

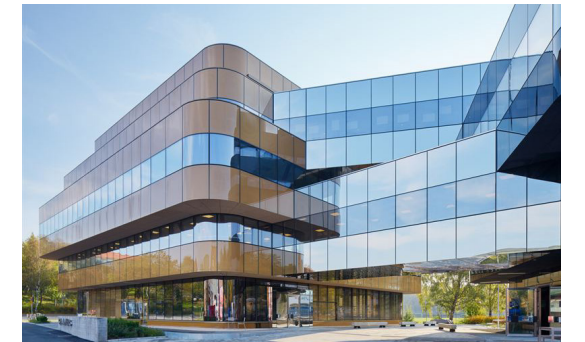
M PLOT TYPE 1 PT_01 Gateway Plots

Building Code

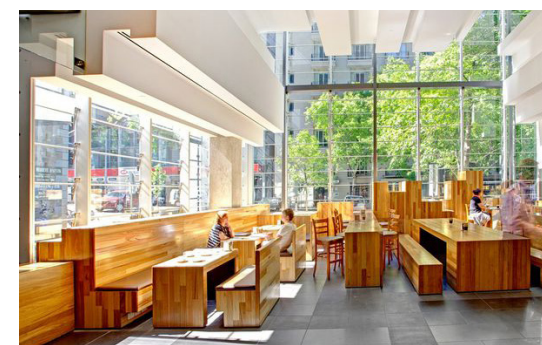
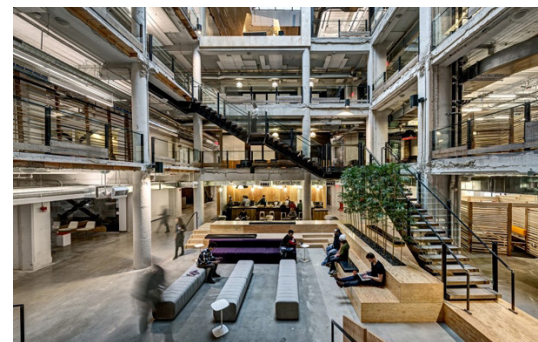
Design Objectives

1. To provide a home for pioneering innovators and early occupants and create a positive perception of IPM as a unique investment opportunity.
2. Material selection and building articulation on gateway plots **should** be subject to a higher level of consideration to respond to the importance of these plots and the form and scale of the building proposals envisaged.
3. Courtyard / atria spaces **should** be incorporated to provide increased opportunity for good daylight and natural ventilation into the buildings, and also to provide a collaborative environment for networking and innovation.
4. Building frontages at key gateway areas **should** be designed to feature office and/or reception areas overlooking primary road corridors.
5. Adopt appropriate colour palette to ensure that the buildings blend with the skyline when viewed from the AONB.
6. 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.
7. Building design and maintenance strategy **should** consider potential roosting and nesting which could contribute to risk of bird strike on the airfield.
8. 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 2 PT_02 Park Edge Plots

5.9 Park Edge Plot

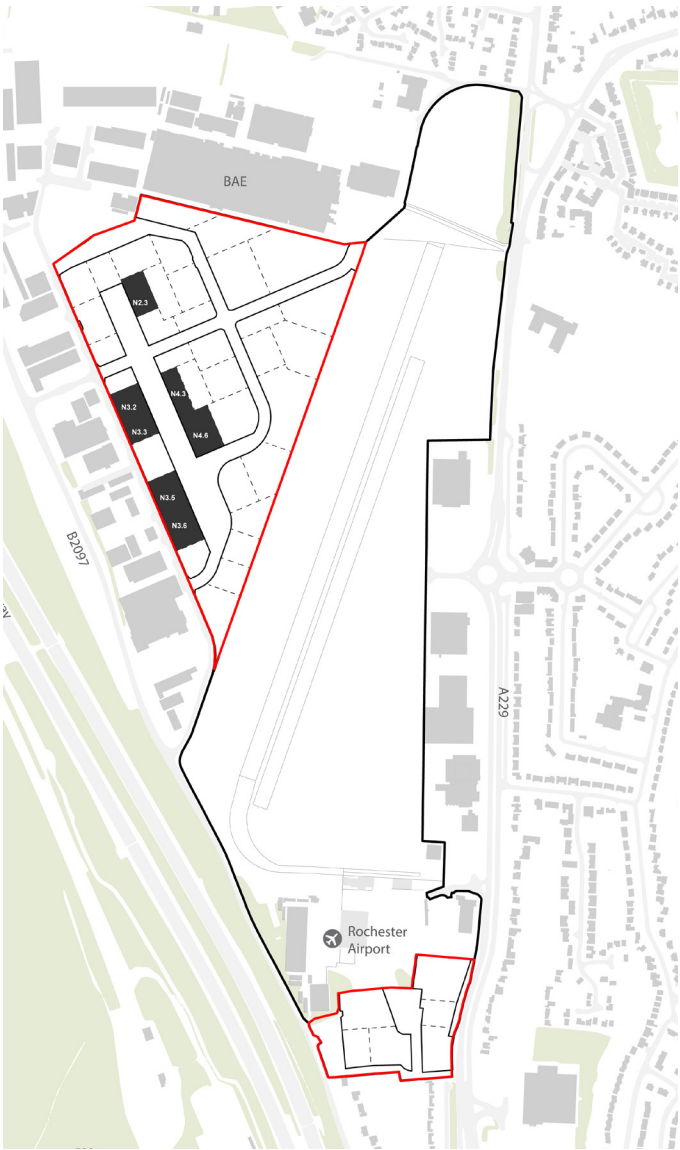
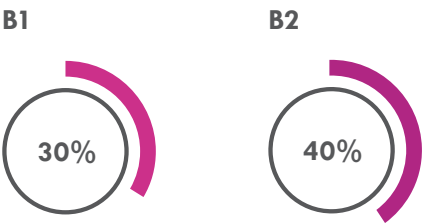


Figure 5.5. Park Edge Plot Plan

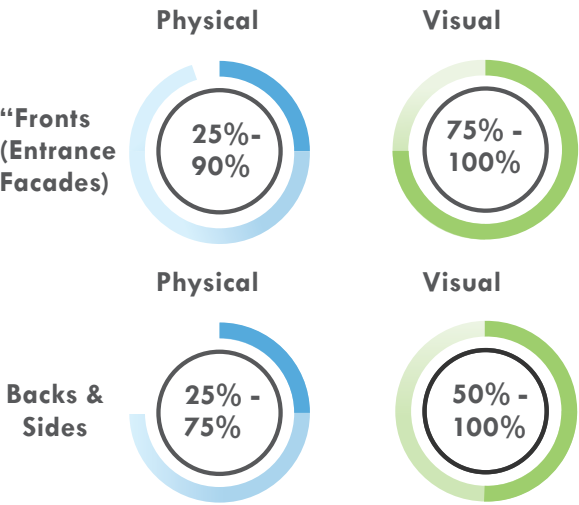
List of all park edge plots

PLOT ID	CHARACTER	CATEGORY	HEIGHTS <small>(MAXIMUM PARAMETER)</small>	INDICATIVE BUILDING FOOTPRINT (SQM)	POTENTIAL LAND USE
N2.3	Park Edge	Park Edge	4 St	1,500	B2
N2.4	Park Edge	Park Edge	4 St	500	B2
N3.2	Park Edge	Park Edge	4 St	800	B1
N3.3	Park Edge	Park Edge	4 St	800	B2
N3.5	Park Edge	Park Edge	3 St	1,000	B2
N3.6	Park Edge	Park Edge	3 St	800	B2
N4.3	Park Edge	Park Edge	5 St	800	B1
N4.6	Park Edge	Park Edge	4 St	2,400	B2

Suggested maximum plot parking coverage



Preferred building permeability



M PLOT TYPE 2 PT_02 Park Edge Plots

Design and Layout Principles

Key Frontages

5.9.1 Building frontages **should** address the Runway Park positively as a priority and courtyard frontages as a 2nd tier priority to ensure collaboration interfaces both sides of the building. Entrances, active frontages and user focussed internal accommodation **should** be provided on all elevations onto the Runway park. These uses **should** be visible from the Park to encourage activity and contribute to the public realm.

5.9.2 Opportunities **should** be sought to allow communal uses contained within buildings, such as cafes, restaurants, meeting rooms and shared spaces to spill onto the public realm without impeding pedestrian routes in order to activate public spaces.

