

TONBRIDGE & MALLING BOROUGH COUNCIL



EXECUTIVE SERVICES

Chief Executive

Julie Beilby BSc (Hons) MBA

Gibson Building
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West Malling (01732) 844522

To: MEMBERS OF THE COUNCIL

Dear Sir/Madam

I hereby summon you to attend a meeting of the Tonbridge and Malling Borough Council which will be held online via Microsoft Teams on Tuesday, 23rd February, 2021 at 7.30 pm. Information on how to observe the meeting will be published on the Council's website. The following business is proposed to be transacted:-

PART 1 - PUBLIC

1. Apologies for absence 5 - 6
2. Declarations of interest
To declare any interests in respect of recommended items
3. Minutes 7 - 14
To confirm as a correct record the Minutes of the meeting of Council held on 27 October 2020
4. Mayor's Announcements 15 - 16
5. Questions from the public pursuant to Council Procedure Rule No 5.6 17 - 18
6. Questions from Members pursuant to Council Procedure Rule No 5.5 19 - 20
7. Notice of Motion submitted pursuant to Council Procedure Rule No. 5.27 21 - 22

To receive a Notice of Motion in respect of the time limited increase to the basic rate of Universal Credit announced as part of the coronavirus pandemic measures submitted by Councillor F Hoskins on behalf of the Tonbridge and Malling Liberal Democrats.

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|----|--------------------------------------|---------|
| 8. | Leader's Announcements | 23 - 24 |
| 9. | Reports, Minutes and Recommendations | 25 - 26 |

To receive and consider reports, minutes and recommendations from the meetings of the Cabinet and Committees set out in the Minute Book and officers' reports on any matters arising from them, and to receive questions and answers on any of those reports.

Matters for recommendation to the Council are indicated below at items 10 to 16.

- | | | |
|-----|---------------------------|---------|
| 10. | Localism Act - Pay Policy | 27 - 36 |
|-----|---------------------------|---------|

Item GP 21/3 referred from General Purposes Committee of 25 January 2021

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| 11. | Innovation Park Medway - Adoption of the Local Development Order and Masterplan | 37 - 338 |
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Item CB 21/7 referred from Cabinet of 26 January 2021

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| 12. | Setting the Budget 2021/22 | 339 - 340 |
|-----|----------------------------|-----------|

Item from Cabinet minutes of 11 February 2021 – to follow

In accordance with CPR 8.5 of the Constitution there will be a recorded vote for this item.

Due to the timescale and print deadline, the recommendations arising from the meeting of Cabinet will be circulated to Members in advance of the meeting of Council.

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| 13. | Setting the Council Tax 2021/22 | 341 - 342 |
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Item from Cabinet minutes of 11 February 2021 – to follow

In accordance with CPR 8.5 of the Constitution there will be a recorded vote for this item.

Due to the timescale and print deadline, the recommendations arising from the meeting of Cabinet will be circulated to Members in advance of the meeting of Council.

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| 14. | Local Council Tax Reduction Scheme 2021/22 | 343 - 344 |
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Item from Cabinet minutes of 11 February 2021 – to follow

Due to the timescale and print deadline, the recommendations arising from the meeting of Cabinet will be circulated to Members in advance of the meeting of Council.

15. Risk Management 345 - 346

Item from Cabinet minutes of 11 February 2021 – to follow

Due to the timescale and print deadline, the recommendations arising from the meeting of Cabinet will be circulated to Members in advance of the meeting of Council.

16. Treasury Management Update and Treasury Management and Annual Investment Strategy for 2021/22 347 - 348

Item from Cabinet minutes of 11 February 2021 – to follow

Due to the timescale and print deadline, the recommendations arising from the meeting of Cabinet will be circulated to Members in advance of the meeting of Council.

17. Sealing of Documents

To authorise the Common Seal of the Council to be affixed to any Contract, Minute, Notice or other document requiring the same.

Matters for consideration in Private

18. Exclusion of Press and Public 349 - 350

The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

Part 2 - Private

Matters for Information

19. Property Investment Opportunity 351 - 368

This report informs Members of work undertaken in late 2019/ early 2020 regarding a potential investment opportunity for the Borough Council

JULIE BEILBY
Chief Executive
Monday, 15 February 2021

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Apologies for absence

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TONBRIDGE AND MALLING BOROUGH COUNCIL

COUNCIL MEETING

Tuesday, 27th October, 2020

At the meeting of the Tonbridge and Malling Borough Council held via video-conferencing on Tuesday, 27th October, 2020

