SHEPPARD ROBSON

PLANIT

5plus



March 2026

Design Guide

MIX Manchester - Phase 1

Page intentionally left blank

Contents

VOLUME 01 - DEVELOPMENT CONTEXT

1.0 INTRODUCTION 6
1.1 Document Purpose 6
1.2 Executive Summary 7

2.0 DEVELOPMENT CONTEXT 8
2.1 Proposed Site 8
2.2 Site History 9

3.0 PLANNING 10
3.1 Planning Policy Context 10
3.2 Planning History 11
3.3 Strategic Regeneration Framework 11
3.4 Pre-Application Process 12

4.0 MASTERPLAN VISION 14
4.1 Project Summary 14
4.2 Design Concept 14
4.3 Masterplan Vision 16
4.4 Building Typologies 20

5.0 SITE ANALYSIS & CONTEXT 22
5.1 Site Context 22
5.2 Site Constraints 25
5.3 Site Opportunities 29

VOLUME 02 - DESIGN GUIDE

6.0 DESIGN PRINCIPLES 32
6.1 Strategic Drivers 32
6.2 Enabling Strategies 33

7.0 CIRCULATION & ACCESS 34
7.1 Gateways & Arrival Points 34
7.2 Site Wayfinding & Signage 35
7.3 Pedestrian & Cycle Movement 36
7.4 Vehicle Access & Parking 37

8.0 LANDSCAPE 38
8.1 Green Infrastructure 38
8.2 Ecology & Biodiversity 39
8.3 Planting & Landscape 40
8.4 Street Furniture & Lighting 41
8.5 Hard Landscaping 42
8.6 Soft Landscaping 43

9.0 INFRASTRUCTURE 44
9.1 Drainage & SuDS 44
9.2 Utilities 45

10.0 BUILDING DESIGN 46
10.1 Building Typologies 46
10.2 Indicative Design Parameters 46

11.0 SCALE & MASSING 48
11.1 Building Use 48
11.2 Building Heights & Roofscape 49
11.3 Minimum Distances 50
11.4 Active Frontages & Entrances 52
11.5 Building Permeability & Visibility 53

12.0 APPEARANCE 54
12.1 Articulation & Fenestration 54
12.2 Building Signage 55
12.3 Materiality 56

7092-SRA-XX-XX-RP-A-02200
Project Number: 7092
Project Title: MIX Manchester

Revision	Date	Status	Issue Purpose	Originator	Authorised
P01	26/03/26	S2	Planning	LJ	PC
P02	27/03/26	S2	Planning	LJ	PC
P03	01/09/26	S2	Planning	LJ	PC



Volume 01 - Development Context


MIX MANCHESTER
SIGNAGE ZONE

1.0 INTRODUCTION

1.1 Document Purpose

This Design Guide 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 detailed design for the outline elements of the application will be progressed over the coming period. This detailed design will be used to inform the Reserved Matters Applications (RMA) that will be brought forward for approval as part of this process.

This Design Guide, in combination with the Parameter Plans and the other documents that make up the outline application, form a set of control documents through which Manchester City Council (MCC) will determine future RMAs for the site.

The purpose of the Design Guide is to establish a framework for the application site that defines the quality of design for these future RMAs. This Design Guide provides direction whilst allowing for a variety of design solutions, defining the level of quality that the designs should aim to achieve.

The Design Guide is supplementary and additional to all relevant statutory guidance, Building Regulations and Approved Documents. Where any conflict arises the statutory guidance shall take precedence.

Included in the document are diagrams and reference images intended to help demonstrate the design intent. All such references are provided for illustrative purposes only.

Compliance with Design Guide

All subsequent RMAs for the MIX Manchester site will seek to demonstrate overall compliance with the Design Guide. This will be demonstrated through a Design Compliance Statement that addresses all sections of the Design Guide.

Departures from the Design Guide would need to be identified, and supported by a clear rationale. The rationale could include design or placemaking benefits, or responses to changing legislation, circumstances and technological advancement.

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

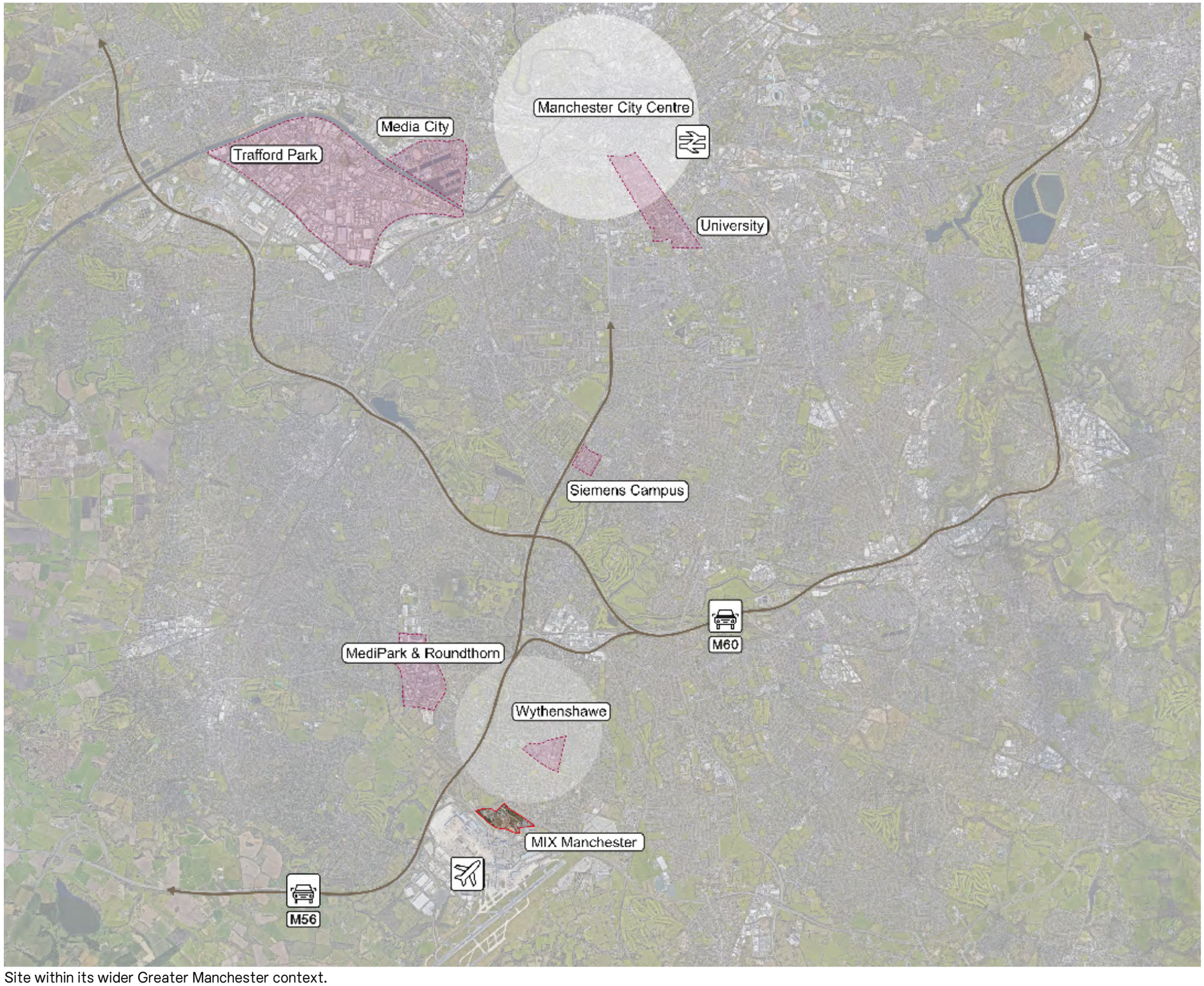
2.0 DEVELOPMENT CONTEXT

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.

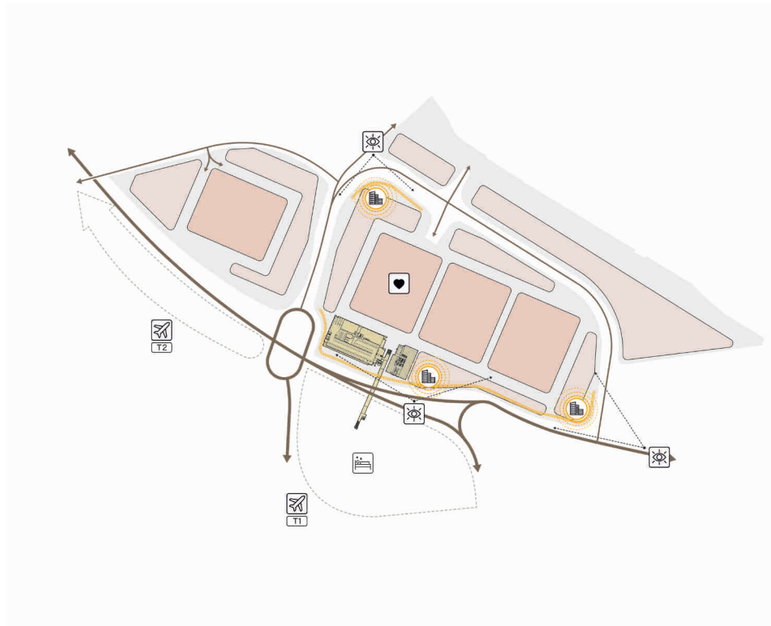
Key Requirements:

- **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:

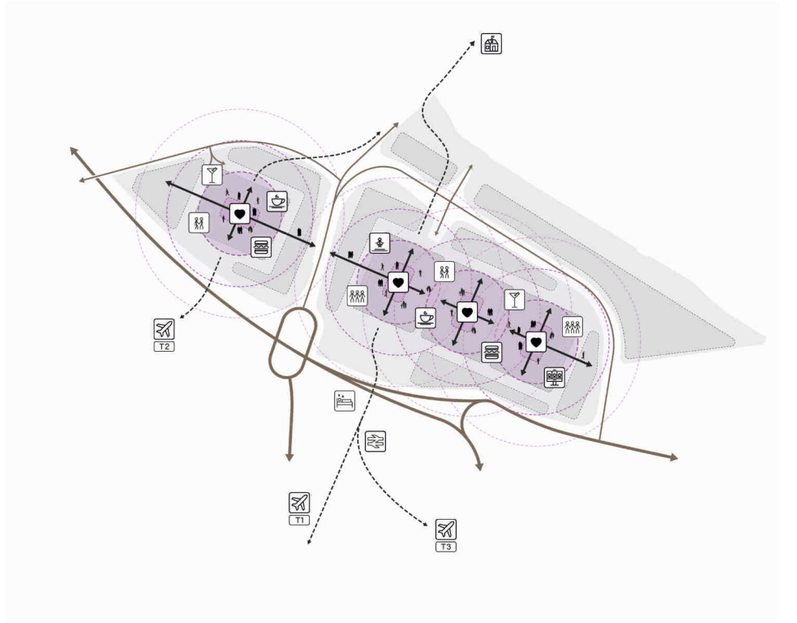
- Flexible Masterplan framework
- Series of principles underpinning Masterplan vision
- Build upon previous Masterplan
- Acknowledges wider / future airport developments, including TfGM's Metrolink Airport Line 'Western Leg' extension
- Creation of neighbourhood blocks
- Development plots with defined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

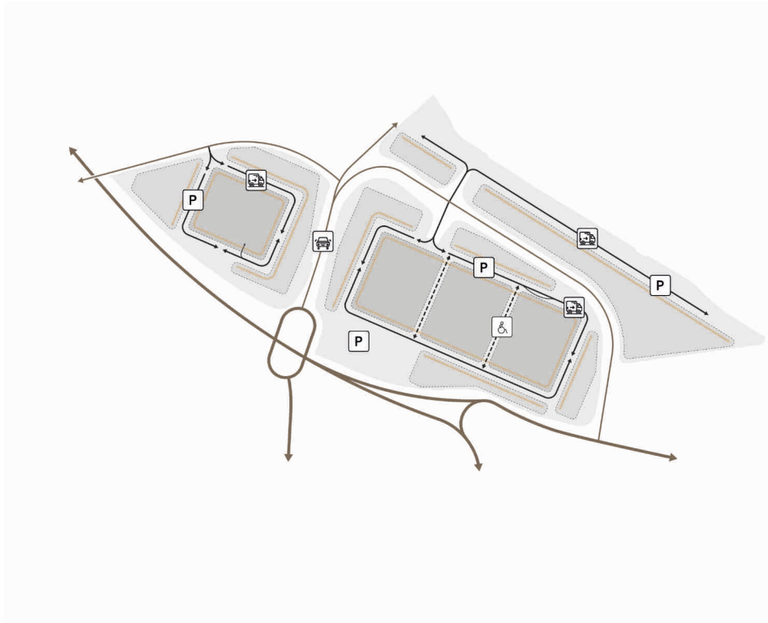
- Neighbourhood blocks create nodes of activity across the city
- Opportunities for placemaking, identity and community
- Animated public realm with shared facilities and amenities
- Focus of activity / events / F&B
- Integrated landscape
- Inter-connectivity and legibility



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 masterplan

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 masterplan



CGI of the MIX Manchester masterplan

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).

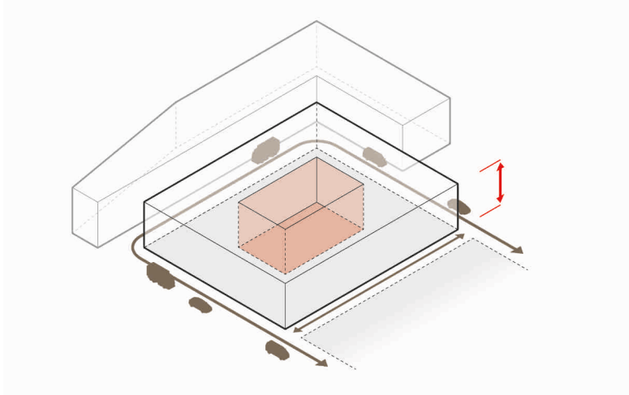
Creating a central public space within each block allows individual buildings to interact with and have an address in an active public realm. Activating the ground floors with shared and communal amenities will create animated frontages and hubs for ancillary F&B provision across the Masterplan.

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.

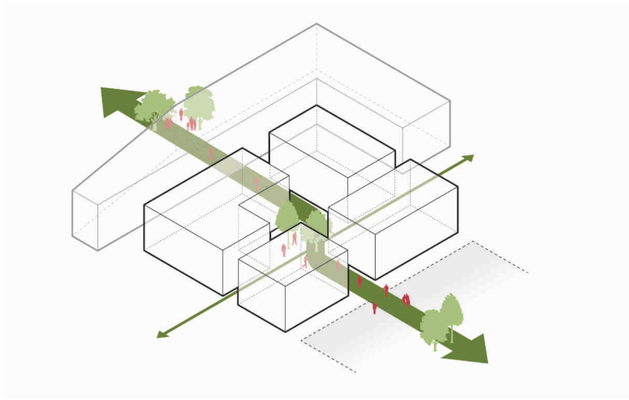
Smaller green corridors stem from the central green spine, connecting a series of community gardens and pocket parks. These offer additional amenity spaces to promote health and well-being and improve accessibility to green space for the wider community of Wythenshawe.