5.9.3 Servicing entrances to ground floor service rooms **should** be from within the block interior to minimise impact on building connectivity with the Runway Park and public realm.

Porosity

5.9.4 Buildings **should** be physically permeable on the ground floor with visually transparent elements along the primary frontages of the park and courtyard.

5.9.5 The main pedestrian entrance **should** be located along the primary frontage (facing the runway park), it should be clearly identifiable to create an open and accessible environment, encourage interaction with the runway park.

Eyes on the Street

5.9.6 Buildings **should** be configured to maximise natural surveillance. Corner turning plots to provide 'eyes on the street' with active uses/spaces (meeting rooms, workshop/ laboratory spaces, canteens and etc.) overlooking the runway park.

Collaboration

5.9.7 Spill out space **should** be provided along the

primary frontage of the plots to encourage collaboration with tenants and users from other plots that also front the Runway Park.

5.9.8 The park edge plots **should** capitalise on the potential role of the Runway Park as a primary forum for collaboration, bring businesses and individuals together in the public realm to foster an innovative spirit.

Boundary Treatment

5.9.9 Largely open boundary or low level enclosure treatment along the primary frontage, the use of materials and planting **should** emphasise pedestrian priority. Where rear boundaries are in view, simple well proportioned hedgerow is considered suitable.

Parking and Refuse







5.9.10 On-site parking and drop off **should** only be permitted on designated bays in the block interior.

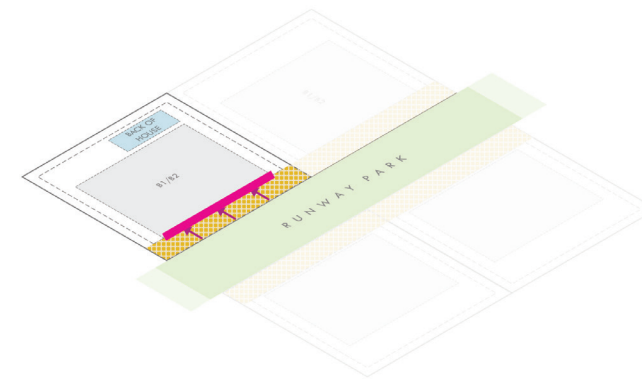
5.9.11 On-street provision for blue badge /operational parking **should not** be permitted on the park edge and instead should be located at specific locations within the block interior.

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

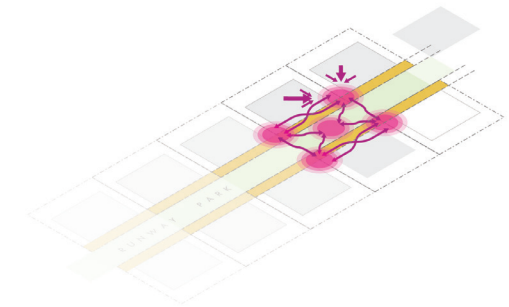
5.9.13 Sufficient space **should** be allocated for secure on-plot bin storage in visually unobtrusive locations, with a need to prevent bird access to litter and waste food that might attract gulls and contribute to risk of bird strike on the airfield.

Legend

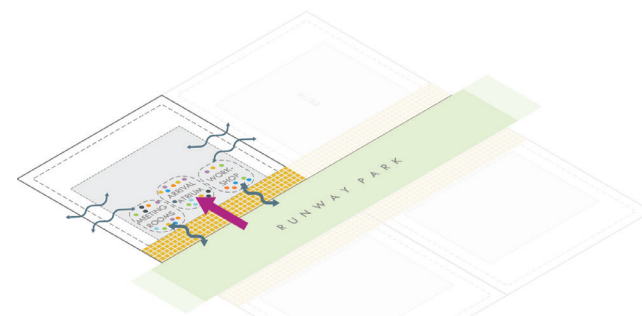
	Primary Boundary		BOH
	Secondary Boundary		On-plot Parking
	Main Entrance		
	Primary Frontage		



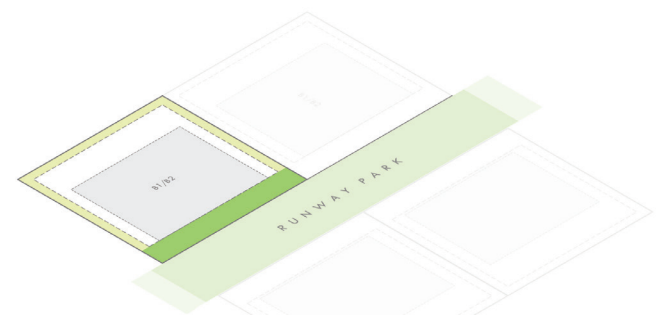
KEY FRONTAGES



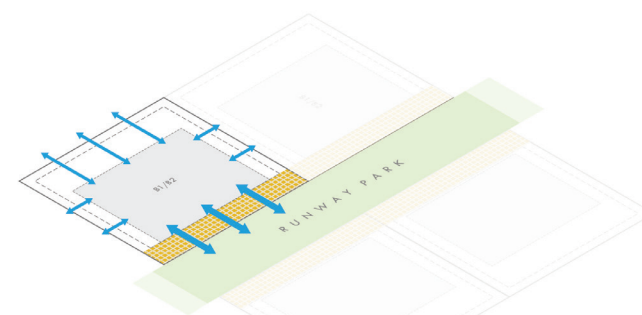
COLLABORATION



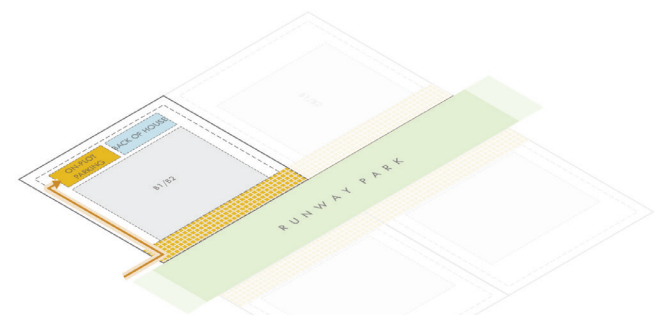
POROSITY



BOUNDARY TREATMENT



EYES ON THE STREET



PARKING



PLOT TYPE 2 PT_02 Park Edge Plots

Landscape Code

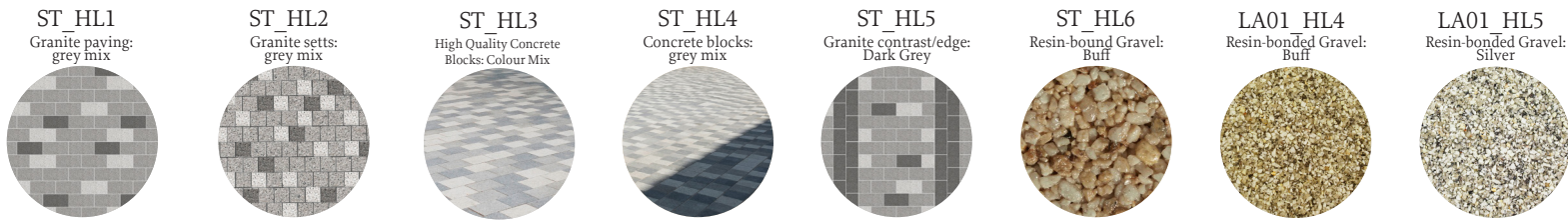
Design Objectives

1. The spill out area **should** be designed as a multifunctional space that accommodates a wide range of uses, events and activities on both the park side and courtyard side.
2. Provide a rich patchwork of naturalistic and productive landscape elements for people of all ages to enjoy tranquil pursuits that assist health and well-being.
3. To ensure appropriate and consistent boundary treatments where adjoining park edge plot boundaries meet.
4. Street furniture **should** be well designed, robust, provide character and be appropriate to the aesthetic of the individual character area. Where possible furniture that include materials that are recycled or are sustainably sourced are desirable.
5. Celebrate horticultural seasonality by providing a continuous changing palette of texture and colour celebrating the climatic changes throughout the year.
6. Specification of street furniture and the detailed design of the streetscape **should** be hardwearing and resistant to vandalism due to anticipated usage level.
7. 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

5.9.14 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 2 PT_02 Park Edge Plots

