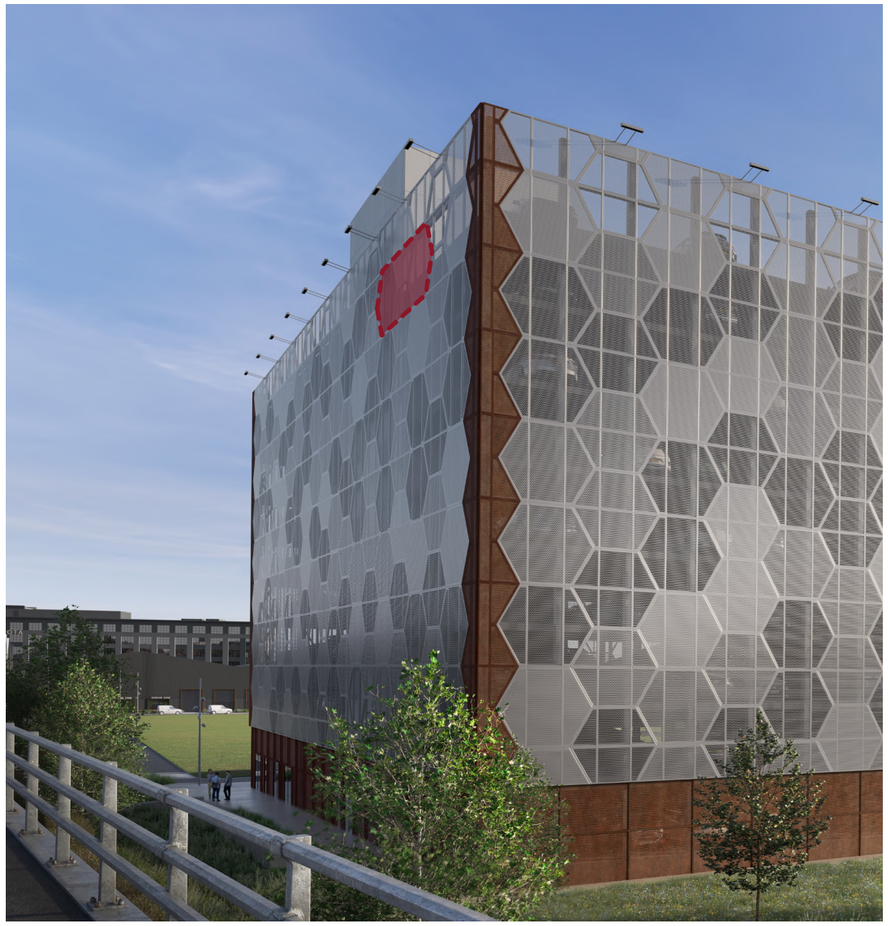
Signage

Signage is proposed at high level on the building façade for users passing the building by vehicle.

Smaller signage is proposed at ground floor level to assist with way-finding.

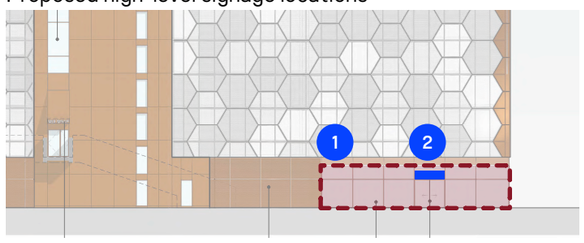


Proposed high-level signage locations

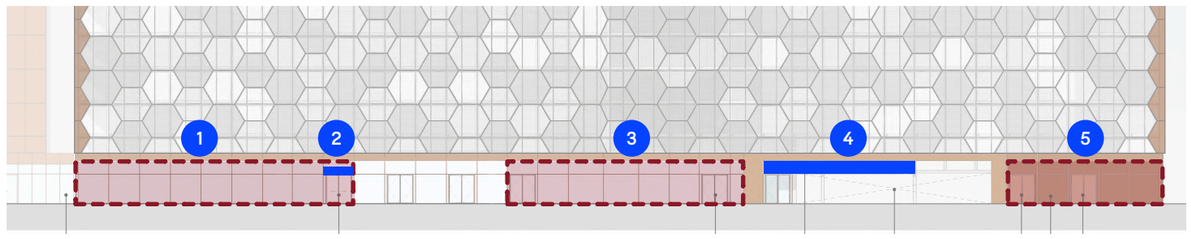


Proposed high-level signage locations

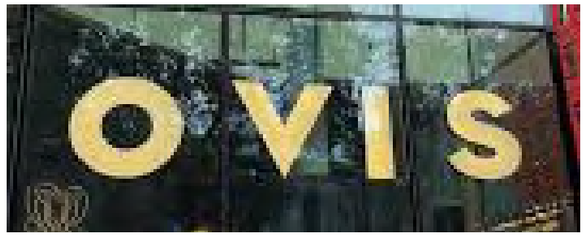




Proposed ground floorl signage locations



1. Proposed commercial manifestation zone
2. Commercial signage zone
3. Proposed cycle hub supergraphic
4. MSCP signage zone
5. Proposed directional supergraphic



Example of signage (Image credit - 5Plus Architects)



Example of MSCP signage (Image credit - 5Plus Architects)

façade Lighting

To assist with the visual appearance of the building at night, a preliminary lighting strategy has been developed to add downlighters to the façades visible from main approach of the M56 spur and bridge echoing the lighting strategy of a soft wash to the deck and plate girder perforations of the bridge.

The lighting is designed to mitigate any light spillage from inside the buidling that would interfere with the proposed building façade. The lighting positions have been chosen to line through with the design below, creating a scalloped appearance at roof level.

Downlighting to create asoft wash across the façade is proposed to mitigate internal lighting making the façade feel too open and to avoid potential safeguarding issues if uplit.

In addition to the lighting proposals, internal lighting will have movement sensors so internal lighting will only remain on when the building is in use.

Linear fittings will be suspended from the parapet with hinged brackets to allow maintenance access in the future.



Evening view of MSCP from bridge link

9.5 Access

Access and Inclusion

The design of the building has been developed from first principles with an inclusive approach to allow easy, safe and secure access to all areas of the landscape and the majority of the building for all users.

Pedestrian

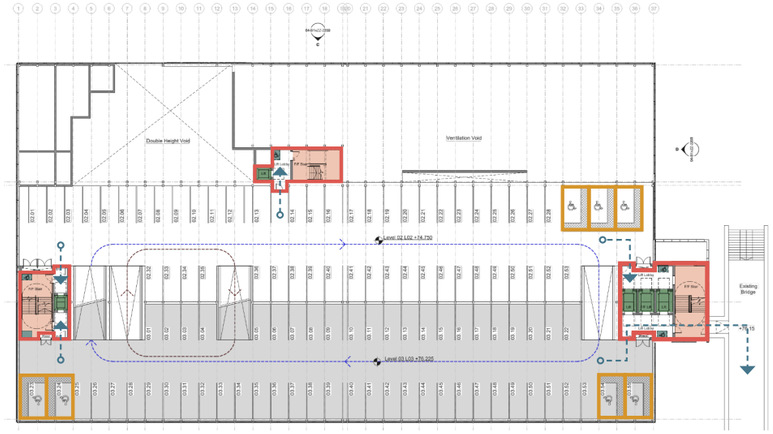
Level access to the commercial units at ground level is located off the northern estate road and on the north eastern side addressing the plaza. Pedestrian access to the car park itself is provided via the primary core to the east of the building off the plaza adjacent to the bridge link. This provides a large lobby area with stair and lift access to the car park and to the existing bridge deck at Level 03. Secondary pedestrian accesses are provided to to the north and west of the building allowing level access to all levels of the MSCP.

The landscape has been designed to allow free and clear movement across the space with well lit and active frontages at ground floor.

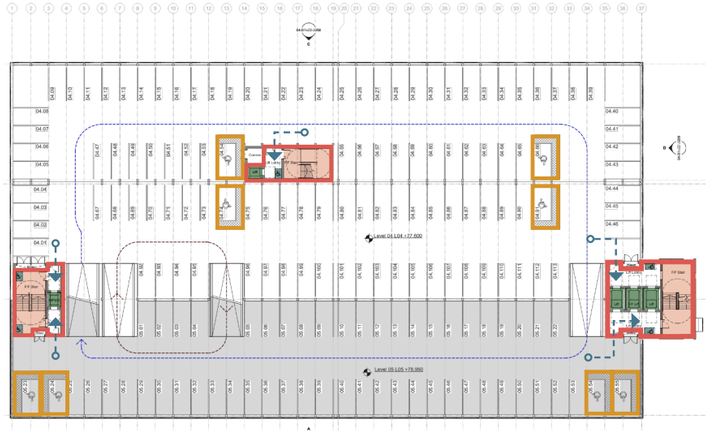
Parking

Accessible parking spaces are provided on each floor plate, allowing accessible spaces to be allocated to different occupiers as the Masterplan develops. Accessible spaces are located close to each core, with a greater emphasis on the main stair core, to provide flexibility in circulation for the user.

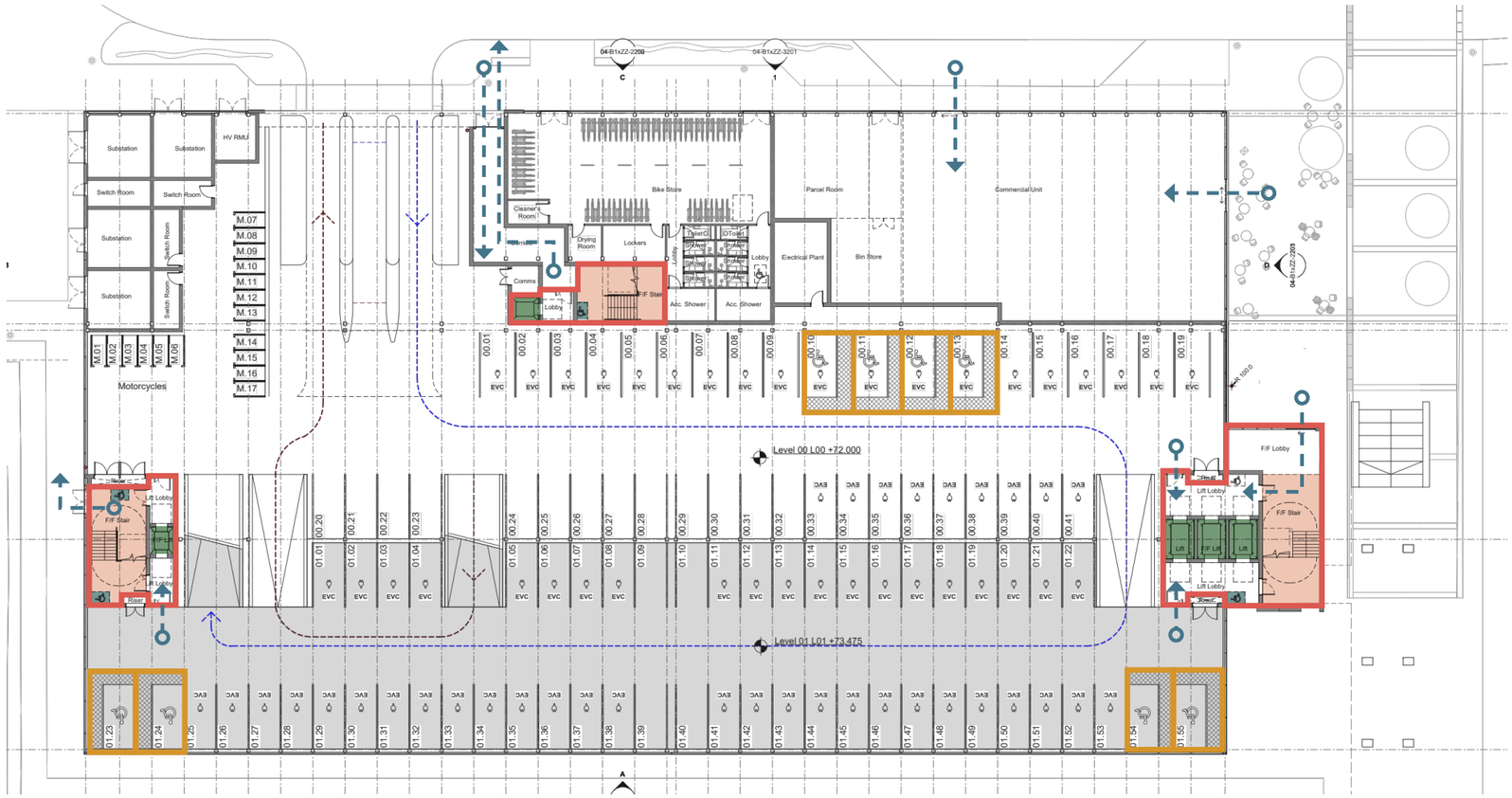
The main lift core also provides level access for all users of the connecting bridge link via the lifts within the core.



Second / third floor plan



Typical floor plan



Ground / first floor plan

Safety and Security

The building has been designed in accordance with advice received by Greater Manchester Police in their Crime Impact Statement - a summary of this advice is provided within the planning submission.

Vehicular Access

Vehicular access to the car park within the overall Masterplan is picked up within the Masterplan section of this document. The E1 car parking access and egress is located to the north west of the building.