Present: Her Worship the Mayor (Councillor Mrs J A Anderson), the Deputy Mayor (Councillor R V Roud), Cllr M C Base, Cllr Mrs P A Bates, Cllr Mrs S Bell, Cllr R P Betts, Cllr T Bishop, Cllr J L Botten, Cllr V M C Branson, Cllr G C Bridge, Cllr C Brown, Cllr R I B Cannon, Cllr A E Clark, Cllr M A Coffin, Cllr D J Cooper, Cllr R W Dalton, Cllr D A S Davis, Cllr M O Davis, Cllr Mrs T Dean, Cllr N Foyle, Cllr N J Heslop, Cllr P M Hickmott, Cllr M A J Hood, Cllr F A Hoskins, Cllr S A Hudson, Cllr A P J Keeley, Cllr D Keers, Cllr Mrs F A Kemp, Cllr A Kennedy, Cllr D W King, Cllr K King, Cllr J R S Lark, Cllr D Lettington, Cllr Mrs R F Lettington, Cllr B J Luker, Cllr P J Montague, Cllr Mrs A S Oakley, Cllr L J O'Toole, Cllr W E Palmer, Cllr M R Rhodes, Cllr H S Rogers, Cllr J L Sergison, Cllr T B Shaw, Cllr N G Stapleton, Cllr K B Tanner, Cllr Mrs M Tatton, Cllr M Taylor, Cllr Miss G E Thomas, Cllr D Thornewell and Cllr C J Williams

Apologies for absence were received from Councillors M D Boughton, Mrs C B Langridge and F G Tombolis

PART 1 - PUBLIC

C 20/31 DECLARATIONS OF INTEREST

There were no declarations of interest made in accordance with the Code of Conduct.

For reasons of transparency, Councillors T Bishop and M Davis each advised that they were the Borough Council's appointees to the Tonbridge and Malling Leisure Trust to which reference was made in the report on Leybourne Lakes Country Park – Facilities Improvements (Minute C 20/41 refers).

C 20/32 MINUTES

RESOLVED: That the Minutes of the proceedings of the meeting of the Council held on 14 July 2020 be approved as a correct record and signed by the Mayor.

C 20/33 MAYOR'S ANNOUNCEMENTS

The Mayor advised that she had attended the following Covid secure and/or socially distanced engagements since the last meeting of the Council:

- Tonbridge Model Engineering Society Cheque Presentation to the Mayor. A cheque for £500 was presented for the Mayor's charity CRY (Cardiac Risk in the Young);
- Her Majesty's Lord Lieutenant and County Chairman for SERFCA Virtual Awards Ceremony;
- The Chairman of Kent County Council's Virtual Civic Reception; and
- The Chairman of Sevenoaks District Council's coffee morning.

Future functions would include attendance at socially distanced Remembrance Day Services in Tonbridge and at the RBLI, Aylesford.

Finally, the Mayor thanked Members and officers of the Borough Council for the continuing support provided to residents, communities and businesses across the Borough during the ongoing coronavirus pandemic.

C 20/34 QUESTIONS FROM THE PUBLIC PURSUANT TO COUNCIL PROCEDURE RULE NO 5.6

No questions were received from members of the public pursuant to Council Procedure Rule No 5.6.

C 20/35 QUESTIONS FROM MEMBERS PURSUANT TO COUNCIL PROCEDURE RULE NO 5.5

No questions were received from Members pursuant to Council Procedure Rule No 5.5.

C 20/36 LEADER'S ANNOUNCEMENTS

The Leader reported that the latest number of Covid-19 cases recorded in Tonbridge and Malling through Public Health England was 92 as at 23 October 2020. He advised that the trend remained constant, with the 7 day rate per 100,000 population at 45.4 between 18 and 23 October. This was below the Kent average and significantly below the average across England. He cautioned against complacency and encouraged the use of every opportunity to reinforce public health messaging. He reported that the Council's Business Continuity officer group met regularly to discuss how the Council would respond to any potential spike in numbers. He expressed concern that the winter months, with

potential flooding and severe weather, would add to the challenges to be addressed.

The Leader advised that two emergency decisions had been made in accordance with the Emergency Provisions set out in Part 7 of the Constitution. He stated his preference for policy being brought before Members and regretted that the time-scale required for implementing the decisions had not allowed for this. The first decision had related to setting up arrangements for those who test positive for COVID-19 or are identified by NHS Test and Trace as a close contact, requiring them to self-isolate. Final guidance for the scheme had been received on a Friday with instructions that it be in place by the Monday. The second emergency decision had allowed the Council to make arrangements for engagement and enforcement work relating to COVID-19 using funding received from the Kent County Council.

The Leader commented that Covid-19 had had an impact on finances across the country, in the business sector, charities, and among families. Local government had been equally impacted and the Borough Council now faced enormous financial challenges. He stressed the need to work together to ensure the Borough Council's future financial stability and he welcomed the Government's most recent tranche of funding to Tonbridge and Malling of £226,802.00, which brought the total of four tranches of funding to £1,776,566.