Building Code

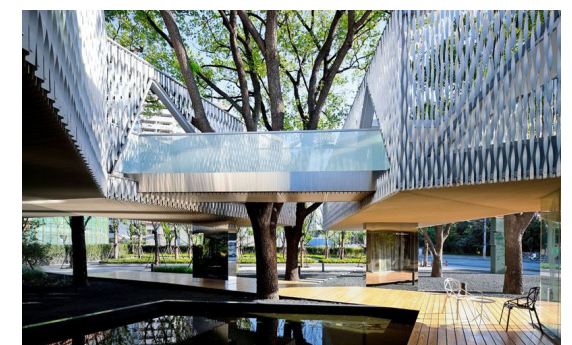
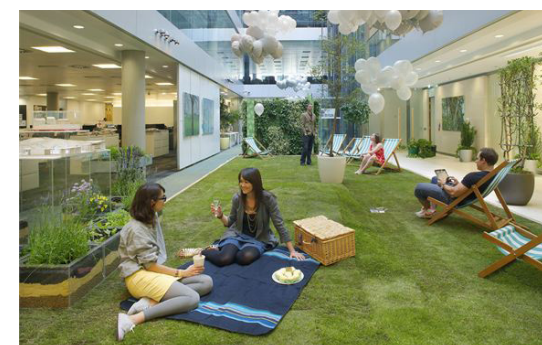
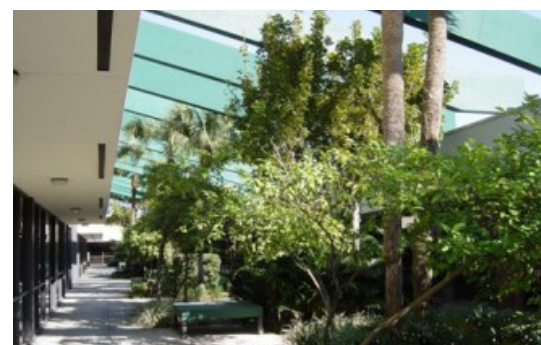
Design Objectives

1. The design of all facades overlooking the Runway Park **should** be active and where possible visually transparent to capitalise on the view and provide natural surveillance of the open space. Entrances **should** be located where animation and activity is desired.
2. Materials chosen **should** be fully justified in future prior approvals to achieve textures, colours, and qualities that reinforce the design and layout principles.
3. To provide people focussed ground floor uses such as cafes, restaurants or meeting rooms allowing for spill out of uses into areas of outdoor seating where possible.
4. High quality facades should be encouraged long the main park frontages to facilitate spill over activities and announce the quality of IPM.
5. The park can become an extension of the building - the design **should** open up sections of the facades and encourage spill out along the primary boundary.
6. 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.
7. Building design and maintenance strategy **should** consider potential roosting and nesting which could contribute to risk of bird strike on the airfield.
8. 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 3 PT_03 General Plots

5.10 General Plots

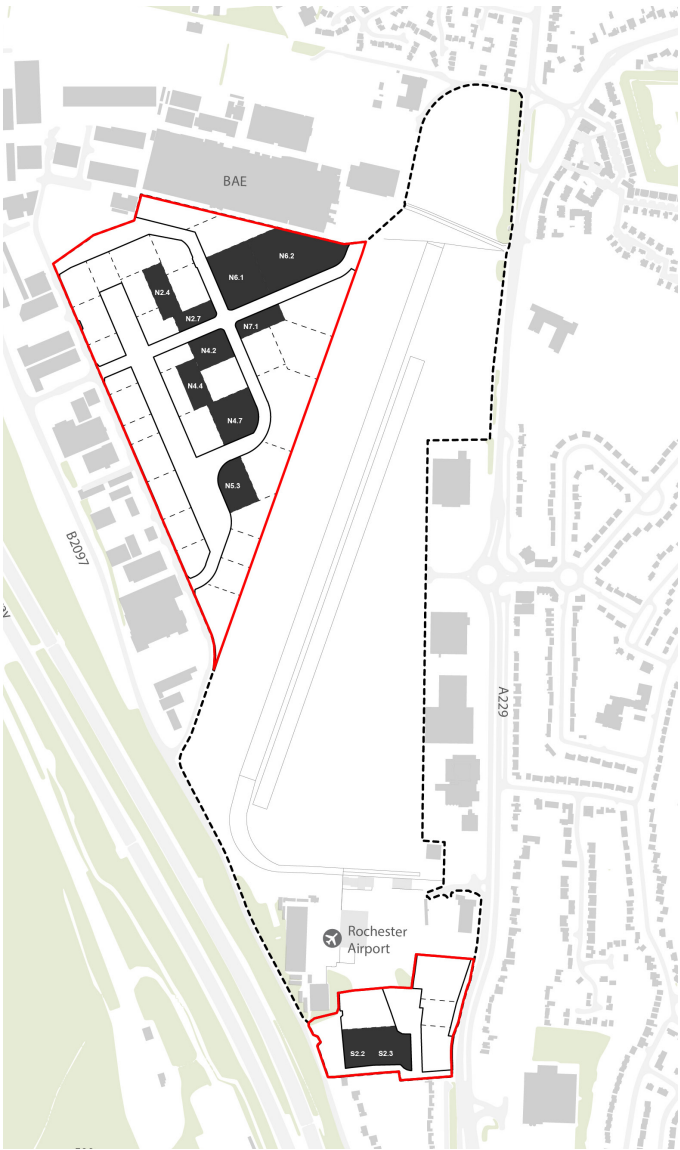
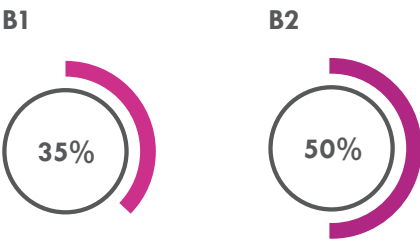


Figure 5.6. General Plot Plan

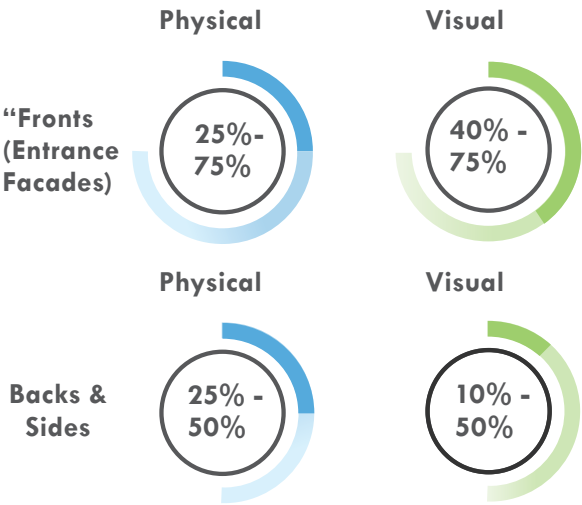
List of all general plots

PLOT ID	CHARACTER	CATEGORY	HEIGHT (MAXIMUM PARAMETER)	INDICATIVE BUILDING FOOTPRINT (SQM)	POTENTIAL LAND USE
N2.7	Core	General	4 St	1,000	B1
N4.2	Core	General	5 St	2,000	B2
N4.4	Park Edge	General	5 St	500	B2
N4.7	Core	General	4 St	2,200	B2
N5.3	Runway Edge	General	2 St	450	B1
N6.1	Core	General	4 St	4,500	B1/B2
N6.2	Woodland & Landscape Edge	General	4 St	3,600	B1/B2
N7.1	Core	General	4 St	800	B1
S2.2	Woodland & Landscape Edge	General	4 St	1,500	B2
S2.3	Woodland & Landscape Edge	General	4 St	1,000	B1

Suggested maximum plot parking coverage



Preferred building permeability



M

PLOT TYPE 3 PT_03 General Plots

Design and Layout Principles

Key Frontages

5.10.1 Building frontage and on plot design features **should** define road corridors and present frontages onto the street network.

5.10.2 Variable building lines to primary and secondary streets are acceptable on general plots.

5.10.3 Back of house, storage and ancillary spaces **should not** be on any primary frontages.

Porosity

5.10.4 Buildings **should** be physically permeable on the ground floor with any visually transparent elements encouraged to be located along the primary frontages.

5.10.5 Layout **should** maintain principal entrances from primary or secondary road corridors and be in accordance with pedestrian movement.

Eyes on the Street

5.10.6 Entrances **should** support natural surveillance and wayfinding.

5.10.7 Streets and public spaces **should** be over looked with continuous street frontage.

Collaboration

5.10.8 Spill out space **should** be provided at the rear of general plots to encourage collaboration with tenants and other users from adjacent plots.

