MIX MANCHESTER

DRAFT STRATEGIC REGENERATION FRAMEWORK BACKGROUND DOCUMENT AND CONTEXTUAL ANALYSIS 2024

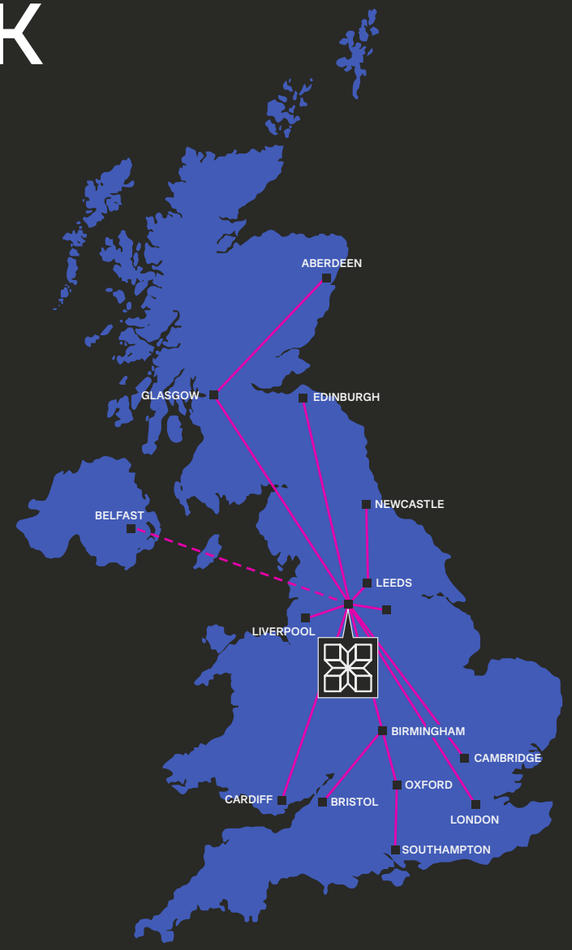
MAKING. CHANGE. REAL.

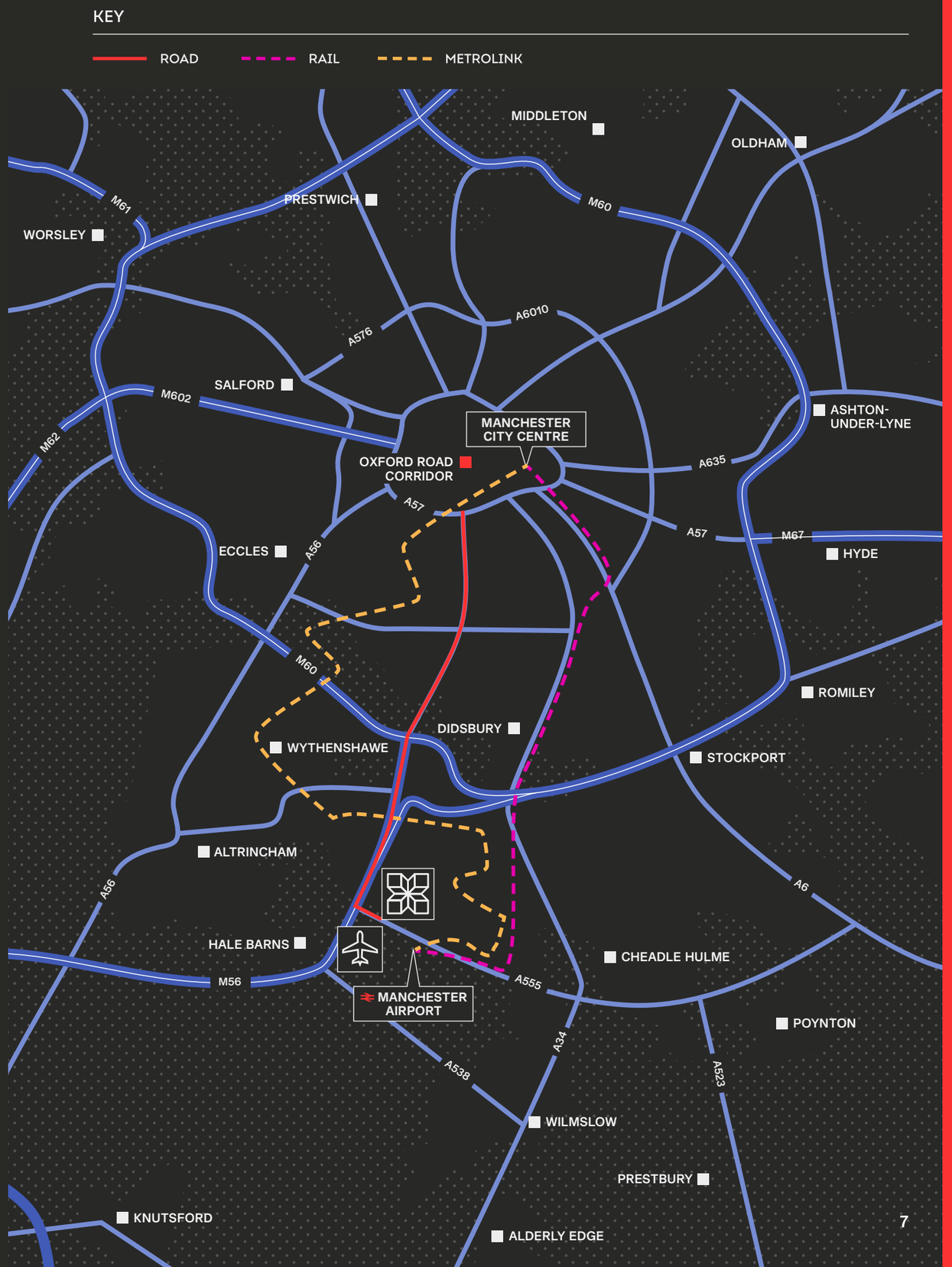
INTRODUCTION

FRAMEWORK AREA

MIX: Airport City ('MIX') is located within the City of Manchester in the North West of England. It is located approximately 12km south of Manchester city centre, nestled between Wythenshawe to the north and Manchester Airport to the south.

MIX: Airport City is uniquely accessible, situated adjacent to Manchester Airport with its global connections, with the airport's train station providing intercity rail services across the country and a spur of the M60 giving access to the strategic road network.





FRAMEWORK AREA

The area covered by the MIX: Airport City updated Strategic Regeneration Framework (SRF) is bounded to the north by Thorley Lane, Bailey Lane and residential properties, to the east by Enterprise Way, to the south by Ringway Road West and the M56, and to the west by the M56. The Framework area is intersected by Enterprise Way, dividing the site into three separate parcels which cover a combined area of 23 hectares.

Wythenshawe, to the north, is a predominantly comprised of post-war housing development. Historically, it has been an area with high levels of deprivation and unemployment, so it is important that MIX benefits the Wythenshawe community by improving access to employment and amenities. It is also important to ensure the delivery of MIX does not negatively impact neighbouring residents in terms of noise, pollution, overshadowing, traffic and car parking.

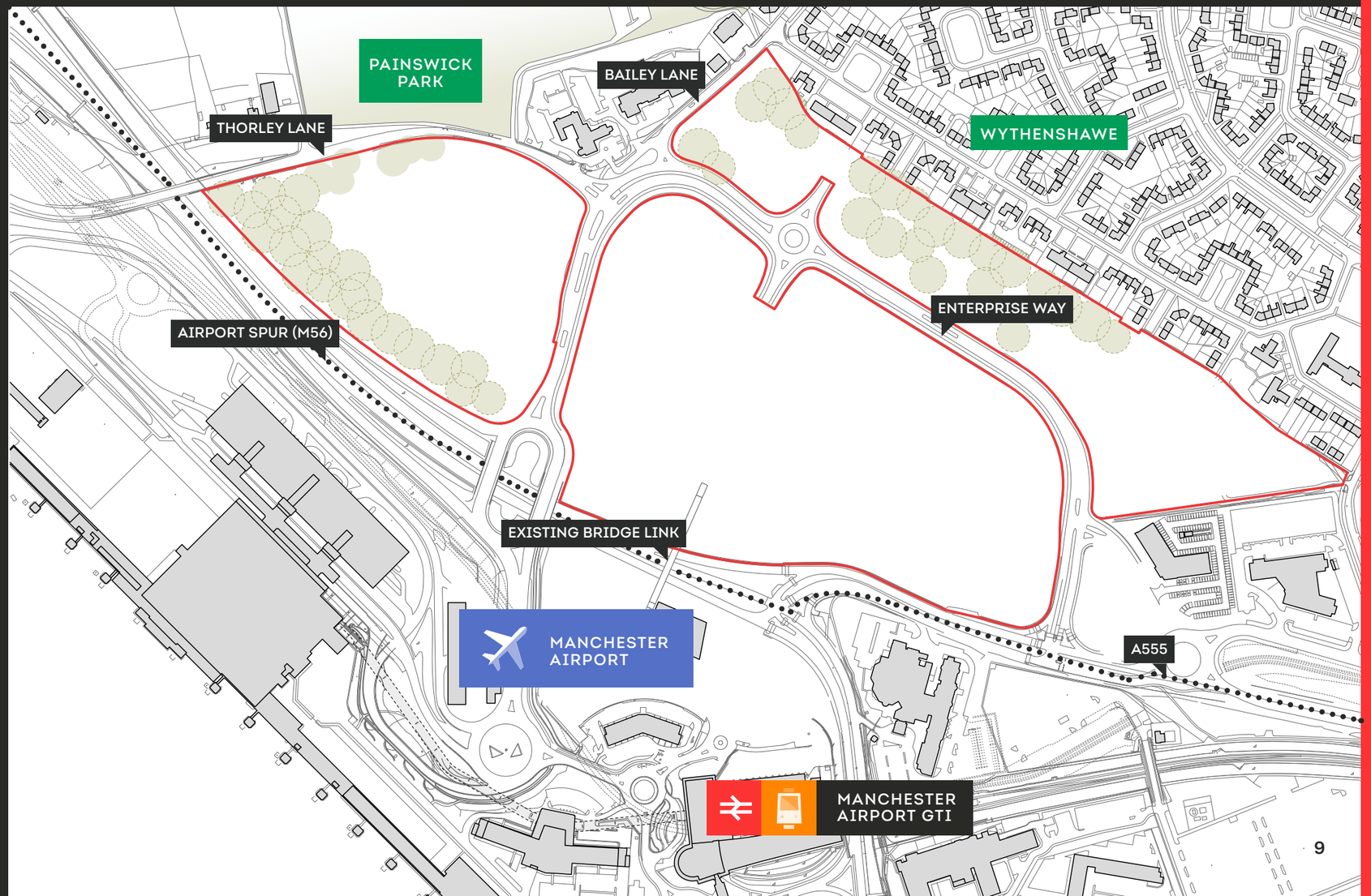
MANCHESTER AIRPORT

UK'S
3RD
LARGEST AIRPORT BY PASSENGER NUMBERS

CURRENTLY UNDERTAKING A
£1BN+
TRANSFORMATION PROJECT

AN EXPECTATION TO SERVE
40M+
PASSENGERS A YEAR BY 2030.

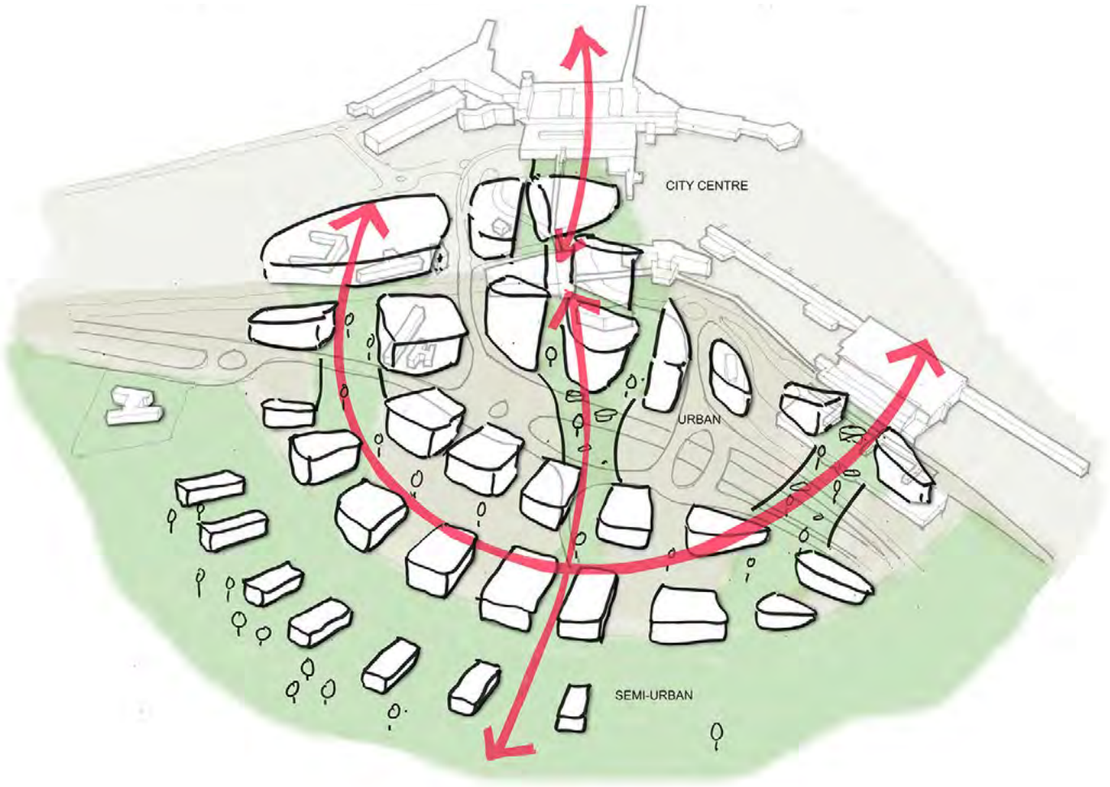
The proximity of Manchester Airport presents several opportunities and constraints to development which have been thoroughly considered in the design and preparation of the SRF.



THE STORY SO FAR
AIRPORT CITY

The updated SRF relates to the part of Manchester known as Airport City, located in the area surrounding Manchester Airport. The Framework area itself has historically been known as Airport City North, which covers a substantial part of the wider Airport City estate.

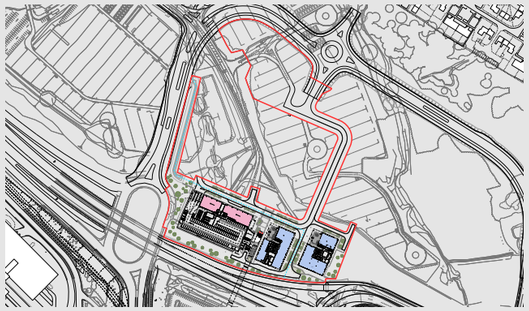
Airport City is recognised by Manchester City Council (MCC) as one of the most important pipeline developments within the city. The development is of national significance due to its unrivalled connectivity to the major international gateway at Manchester Airport. Located directly adjacent to the airport, it is perfectly positioned for business in the UK, Europe and the world.



AIRPORT CITY NORTH MASTERPLAN CONCEPT SKETCH (5PLUS)

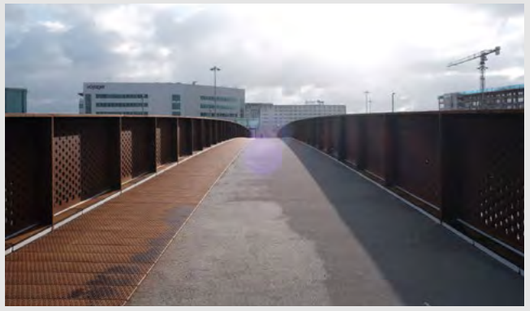
MANCHESTER AIRPORT CITY ENTERPRISE ZONE

Airport City North falls within the Manchester Airport City Enterprise Zone which was established in 2012 to provide tax incentives to businesses located there. MCC subsequently adopted a Framework Plan in October 2012 which sets out a high level economic and spatial plan across the Enterprise Zone. A detailed masterplan was subsequently prepared for Airport City North, as well as separate masterplans for other locations within the Enterprise Zone including Medipark and Wythenshawe Town Centre.



AIRPORT CITY NORTH

A comprehensive masterplan for Airport City North was developed by 5Plus Architects in 2012. The masterplan was primarily office-led and also incorporated light industrial, advanced manufacturing, hotel space, and associated amenities to support these uses. This proposal received outline planning consent in 2012, however this was not implemented and lapsed in 2015. In the interim period, several individual plots have gained full planning permission and, in some cases, work has commenced.



FOOTBRIDGE

A 380 tonne steel footbridge spanning the M56 was installed in 2020. The new pedestrian footbridge opened in 2021 and forms the crucial link in creating an attractive, walkable connection from MIX Manchester to the Hotel District and through to Manchester Airport's terminals and Ground Transport Interchange (bus, coach, train and Metrolink).

HOTEL DISTRICT

Manchester Airport's flagship Hotel District lies immediately to the south of the Framework area and has historically been considered part of Airport City North. The Hotel District will provide essential short stay accommodation to suit different budgets and needs, while supporting hundreds of local jobs. The first phase saw ibis Budget and Holiday Inn open in 2022, due to be followed by TRIBE in 2024.

THE STORY SO FAR
AIRPORT CITY TIMELINE

2012

MANCHESTER AIRPORT CITY ENTERPRISE ZONE ESTABLISHED

AIRPORT CITY NORTH RECEIVES OUTLINE PLANNING CONSENT IN LINE WITH 5PLUS MASTERPLAN (NOW LAPSED)

2017

ICON INDUSTRIAL ACQUIRES GLOBAL LOGISTICS AT AIRPORT CITY SOUTH, HOME TO AMAZON, DHL AND THE HUT GROUP

2018

PEDESTRIAN FOOTBRIDGE RECEIVES PLANNING PERMISSION (NOW COMPLETED)

PLOTS E1-E3 RECEIVE PLANNING PERMISSION FOR OFFICES AND CAR PARK

2019

PLOTS D1-D3 RECEIVE PLANNING PERMISSION FOR FLAGSHIP OFFICE AND CAR PARK

COMPLETION OF ENTERPRISE WAY LINK ROAD AND ASSOCIATED SITE INFRASTRUCTURE

2021

PEDESTRIAN FOOTBRIDGE COMPLETED AND OPENED

2022

IBIS BUDGET AND HOLIDAY INN OPEN WITHIN THE HOTEL DISTRICT

2023

REVISED MASTERPLAN PREPARED

THE OPPORTUNITY MIX MANCHESTER

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 Airport City North proposition therefore needs to be refreshed in line with these trends.

THE OPPORTUNITY
MIX: AIRPORT CITY

A new masterplan has been prepared by Sheppard Robson, Buro Happold and Planit, which re-imagines Airport City North as MIX: Airport City ('MIX') – a new science, innovation and manufacturing campus in an unrivalled strategic location which promotes the city's strengths on the world stage.

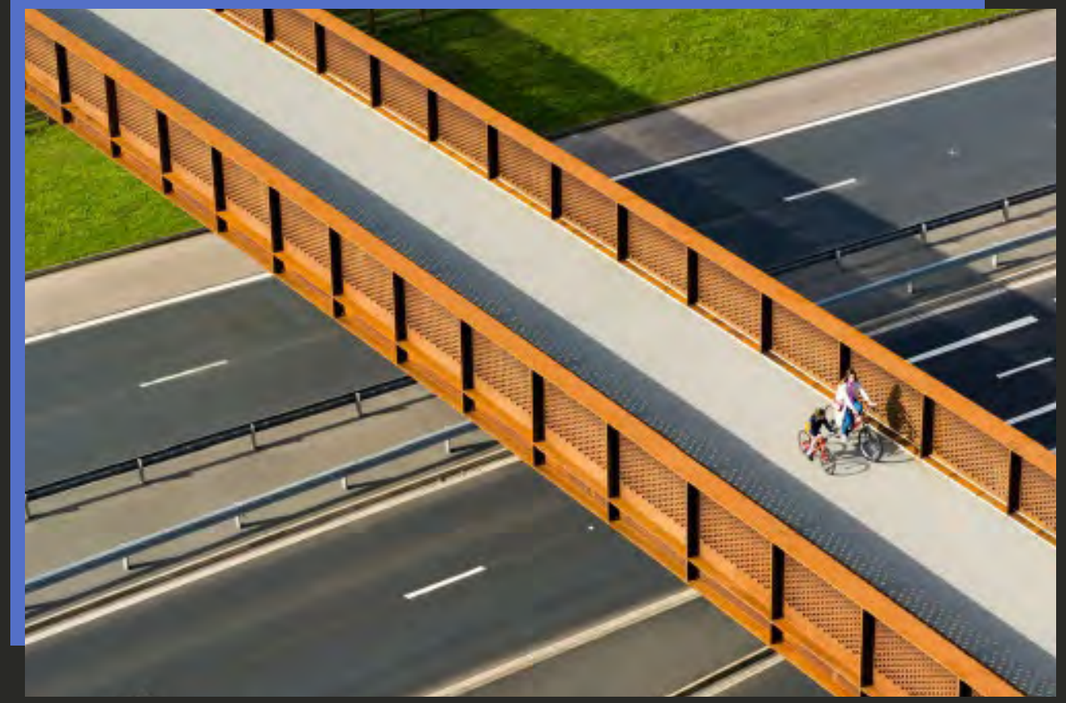
MIX is intended to be the UK's best connected science and innovation destination where forward-thinking occupiers have the flexibility to bring their ideas to life. In total the scheme could provide 2 million square feet of advanced manufacturing, research and development, laboratory, and office space alongside complementary hotel and amenity uses.

MIX is uniquely located within the North West's established and fast-growing life sciences, advanced materials, digital and technology, and clean technology ecosystem. Its proximity to the Oxford Road Corridor, Manchester's universities, and the wider northern life sciences cluster, means it is well placed to complement and support the region's innovation economy. The scale of opportunity, access to talent and research institutions, and unrivalled connectivity creates a thriving ecosystem where a likeminded community of partners, producers, and pioneers can succeed on an international stage. MIX aims to respond to and build upon the city's sector strengths and promote growth by creating around 8,000 jobs for local people as well as opportunities for apprenticeships and training, complementing existing and proposed innovation hubs elsewhere in the city.

The MIX: Airport City updated SRF has been prepared to reflect the change in vision and proposition for this part of the city in order to ensure that the proposals remain viable and attractive and maximise the 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.

8,000
JOBS CREATED FOR LOCAL PEOPLE AS WELL AS OPPORTUNITIES FOR APPRENTICESHIPS AND TRAINING

2M SQFT
OF ADVANCED MANUFACTURING, RESEARCH & DEVELOPMENT, LABORATORY, AND OFFICE SPACE ALONGSIDE COMPLEMENTARY HOTEL AND AMENITY USES



THE PARTNERS

MIX: Airport City is being developed by a joint venture partnership comprising Columbia Threadneedle Investments, Manchester Airports Group, Beijing Construction Engineering Group International, and Greater Manchester Pension Fund.

The joint venture was established in 2014 with the aim of developing a large area of land around Manchester Airport for employment uses. The partners have extensive experience and investment in major commercial property developments across the world.

PROJECT TEAM

A team of leading architects and property specialists are supporting the partners to help deliver MIX: Airport City.

MAG

MAGPROPERTY

CBRE

JLL

TRACK REAL ESTATE

SHEPPARD ROBSON

PLANIT

BURO HAPPOLD

MANCHESTER CITY COUNCIL

MIX: Airport City is supported by Manchester City Council, which is committed to working with the joint venture partnership to ensure the long-term success of this brand-new science, innovation, and manufacturing campus.

COLUMBIA THREADNEEDLE INVESTMENTS

Columbia Threadneedle Investments is a leading global asset management group, actively managing £516 billion for individuals, pension funds, other institutions and corporate clients. Its global team of 2,000 people work collaboratively, managing investments in equities, fixed income, real estate and responsible investment.

MAG

Manchester Airports Group (MAG) owns and operates Manchester, London Stansted and East Midlands Airports, together with a signification property business. MAG employs over 4,500 people and annually serves over 55 million passengers. MAG Property is acting as Development Manager.

BCEG

Beijing Construction Engineering Group (BCEG) is a Chinese construction and engineering firm that has built important structures in Beijing and infrastructures and buildings overseas through international branches.

gmpf

Greater Manchester Pension Fund (GMPF) manages pension scheme for the ten local authorities in Greater Manchester and a host of other kindred bodies, such as schools, colleges, and charities. It is part of the nationwide pension scheme for local authorities, the LGPS.

THE FRAMEWORK

PURPOSE

The MIX: Airport City updated SRF has been prepared to clarify and promote key design and development aspirations for future proposals in the framework area. The SRF will guide development to ensure that proposals come forward in a coordinated manner in line with the overarching vision and objectives.

The vision and objectives have been carefully devised to ensure that MIX maximises benefits and mitigates against potential harms.

This will position MIX as a highly sustainable development which widens access to jobs and skills, improves local connectivity, and supports the continued growth of the region's innovation sector.

ENGAGEMENT

An 8-week public consultation will be held over summer 2024 to gather the views of residents, businesses and other stakeholders. All comments received will be reviewed and reflected in the final SRF where appropriate.

STATUS

The MIX: Airport City updated SRF identifies a clear strategy for development proposed within the framework area. The SRF supersedes several previous studies and proposals at the site, formerly known as Airport City North.

The development principles within this document have been drafted to align closely with MCC's strategic priorities for the local area and throughout Manchester. They also complement GMCA's objectives for Greater Manchester as a whole.

The SRF will not form part of the Development Plan for Manchester. It has been prepared with full consideration of policies in the adopted Development Plan.

Once approved, the updated SRF will form a material consideration in the determination of planning applications.

RESPONSES

Please provide your comments through one of the following methods:

Online survey:	mix-manchester.com
By email:	FEEDBACK@MIX-MANCHESTER.COM
Via the website:	MIX-MANCHESTER.COM/CONSULTATION
Community information line:	0800 068 8471
In person engagement sessions:	MONDAY 9TH SEPTEMBER 2024 - 9:30AM - 2:30PM TUESDAY 17TH SEPTEMBER 2024 - 4:30PM - 7:30PM

STRUCTURE

The remainder of the SRF is structured as follows:

VISION & OBJECTIVES

Sets the overarching vision and strategic objectives for development at MIX Manchester.

STRATEGIC CONTEXT

Explores key drivers for change including market forces and the national, regional and local regeneration context.

SPATIAL ANALYSIS

Establishes the constraints and opportunities which development proposals will need to consider.

DEVELOPMENT PRINCIPLES

Identifies a series of principles for the design and delivery of proposals within MIX Manchester.

MASTERPLAN

Demonstrates how these principles could come forward through an indicative masterplan across the framework area.

IMPLEMENTATION

Details how these proposals are intended to come forward for delivery.

