

M PLOT TYPE 6 PT_06 Woodland Plots

Design and Layout Principles

Key Frontages

5.13.1 Primary frontages **should** be active and have a positive relationship with pedestrian arrival points. Service access should be avoided on primary frontages.

5.13.2 Building line and siting of building footprints **should** respect retained tree blocks.

Porosity

5.13.3 Layout **should** maintain a high level of permeability underpinned by multiple access points (front and side).

5.13.4 Multiple entrance points and spill out spaces at the front and side **should** be provided, this will encourage social interaction and networking among the cluster of tenants within the woodland plots.

Eyes on the Street

5.13.5 Provide unobstructed views of neighbouring plots, public spaces and footpaths without affecting privacy.

5.13.6 Streets and public spaces **should** be over looked without intrusion onto natural landscape areas.

5.13.7 Lighting in the woodland areas **should** be discussed in detail with officers at pre-application stages and the advice of ecologists **should** be sought if required.

Collaboration

5.13.8 Ample spill out space **should** be provided where opportunities for buildings to share outdoor rooms and collaboration spaces.

Boundary Treatment

5.13.9 The woodland settings **should** physically restrict casual intrusion and penetration into the restricted parts of the airport.

5.13.10 Root protection areas **should** be respected wherever

possible to retain mature trees on site.

Parking







5.13.11 On-site parking **should not** be permitted, parking spaces **should** be provided in the multistorey decked car park only. Drop off **should** be permitted along the access road only to ensure minimal tree loss through site access.

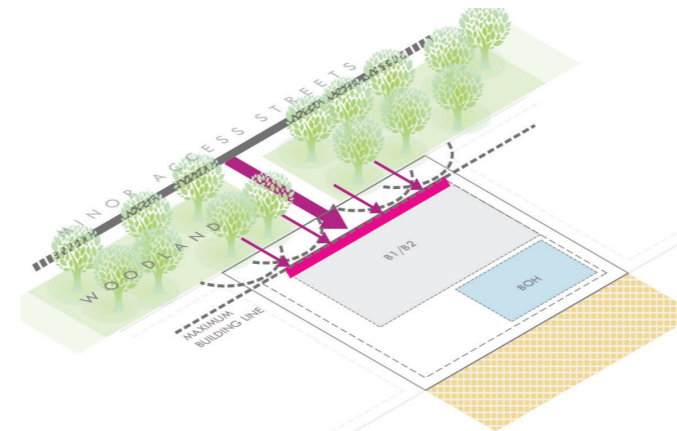
5.13.12 On-street provision for blue badge /operational parking **should** be accommodated at specific locations within IPM.

5.13.13 Entrance points to on-plot parking bays and servicing yard **should** enjoy a level of flexibility to accommodate requirements from individual businesses.

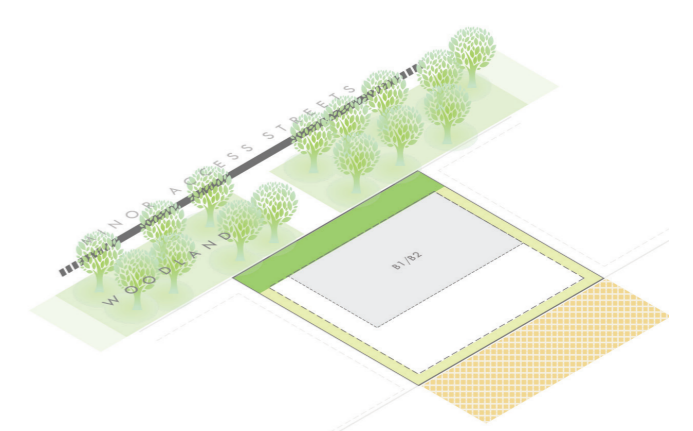
5.13.14 Sufficient space **should** be allocated for secure on-plot bin storage in visually unobtrusive locations, with a need to prevent bird access to litter and waste food that might attract gulls and contribute to risk of bird strike on the airfield.