5.10.9 Plots within clusters near the park edge plots should capitalise on the potential role of Runway Park as the forum for collaboration, bring businesses and individuals together in the public realm to foster an innovative spirit.

Boundary Treatment

5.10.10 Use of 'open fronts' **should** be encouraged and **should** be appropriate to the scale and design of the

building, the street type and the objectives of the relevant character area.

5.10.11 Enclosed boundaries are not recommended as they may impede the permeability of sites that is vital to fostering social interaction and collaboration.

5.10.12 Open boundaries are encouraged to maximise the benefits of natural surveillance and overlooking.

Parking and Refuse







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

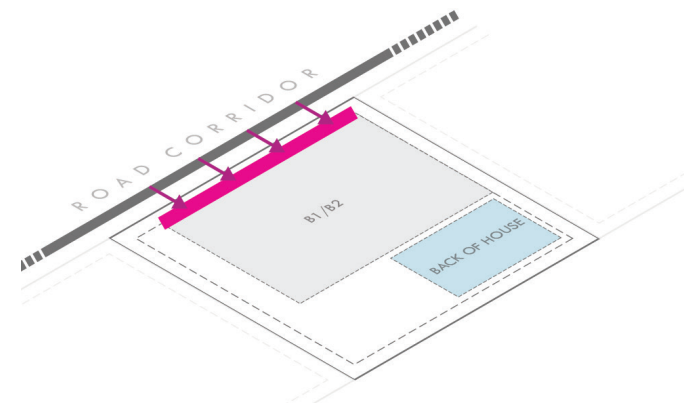
5.10.14 On-street provision for blue badge /operational parking **should** be accommodated at specific locations within IPM.

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

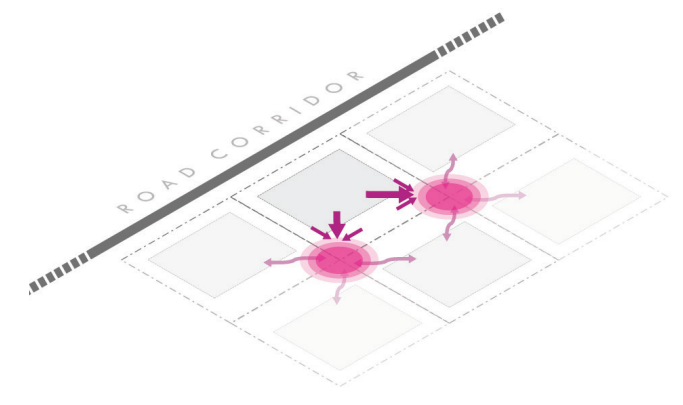
5.10.16 Sufficient space **should** be allocated for secure on-plot bin storage in visually unobtrusive locations, with a need to prevent bird access to litter and waste food that might attract gulls and contribute to risk of bird strike on the airfield.

Legend

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



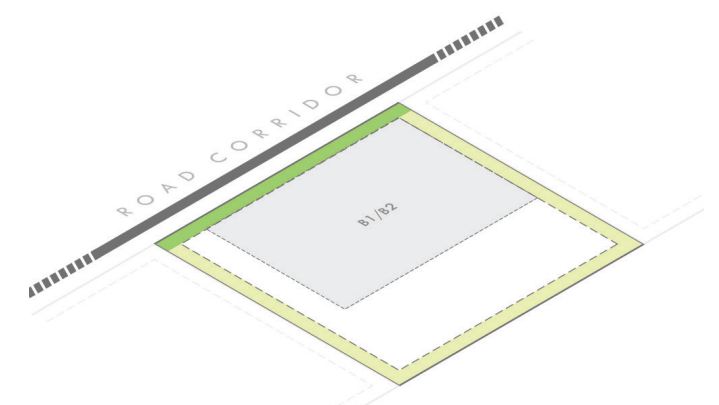
KEY FRONTAGES



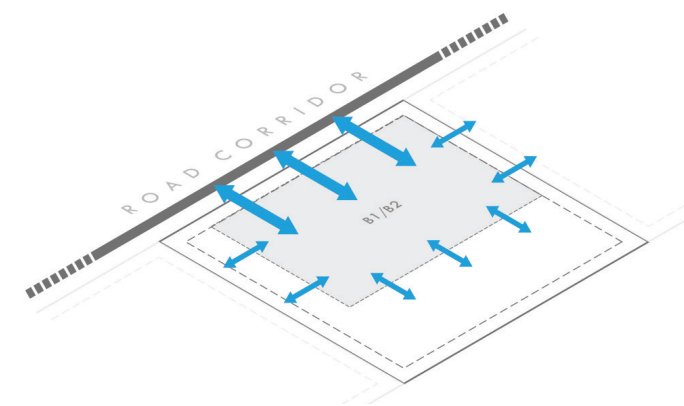
COLLABORATION



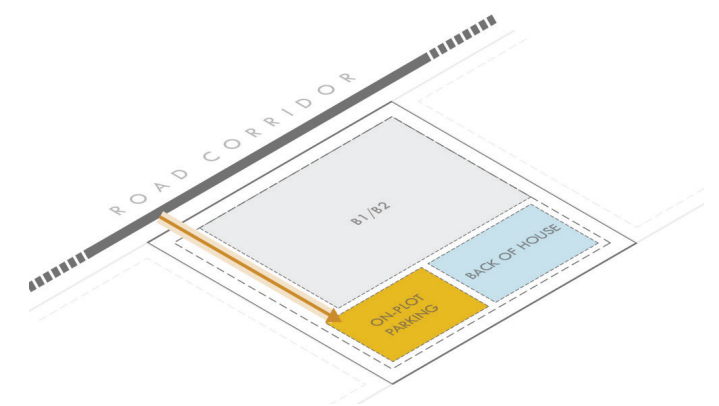
POROSITY



BOUNDARY TREATMENT



EYES ON THE STREET



PARKING



PLOT TYPE 3 PT_03 General Plots

Landscape Code

Design Objectives

- 1. To promote use of trees based on local species found near the site.
- 2. Benches and other seating opportunities should be designed and integrated into the public realm design at frequent intervals.
- 3. Street lighting **should** reinforce character and the structure of the character area and the plot characters.
- 4. Animate the street frontages on both primary and secondary routes to create lively streets.
- 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.

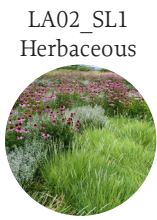
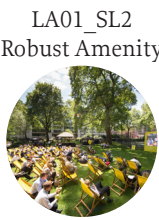
Material Palette

5.10.17 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.

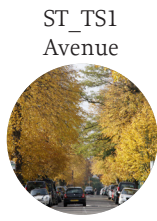
Hard Landscape



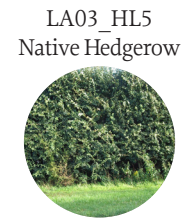
Soft Landscape



Tree Selection



Boundary



M PLOT TYPE 3 PT_03 General Plots

Building Code

Design Objectives

1. Achieve continuity of building line for all general plot frontages but with some flexibility for general plots.
2. To avoid over development on plot and allow for sufficient spatial separation between buildings.
3. Propose a spectrum of colours that will be appropriate at IPM in order to provide a degree of control on applications that might come forward for development parcels.
4. To control the use and layout of 'front of house' areas to avoid inappropriate activity and character, with any lobby spaces and office related elements encouraged for primary facades fronting onto streets.
5. Establish a consistent level of material quality and detail throughout each development plot.
6. 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.
7. Building design and maintenance strategy **should** consider potential roosting and nesting which could contribute to risk of bird strike on the airfield.
8. 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 4 PT_04 Parking Deck Plots