Access for Pedestrians

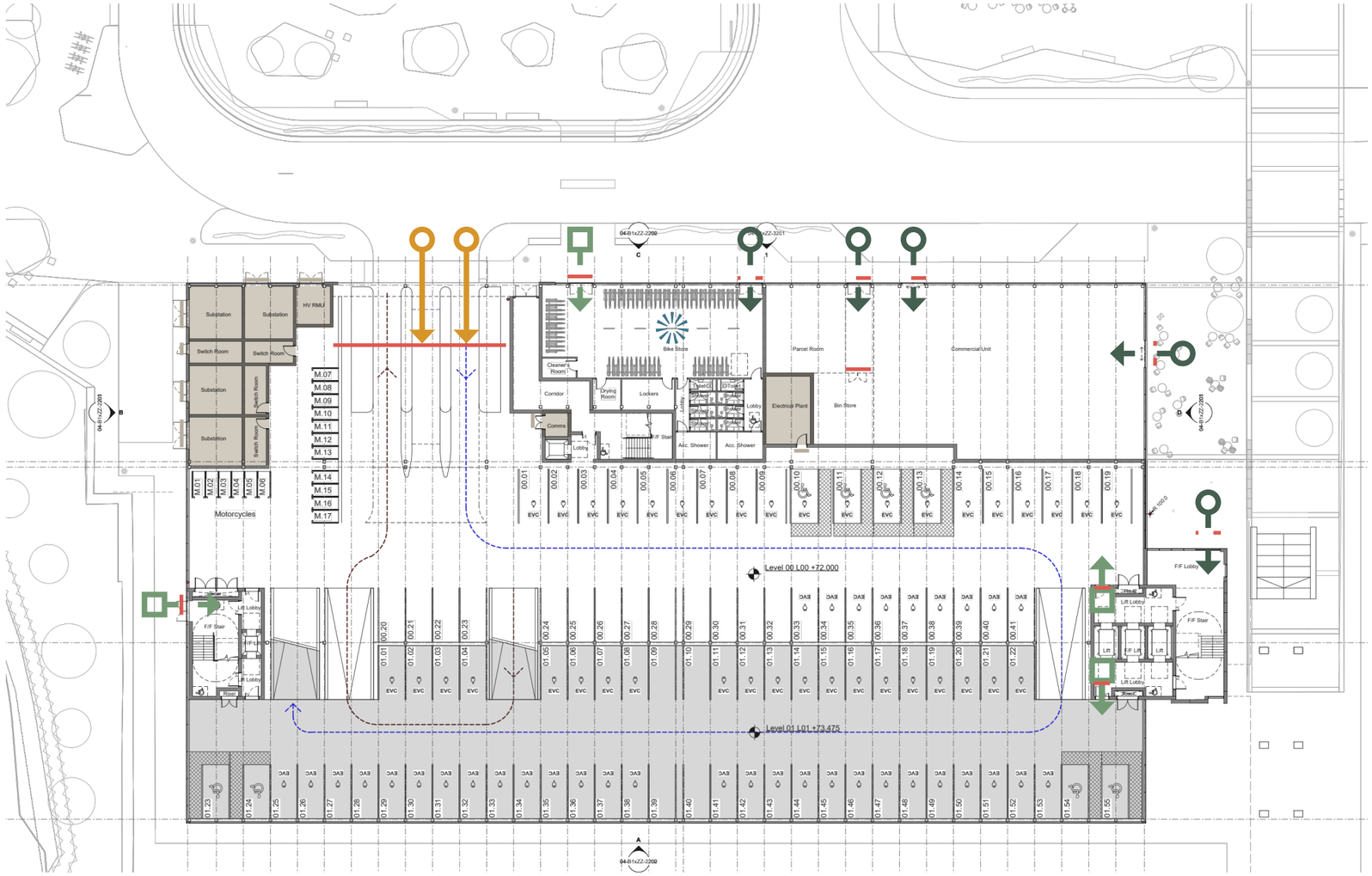
The public realm surrounding the car park is accessible to pedestrians at all hours and is to be appropriately lit with strategically placed lighting installations and monitored using CCTV.

The main access points to the car park for pedestrians to the car park is via the main core to the east where 3 lifts are provided along with stair access to all floors. The central core to the north provides additional access for offices located to the north and west of the Masterplan. The core to the west is primarily a fire escape but could be used for access if required.

The main point of access for the E1 commercial unit(s) for public and staff is from the estate road to the north and the plaza to the east.

Access for Cyclists

A secure cycle store is provided within the ground floor of the building. A minimum of 124 cycle spaces will be provided along with changing facilities and a drying room.



Ground / first floor plan

Extent of service area

Controlled secure line

Monitored secure line

Monitored public entrance

Controlled entrance point

Vehicular access

Secure cycle store

Refuse and Recycling

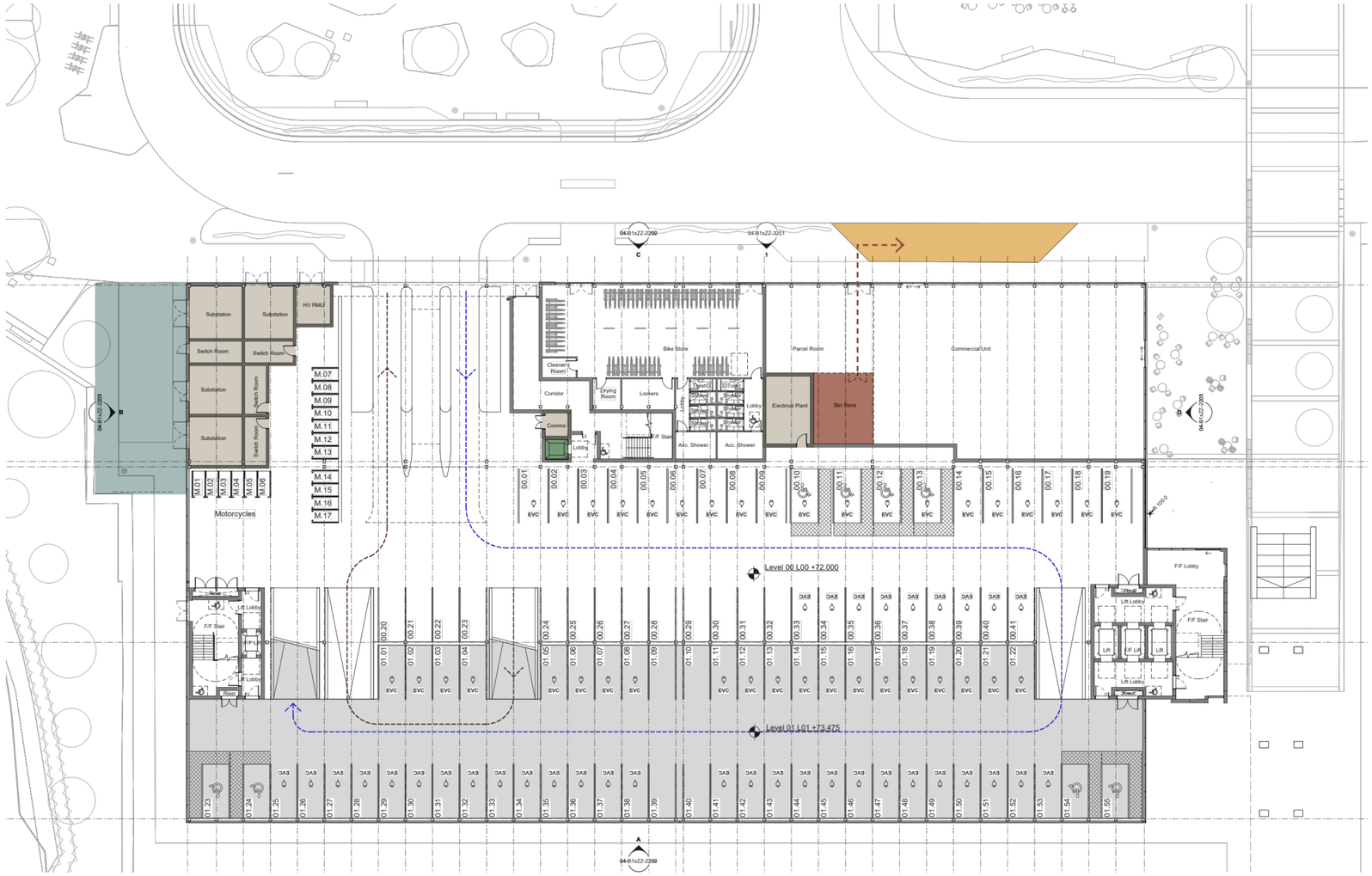
With the exception of the commercial unit, the MSCP, including bike store and changing areas, is not anticipated to generate significant waste volumes. Internal waste receptacles will be provided to be emptied as required into the shared amenity bins by Estate Management, which have been sized to accommodate this waste.

A space for a bin store for the commercial unit is indicated on the ground floor plan. This has been sized to accommodate an F&B unit. This bin store is located for ease of access to the lay-by for bin collection.

Servicing

Deliveries and collections for the commercial unit are made possible by the lay-by to the north of the commercial unit.

Substations to the west of the building are accessed via a dedicated lay-by.



Ground / first floor plan

Extent of service area

Goods lift

Service vehicle access point

Service zone for substations

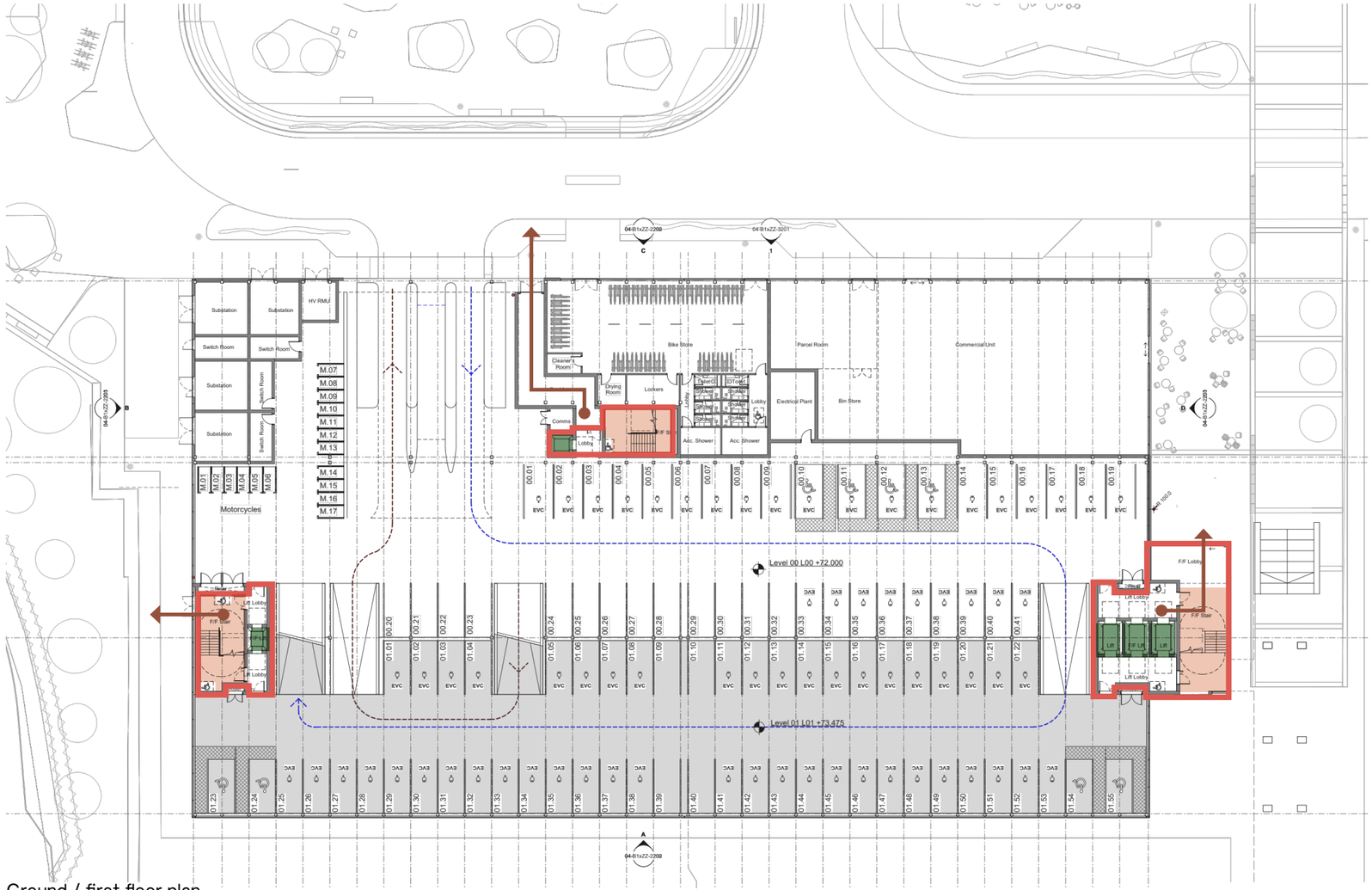
Bin store

Bin collection route

Emergency Access & Escape

During an emergency, service vehicles can access all fire cores and dry risers via the primary roads and hardstanding to the east and west of the building.

The three stair cores with fire fighting lifts allow for alternative means of escape in the event of a fire.



Ground / first floor plan

Stair

Lift

Firefighting core

Fire escape route

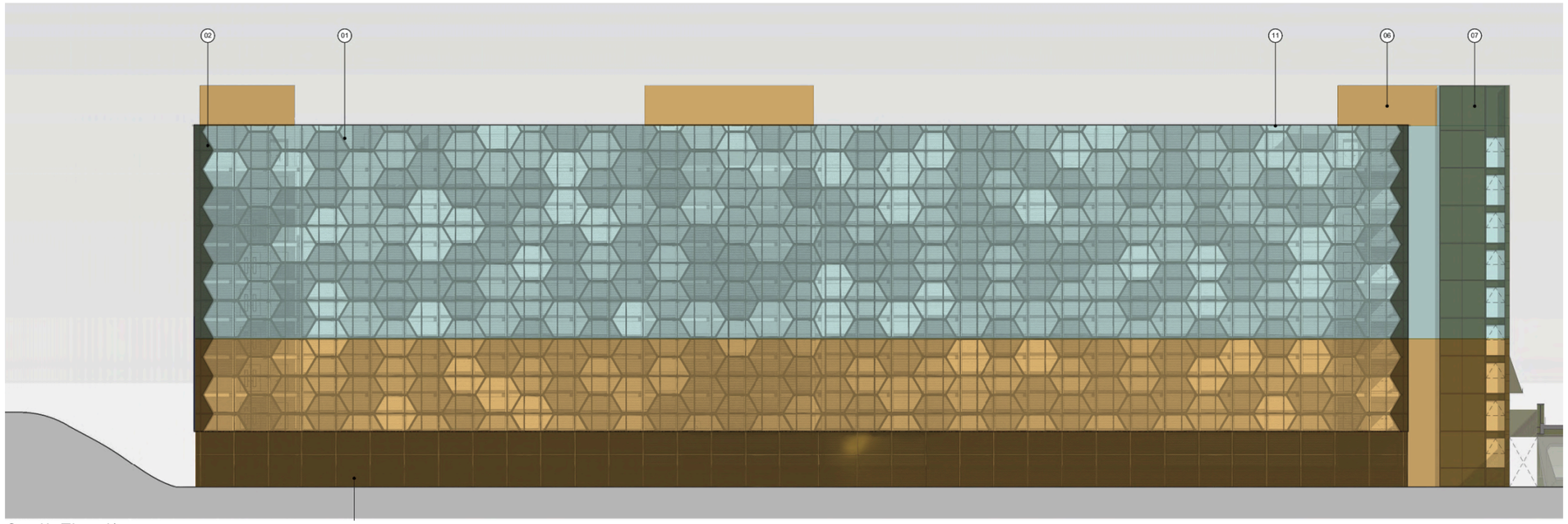
Cleaning & Maintenance

The preliminary proposals are for a combination of both ground level and high level solutions for both cleaning and for maintenance of the building.