Legend

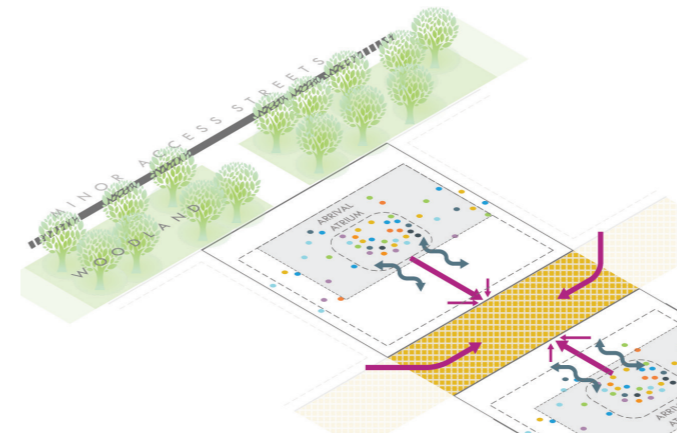
	Primary Boundary		BOH
	Secondary Boundary		On-plot Parking
	Main Entrance		
	Primary Frontage		



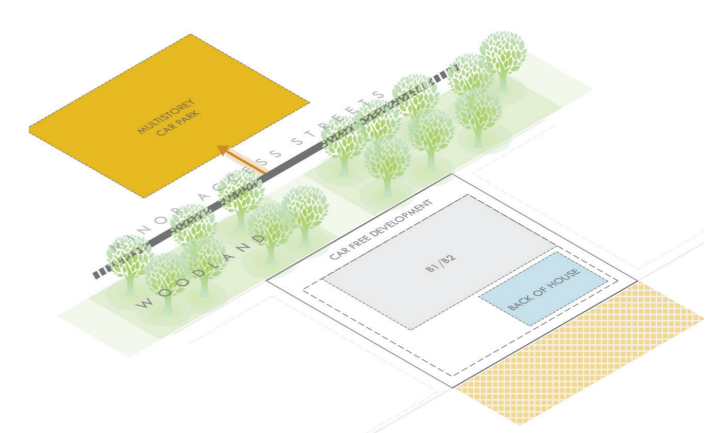
KEY FRONTAGES



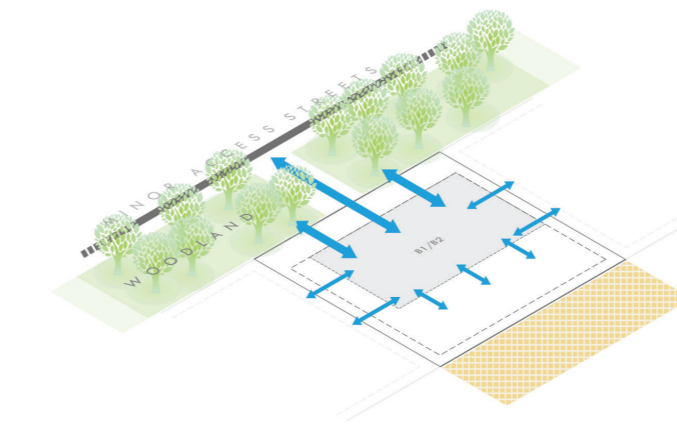
BOUNDARY TREATMENT



COLLABORATION



PARKING



EYES ON THE STREET



PLOT TYPE 6 PT_06 Woodland Plots

Landscape Code

Design Objectives

- 1. Respect root protection areas to retain trees.
- 2. Ensure minimal tree loss through plot access.
- 3. Ensure car movements and parking are contained within the designated areas and provide car free cores to encourage collaboration.
- 4. Long seating / contemporary benches to be used along key paths between plots to encourage social interaction.
- 5. Selection of species in the planting scheme **should** avoid small berried and nut bearing species in order to minimise attraction of large birds and/or flocks which could contribute to risk of bird strike on the airfield.

Material Palette

5.13.15 Please also refer to Section 4, Section 4.3 - 4.10 for the detailed public realm design codes. The following codes will provide guidance on the selection of materials for specific plot types.