5.11 Parking Deck Plots

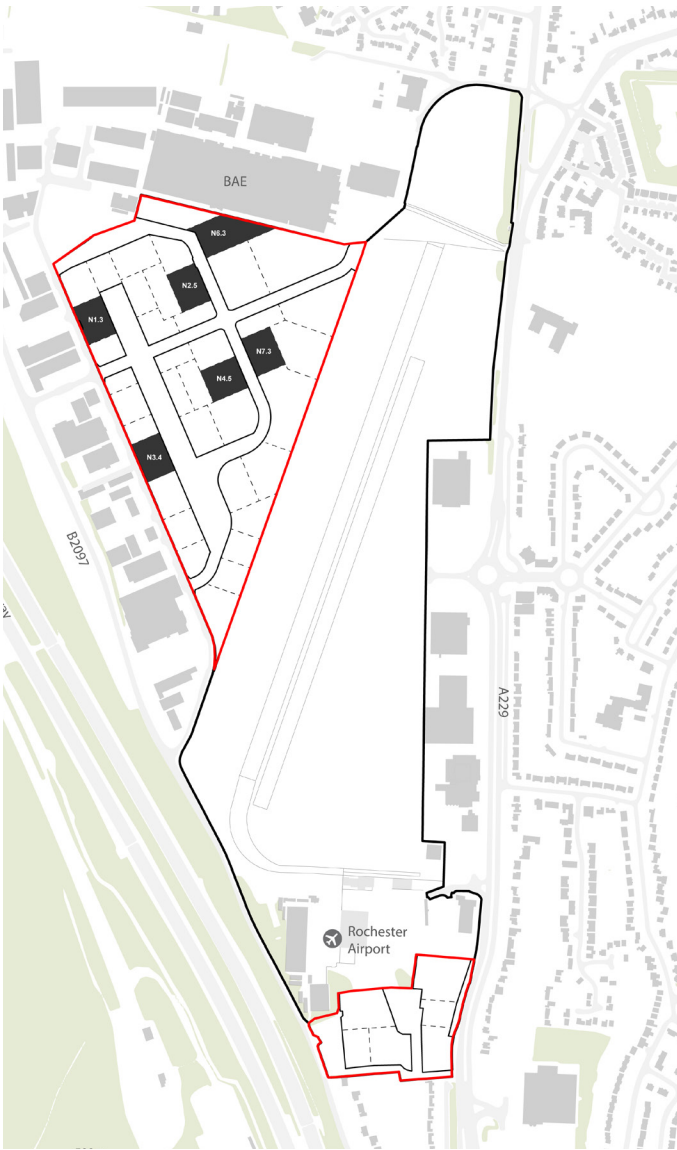
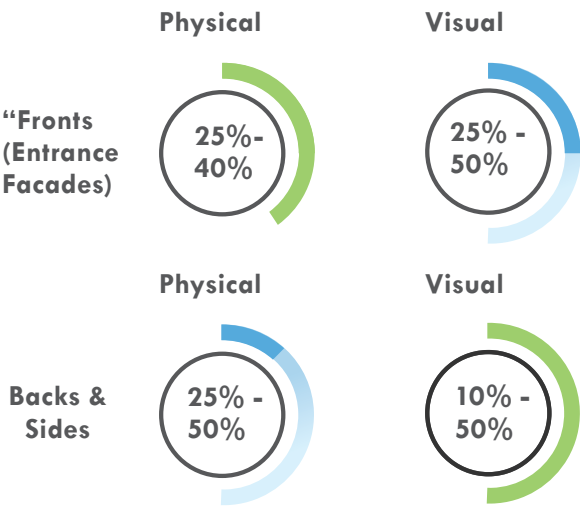


Figure 5.7. Parking Deck Plots Plan

List of all parking deck plots

PLOT ID	CHARACTER	CATEGORY	HEIGHTS	INDICATIVE BUILDING FOOTPRINT (SQM)	POTENTIAL LAND USE
N1.3	Park Edge	Car Park	4 St	2,000	Deck Car Park
N2.5	Core	Car Park	4 St	2,000	Deck Car Park
N3.4	Park Edge	Car Park	4 St	2,000	Deck Car Park
N4.5	Core	Car Park	5 St	2,000	Deck Car Park
N6.3	Woodland & Landscape Edge	Car Park	4 St	2,000	Deck Car Park
N7.3	Core	Car Park	4 St	2,000	Deck Car Park

Preferred Building Permeability



M PLOT TYPE 4 PT_04 Parking Deck Plots

Design and Layout Principles

Key Frontages

5.11.1 Design of multi-storey decked car park **should** deliver a high quality facade and or green screening along any primary frontages where public views are exposed.

5.11.2 Design of decked car parks **should** not have a negative impact at street level by the creation of dead frontage.

Porosity

5.11.3 Layout **should** maintain a level of managed permeability underpinned by multiple pedestrian access points (front, side and rear).

5.11.4 Multiple entrance points for pedestrians from the side and rear will enhance site accessibility and ensure minimise dead frontages.

Eyes on the Street

5.11.5 Multiple pedestrian entrances **should** be provided to support natural surveillance and wayfinding.

5.11.6 Streets and public spaces **should** be over looked with continuous street frontage in areas adjacent to parking deck plots.

Collaboration

5.11.7 Decked solutions **should** be explored which will maximise the potential to achieve placemaking objectives with strategic vehicle capture allowing for car free areas for collaboration.

Boundary Treatment

5.11.8 Use of 'open fronts' **should** be encouraged for front, side and rear boundaries and **should** be appropriate to the scale, function and design of the building.

5.11.9 The use of soft and hard landscape elements (e.g.: low-lying planting and contrasting paving materials) are encouraged to mark out a privacy strip between the building

line and the public realm, to provide permeability and sense of inclusion rather than a solid boundary such as a wall or a fence.

Parking and Refuse

5.11.10 Decked parking structures **should** be future proofed to allow for conversion into additional employment spaces.







5.11.11 Easily accessible sections of the decked car park **should** be designated to accommodate blue badge / operational parking.

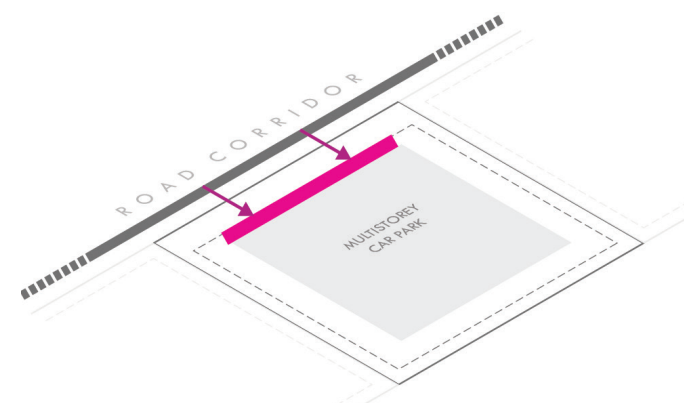
5.11.12 Night time lighting **should** be incorporated into the design of the parking structures.

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

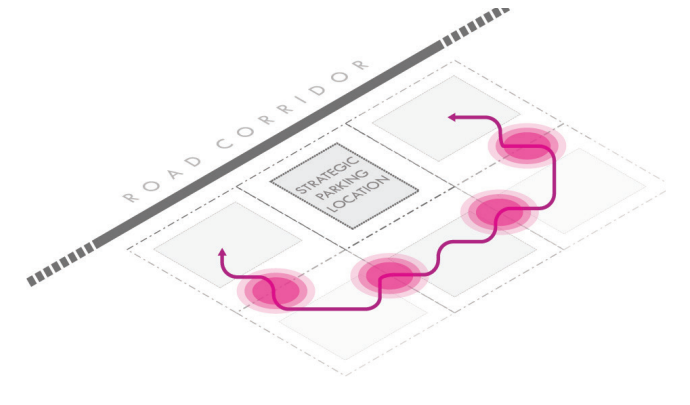
5.11.14 Sufficient space **should** be allocated for secure on-plot bin storage in visually unobtrusive locations, with a need to prevent bird access to litter and waste food that might attract gulls and contribute to risk of bird strike on the airfield.