VISION & OBJECTIVES

VISION

MAKING. CHANGE. REAL.

MIX: AIRPORT CITY WILL BE THE UK'S BEST-CONNECTED SCIENCE, INNOVATION, AND MANUFACTURING CAMPUS, WHERE FORWARD-THINKING OCCUPIERS HAVE THE FLEXIBILITY TO BRING THEIR IDEAS TO LIFE.

Designed with biodiversity, sustainability and wellbeing at its core, MIX will provide a high-quality urban environment to deliver cutting-edge advanced manufacturing, R&D, laboratory and office space with complementary hotel and amenity uses, set within attractive public realm. MIX is perfectly placed to complement and support the growth of the region's established life sciences, advanced materials, digital and technology, and clean technology economies.

Taking advantage of its unrivalled connectivity and central location, MIX provides a unique opportunity to work collaboratively with education and research institutions, whilst utilising the local talent pool to create a thriving community of like-minded businesses, where they can succeed on an international stage.

OBJECTIVES

The vision for MIX: Airport City is underpinned by a series of strategic objectives which have been carefully devised to maximise the benefits of the proposed development for all stakeholders. The SRF takes these objectives as its core focus to create a unique place which inspires innovation.

OBJECTIVES

01 FUEL NORTHERN INNOVATION

MIX will complement and support the North West's established and fast-growing innovation economy, focused on the frontier sectors of life sciences, advanced materials, clean technology, and digital, giving businesses the ability to locate and grow on a scale unrivalled in the North West.

02 RAISE MANCHESTER'S PROFILE

MIX will support the city-region's aspirations to become a global leader in research and innovation by creating an internationally competitive destination for pioneering innovation businesses, while acting as a gateway to the region's thriving innovation ecosystem.

03 PROMOTE LOCAL PEOPLE

MIX will open up significant employment, education and training opportunities to local people to develop and grow careers in sectors not currently available to them, making a positive contribution to the Wythenshawe community.

04 ENHANCE BIODIVERSITY

MIX will protect, enhance and support biodiversity to create a development which has a positive impact on local habitats and wildlife, while ensuring this is carefully aligned with Manchester Airport's safeguarding requirements.

05 EMBED SUSTAINABILITY

MIX will be developed with environmental sustainability at its core, taking a multifaceted approach through accredited building practices, climate resilience, and positive environmental management, to sustainable transport infrastructure and a commitment to our local community.

06 QUALITY URBAN ENVIRONMENT

MIX will embody a simple design concept which puts people, activity and connections at the heart of the proposals, offering a high quality physical environment blending secure, contemporary workspaces with attractive public realm and amenities.

07 UNRIVALLED CONNECTIVITY

MIX will capitalise on its unique multi-modal connections to surrounding ecosystems and talent pools to provide unrivalled access to the very best the region has to offer, while enhancing connectivity to neighbouring areas and widening accessibility for local communities.

STRATEGIC CONTEXT

GLOBAL OUTLOOK

GLOBAL CITY-REGION

Greater Manchester is a global city-region with a growing presence on the world stage. From pioneering business and cutting-edge academia to its extraordinary arts and cultural scene, Manchester is well-known for being one of the UK's most innovative and exciting cities. The city receives the third most international visitors in the UK, with a global reputation for its creative, industrious and friendly community.

The Greater Manchester International Strategy 2022-2025 sets a vision for the city-region to be a leader in research and innovation in the UK and globally, with a more internationally competitive business base. Notable strategic objectives include supporting transformational projects in key research sectors, forging new relationships with global innovation leaders, and developing cross-border cluster partnerships which promote collaboration with international institutions and businesses.

The last decade has seen a dramatic realignment of global trade patterns and relationships, with the UK's departure from the EU and the Covid-19 pandemic both accelerating changes in the flow of people and goods across borders. One crucial outcome of this shift has been a focus on international collaboration in research and innovation, with particularly strong growth in RNA medicines requiring specialist labs.

Greater Manchester needs to be positioned at the forefront of the UK's global competitiveness and innovation to capitalise on heightened international competition between markets and supply chains. The city-region can build on world-leading strengths in clean growth, health innovation, advanced materials, and digital, and has demonstrated its capabilities through major contributions to international research, including the Horizon 2020 and MATMED programmes.

The innovation sector in Greater Manchester is primed for continued rapid growth, and MIX Manchester offers a unique opportunity to create a pivotal strategic hub which serves as a gateway between Manchester Airport's global connections and the network of innovation hubs in Manchester and the North.

HORIZON

From 2014 to 2020, Greater Manchester institutions participated in over 500 cross-border research projects with a total investment value of over £275m under the EU's Horizon 2020 programme. In 2023 the UK agreed access to Horizon Europe, a €95bn research and innovation programme running to 2027.

MATMED

Greater Manchester spearheaded MATMED, a multi-national research partnership promoting collaboration with regional hubs in four European countries in the fields of advanced materials, medical devices and regenerative medicine.

GREATER MANCHESTER'S EXPORTS TOTALLED £14.9BN IN 2019 EQUATING TO 18% OF GDP

GM International Strategy 2022-2025

FOREIGN OWNED COMPANIES IN GREATER MANCHESTER ARE WORTH £37BN AND EMPLOY 172,000 PEOPLE

GM International Strategy 2022-2025

THE 2024 GLOBAL CITIES INDEX RANKS MANCHESTER 75TH IN THE WORLD AND 2ND IN THE UK

Oxford Economics

MANCHESTER IS THE 3RD MOST VISITED CITY IN THE UK

GM International Strategy 2022-2025

GLOBAL PHARMACEUTICAL RESEARCH & DEVELOPMENT SPENDING INCREASED BY 7.4% EACH YEAR FROM 2014-2023, WITH PARTICULARLY STRONG GROWTH IN RNA MEDICINES REQUIRING SPECIALIST LABS

JLL

GLOBAL OUTLOOK

MANCHESTER AIRPORT

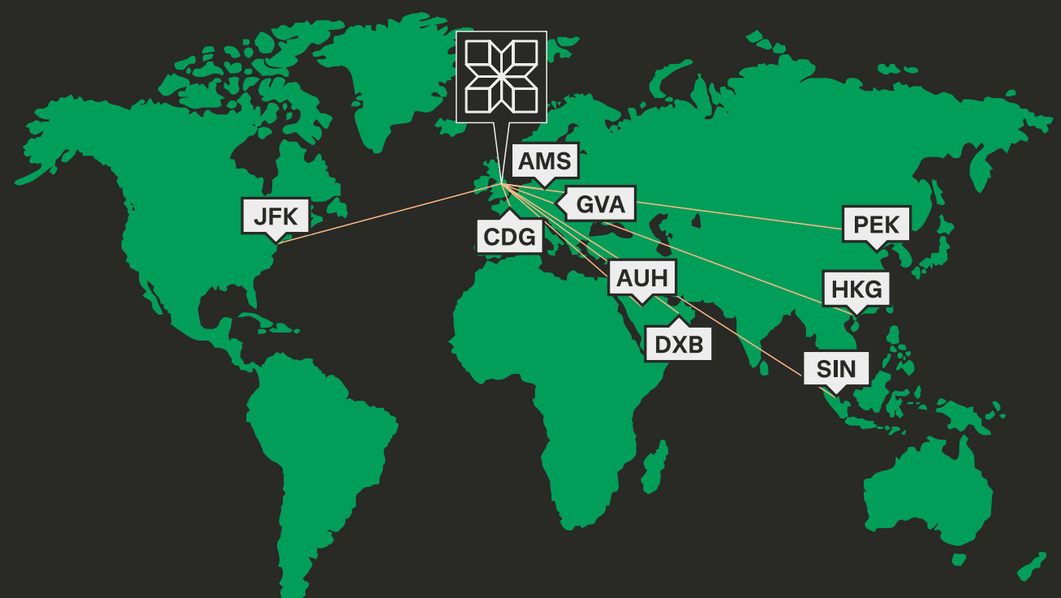
Manchester Airport is the UK's third largest airport by passenger numbers, with over 200 destinations worldwide. The airport connects 28 million passengers a year – a figure that is expected to increase to 35 million by 2025 and 40 million by 2030.

TRANSFORMATION PROGRAMME

Manchester Airport's Transformation Programme is a £1.3bn investment, first announced in 2015, which will revolutionise the customer and colleague experience at the airport and provide world class facilities.

In 2021 the Terminal 2 extension opened, doubling the size of the terminal, and providing the latest technology and a bright, modern environment.

The second phase of the transformation will see the original Terminal 2 building refurbished to match the quality and functionality of the new extension, delivering a modern, state-of-the-art passenger experience throughout, and introducing an even greater array of shops, restaurants, and other facilities for those travelling through it.



DUBLIN	0.50 HRS	GENEVA	1.50 HRS
EDINBURGH	1.00 HRS	ZURICH	1.50 HRS
LONDON	1.05 HRS	DUBAI	7.05 HRS
GLASGOW	1.05 HRS	ABU DHABI	7.10 HRS
AMSTERDAM	1.15 HRS	NEW YORK	7.40 HRS
PARIS	1.30 HRS	SHANGHAI	11.05 HRS
BRUSSELS	1.35 HRS	BEIJING	12.00 HRS
FRANKFURT	1.40 HRS	HONG KONG	12.30 HRS
COPENHAGEN	1.50 HRS	SINGAPORE	13.00 HRS

NATIONAL CONTEXT

UK INNOVATION STRATEGY

The 2021 UK Innovation Strategy sets out the government's vision to make the UK a global hub for innovation by 2035. The strategy looks to guide the UK through its changing role in global markets and increasing competition from abroad. Its objectives are coordinated under four pillars requiring collaboration between the public and private sectors.

PILLAR 1
Unleashing Business – fuel businesses who want to innovate.

PILLAR 2
People – make the UK the most exciting place for innovation talent.

PILLAR 3
Institutions & Places – ensure research, development & innovation institutions serve the needs of businesses and places across the UK.

PILLAR 4
Missions & Technologies – stimulate innovation to tackle major challenges faced by the UK and the world and drive capability in key technologies

These objectives are driven forward by Innovate UK, the government's business-facing innovation agency. Their action plan, Building the Future Economy, calls for strong foundations rooted in local business clusters and supply chains, which will empower places to develop innovation ecosystems with the capability and identity required to capture global opportunities.

LEVELLING UP AGENDA

The 2022 Levelling Up White Paper established a national strategic policy framework which aims to address regional inequality and bring about more balanced economic and social development. The focus on this 'levelling up' agenda recognises the economic underperformance of the North and other regions compared to the successes of London and the South East, notably in terms of productivity, research intensity and jobs density.

The Levelling Up and Regeneration Act 2023 brought in new powers to assist in levelling up the UK, anchored by 12 'missions' to guide policy across Government in the medium term. Mission 2: Research and Development targets a 40% increase in public R&D investment by 2030, while also leveraging private sector investment to stimulate productivity.

EMERGING GOVERNMENT POLICY

In their 2024 election manifesto, the incoming Labour government pledged to kickstart economic growth with a focus on good jobs and productivity. 'Driving innovation' will be a core aspect of this growth, which will be spread across the country to empower local success. Labour's campaign document 'Power and Partnership: Labour's Plan to Power Up Britain' identifies the life sciences hub around Manchester as an innovation intensive cluster which they would promote to maximise local strengths and specialisms.

Zeus Building, Harwell
Mid-Tech facility near Oxford
Allies and Morrison Architects

GOLDEN TRIANGLE

The UK is a major player in the global life science market, boasting a science, research and university offering amongst the best in the world. This attracts substantial investment into the sector, and the accelerating pace of growth is currently driving rapidly increasing demand for suitable space.

The country's innovation sector is primarily focused around major clusters and research hubs located in the 'Golden Triangle' of London, Cambridge and Oxford. The academic prowess and strong funding flows in these cities have elevated them to globally renowned centres for research. Established science clusters within the Golden Triangle have a critical mass which promotes a cycle of growth, with high levels of start-up and spin-out activity.

The range and quality of innovation premises in the UK is currently unmatched outside the Golden Triangle, which draws in major blue chip occupiers and manufacturers within a network of complementary businesses and facilities. An emerging trend in Oxford and Cambridge is the development of 'Mid Tech' units to cater for businesses which have outgrown incubator spaces and require a modest space with the flexibility for intensive research or production.

Although it benefits from ready-made innovation ecosystems, the Golden Triangle is often constrained by a challenging planning framework which limits its potential for continued growth. MIX provides an opportunity to deliver a bold and ambitious innovation district at scale, with convenient access to the region's thriving innovation sector and the potential to further establish Manchester's global presence.

REGIONAL STRATEGY

GMCA

The Greater Manchester Combined Authority (GMCA) drives forward the collective aims of the city-region's ten local authorities by defining and pursuing ambitious strategic objectives and identifying priorities for growth. Key principles of relevance within Greater Manchester's strategic framework are set out in this Chapter.

In March 2023 GMCA agreed a 'trailblazer' devolution deal with the government which gives the authority greater control and accountability to support economic growth, including a business rates retention scheme, devolved adult skills functions, and the creation of strategic partnerships for innovation, productivity and culture.

AIRPORT & SOUTHERN GROWTH CLUSTER

The Airport & Southern Growth Corridor is one of the six GM Growth Locations, covering Manchester Airport, Wythenshawe and Stockport. It is essential for the realisation of Greater Manchester's international potential, focusing job creation around the airport with opportunities for local people.

INNOVATION GM

The Innovation Greater Manchester partnership brings together businesses, research organisations, universities and public sector bodies. The partnership's GM Innovation Plan (2022) details how the city-region will build up its innovation ecosystem to achieve the collective goal of raising the region's global reputation in frontier sectors.

SCIENCE AND INNOVATION AUDIT

The Science and Innovation Audit Report for Greater Manchester and Cheshire East, published in 2016, analysed the region's innovation economy and identified its core strengths of health innovation, advanced materials, energy, digital and biotechnology.

PLACES FOR EVERYONE (2024)

The Places for Everyone spatial strategy seeks to deliver sustainable, inclusive growth in nine of Greater Manchester's ten authorities, including Manchester. Sustaining the competitiveness of the southern districts is one of four key spatial elements, including significant investment around Manchester Airport as part of a health and biotech cluster together with MediPark and Roundthorn Industrial Estate.

FOUR FRONTIER SECTORS

- ADVANCED MATERIALS & MANUFACTURING
- HEALTH INNOVATION & LIFE SCIENCES
- DIGITAL, CREATIVE & MEDIA
- CLEAN GROWTH

THREE TECHNOLOGY FAMILIES

- SUSTAINABLE ADVANCED MATERIALS
- ARTIFICIAL INTELLIGENCE, DIGITAL & ADVANCED COMPUTING
- DIAGNOSTICS & GENOMICS

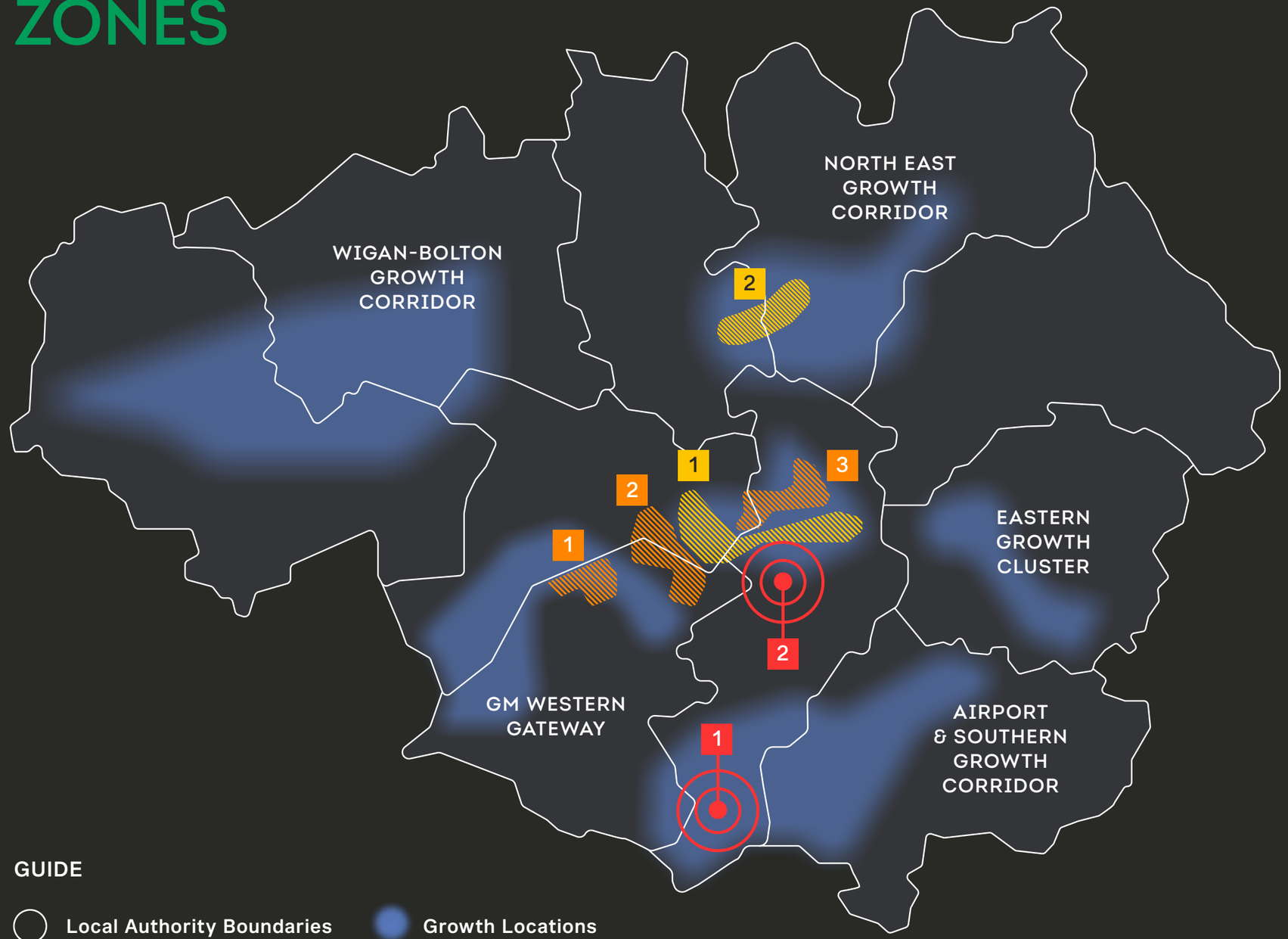
SIX GROWTH LOCATIONS

INCLUDING:

- AIRPORT & SOUTHERN GROWTH CORRIDOR

STRATEGY	KEY OBJECTIVES
GM Strategy 2021-2031	— Vision of good lives for all to deliver a Greater Manchester which is greener, fairer and more prosperous. — Inclusive, innovative and forward thinking actions. — Shared outcomes of people's wellbeing, thriving businesses, and leading the UK and the world in key sectors. — Identifies six Growth Locations, including the Airport & Southern Growth Corridor.
GM Local Industrial Strategy 2019	— Long-term priorities to guide industrial development and plan for good jobs and growth in Greater Manchester. — Identifies key economic strengths and opportunities in four frontier sectors.
GM Innovation Plan 2022	— Establish research intensive business clusters, a robust talent pipeline, and public and private sector investment. — Deliver measurable benefits for Greater Manchester's people and economy through productivity, skills, and reduced health inequalities. — Sets out three technology families to drive innovation-led growth in the frontier sectors across GM.
GM Investment Plan 2024	— Outlines the milestones, principles and pipeline for investment to support inclusive growth. — Designates two Investment Zones and three Growth Zones with enhanced business rates initiatives, in addition to the existing Enterprise Zones (including Airport City).
GM Environmental Plan 2019 (update due 2024)	— Urgent actions relating to air quality, biodiversity, the natural environment, and climate change mitigation, resilience and adaptation. — Maximise positive impacts on people, economy and places, delivering social, economic and environmental benefits together.
GM Transport Strategy 2017 (updated 2021)	— Influence the share of journeys across Greater Manchester towards sustainable modes. — Sustainable, higher density, mixed-use neighbourhoods which are well integrated with public transport and active travel connections.

GREATER MANCHESTER ECONOMIC ZONES



GROWTH ZONES

1. TRAFFORD PARK
2. SALFORD QUAYS & TRAFFORD WHARFSIDE
3. CITY CENTRE & NORTH EAST

INVESTMENT ZONES

1. NORTHERN GATEWAY
2. MANCHESTER ‘SMILE’

ENTERPRISE ZONES

1. AIRPORT CITY
2. LIFE SCIENCE

GUIDE

Local Authority Boundaries

Growth Locations

LOCAL POLICY FRAMEWORK

MANCHESTER CITY COUNCIL

OUR MANCHESTER STRATEGY

First created in 2015 and refreshed in 2020, Our Manchester Strategy sets out the vision for Manchester's progression to 2025, with a goal of working together to put Manchester in the top-flight of world cities. The strategy is due to be replaced in 2025 to establish the long-term vision for the city going forwards.

ECONOMIC STRATEGY

Investing in Success: An Economic Strategy for Manchester (2023) sets an ambitious vision to unlock the city's potential as a successful, resilient catalyst at the centre of a flourishing city-region. The strategy cites skills, investment and innovation as crucial enablers of growth, and identifies MIX within its development pipeline as a critical commercially led mixed-use scheme which will create jobs and boost productivity.

Manchester's Economic Strategy is founded on five distinct priorities:

1. Use investment and development to drive inclusive growth
2. Nurture thriving, productive and innovative sectors
3. Develop world-class infrastructure, places and talent
4. Transition to a zero-carbon and resilient economy
5. Include more people in economic opportunity

SUSTAINABILITY

Manchester aspires to become a world leading green and liveable city with sustainable communities and green transport at its heart. The city declared a Climate Change Emergency in July 2019 and has set a target to be zero carbon by 2038.

1. **The Climate Change Framework 2020-2025 (updated 2022**) aims to limit the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.
2. **The Biodiversity Strategy 2022-2030** seeks to improve places for nature through practical action, evidence-based decisions and ecological understanding.
3. **The Green and Blue Infrastructure Strategy 2015-2025 (refreshed 2022)** – an ambitious vision for well maintained green and blue spaces integrated into all neighbourhoods.

MANCHESTER AIRPORT CITY ENTERPRISE ZONE

MIX falls within the Airport City Enterprise Zone which was established in 2012 and extended in 2016. The 2012 Enterprise Zone Framework Plan establishes a long term vision through a high level economic and spatial framework, emphasising the transformational potential of combining MediPark's leading healthcare innovation with Manchester Airport's global reach. A detailed masterplan was also prepared for Airport City North, as well as separate masterplans for MediPark and Wythenshawe Town Centre.

PLANNING POLICY

The statutory development plan for Manchester includes the following documents:

1. **Places for Everyone Joint Development Plan (adopted March 2024**) which replaces certain Core Strategy policies.
2. **Manchester Core Strategy** (adopted July 2012);
3. **Manchester Proposals Map;** and
4. Extant policies of the **Unitary Development Plan** (adopted 1995).

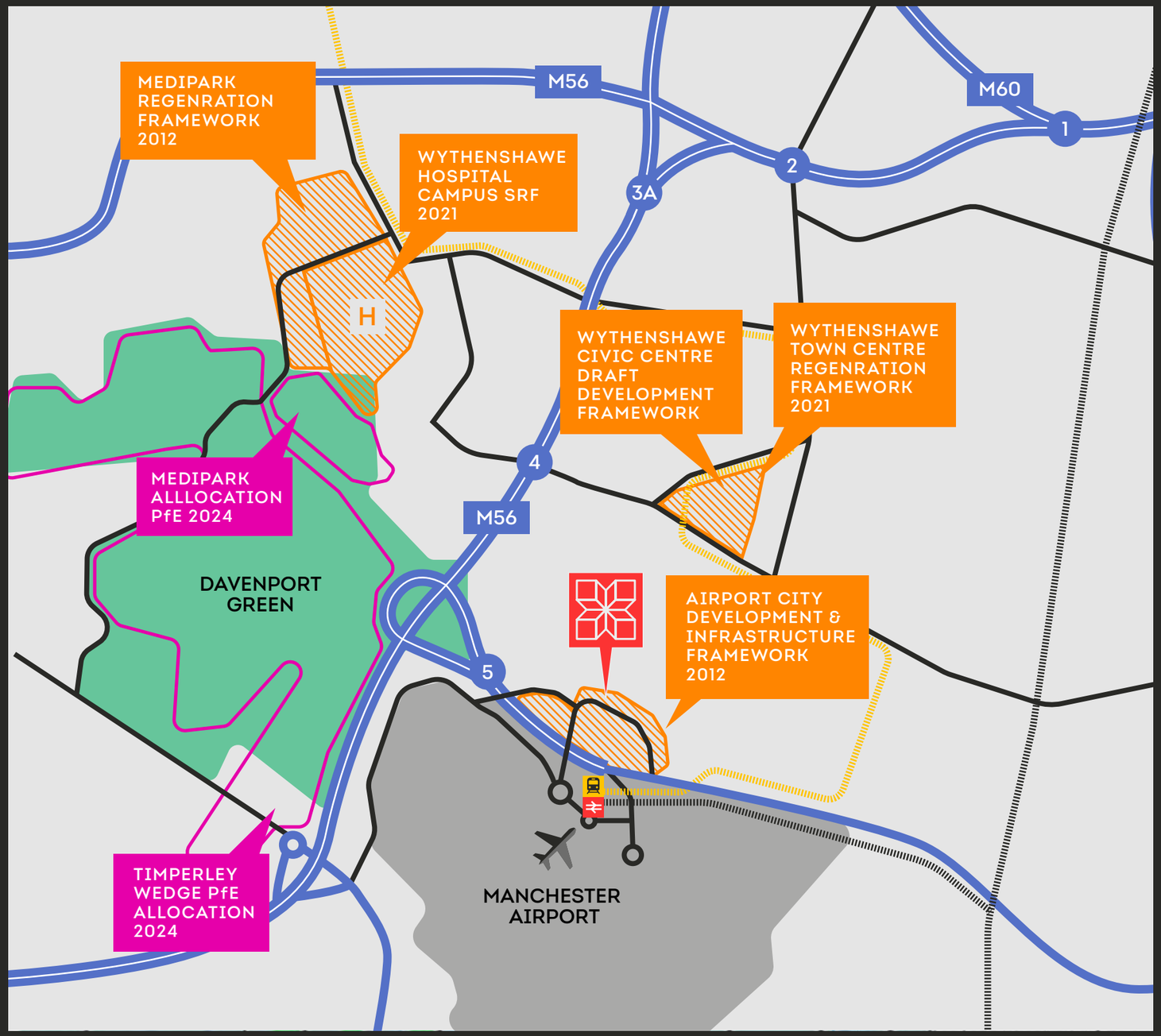
These documents set the spatial strategy for Manchester and contain policies relating to the development and use of land, site allocations and development management. Key policies relating to MIX Manchester are outlined in the adjacent table.