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.



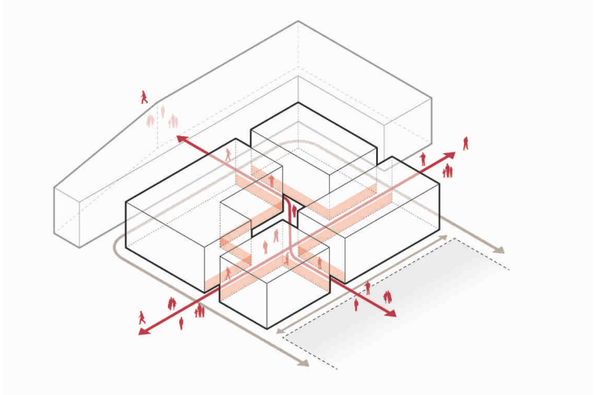
01 - Forming the Neighbourhood Block

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



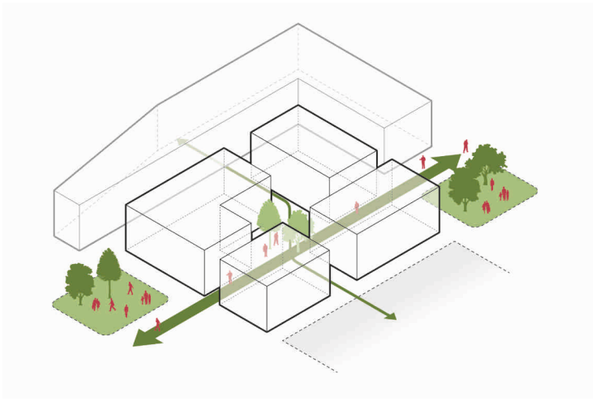
03 - Primary Green Spine

- 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.

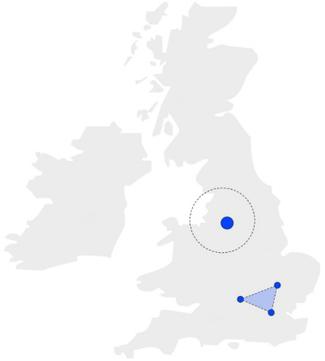
The Golden Triangle whilst providing a ready made centre is often constrained by a challenging planning framework. MIX Manchester may offer a strong appealing offer, providing scale which would be unrivalled within the market.

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

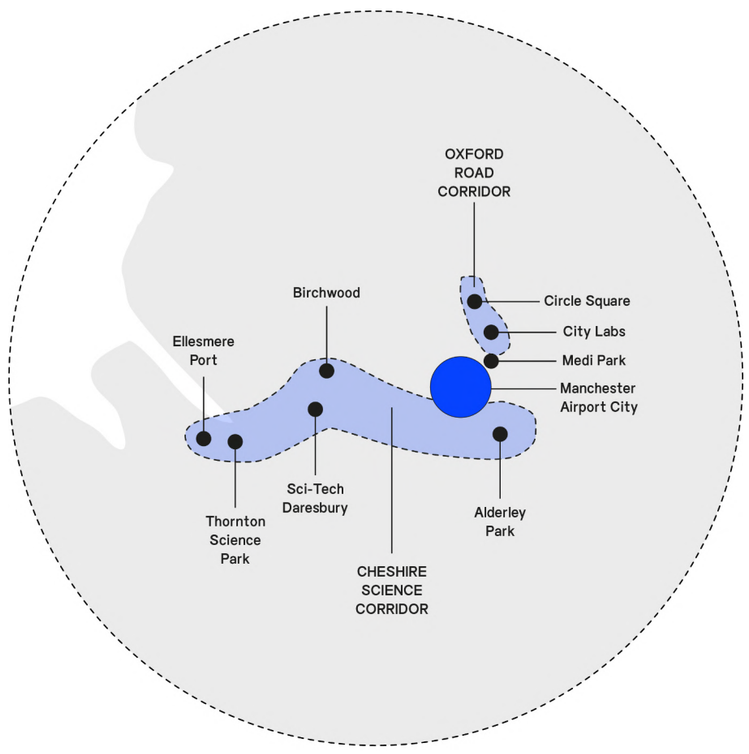
6. Alderly Park

7. Buckingham Health Campus

8.Daresbury Scitech

9. Scinotec: Liverpool Science Park

10. Scinotec: Sensor City



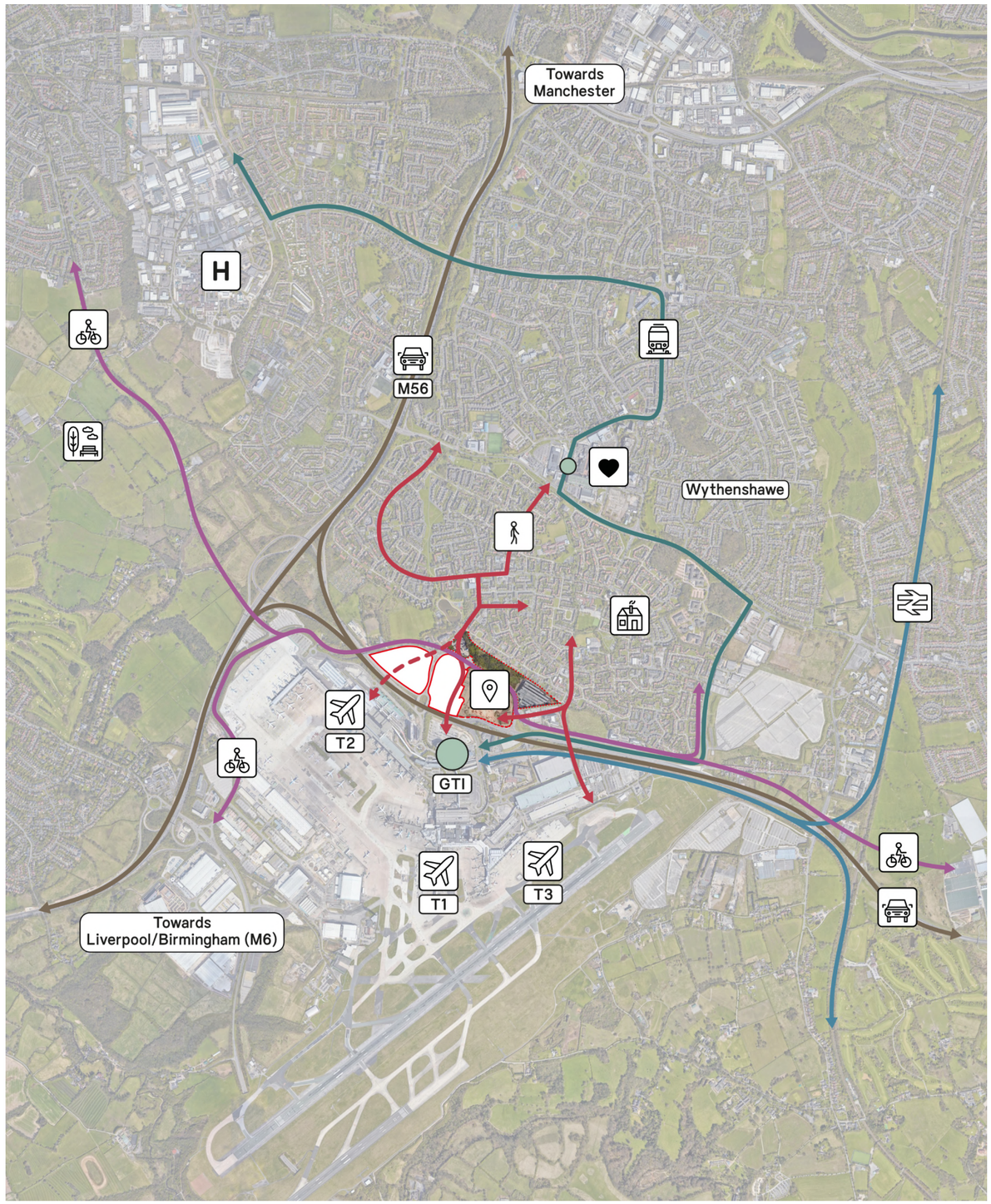
Site & Immediate Surroundings

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

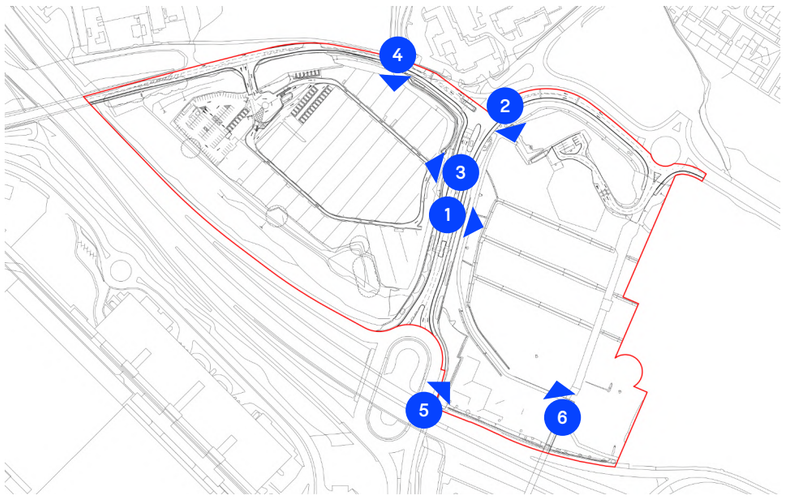
The central site has been cleared of vegetation, and some early ground works have been undertaken to partially implement the 2018 planning permission for office and MSCP development, including construction of a temporary access road and the diversion of an existing watercourse. The central area has been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











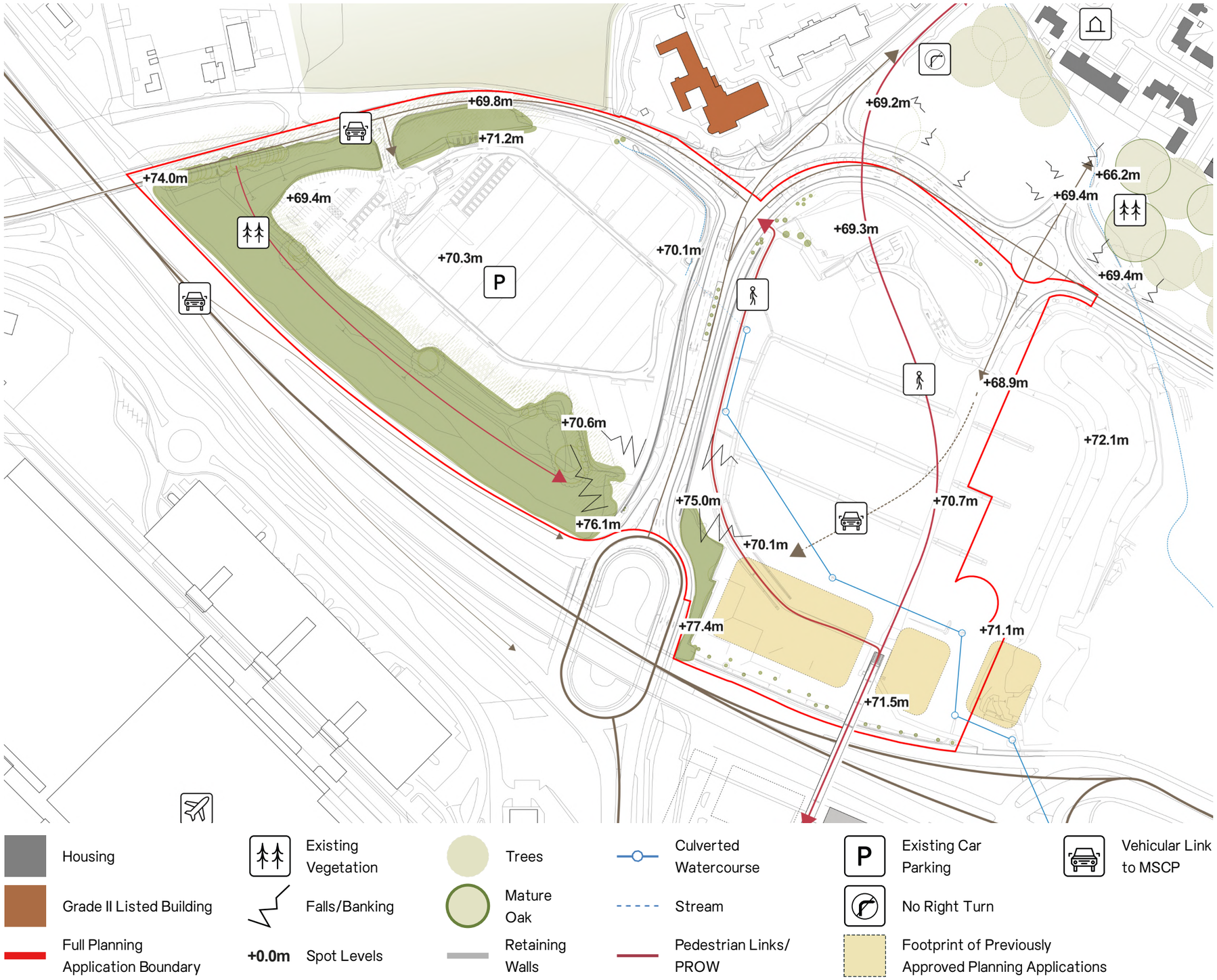




5.2 Site Constraints

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.