With regard to Planning, the Leader stated that the scale of the increase in housing numbers planned for Tonbridge and Malling by the Government's algorithm was totally unsustainable and wrong. He advised that he and David Lettington had written directly to Robert Jenrick, the Housing Secretary, to amplify the objections raised by Members at the extraordinary meeting of the Planning and Transportation Advisory Board. He had also made the two local Members of Parliament aware of the objections and welcomed their support in opposing the Government's calculations.

The Leader advised that, together with David Lettington, he had written directly to the Secretary of State to object to the democratic deficit that would occur from the proposals in the Planning White Paper, which ignored community involvement in individual planning applications. He stated that this could not be right as communities changed and evolved over time and, whilst having a planning framework in place was crucial to guide development, the individual scheme proposals and their potential impact on the local environment were not something that could be fully considered years in advance.

With regard to the status of the Local Plan, the Leader expressed concern about the response received from the Planning Inspectorate to the first few days of the Examination in Public. He indicated that it would be unhelpful to speculate in the absence of further details and advised

that, once these have been received, the matter would be put to the appropriate forum for member discussion.

The Leader reminded Members that the Green Flag Award scheme recognised and rewarded well managed parks and green spaces, setting the benchmark standard for the management of recreational outdoor spaces across the United Kingdom and around the world. He advised that both Leybourne Lakes and Haysden Country Parks had, once again, been awarded this status. He was pleased to announce that the Tonbridge Racecourse Sportsground had also been put forward for this prestigious recognition and had been awarded green flag status. The Leader paid tribute to the officers and volunteers who maintain three, much cherished, green open spaces within the Borough and their achievement of the Green Flag Award.

The Leader advised that, in the build up to Christmas, he would be campaigning to support all of the Borough's high street businesses and discussing with others how to best support them. Additionally, he indicated that, since the last meeting of the Economic Regeneration Advisory Board, the Borough Council had received interest from independent retailers for the Local Centres and Parades Shopfront Scheme which was re-launched in mid-September.

In conclusion the Leader referred to Remembrance Sunday and the preparations made to remember the brave men and women who had made huge sacrifices to defend the liberties and freedoms in this country and abroad. He regretted that, due to the impact of COVID-19, many people would be unable to personally show their respect to the fallen at a public service of remembrance, with only limited numbers allowed at many services across the Borough. He advised that the Mayor would be representing the Borough Council at the service to be held at the Tonbridge Memorial Services and that this would be live streamed for those wishing to watch the proceedings. He was very honoured to be invited to attend, along with the Mayor, the Royal British Legion service in Aylesford. He extended his best wishes to all communities in arranging their own remembrance services.

C 20/37 AUDIT COMMITTEE ANNUAL REPORT

Item AU 20/13 referred from Audit Committee minutes of 27 July 2020

RESOLVED: That the recommendation at Minute AU 20/13 be approved.

C 20/38 LOCAL CODE OF CORPORATE GOVERNANCE

Item AU 20/14 referred from Audit Committee minutes of 27 July 2020

RESOLVED: That the recommendation at Minute AU 20/14 be approved.

C 20/39 TREASURY MANAGEMENT UPDATE AND ANNUAL REPORT FOR 2019/20

Item AU 20/15 referred from Audit Committee minutes of 27 July 2020

RESOLVED: That the recommendations at Minute AU 20/15 be approved.

C 20/40 SEX ESTABLISHMENTS AND SEXUAL ENTERTAINMENT VENUES - POLICY 2020-23

Item LA 20/9 referred from Licensing and Appeals Committee minutes of 15 September 2020

RESOLVED: That the recommendation at Minute LA 20/9 be approved.

C 20/41 LEYBOURNE LAKES COUNTRY PARK - FACILITIES IMPROVEMENTS

Item CB 20/65 referred from Cabinet minutes of 14 October 2020

RESOLVED: That the recommendations at Minute CB 20/65 be approved.

In accordance with Council and Committee Procedure Rule 8.6, Part 4 (Rules) of the Constitution, Councillors T Bishop and M Davis requested that it be recorded that they had abstained from voting in respect of this matter.

C 20/42 IT STRATEGY UPDATE AND ENTERPRISE DOCUMENT MANAGEMENT SYSTEM

Item CB 20/66 referred from Cabinet minutes of 14 October 2020

RESOLVED: That the recommendations at Minute CB 20/66 be approved.

C 20/43 TREASURY MANAGEMENT UPDATE AND MID-YEAR REVIEW

Item CB 20/67 referred from Cabinet minutes of 14 October 2020

RESOLVED: That the recommendations at Minute CB 20/67 be approved.

C 20/44 SEALING OF DOCUMENTS

RESOLVED: That authority be given for the Common Seal of the Council to be affixed to any instrument to give effect to a decision of the Council incorporated into these Minutes and proceedings.

MATTERS FOR CONSIDERATION IN PRIVATE**C 20/45 EXCLUSION OF PRESS AND PUBLIC**

The Mayor moved, it was seconded and

RESOLVED: That as public discussion would disclose exempt information, the following matters be considered in private.