EMERGING LOCAL PLAN

MCC will be consulting on a Draft Local Plan (Regulation 18) in Autumn 2024, following on from the adoption of the joint Places for Everyone Development Plan. The Local Plan will set out the vision for the City, the spatial strategy, policies and key allocations for the next fifteen years (on adoption). It will set out the quantity, type and general location of development, and how development is expected to address climate change and deliver key Council objectives in the context of a spatial plan.

POLICY	SUMMARY
Core Strategy	
SP 1 Spatial Principles	The growth of Manchester Airport will act as a catalyst for the regional economy and provide the impetus for a second hub of economic activity in the city.
EC 1 Employment & Economic Growth	Manchester Airport and the surrounding area is a key location for major employment growth.
EC 10 Wythenshawe	Seeks to enhance the spatial cluster of key employment uses at Roundthorn Industrial Estate, University Hospital South Manchester, Airport City and Manchester Airport.
EC 11 Airport City Strategic Employment Location	The Framework area is a significant opportunity for employment development, promoting links with nearby parts of Wythenshawe to attract investment and increase economic activity. Airport City is suitable for "high technology industries, logistics, offices, warehousing and ancillary commercial facilities".
DM 2 Aerodrome Safeguarding	Development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.
Places for Everyone	
JP-Strat 9 Southern Areas	The economic potential of and benefits of investment in Manchester Airport will be maximised.
JP-Strat 10 Manchester Airport	The airport and its surrounding locality will contribute to the region's global profile and competitiveness by supporting inward investment, international trade, and economic and social regeneration. Airport City will provide a total of around 500,000 sqm of office, logistics, hotel and advanced manufacturing space.

LOCAL POLICY FRAMEWORK



REGENERATION PRIORITIES

AIRPORT CITY

2012 Development & Infrastructure Plan identifies a strategy for the delivery of the major employment site.

WYTHENSHAWE HOSPITAL

2021 Wythenshawe Hospital Campus SRF supports the hospital's development as a sustainable hub for healthcare and clinical research within a strategic life sciences cluster.

MEDIPARK

2012 Regeneration Framework promotes a focus on medical technology and healthcare innovation.

2024 Places for Everyone (JPA3.1) allocates a c.86,000 sqm extension to the south.

WYTHENSHAWE TOWN CENTRE

2012 Wythenshawe Town Centre Regeneration Framework promotes economic growth and a refreshed retail, leisure and hospitality offer.

2023 Draft Wythenshawe Civic Centre Development Framework aims to stimulate much needed investment to create a vibrant district centre, targeting vacant and underutilised sites, improved connectivity and enhanced public spaces.

KEY

- Strategic Regeneration Frameworks / Development Frameworks
- PfE Allocations

INNOVATION LANDSCAPE

Manchester has a strong foundation in research and innovation owing to its globally renowned universities, impressive graduate retention and enterprising culture. Manchester continues to develop its leading life sciences position in the North, with a highly skilled talent pool and strong capabilities in digital health and clinical trials.

The Oxford Road Corridor is the epicentre of an innovation community of the region's fastest growing life science and tech businesses. There is a substantial supply of office, R&D and wet lab space concentrated on this corridor, with additional supply continuing to come forward at a remarkable scale and pace.

The Corridor's success is closely intertwined with the surrounding business clusters in the Salford Innovation Triangle and the Cheshire Science Corridor, where several established science campuses offer ready made ecosystems and attract co-location within sectors.

MIX is uniquely located within the North West's established and fast-growing life sciences, advanced materials, digital and technology, and clean technology ecosystem. Its proximity to the Oxford Road Corridor, Manchester's universities, and the wider Northern life sciences cluster, means it is well placed to complement and support the region's innovation economy.

121,000

STUDENTS ACROSS 5 UNIVERSITIES IN GREATER MANCHESTER, INCLUDING 36,000 ON STEM COURSES
(MIDAS, 2024)

60%

OF THE UK'S BUSINESSES ARE WITHIN A 2-HOUR DRIVE
(MIDAS, 2024)

20%

POTENTIAL REDUCED OPERATING COSTS COMPARED TO LONDON
(MIDAS, 2024)

£78.7BN

GVA CREATED BY THE TEN METROPOLITAN BOROUGHS OF GREATER MANCHESTER
(MIDAS, 2024)

TOP 3

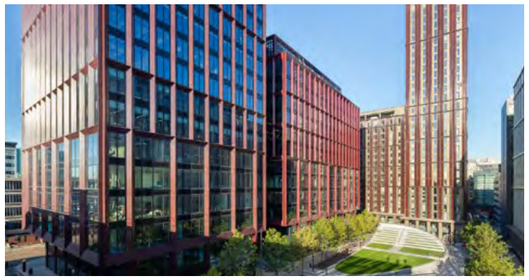
THE UNIVERSITY OF MANCHESTER IS IN THE TOP 3 GLOBALLY IN THE UNIVERSITY IMPACT RANKINGS FOR PURSUING THE UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS
(TIMES HIGHER EDUCATION, 2024)

CITYLABS

World-class hub for health innovation and precision medicine. CityLabs 1.0 & 2.0 offer fitted laboratory and office space for start-up tenants. CityLabs 4.0 is due to complete in 2024, followed by CityLabs 3.0 in 2027.

MANCHESTER SCIENCE PARK

Home to over 150 businesses in the heart of the Oxford Road Corridor, including at Base, a tech and advanced material hub. A purpose built biological sample storage facility for UK Biobank is under.



CIRCLE SQUARE

No.1 & No. 2 offer flexible office space hosting a cluster of science, digital and tech businesses, while No. 3 is nearing completion. The Manchester Technology Centre is home to a tech incubator focusing on AI and machine learning.

ALDERLEY PARK

One of the largest science parks in the UK, offering lab, office and conferencing space with co-working and shared lab spaces for start-up companies. The BioHub is the largest life science incubator in the UK.

ID MANCHESTER

Innovation hub set for completion in 2030 that will accelerate the world-leading research that comes out of Manchester University, alongside office, hotel and residential uses.

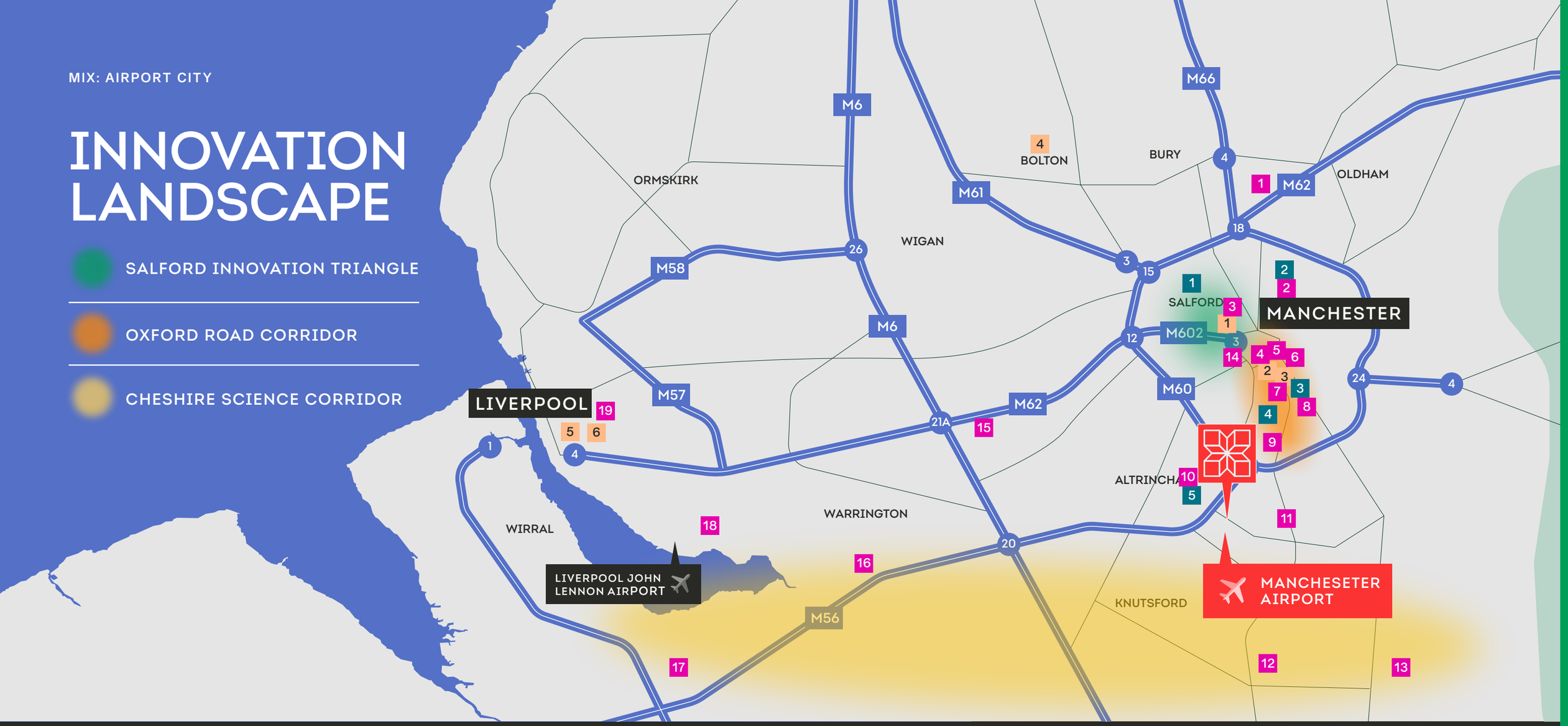
UPPER BROOK STREET

Plans to deliver a mixed-use neighbourhood with a focus on life science and R&D space, together with purpose-built student accommodation and supporting amenities.

MIX: AIRPORT CITY

INNOVATION LANDSCAPE

- SALFORD INNOVATION TRIANGLE
- OXFORD ROAD CORRIDOR
- CHESHIRE SCIENCE CORRIDOR



UNIVERSITIES

1. University of Salford
2. Manchester Metropolitan University
3. The University of Manchester
4. University of Bolton
5. Liverpool John Moores University
6. University of Liverpool

HOSPITALS

1. Salford Royal Foundation Trust
2. North Manchester General Hospital (MFT)
3. Manchester Royal Infirmary (MFT)
4. Christie NHS Foundation Trust
5. Wythenshawe Hospital (MFT)

BUSINESS CLUSTERS

1. Atom Valley
2. Hexagon Tower
3. Salford Crescent
4. ID Manchester
5. Circle Square
6. Upper Brook Street
7. Manchester Science Park
8. Citylabs
9. Didsbury Technology Park
10. MediPark
11. Cheadle Royal Business Park
12. Alderley Park
13. AstraZeneca Macclesfield
14. MediaCity
15. Sci-Tech Daresbury
16. Birchwood
17. Thornton Science Park
18. Speke Bio Manufacturing Cluster
19. Knowledge Quarter

INNOVATION LANDSCAPE

HEALTH INNOVATION & LIFE SCIENCES

- National HQ for the UK Biobank
- 3rd largest life sciences cluster in the UK (largest outside of Golden Triangle)
- Oxford Road Corridor is one of the largest clinical academic healthcare campus in Europe
- Manchester University NHS Foundation Trust is the largest in the UK (JLL, 2023)
- The Christie is Europe's largest single site cancer hospital (MIDAS, 2024)
- Highest concentration of MedTech companies in the UK (JLL, 2023)
- The University of Manchester is ranked 54th globally for life sciences (Times Higher Education, 2024)

SECTOR STRENGTHS

- Oncology & advanced therapies
- Diagnostics & healthy ageing
- Digital health

RESEARCH INSTITUTES

- Health Innovation Manchester
- UK Biobank
- Manchester Cancer Research Centre
- Manchester Institute of Biotechnology
- CRUK Manchester Institute
- CRUK National Biomarker Centre
- Manchester Experimental Cancer Medicine Centre
- Manchester Centre for Genomic Medicine
- NIHR Manchester Clinical Research Facility
- NIHR HealthTech Research Centre in Emergency and Acute Care
- NIHR Manchester Biomedical Research Centre
- Christabel Pankhurst Institute for Health Technology Research and Innovation

Manchester University NHS Foundation Trust
Image: Planit

Manchester Cancer Research Centre
Image: Planit

CLEAN GROWTH

- The University of Manchester is the top ranked university globally for promoting sustainable cities and communities (Times Higher Education, 2024)
- Target for Manchester to be carbon neutral by 2038 – 12 years ahead of UK (MCC, 2024)
- Inclusive economic growth potential of £7bn across GM (MIDAS, 2024)
- Potential for 100,000 jobs in clean growth sector (MIDAS, 2024)
- GM local authorities have spent £100 million to reduce the carbon impact from public buildings and social homes (MIDAS, 2024)

SECTOR STRENGTHS

- Retrofitting
- Green finance
- Living labs

RESEARCH INSTITUTES

- Energy Innovation Agency
- Dalton Nuclear Institute
- Tyndall Centre for Climate Change Research
- Manchester Fuel Cell Innovation Centre
- Salford Energy House Laboratories
- Trafford Low Carbon Energy Project
- Future Homes Innovation Accelerator

The University of Manchester
Image: Planit

INNOVATION LANDSCAPE

ADVANCED MATERIALS & MANUFACTURING

- Greater Manchester's Graphene, Advanced Materials and Manufacturing Alliance (GAMMA) is leading the delivery of the city-region's industrial strategy for advanced materials.
- £17.3bn GVA (MIDAS, 2024)
- 8,000 Advanced Manufacturing companies in GM (MIDAS, 2024)
- £500m invested in GM research centres (MIDAS, 2024)
- 114,000 employees in the Advanced Manufacturing sector (MIDAS, 2024)
- The University of Manchester's Engineering & Advanced Materials is the largest school of materials in Europe (MIDAS, 2024)
- Birthplace of graphene

RESEARCH INSTITUTES

- National Graphene Institute
- Graphene Engineering and Innovation Centre
- Henry Royce Institute for Advanced Materials Research and Innovation
- International Centre for Advanced Materials
- Northwest Composites Centre
- Cockroft Institute of Accelerator Science & Technology
- Advanced Machinery and Productivity Institute

SECTOR STRENGTHS

- Automotive and aerospace
- Food & drink
- Graphene

Graphene Engineering and Innovation Centre
Image: MIDAS

DIGITAL & CREATIVE

- 10,000 digital and tech businesses, 1,500 of which are high-growth companies (MIDAS, 2024)
- 96,000 working in creative & digital industries (MIDAS, 2024)
- £532m worth of investment secured in 2022 across 116 funding rounds (MIDAS, 2024)
- £6.1bn GVA (MIDAS, 2024)

RESEARCH INSTITUTES

- Greater Manchester Digital Security Hub
- Greater Manchester Cyber Foundry
- Greater Manchester AI Foundry
- Turing Innovation Catalyst
- North West Cyber Resilience Centre
- Centre for Digital Trust & Society
- Manchester School of Digital Arts
- North of England Robotics Innovation Centre
- Jodrell Bank Centre for Astrophysics
- Hartree National Centre for Digital Innovation

SECTOR STRENGTHS

- Cyber security
- E-commerce
- Gaming & content creation
- AI & data

Jodrell Bank

INNOVATION LIFECYCLE

INNOVATION ECOSYSTEM

Manchester is already an established life science cluster, incorporating leading universities and a USP around Advanced Materials, as has been described earlier. The ‘Discovery’ and ‘Research / development’ stages of the innovation ecosystem are well catered for in this geography.

The North West is also traditionally the largest manufacturing hotspot in the UK with over £27bn of manufacturing output, more than any other region in the UK (Make UK, 2022).

Together, this provides a strong basis for the formation of a life sciences manufacturing cluster in this location, covering the ‘Growth’, ‘Regulatory Approval’, ‘Commercialisation’ and ‘Manufacture’ stages.

UNIQUE VALUE PROPOSITION

There is an opportunity for MIX to explore the specialist lab market that caters for companies in search of Good Manufacturing Practice (GMP) space; at present, there are no purpose built commercial developments in Manchester that are specifically targeted towards the life sciences manufacturing and GMP markets. Delivering GMP space at MIX would diversify supply within Manchester’s burgeoning life science cluster and add a unique appeal and product offer to complement the region’s network of existing and proposed innovation hubs.

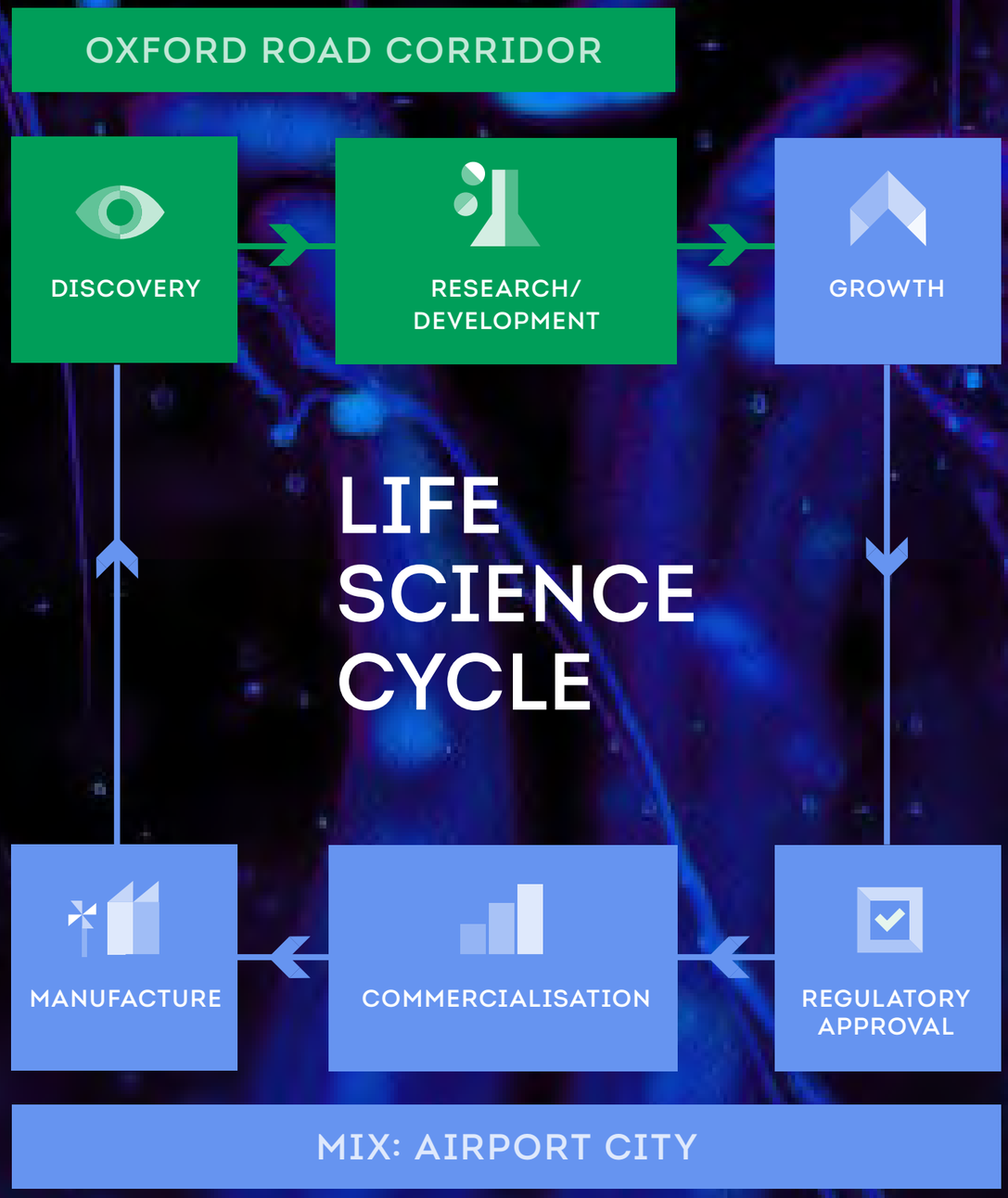
PROPOSED PRODUCT

The product that could satisfy this type of demand is threefold:

1. Mid-tech style industrial units.
2. GMP facilities (both Tier 1 and Tier 2).
3. Diversifying the product type to include flexible wet lab enabled offices that caters to both Life Science companies and other knowledge intensive office users.

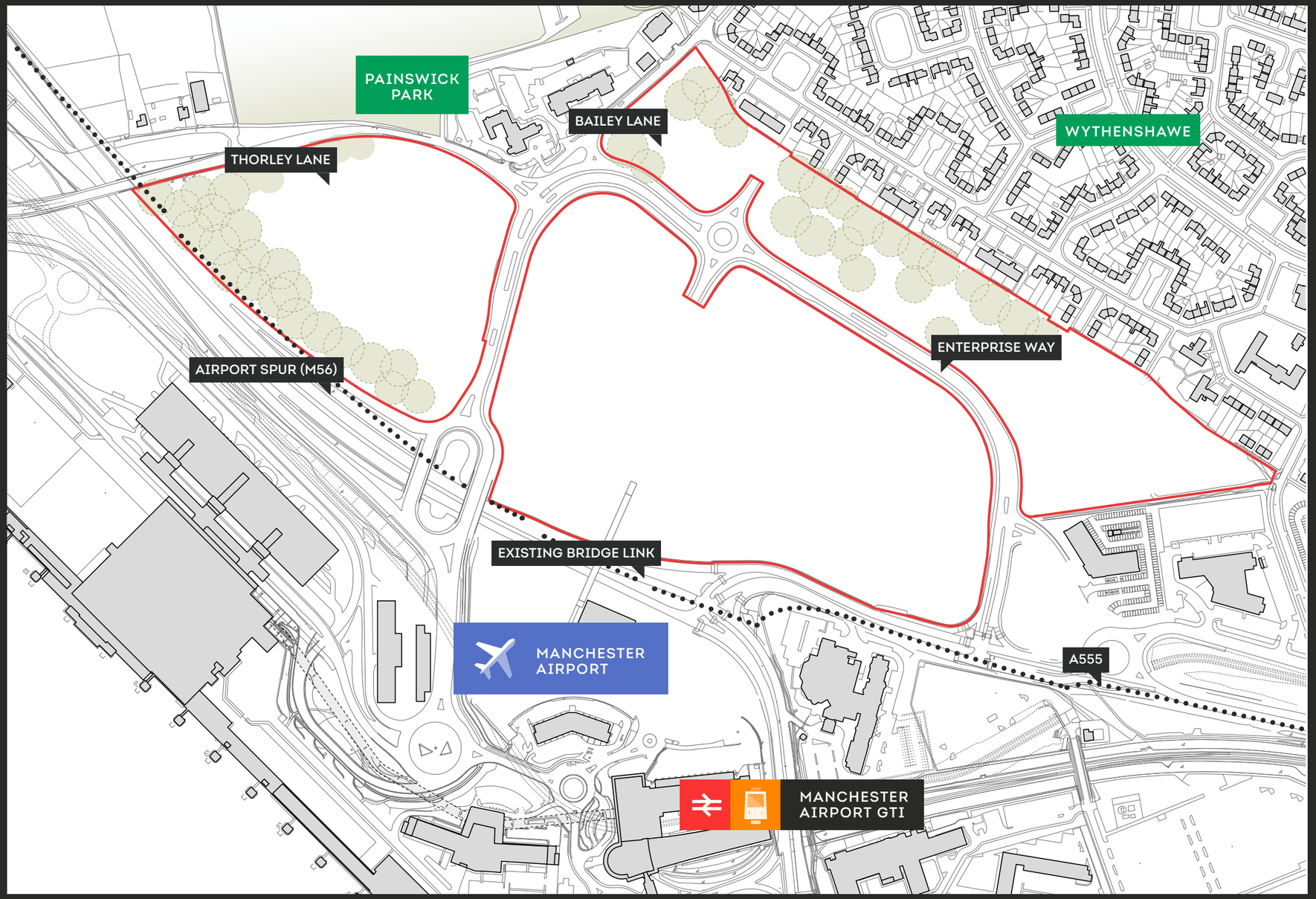
This approach would enable MIX to accommodate a wider pool of occupiers while capitalising on curating an ecosystem based around the fundamental USPs of Greater Manchester.

SPATIAL FLOW DIAGRAM



SPATIAL ANALYSIS

CONTEXT



The design team have undertaken extensive spatial analysis of the site and surrounding areas, including a number of technical due diligence surveys, to feed into the Strategic Regeneration Framework (SRF).

MIX: Airport City is located c.400m to the north of Manchester Airport and c.12km to the south of Manchester City Centre. The Framework area is separated from the airport by the M56 and A555 Ringway Road West which runs along its southern boundary.

It is surrounded to the north by the well-established residential community of Wythenshawe, to the east by the existing employment uses at Manchester Business Park, by Manchester Airport to the south and to the east by the existing greenspace at Painswick Park.

The red line plan provided adjacent shows the extent of the MIX Framework area. The SRF covers approximately 23 hectares (57 acres) in total. The Framework area itself comprises limited uses, including surface car parks, a pedestrian and cycle link, and unutilised brownfield land which mainly consists of former car park uses.

This Chapter provides a description of the Framework area as it is today and identifies the key opportunities and challenges that have informed the preparation of the Development Principles and Illustrative Masterplan.

C.400M
TO THE NORTH OF MANCHESTER AIRPORT

12KM
SOUTH OF MANCHESTER CITY CENTRE

23HA
SITE AREA

M56
AND A555 RUNS ALONG THE SOUTHERN BOUNDARY OF THE SITE

HISTORICAL CONTEXT

The MIX: Airport City updated SRF has been developed in the context of the continued growth of the neighbouring Manchester Airport, with the site itself most recently being used for car parking to serve the Airport. A brief history is provided below:

1930-40's

Manchester Airport officially opened in 1938 and was then known as 'Ringway Airport'. Which provided early links to Amsterdam, London and the Isle of Man.

The airport was a hub of wartime engineering activity, acting as an aircraft manufacturing centre. The runway and airport facilitates were enhanced during this period, as well as acting as a parachutist training centre.

Development of Wythenshawe Garden Settlement began in the 1930's and grew rapidly over the next decade.

Wythenshawe, 1937
Manchester City Council Local Image Collection

Ringway, Manchester Airport, 1962
Manchester City Council Local Image Collection

1950-60's

By 1954 the airport was serving 1 million passengers, and by 1962 the first modern large terminal was built at Terminal 1.

By the 1960's Wythenshawe had expanded to a settlement of 100,000 people and facilities such as the Civic Centre shopping precinct had opened.

1990's

By 1993 Terminal 2 and the Manchester Airport Railway Station had opened. The airport was serving 15 million passengers by 1995.

2000's

Runway Two opened in 2001, the UK's first new full-length commercial runway in over 20yrs. The Ground Transport Interchange (GTI) opened in 2004, bringing bus, coach and rail connections under one roof.