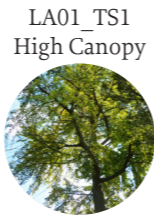
Hard Landscape



Soft Landscape



Tree Selection



Boundary



M PLOT TYPE 6 PT_06 Woodland Plots

Building Code

Design Objectives

1. Promote the use of simple and refined palette of materials with a single main material utilised to promote simple building form and provide a strong and clear identity (e.g.: timber cladding).
2. The woodland can become an extension of the building with the ability to open the facades and spill out.
3. Encourage high quality design of plot frontages that will act as the front door to the southern plots and promote an appropriate sense of arrival.
4. Sufficient space **should** be allocated for secure on-plot bin storage in visually unobtrusive locations, with a need to prevent bird access to litter and waste food that might attract gulls and contribute to risk of bird strike on the airfield.
5. Building design and maintenance strategy **should** consider potential roosting and nesting which could contribute to risk of bird strike on the airfield.
6. Buildings and on-plot environment **should** be appropriately lit realm whilst minimising light pollution and avoiding any operational risks to the airport.

Building Frontage



Building Permeability





PLOT TYPE 7 PT_07 Iconic Building Plots

5.14 Iconic Building Plots

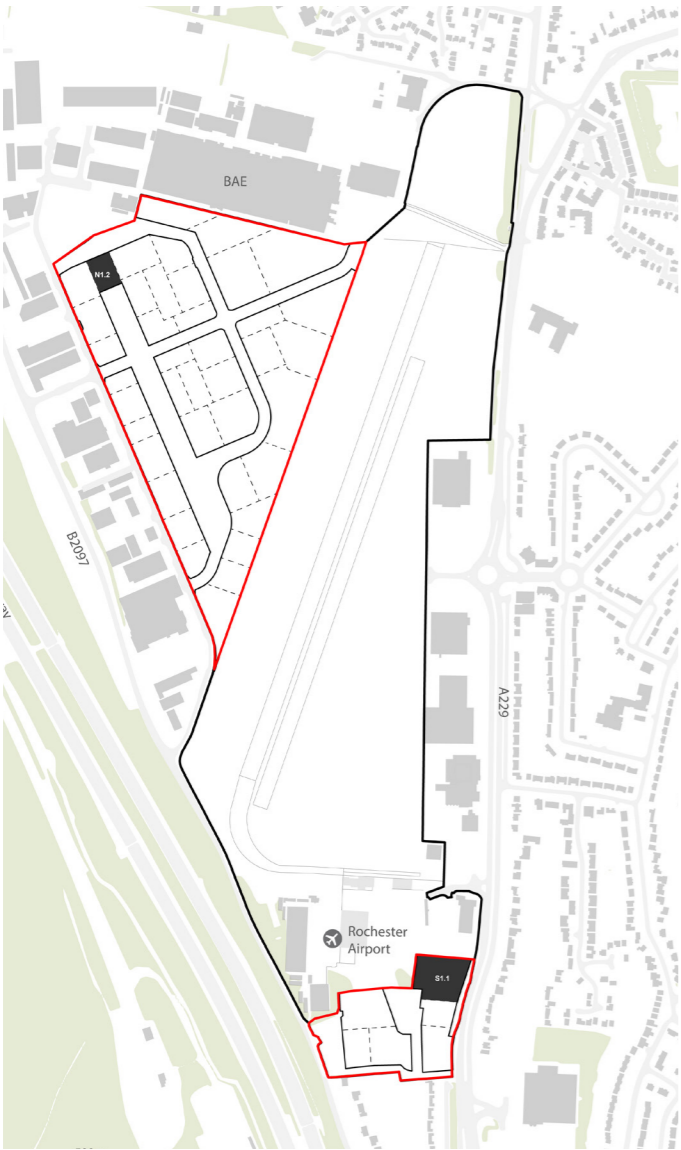


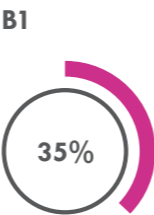
Figure 5.8. Iconic Building Plots Plan

List of all Iconic Building plots

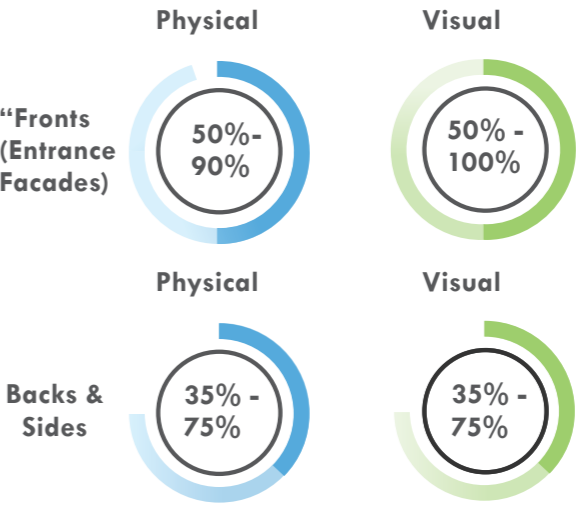
PLOT ID	CHARACTER	CATEGORY	HEIGHTS <small>(MAXIMUM PARAMETER)</small>	INDICATIVE BUILDING FOOTPRINT (SQM)	POTENTIAL LAND USE
N1.2	Woodland & Landscape Edge	Iconic Building	6 St	500	B1
② S1.1	Woodland & Landscape Edge	Iconic Building	6 St	2,000	Deck Car Park

② Potential to explore employment spaces within this plot.

Suggested maximum plot parking coverage



Preferred building permeability



M PLOT TYPE 7 PT_07 Iconic Building Plots

Design and Layout Principles

Key Frontages

5.14.1 Building frontage **should** address views into the primary public realm, key view corridors and primary access points. The main frontages should be designed to the highest level of quality to create a sense of arrival and act as the front door to other plots in the IPM development.