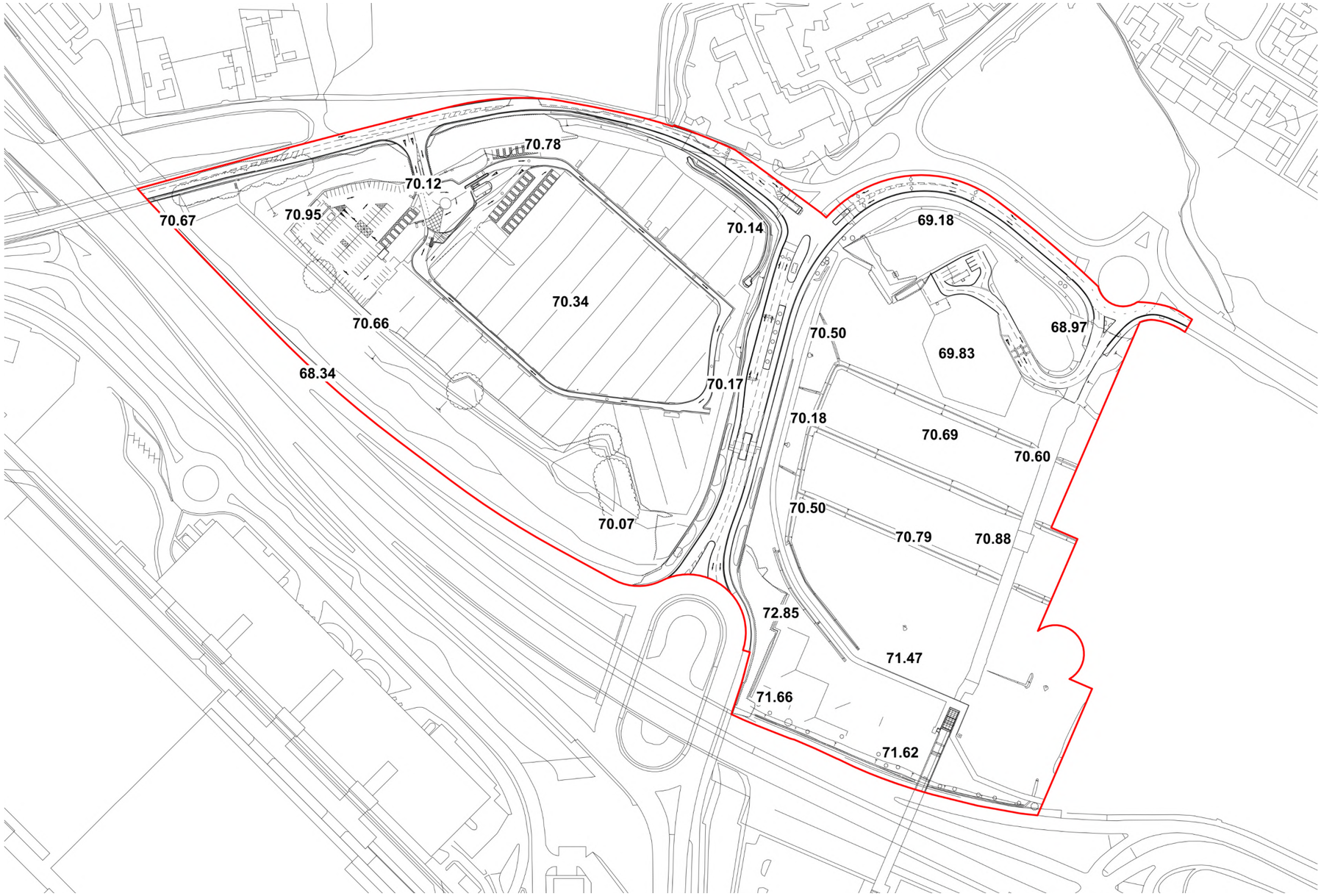
As such, a number of constraints exist across the site, as highlighted on the adjacent diagram.



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

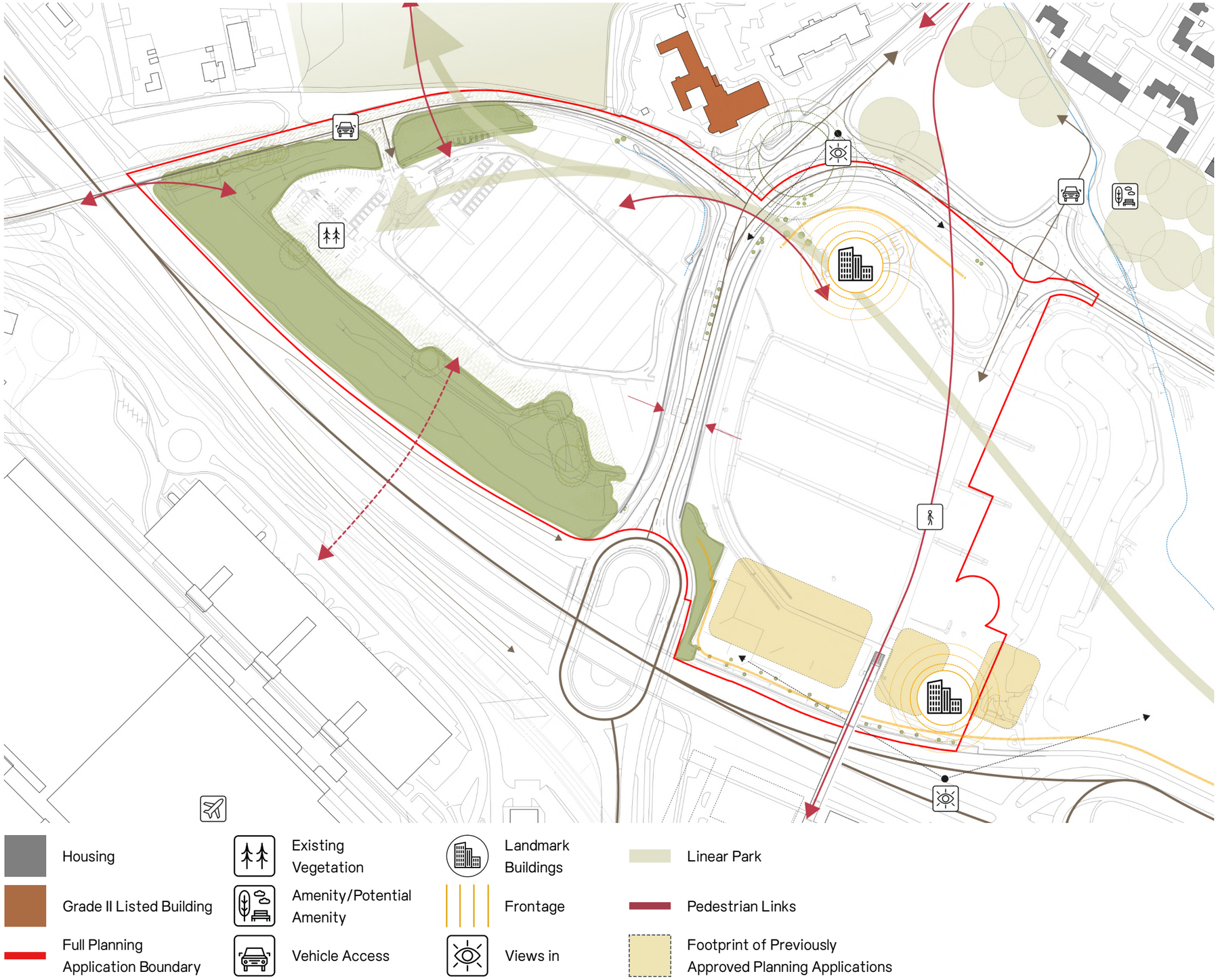
5.3 Site Opportunities

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 - Design Guide


MIX MANCHESTER
SIGNAGE ZONE

6.0 DESIGN PRINCIPLES

6.1 Strategic Drivers

The development aims to deliver a meaningful scheme with associated infrastructure, public realm and landscaping with a phased approach to development.

Creating a Campus for Science

The scheme aims to create a thriving, walk-able life sciences campus with a focus upon Pharmaceuticals and Biotechnology through an innovation and manufacturing ecosystem taking advantage of its location between the South Manchester Life Sciences Corridor and Alderley Park as well as close proximity to Wythenshawe hospital.

Place-making and Connections

Place-making and connectivity are key factors to create a rich public realm and a thriving campus. The proposed development aims to make use of place-making and development principles through high-quality design, pedestrian-focused circulation and inviting public realm.

Mixed Development

The development aims to offer flexibility and scope for expansion to meet the needs of occupiers and demands of the market including a tenant mix of different scale operations including manufacturing, lab space, industrial mid techs and offices. These spaces are to be supported by an appropriate number of shared amenity and facilities.

Enhancing Sustainability and Ecology

Landscaping is to focus on increasing biodiversity and ecology across the site while in full compliance with safety requirements as a site adjacent to Manchester Airport.

Renewables are to be incorporated and coordinated with relevant guidance and requirements as the development aims to reach net zero by 2038.



TTP Campus - Sheppard Robson (Image credit: Hufton & Crow)



245 Hammersmith Road - Sheppard Robson (Image credit: Jack Hobhouse)



Melbourn Science Park - Sheppard Robson (Image credit: Sheppard Robson)



TTP Campus - Sheppard Robson (Image credit: Hufton & Crow)

6.2 Enabling Strategies

Infrastructure

Improving connectivity to the site through the prioritisation of sustainable modes of transport and a campus focused layout prioritising pedestrian connectivity and movement. Public realm and landscape design is essential to a successful and thriving campus, utilising active frontages and clear segregation of use through materiality.

Servicing

Infrastructure and management are to provide sufficient servicing and delivery capabilities. All deliveries (including specialist deliveries), collections and recycling are to be handled by individual tenants. Shared waste facilities are to be provided for smaller units all collected daily/weekly by private contracts.

Green Route/Spaces

The project revolves around a green spine that connects the west and east ends of the site in a comprehensive pedestrian and cycling network.



Masterplan design principles

Pedestrian Driver

Green Spine

Green Nodes

Site Entrance Points

7.0 CIRCULATION & ACCESS

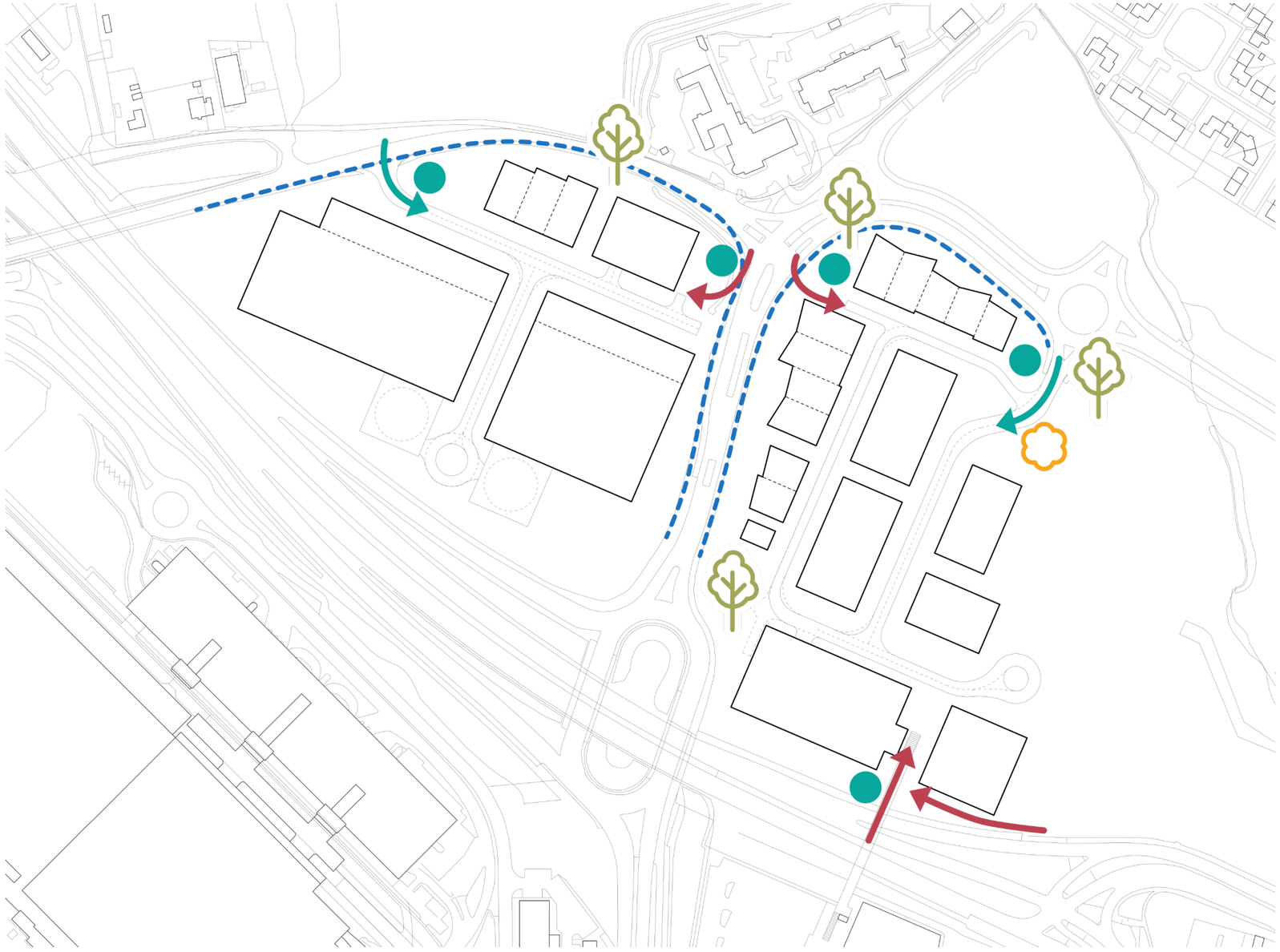
7.1 Gateways & Arrival Points

Both vehicular and pedestrian approaches to the site should be clearly marked and easily navigable to ensure the highest level of visitor experience while ensuring a consistent level of quality across the site.

Design Principles

Key design principles to be considered:

- Arrival points to be clearly articulated and accessible to all.
- Clear delineation between pedestrian, cyclist and vehicular access points, with segregated routes to ensure safety.
- Landscaped public spaces and green infrastructure to be used as a transition spaces at pedestrian entrance points, acting as a welcoming gateways to the Masterplan.
- Use of public art at key gateways and entrance points.
- Clear hierarchy of signage across public realm in order to create a legible and accessible Masterplan.



Gateways and arrival

7.2 Site Wayfinding & Signage

Wayfinding and signage is a key part of developing a successful campus setting for the Masterplan. As well as ensuring legibility and accessibility, the proposed wayfinding will help to define and reinforce the MIX identity across the site.

Signage and wayfinding will be subject to a separate advertisement consent, following the principles established within this document. Refer to section 10 for building signage.

Design Principles

Key design principles to be considered:

- The site should be easily navigable with clear sight lines and arrival points with easy to follow signage.
- The signage must follow hierarchy of circulation routes and where applicable maps are to indicate key points of the development.
- Use of public art as signage at key gateways and entrance points
- The design of signage is to follow a consistent approach across the campus, representative of the identity of the MIX branding.



Accessible signage & wayfinding (Image credit - Abigail Evans)



Signage totems (Image credit - Abigail Evans)



Signage totems (Image credit - Planit)



Public Art (Image credit - Sheppard Robson)

7.3 Pedestrian & Cycle Movement

The illustrative Masterplan has been designed around permeability for pedestrians and cyclists in order to promote sustainable and active forms of transport.

This aspiration extends beyond the site boundary to create an accessible and walk-able campus that connect to the wider context of the site an its surrounding networks.