PART 2 - PRIVATE**C 20/46 UPDATE ON PROPERTIES AT PEMBURY ROAD, TONBRIDGE**

(LGA 1972 Sch 12A Paragraph 3 – Financial or business affairs of any particular person)

The report of the Director of Planning, Housing and Environmental Health provided an update on the properties in Pembury Road, Tonbridge that had been purchased for use as temporary accommodation and sought approval to proceed with the delivery stage of the project.

RESOLVED: That

- (1) additional funding of up to £157,000 for delivery of the Pembury Road project be approved; and
- (2) the funding be met from s106 contributions for affordable housing or an alternative funding source as appropriate, with the former being utilised in the first instance.

C 20/47 PURCHASE OF ADDITIONAL GROUND FLOOR UNIT, HIGH STREET, TONBRIDGE

(LGA 1972 Sch 12A Paragraph 3 – Financial or business affairs of any particular person)

The report of the Director of Planning, Housing and Environmental Health outlined details for the proposed purchase of a ground floor unit in Tonbridge High Street to provide storage and office facilities to manage the Council's temporary accommodation.

RESOLVED: That

- (1) the purchase of a ground floor unit in Tonbridge High Street, funded from the Homelessness Reserve and Homelessness Reduction Initiatives revenue budget, be added to the Capital Plan List A;

- (2) authority be delegated to the Director of Central Services and Deputy Chief Executive to negotiate terms for the acquisition of a 125 year lease in respect of the additional ground floor unit in Tonbridge High Street, subject to a maximum purchase price of £30,000;
- (3) the Director of Central Services and Deputy Chief Executive be authorised to carry out all necessary legal formalities to conclude the acquisition; and
- (4) following the acquisition of the ground floor unit, the subsequent fitting out as an office and storage space be funded from Housing reserves (to a maximum £5,000).

The meeting ended at 8.09 pm

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Mayor's Announcements

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Agenda Item 5

Questions from the public pursuant to Council Procedure Rule No 5.6

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Agenda Item 6

Questions from Members pursuant to Council Procedure Rule No 5.5

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Notice of Motion submitted pursuant to Council Procedure Rule No 5.27

To consider the following Notice of Motion submitted by Councillor F Hoskins on behalf of the Liberal Democrats:

No cuts to Universal Credit – let families keep the £20 increase

Aim: To maintain the income of low and middle income families.

This council notes:

Next April the government plans to cut the benefit level for millions of claimants by ending the time limited increase to the basic rate of Universal Credit (and the tax credit equivalent) announced by the Chancellor on 20th March as part of his pandemic response package.

The recent vote in parliament will have no effect as the conservatives were whipped to abstain.

The £20 a week boost reflected the reality that the level of benefits were not adequate to protect the swiftly increasing number of households relying on them as the crisis hit. Exactly because that increase was a very significant and welcome move to bolster low- and middle-income families' living standards, its removal will be a huge loss.

Pressing ahead would see the level of unemployment support fall to its lowest real-terms level since 1990-91, and it's lowest ever relative to average earnings. Indeed, the basic level of out-of-work support prior to the March boost was – at £73 a week (£3,800 a year) – less than half the absolute poverty line.

The increase in benefits has had a positive effect on the lives of thousands of local claimants who are better able to pay for life's essentials such as food, clothing and utilities.

The local economy has also benefited from the increase in benefit levels as claimants spend their money locally thereby supporting local businesses and jobs.

This Council resolves to:

- **Write to the Chancellor, Rishi Sunak and to the Prime Minister, Boris Johnson demanding that the £20 increase to Universal Credit is made permanent and extended to claimants on legacy benefits.**
- **Work with other local government organisations to form a coalition to pressure the government to make the £20 increase to Universal Credit permanent.**

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Leader's Announcements

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Schedule October – February

The Minutes from meetings of the Cabinet and Committees held since the last meeting of Council are set out in the Minute Book.

Any recommendations for Council arising from these Minutes are identified in the Minute Book by an arrow and for ease of reference the relevant page numbers are identified in the Schedule set out below:

Meeting	Page Nos in Minute Book	Recs to Council/ Chairman
24 October: Council - Minute Numbers: C20/31 – 47	3 - 10	N/A
29 October: Area 1 Planning Committee - Minute Numbers: AP1 20/25 – 30	11 - 14	N/A Cllr V Branson
4 November: Area 2 Planning Committee - Minute Numbers: AP2 20/12 - 16	15 - 18	N/A Cllr H Rogers
17 November: Licensing and Appeals Committee - Minute Numbers: LA 20/20 - 24	19 - 20	N/A Cllr D Keers
19 November: Area 3 Planning Committee - Minute Numbers: AP3 20/34 - 38	21 - 24	N/A Cllr D Davis
1 December: General Purposes Committee - Minute Numbers: GP 20/20 - 24	25 - 28	N/A Cllr A Kemp
3 December: Overview and Scrutiny Committee - Minute Numbers: OS 20/24 - 31	29 - 34	N/A Cllr J Sergison
2021		
18 January: Audit Committee - Minute Numbers: AU 21/1 - 11	35 - 38	N/A Cllr V Branson
19 January: Overview and Scrutiny Committee - Minute Numbers: OS 21/1 - 7	39 - 42	N/A Cllr J Sergison
25 January: General Purposes Committee - Minute Numbers: GP 21/1 - 6	43 - 46	GP 21/3 Cllr A Kemp