5.14.2 Primary entrances for pedestrians **should** be located on key frontages and **should** be proportioned to reflect the scale and importance of that their location. For example, a main entrance could overlook the runway park or along the Maidens Road and could feature different facade treatments to make iconic plots more distinct and unique.

5.14.3 Services access **should** be avoided at the primary frontage with back of house areas concealed from gateway views.

Porosity

5.14.4 Iconic buildings **should** actively encourage physical permeability on the ground floor with visually transparent elements along all frontages.

5.14.5 The main entrance **should** be located along the primary frontage or key open spaces, it **should** be clearly identifiable to contribute to wayfinding and the language and rhythm of the street.

Eyes on the Street

5.14.6 Buildings **should** provide 'eyes on the street' with active spaces such as arrival lobbies and office spaces overlooking the public realm. Entrances and ground floor facades **should** support natural surveillance and wayfinding.

Collaboration

5.14.7 Spill out spaces **should** be provided in the

adjacent public realm to utilise the unique location of the plots.

5.14.8 In the instance that the plot backs onto a key open space, the design of the plot **should** be appropriate to connect staff to the open space and encourage collaboration to 'spill out' of buildings into shared open spaces.

Boundary Treatment

5.14.9 Boundary treatment continuity should be ensured along primary frontages. Opposing street sides **should** also use the same boundary type.

5.14.10 Provide a consistent and simple boundary treatment along the secondary boundary. Boundary treatment along the primary road **should** wrap around the corner for iconic building plots.








Parking

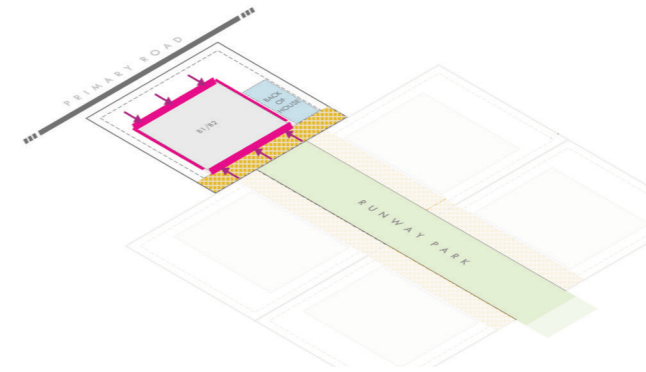
5.14.11 On-site parking and drop off **should** only be permitted on designated bays at the rear of the plots.

5.14.12 On-street provision for blue badge /operational parking **should** be carefully considered on gateway plots, with specific locations to be agreed through detailed discussions with officers.