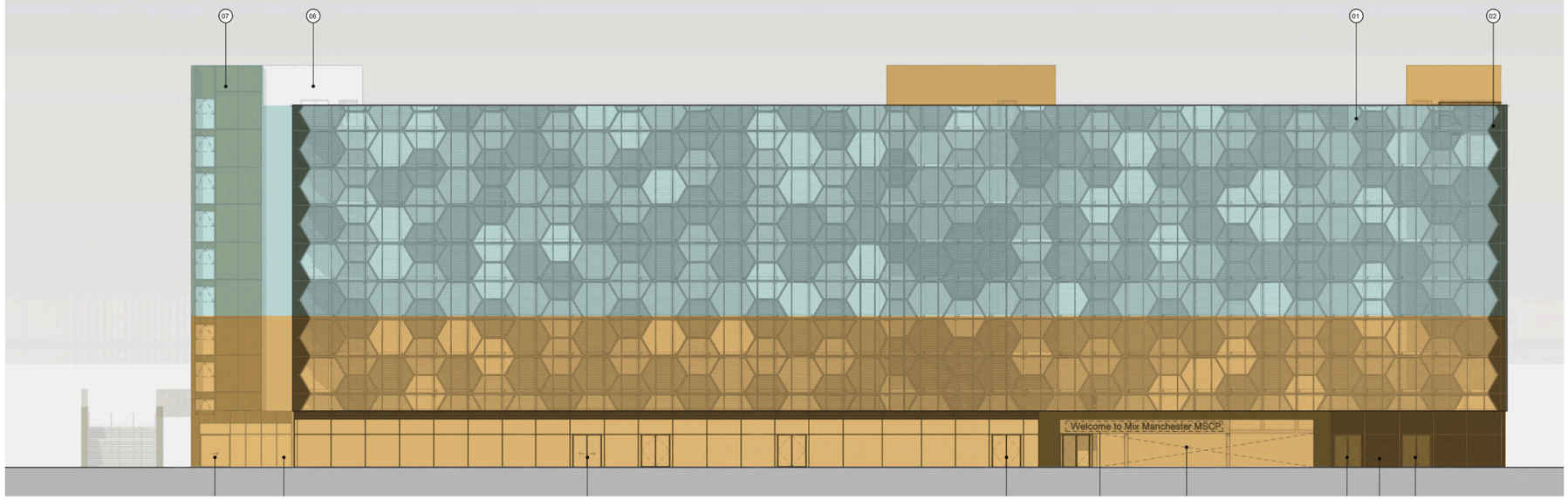
Access to the building is provided at ground floor level for all levels. Hard landscaping has been provided around the perimeter of the building.

Lower areas of the façade including the glass frontage of the commercial units is accessible via a low level reach and wash solution for cleaning. The upper areas of the façade could also be cleaned using a larger scale reach and wash solution or via a mobile elevating work platform (MEWP).

On upper levels of the building, the anodised aluminium allows a lower level of maintenance and a longer life span than other aluminium finishes. The weathering steel also requires very little maintenance as the surface naturally weathers over time.



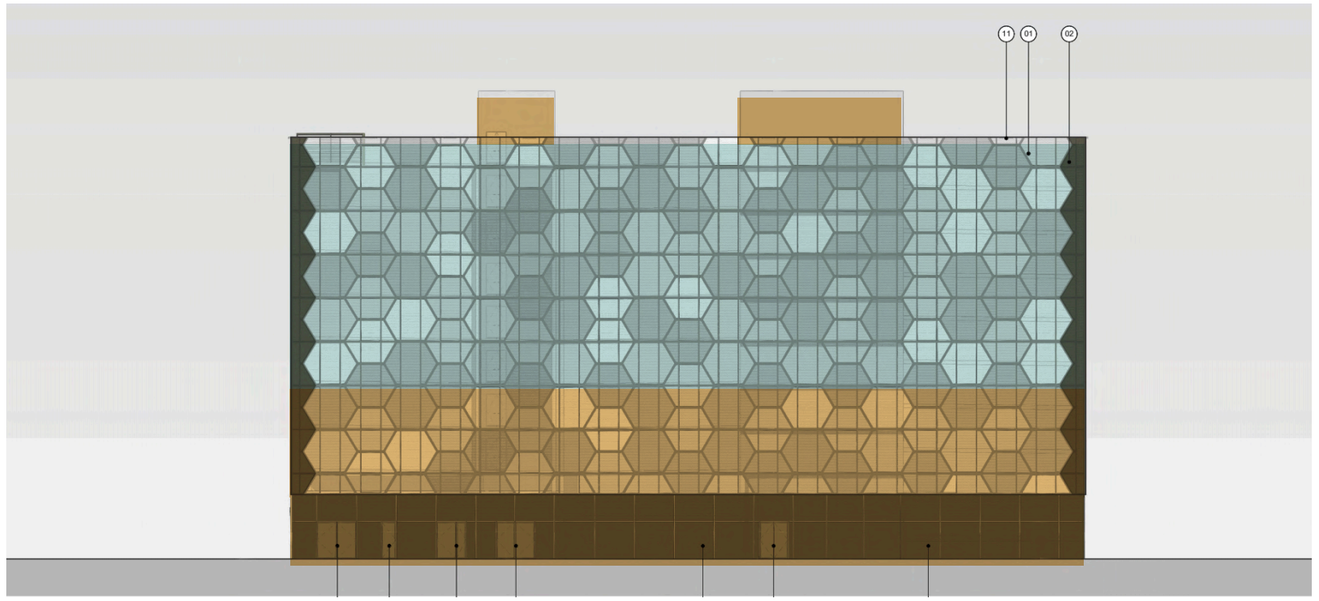
South Elevation



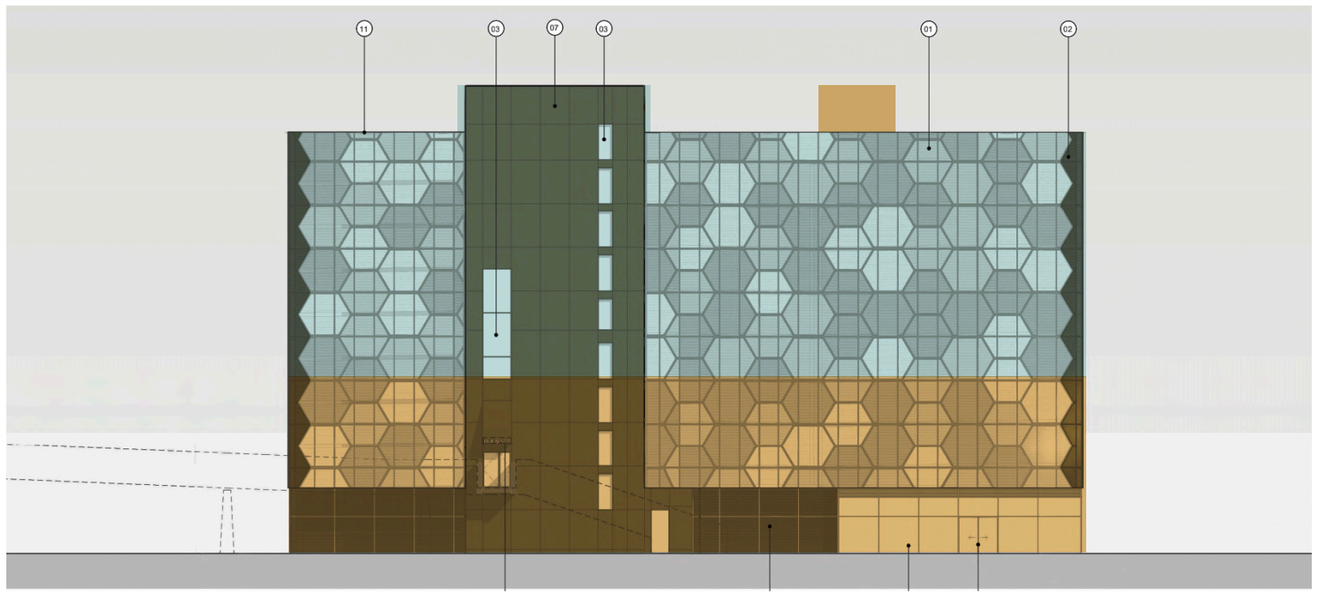
North Elevation

Upper levels - area of façade accessible via reach and wash for cleaning / MEWP for maintenance

Lower levels - area of façade accessible via reach and wash for cleaning



West Elevation



East Elevation

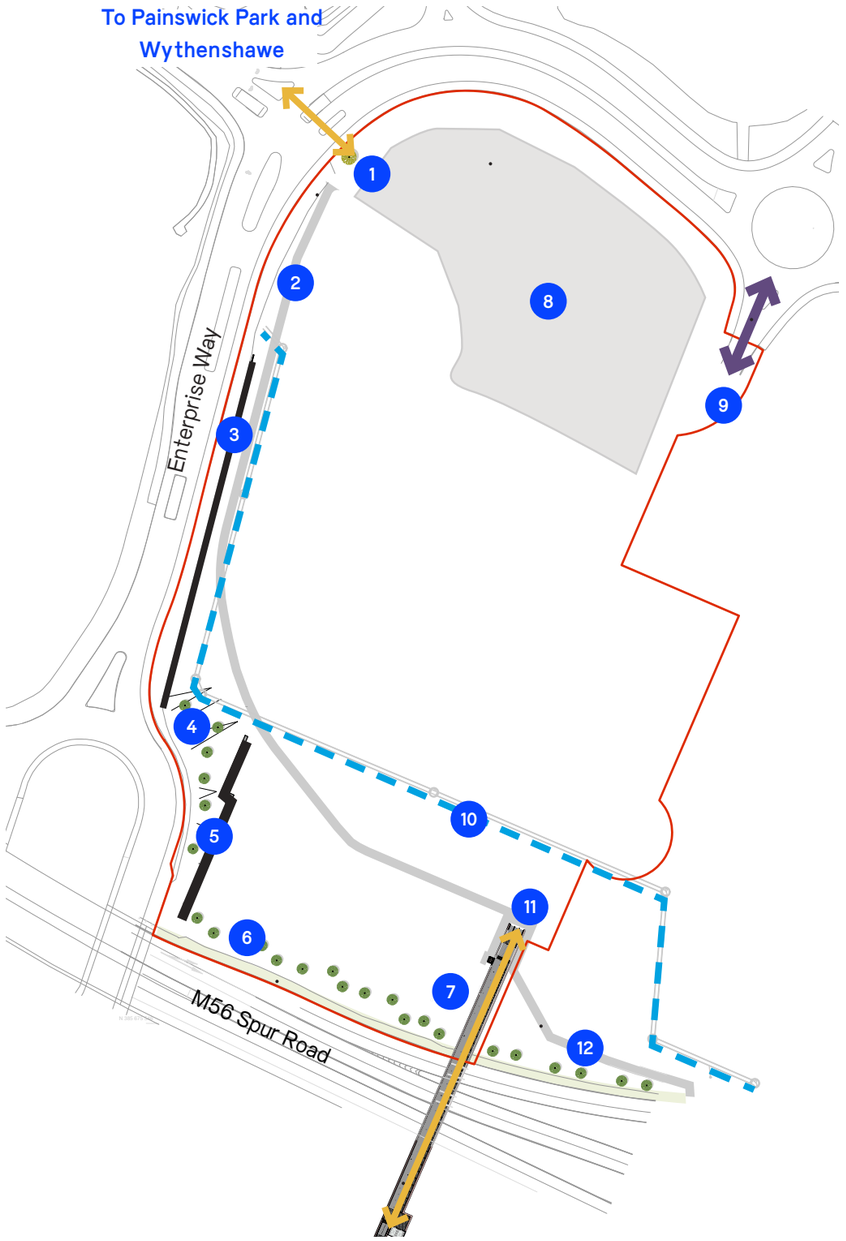
10.0 LANDSCAPE

10.1 Site Opportunities & Constraints

The enabling works completed in 2022 were the first phase of works on this site to facilitate the development of the future Masterplan. These included:

- Approximate setting of ground levels
- Culvert of the watercourse
- Gabion retaining wall to allow the future plot E1 to be built
- Tree planting to provide buffer between the M56 spur and future Masterplan
- Temporary path between the pedestrian and cycle bridge and wider network of routes to Wythenshawe.

The majority of the site consists of rough vegetated ground with a temporary tarmac path. An area in the north has been developed for temporary parking.



1. Pedestrian crossing / arrival
2. Public right of way
3. Brick retaining wall
4. Steep embankment
5. Gabion retaining wall
6. Embankment with trees and timber fence
7. Pedestrian and cycle bridge
8. Temporary car park
9. Vehicle access
10. Underground culvert with easement
11. Steps and arrival space
12. Existing section of retained footpath

Landscape development diagram showing opportunities and constraints.