Design Principles

Key design principles to be considered:

- Establish new north-south pedestrian routes to improve connectivity between the airport and Wythenshawe.
- Establish new east-west pedestrian routes to improve access to Painswick Park
- Prioritisation of accessible and safe pedestrian and cycle routes across the site.
- Integration into existing routes and the wider movement networks.
- Improve connection to local amenities and facilities
- A range of bike storage options to cater for different users and their needs.
- Cycle Hubs with facilities such as secure lockers, showers and changing areas to be provided at all multi-storey car parks in order to promote active travel



Gateways and arrival

Taxi Drop-off

Accessible Parking

Street Parking

Combined Cyclist and Pedestrian Route

Key Pedestrian Routes

7.4 Vehicle Access & Parking

Private vehicle access is to be minimised and monitored, with access restricted to MIX employees and visitors.

Design Principles

Key design principles to be considered:

- General car parking is to be managed and only within designated multi-storey car parks.
- Accessible parking will be provided at all multi-storey car parks and as on-street parking at key locations around the site to ensure suitable provision for all buildings.
- Drop off points are to be provided at key locations around the site but are to be monitored and managed by MIX.
- Where drop-off areas and on-street parking is provided, the proposals are to integrate permeable landscaping such as grasscrete to enhance sustainable drainage across the site.
- All roads to be suitable for HGV access.
- Lay-bys to be provided for service access to all units.
- Designated service yards to be provided to larger manufacturing units.



Accessible pedestrian routes (Image credit - Jack Hobhouse)



Pedestrian focused public realm (Image credit - Sheppard Robson)



Cyclist facilities (Image credit - Jack Hobhouse)



Grasscrete permeable paving (Image credit - Planit)

8.0 LANDSCAPE

8.1 Green Infrastructure

The development is centred around a green spine connecting the opposite sides of the development and forging new connections to the surrounding context of the site.

Design Principles

Key design principles to be considered:

- Create green corridors and landscaped routes across the site to connect the surrounding context.
- Increase biodiversity and enhance the landscape of the site while minimising removals, unless a justification can be provided.
- All proposals are to provide opportunities for integrated sustainable drainage
- All proposals are to be in line with the wider safeguarding requirements of Manchester Airport to minimise the risk of nesting birds.
- As part of the public realm, proposals should provide opportunities for positive contributions to the development of a sense of community, identity and social interaction within their green spaces.



Existing site



Existing landscape to the north of the site

8.2 Ecology & Biodiversity

Proposals must achieve a biodiversity net gain, in line with or in excess of statutory requirements.

Design Principles

Key design principles to be considered:

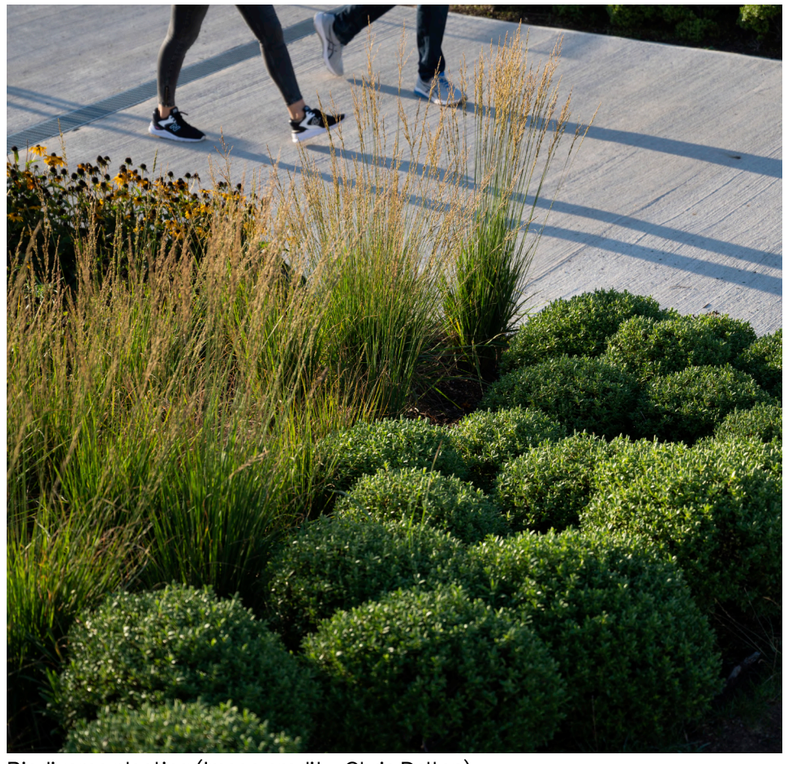
- Integrating and improving upon the existing perimeter woodland ecological quality.
- Incorporating native species and species beneficial to pollinators where they are non-native.
- Enhancing grasslands with wildflower planting with varied height where feasible for an increase in ecological value
- Consider the introduction of bio-diverse green roofs and walls, subject to compliance with Manchester Airport's safeguarding requirements.
- All proposals are to be in line with the wider safeguarding requirements of Manchester Airport to minimise the risk of nesting birds.



Biodiverse planting (Image credit - Jack Hobhouse)



Biodiverse planting (Image credit - Abigale Evans)



Biodiverse planting (Image credit - Chris Dalton)

8.3 Planting & Landscape

The selection of plants should enhance the existing landscape character and provide a robust and appropriate natural environment.

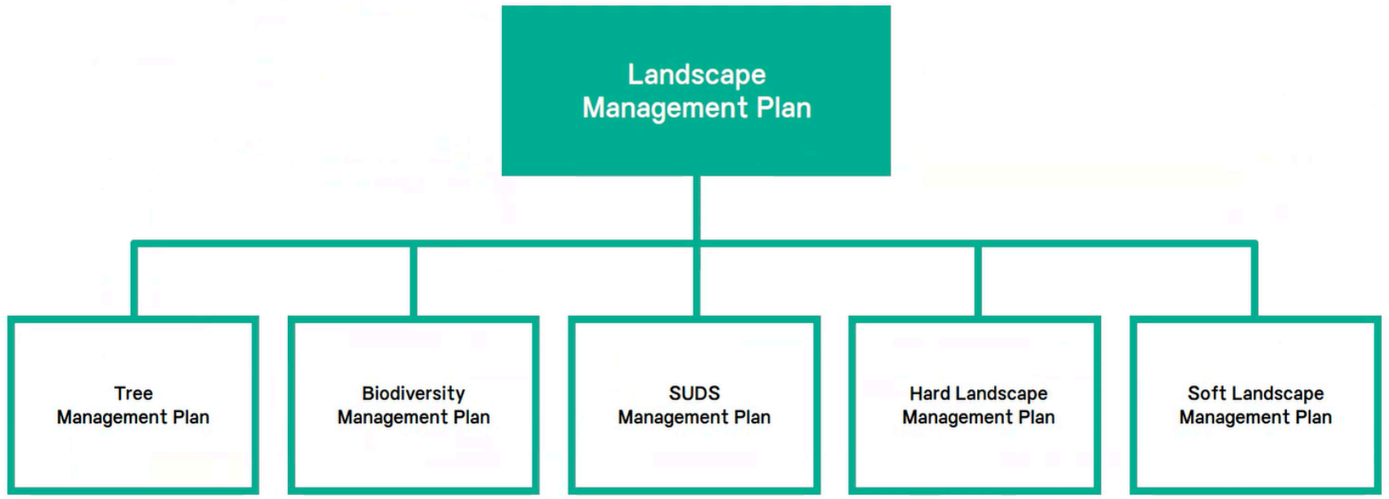
Prior to completion, an integrated landscape management plan should be developed in order to ensure the longevity of the landscape proposals. This should include the following elements:

- Tree Management Plan
- Biodiversity Management Plan
- SUDS Management Plan
- Hard Landscape Management Plan
- Soft Landscape Management Plan

Design Principles

Key design principles to be considered:

- Reinforcing the tree belts through the use of native-species of trees and provide a new generation of replacement trees to maintain resilience in face of environmental stresses associated with climate change.
- Introduce shade-tolerant native species of shrubs and small trees to increase foliage canopy and biodiversity.
- Make use of seasonal plans to provide more visual interest throughout the seasons with winter flowers and shrubs with colourful bark.
- Making use of vertical surfaces and screens, such as cycle stores and ancillary structures, as support for climbing plants.
- Use the planting as part of wayfinding strategies and to highlight points of arrival through colourful planting arrangements
- All proposals are to be in line with the wider safeguarding requirements of Manchester Airport to minimise the risk of nesting birds.



8.4 Street Furniture & Lighting

Street furniture plays an important role in the success of the public realm while providing external amenity that enhances well-being for users.

Design Principles

Key design principles to be considered:

- Proposals are to include high quality, robust and durable street furniture with a contemporary design.
- The furniture should match the character of the development and have a consistent colour palette.
- Selection of street furniture should be coordinated with signage and wayfinding to create a consistent palette of materials across the site.
- All furniture is required to be age-friendly, accessible and inclusive and promote social interactions.
- Lighting strategies should promote the feelings of safety when navigating the site after sunset and feel like an integral part of the landscape design.
- All lighting proposals are to be in line with the wider safeguarding requirements of Manchester Airport to minimise the risk of light-spillage.



Timber street furniture (Image credit - Abigale Evans)



Low-level lighting (Image credit - Planit)



Timber street furniture (Image credit - Abigale Evans)



Integrated street furniture (Image credit - Planit)

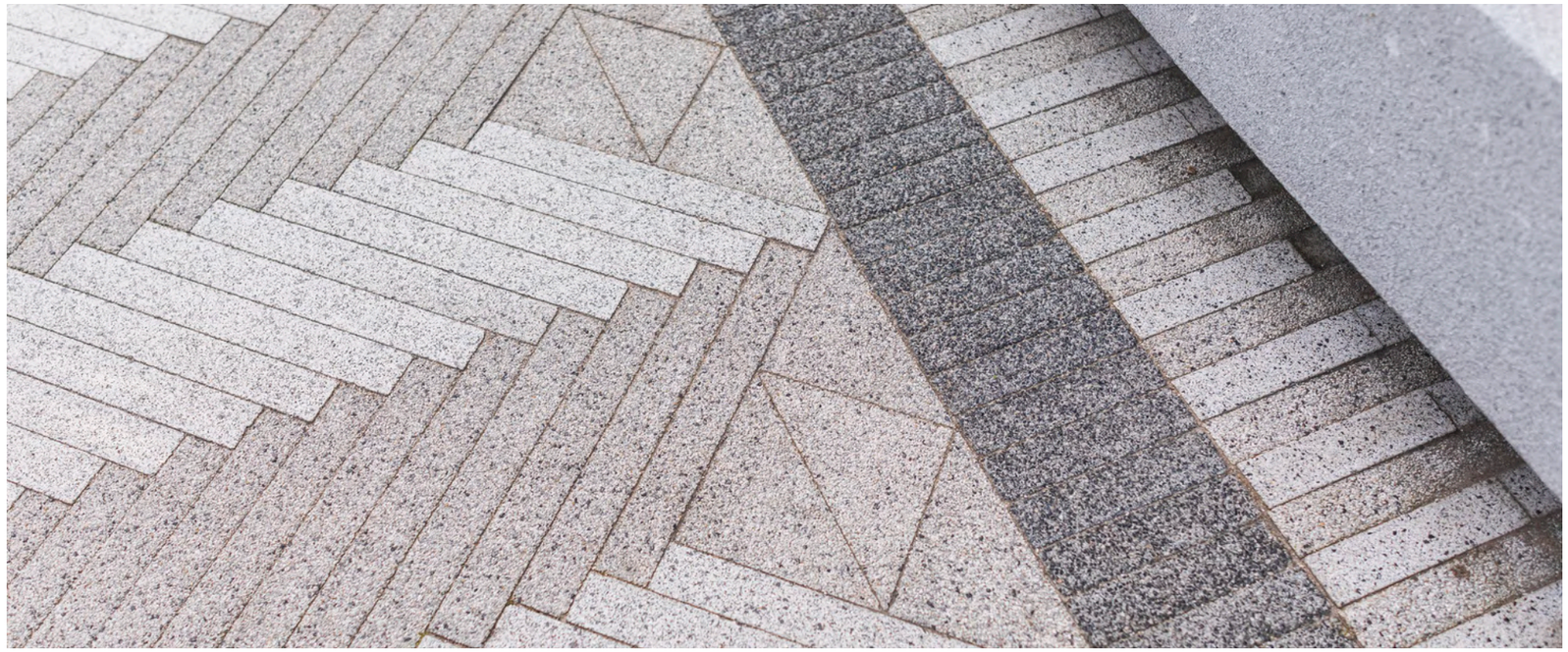
8.5 Hard Landscaping

Hard landscaping plays an important role in the appearance, functionality and longevity of the external environment. High quality and sustainable materials should be used throughout and should be coordinated with the wider external strategies.

Design Principles

Key design principles to be considered:

- Natural stone should be confined to key spaces with more affordable and sustainable materials such as concrete or clay paving and resin bound gravel to other areas. The more utilitarian service areas should utilise a palette of tarmac and concrete products.
- Where at all possible materials 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.



large concrete paving (Image credit: Planit)



Permeable bound gravel (Image credit: Planit)



Small concrete paving (Image credit: Planit)

8.6 Soft Landscaping

Soft landscaping plays an important role in the appearance, and setting of the external environment, as well as contributing to the wellbeing of both staff and visitors. High quality and sustainable planting should be used throughout and should be coordinated with the wider external strategies.

Design Principles

Key design principles to be considered:

- 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.
- All planting to be in line with the wider safeguarding requirements of Manchester Airport to minimise the risk of nesting birds.



Integrated planting (Image credit: Planit)



Naturalistic planting (Image credit: Planit)



Native tree species (Image credit: Planit)

9.0 INFRASTRUCTURE

9.1 Drainage & SuDS

The development must improve the current drainage throughout the site by implementing SuDS in accordance with local planning policies and the requirements of MAG Aerodrome Safeguarding, regarding bird nesting.

Underground attenuation tanks are to be utilised adjacent to roads for managing surface runoff.

Design Principles

Key design principles to be considered:

- Integration of green roofs where possible and within the constraints of the Safeguarding requirements, to aid drainage, attenuation and biodiversity net gain.
- Maximising of green spaces and opportunities for rainwater to go to ground.
- Working with existing terrain and changes in site levels.
- Utilising permeable landscaping.
- Implementing clean water strategies including quality control interceptors and natural filtration to facilitate discharge ot local watercourse.
- The proposed schemes are to consider a holistic drainage strategy across the site and any temporary solutions that may be required as part of the phased delivery plan.