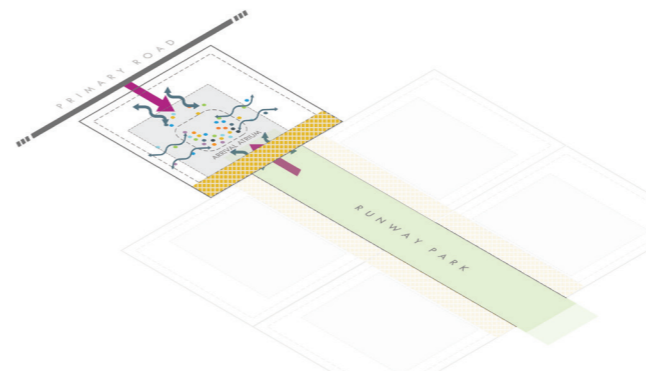
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Legend

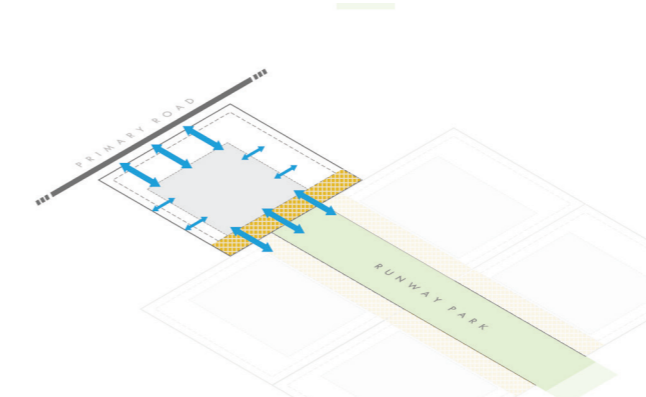
	Primary Boundary		Back of House
	Secondary Boundary		On-plot Parking
	Primary Frontage		Main Entrance
	Secondary Frontage		