Site Constraints

- Proposed levels of landscape and buildings approximately set by completed enabling works
- Level at landing of bridge
- Underground culvert and easement
- Proximity to Manchester Airport - standing water to be avoided in proposals to reduce bird flight risk

Site Opportunities

- Creation of habitat rich and diverse planting vegetation
- New tree and woodland planting to site perimeter
- New network of cycle and pedestrian routes that link into the wider connections including the PRoW and Sustrans route
- Creation of a number of new squares and public spaces
- Minimise sealed surfaces



Existing timber fence boundary along Airport Spur road



Existing gabion basket retaining wall



Aerial view of the site looking at the East. The site is engulfed by the Enterprise Way road and Ringway Rd Way (Image credit: Google Maps)

Historic Context

In the nineteenth century the site became used more for agriculture, specifically market gardening due to the fertile low land peat soil, between the small towns of Heyhead and Woodhouse Park.

The area's geology was made up of mid-Triassic sand and mudstone from the Cheshire Plain, hard boulder clay, and millstone grit from the Pennines (Miller, 2012). Much of the land was peat bog, were called Mosses, and several local place names still include the word 'Moss' today.

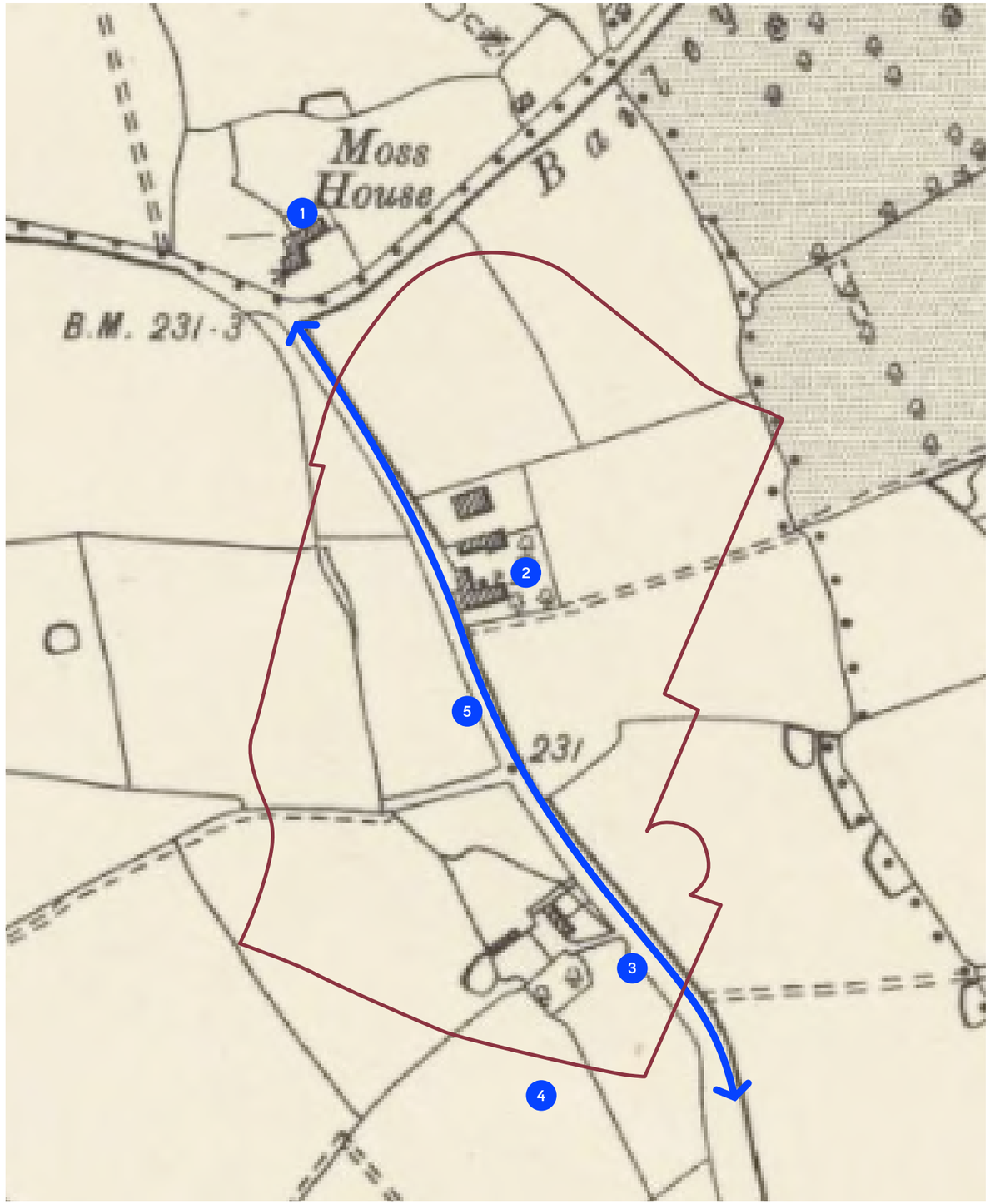
Within and around the site the Moss House farm and the Moss House were established focusing on mix farming and gardening. Mayfield and Brookside cottages appeared in the mid 1900s south of the site.



1950s map showing the Moss House Farm



Manchester Airport in 1938 (Image credit: MEN)



Comparison of the current site boundary on 1900s map. (Image credit: National Library of Scotland)

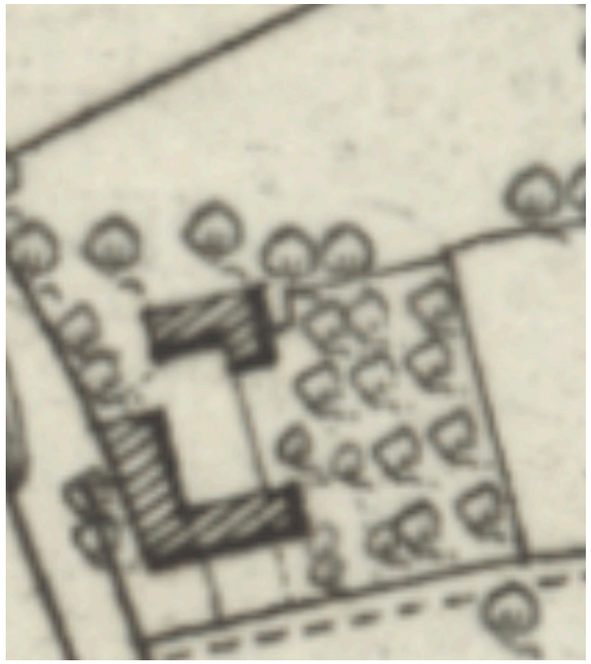
1. Moss House
2. Moss House Farm
3. Mayfield Cottage
4. Brookside Cottage
5. Outwood Lane

Moss House Farm was established in 1860s as a mix used farm with two main buildings. Throughout the time the site has retained a central courtyard and the tree fields.

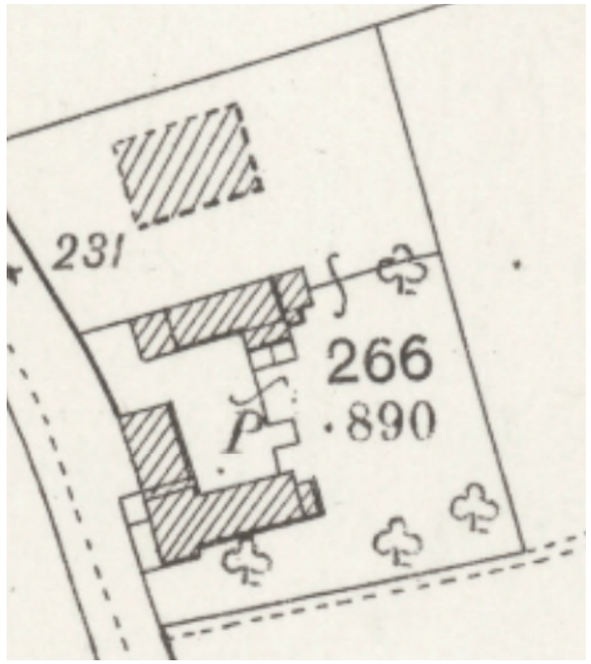
The construction of Manchester Airport and the ring road projects were the catalysts for the development of the site, leading to the disappearance of Heyhead village.

Following the construction of the Manchester Airport in 1940s the farm was demolished as part the ring road extension to link Manchester with the airport.

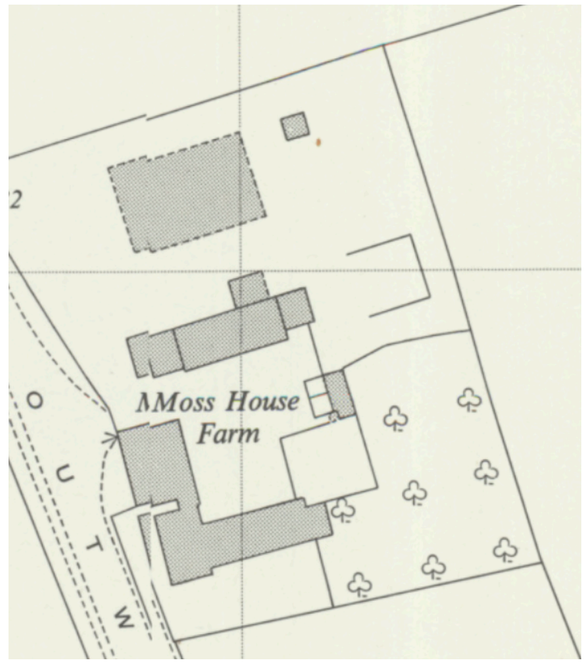
Currently the site is being used as a service point area, mainly as a car parking, for the airport terminals.



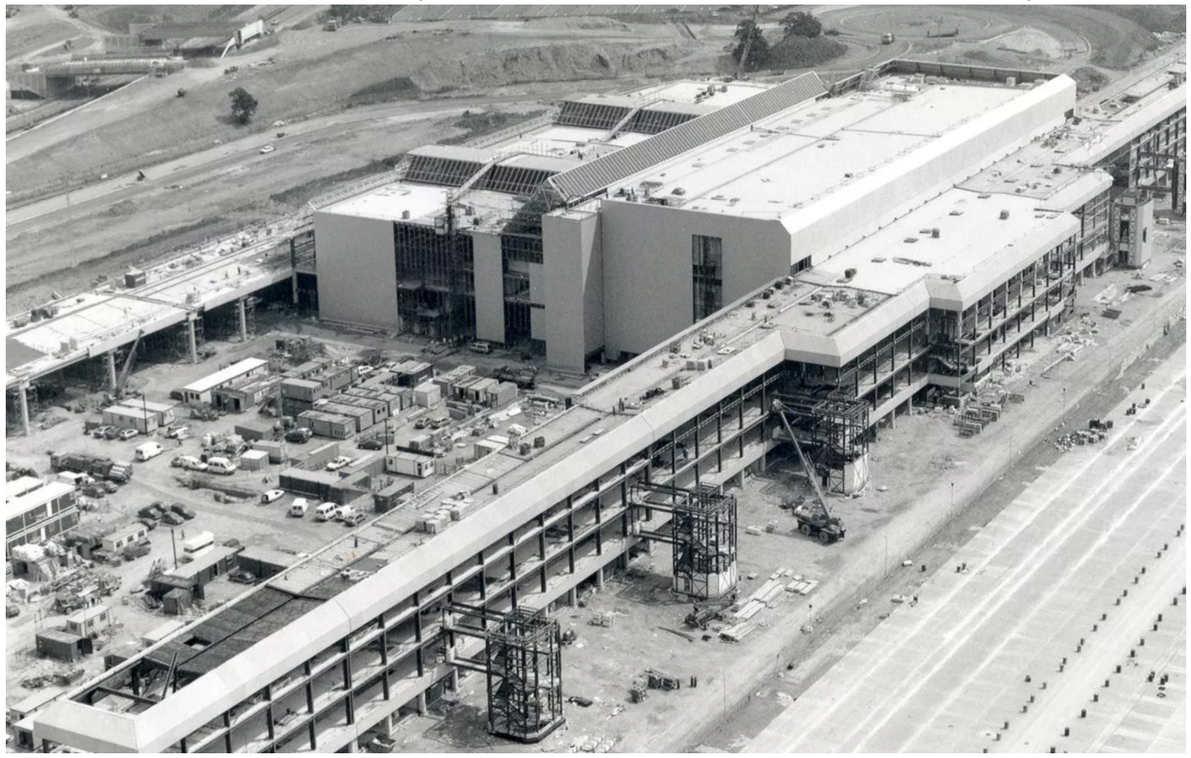
Moss House Farm - 1870s (National Library of Scotland)



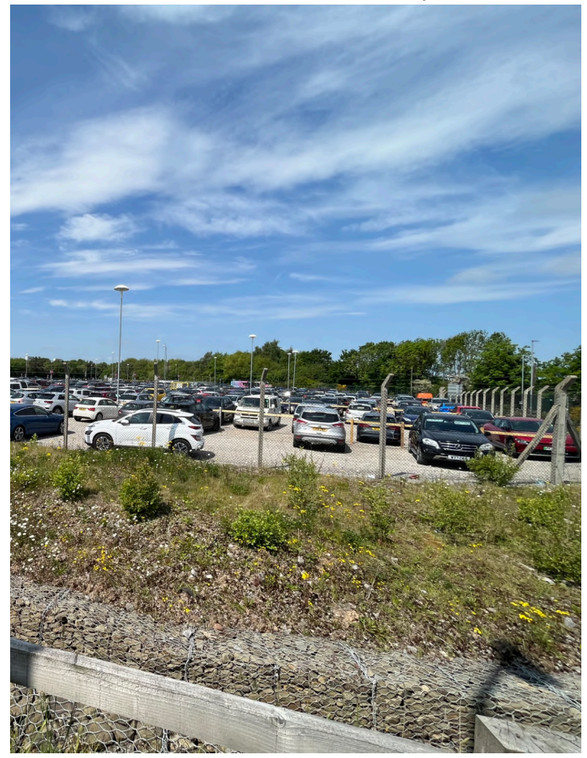
Moss House Farm - 1900s (National Library of Scotland)



Moss House Farm - 1950s (National Library of Scotland)