SUDS landscaping and existing waterways

Above Ground Culvert

Below Ground Culvert

Below Ground Attenuation Tank

Grasscrete Setts

Rain Garden Swales

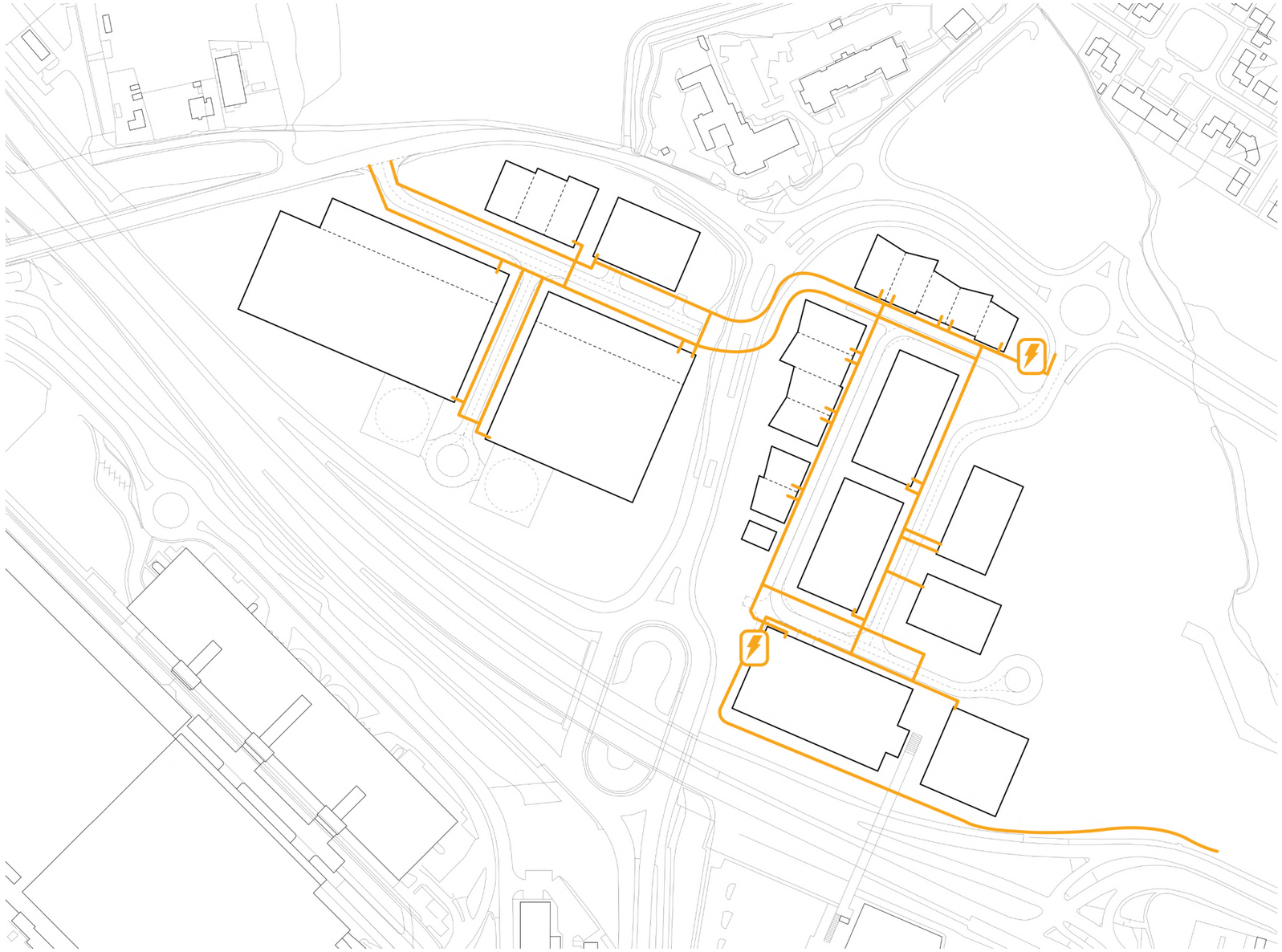
9.2 Utilities

Utility infrastructure will be provided as required by the proposed phasing of the site and the demands of individual occupiers and tenants.

Design Principles

Key design principles to be considered:

- Services to be routed to plots via a ring loop from existing supplies within Enterprise Way.
- Primary service routes to be located within landscaped strips adjacent to the roads to minimise disruption
- Buried services to be coordinated with below ground drainage and attenuation.



Power supply

Ring Loop

Substation

10.0 BUILDING DESIGN

10.1 Building Typologies

A range of different scales, uses and types of buildings have been proposed within the illustrative Masterplan and will be brought forward as part of the RMA process. 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.

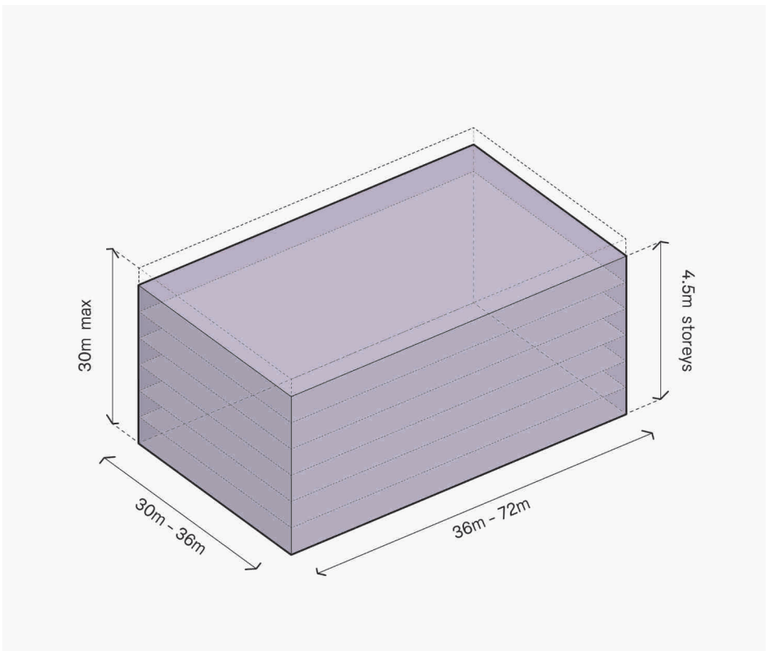
The range of building typologies and types of tenants proposed within the Airport City North Masterplan are:

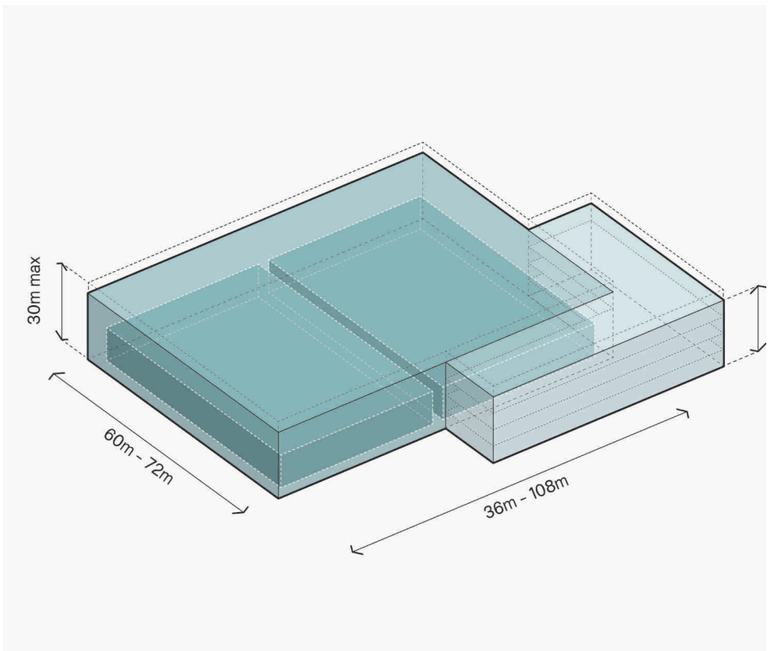
- Tier 1 GMP (Manufacturing)
- Tier 2 GMP (Manufacturing)
- Mid-Tech Industrial
- R&D (Research and Development) Laboratories
- Office / Education
- Hotel

10.2 Indicative Design Parameters

Each building will be designed to a specific set of design parameters based upon individual tenant needs. However,each typology will have its own underlying design parameters based upon the purpose of the building and the nature of the prospective tenant.

These are illustrated in the adjacent diagrams.



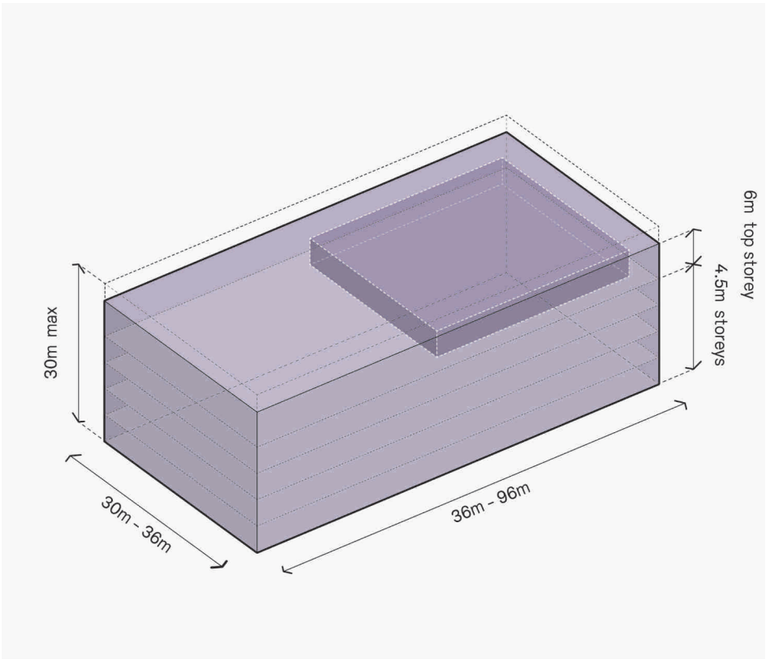


R&D (Research and Development) Laboratory / Office
Indicative design parameters:

GIA	Up to 75,000 ft²
Floor-plate	20,000 ft² - 25,000 ft²
Width	36m - 72m
Depth	30m - 36m
Maximum height	30m (including MEP)
Storey height	4.5m
MEP/flue zone	3m above roof (subject to strategy)
Building occupancy	100-150 ft² / person

Tier 1 GMP
Indicative design parameters:

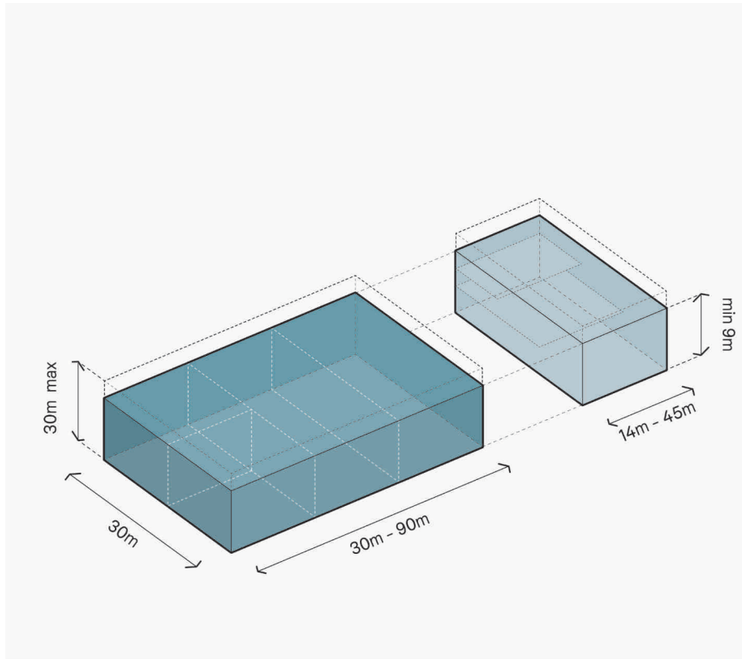
GIA	50,000 ft² - 250,000 ft²
Floor-plate	Circa 60% of GIA
Width (production)	36m - 108m
Depth (production)	60m - 72m
Width (support)	Varies to suit
Depth (support)	18m - 24m
Maximum height	30m (including MEP / flues)
Storey height (production)	9m+ clear (to tenant requirement)
Storey height (support)	4.5m
MEP/flue zone	3m above roof (subject to strategy)
Building occupancy	750 ft² / person



Tier 2 GMP

Indicative design parameters:

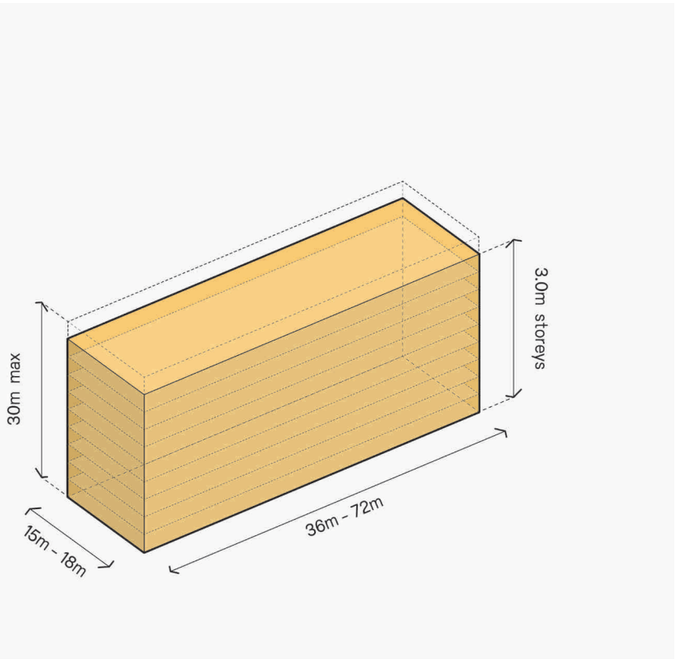
GIA	50,000 ft² - 100,000 ft²
Floor-plate	20,000 ft² - 25,000 ft²
Width	36m - 96m
Depth	30m - 36m
Maximum height	30m (including MEP / flues)
Storey height	4.5m (6m to GMP production area)
MEP/flue zone	3m above roof (subject to strategy)
Building occupancy	250 ft2 / person



Mid-tech

Indicative 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



Hotel

Indicative design parameters:

GIA	Up to 100,000 ft²
Floor-plate	Up to 12,000 ft²
Width	36m - 72m
Depth	15 - 18m
Maximum height	30m (including MEP)
Storey height	3m
MEP/flue zone	3m above roof (subject to strategy)
Building occupancy	300 ft² / person

11.0 SCALE & MASSING

11.1 Building Use

The site is divided into two key zones:

- Advanced Manufacturing Quarter
- Innovation Quarter

Whilst the anticipated distribution of building typologies within these zones in outlined below, this may be subject to change in order to suit the emerging tenant requirements