Meeting	Page Nos in Minute Book	Recs to Council/ Chairman
26 January: Cabinet - Minute Numbers: CB 21/1 - 14	47 - 52	CB 21/7 (3) & (4) Cllr N Heslop
Cabinet Member Decision Notices: - D20077MEM – D20078MEM - D20079MEM – D200084MEM - D20085MEM – D200086MEM - D20087MEM - D210001MEM – D210008MEM	53 - 82	
Cabinet Decision Notices: - D210009CAB – D210016CAB	83 - 90	N/A
Decisions Taken Under Emergency Provisions (if any) - D200013EM – D200016EM - D200017EM - D200018EM	91 - 102	N/A
28 January: Area 3 Planning Committee - Minute Numbers: AP3 21/1 - 5	103 - 106	N/A Cllr D Davis
11 February: Cabinet (Budget) - Minute Numbers: CB 21/15 - 34	To Follow	Cllr N Heslop
Cabinet Decision Notices: - D210020CAB – D210026CAB	To Follow	N/A
Decisions Taken Under Emergency Provisions (if any) - D210001EM - D210002EM	111 - 114	

LOCALISM ACT – PAY POLICY

Item GP 21/3 referred from General Purposes Committee of 25 January 2021

The report of the Director of Central Services summarised the requirements of the Localism Act 2011 and presented an updated Pay Policy Statement for 2021/22. Members noted that, as there had not been any changes in the Borough Council's remuneration policy, the substantive content of the updated Pay Policy Statement set out at Annex 1 to the report was identical to the authority's first Pay Policy Statement adopted by Council on 16 February 2012.

RECOMMENDED: That the Pay Policy Statement, as set out at Annex 1 to the report, be commended to Council for adoption.



***Referred to Council**

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TONBRIDGE & MALLING BOROUGH COUNCIL

GENERAL PURPOSES COMMITTEE

25 January 2021

Report of the Director of Central Services

Part 1- Public

Matters for Recommendation to Council

1 LOCALISM ACT – PAY POLICY

1.1 Contents of the Pay Policy

1.1.1 Section 38(1) of the Localism Act 2011 requires English and Welsh local authorities to review their pay policy statement for each financial year. This report summarises the requirements of the Act and presents an updated Pay Policy Statement for 2021/22 in Annex 1. Members will note that as there have not been any changes in the Council’s remuneration policy, the substantive content of the updated Pay Policy Statement in Annex 1 is identical to the Council’s first Pay Policy Statement (adopted by the Council on 16 February 2012).

1.1.2 The title “chief officer” includes both statutory and non-statutory chief officers and their deputies. Therefore, within the Pay Policy Statement set out in Annex 1, the information about the remuneration of chief officers pertains to the Establishment on 1 April 2020 and therefore includes the posts of the Chief Executive, the Central Services Director and Deputy Chief Executive, the Council’s three Service Directors, the Head of Planning, the Chief Financial Services Officer, the Head of Street Scene and Leisure, the Head of IT, as well as the senior officers that are directly accountable to these “chief officers”.

1.1.3 The Act’s definition of remuneration includes pay, charges, fees, allowances, benefits in kind, enhancement of pension entitlements and termination payments. All of these elements have been covered in the pay policy statement attached in Annex 1.

1.1.4 In order to provide a holistic and transparent context for the remuneration of chief officers and their deputies, the pay policy in Annex 1 provides an overview of the pay elements for all Council employees.

1.2 Legal Implications

1.2.1 The policy set out in Annex 1 contains all of the elements of a statutory pay policy as stipulated in section 38 (1) of the Localism Act 2011.

1.2.2 The attached pay policy is also compliant with Regulation 7 of the Local Government (Early Termination of Employment) (Discretionary Compensation) (England & Wales) Regulations 2006 and the Local Government Pension Scheme (Administration) Regulations 2008 & 2014.

1.2.3 The definition of the terms “chief officer” and “deputy chief officer” is in accordance with section 2 of the Local Government and Housing Act 1989.