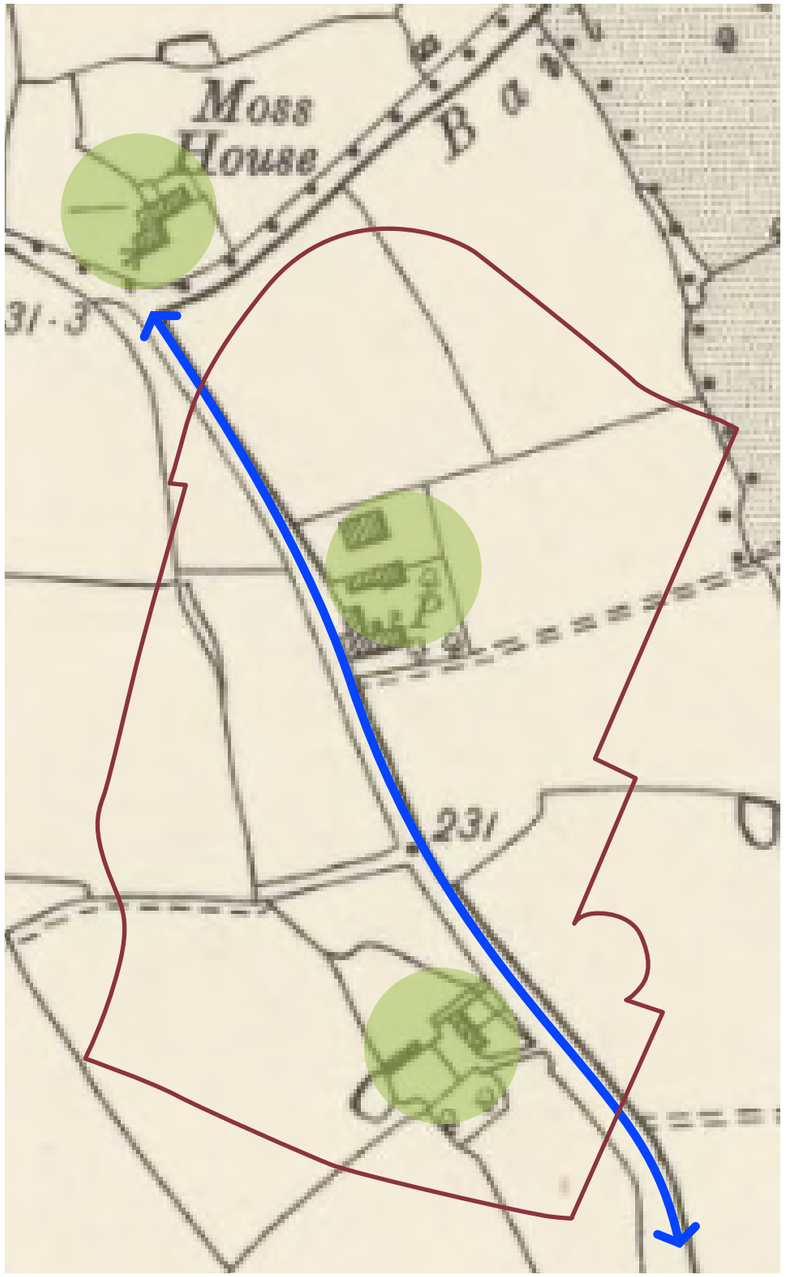


The construction of Manchester Airport (Image credit: Manchester Evening News)

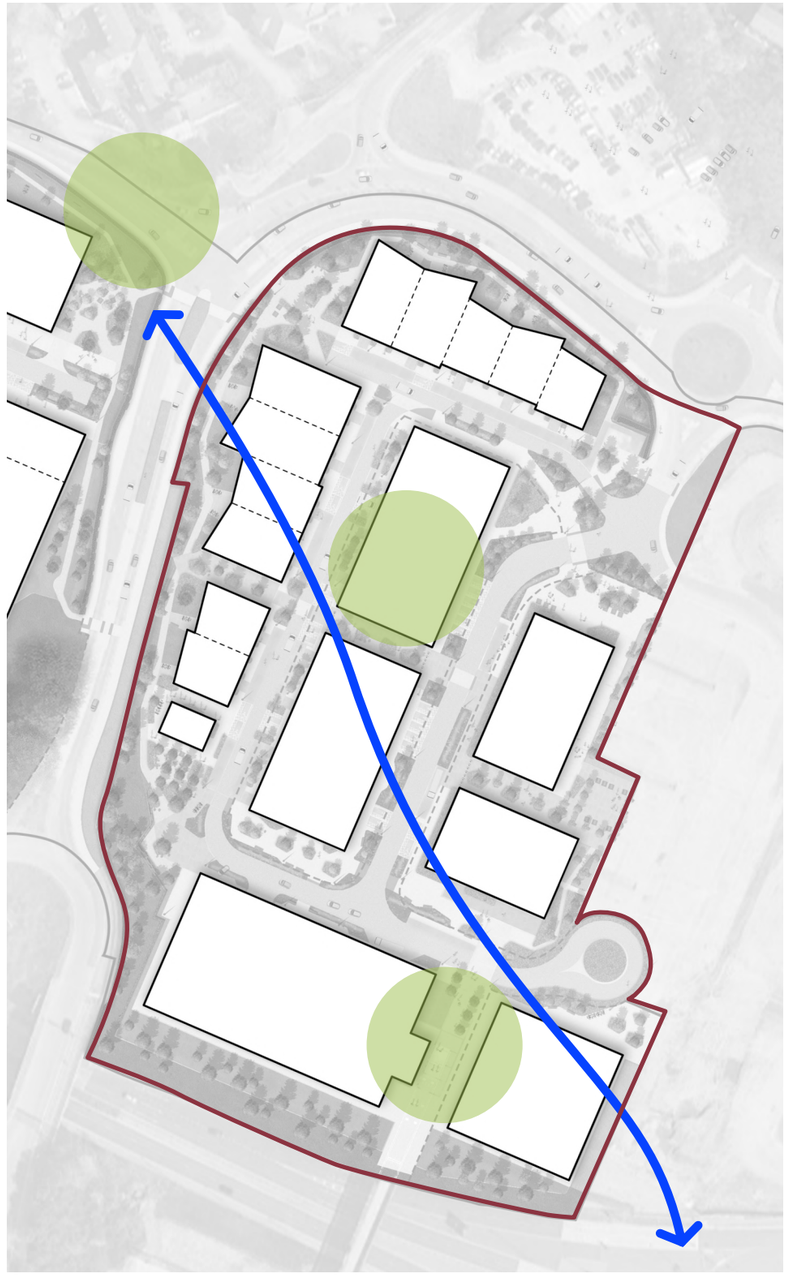


The current site condition and use

10.2 Landscape Concept



Historic map during the 1900s. Location of the Moss House Farm within the site.



Location of the series of spaces at the proposed Masterplan.



A series of connected external spaces

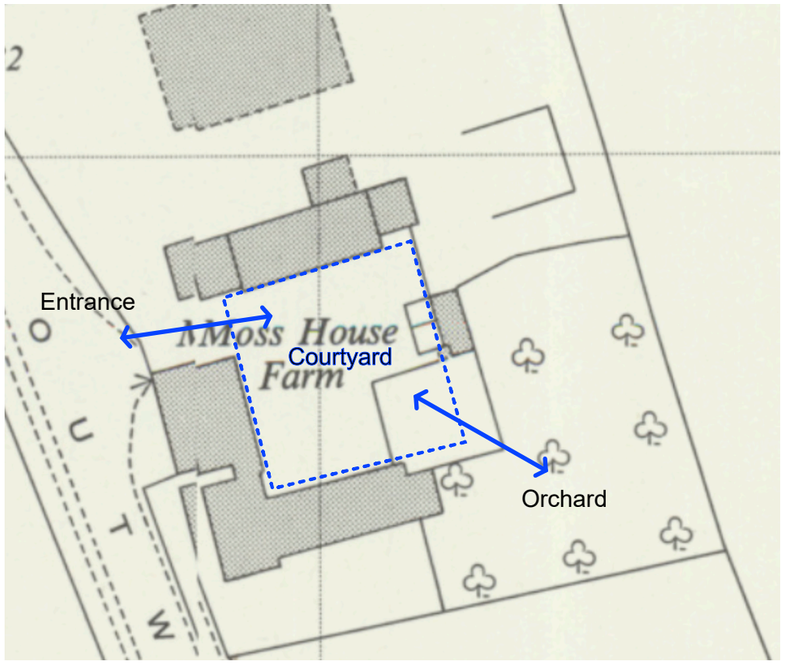
A Connected Landscape

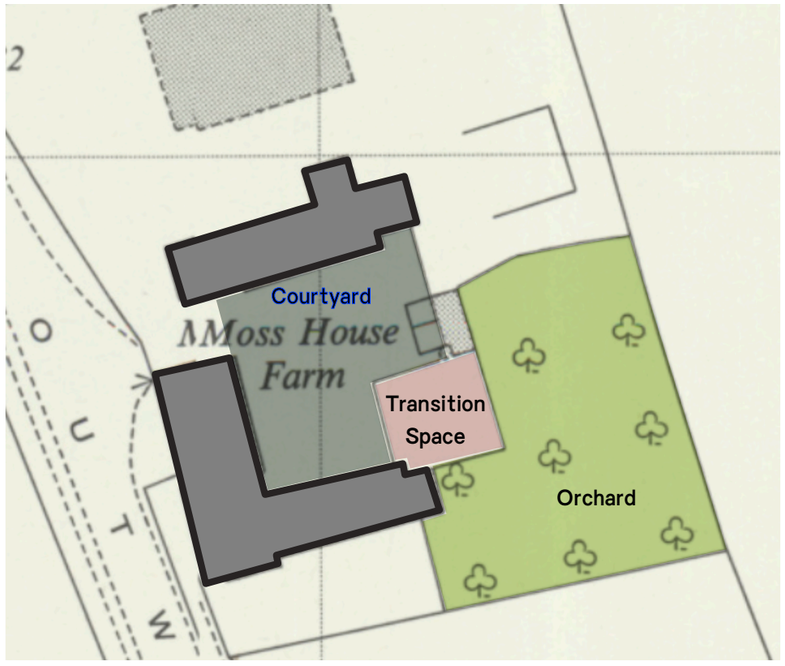
The adjacent diagrams on the previous page illustrate how the proposed landscape concept draws inspiration from the site's history and the succession of farms that once occupied it, many of which focused on mixed farming and horticulture.

These historic farms and cottages created a series of visually interconnected spaces, a concept that has been translated into the proposal through a network of green spaces linked by primary and secondary pedestrian routes.

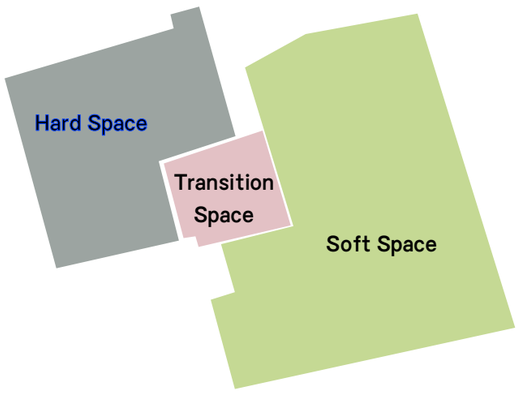
Transition from Hard to Soft

A closer look of Moss House Farm reveals a spatial analogy, identifying a transitional space between the courtyard and the tree fields. This analysis informs a key design principle for the landscape to create of a gradual transition spaces from hard to soft areas through the use of varied materials.



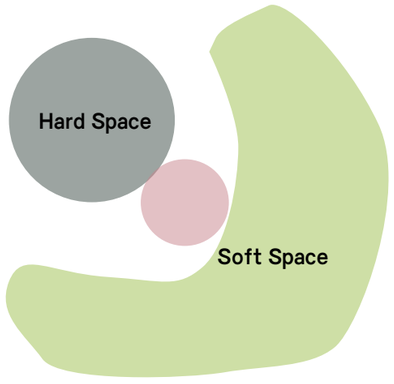


Moss House Farm spatial analysis



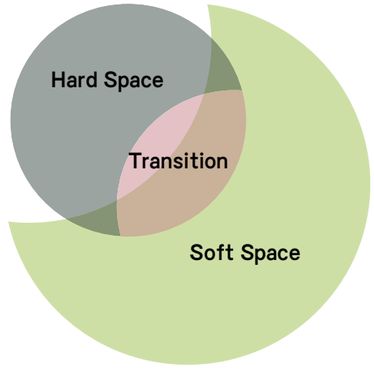
01

Spatial analogy of the farm. Identification of a transition space between the hard and soft spaces.



02

Soft enclosure around the hard space.



03

Spatial and design principle of the small spaces.

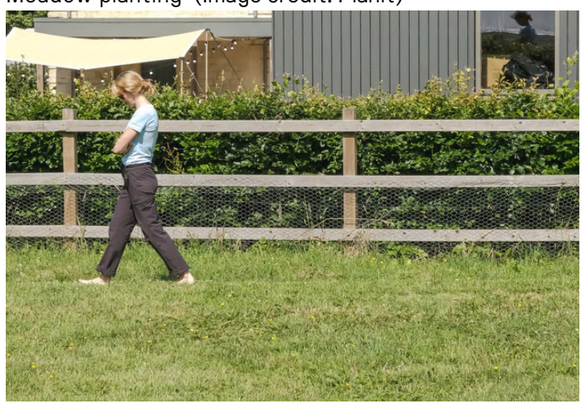
Soft Materiality Concept


Informal grass areas (Image credit: Neals Yard)


Hay planting (Image credit: Standlee)


Aromatic plants (Image credit: Planit)


Meadow planting (Image credit: Planit)

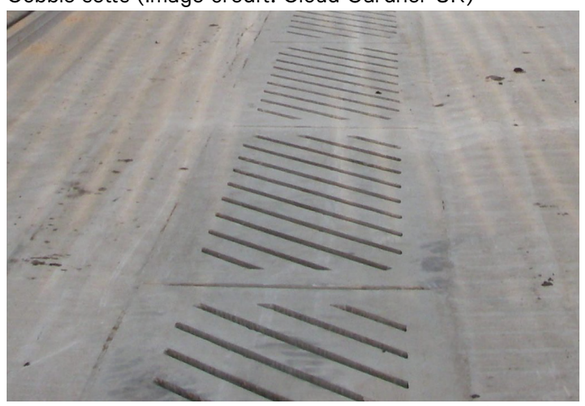

Timber fences and hedges (Image credit: Planit)

Hard Materiality Concept


Self binding gravel (Image credit: Planit)


Gravel (Image credit: Solosar)


Cobble setts (Image credit: Cloud Gardner UK)


Precast concrete (Image credit: Moore Concrete)


Textured concrete (Image credit: Vermot Concrete)

Transition from hard to soft spaces



Connecting pathways (Image credit: RHS)



Transitioning from hard to green spaces. (Image credit:Cloud Gardener UK)



Grasscrete (Image credit: Planit)



Gabion wall (Image credit: Planit)



Stone pieces to gravel (Image credit: Planit)



Transition of a hard space to soft with stepping stones. (Image credit: Planit)

10.3 Landscape Proposals

The Masterplan establishes a green, active and connected streetscape that encourages pedestrian and cycle movement. The introduction of SUDs and additional planting creates an immersive feel to the streets and provides a nature-led pedestrian focus.