Advanced Manufacturing Quarter

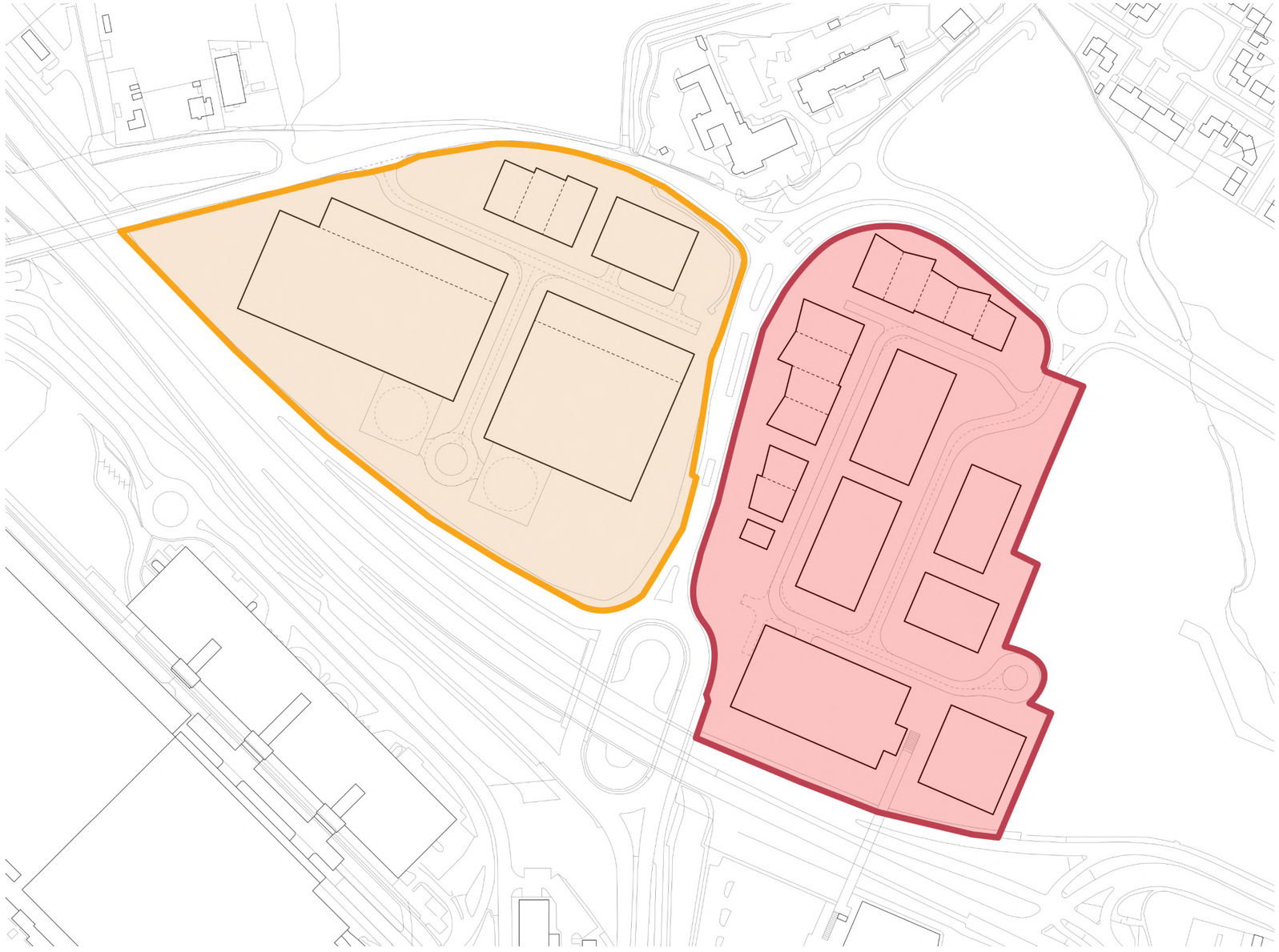
The Advanced Manufacturing Quarter will be located to the west of the site and is intended to contain:

- Tier 1 GMP
- Mid-Tech
- Multi-storey Car Park

Innovation Quarter

The Innovation Quarter will be located to the east of the site and is intended to contain:

- R&D Laboratory / Offices
- Tier 2 GMP
- Mid-Tech
- Hotel
- Multi-storey Car Park



Site allocation

Advanced Manufacturing Quarter

Innovation Quarter

11.2 Building Heights & Roofscape

The proposed roofscape will play an important part in the visual appearance and identity of the MIX site. This will be governed by a number of factors including the planning parameters and the requirements of Manchester Airport Safeguarding.

Planning Parameters

The planning parameters give a fixed height that buildings must not exceed, including all rooftop plant such as PVs and ventilation flues.

Airport Safeguarding

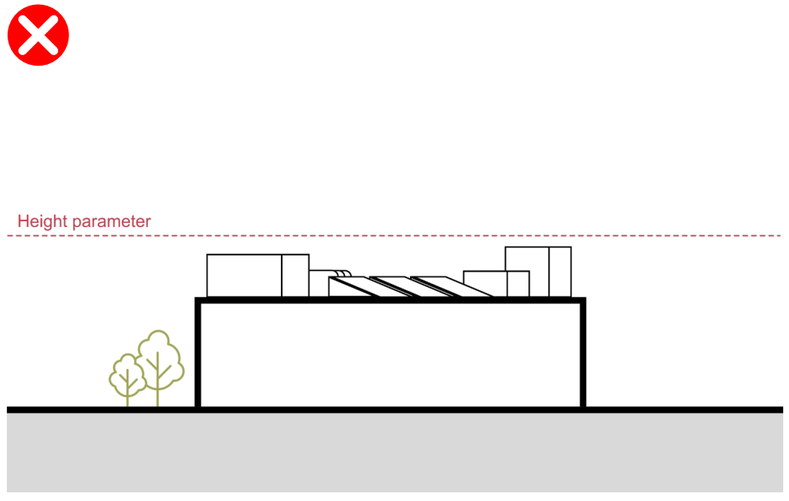
The height of each building within an RMA will need to be assessed on an individual basis by the Airport's safeguarding team in order to establish and agree a maximum height.

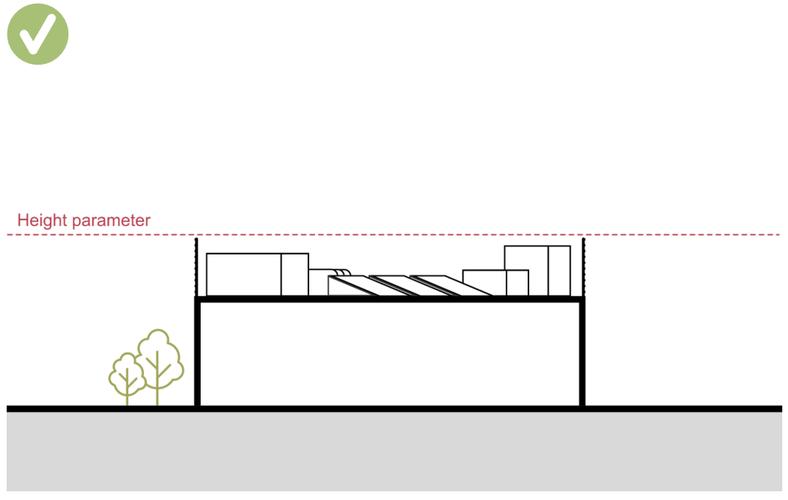
The maximum height specified by the safeguarding assessment includes all rooftop plant and construction equipment.

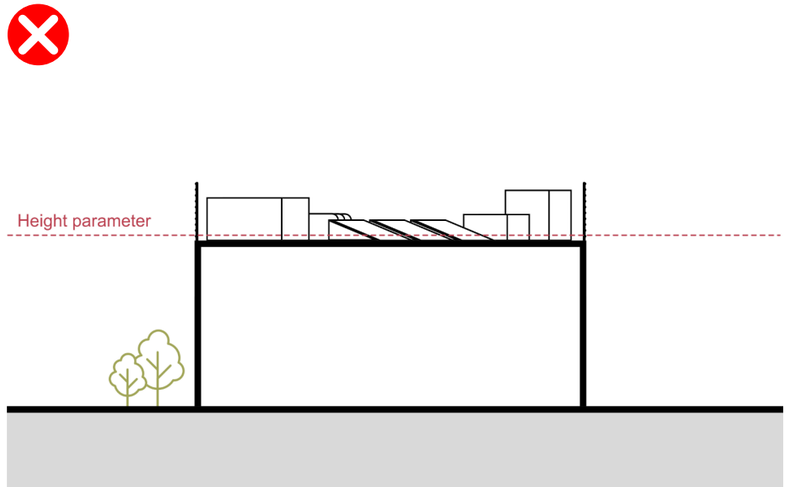
Design Principles

Key design principles to be considered:

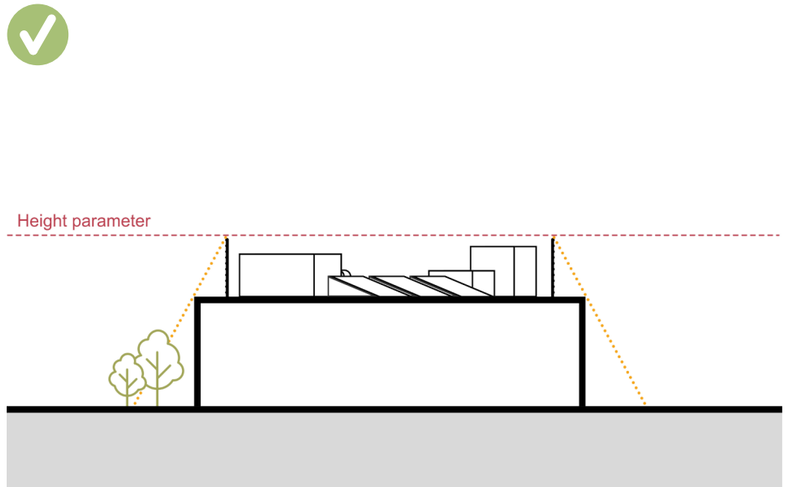
- All rooftop plant should be screened from view by either a continuation of the façade or a separate plant screen set back from the edge of the building's parapet.
- All elements, including access and MEP equipment to be set below the height parameter specified within the planning consent.







Unacceptable building heights and roofscapes



Acceptable building heights and roofscapes

11.3 Minimum Distances

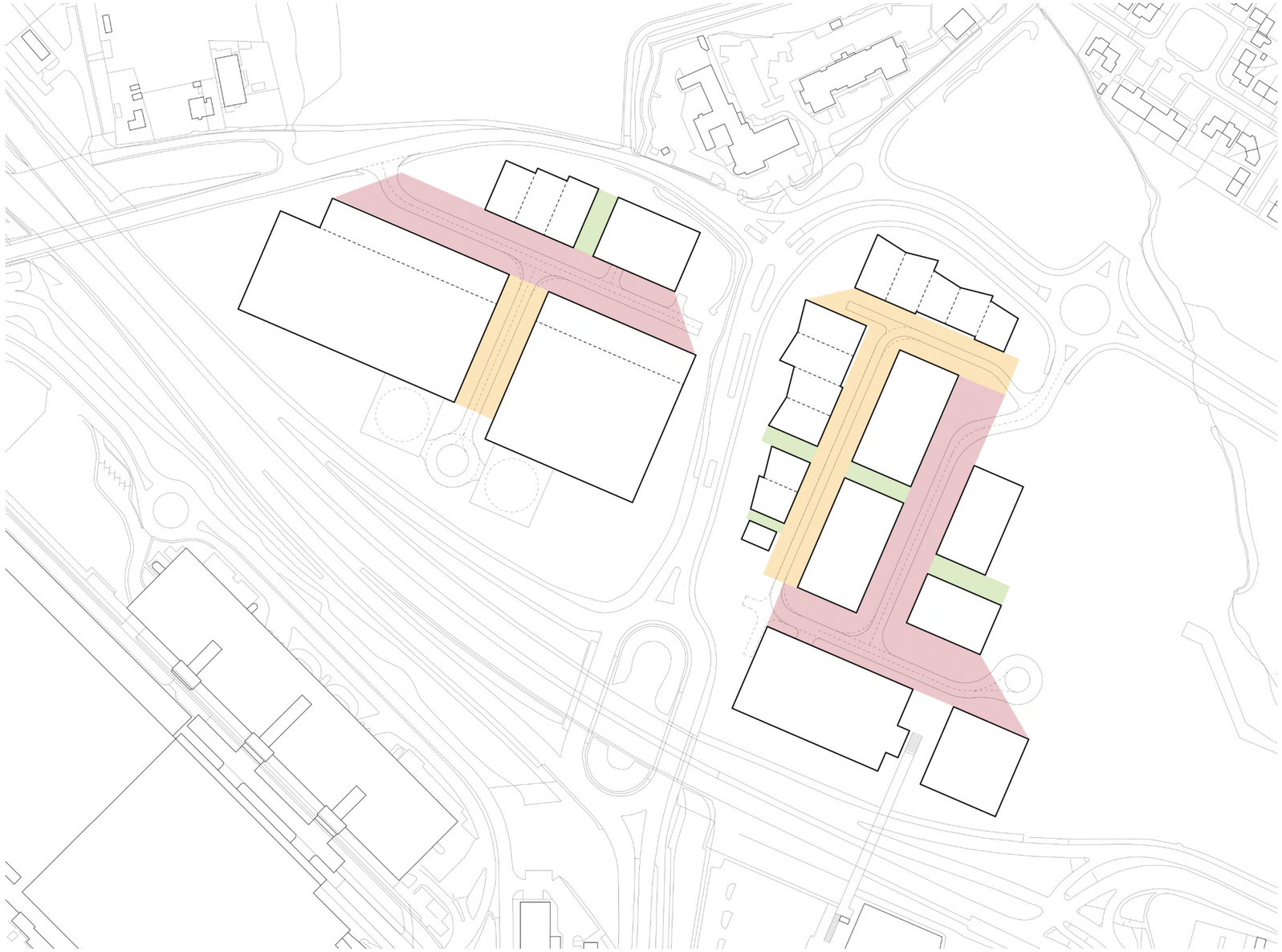
In order to maintain the quality of public realm and circulation space within the Masterplan, a series of minimum distances are proposed between individual building plots.

These distances are proposed in order to ensure adequate spacing is provided between buildings while maintaining a desired density of accommodation and activity across the site. They have been based upon the hierarchy of the movement and circulation routes around the site, as illustrated on the adjacent diagram.

Design Principles

Key design principles to be considered:

- Ensure that adequate spacing is provided between buildings to allow for pedestrian, cycle and vehicle movement, as required by the developing Masterplan.
- Ensure that suitable space is provided to enable servicing of buildings by a range of vehicles (including deliveries and waste collection) without compromising pedestrian access and circulation.
- Ensure suitable space is provided for landscape and SuDS elements.