1.3 Financial and Value for Money Considerations

1.3.1 As set out in Section A of the attached Pay Policy, the Council’s approach to setting a pay multiple is broadly calculated on a base salary multiple of 7.5 to 8 being the gap between the remuneration of the lowest and the most highly paid employees and is enshrined within the Council’s locally determined job benchmarking evaluation scheme. Such an approach places an emphasis on cash reward as the corner stone of the Council’s pay policy, and ensures that pay is based on job requirements.

1.4 Risk Assessment

1.4.1 The Council is legally obliged to comply with the Localism Act’s requirement to have reviewed the Pay Policy Statement by 31 March 2021.

1.5 Equality Impact assessment

1.5.1 The recommendation to adopt the Pay Policy Statement in Annex 1 ensures parity in the evaluation of the grade attaching to posts, and therefore mitigates against discrimination against those in protected characteristic groups.

1.6 Recommendation

1.6.1 It is recommended that this committee commends the pay policy in Annex 1 to this report for adoption at the Council meeting on 23 February 2021.

Background papers:

contact: Mathew Brooks
Senior HR Adviser

Nil

Adrian Stanfield, Director of Central Services & Deputy Chief Executive

Annex 1

Pay Policy Statement 2021/22

Introduction

When determining remuneration levels the Council is mindful of the requirement to balance the needs of managing scarce public resources with the need to secure and retain high-quality employees. The Council aligns its reward strategy with organisational needs by an emphasis on cash rewards, and ensuring that pay is determined by job requirements. The Council aims to operate a consistent and equitable organisation-wide reward system by placing the responsibility for remuneration decisions with a committee of elected councillors, the General Purposes Committee, and the responsibility for administering the pay policy within the Council's Human Resources team.

Section 38 (1) of the Localism Act 2011 requires the council to prepare an annual pay policy statement for 2021/22. The Act specifies that the following must be included in the pay policy statement:

- the level and elements of remuneration for each chief officer
- the policy on the remuneration of chief officers on recruitment
- increases and additions to their remuneration including performance related pay, bonuses, charges, fees, allowances, benefits in kind and termination payments
- a definition of the "lowest paid employees" and the policy on the remuneration of this group
- the policy on the relationship between the remuneration of its chief officers and other officers
- the policy on re-employing someone who has been made redundant.

This statement will be published on the Council's website.

Section 1 – Remuneration of statutory and non-statutory Chief Officers and Deputy Chief Officers

The term "chief officer" within The Localism Act includes both statutory and non-statutory chief officers, and their deputies. The actual remuneration for these roles is available on the Council's website (<http://www.tmbc.gov.uk/services/council-and-democracy/councillors,-democracy-and-elections/transparency-senior-salaries>)

The salary scales for the statutory and non-statutory Chief Officers and Deputy Chief Officers in post on 1 April 2020 is set out below.

No of chief officers	Grade	% of M2 benchmark	Pay Point Range
10 (3 of whom work part time)	M6	56.0%	141- 144
7 (1 of whom work part time)	M5	61.0%	147 - 150
4	M4	70.0%	151- 154
3	M2a	97.5%	181- 184
1	M2	100%	186-189
1	M1	125.0%	191- 194

Fee for acting as the Returning Officer

Tonbridge & Malling Borough Council is required to appoint a Returning Officer by virtue of section 35 of the Representation of the People Act 1983. In Tonbridge & Malling, the Chief Executive has been appointed as the Returning Officer. This is a personal appointment, separate from their other duties. In this capacity they are the Returning Officer for UK Parliamentary elections and elections to the Borough Council and to Parish Councils within this Borough. The Returning Officer fee is payable for the substantial additional duties undertaken, and leadership required of the Returning Officer in planning, delivering and undertaking the elections, and recognises the personal nature and personal responsibility of the role of the Returning Officer.

For Borough and Parish Council elections, the Returning Officer fee is calculated in accordance with an agreed Kent Scale of Fees. For National, and Police & Crime Commissioner elections the fee rate is set by central government.

Section 2 – Remuneration of the lowest paid employees

In compliance with Section 38 of the Localism Act, for the purposes of this statement the “lowest paid employee” has been defined as those who are engaged as cleaners. In 2021/22 it is anticipated that such posts will receive a full time annual salary equivalent of approximately £17,844.

Section 3 – Decision on pay

The pay of all council employees (including chief officers) is determined by the evaluated grade of the post. The pay band for most jobs within the council (including chief officers) is very narrow, based on 3 or 4 incremental points. Progression through the pay band is based on length of service, subject to the achievement of expected performance standards, and thus recognises development in a role over time based on the accumulation of experience and knowledge. It is anticipated that during 2021/22 the total number of permanent and fixed term contract staff on the Council's payroll will be approximately 253 in any one month.

The Council has not adopted the national local government job evaluation or grading schemes but has developed a locally negotiated framework that more closely reflects its own particular requirements. Within this framework there are two remuneration "families". The first has been developed for the Council's professional and senior managerial cohorts, and includes chief officers. The second is for supervisory, technical and clerical staff.