Manchester Airport Terminal 2 Development, 1993
Manchester Airports Group

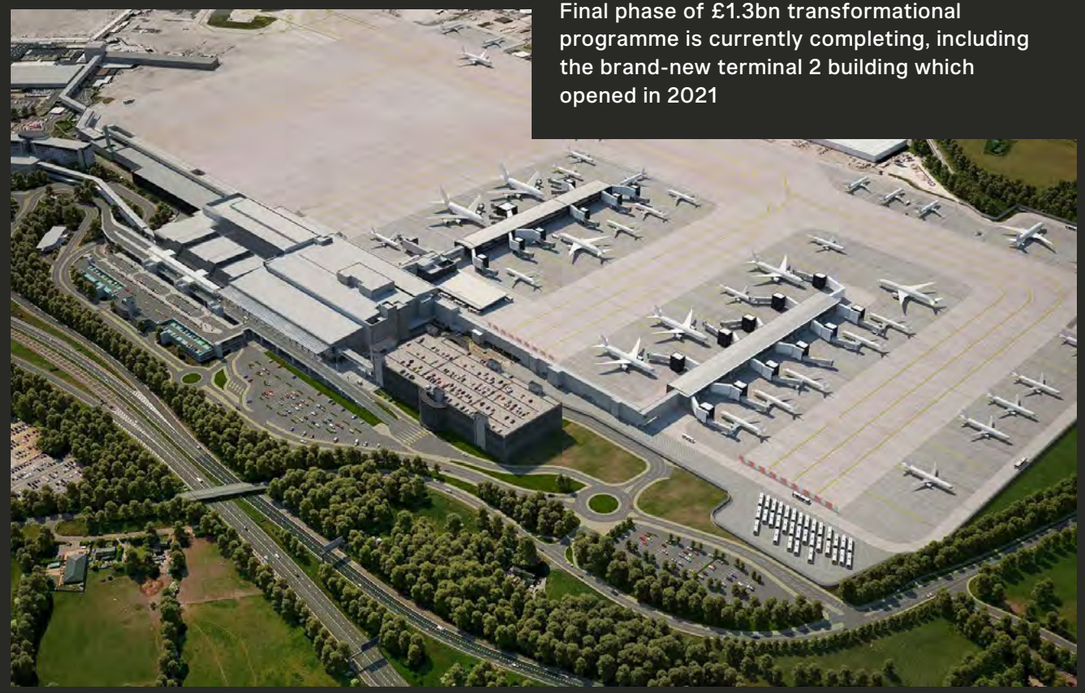
MODERN DAY

Manchester Airport is the only airport outside of London with two full-length runways and now serves over 27 million passengers each year.

Enterprise Way was constructed in 2018.

Final phase of £1.3bn transformational programme is currently completing, including the brand-new terminal 2 building which opened in 2021

Manchester Airport Terminal 2 Development, 2021
Manchester Airports Group



SOCIO-ECONOMIC CONTEXT

The site falls within Woodhouse Park ward which has a population of approximately 15,400 people

(Census, 2021)

ECONOMIC ACTIVITY

In terms of economic activity, the area largely follows the averages across Manchester: approximately 55.2% are in employment (vs. 53.5% at a Local Authority (LA) level), 5.2% unemployed (vs. 5.7% at the LA level) and 39.6% economically inactive (vs. 40.8% at LA level).

Woodhouse Park has a lower proportion of educated workers than Manchester; 27.8% of residents have no qualifications vs. 19.7% at the LA level.

Accordingly, Woodhouse Park has a lower proportion of residents with higher managerial, administrative and professional occupations 5.3% (vs. 10.9% at LA level) and lower managerial, administrative and professional occupations 13.4% (vs. 15.9% at LA level). It also has a higher proportion of residents who have never worked and long-term unemployed (14.3% vs. 13.1% at LA level).

DEPRIVATION

Woodhouse Park contains some of the 10% most deprived neighbourhoods in the country (Index of Multiple Deprivation (2019)) which are broadly concentrated to the north of the site.

When compared to Manchester as a whole, the area has a lower percentage of households who are not deprived in any dimension (35.6%, vs. 43.5% at a LA level). However, it has 22.4% who are deprived in two dimensions (vs. 17.2% at a LA level), and 8.5% who are deprived in three dimensions (vs. 6% at a LA level) indicating it has more significant deprivation where it does exist.

HOUSING

A much higher proportion (47.5%) of residents are in social rented, vs. 29.5% at a LA level. The proportion who own outright is comparable (15.4% vs. 16.5% at LA Level) as is those who have a mortgage, loan or shred ownership (21.2% vs. 21.5% at a LA level). The proportion who rent was much lower than Manchester (15.9% vs. 32.5% at a LA level).

HEALTH

A lower proportion of Woodhouse Park residents are in Very Good Health when compared to Manchester (44.4% vs. 50.8% at LA level). A slightly higher proportion are in Bad Health (6.1% vs. 4.5% at LA level).

MIX: AIRPORT CITY HAS THE POTENTIAL TO OFFER NEW, HIGH-QUALITY JOBS AND TRAINING OPPORTUNITIES FOR THE NEIGHBOURING COMMUNITIES WITHIN WOODHOUSE PARK AND WYTHENSHAWE TO IMPROVE THIS PICTURE AND ASSOCIATED OUTCOMES SIGNIFICANTLY.

MOVEMENT & CONNECTIVITY

STRATEGIC CONNECTIVITY

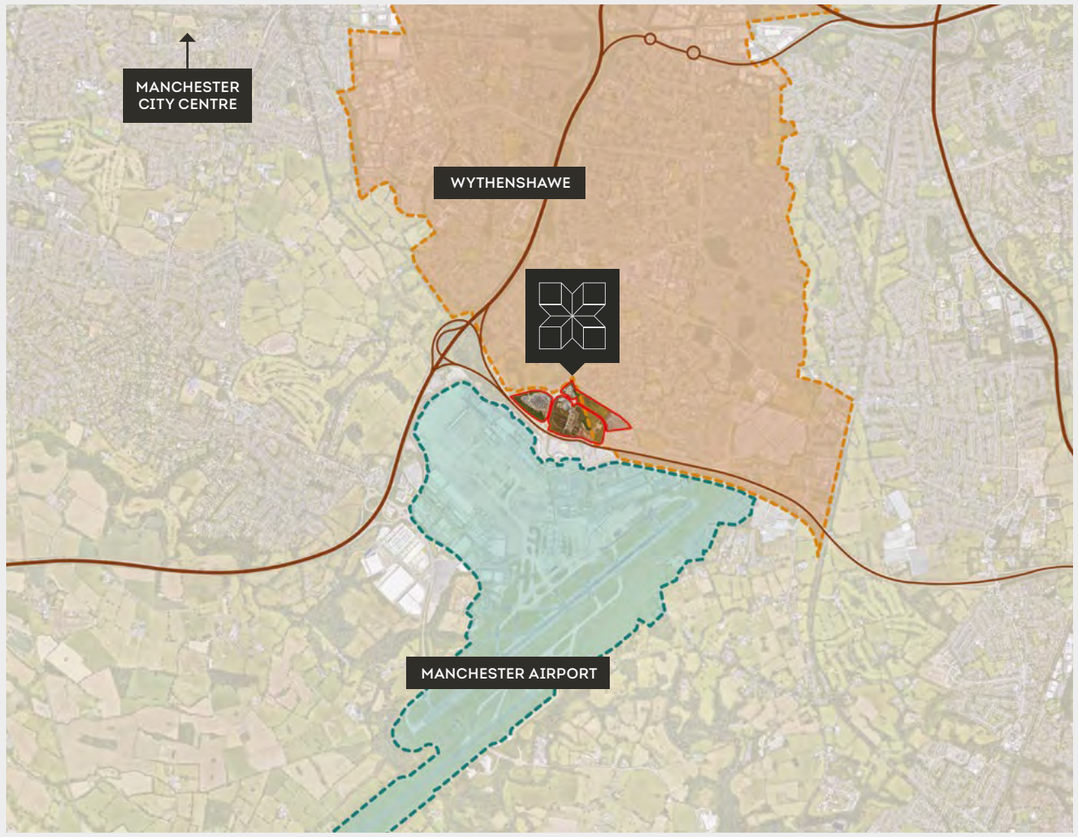
MIX is situated in an unrivalled location for international, national and regional connectivity.

Located directly adjacent to the M56 motorway, the campus also provides excellent vehicular connectivity to the national highways network

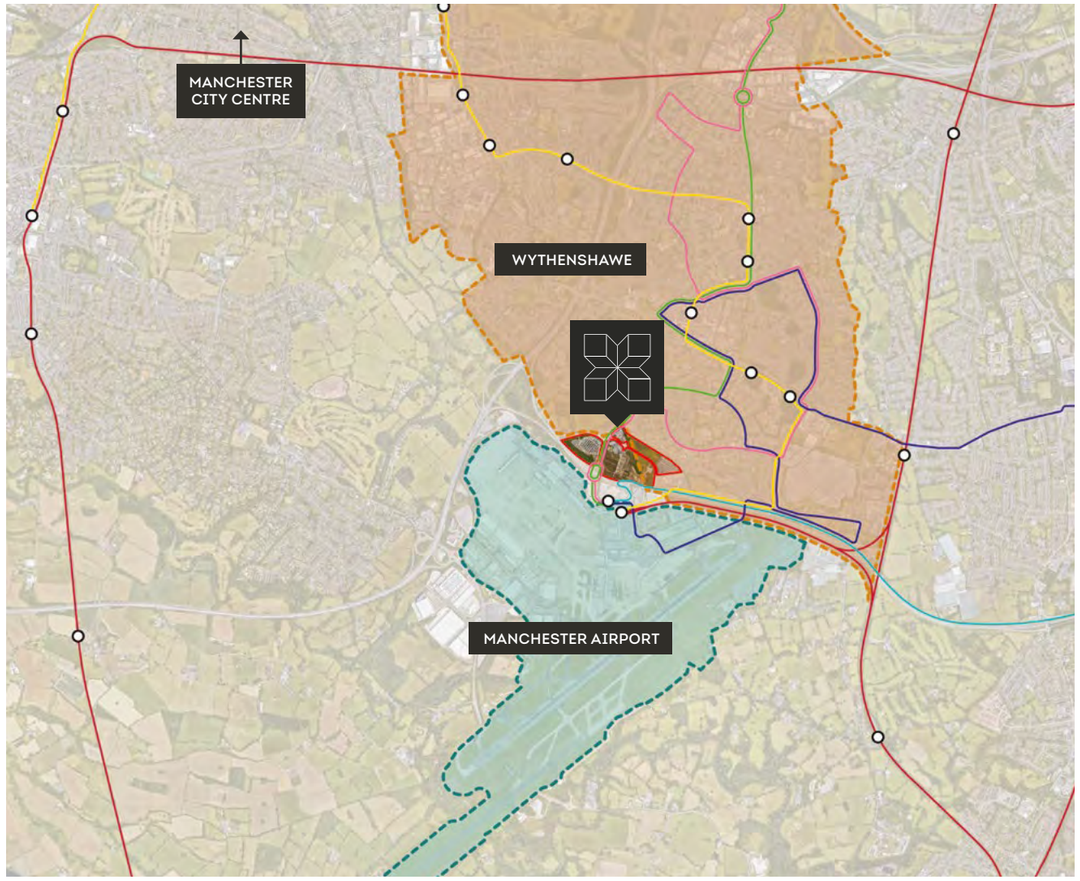
NATIONAL CONNECTIONS

	ROAD	RAIL
OXFORD	156 MILES	3.13 HRS
CAMBRIDGE	175 MILES	3.59 HRS
LONDON	192 MILES	2.34 HRS
LIVERPOOL	35 MILES	1.07 HRS
LEEDS	57 MILES	1.17 HRS
BIRMINGHAM	80 MILES	1.44 HRS
GLASGOW	222 MILES	3.32 HRS
EDINBURGH	223 MILES	3.28 HRS

STRATEGIC ROAD NETWORK



PUBLIC TRANSPORT NETWORK



KEY

- Framework area
- Wythenshawe
- Manchester Airport
- Train Routes
- Tram Routes
- Bus Route 43
- Bus Route 103
- Bus Route 313
- Bus Route 368

The campus is located within c.400m walking distance to Manchester Airport, a major international transport hub.

The airport is also home to the Ground Transport Interchange (GTI) which is a short 10min walk from the site (700m).

The GTI is home to an existing mainline station running regular services to regional and national destinations such as Liverpool, Chester, Preston and Edinburgh.

There are regular services every 10 mins into Manchester Piccadilly, which provides onwards rail connections across the UK.

MOVEMENT & CONNECTIVITY

LOCAL CONNECTIVITY

The GTI at Manchester Airport is home to an existing mainline station which runs regular services direct to Manchester Piccadilly. In addition to a bus station and a Metrolink station, providing an extensive transport network across Greater Manchester.

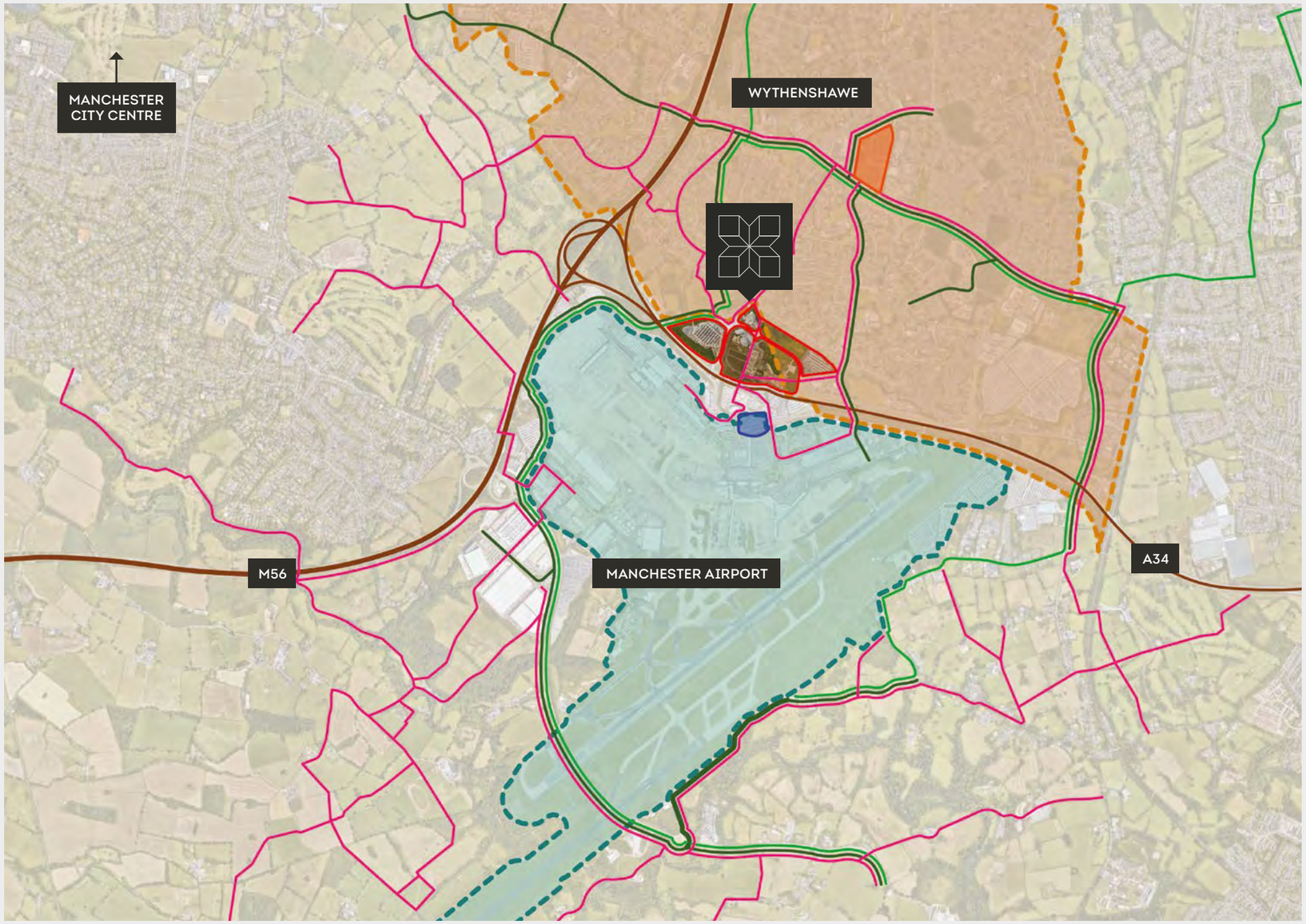
Direct access to the M56 provides immediate access to the region's extensive motorway network, including the M60 (5km) and M6 (15km). Whilst also providing direct access into Manchester City Centre (12km).

The illustrative masterplan for MIX incoporates a network of pedestrian and cyclist friendly routes to allow the formation of linkages southwards towards the Airport across the recently constructed pedestrian and cycle bridge, and northwards towards Wythenshawe.

Cycle Route Number 85 runs to the northeast of the site, providing links to the main passenger terminals to the south, and into the City Centre via Hulme and Fallowfield to the north. This cycle route forms part of the eight-mile Manchester Airport Orbital Cycleway, which is predominantly traffic free.

KEY

- Framework area
- Wythenshawe
- Manchester Airport
- GTI
- Wythenshawe Civic Centre
- Cycle Routes
- Local Cycle Routes
- Pedestrian Connections
- Strategic Road Network



ROAD CONNECTIONS

Manchester City Centre
12km

M60
5km

CONNECTIONS TO MANCHESTER CITY CENTRE

Public Transport
13mins

Car
30mins

Plus direct Metrolink & bus connections

WALKING & CYCLING

GTI
700m (c.5min cycle / 10min walk)

Wythenshawe Civic Centre
2km (c.5min cycle/20min walk)

BUILT ENVIRONMENT

MIX: Airport City is located in Woodhouse Park, on land between Wythenshawe and Manchester Airport. The figure adjacent demonstrates the land uses in the vicinity of the site.

Wythenshawe sits directly to the north of the site and is mainly residential in nature. It is a predominately post-war housing development, mostly consisting 2-3 storey semi-detached and terraced buildings.

To the south is Manchester Airport, which has a much greater footprint. The three terminals and associated buildings range between 4-10 storeys in height.

In the vicinity of the site there are also a number of commercial uses, including hotels and office buildings, which range between 4-10 storeys in height.

The site itself consists of unutilised brownfield land and surface car parks, including Jet Parks 1 and 2.

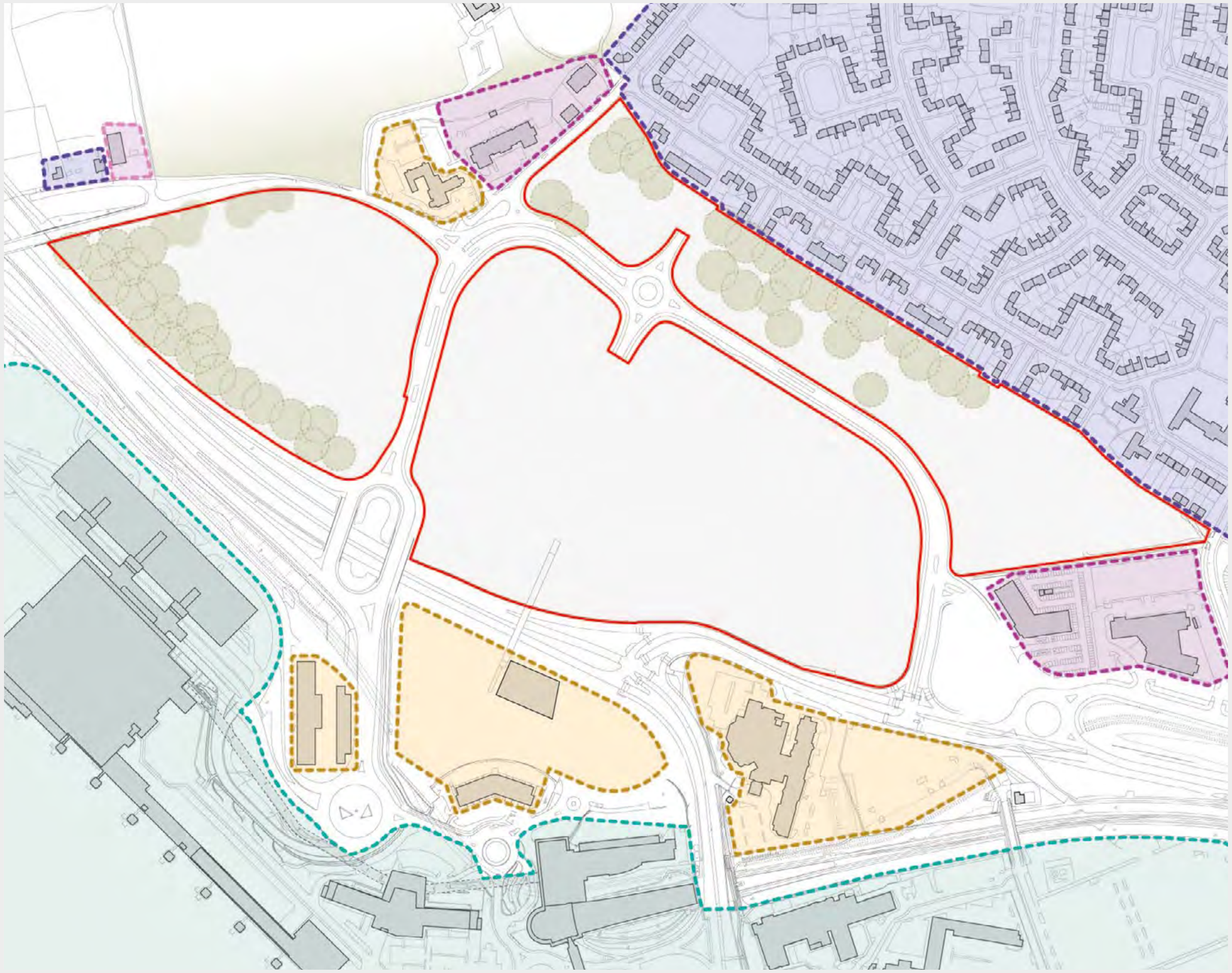
HERITAGE

The site does not lie within a conservation area and there are no listed buildings within the red line. However, Etrop Grange Hotel is a Grade II listed hotel, located to the northwest of the SRF area. This is now in use as temporary living accommodation.

Etrop Grange Hotel (Source: site visit 20/05/2024)

KEY

- Framework area
- Hotel
- Office
- Manchester Airport
- Residential
- Nursery



NATURAL ENVIRONMENT

The figure adjacent illustrates the extent of the natural environment within and in the vicinity of the Framework area.

An existing brook crosses the centre of the Framework area and is joined by a surface water sewer. This would be diverted as part of any future development of the area.

The western and eastern most parts of the site are currently used for surface car parking and so are free of any vegetation.

The central part of the site has been generally levelled and cleared of most vegetation with some grassland remaining.

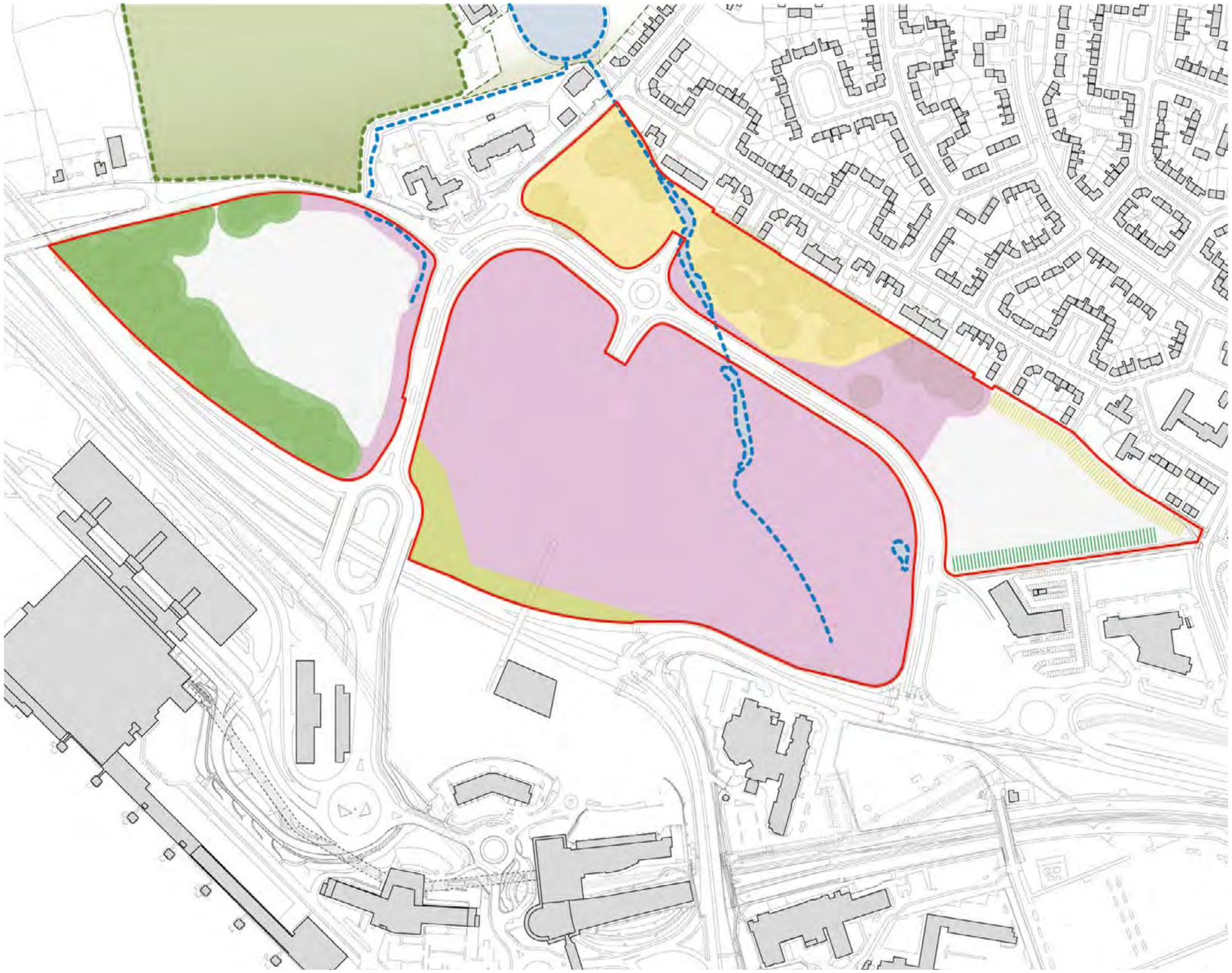
There are some areas of existing trees present, including a sizeable area to the west of the site which provides a visual and acoustic buffer to the adjacent motorway. There is also a strip of young trees to the north of the site, which creates a natural buffer to the residential area.

Nearby, Painswick Park provides an attractive green space for local residents and employees and includes a number of facilities such as football pitches, multi-use games area and playground.