The public realm has been designed in accordance with the wider Landscape Masterplan proposals , taking cognisance of the overarching design principles set out in the vision and as listed below.

- Dominance of green infrastructure.
- Minimal hard surfaces, to be permeable where possible.
- Strong network of cycle and pedestrian links.
- Temporary treatments to the future development parcels will have low grass until the next phase of development is implemented.
- A temporary tarmac turning circle will also be implemented prior to future one way vehicular loop being implemented in the future phase.
- Pedestrian access throughout the site with provision of temporary footpaths to link the airport bridge with Wythenshawe neighbourhoods.
- Vehicle access throughout the site and within the units. Selection of materials with rigid foundations.



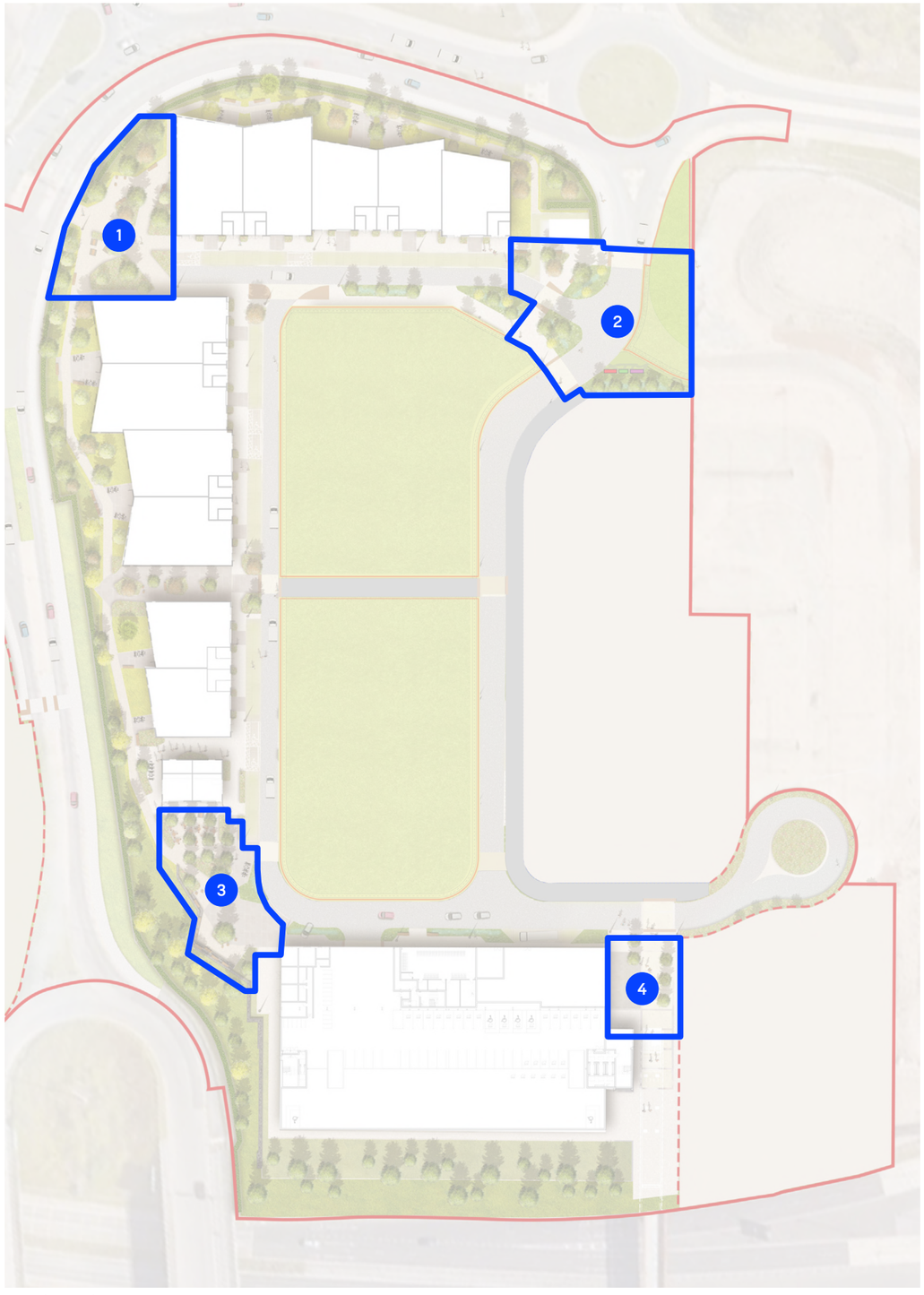
Key landscape features.

1. Primary Circulation Route
2. Secondary Circulation Route
3. Spill Out Space
4. Bridge Crossing and Segregated Cycle Path
5. Arrival Plaza
6. Temporary Landscape Treatment
7. Temporary Turning Circle
8. Temporary Footpath



1. Pededstrian arrival plaza

A welcoming space for the site. A green, fully permeable, naturalistic area that staff and visitors can use throughout the day for a short break or leisure. (Image credit: Planit)



Landscape character areas



2. Vehicular arrival point

An arrival point with convenient pedestrian and cycle access, set alongside rain gardens. The location of an artwork opposite the junction creates a focal point for visitors and staff. (Image credit: Planit)



3. External amenity space

A social space providing spill-out for Commercial Unit A7. The design incorporates a variety of seating elements and an area for temporary events, such as food trucks. (Image credit: Planit)



4. Pedestrian arrival plaza

A primary hard landscaped space that welcomes people arriving via the airport bridge. Mayfield Cottage Square provides spill out space for the commercial unit within the multistorey car park. (Image credit: Planit)

10.4 Street Typologies

Primary Routes

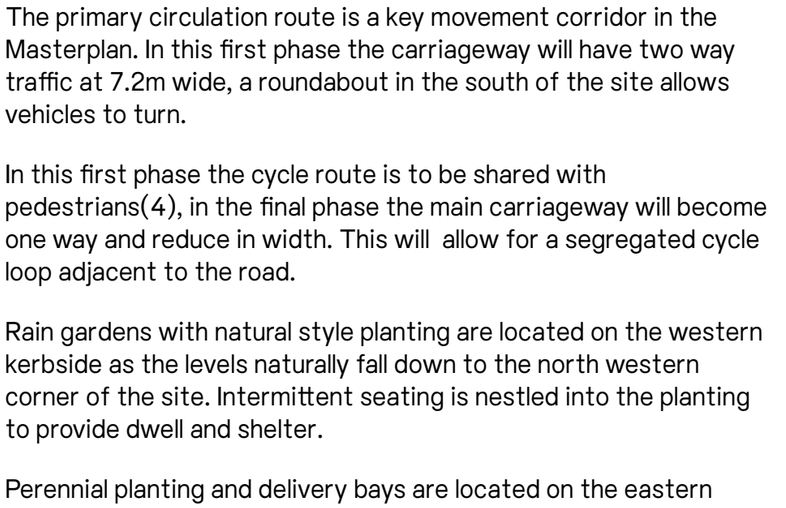
The primary circulation route is a key movement corridor in the Masterplan. In this first phase the carriageway will have two way traffic at 7.2m wide, a roundabout in the south of the site allows vehicles to turn.

In this first phase the cycle route is to be shared with pedestrians(4), in the final phase the main carriageway will become one way and reduce in width. This will allow for a segregated cycle loop adjacent to the road.

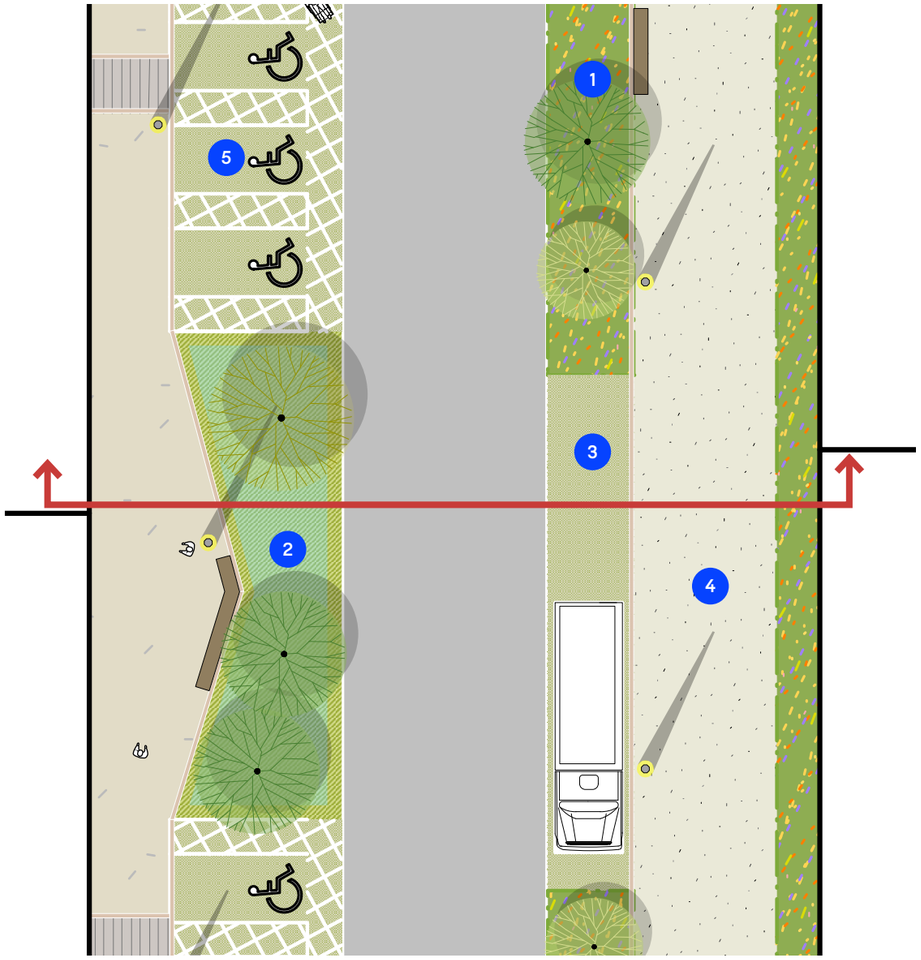
Rain gardens with natural style planting are located on the western kerbside as the levels naturally fall down to the north western corner of the site. Intermittent seating is nestled into the planting to provide dwell and shelter.

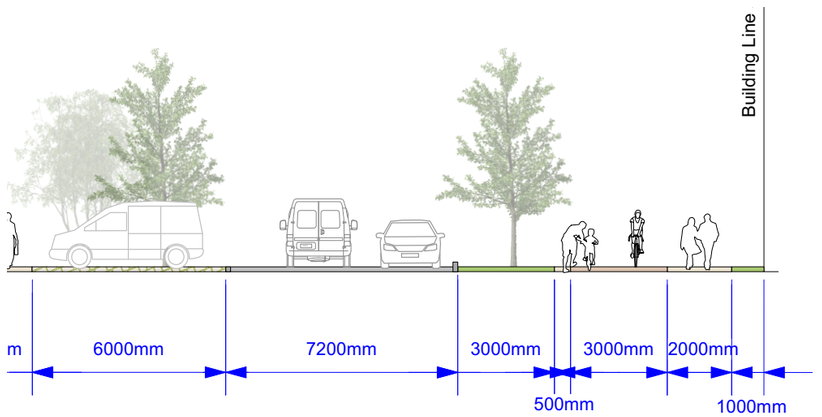
Perennial planting and delivery bays are located on the eastern roadside. Trees are set within both side of the road amongst planting to help to green the street and provide shade.