All staff (including chief officers) are appointed to the organisation at the bottom of the grade, unless there are exceptional circumstances based on business need.

Annual Pay Award

The salary of all council employees (including chief officers) may increase annually by an annual pay award which is locally determined taking into consideration:

- "caps" on public sector pay rates set by the Government
- the council's ability to pay
- inflation levels
- the "going rate" of pay awards in neighbouring authorities and nationally
- recruitment and retention levels.

Section 4 – Pay structure and pay relationships.

The Code of Recommended Practice for Local Authorities on Data Transparency September 2011 requires that there is a process established to monitor the rate of growth of senior earnings compared to all other employees in the organisation. During 2021/22 there will be a multiple of approximately 7.12 between the base level salary of the Chief Executive and a cleaner, reflecting the differences in skill sets, complexity and span of control from the lowest to the highest paid employees of the Council.

The total salary for the post of Chief Executive is in the region of £126,984. The median full time equivalent salary for all other employees in Tonbridge & Malling Borough Council is in the region of £28,080, the mean full time

equivalent salary is in the region of £33,013. The pay multiple is therefore approximately 4.52 against the median and 3.85 against the mean.

The Council's bespoke grading structure for employees with professional and specialised high level skill sets is entitled the "M" grade framework. All those referred to as chief officers within this pay policy statement fall within the "M grade" framework.

A feature of the M grade framework is that the remuneration levels for all M grade posts (including those of chief officers), are fixed as a percentage of the benchmark grade M2. Therefore, the grading structure specifies the pay multiples attached to each grade as a percentage of the lowest incremental point of grade M2. Posts are positioned within the M grade framework on the basis of the required specialist knowledge, professional skills, depth of professional and managerial judgement, and managerial span of control. Broadly speaking the range of capabilities required for junior M grade posts (M9 – M7 inclusive) equate to professional and/or managerial capability equivalent to qualification Level 6. Those occupying senior managerial posts graded M6 to M4 are required to possess both professional and managerial skill sets equivalent to Level 7. All three director level chief officer posts are graded as M2a. The professional and managerial capabilities and span of control required at director level broadly equate to Level 8. A Level 8 degree of professional and managerial expertise is also required for the post of the Chief Executive and the Deputy Chief Executive. This, alongside the extensive span of control intrinsic to the role of paid head of service for the entire Council workforce, merits the grade of M1 for the Chief Executive and M2 for their deputy.

Supervisory, technical and clerical grades

The council has developed a bespoke grading structure for its supervisory, technical and clerical staff that ranges from the grade of senior officer to clerical scale 1. Broadly speaking the managerial, professional and skill set required for posts graded Senior Officer equate to qualification Level 5, posts graded scale 5-6 equate to Level 4, posts graded scale 3-4 to Level 3, posts graded scale 1-2 require a Level 1-2 skill set.

The Council considers that the relationship between the base salaries of its highest and lowest paid employees, as well as the relationship between the highest paid and the mean and medial salaries of the entire workforce, represents an appropriate, fair and equitable internal pay relationship.

Section 5 – Policies common to all employees

The following elements of remuneration are determined by corporate policies or arrangements which apply to all permanent employees of the Council (including its chief officers and deputy chief officers), regardless of their pay level, status or grading. Full details on any of the policies listed below can be provided on request.

The Council aims to have a streamlined and transparent pay structure and therefore it does not pay performance related or total contribution bonuses, market premiums, location allowances, or subsidy towards child care costs. Pension contributions for all employees opting to join the Local Government Pension Scheme are nationally determined.

Payments on termination of employment

According to the Local Government (Early Termination of Employment) (Discretionary Compensation) (England and Wales) Regulations 2006 the Council has the power to make discretionary payments on early termination of employment. The Council has determined that it will calculate payments made to any eligible employee (including chief officers) who are made redundant or who depart on the grounds of the efficiency of the service by using the Government's statutory redundancy payment calculator formula and the employee's actual weekly pay. For those who depart on the grounds of redundancy or efficiency of the service, or who chose to retire "early", the Council does not increase the employee's total pension scheme membership or award additional pension. This response to the Local Government Pension Scheme (Administration) Regulations 2008 applies to all employees, including chief and deputy chief officers.

The Council's policy is that it does not re-employ anyone (including chief or deputy chief officers) who has left with a severance or redundancy payment, nor does it re-engage them on a self-employed basis with a contract for services.

Car allowances

For those posts where it is deemed that there is an essential requirement for the post holder to use a car to perform their job, and they are expected to travel in excess of 2,500 miles per annum in the course of their duties, the post holder either receives a lump sum Essential Car User allowance to contribute towards the associated running costs of the car in accordance with the rates previously set by the National Joint Council or they are allocated a lease car. Those who drive leased cars are required to make their leased car available for the use of all Council employees possessing a suitable driving licence, if so required, (the Council has the appropriate insurance cover). The Council no longer pays an equivalent payment as an alternative to a lease car but certain specific posts have been identified to receive a Car Allowance.