Proposed minimum distances

Primary Route

Secondary Route

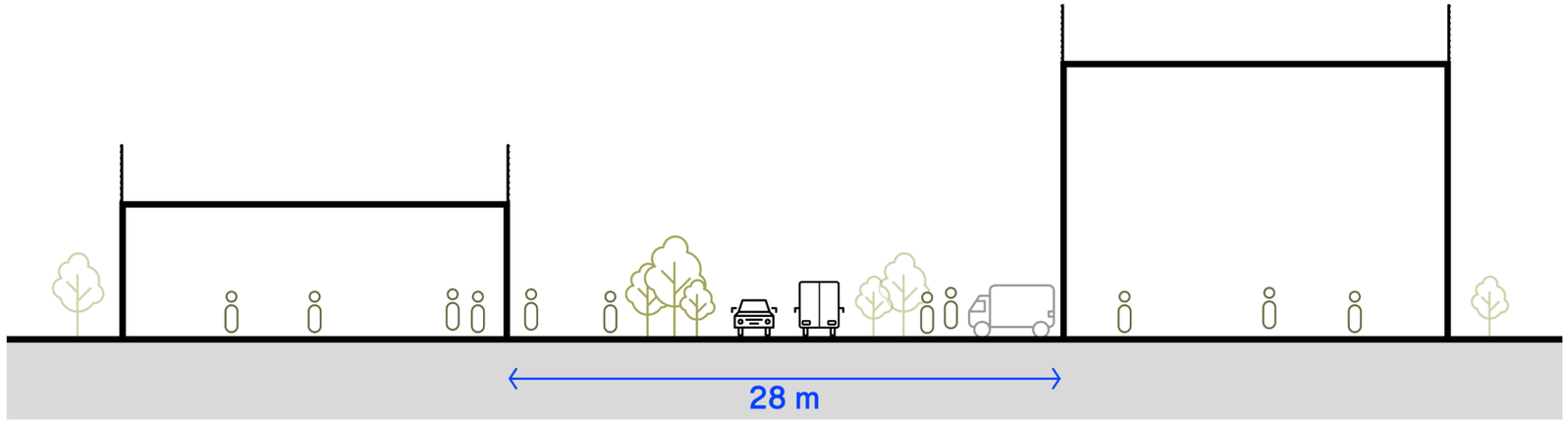
Pedestrian Route

The suggested minimum distances are illustrated on the adjacent diagrams.

Primary Routes

Key design principles to be considered:

- Minimum 28m between buildings
- Two way road suitable for regular HGV access
- Lay-bys for servicing to buildings
- Dedicated & protected route for pedestrians / cyclists
- Landscape buffer to road

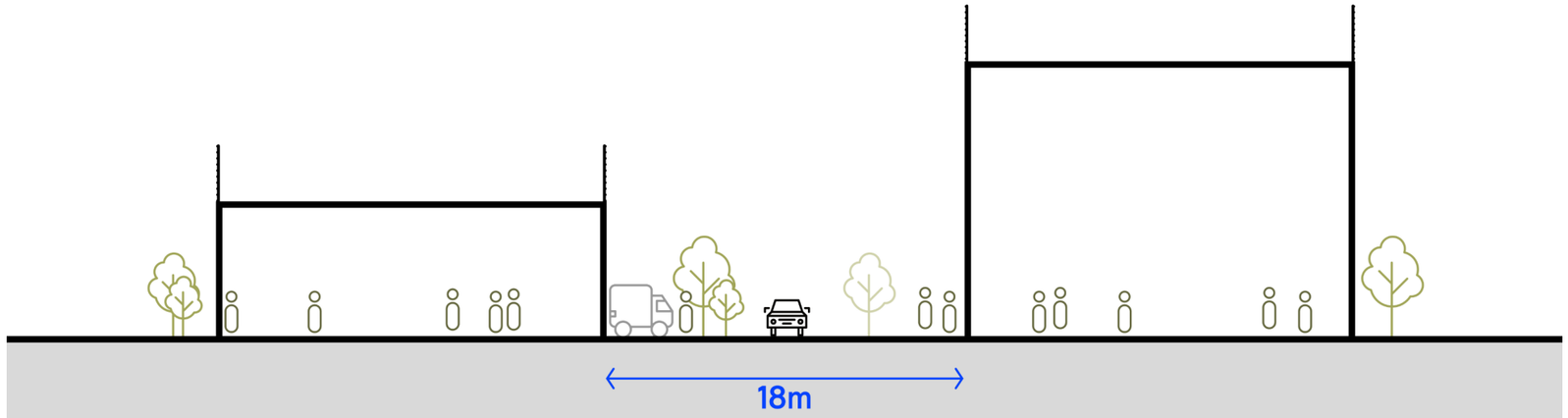


Primary routes

Secondary Routes

Key design principles to be considered:

- Minimum 18m between buildings
- One way road suitable for periodic HGV access
- Lay-bys for servicing to buildings
- Shared route for pedestrians / cyclists
- Landscape areas within servicing zone

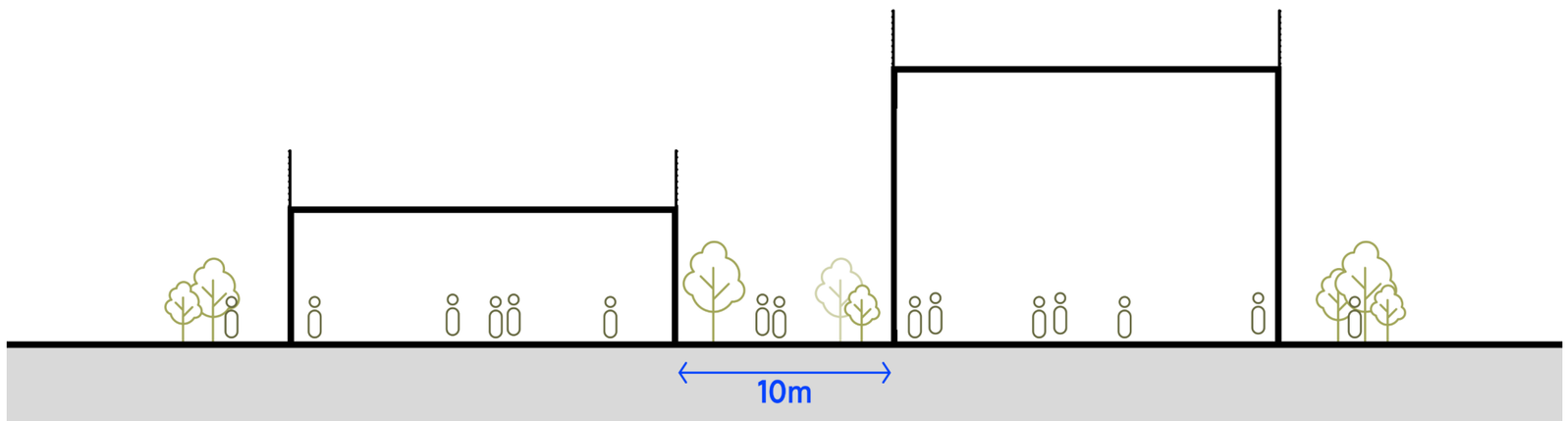


Secondary routes

Pedestrian Routes

Key design principles to be considered:

- Minimum 10m between buildings
- No vehicular access
- Shared surface for pedestrians / cyclists
- Landscape areas including street furniture



Pedestrian routes

11.4 Active Frontages & Entrances

Building frontages and entrances should be designed to respond to the public realm and engage with the wider Masterplan.

Design Principles

Key design principles to be considered:

- Maximises interaction between ground floor spaces and surrounding public realm through activation of the building frontages.
- Active frontages and building entrances should be focused towards primary movement routes and external public spaces,
- Creating a legible and walk-able campus with opportunities for communal interaction between internal and external spaces.
- The entrances should have high quality detailing and clear signage for ease of navigation and wayfinding.



Active frontages

Entrance

Active Frontage

11.5 Building Permeability & Visibility

In tandem with the principles of active frontages and entrances, buildings should be designed so that public-facing areas are designed with a certain level of visual and physical permeability to the ground floor, whilst ensuring tenant privacy and security are not compromised.

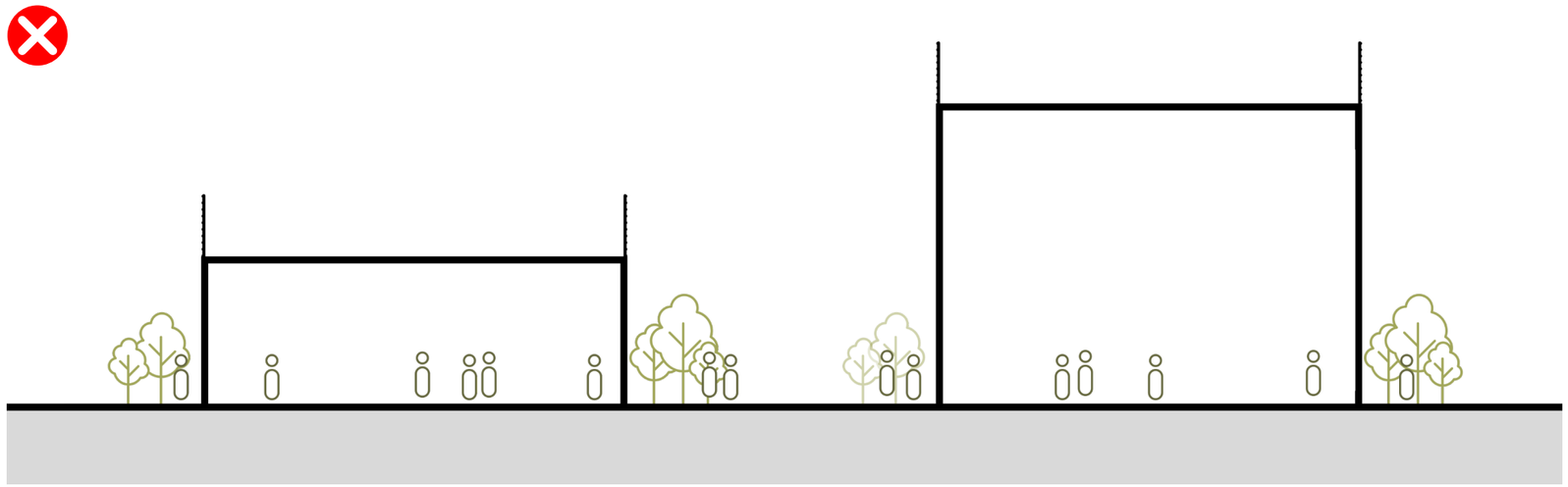
This will include:

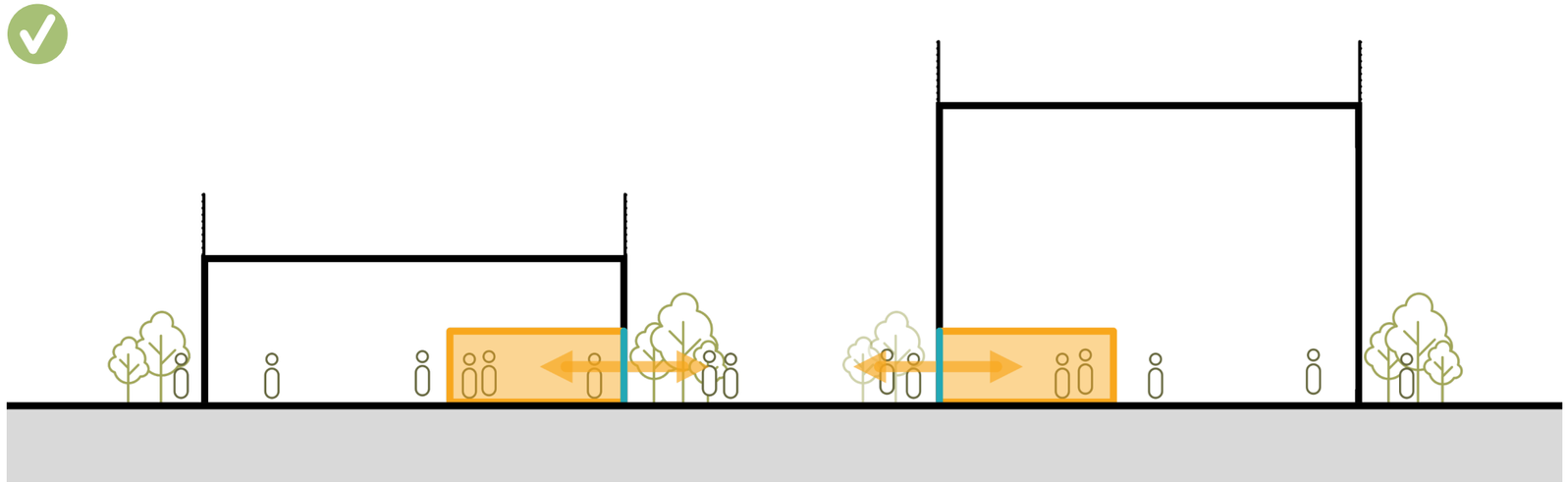
- Entrance areas
- Shared amenity spaces
- Publicly accessible areas

Design Principles

Key design principles to be considered:

- Create opportunities for visual connections between the buildings and the public realm
- Create a welcoming and collaborative environment, with natural surveillance over the public realm





Building permeability & visibility

Glazing

Public access zone

12.0 APPEARANCE

12.1 Articulation & Fenestration

The articulation and fenestration of the façade will be developed for individual buildings as part of the RMA process.

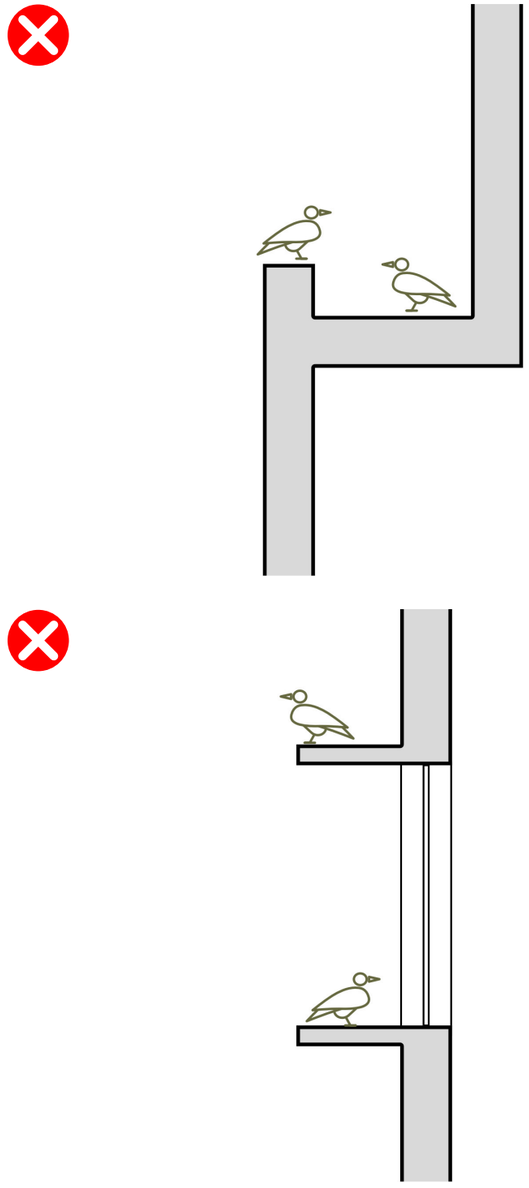
However, there are some key design principles relating to Airport Safeguarding which should be adopted for all future buildings in order to minimise the opportunities for nesting birds and mitigate the risk of aircraft bird strike.