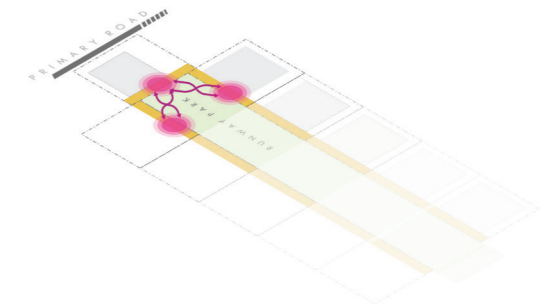
KEY FRONTAGES



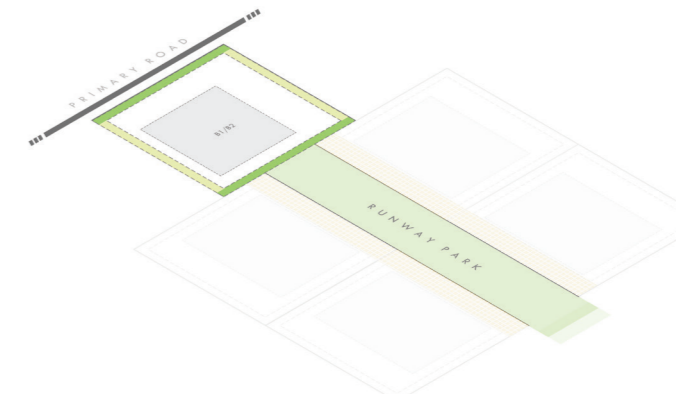
POROSITY



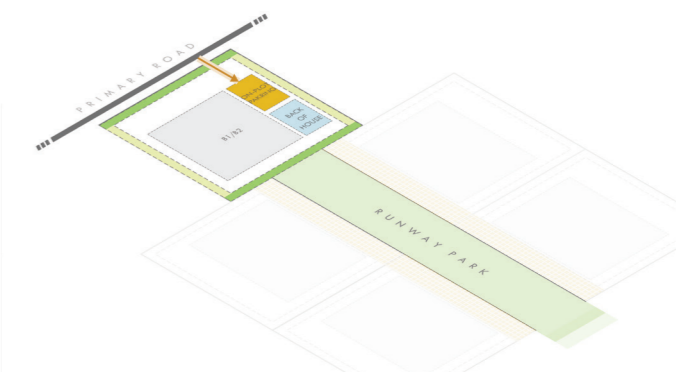
EYES ON THE STREET



COLLABORATION



BOUNDARY TREATMENT



PARKING



PLOT TYPE 7 PT_07 Iconic Building Plots

Landscape Code

Design Objectives

- 1. Encourage continuity and consistent quality that promotes the appropriate sense of arrival for a high quality employment area.
- 2. Promote high quality hard landscape treatment along the main frontages fronting the primary route and key public spaces.
- 3. Design public realm and shared spaces to provide a stage where collaboration and new ideas can be freely exchanged.
- 4. Potential landscape strip along the secondary boundary of the plot.
- 5. Animate the street frontages on both primary and secondary routes to create lively streets.
- 6. Selection of species in the planting scheme **should** avoid small berried and nut bearing species in order to minimise attraction of large birds and/or flocks which could contribute to risk of bird strike on the airfield.

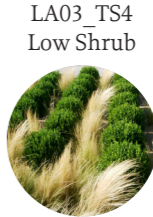
Material Palette

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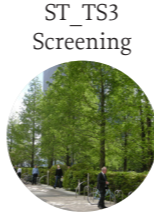
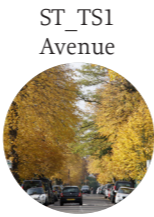
Hard Landscape



Soft Landscape



Tree Selection



Boundary



Precedents



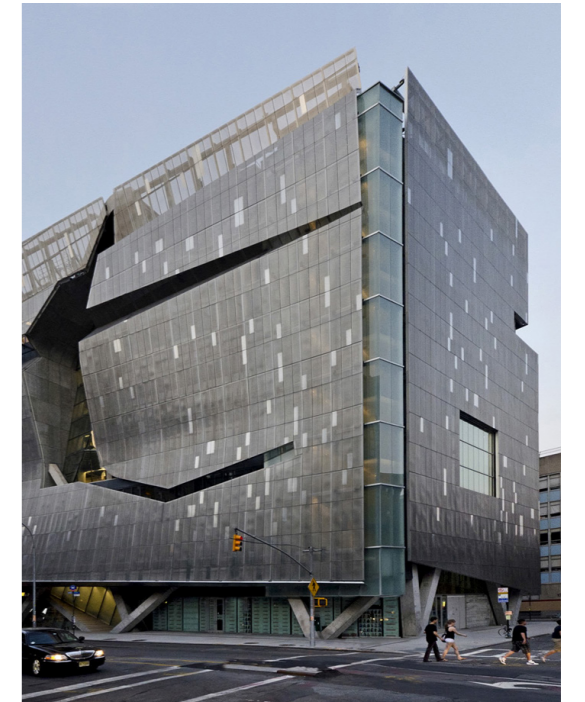
M PLOT TYPE 7 PT_07 Iconic Building Plots

Building Code

Design Objectives

1. Iconic building frontages at landmark locations should be designed to feature office and/or reception areas overlooking key view corridors.
2. To provide a home for pioneering innovators and early occupants and create a positive perception of IPM as a unique investment opportunity.
3. Encourage bold accent colours for iconic buildings at gateway frontages.
4. Material selection and building articulation on iconic building plots **should** be subject to the highest level of consideration to respond to the landmark location and importance of these plots.
5. Building frontages at these locations **should** be designed to feature office and/or reception areas overlooking primary road corridors and key view corridors.
6. Adopt appropriate colour palette to ensure that the buildings blend with the skyline when viewed from the AONB.
7. Sufficient space **should** be allocated for secure on-plot bin storage in visually unobtrusive locations, with a need to prevent bird access to litter and waste food that might attract gulls and contribute to risk of bird strike on the airfield.
8. Building design and maintenance strategy **should** consider potential roosting and nesting which could contribute to risk of bird strike on the airfield.
9. Buildings and on-plot environment **should** be appropriately lit realm whilst minimising light pollution and avoiding any operational risks to the airport.

Building Frontage



Building Permeability