Legend

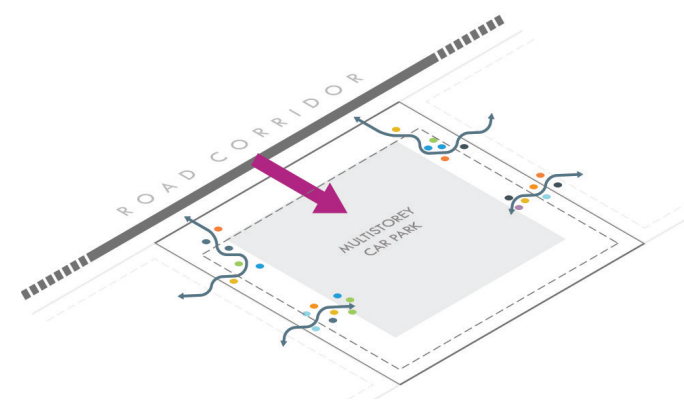
	Primary Boundary		BOH
	Secondary Boundary		On-plot Parking
	Main Entrance		
	Primary Frontage		



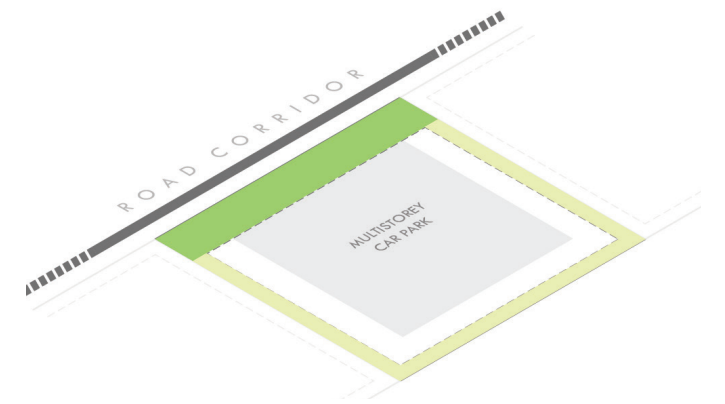
KEY FRONTAGES



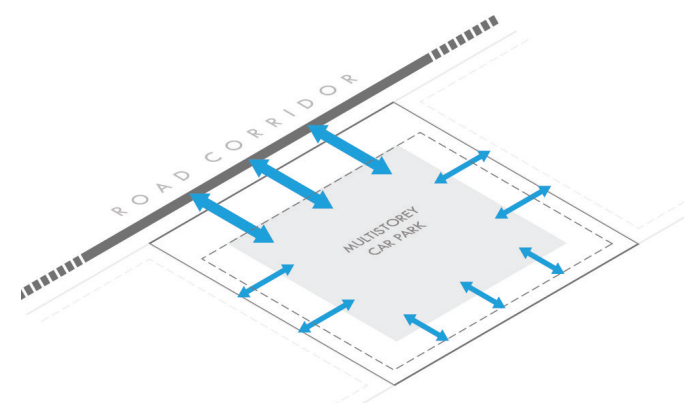
COLLABORATION



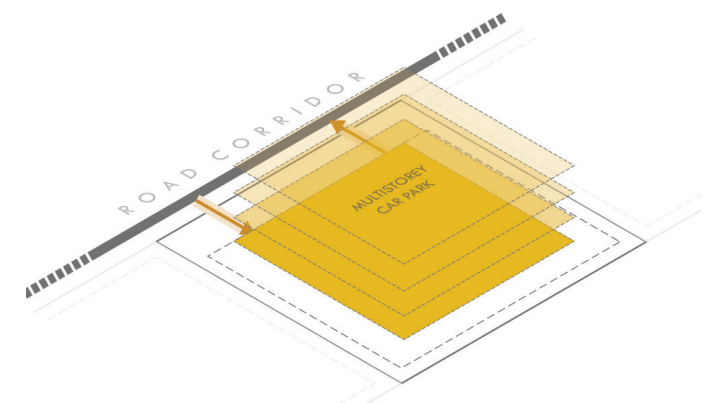
POROSITY



BOUNDARY TREATMENT



EYES ON THE STREET



PARKING



PLOT TYPE 4 PT_04 Parking Deck Plots

Landscape Code

Design Objectives

- 1. Encourage planted privacy strips along building frontages to maintain security and privacy for the adjacent buildings. These will feature native and ornamental plants which contribute to the character and setting within this space.
- 2. Ensure the space is level where possible to maintain accessibility for all users.
- 3. Create planting and soft landscape buffers at side and rear of parking deck plots that are permeable.
- 4. Ensure street furniture, planting and trees are arranged so that they are coordinated with buildings, reinforce key views / sight lines and maintain key connections.
- 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

5.11.15 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.

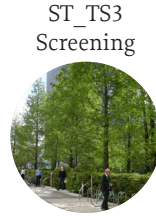
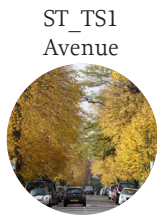
Hard Landscape



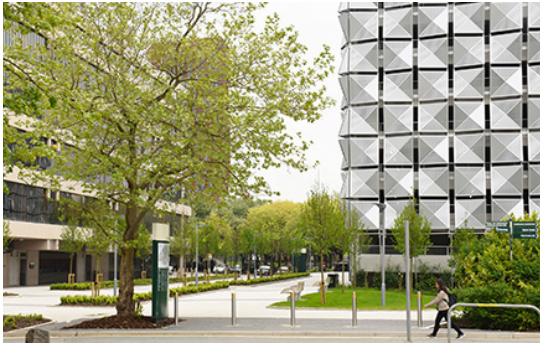
Soft Landscape



Tree Selection



Boundary



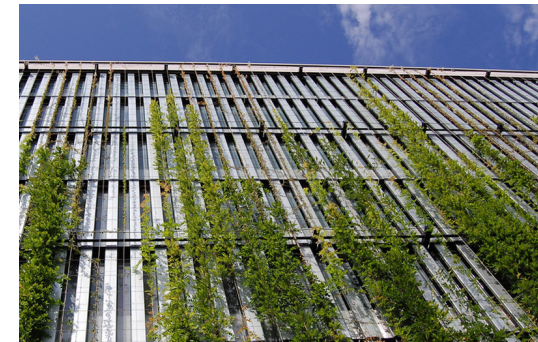
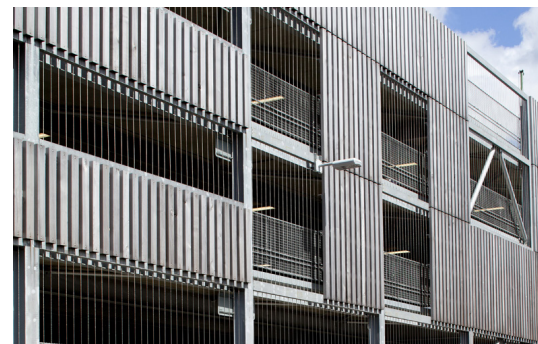
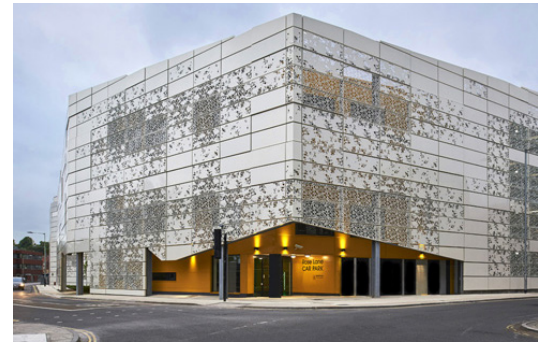
M PLOT TYPE 4 PT_04 Parking Deck Plots

Building Code

Design Objectives

1. Design **should** adopt facade treatments such as green walls (lightweight, fast and easy to install) to contribute to wayfinding and the language and rhythm of the street.
2. Sensitive design response to massing to ensure it is designed to sit sensitively within clusters of developments and avoid visual impact or prominence in view, particularly in the woodland character area.
3. Sensitive design to break down scale through material / lighting treatment.
4. Enhance building permeability through creation of multiple entrances.
5. Provide a quality and durability appropriate to the use and long term value of the development that are capable of weathering well over the lifetime of the building and minimising maintenance.
6. Screens used to obscure primary structure, the buildings should feature entrance lobby where possible.
7. Consider long term conversion and adaptability for other uses.
8. 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.
9. Building design and maintenance strategy **should** consider potential roosting and nesting which could contribute to risk of bird strike on the airfield.
10. Buildings and on-plot environment **should** be appropriately lit realm whilst minimising light pollution and avoiding any operational risks to the airport.