Painswick Park (Source: site visit 20/05/24)

KEY

- Framework area
- Watercourses
- Grassland with young individual trees and spoadic shrub species
- Mature Woodland
- Painswick Park
- Mature Deciduous Woodland with Specimen Trees
- Young Trees
- Mature Linear Planting
- Sparse Boundary of Trees



SITE CONDITIONS

TOPOGRAPHY

A full topographic survey was undertaken following the construction of Enterprise Way in 2018. The topography of the site is reasonably flat in relation to the scale of the site footprint.

GEOLOGY

Large amounts of the site were previously developed car parks, and therefore surface ground level mainly consists of made ground. The British Geological Survey indicates that the underlying natural geology of the site is generally characterised as Mudstone.

EXISTING DRAINAGE INFRASTRUCTURE

Public foul water and surface water sewers are situated adjacent to the site within Enterprise Way. These sewers were constructed with stubs to receive new connections from the new development parcels.

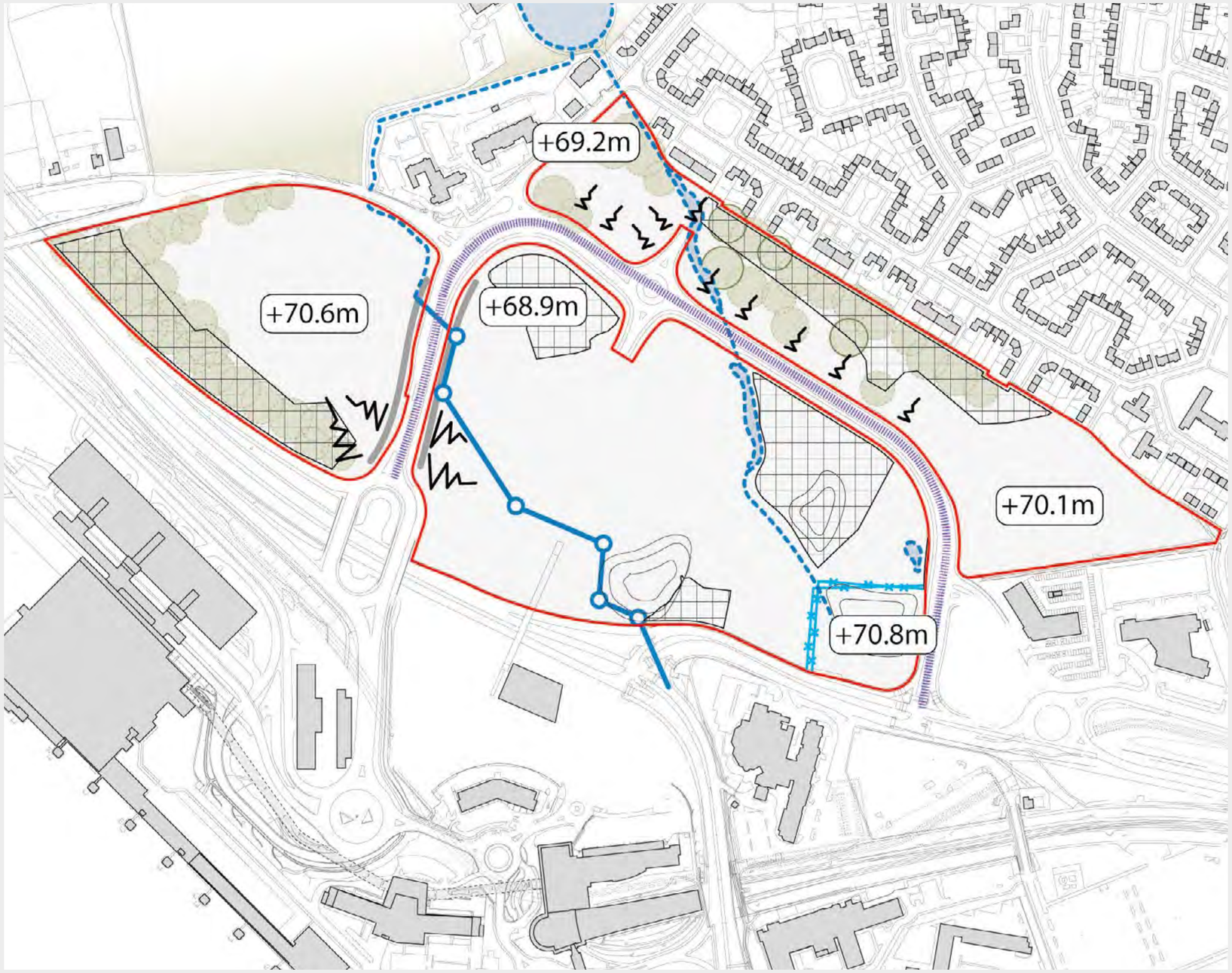
FLOOD RISK

The proposed development is wholly situated within Flood Zone 1 (low probability of flooding by river or sea).

The site is currently at risk of surface water flooding, however these areas largely tie in with the existing onsite watercourses and localised topographical low points. A suitable surface water drainage strategy will ensure there will be a low risk of surface water flooding.

KEY

- Framework area
- Retaining Wall
- Embankment
- Limited Topographical Information
- Watercourses
- Utilities
- Culvert
- Services



CONSTRAINTS

The Framework area is generally free from constraints, although a number of services cross the site as well as the existing brook, as illustrated on the figure adjacent.

In terms of land use, the Framework area currently comprises two large surface car parks and areas of underutilised brownfield land.

A public right of way runs adjacent to the east of the site and has been diverted around the southeast corner as part of these early works.

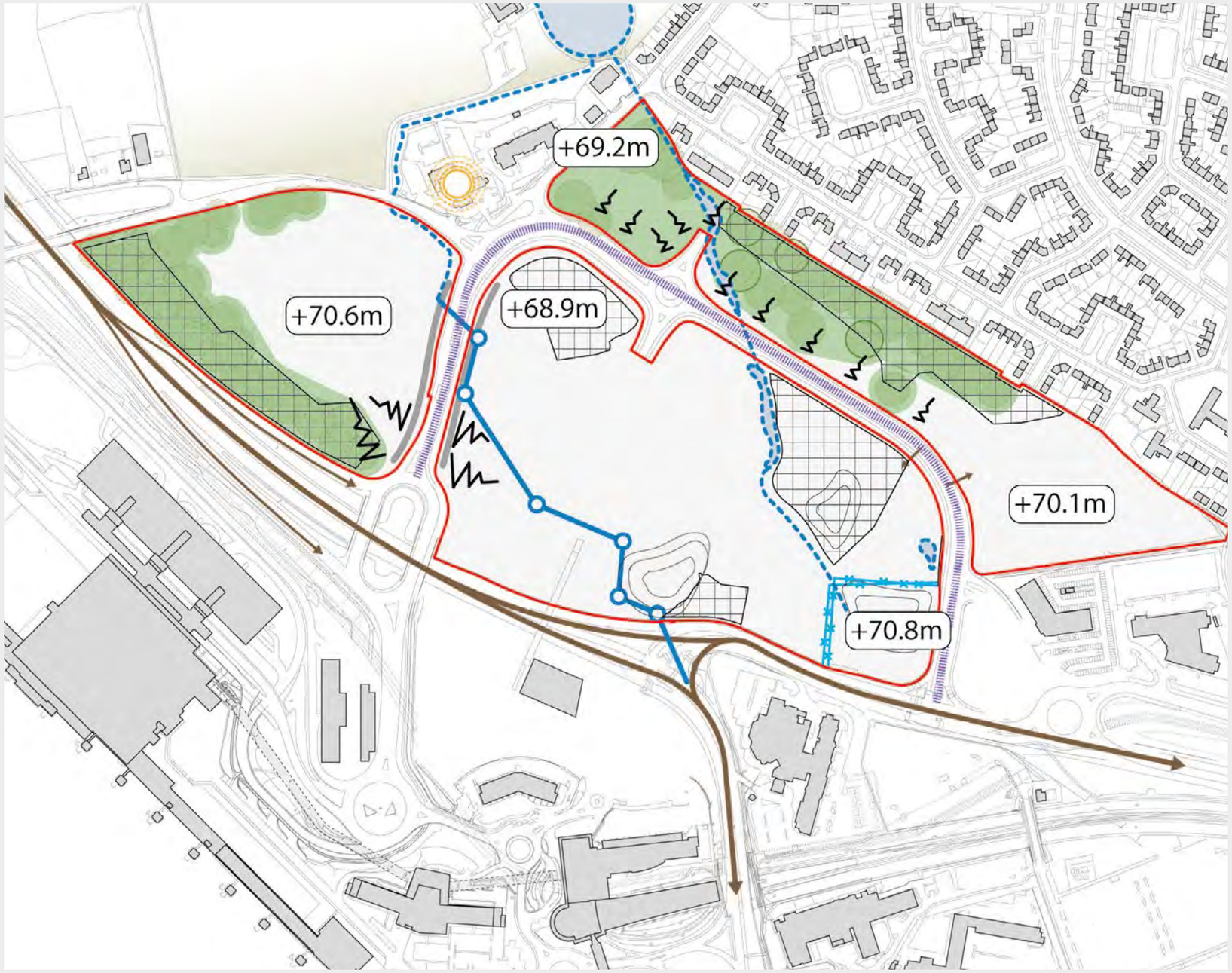
In the central part of the Framework area, initial enabling works have been undertaken to provide a temporary access road and the diversion of an existing watercourse. This part of the site has generally been levelled, excluding several spoil heaps present across the site.

The northern parcel is partially used as surface car parking, within an existing strip of vegetation that provides a buffer to the residential area to the north. This buffer is dense in places and contains some mature oak trees. The northern plot drops sharply away from the road and the existing brook passes through this area.

The western parcel used as surface parking, with a sizeable strip of existing vegetation providing a visual and acoustic buffer to the adjacent M56.

KEY

- Framework area
- Watercourses
- Motorway
- Culvert
- Services
- Trees
- Grade II Listed
- Retaining Wall
- Embankment
- Utilities
- Limited Topographical Information



OPPORTUNITIES

MIX: Airport City offers an opportunity to develop a sustainable and flexible framework, to meet the needs of a contemporary science park which is rooted within the local community of Wythenshawe.

The area is strategically located for active travel connections. A pedestrian route network tied into the existing routes will help promote active movement across the site whilst strengthening connections to Wythenshawe and the Airport facilities and transport links. Key infrastructure such as the pedestrian and cyclist bridge over the M56 has already been constructed.

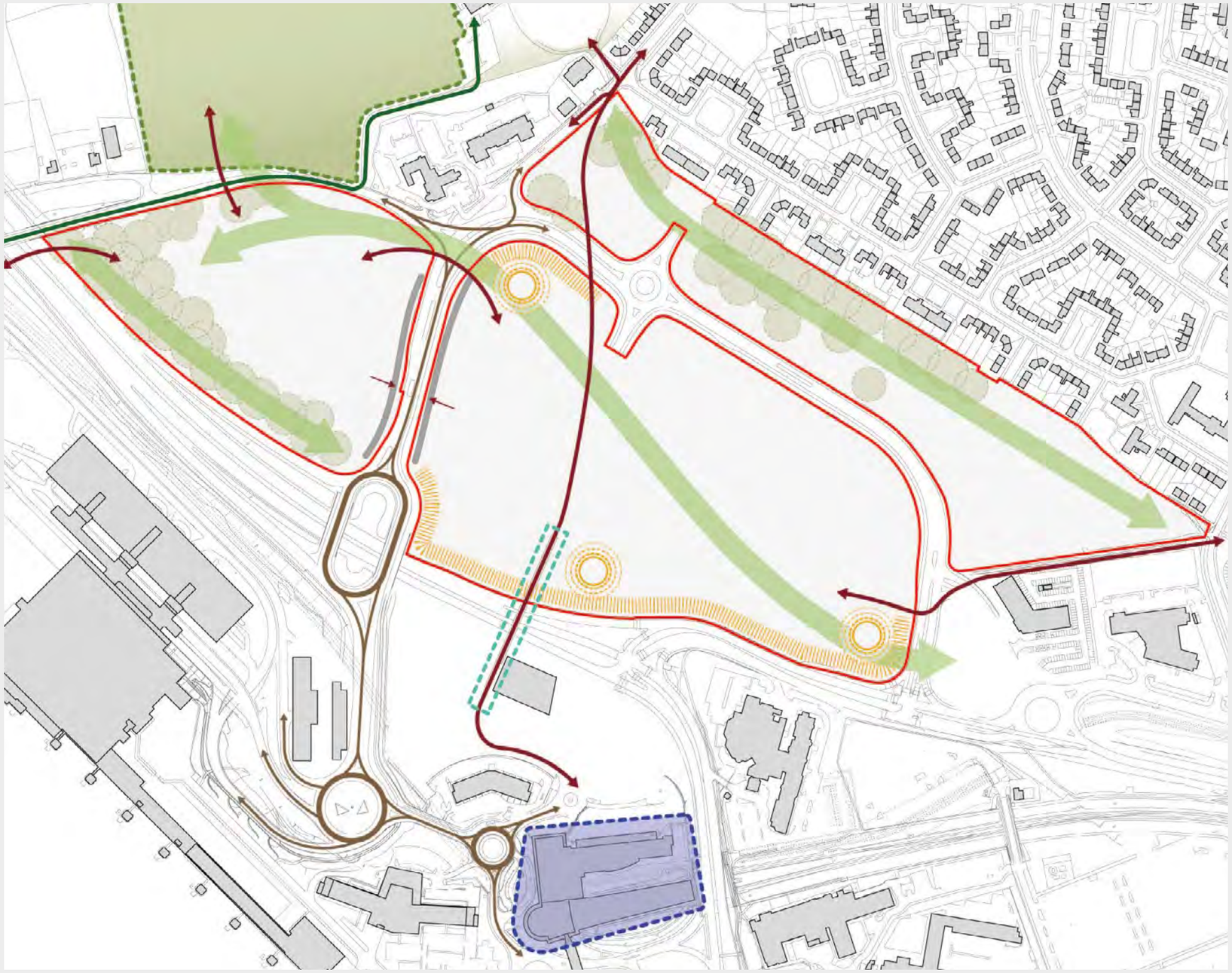
The peripheries of the area create natural vegetation buffer zones to the adjacent roads, as well as providing opportunities for biodiversity and new landscaping and amenity spaces. There is also opportunity to enhance the landscape in selected areas to create an improved landscape buffer between the new development and the existing residential areas of Wythenshawe to the north.

There is potential for a new East-West linear park connecting with Painswick Park in the west and with the existing public right of way in the east, to further improve connectivity and provide health and wellbeing opportunities for existing residents and future occupiers.

The area's central core offers significant development opportunities with prominent frontage to the A555 creating opportunities for active frontages and landmark buildings, to help create a sense of place and ensuring occupier visibility.

KEY

- Framework area
- Painswick Park
- GTI
- Pedestrian Bridge
- Landmark Buildings
- Active Frontages
- T20 Roundabout Link
- Landscape Corridoor
- Pedestrian Links
- Cycle Path
- Retaining Wall



SITE ANALYSIS

OPPORTUNITIES

- Complementing and supporting the region's established life sciences, advanced materials and digital & technology economies
- Access to a huge local talent pool – potential to create highly skilled jobs and upskilling for local residents
- Showcasing businesses on an international stage
- Collaboration with education and research institutions in Manchester
- Potential to rationalise car parking and re-assess parking strategy
- Existing vegetation creates a buffer between the site and the road network and surrounding residential uses
- Direct access to the M56 which connects to the strategic road network
- Frequent connections into Manchester City Centre via the GTI - 10 mins walk
- Unrivalled international, national and regional connectivity; recently completed pedestrian and cycling bridge over the M56 provides a direct connection to T2 and GTI to the south, and
- Improved connections to Painswick Park to the NW via landscaping corridor
- Creation of new active frontages and landmark buildings to create a sense of place
- Enhance existing biodiversity and green the site

CONSTRAINTS

- Existing brook running NW-SE through the site will need to be diverted
- Sizeable area of mature tree planting to the north of the site
- Several spoil heaps present across the site
- M56 acts as a barrier to movement between the site and the airport
- Potential impacts on surrounding residential land uses
- Car dominance creating a poor pedestrian and cyclist experience
- Grade II listed building at Etrop Grange to the north of the area
- Currently no sense of arrival or gateway to the area
- Topography and levels across the site vary

DEVELOPMENT PRINCIPLES

DESIGN APPROACH

THE DESIGN APPROACH FOR MIX: AIRPORT CITY IS BASED AROUND A SIMPLE CONCEPT WHICH PUTS PEOPLE, ACTIVITY AND CONNECTIONS AT THE HEART OF THE PROPOSALS.

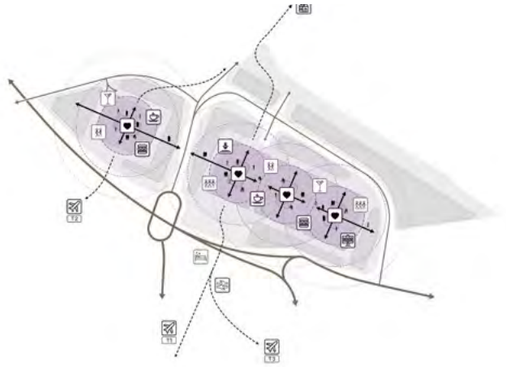
This design concept provides MIX with a framework to develop a vibrant scientific community and the flexibility to respond to market demands and the changing landscape of life sciences and advanced manufacturing. It recognises the challenging and specialist requirements of scientific tenants, whilst utilising the principles of placemaking to create welcoming and active public spaces that promote health, happiness and wellbeing for all.

A ‘long life, loose fit’ approach provides opportunity for MIX to expand within an agreed framework, whilst allowing for the needs of the future occupier which might not yet exist with the scientific discovery yet to follow.

The development principles set out within this Chapter seek to ensure that MIX will remain a viable and attractive proposition over the coming years and generate a significant number of jobs for local people, benefitting the city and its residents.

DEVELOPMENT PRINCIPLES

The Vision for MIX: Airport City is underpinned by a series of Development Principles which will guide development coming forward within the Framework area.



THE DEVELOPMENT PRINCIPLES TOGETHER SET OUT THE DESIGN APPROACH FOR THE DEVELOPMENT AS A WHOLE AND HAVE BEEN CAREFULLY REFINED TO ENSURE THAT FUTURE PROPOSALS DELIVER ON THE STRATEGIC OBJECTIVES SET OUT IN THIS SRF.

01 FLEXIBLE FRAMEWORK FOR GROWTH

This SRF provides a flexible and adaptable framework which acknowledges and builds upon the previous proposals and future development across the wider Airport and surrounding areas. This will support economic growth, providing jobs for local people as well as opportunities for training and apprenticeships.

— Flexible masterplan framework to respond to occupier demand and market requirements.

— Acknowledges wider/ future airport developments and transport connections.

— Potential Development plots.

— Neighbourhood blocks which provide clusters of activity at a local level and provide a framework for the public realm and provision of shared amenities

02 ACTIVE CORE

The design approach for the Framework area is based around an ‘active core’ at its heart, providing opportunities for collaboration and collision between research, industry and occupiers as well as facilities and amenities for employees, visitors and residents.

The SRF also promotes opportunities for a vibrant nighttime economy through a mix of land uses and placemaking opportunities.

03 LANDSCAPE & ECOLOGY

Landscape and ecology is at the heart of the Framework. New landscape interventions should seek to enrich the existing ecology and enhance biodiversity while connecting the area to the surrounding landscape amenity.

— Linear parkland and greening across the site.

— Connected to local amenity including Painswick Park.

— Integrated SUDs / blue infrastructure.

— Natural buffer to the north maintained and enhanced.

— Ecological gain and habitat creation within the operational constraints of aerodrome safeguarding.

— Increased and interconnected green infrastructure.

DEVELOPMENT PRINCIPLES

04 PERMEABILITY & CONNECTIVITY

This SRF builds upon the area's unrivalled connectivity, adjacent to the Airport and public transport links, encouraging a modal shift to sustainable modes of travel, and enhancing permeability and connectivity for residents, employees, and visitors.

— Creation of a walkable and cyclable campus, which is permeable and accessible for all, and completing the missing links within the local network.

— Strong north-south connection between Wythenshawe & the Airport.

— Connecting surrounding facilities and communities, including to the Ground Transport Interchange (GTI).

05 SERVICING & INFRASTRUCTURE

The proposed infrastructure strategy seeks to facilitate growth and delivery across the area, providing a simple, sustainable and flexible approach to servicing which allows the phased development of the infrastructure over the life of the development.

— Reduce vehicle use and encourage sustainable modes.

— Approach includes a primary vehicle 'loop' whilst elsewhere maximising pedestrian priority spaces.

— MSCPs at key nodes.

— Simple & logical approach to servicing neighbourhood blocks, fit for science & manufacturing occupiers.

— Integrated service areas.

01 FLEXIBLE FRAMEWORK FOR GROWTH

The approach to the development of the area is premised upon a 'flexible framework for growth' that can respond to market conditions and occupier demand to develop a community of forward-thinking pioneers on a global stage. As such, a range of uses are proposed, driven by occupier demand as this evolves, including advanced manufacturing, research and development, laboratory and office spaces, alongside complementary amenities such as hotels, leisure facilities and public realm.

In recent years, occupier demand has moved away from traditional out-of-town offices. This trend, coupled with rapid growth in the advanced manufacturing, life sciences, digital and technology economies and the requirement for highly sustainable work environments has led to an evolution of the plans for the next phase of commercial development in this location.

Accordingly, this Framework seeks to ensure delivery of a flexible campus where occupiers can collaborate and ensure development of a vibrant scientific community with the flexibility to respond to market demands and the changing landscape of life sciences.

It recognises the challenging and specialist requirements of scientific tenants, whilst utilising the principles of placemaking to create welcoming and active public spaces that promote health, happiness and wellbeing for all.

This flexible framework aims to enable businesses to locate to and occupy a variety of high-quality working environments – which meet their specific requirements – with exemplary sustainability credentials.

The SRF supports opportunities for occupiers to grow at scale. A long life, loose fit approach provides opportunity to expand within an agreed framework, whilst not stifling the needs of the future occupier which may not yet exist, with the scientific discovery yet to follow.

This approach will help to position the Framework area as a centre of excellence in science and innovation on a global scale, along with resultant significant economic growth.

THE DEVELOPMENT PRINCIPLES WITHIN THE FOLLOWING SECTIONS SEEK TO ENSURE THAT DEVELOPMENT IS CONSISTENT WITH THIS ETHOS.

01
FLEXIBLE FRAMEWORK
FOR GROWTH

ECONOMIC GROWTH

Foster Economic Growth

The development seeks to create conditions for significant economic growth to add value to the Wythenshawe economy and act as a catalyst for further development and investment in the area.

Create Jobs for Local People

The Framework area is estimated to provide 8,000 new jobs in the life science and advanced manufacturing sectors.

This represents a significant opportunity for local people, as well as training opportunities and programmes such as apprenticeships.

These opportunities should be provided and prioritised for Manchester residents.

In turn, this has potential to improve outcomes at a wider level and raise people most in need out of poverty and reduce inequalities.

Bridge the Gap Between Research and Industry

The Framework is designed to facilitate collaboration and collision between research and industry and business in life sciences and advanced manufacturing.

The intention is to create conditions for significant economic growth to add value to the Wythenshawe economy and act as a catalyst for further development and investment in the area.

Deliver Initiatives with the Local Community...

...not for them, ensuring they are meaningful and inclusive, evolving as community needs change, such as:

— Provide and prioritise training, employment and business opportunities for Manchester residents;

— Raise people most in need out of poverty and reduce inequalities;

— Contribute to protecting and enhancing the natural, built and historic environments; and

— Prudent use of natural resources, the minimisation of waste and pollution, and adapting to a low carbon economy.

Maximise Social Value and Social Inclusion

Create opportunities for everyone, maximising wider social value and contributing to social inclusion, with the aim of leaving a positive legacy for the communities surrounding the area.

Embed Social Value

Future proposals are encouraged to embed social value by committing to unlock value across the lifecycle of the development in accordance with adopted and emerging Social Value policies.

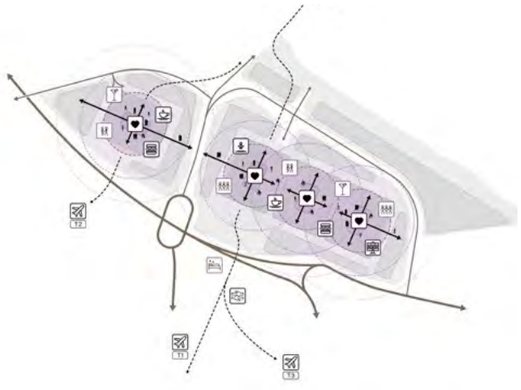
01
FLEXIBLE FRAMEWORK
FOR GROWTH

NEIGHBOURHOOD BLOCKS

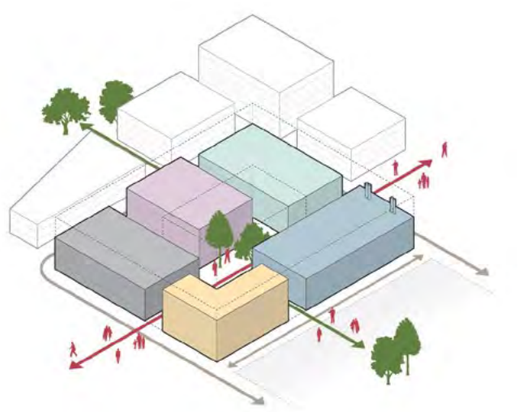
Neighbourhood blocks, which provide clusters of activity at a local level and provide a framework for the public realm and provision of shared amenities, form a key element of the flexible framework for growth.