1. Perennial planting
2. SUDs planting
3. Service bays
4. Shared pedestrian / cycle route
5. Accessible parking



Primary route (Image credit: Planit)



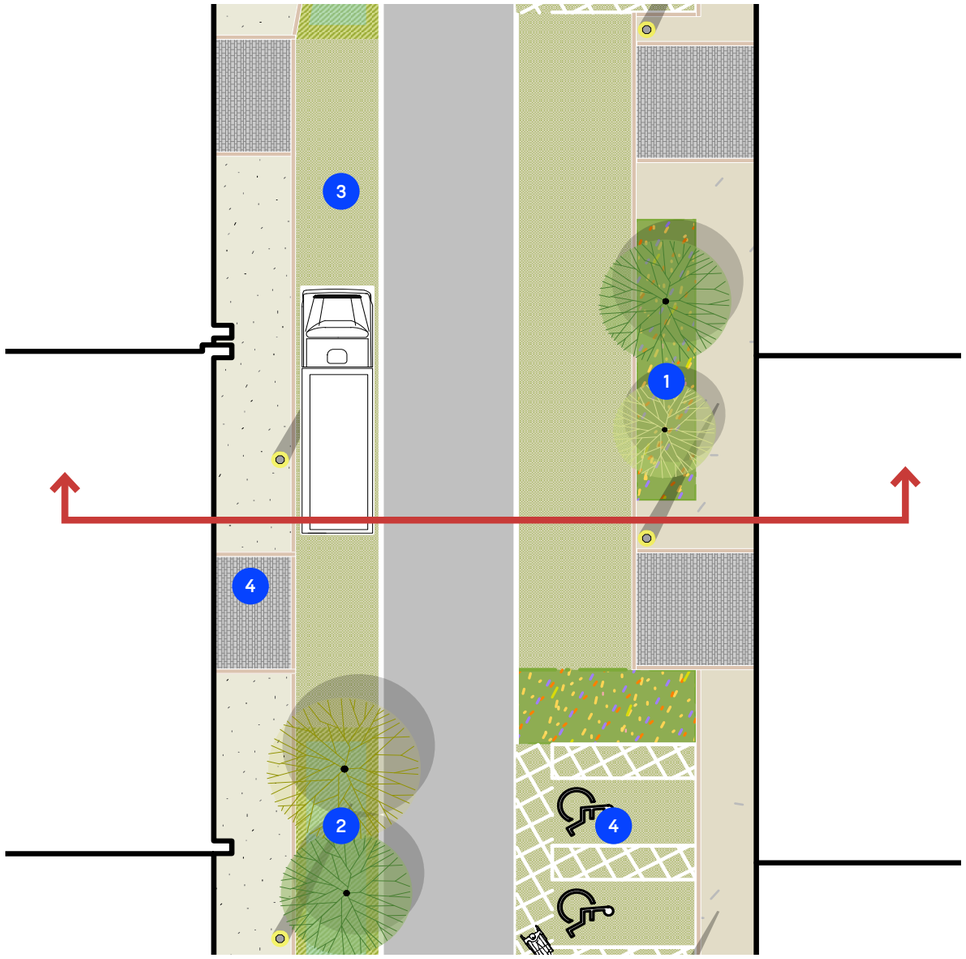


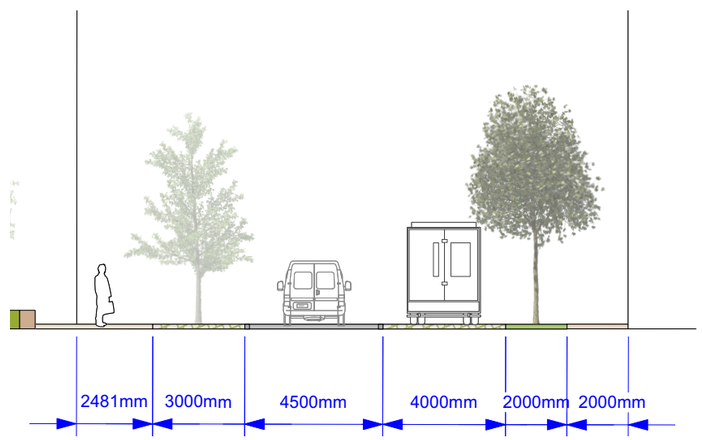
Design principles for primary routes.

Secondary Routes

The Secondary Route will primarily be used for servicing and deliveries to the manufacturing units. This is to be a one way road with a number of servicing lay bys and access points to the manufacturing units. Loading bays are designed with permeable materials like grasscrete and concrete pavers. Trees and planting have been included where possible to soften the hard materials. Entrance points into the units are demarcated within the paving

1. Perennial planting
2. SUDs planting
3. Service bays
4. Accessible parking







Secondary route (Image credit: Planit)

Design principles for secondary routes.

10.5 Design Drivers



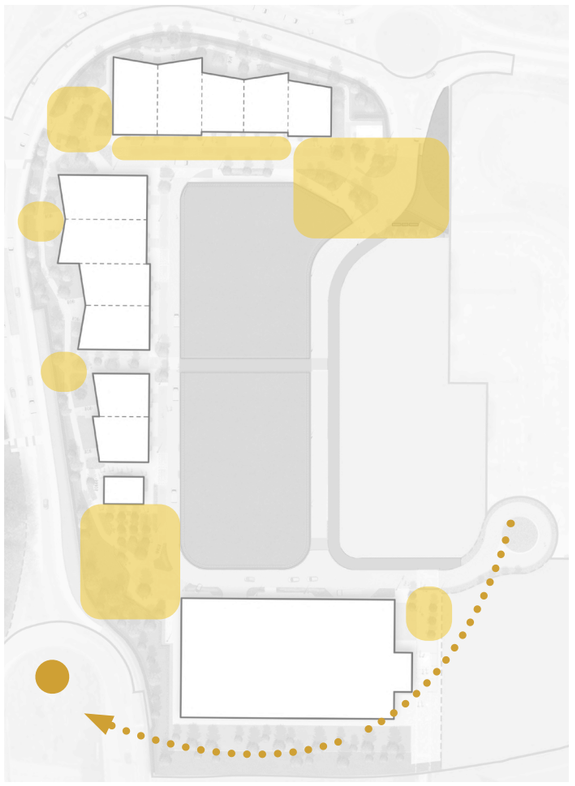
Water Management

Permeable surfaces will be used where feasible allowing water to naturally filtrate into the ground. Rain gardens are located on the north and west of the streets, working with the natural fall of the levels of the site.



Green Infrastructure

A strong green corridor wraps around the western, northern and southern boundaries, consisting of dense native tree, hedge and scrub planting. Green streets consist of tree planting, roadside planting beds and rain gardens. The green spaces have a naturalistic ornamental planting.



Sunlight Exposure

The scale of the manufacturing buildings will provide areas of shade. Sunnier spots will be created within the gaps and provide spaces for dwell. Trees will be included in these spaces to provide dappled shade for shelter.

Green Streets
Green Spaces
Wildlife corridors
Woodland extend

Permeable surfaces
Linear rain gardens - collection & conveyance

Exposed spaces
Sun path

Inclusive Design

In order to make the public realm as usable as possible the following considerations have been incorporated into the design; Width and surfacing of access routes. Steps and ramps minimised and designed to comply with best practice guidance and Part M building regulations. Street furniture located off main access routes. Seating provided at regular intervals

A range of seating designs, some including back and armrests. Inclusion of well designed signage and wayfinding features. Inclusion of lighting to allow ease of navigation after dark.

Accessibility

The site provides access for both large and small vehicles, with clearly defined routes throughout. These have been designed with raised kerbs to enhance pedestrian safety. Step-free pedestrian and cycle links are provided, connecting the site to the Airport Bridge and the Wythenshawe community. Accessible parking spaces are located close to building entrances, and dropped kerbs will be installed.

Cycle Access

Cycle movement will be directed along the Primary Green Street. In this phase this will take the form of a shared pedestrian and cycle route.

When the future masterplan is developed and the loop road becomes one way a segregated cycle route will be formed.

The proposed cycle route within the site is connected to primary green spaces for example, Painswick Park and linking the creating a stronger cycle provision for the Wythenshawe community to the Manchester Airport. Cycle parking has been provided for stuff and visitors close to the building units where a Cycle hub is located at the MSCP building.

Access and flood

Each of the buildings have step free access to primary and secondary entrances, providing a clear pedestrian route around the building.

Beyond this the levels have designed to comply with the flood prevention measures and work with the rain gardens across the site.

Furniture

All street furniture will meet inclusive design standards. Seating to have backrests and armrests. External seating areas will need to be contained with barriers to BS 8300-1:2018.

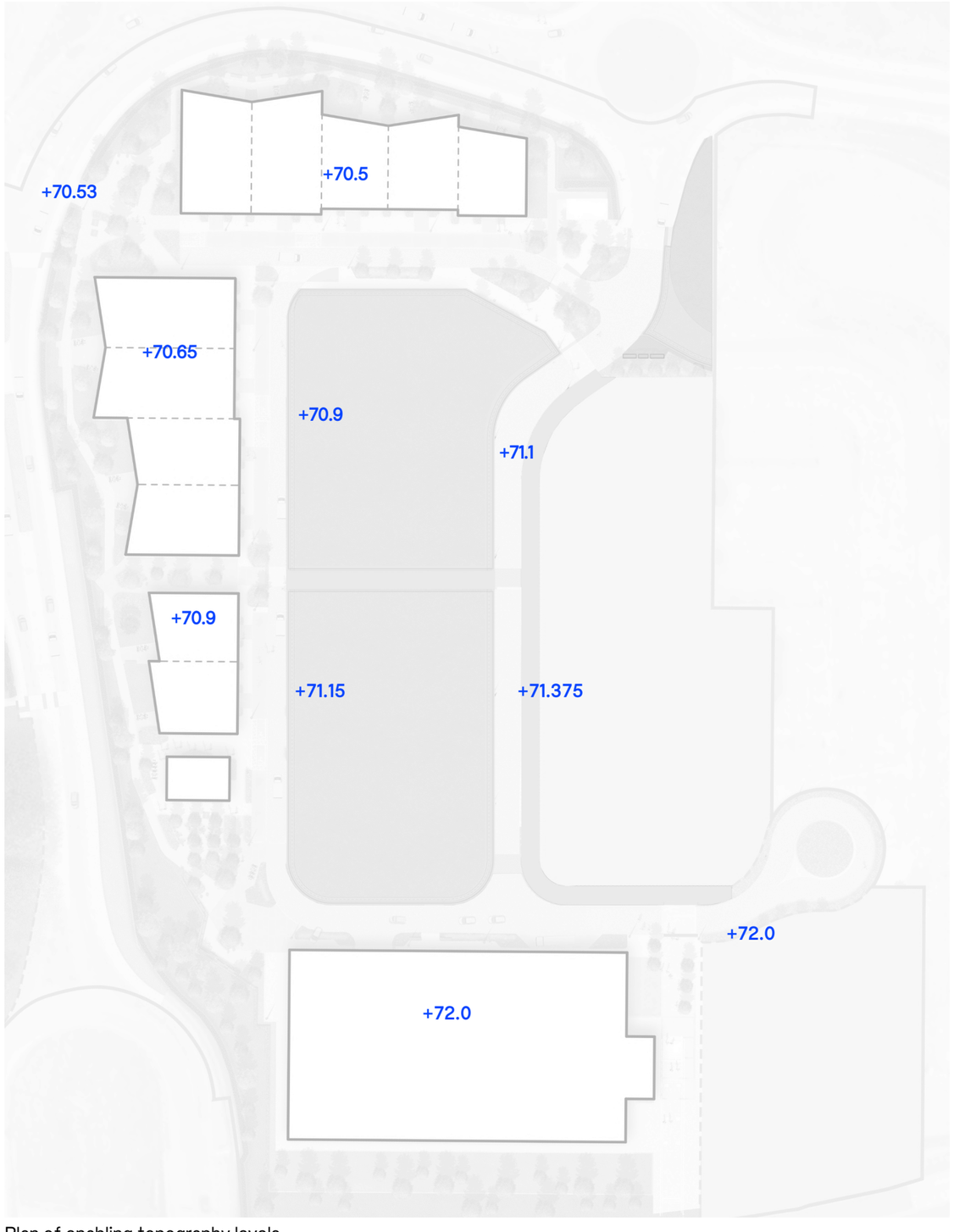
Levels Stategy

The existing site levels have been set by the Enabling works completed in 2022. The Masterplan will roughly align with these.

We have worked in coordination with ROC and Sheppard Robson to devise a levels strategy. This takes into account the levels at:

- Existing ground levels
- Culvert levels and chamber cover levels
- The landing of the bridge
- Access points on the north of the site.
- MSCP FFL 72.0m

The plot levels have also allowed for compliant gradients and crossfalls of roads and pavements. Accessible frontages are provided to all buildings



Plan of enabling topography levels.

Sustainable Drainage Strategy

The soft landscape plays an important role in the management of surface water. These permeable areas reduce the amount of rainfall falling onto impermeable surfaces that would otherwise flow directly into the drains. Levels of paved surfaces will be designed to fall to soft landscape.

Rain Gardens

Drawing on the aspiration to create a network of continuous connected spaces, the SuDS strategy looks to utilise the green spaces within the public realm to collect, store, convey and filter surface water run-off from the hard paving.

The rain gardens will be designed such that water from extreme events can also be stored within the structure before discharging at a controlled rate to the drainage network.

As well as having a significant positive impact on the quantity and quality of water entering the drainage network. The planted areas will contribute positively to the biodiversity of the area.

Water

Engineered water treatments and SuDS, mixed with urban water features and green/planted spaces. The landscape design will seek to incorporate a series of linked water channels and swales, which provide opportunities to attenuate water and enhance the sites biodiversity. A larger dished land form subtly contoured into the public realm will channel flood water through the site so as to protect the sites assets



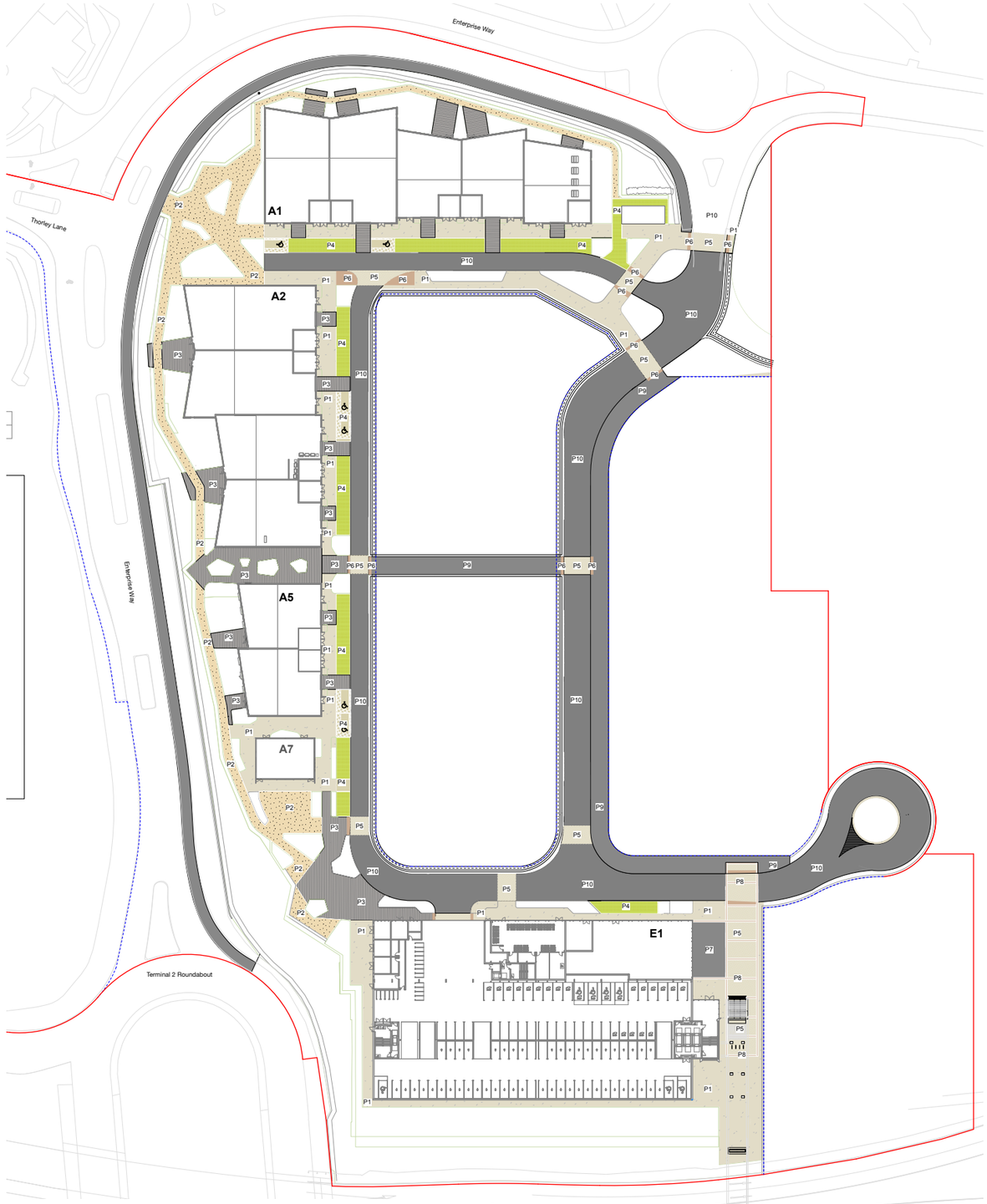
Plan of SUDS strategy.