Building Frontage





PLOT TYPE 5 PT_05 Runway Edge Plots

5.12 Runway Edge Plots

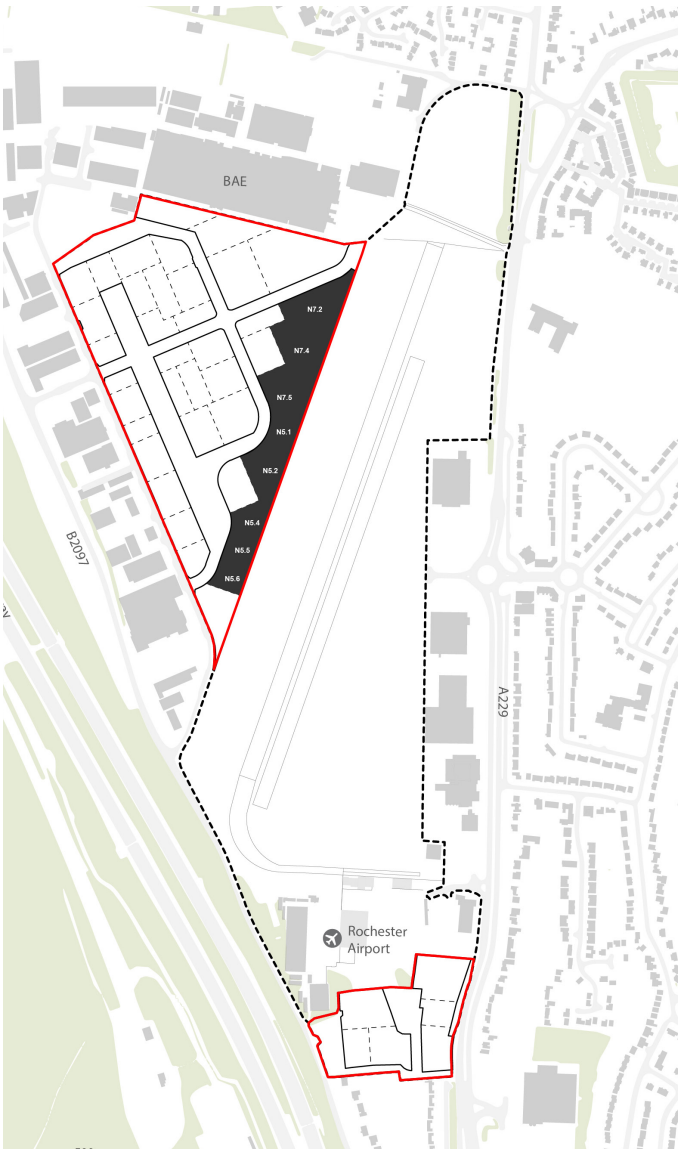


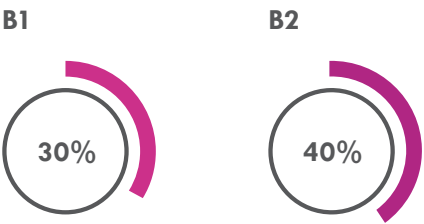
Figure 5.8. Runway Park Plots Plan

List of all Runway Edge plots

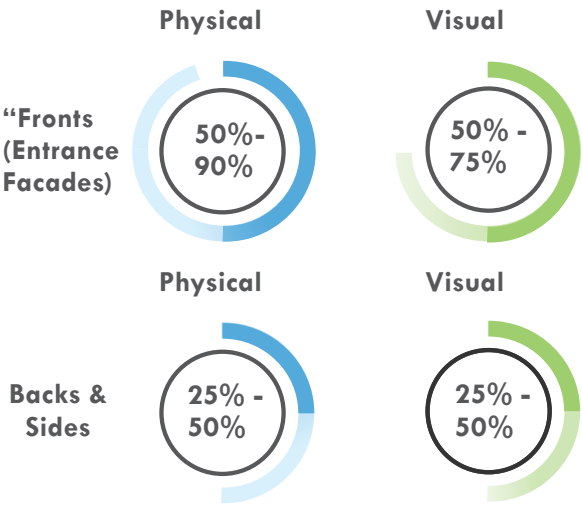
PLOT ID	CHARACTER	CATEGORY	HEIGHT (MAXIMUM PARAMETER)	INDICATIVE BUILDING FOOTPRINT (SQM)	POTENTIAL LAND USE
N5.1	Runway Edge	Runway Edge	2 St	400	B2
N5.2	Runway Edge	Runway Edge	2 St	1,000	B2
N5.4	Runway Edge	Runway Edge	2 St	1,050	B2
① N5.5	Runway Edge	Runway Edge	2 St	400	B2
① N5.6	Runway Edge	Runway Edge	2 St	400	B2
N7.2	Runway Edge	Runway Edge	2 St	2,778	B2
N7.4	Runway Edge	Runway Edge	2 St	1,500	B2
N7.5	Runway Edge	Runway Edge	2 St	2,198	B2

① Land use of the plot may change subject to potential extension of the Runway Park

Suggested maximum plot parking coverage



Preferred building permeability



M PLOT TYPE 5 PT_05 Runway Edge Plots

Design and Layout Principles

Key Frontages

5.12.1 Primary frontages **should** be active and have a positive relationship with the street. Service access should be avoided on primary frontages.

5.12.2 Entrances and active frontages and uses **should** be provided on elevations along the Plaza and the primary route. These uses **should** be visible from the street to encourage activity and contribute to the public realm.

Porosity

5.12.3 Layout **should** maintain a high level of physical and visual permeability underpinned by multiple transparent facades and primary and secondary access points (front and side).

5.12.4 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 single storey Hangers.

Eyes on the Street

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

5.12.6 Streets and public spaces **should** be over looked with continuous street frontage.

Collaboration

5.12.7 Ample spill out space **should** be provided along the front and side of plots as outdoor rooms and collaboration spaces.

Boundary Treatment

5.12.8 The front boundaries **should** provide depth and richness to the street scene.

5.12.9 The trees of character settings **should** physically restrict casual intrusion and penetration into the restricted parts of the airport, as such the rear of the runway edge plots

will present a secured boundary to the airfield.

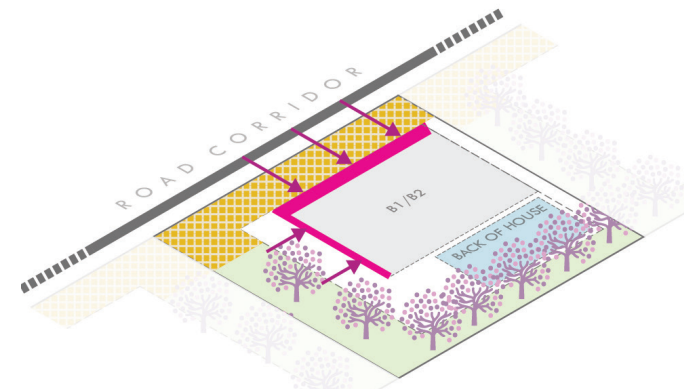
Parking

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

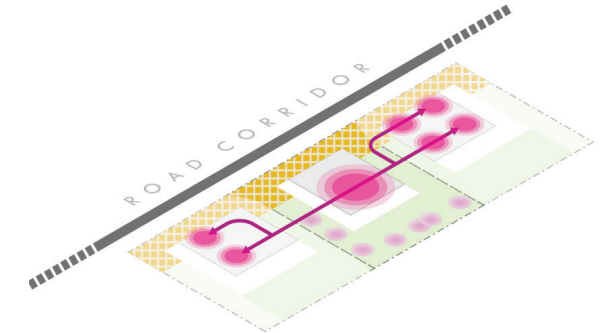
5.12.11 On-street provision for blue badge /operational parking **should** be accommodated at specific locations within IPM.

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

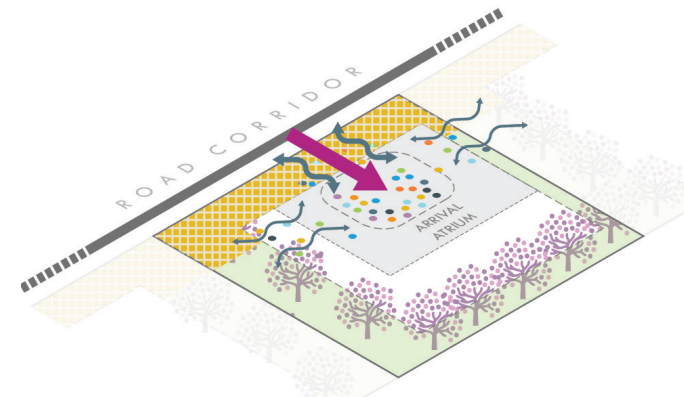
5.12.13 Sufficient space **should** be allocated for secure on-plot bin storage in visually unobtrusive locations, with a need to prevent bird access to litter and waste food that might attract gulls and contribute to risk of bird strike on the airfield.