These new neighbourhood blocks are proposed to sit at the core of the Framework area and provide clusters of activity at a neighbourhood level, creating self-sufficient ecosystems for collaboration:

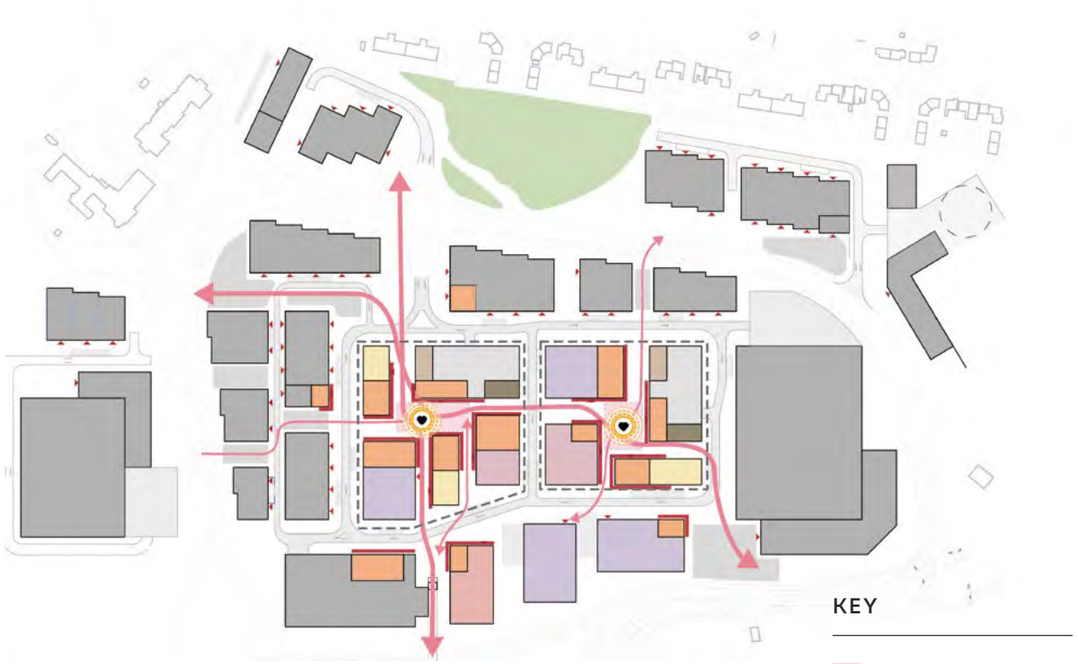
— Neighbourhood blocks create nodes of activity across the campus
— Opportunities for placemaking, identity and community
— Animated public realm with shared facilities and amenities
— Focus of activity / events / F&B
— Integrated landscape
— Inter-connectivity and legibility



Illustrative diagram showing neighbourhood blocks in the Framework area.



Conceptual plan of a neighbourhood block.



Illustrative plan of two neighbourhood blocks to be integrated within the Active Core. Located within the heart of the site and within the landing zone of the pedestrian footbridge to the Airport, these two neighbourhoods include a pedestrianised 'town square' at their centre linked by an active street.

DESIGN PRINCIPLES

Neighbourhood Block Parameters

The neighbourhood blocks are derived from laboratory and workplace planning modules, giving maximum flexibility for the arrangement of buildings within the block. Height parameters will be informed by aerodrome safeguarding restrictions, ensuring that no buildings (including exhaust flues) exceed these maximum heights.

Integrated Public Realm

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 creates animated frontages and hubs for food and beverage across the masterplan.

Active Frontages

Buildings within the neighbourhoods should be designed with their front doors facing onto the central squares. This includes the pedestrian access to and from multi-storey car parks within each neighbourhood. These front doors create natural activity within the neighbourhood and visual interest at ground floor.

01
FLEXIBLE FRAMEWORK
FOR GROWTH

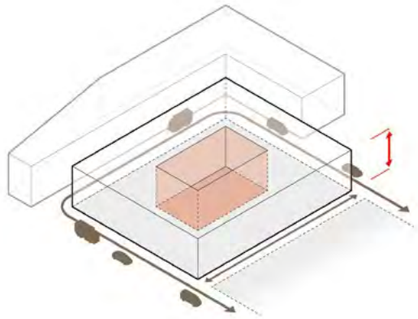
DESIGN PRINCIPLES

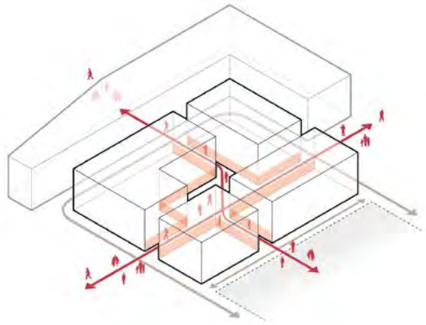
Shared Amenity

Shared amenity and facilities are proposed to be distributed across the entire site to ensure ease of access to amenity for all users. However, in response to the anticipated density of the development and the expected movement patterns of the site users, a higher proportion of the shared amenity is clustered around the central neighbourhoods.

This provides facilities where most needed and most easily accessible and creates a central hub of activity within each neighbourhood.

The exact nature and type of shared facilities will be developed at detailed design stage but could include: food and beverage, retail, meeting and conferencing facilities, leisure and well-being, and cycle storage.





01 Forming the Neighbourhood Block

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

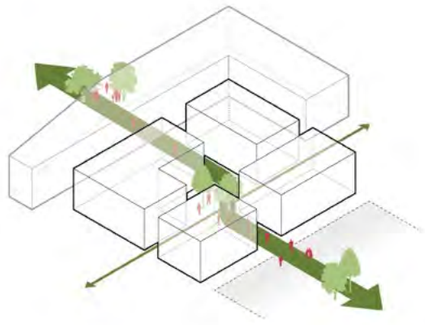
02 Integrating the Public Realm

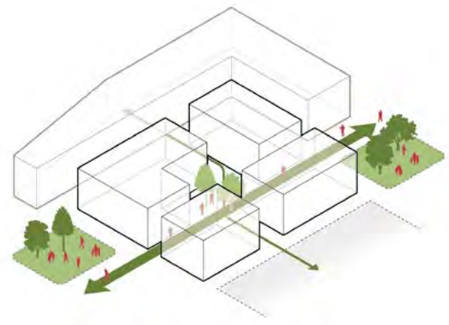
- Connections and routes
- Create individual building plots around a central open space
- Pedestrian focused public realm
- Active ground floor frontages
- F&B / shared facilities
- Events / Activities

Pancras Square
Source: Townshend Landscape Architects

Hardman Square
Source: Layer Studio

Wellington Place
Source: Planit





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

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

01
FLEXIBLE FRAMEWORK
FOR GROWTH

LAND USES AND BUILDING TYPOLOGIES

A range of different scales, uses and types of buildings will be encouraged within the SRF. This richness and variation will help to establish a vibrant community and a range of tenants to support an innovation ecosystem for life sciences and advanced manufacturing.

The range of building typologies proposed for the Framework area have been derived from the design team's previous experience in delivering contemporary science facilities, as well as benchmarking and analysis of exemplar facilities from around the UK and Europe. This has been summarised in earlier chapters.

The proposed building typologies are:

- LARGE SCALE ADVANCED MANUFACTURING
- MEDIUM SCALE MANUFACTURING
- MID-TECH INDUSTRIAL
- R&D / OFFICE / EDUCATION
- HOTELS

These uses will be complemented by shared amenities and facilities which will support the growth and development of a new ecosystem at MIX.

The use of modules improves flexibility within the layout by allowing blocks to be interchangeable and enabling the overall Framework to respond to changing tenant / market needs over time.

Building typologies and parameters which could be considered appropriate have been suggested to provide guidance to future occupiers, including potential maximum building heights, gross internal areas, typical floorplates, and any specific details relevant.

Potential building heights will be defined by aerodrome safeguarding restrictions, ensuring that no buildings (including exhaust flues) exceed these maximum heights.

However the details of each of these typologies would be led by potenial end users and would come forwards as part of any subsequent planning application.

MID-TECH INDUSTRIAL

GIA: C.10,000-50,000 SQ FT

HEIGHT: C.10-15M

FLEXIBLE LAB / MANUFACTURING / INDUSTRIAL

ANTICIPATED TO BE SINGLE STOREY WITH OPPORTUNITY FOR ADDITIONAL MEZZANINE FLOORS

SUITABLE FOR PILOT PLANT AND SCALE-UP FACILITIES

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.

01
FLEXIBLE FRAMEWORK FOR GROWTH

LARGE SCALE ADVANCED MANUFACTURING (INC. GMP)

GIA: C.50,000 - 500,000 SQ FT

HEIGHT: UP TO C.30M

LARGE BATCH / LATE STAGE MANUFACTURING

ANTICIPATED TO BE LARGE FOOTPRINT,
SINGLE STOREY INDUSTRIAL BUILDINGS

COULD BE SUPPORTED BY R&D / OFFICE FACILITIES

Large scale advanced manufacturing (including GMP) facilities are 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 controlled production areas which are specifically designed around the manufacturing process, and support accommodation including laboratories, workspace and staff facilities.

MEDIUM SCALE MANUFACTURING (INC. GMP & ADVANCED THERAPIES & R&D LABS)

GIA: C.50,000 - 100,000 SQ FT

HEIGHT: UP TO C.30M

SMALL BATCH / EARLY STAGE MANUFACTURING

ANTICIPATED TO BE MULTI-STOREY BUILDINGS SUITABLE
FOR A RANGE OF USES

Medium scale manufacturing facilities are designed for the controlled manufacture of specialist products albeit on a much smaller scale. These facilities generally house the same type of accommodation and range of spaces as large scale 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.

01
FLEXIBLE FRAMEWORK FOR GROWTH

R&D / OFFICE / EDUCATION

GIA: UP TO C.100,000 SQ FT

HEIGHT: UP TO C.30M

ANTICIPATED TO BE MULTI-STOREY BUILDINGS

SHARED OR SINGLE TENANT WORKSPACE

LAB ENABLED OFFICE FIT-OUTS

COULD ALSO BE SUITABLE FOR EDUCATION / ACADEMIC INSTITUTIONS

R&D facilities 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. Stand-alone offices offer opportunities for non-laboratory-based life science organisations to be located at MIX while also providing growth opportunities for SMEs and start-ups. 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.

HOTEL

GIA: C.50,000 - 100,000 SQ FT

HEIGHT: UP TO C.30M

DIVERSE HOTEL OPERATORS

COULD ALSO OFFER FLEXIBLE MEETING / CONFERENCING / HOSPITALITY

The innovation uses at MIX are proposed to be supported by hotel accommodation in key locations across the Framework area. The introduction of a variety of hotel operators helps to foster a collaborative ecosystem by providing crucial flexible meeting and conferencing facilities, diverse hospitality settings appropriate for socialising and client entertainment, and a convenient place to stay for visiting workers and researchers.

01
FLEXIBLE FRAMEWORK
FOR GROWTH

DESIGN PRINCIPLES

Responsive to the Market

Driven by the exacting needs of science and innovation occupiers, the SRF is intended as a flexible framework that is able to respond and adapt to tenant needs and market trends, giving businesses the ability to locate and grow on a scale unrivalled in the North West. The size, flexibility and readiness of the Framework area allows MIX to respond dynamically to major national and international occupier requirements.

It is inevitable that a development of such scale will be delivered over a number of phases. The SRF presents a flexible framework which allows a range of building types and uses that can be amended without compromising the overall masterplan or its underlying design principles. This allows the layout to be adjusted on a phase by phase basis to accommodate different typologies and tenants, while helping to retain the sense of community and place.

The SRF embeds principles of 'long life loose fit' into future development and associated public realm, enabling flexibility without compromising the holistic ambitions of the Vision. Chapter 6 provides an illustrative phasing strategy which gives an indication of how the development might be delivered over the medium term.

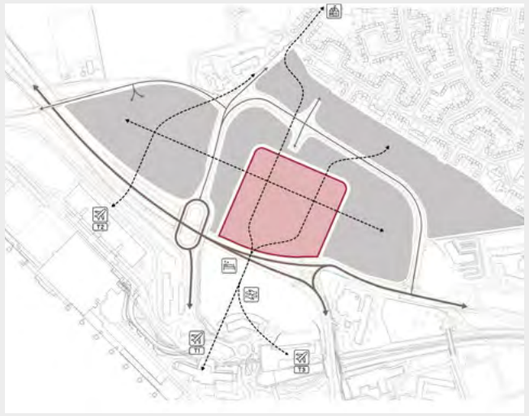
Responsive to the Context

The proposed building typologies and arrangement have been considered in relation to the context of the site. In response, it is proposed that the outer areas could 'step down' away from the Active Core, reflecting the residential development to the north and heritage asset Etrop Grange.

Dynamic Layout

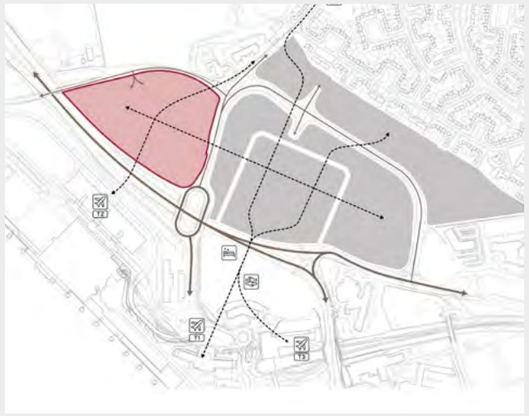
A series of workshops with the project partners and design team were undertaken to assess the different uses and densities proposed, and how these could be arranged within the Framework area. The design approach seeks to enable a dynamic mix of tenants and building typologies whilst creating a critical mass of activity within the Active Core of the site.

The three component elements of this layout are explained in more detail within the images adjacent and the accompanying text.



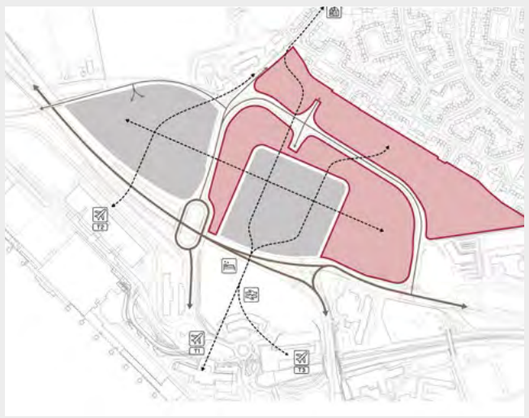
ACTIVE CORE

The layout of development plots within the Active Core allows for different building typologies suitable for the vibrant neighbourhood blocks at the centre of the Framework area to come forward. This means that higher density typologies are fully interchangeable and can be accommodated within flexible development plots. This also applies to the proposed multi-storey car parks, allowing them to be swapped out for other uses if required in the future.



WESTERN PARCEL

The parcel of land to the west of Enterprise Way is somewhat separated from the rest of the Framework area. This creates opportunities to maintain a strong connection with the rest of the area while also defining its own character and use. This parcel has the potential to accommodate a broad range of layouts, for instance a neighbourhood block composed of higher density uses, or several larger manufacturing facilities. Alternatively, the nature of this parcel means that it is equally suitable to accommodate a much larger single tenant GMP facility, providing a level of security if required.



OUTER AREAS

Development plots in the outer areas should be able to accommodate larger building typologies, allowing them to be taken up by a range of occupiers according to demand.

02 ACTIVE CORE

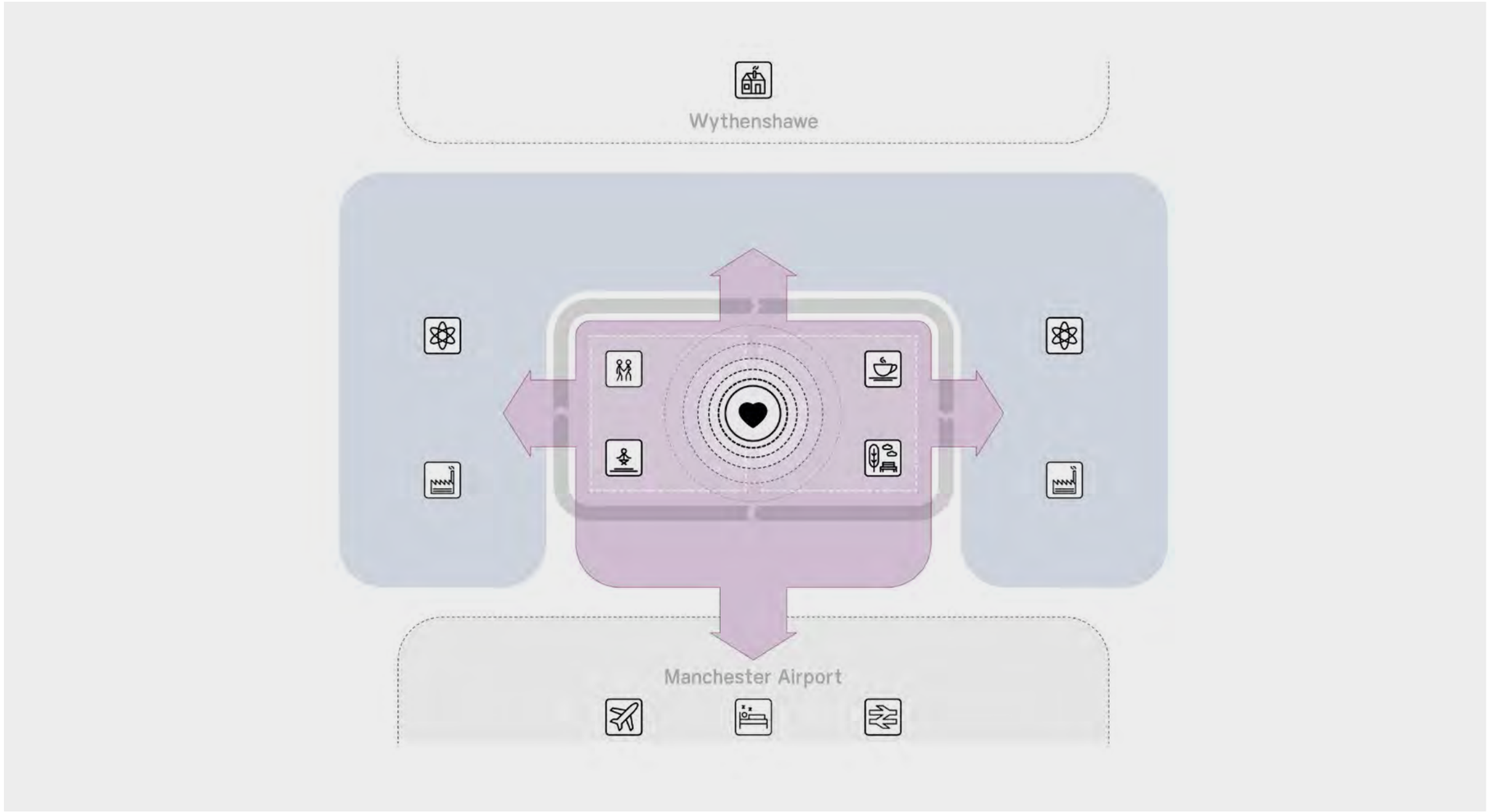
The Active Core is designed to be the heart of the Framework area, providing a location for collaboration and collision between research and industry and businesses within the key sectors identified. This central hub will also provide amenity and facilities for employees, visitors and residents alike, alongside exceptional buildings of a higher density than elsewhere and high quality public realm.

Taking advantage of the strategic location close to MediPark and Wythenshawe Hospital, Wythenshawe Civic Centre and the wider GM Life sciences ecosystem, the Active Core seeks to provide opportunities to develop learning, research, innovation, industry and employment in parallel. This will also provide significant opportunities for upskilling and training for local residents, students and employees.

The Active Core is proposed to comprise a mix of land uses, ensuring the necessary facilities and amenities are located centrally to meet occupiers requirements and to create a campus which is vibrant and thriving outside of the core 9-5 hours and into the evening, to activate the area.

THE DEVELOPMENT PRINCIPLES WITHIN THE FOLLOWING SECTIONS SEEK TO ENSURE THAT DEVELOPMENT IS CONSISTENT WITH THIS ETHOS.

02
ACTIVE
CORE



DESIGN APPROACH

A Hub of Amenity

The ‘active core’ is at the heart of the Framework area and is intended to provide facilities and amenities for employees, visitors and residents.

A Vibrant Nighttime Economy

The Active Core is proposed to include a mix of land uses to encourage a 24/7 economy which is currently lacking, to increase appeal to prospective occupiers and enliven the area.

Higher Density

The design approach positions the Active Core at a higher density than the outer areas, offering the most opportunity for interaction between employees and occupiers and act as the focus for community and amenity within the area.

Taller buildings are likely to be appropriate here, within the parameters of aerodrome safeguarding restrictions, arranged around shared public realm and areas of hard landscape to create a defined heart to the Framework area with a more urban grain and city centre character.

Component Neighbourhood Blocks

The Active Core is proposed to be made up of a series of neighbourhood blocks, which provide clusters of activity at a neighbourhood level, creating self-sufficient ecosystems for collaboration.

— Neighbourhood blocks create nodes of activity across the site

— Opportunities for placemaking, identity and community

— Animated public realm with shared facilities and amenities and the focus of activity / events / F&B

Outer Areas

The outer areas, located around the Active Core, and including the Western Parcel, are well suited to provide quieter, more distributed development around areas of soft landscaping. These areas would typically have lower-rise buildings and a more open grain of development, helping to mediate the difference in scale and activity between the neighbourhood blocks and the surrounding context of the site.

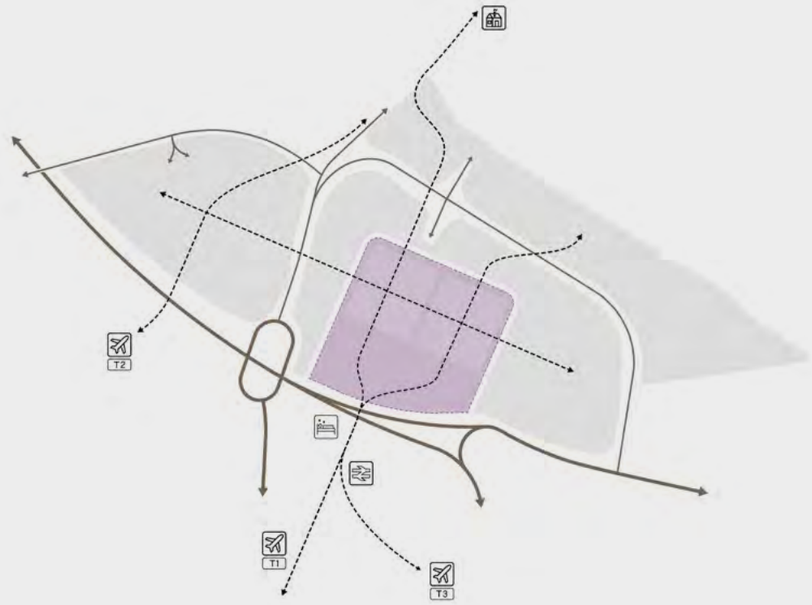
02
ACTIVE
CORE

PRECEDENT IMAGERY

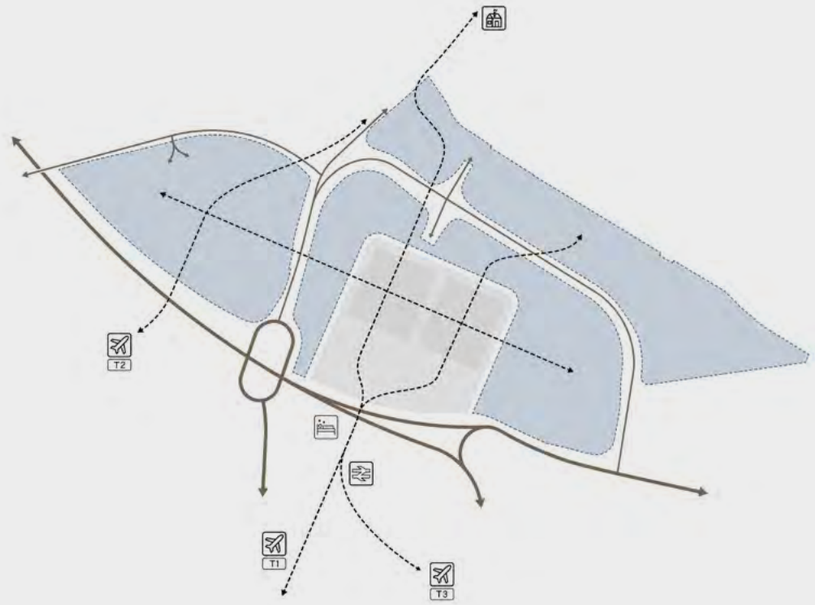



Precedent imagery of active core with ground floor active uses spilling out into the public realm/ nighttime economy
(source: Planit)

HIGHER DENSITY ACTIVE CORE



WESTERN PARCEL & OUTER AREAS



02
ACTIVE
CORE

MOVEMENT PRINCIPLES

The Active Core is proposed to include flexible use, serviceable spaces with linked pedestrian corridors.

Vehicular access in this area would take the form of a one way, loop route with a single point of entry and exit from Enterprise Way.

The loop road would also include combined cycle and footpath routes which encourage sustainable transport whilst also extending the existing cycle network.

This approach would improve connectivity by creating stronger links between Wythenshawe to the north, major transport and infrastructure to the south and new and existing green spaces such as Painswick Park, through improved pedestrian and cycle access.

INTEGRATION WITH LOCAL COMMUNITY

The Active Core, focused around an east-west green spine and a critical north-south route to Wythenshawe, plus interconnecting secondary routes, is intended to increase permeability and encourage linkages between the site and the local community.

EMBED SECURE BY DESIGN PRINCIPLES

Secure by Design principles are proposed to be integrated as part of future proposals, including provision of Crime Impact Statements and engagement with Greater Manchester Police (GMP) as appropriate.

ACTIVATE THE AREA

The SRF proposes to encourage footfall and generate interest through development of temporary and meanwhile uses in key locations to activate the area, particularly in early phases of development to support early occupiers.

TEMPORARY AND PERMANENT EVENTS AND ACTIVITIES

Well-placed temporary interventions along important site connections are proposed to animate key routes, create dwell spaces and generate opportunities for trails and themed linking spaces.

PRECEDENT IMAGERY

Examples of placemaking activities and meanwhile uses
(source: Planit)

03
LANDSCAPE & ECOLOGY

MIX is positioned as an exemplar innovation campus for research and development, manufacturing, education and collaboration across a range of industries and occupiers; the public realm should therefore offer fully accessible, interconnected communal landscapes enabling visitors to gather, dwell and collaborate whilst also providing legible connections to surrounding infrastructure and public transport systems.

The Active Core is proposed to include flexible use, serviceable spaces with linked pedestrian corridors. Vehicular access in this area will take the form of a one way, loop route with single point of entry and exit from Enterprise Way. The loop road will also include combined cycle and footpath routes which encourage sustainable transport whilst also extending the existing cycle network. The outer areas will have more building specific vehicle access depending on the access requirements.

An environmentally sustainable approach is at the heart of the landscape ethos with tree planting, rain gardens, naturalistic SuDS channels and permeable paving proposed to deliver a sustainable approach to surface and storm water capture.

Materials and furniture which have been sustainably and ethically sourced alongside considerations on durability, supply chain availability and maintenance, will be encouraged. The public realm should seek to provide a high quality ‘carpet’ within which the individual plots can be developed. A consistency of design and material approach will help to establish the campus aesthetic and contribute to a sense of place.

THE DEVELOPMENT PRINCIPLES WITHIN THE FOLLOWING SECTIONS SEEK TO ENSURE THAT DEVELOPMENT IS CONSISTENT WITH THIS ETHOS.

03
LANDSCAPE
& ECOLOGY

LANDSCAPE APPROACH

The landscape and public realm approach is centred around a pedestrian friendly scheme made up of vibrant neighbourhoods and an abundance of green spaces.