Hard Materials Strategy

An overarching palette of hard landscape materials should be developed across the Masterplan to establish a coherent identity for the development. The palette should reference the existing Airport City hard landscaping elements as well as introducing new materials that establish the Masterplan character and identity, whilst leaving scope for individualism within plots.

The public realm proposals establish a high level strategy for the approach to material selection based upon the hierarchy of the external spaces.

- Resin bound gravel
- Selfbinding gravel
- Large concrete pavers
- Small concrete pavers
- Natural stone paving
- Tarmac macadam
- Grasscrete pavers



Plan of hard landscaping areas.

Hard Materials Palette

A range of different hard materials are proposed throughout the Masterplan, based upon the technical requirements of the external surfaces and the placemaking aspirations of the Masterpaln.

- Natural stone should be used within key areas such as arrival points and public spaces.
- More sustainable materials such as concrete or clay paving and resin bound gravel to transient and pedestrian areas.
- Tarmac and concrete products should be utilised for back of house and service areas

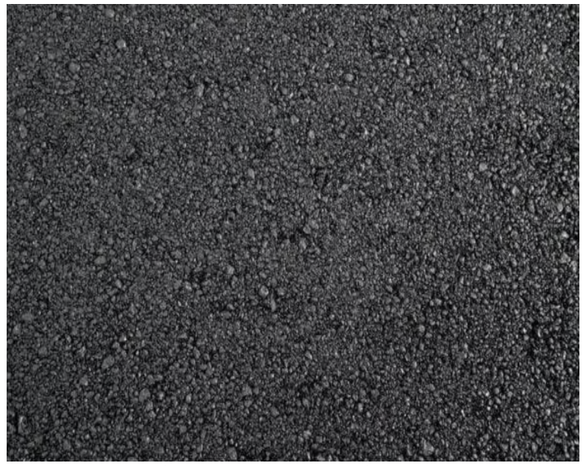
Where at all possible materials will should be porous and utilise increased depths of sub-base in order to manage surface water in accordance with SuDS principles and associated engineers details. Impermeable areas of premium paving should ensure that surface water drains to adjacent planting areas, utilising castellated or flush edging, where the water can enter the site wide SuDS network.

In order to meet the needs of the associated drainage strategy it is anticipated that two thirds of hard surfacing will be viable for permeable paving.

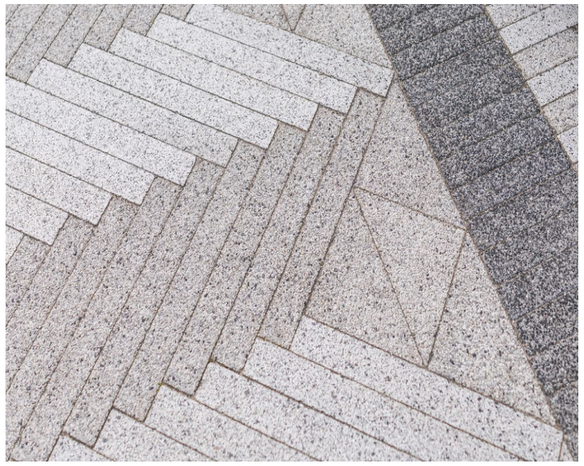
Hard materials will be limited to where necessary with a focus being given to greening the site where possible to address the sustainability ambitions, control rainwater runoff and create an aesthetically inviting and calming backdrop for workers and visitors alike.



Grasscrete paving (Image credit: Specification Online)



Tarmac surface (Image credit: Brisks)



Large concrete paving (Image credit: Planit)



Compacted gravel (Image credit: Ashley Plant)



Granite setts (Image credit: Marshalls)



Small concrete paving (Image credit: Planit)



Resin bound gravel (Image credit: Terrafirma Paving)



Gabion basket walls with stone (Image credit: Planit)

Softworks Strategy

Several planting concepts underline the overarching design of the Manchester Airport City North Masterplan. Retaining and enhancing woodland buffers will shelter the fringes of the site and maintain segregation with adjacent residential properties.

Naturalistic edge planting, including wildflower and tree planting, will offer a nature sensitive treatment for areas of reduced activity between buildings and the road infrastructure. Street planting will include climate resilient species which will contribute to the site wide SuDS strategy whilst increasing ecological value and establishing separation between vehicular and pedestrian uses.

- Native shrub planting
- Wildflower meadow
- Ornamental planting
- Neutral grassland
- Lawn to meanwhile use areas
- Raingarden Swales
- Hedge planting



Plan of soft landscaping areas.

The ornamental plaza planting will be located to the key dwell spaces and offer high quality and attractive amenity planting to the areas with most footfall. This planting approach will utilise a range of species which offer both aesthetic and ecological benefit alongside adaptability to changing conditions. Tree species should consider the impact of climate change whilst also creating areas of shade and shelter.

Planting to the pedestrian streets will continue the design approach established in the dwell spaces. These areas establish key green routes essential in connecting elements of the site wide drainage strategy.

The infrastructure and wider landscape areas will be more naturalistic in appearance and establish a strong Masterplan identity through addressing key sustainability ambitions around biodiversity, ecology, climate adaption and health and well-being whilst recognising the constraints of the airport environment (see later section).

The re-direction of the brook will require more naturalistic SuDS channel planting with species tolerating a range of ground conditions and establishing a high coverage to prevent larger birds from landing. In order to meet the aspirations of the drainage strategy it is assumed that 50% of soft areas will be available for bio-retention features (excluding tree belts).



Ornamental planting (Image credit: Planit)



Street greening (Image credit: Planit)



Linear SuDS channel planting (Image credit: Planit)



Naturalistic edge planting (Image credit: Planit)

10.6 Proposed Planting

Tree Species

One of the key design drivers is to ‘green the streets’, incorporating tree and shrub planting where possible. Shrub planting is to include high percentages of evergreen and semi evergreen species that will ensure structure and visual interest all year round. These will be interspersed with colourful highlights of foliage, flowers and grasses that display seasonal interest.

Woodland Buffer

Naturalistic edge planting, including wildflower and tree planting, will offer a nature sensitive treatment for areas of reduced activity between buildings and the road infrastructure. Street planting will include climate resilient species which will contribute to the site wide SuDS strategy whilst increasing ecological value and establishing separation between vehicular and pedestrian uses.

Ecology and Biodiversity

To help mitigate the loss of any existing trees and vegetation as part of the development of the site the chosen plant species will aim to be 80% native and 20% ornamental. To further benefit ecological native species will aim to be appropriate to the locality of the site.

Safeguarding Strategy

Tree selection must prioritise aviation safety by minimising the attraction of birds. Species with high wildlife value, particularly berry bearing trees, should be limited. Trees have been selected not to create suitable nesting or roosting conditions for larger birds and their location alongside planting is ensuring not to increase bird strike risk.



Pinus nigra (Image credit: Deepdate Trees)



Cercis siliquastrum (Image credit: Garden Plants Online)



Liquidambar styraciflua (Image credit: Planit)



Euonymus alatus (Image credit: Planit)



Amelanchier x grandiflora Robin Hill (Image credit: The Dawes Arboretum)



Achillea Filipendulina ‘Coronation Gold’ (Image credit: Etsy)



Lythrum Salicaria (Image credit: Ebay)



Betula utilis jacquemontii (Image credit: Van Den Berk)



Iris Sibirica ‘Tropic night’ (Image credit: Crocus)



Iris Pseudacorus (Image credit: Sunday Gardening)

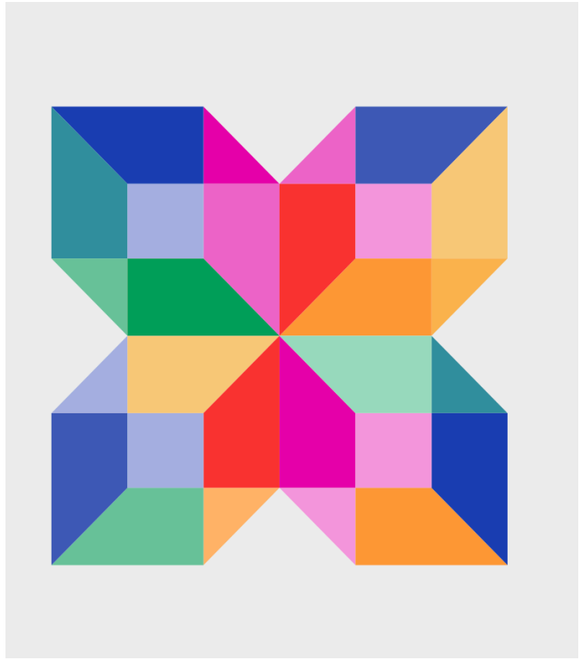
Street Furniture

A suite of furniture are proposed across the whole Science Campus to give a cohesive and unifying approach site wide.

Using as an inspiration the Manchester Mix Logo, the strong presence of varied colours can be translated to different seating features. The selection of furniture blends nicely with the naturalistic farm concept. The use of timber seating surfaces could be introduced to add warmth and improve comfort.

All the furniture Meet the BS8300 standards and the Equalities Act 2010 Standards. The are selected to be usable by people with disabilities, have ergonomic design, appropriate heights to handles and backrest and contrasting colours for visibility.

The below elements have a focus on accessibility and inclusivity while providing both formal and informal features.



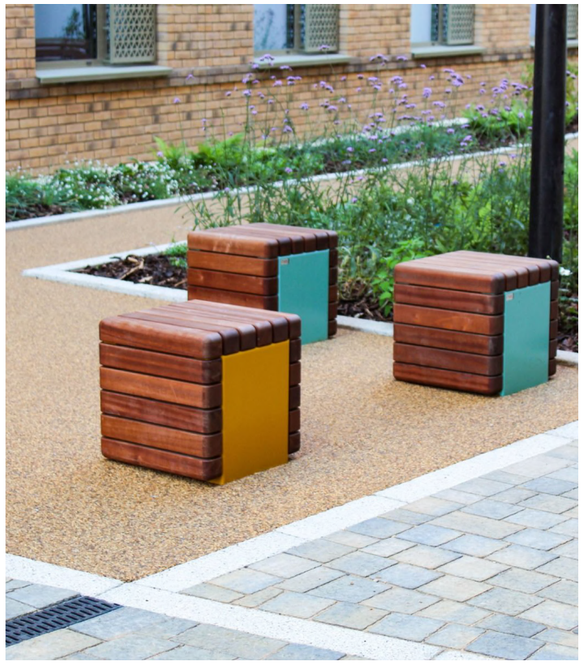
Manchester Mix logo



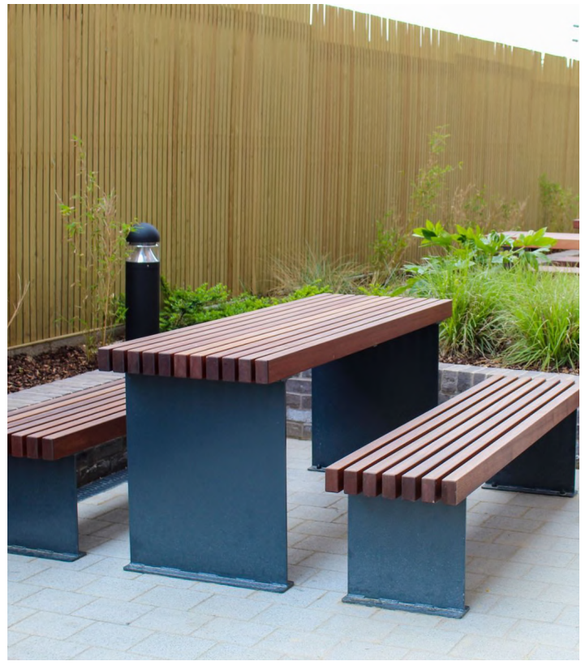
F1 - Bench frame (Image credit: Bailey Streetscene)



F6 - 'Mix' Sculpture to entrance (Image credit: Planit)



F2 - Cube frame (Image credit: Bailey Streetscene)



F3 - Picnic set (Image credit: Bailey Streetscene)



F4 - Cycle stands (Image credit: Bailey Streetscene)



F5 - Quick Bollard -Black (Image credit: Marshalls)



F7 -Totem wayfinding (Image credit: Planit)



F8 - Box solid bin (Image credit: Bailey Streetscene)



F9 - Lighting column (Image credit: DW Windsor)



F10 - Lighting Bollard (Image credit: DW Windsor)

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