Design Principles

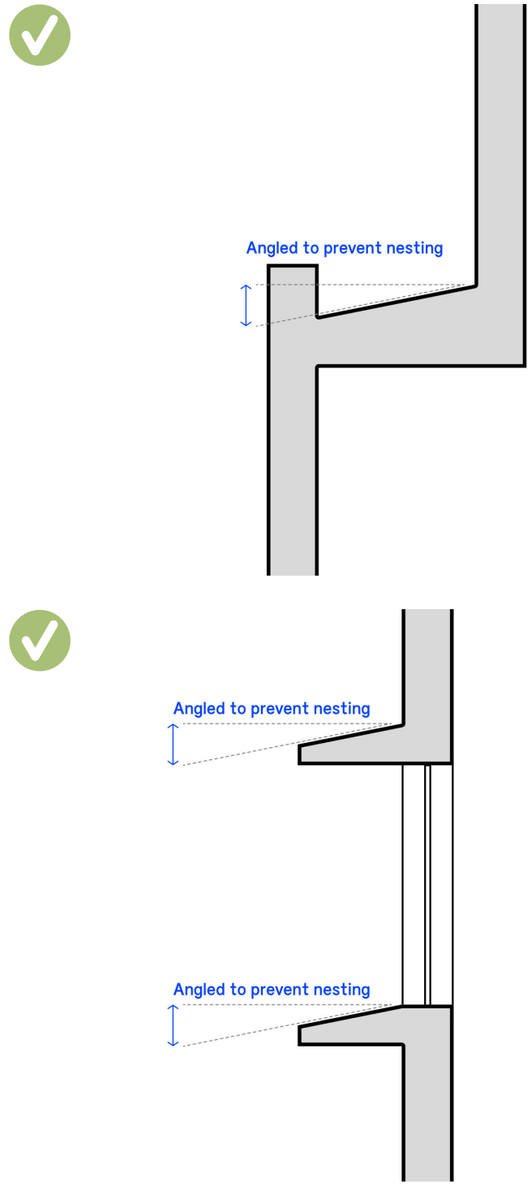
Key design principles to be considered:

- Minimise horizontal surfaces where birds could rest or nest.
- These could include ledges, flat roofs, projecting details or window reveals
- Any projecting elements should be angled in order to discourage birds from resting or nesting
- No open gaps within façades cladding more than 40mm wide or 50mm high.

All façade proposals should be reviewed by Manchester Airport's safeguarding team prior to the submission of an RMA.



Unacceptable building projections



Acceptable building projections

12.2 Building Signage

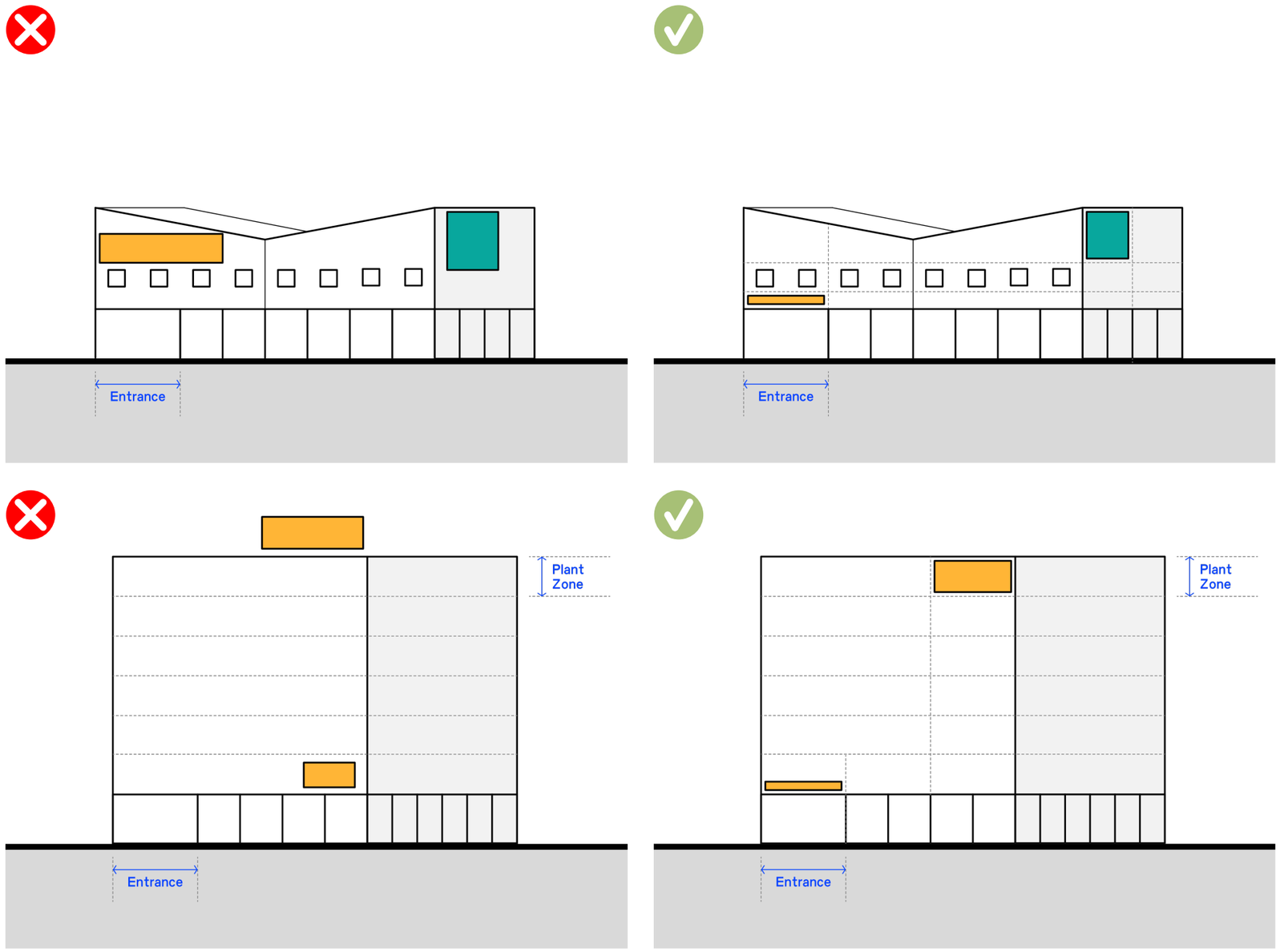
Signage is a key element in defining both the identity of the MIX campus and the visual quality of the Masterplan.

All signage will be subject to a separate advertisement consent, however it should be designed to be consistent in both style and approach with the wider development.

Design Principles

Key design principles to be considered:

- All signage to be coordinated with the articulation and fenestration of the host façade and building entrance.
- Tenant signage for smaller units (Mid-Tech) is to be limited to the tenant signage zone above the entrance points to the unit.
- Tenant signage for larger units (Office / R&D / Manufacturing) is to be limited to the signage zone above the entrance points and to plant screen zone at the top of the building.
- No signage should extend beyond the height of the plant screen.
- MIX signage to be limited to MSCP façades amd gable ends of Mid Tech units.



Unacceptable building signage

Acceptable building signage

MIX Signage

Tenant Signage

12.3 Materiality

The proposed materials must be chosen with careful consideration of the following:

Response to Context

The chosen material palette may be complimentary to or contrast with the surrounding context, but there should be a clear design rationale to the selected approach, with refined and high quality detailing.

Quality and Durability

All materials should be of high quality, with a long lifespan and low maintenance requirements to withstand weathering and physical damage.

Material choices for elements such as window reveals, parapets and coping, soffits, entrances, plant enclosure and rainwater goods should be of high quality and considered in relation to the overall palette as either complementary or contrasting.

Sustainability

The carbon footprint of all materials should be considered to reduce the embodied carbon impact of the development.

Suitability

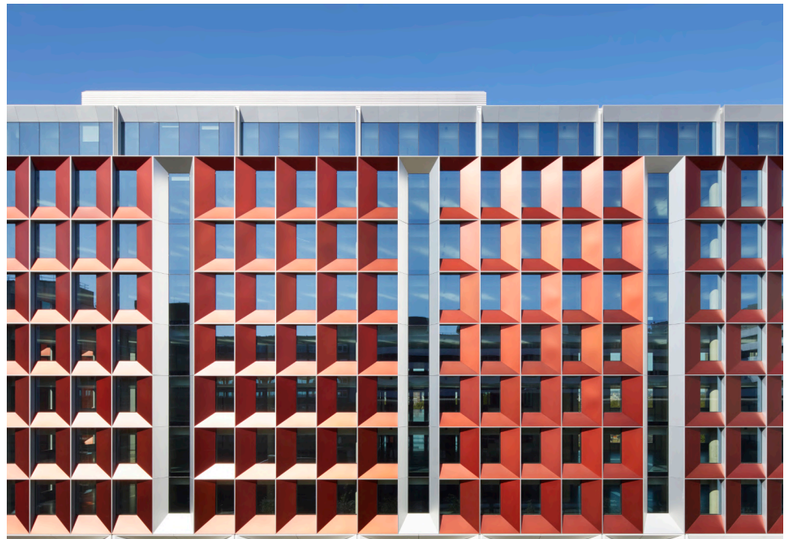
Preference should be given to robust materials that satisfy the technical requirements of each building typology.

The size of the development allows for a range of tones and textures to be applied successfully across the site.

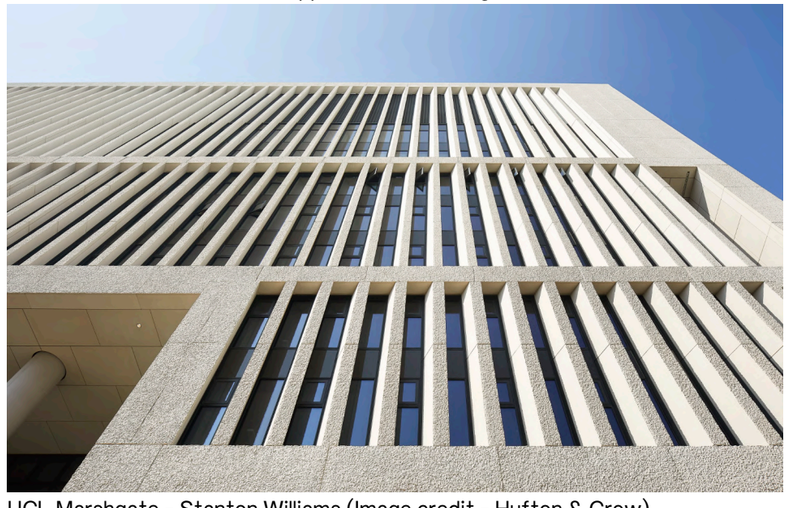
Variations in the palette could be used to define different character areas, and different functions across the Masterplan.

R&D (Research and Development) Laboratory / Office

Examples of suitable materials are shown below:



245 Hammersmith Road - Sheppard Robson (Image credit - Jack Hobhouse)



UCL Marshgate - Stanton Williams (Image credit - Hufton & Crow)

Tier 1 GMP / Advance Manufacturing

Examples of suitable materials are shown below:



Holmen Facility - Snøhetta (Image credit - Stephen Citrone)



Jaguar Landrover - Arup (Image credit - Simon Kennedy)

Tier 2 GMP

Examples of suitable materials are shown below:



Future Works - Sheppard Robson (Image credit - Sheppard Robson)



BHIC - Sheppard Robson (Image credit - Sheppard Robson)

Mid-tech

Examples of suitable materials are shown below:



Tarleton Academy- Sheppard Robson (Image credit - Adrian Lambert)



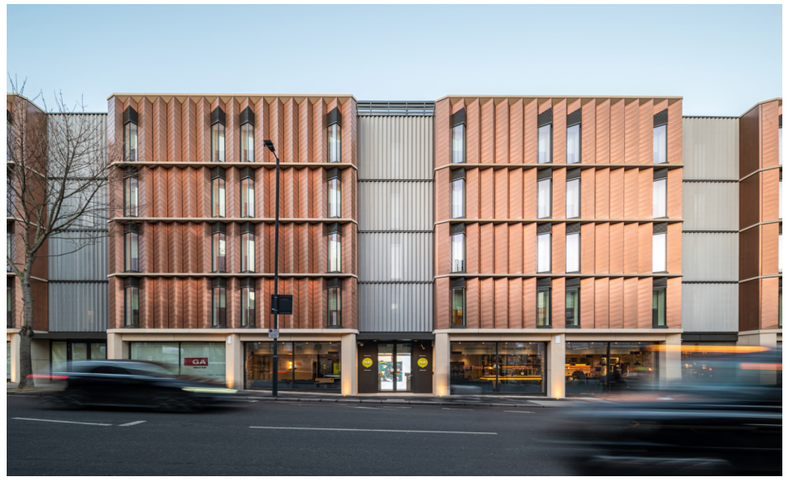
BHIC - Sheppard Robson (Image credit - Unknown)

Hotels

Examples of suitable materials are shown below:



191 Old Marylebone Road - Sheppard Robson (Image credit - Jack Hobhouse)



68-86 Farringdon Road - Sheppard Robson (Image credit - Chris Dalton)

enquiries@sheppardrobson.com
www.sheppardrobson.com

77 Parkway
London NW1 7PU
T: +44 (0)20 7504 1700

City Tower
Piccadilly Plaza
Manchester M1 4BT
T: +44 (0)161 233 8900

93 West George Street
Glasgow G2 1PB
T: +44 (0)141 285 3100

SHEPPARD ROBSON

Sheppard Robson Architects LLP is a limited liability partnership registered in England and Wales under number OC391030. A list of the members is available for inspection at its registered office at 77 Parkway, London NW1 7PU, UK. Sheppard Robson Architects LLP uses the word “partner” to refer to a member of the LLP, or an employee or consultant of the Group with equivalent standing and qualifications.