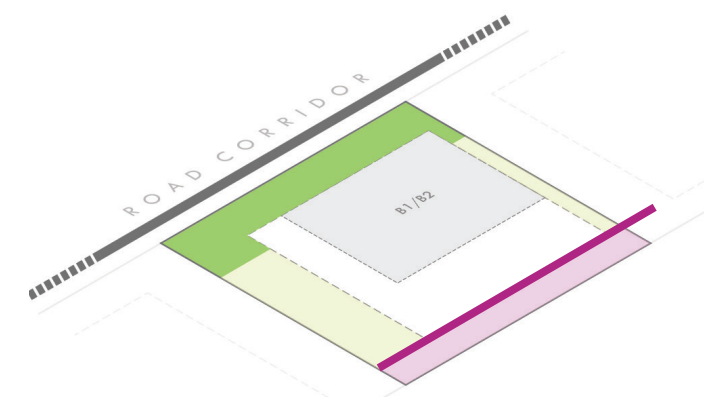
KEY FRONTAGES



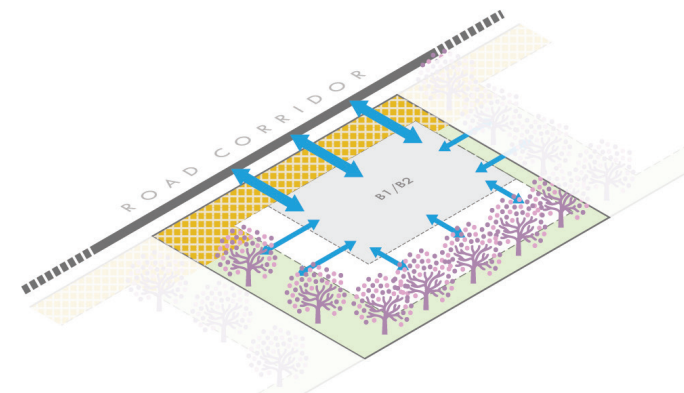
COLLABORATION



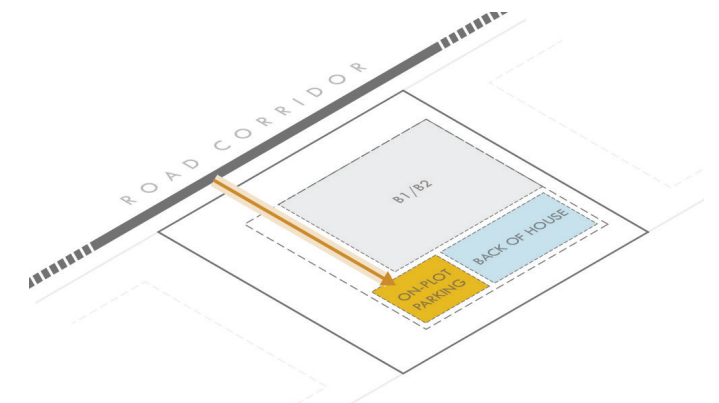
POROSITY



BOUNDARY TREATMENT



EYES ON THE STREET



PARKING

Legend

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



PLOT TYPE 5 PT_05 Runway Edge Plots

Landscape Code

Design Objectives

- 1. Design public realm and shared spaces to provide a stage where collaboration and new ideas can be freely exchanged.
- 2. To provide a clearly defined development side and airport side split.
- 3. Trees of distinction **should** be maintained to acceptable height to form a secured boundary to the airfield.
- 4. 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

5.12.14 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 5 PT_05 Runway Edge Plots

Building Code

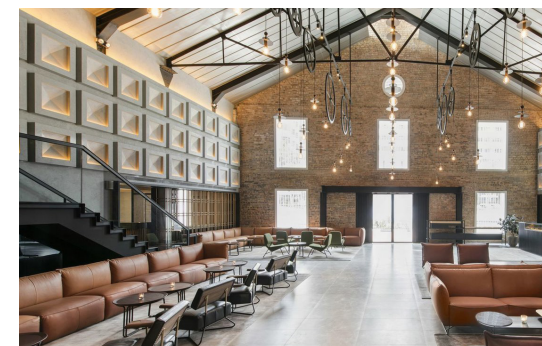
Design Objectives

1. Entrances and active frontages and uses **should** be provided on all elevations onto the plaza space. These uses **should** be visible from the street to encourage activity and contribute to the public realm.
2. The buildings within Runway Edge plots **should** take the form of a 'pavilion', providing a simple form that can accommodate both business incubators and start-ups of a range of sizes.
3. The buildings on Runway Edge plots **must** respect the height parameters associated with proximity to the operational runway. The buildings will most likely be a tall single storey building or feature mezzanine levels.
4. Any manufacturing spaces **should** be screened by office and/or reception areas located on the key frontages identified. Active facades displaying products to public street areas is acceptable.
5. 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.
6. Building design and maintenance strategy **should** consider potential roosting and nesting which could contribute to risk of bird strike on the airfield.
7. 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 6 PT_06 Woodland Plots

5.13 Woodland Plots

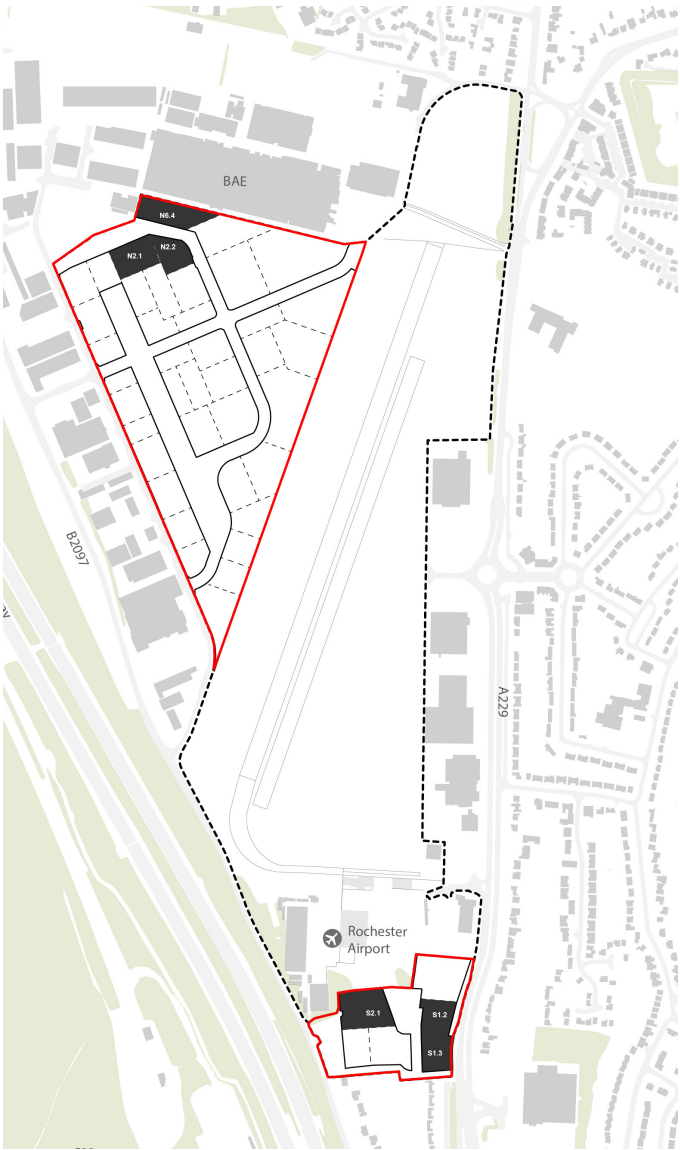
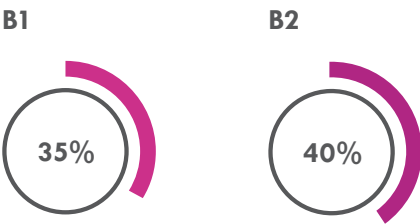


Figure 5.9. Woodland Plots Plan

List of all Woodland plots

PLOT ID	CHARACTER	CATEGORY	HEIGHT <small>(MAXIMUM PARAMETER)</small>	INDICATIVE BUILDING FOOTPRINT (SQM)	POTENTIAL LAND USE
N2.1	Woodland & Landscape Edge	Woodland	4 St	1,500	B2
N2.2	Core	Woodland	4 St	1,698	B2
N6.4	Woodland & Landscape Edge	Woodland	4 St	1,800	B2
S1.2	Woodland & Landscape Edge	Woodland	4 St	1,000	B2
S1.3	Woodland & Landscape Edge	Woodland	2 St	2,000	B2
S2.1	Woodland & Landscape Edge	Woodland	4 St	2,800	B2

Suggested maximum plot parking coverage



Preferred building permeability