Pedestrian Focused Streets

The overarching aim is to provide a network of pedestrian-friendly streets that have a comfortable human scale.

Green Spine

A proposed east-west 'green spine' across the centre of the Framework area is driven by people first design principles and seeks to create an active movement corridor that connects the component parts of the site.

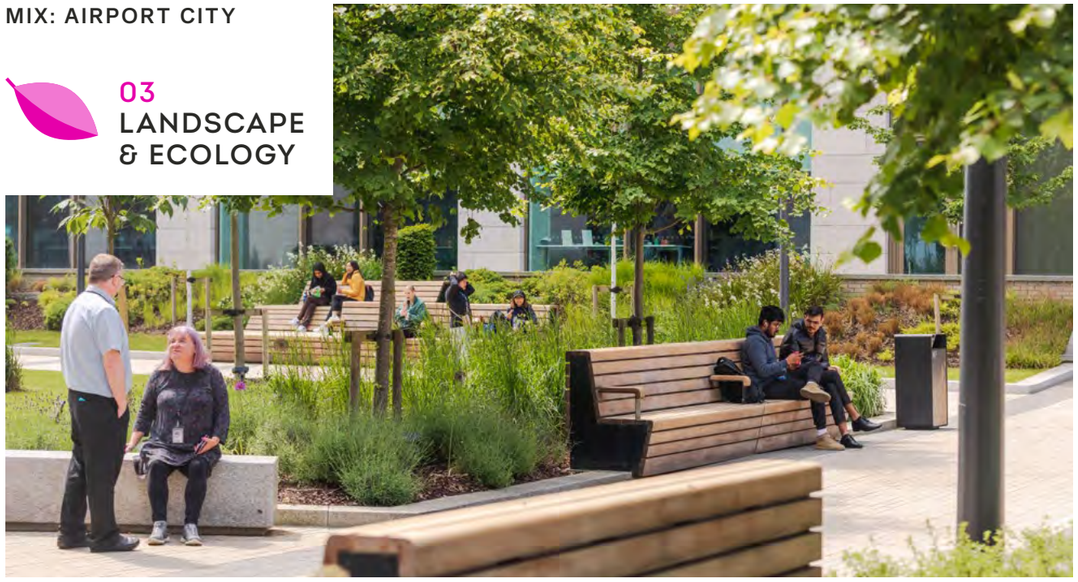
This green spine is shown bisected by a north-south pedestrian route which provides a critical connection between Wythenshawe and the Airport via the existing footbridge.

Secondary routes create public realm linking outwards from the centre of the site, which have been designed with a minimum of circa 12m width.

Landscape-led Vehicular Routes

Outside of the key pedestrian zones, the vehicular routes are also landscape-led, with wide routes to provide the flexibility to include landscaped areas alongside pedestrian routes, cycle paths and the vehicular carriageway to create a green feel to the whole site and add to the biodiversity of the development.

03
LANDSCAPE
& ECOLOGY



PUBLIC REALM

Focused Around an Active Core

The Framework is designed around an ‘active core’ which sits centrally within the site and addresses the primary pedestrian movement route from the Airport and transport hub to the south.

The Active Core would accommodate the primary public realm zones, including spill out areas, dwell spaces and pedestrian movement routes for employees, visitors and residents traversing the area.

Hard landscaping would be concentrated to areas of highest footfall.

Areas of planting would be included, providing valuable amenity space and contributing to the surface water drainage strategy.

Ornamental planting and seating is encouraged to frame key spaces, and create a usable, varied and textured public realm.

Dwell spaces should be provided, to enliven these spaces and support the ground floor active uses.

Ensuring a High Quality Public Realm

The landscape and public realm approach is centred around a pedestrian friendly scheme made up of vibrant neighbourhoods and an abundance of green spaces.

Centred around the east-west ‘green spine’ across the centre of the area, the proposed green spaces across the site link the existing Painswick Park to the west with the pedestrian and cycle routes to the east, via the distinct neighbourhood blocks in the centre of the plan.

Wide open routes seek to provide c.18-24m between buildings, creating generous green spaces which provide a wealth of amenity.

The proposed neighbourhood squares would function like town squares and would be activated by amenity within the ground floors of the surrounding buildings with the public realm providing ‘spill out’ activities.

The public realm is intended to provide places to dwell and spaces for recreational uses for employees, visitors and occupiers as well as residents passing through the space.

The public realm should be flexible, allowing for a range of events, activities and placemaking initiatives to take place.

ACTIVE CORE - LOOK AND FEEL

KEY DWELL SPACES - LOOK AND FEEL

03
LANDSCAPE
& ECOLOGY

HARD MATERIALS

A Coherent Identity

Hard materials should be limited to where necessary, with a focus upon greening the site where possible, to meet the sustainability and biodiversity objectives for the area, control rainwater runoff and create an aesthetically inviting and calming backdrop for workers and visitors alike.

Where they are required, an overarching palette of hard landscape materials has been established to create a coherent identity for the area. The palette has taken inspiration from the existing hard landscaping elements in the vicinity as well as introducing new materials that establish a clear character and identity, whilst leaving scope for individualism within plots.

A high level strategy for the approach to material selection has been developed based upon the development of a bronze, silver and gold hierarchy.

— Gold spaces – natural stone should be used in the key spaces in the core;

— Siler spaces – concrete, clay paving and resin bound gravel would be appropriate; and

— Bronze – tarmac and concrete products can be used in the more utilitarian service areas.

Where possible, materials should be porous and utilise increased depths of sub-base in order to manage surface water in accordance with the SuDS hierarchy and principles.

SOFTWORKS

Planting Concepts

Several planting concepts underline the overarching design:

— Retaining and enhancing the existing woodland buffers to shelter the outer areas of the site and maintain segregation with adjacent residential properties.

— Naturalistic edge planting, including wildflower and tree planting, to offer a nature sensitive treatment for areas of reduced activity between buildings and the road infrastructure.

— Ornamental plaza planting is proposed to be located in the key dwell spaces and offer high quality and attractive amenity planting to the areas with most footfall. This planting approach should 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.

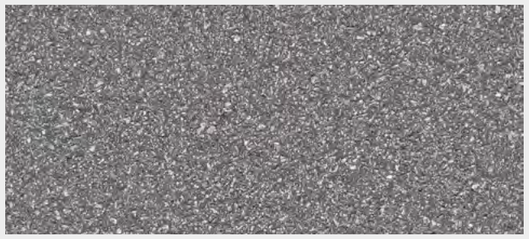
— Street tree planting continues the design approach established in the dwell spaces, establishing key green routes connecting elements of the site wide drainage strategy.

— The infrastructure and wider landscape areas are intended to be more naturalistic in appearance and establish a strong identity for the site through addressing key sustainability ambitions around biodiversity, ecology, climate adaption and health and well-being whilst recognising the constraints of the airport environment.


Natural stone paving - potential to explore permeable installation methodologies to not vehicular areas


Clay paving - laid flexibly utilising SuDS build-ups


Concrete paving - Laid flexibly utilising SuDS build-ups


Tarmac surfacing - potential to use porpous macadam


Permeable resin bound gravel


Rain garden / linear SuDS channels edging


Ornamental planting


Street greening


Linear SuDS channel planting


Naturalistic edge planting

03
LANDSCAPE
& ECOLOGY

BOUNDARY TREATMENTS

Existing boundaries with residential uses should be retained and enhanced in order to minimise any impacts of development.

Where possible boundaries should be as permeable and visually unobtrusive as possible, in particular within the centre of the site, where building lines should form the defensible edge of development.

Service yards and secure areas should receive a more robust treatment including fencing and hedging to maintain acceptable levels of amenity, while building frontages onto roadways are encouraged keep much of the existing lower level timber fencing which is appropriate for the landscape setting.

KEY

- Existing woodland buffer
- Proposed woodland buffer
- Proposed hedge /boundary fencing
- Existing timber fencing
- Proposed timber fencing
- Existing high mesh fencing
- Existing acoustic fencing

1 Existing timber fence boundary along Airport Spur road

2 Existing timber fence boundary along Enterprise Way

3 Existing mesh fencing along Enterprise Way car park

03
LANDSCAPE
& ECOLOGY

BIODIVERSITY

Protection of Existing Features

Existing biodiversity assets within the SRF area will be protected and, where practicable, enhanced in accordance with legislation and existing policy and guidance.

To the north and to the south-west of the site, there are existing areas of significant vegetation which are proposed to be retained to limit biodiversity loss. This includes the woodland to the northern boundary which includes some mature oak specimens and understorey and canopy species.

The existing brook is contained within this woodland, which flows to Painswick Park Lake. This has encouraged a variety of species to its banks and has an interdependent relationship with the adjacent woodland which will be maintained.

Potential for Roof and Vertical Greening

Incorporating these features into buildings, especially around public realm areas, would enhance the setting, efficiency and sustainability of the Framework area as well as slowing and absorbing rainwater and reducing flood risk, regulating heating and cooling of buildings, and lastly, providing ecological benefits.

Further Enhancement

The areas of existing vegetation to the north of the site would be further enhanced to improve the landscape buffer to the residential areas of Wythenshawe to the north.

Greening the proposed internal estate roads, pedestrian and cycle routes, through tree planting, encourages even greater biodiversity and improves connectivity between habitats.

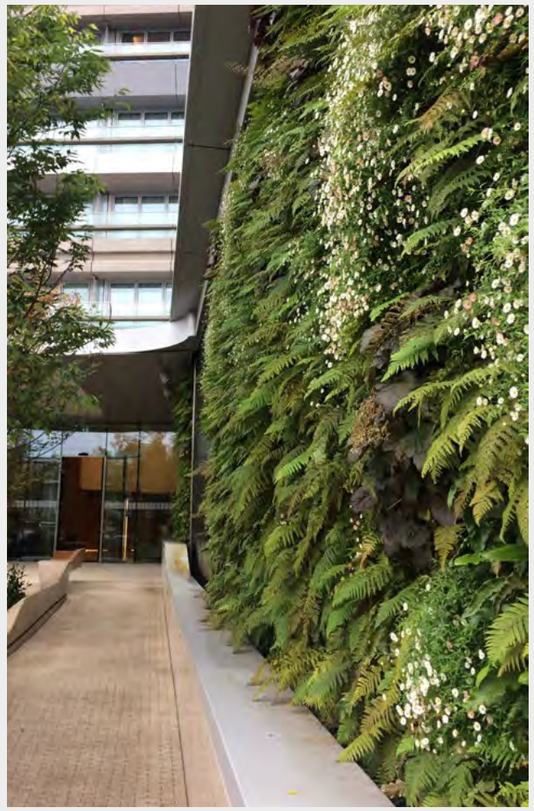
Trees form a key element of design, lining main streets to form urban boulevards and announce destinations, with anchor trees accentuating corners.

Such street planting should 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.

Within open spaces and streets, ease of maintenance should be a key consideration in selecting species, as well as aerodrome safeguarding requirements given the proximity to the Airport.

A clear maintenance strategy will be developed to ensure the legacy of the site and maximise the opportunity for improved ecology and habitats.

Sedum roof example



Living green wall example

1. Mature highway buffer planting to M56 Airport Spur
2. Mature woodland planting to boundary with Wythenshawe residential area to the north
3. Existing Brook to the north of Enterprise Way with substantial greening to banks
4. Mature woodland planting to Enterprise Way boundary with residential properties
5. Recently installed acoustic screen with young hedge and tree planting

03
LANDSCAPE
& ECOLOGY

PLANTING DESIGN WITHIN THE AIRPORT ENVIRONMENT

Aerodrome Safeguarding

Any planting strategy for the Framework area must to take into consideration risks that could impact on aerodrome safeguarding and airport safety, primarily as it relates to minimising the risk of birdstrike. Safeguarding against the risk of birdstrike is controlled within a 13km radius from the boundary.

Any future proposals for soft landscaping designs therefore need to include elements that:

— Prevent larger birds from nesting either at ground level or within vegetation; and

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

Future Planning Applications

Each application will be assessed and advice provided by the aerodrome safeguarding team on a case-by-case basis. This is based on location, other landscape features in close proximity to the site, and flight paths.

Whilst specific species are not prohibited, large proportions of berry-bearing species should be avoided. Scots pine should also be avoided as they can become attractive to rooks. Planting can also be used to block the landing paths of larger birds.

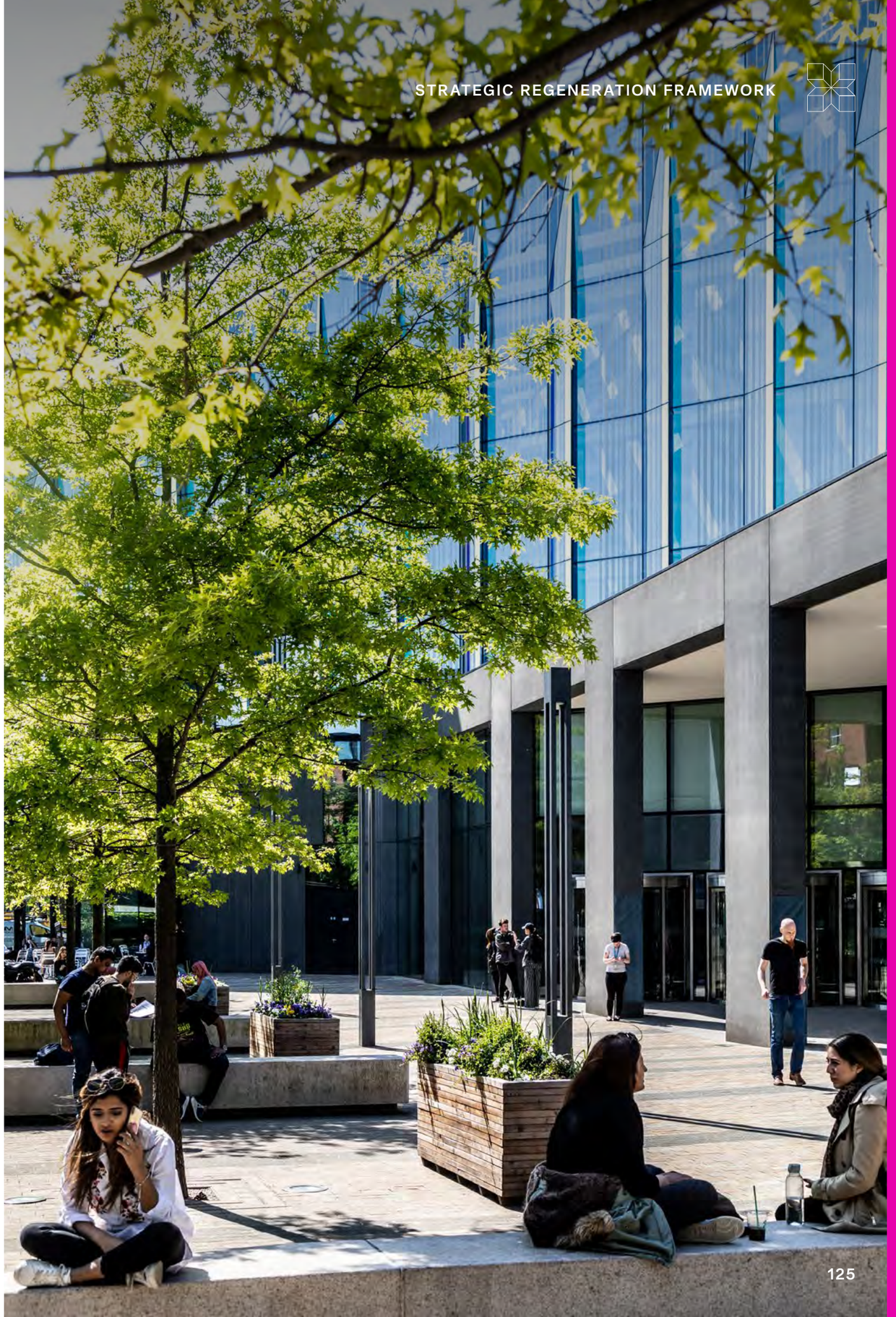
Where there is a risk of bird colonisation by larger species, development should introduce preventative measures such as:

— Bird wires and fencing to prevent landing

— Well vegetated embankments to water / drainage features

— Reduced areas of water

— Effective management/ maintenance regimes



03
LANDSCAPE
& ECOLOGY

DRAINAGE CONSIDERATIONS

Existing Brook

The proposed drainage strategy feeds into the two existing brooks on site: the culverted brook to the west of the site and the open brook to the east which is proposed to be diverted and re-landscaped alongside the loop road.

Naturalistic SuDS channel planting (landscaped swales) is proposed, feeding back to the two brooks, with species which tolerate a range of ground conditions and which establish a high coverage to prevent larger birds from landing, in accordance with aerodrome safeguarding requirements. Attenuation should also be landscape led using a series of rain gardens. These would be supplemented with below-ground attenuation as required.

Blue Infrastructure

Blue infrastructure should be integrated into the landscape to create a network that manages water and works with nature.

The use of SuDS is encouraged; however, this will largely be driven by aerodrome safeguarding restrictions, and it should be established via appropriate and comprehensive ground investigation that any infiltration measures proposed are feasible and that drainage features can be adopted, effectively maintained and would not result in environmental detriment.

In line with national guidance, stormwater should be sustainably dealt with within each development; developments should demonstrate how they contribute to discharging stormwater by sustainable means.

Opportunities to incorporate the sustainable disposal of surface water as part of new public realm features are to be encouraged, including incorporating SuDS as part of future drainage strategies, subject to aerodrome safeguarding restrictions. Large areas of open water should be avoided.

Drainage for the roads is therefore proposed to be incorporated as a series of swales.

Permeable paving is encouraged, with approximately two thirds of the hard surfacing taking the form of permeable paving, to meet the needs of the drainage strategy for the area.

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. Such measures need to be retained to undeveloped plots as the scheme is delivered, to minimise the risk of birdstrike.

Indicative Photo of Permeable Paving

Indicative Photo of Bioretention Systems

04
PERMEABILITY & CONNECTIVITY

Designed with sustainability at its core, MIX is strategically located between the existing communities in Wythenshawe to the north, and the range of facilities at Manchester Airport to the south. The Framework area is intended to become a simple and easy to navigate environment for pedestrians and cyclists, providing the missing links to connect these communities and facilities, and encouraging a modal shift towards more sustainable modes of travel.

The area is well connected to all forms of public transport, minimising the need for car journeys to and from the area, with pedestrian and cycle routes being prioritised; significant weight has been given to reducing the impact of vehicular movement and providing a network of interconnected pedestrian and cycle routes.

The proposed road layout is designed for simplicity and clarity, with a clear hierarchy of routes across the Framework area. Vehicles are proposed to be mostly restricted to a one-way looped system, to minimise the need to enter each neighbourhood block. Private vehicle use will be restricted using ANPR management systems.

Pedestrian access should be focused around two key routes, running north-south and east-west across the Framework area, with cycle access consisting of a mix of segregated lanes and shared surface routes. The legibility and interconnectivity of these routes is key to establishing a campus that is easy to navigate and comfortable at a human scale.

MIX is well positioned to take advantage of its strategic location for public transport connections at Manchester Airport. The recently constructed pedestrian and cyclist footbridge over the M56 creates an easy to navigate route between the Framework area and the GTI.

Preparing Travel Plans will be the responsibility of individual occupiers as appropriate to encourage employees and visitors to travel to the site via sustainable modes.

THE DEVELOPMENT PRINCIPLES WITHIN THE FOLLOWING SECTIONS SEEK TO ENSURE THAT DEVELOPMENT IS CONSISTENT WITH THIS ETHOS.

04
PERMEABILITY &
CONNECTIVITY

SUSTAINABLE TRAVEL

Promoting Active Travel

The implementation of this updated SRF aims to improve the existing active travel in the vicinity of the Framework area, and to encourage a modal shift to sustainable modes of transport, such as walking and cycling.

The intention is that private car use will be subject to strict control based upon ANPR management systems.

Occupiers will be responsible for preparing Travel Plans as appropriate to encourage employees and visitors to travel sustainably.

Pedestrian Connectivity

The Framework area has been designed to be permeable and easy to navigate for pedestrians.

Pedestrian access is proposed take the form of two key pedestrian routes:

East – West Route

Adjacent to the proposed Linear Park, creating an attractive green spine between the existing PRoW in the east and Painswick Park in the northwest.

North – South Route

Crucial connection between Manchester Airport in the south and the residential areas of Wythenshawe to the north – via the recently constructed M56 Airport Link Bridge.

The potential to interlink secondary routes would provide a network of pedestrian routes across the Framework area.

Each proposed pedestrian route would tie into existing crossing points to ensure ease of movement for pedestrians between the different development zones.

Cycling Infrastructure

The primary road network should incorporate segregated cycle lanes which tie into the existing cycle routes on Enterprise Way, the A555, and the National Cycle Network route along Thorley Lane.

Meanwhile, shared surfaces are proposed to allow ease of cycle movement throughout the Framework area.

Cycle parking is proposed in the form of on-street cycle stands and cycle hubs within the multi-storey car parks across the Framework area. These cycle hubs will provide secure storage and basic maintenance facilities for cyclists.

Staff showers, lockers and changing facilities should be provided within each individual building to encourage employees to cycle to work.

Public Transport

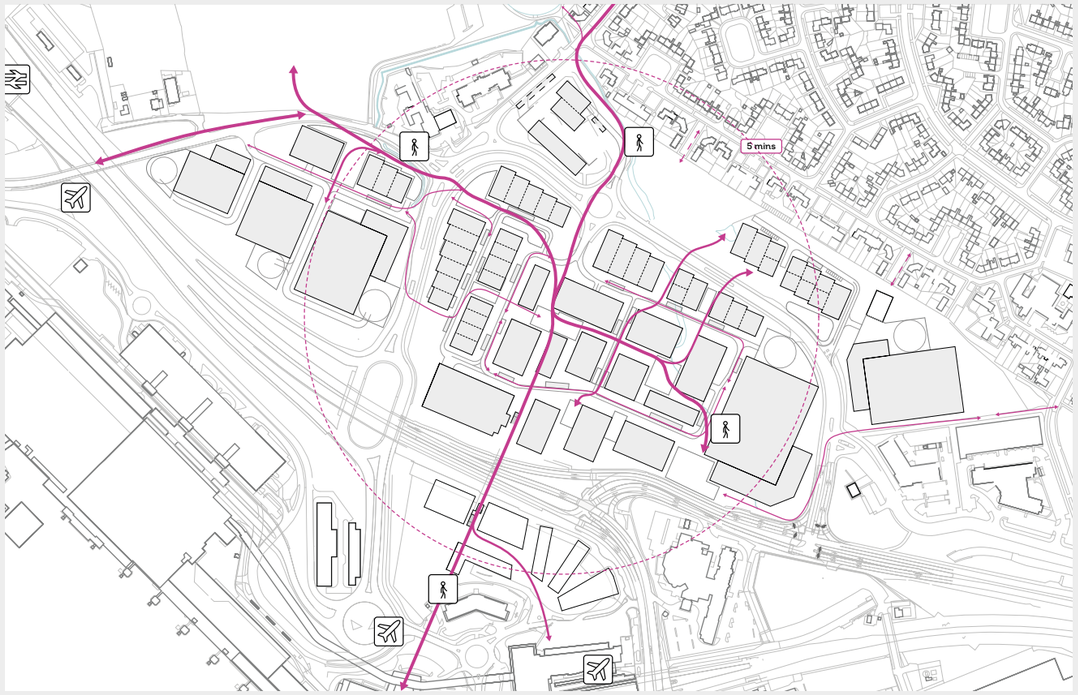
Connections to the existing Ground Transport Interchange (GTI) at Manchester Airport, which is located c.700m to the south, should be well utilised to encourage the use of public transport.

The recently constructed pedestrian and cyclist bridge over the M56 provides a key gateway into MIX for those travelling via public transport.

Enhancements to the public realm on the Airport side and directional signage on both sides of the bridge, is proposed to enhance wayfinding and create a welcoming environment.

A shuttle bus between the GTI and MIX could also be considered, depending on the needs of the eventual tenants, to utilise the wide range of onwards connections.

PEDESTRIAN ROUTES



CYLING ROUTES

04
PERMEABILITY &
CONNECTIVITY

ROUTE HIERARCHY

Hierarchy of Street Spaces

The Framework area is proposed to be serviced by a strong hierarchy of streets and spaces. It builds on the existing road network and paths, as well as envisioning new roads and linkages to improve the permeability of the whole Framework area.

There are four road types proposed across the Framework area:

— Primary Loop Road

— Secondary Routes.

— Peripheral Access Roads.

— Neighbourhood Shared Spaces.

Generous widths between buildings offers flexibility for how street scenes can be developed across the Framework area, including space for pedestrians, cyclists and public realm.

Primary Loop Road

Vehicles are proposed to be restricted to a predominantly one-way looped system with one point of access from Enterprise Way.

The primary loop road would provide vehicular access to all loading bays and parking areas.

The primary circulation routes would include a 5.5m wide road (one way) to accommodate large delivery and servicing vehicles.

Footpaths would be provided to both sides of the street and include a combined cycle lane and pedestrian route.

Secondary Routes

Secondary routes would provide a single-lane 1-way road with dedicated loaded bays, to service smaller groups of units as required.

The typical street scene would include a 5.5m wide road for vehicular access with footpaths to both sides of the street, to include facilities for cycle movement.

In addition there would be space on both sides for either on-road passing points and loading bays or landscaping zones.

Peripheral Access Roads

Outside of the central Active Core, the outer areas would be served by dedicated two lane roads with turning heads and loading bays to support deliveries.

The peripheral access roads would include a 5.5m wide road with pedestrian footpaths to at least one side, as well as laybys or landscaping zones to both sides.

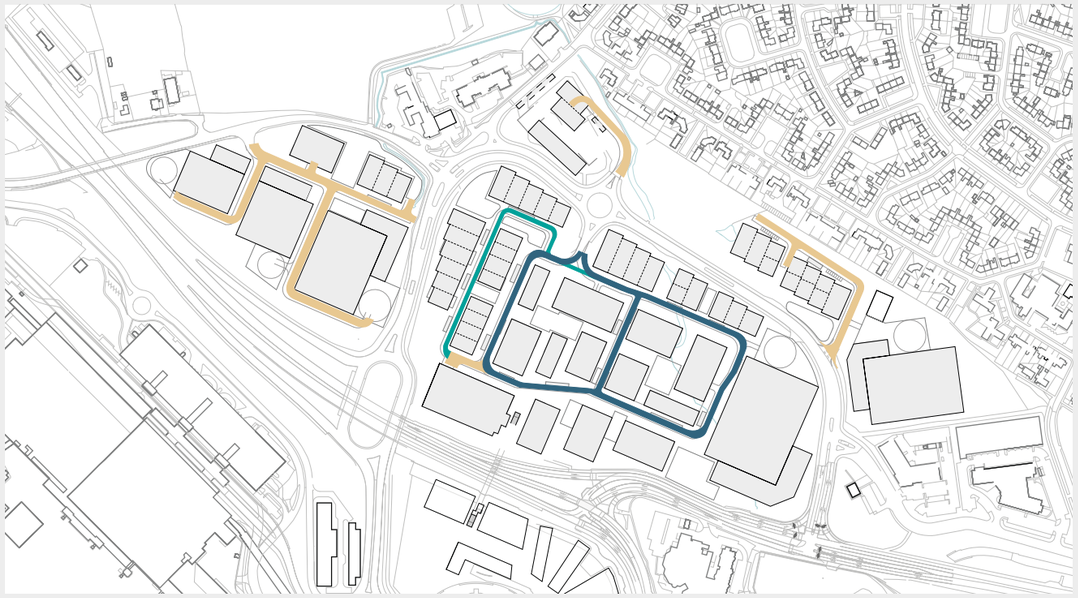
Neighbourhood Shared Spaces

The neighbourhood shared spaces would provide a pedestrian priority area, with vehicular access limited to managed or emergency access only.

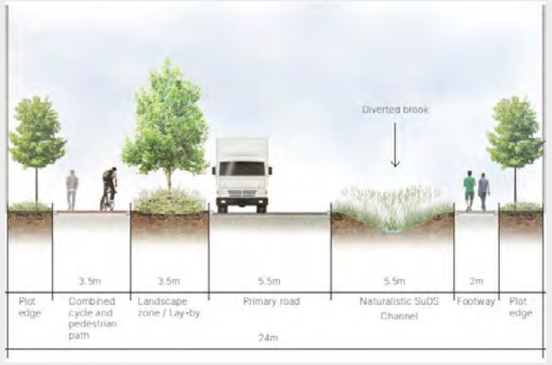
Shared spaces would measure c.12m in total, including a central landscaping area. These generous widths permit the inclusion of a range of street activation including gathering areas, spill out zones and street greening.

The shared spaces would establish a network of interconnecting routes through the framework area, enabling both local and wider pedestrian connectivity.

ROUTE HEIRARCHY

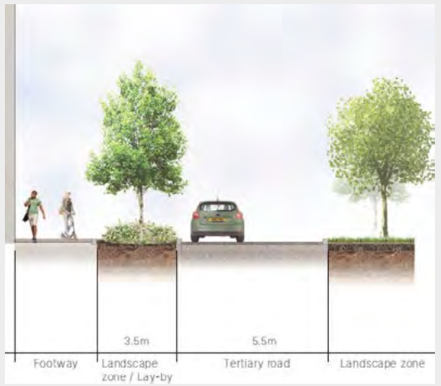


ROUTE CROSS-SECTIONS

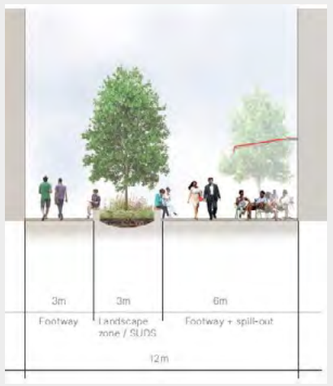


Primary Loop Road

Secondary Routes

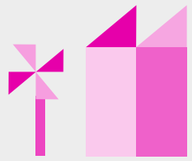


Peripheral Access Roads



Neighbourhood Shared Spaces

05
SERVICING & INFRASTRUCTURE



MIX will be a sustainable campus that presents an opportunity to significantly accelerate economic growth in the region. In conjunction with this, the specialist needs of the future tenants will require a robust approach to servicing and infrastructure, to ensure buildings can be powered and serviced easily and safely whilst ensuring sustainability objectives can be realised. Ensuring that the Framework area is provided with suitable and reliable services will be crucial to the operation of the proposed facilities.

Whilst the emphasis of MIX has been to create a pedestrian focused environment, the approach to highways design also needs to account for the specialist needs of the tenants. Segregation and management of traffic ensures that large vehicles will be able to navigate the site and access buildings easily, whilst ensuring the overall character and pedestrian-focused nature of the public realm is not impacted.

Several multi-storey car parks (MSCP) are proposed for staff and visitors, to be evenly distributed across MIX. Nevertheless, there is an ambition to consolidate and reassess parking levels given the ease of access to and encouraged use of sustainable modes of travel and new technologies, resulting in lower levels of actual parking demand. The Framework has been flexibly designed to allow alternative approaches to come forwards in this instance.

The nature of development means that the Framework area is likely to have high power requirements. A robust infrastructure strategy has been developed to ensure that the capacity of the Framework area is scalable and resilient to ensure continued operation.

The use of renewables is an important part of the wider sustainability objectives for the area and low carbon agenda.

Drainage solutions will be driven by and integrated within the landscape design, with a focus upon passive and sustainable drainage solutions, within the confines of aerodrome safeguarding restrictions.

THE DEVELOPMENT PRINCIPLES WITHIN THE FOLLOWING SECTIONS SEEKS TO ENSURE THAT DEVELOPMENT IS CONSISTENT WITH THIS ETHOS.

05
SERVICING &
INFRASTRUCTURE

ACCESS & SERVICING

Vehicular Access

Vehicular access is proposed via the existing entrances off Enterprise Way and Thorley Lane.

The intention is for the use of private cars to be subject to strict control via ANPR cameras at each vehicular entrance, to link into the wider Airport ANPR management system.

Vehicular movements are proposed to be restricted predominantly to a one-way looped system, to ensure simplicity and ease of access to all buildings.

Car Parking

Several multi-storey car parks (MSCP) are proposed for staff and visitors, to be evenly distributed across MIX.

Loading bays and drop-off bays should be provided across the Framework area, which would be managed by the end users and Manchester Airport to ensure compliance with the site-wide drop-off policies.

New technologies and the encouraged use of sustainable modes of travel may lead to lower actual levels of parking demand as the Framework area is developed.

Car parking demand can be monitored and analysed, with the flexibility of the Framework allowing for alternative uses to be brought forward on the site of these car parks.

EV Charging

Opportunities to enhance the electric vehicle charging infrastructure in suitable locations throughout the Framework area are to be encouraged, having regard to existing provision in the local area and relevant policy and guidance.

Larger Vehicles & Deliveries

The design intention is that deliveries and collections will generally be managed by individual tenants on a plot-by-plot basis.

Due to the nature of the site, large vehicles (including HGV deliveries) are anticipated.

The primary loop road has been designed to accommodate HGV traffic, and loading bays adjacent to the road allow vehicles to pull off the main carriageway when making deliveries.

Where HGV deliveries are anticipated away from the primary loop road, individual 2-way service roads should be provided which are suitable for HGV use.

Waste & Recycling

The proposed facilities are likely to require a range of specialist waste services from general recycling through to specialist manufacturing and process waste.

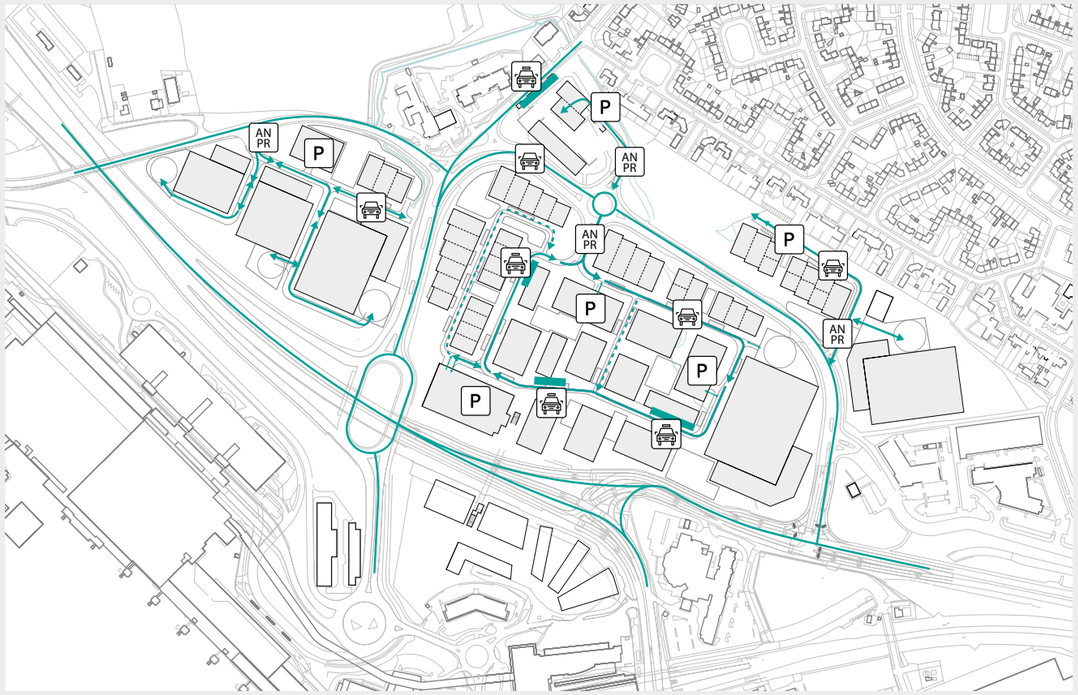
All specialist waste should be stored and handled directly by individual tenants on a plot-by-plot basis.

Centralised waste stores should be provided within each neighbourhood, which would manage the disposal of general waste, recycling and green waste for smaller units.

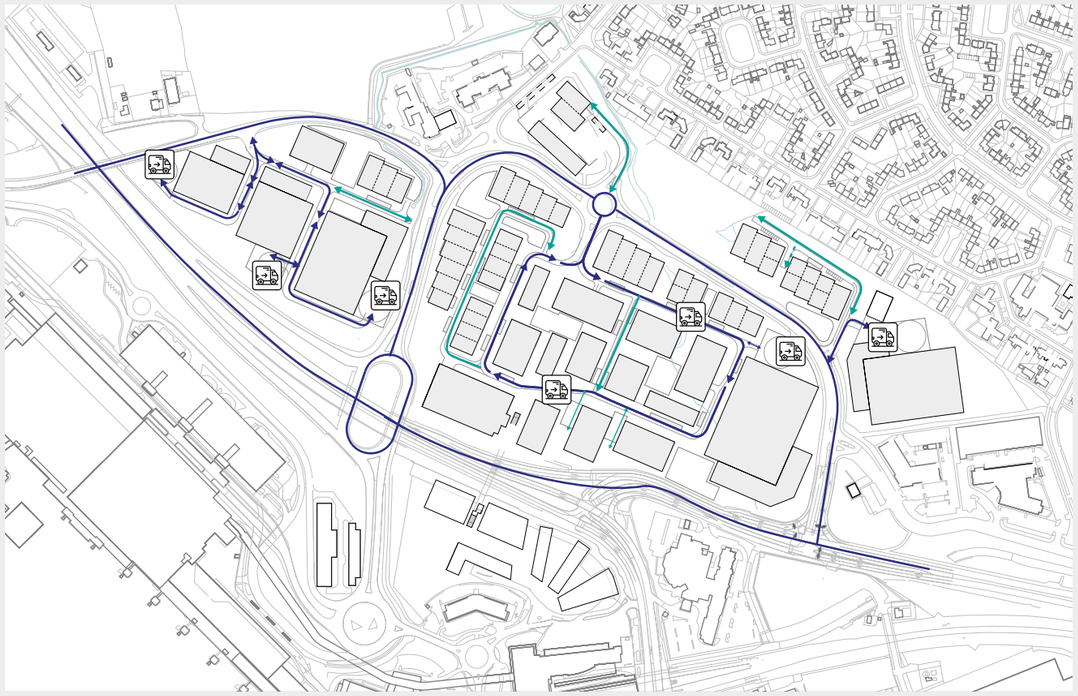
Waste can be managed centrally and collected via private contract from the loading bays adjacent to the bin stores. Anchor tenants and larger plots may be better positioned to manage their own general waste and recycling.

It is assumed that all waste and recycling will be based upon regular daily / weekly collections via private contracts rather than fortnightly collections offered by Manchester City Council.

CAR & VAN ROUTES



LARGE VEHICLE ACCESS



05
SERVICING &
INFRASTRUCTURE

UTILITIES

Power Distribution

The nature of the proposed MIX Manchester end users means that is likely that there will be a high-power requirement across the Framework area.

Full details of any power supply and distribution will need to be considered as part of any subsequent planning application.

Renewables

The use of renewables will be an important part of the wider sustainability and low carbon agenda for the Framework area.

The potential use of Photovoltaics (PV) has been analysed as part of the preparation of the SRF.

There are two notable potential locations for PV panels across the site – rooftop solar PV and carport solar PV.

The potential inclusion of an energy centre should also be explored as an option to provide centralised low-carbon heating and cooling.

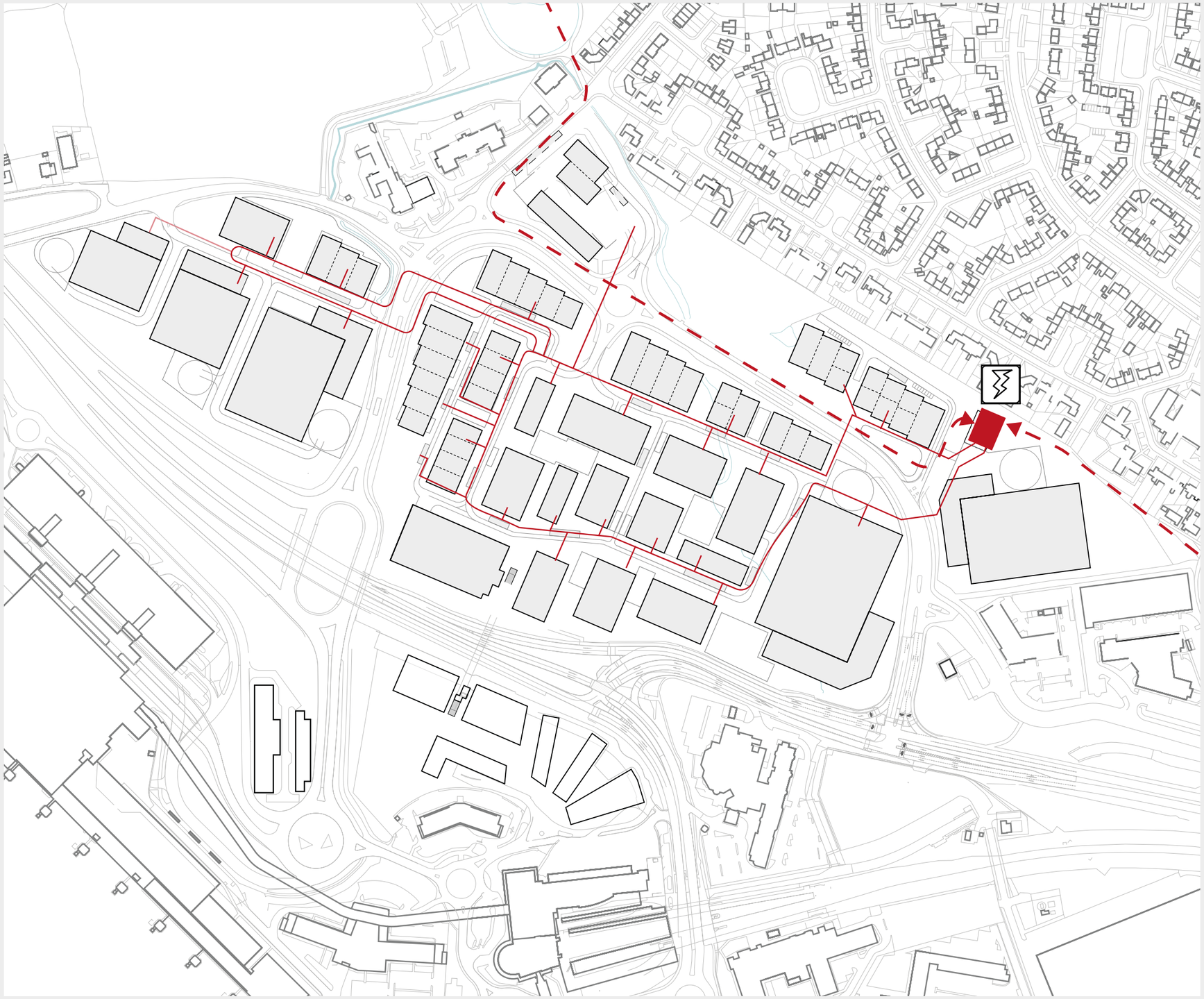
However, any use of renewables will need to be coordinated with the relevant guidance and requirements associated with the site's location adjacent to Manchester Airport.

Drainage

Drainage solutions will be guided by and integrated within the landscape design, with a focus on passive and sustainable drainage.

The existing watercourses form part of the proposed drainage strategy but and are proposed to be diverted and culverted to maximise development opportunity on site.

POWER DISTRIBUTION



MASTERPLAN

MASTERPLAN

This SRF establishes a clear vision for MIX, from which a series of key objectives have been identified. These objectives coupled with a detailed understanding of challenges and opportunities across the Framework area have informed a series of overarching Development Principles to guide future development.

The Illustrative Masterplan below demonstrates how proposals for MIX could potentially be accommodated over the next 10+ years.

This Masterplan will be refined following feedback received during the public consultation period in summer 2024 and following engagement with key stakeholders.

Moving forwards, the Framework will be responsive to changing circumstances and retains an element of flexibility to adapt as conditions change.

IMPLEMENTATION

MASTERPLAN DELIVERY

FLEXIBILITY OF DELIVERY

This Framework has been designed and is intended to be flexible in relation to delivery, ensuring that development can come forward as needed, to meet the commercial needs and market demands, as they arise. This flexibility requires a phased approach to delivery.

This Chapter of the SRF presents the proposed approach to the delivery of Phase 1, as well as meanwhile uses, and approach to local employment and social value.

PHASING STRATEGY

KEY

Plots with planning permission

SEQUENCE OF DEVELOPMENT

A phased approach to the development of the area is envisaged, to ensure that the full potential of the site is realised efficiently whilst having regard to commercial requirements and market fluctuations.

There are currently three plots within the masterplan which have already gained planning permission (granted in December 2018, ref. 121323/FO/2018):

— **Plot E1** – multi-storey car park (c.412,000 sq ft)

— **Plot E2** – 6 storey office building (c.112,000 sq ft)

— **Plot E3** – 6 storey office building (c.112,000 sqf ft)

The current intention is to develop Plot E1 as part of Phase 1, with Plot E2 and E3 to follow in later phases, and this has been incorporated into this sequencing and is set out on the following pages.

There is also a current pending planning application for a new 7-storey 154-bed Dakota hotel within the northern extent of the site off Enterprise Way link road and Bailey Lane (ref. 140206/FO/2024).

PHASE 1

The initial phase of development at MIX proposes to deliver the first neighbourhood taking in part of the 'active core' of the site, including the connecting development to the north landing of the existing bridge. This will establish a strong association with the Hotel District, wider airport and associated transport interchanges to the south. Some key public realm dwell spaces will be delivered as well as an initial part of the primary vehicular loop, establishing the proposed one-way system.

Key moves include the following:

— Develop Plot E1 (multi-storey car park) based upon existing planning approval

— Provide new north-south pedestrian route to existing footbridge

— Utilise 'shovel-ready' plots within the site

— Provide a range of different building typologies / scales

— Create a community around emerging neighbourhood block

PHASE 1 TYPOLOGIES

Phase 1 is anticipated to be made up of the following land uses / typologies:

— R&D labs

— Mid-Tech Units

— Multi-storey car park

— Office/ education

— Hotel

— Amenity uses

— Cycle stores

— Waste provision

Future phases of the scheme will be determined subsequently.

Illustrative Phase 1

MEANWHILE USES

This Framework is designed to enable flexibility in the approach to delivery. Accordingly, this flexibility will require temporary and meanwhile uses of spaces, in particular to areas which are undergoing development but have yet to reach a quantum of built form that sustains more permanent amenity uses.

As has been set out within the Development Principles, there will be a need to activate the area, generate footfall and interest through the development of temporary and meanwhile uses in key locations to activate the area, particularly in early phases of development.

There are a number of spaces which have the potential for temporary usage prior to construction; in these areas, a variety of meanwhile uses could help expand the site's offer to existing users, encourage social interaction and encourage investment.

Larger areas of green space would be well placed to offer larger scale events, functions and workshops potentially around a seasonal events calendar. Other areas could be left as informal meadow with mown paths offering natural routes for site users. Utilising these temporary spaces would help engage employees and occupiers of the site, as well as local residents prior to the construction and completion of all plots.

Events aimed towards the local community and new occupiers could include food markets or family fun days, with potential for seasonal (e.g. Christmas) events.

Well-placed temporary interventions along important site connections would animate key routes, create dwell spaces and generate opportunities for trails and themed linking spaces, as well as encouraging sustainable modes to be used from the outset.

Health and wellbeing also feature in the development of a meanwhile use strategy, with potential for a programme of sport and fitness events for the community and local schools. This could include the Diane Modahl Sports Foundation and St Pauls High School in Wythenshawe to provide a variety of sport sessions, building on work undertaken by MAG and its partners in previous years.

LOCAL EMPLOYMENT & TRAINING OPPORTUNITIES

MIX will be inspired by, and ambitious for, the local community that it proudly calls its neighbours. Local people can expect a range of opportunities, and the support they need, to grow and thrive.

Skills and Apprenticeships

MIX aspires to accommodate world-class life sciences and advanced manufacturing businesses, as well as innovative SMEs, and an ecosystem of start-ups, accelerators and entrepreneurs including contract development and manufacturing organisations (CDMOs) and contract research organization (CROs), commissioned by pharmaceutical, biotechnology and medical device manufacturers.

Approximately 8,000 jobs are anticipated to be generated across the Framework area. Whilst it is anticipated that many of the employees would be educated to graduate level and above, across all sectors there is a trend to consider alternative skills programmes such as degree-level apprenticeships to address growing skills needs. In those sectors where there is a greater move towards manufacturing there will be an increase in supply chain roles.

This growth will provide opportunities for local people to access a range of support that they need to grow and thrive.

STEM Summit

MAG and its partners are committed to working closely with the Museum of Science & Industry (MOSI) to bring together schools, colleges and businesses from across the north, with a focus on aviation, advanced materials and connectivity.

Business leaders based at MIX would be encouraged to join the STEM Ambassadors Network. An annual or bi-annual summit could act as a satellite to the MOSI STEM Hub and include learning showcases and master classes.

There would also be opportunities for partnerships with local schools and the community to partner with MOSI, Universities and GEIC with a focus on making change real and inspiring the future generation.

Mentoring

Mentoring could also form part of the strategy to empower the local community. Through a formalised mentoring scheme, mentors from occupier businesses could be paired with entrepreneurs and local young people based on alignment of interests and aspirations with an equal balance of male and female mentors and mentees.

Mentors, who would ideally have experience of working internationally and who would receive formal training on key issues, such as safeguarding, would advise and facilitate the development of the mentees, guiding them on the skills they would need to develop to be successful in the world of international business.

This could be developed through BW3 who MAG have worked with in previous years through their ‘Aspirational Mentoring Programme’ which establishes informal and supportive one-to-one relationships between staff and the students from Wythenshawe.

LOCAL EMPLOYMENT & TRAINING OPPORTUNITIES

Community Food Initiative

MAG and its partners would seek to establish a community food and drink hub at MIX, including linking with neighbourhood activities and initiatives by taking the successful 'Platform' programme into the local community.

Platform is a destination in Manchester Airport's Ground Transport Interchange, a venue to enjoy a wide range of community events, including food & drink, seminars and product launches.

This could be further developed through MAG and its partners working with local colleges to extend the reach and impact of catering skills courses, including providing opportunities for NVQ Level 2 barista training.

Locally grown, organic produce (potentially as part of a meanwhile use or other programme) could be used in on-site catering and a range of events from garden and catering programmes to pop up cooking demo's to enliven the campus. Procurement of food from on-site catering providers would favour local suppliers and also could support local food providers for the existing Platform food events at the GTI.

It would be ensured that low carbon options are used and events would seek to avoid single use plastics.

Educational Institute at MIX

There is potential for the establishment of an on-site college in collaboration with existing Greater Manchester Higher Education Institutions.

This would likely have a focus on STEM skills and spcalise in science, innovation and hospitality industries, and provide opportunities for study in world-class facilities and benefit from unrivalled businesses based in the area.

A proactive approach would be taken to assessing the skills needs of employers based at MIX, and across the wider Airport Campus through a regular skills audit; the curriculum on offer could then be tailored accordingly.

SUSTAINABILITY AND ENVIRONMENT

Sustainability is a key Strategic Objective for the development of MIX and series of events and activities in relation to this have been set out below.

City of Trees at MIX

MAG and its partners would seek to establish a partnership with the City of Trees to see the development of a long-term planting and community engagement programme, focused on a commitment to collaborative planting initiatives. A programme of activity can then be explored with City of Trees to enable occupier businesses to contribute, through volunteering or other support, to the Wythenshawe Woods programme.

Cycling and Sustainability Mobility

MAG and its partners would seek to deliver a programme of activities to ensure cycling is at the heart of MIX and encourage a modal shift away from the private motorcar. Lunchtime guided routes and cycle training events could be included.

There may also be options to ‘give back’ initially leased car parking space, alongside reward schemes. Promotion of EVs including ‘try me’ events and pool cars could also be scheduled.

Annual Making Change Festival

An annual celebration to mark the achievements of all on-campus businesses who have Impact and Legacy Plans or who are excelling within their social and environmental contribution would be planned following the delivery of initial phases of development.

This would follow annual performance reviews, to ensure performance against plans if tracked effectively, and then achievements to be celebrated through showcases, events and an awards ceremony.

Awards could include:

— Mentor of the year
— Outstanding Apprenticeship Achievement
— Community Champion
— Inclusivity Champion
— Business Sustainability Initiative
— Responsible MIX Business of the year

Individual Carbon Pledges

A programme of pledges would encourage businesses to take responsibility for their carbon footprint, and to work towards reducing it through everyday, simple but impactful pledges.

This could include travel options, personal action on campus, and a commitment to zero waste on site.

Activity that is logged on Platform Connect would be assigned (where possible) a carbon score – and a virtual pledge can showcase levels of engagement and a wall of collective achievement presented on the impact platform. This could be turned into live infographic data presented on screens across the campus, demonstrating how the pledge shows the impact of individual action when everyone takes part.

NEXT STEPS

DRAFT SRF

The draft Strategic Regeneration Framework was granted approval at the Manchester City Council Executive Committee meeting on the 24th July 2024 to go out for public consultation.

Following this period of consultation, it is anticipated that the SRF will be finalised, taking comments and feedback into account, where relevant, and submitted back to the Executive for approval in November 2024.

The planning status of the SRF following its adoption will be as a material consideration in determining planning applications which come forward within this area. Whilst it does not form part of the Statutory Development Plan, it is consistent with the policies of the adopted Core Strategy (2012), the 'saved' policies of the UDP and the National Planning Policy Framework (2023) as well as other relevant GMCA and MCC strategies and guidance.

MIX MANCHESTER

CBRE