Telephone allowances

Those employees who are deemed to be essential users of mobile telephones receive a mobile telephone allowance.

Professional fees

Annual professional subscription fees to one relevant professional body are reimbursed to those employees where it is deemed an essential requirement for the post holder to belong to a professional institute.

Reimbursement of removal/relocation costs on appointment and mortgage subsidy scheme

The Council's relocation and mortgage subsidy schemes provide financial assistance (within pre-defined limits) to employees who re-locate from outside a reasonable travel area to the Borough to take up an appointment with the Council.

Subsistence Allowance

The Council reimburses expenditure on meals, accommodation, and any other expenses necessarily (within pre-defined limits) incurred by employees who have to be away from home on Council business.

Standby and call out allowances

Any employee who is required to undertake standby and call-out duties will be recompensed at the appropriate rate in accordance with the negotiated policy and payment rate for their role.

INNOVATION PART MEDWAY – ADOPTION OF THE LOCAL DEVELOPMENT ORDER AND MASTERPLAN



Item CB 21/7 (3) and (4) referred from Cabinet of 26 January 2021

(Decision Notice D210011CAB approved CB 21/7 (1) and (2))

The report sought permission to recommend to Council that the Innovation Park Medway Local Development Order (LDO) was adopted. The LDO set out the principles to bring forward a high quality development that supported growth in the high-value technology, engineering, manufacturing and knowledge-intensive sectors.

In addition, approval was also sought to adopt the Innovation Park Medway masterplan for economic development and marketing purposes.

RESOLVED: That

- (1) the content of the report be noted;
- (2) the Innovation Park Medway Masterplan be adopted for economic development and marketing purposes;
- (3) subject to no legal challenge being lodged against the Medway Council LDO, the Local Development Order, as set out in Appendix A, be commended to the Council for adoption; and 
- (4) the Council be commended to delegate authority to the Director of Central Services and the Director of Planning, Housing and Environmental Health, in consultation with the Leader and Cabinet Member for Strategic Planning and Infrastructure, to approve any necessary minor amendments to the LDO for the purposes of presentation, improving clarity and consistency with Medway Council. 

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TONBRIDGE & MALLING BOROUGH COUNCIL

CABINET

26 January 2021

Report of the Chief Executive

Part 1- Public

Executive Non Key Decisions

1 INNOVATION PARK MEDWAY – ADOPTION OF THE LOCAL DEVELOPMENT ORDER AND MASTERPLAN

This report seeks permission to recommend to Full Council that the Innovation Park Medway Local Development Order (LDO) is adopted. The LDO, which went out to public consultation at the end of October 2020, sets out the principles for development to bring forward a high quality development that supports growth in the high-value technology, engineering, manufacturing and knowledge-intensive sectors. In line with this, this report also seeks approval to adopt the Innovation Park Medway masterplan for economic development and marketing purposes.

1.1 Background

- 1.1.1 In April 2017, the 'North Kent Enterprise Zone' was established - a multi-site Enterprise Zone comprising sites in three locations – Kent Medical Campus (Maidstone), Ebbsfleet Garden City and Rochester Airfield, also known as Innovation Park Medway (IPM).
- 1.1.2 The IPM site is a key priority for Medway Council, who are leading the project, and own the majority of the site. The majority of the site is also located within their administrative area. However, approximately 3.75 hectares of the site falls within Tonbridge & Malling Borough (see **Appendix B**), in both Burham and Wouldham ward and North Aylesford and Walderslade ward.
- 1.1.3 Medway Council's preferred option for taking forward the development of the site has been the adoption of a Local Development Order (LDO) covering the entirety of the site, supported by a Masterplan, Design Code and Environmental Statement. The main reason for this is that the LDO allows plots to proceed with speed and ease for developers and/or businesses. In achieving full LDO coverage for the IPM site, two separate but identical LDOs are required to be adopted – one by Medway Council (covering the land that falls inside Medway) and one by the Borough Council (covering the land that falls inside Tonbridge and Malling borough).
- 1.1.4 The masterplan was initially consulted upon in 2018, and was adopted by Cabinet, subject to Highways England concerns being addressed, in March 2019. As is set out in this report, the concerns raised by Highways England, chiefly around the

mitigation of traffic impact, have now been addressed through the LDO consultation, and as such, the request to adopt the masterplan for economic development and marketing purposes has been included in this report.

- 1.1.5 An initial public consultation exercise on the LDO and associated documents was undertaken in summer 2019, which received comments from public and statutory consultees, most notably from Highways England, Natural England and the Kent Downs Area of Outstanding Natural Beauty (see **Appendix D**). Accommodating the comments made by these public and statutory consultees resulted in a number of changes to the LDO, Environmental Statement and supporting documentation that subsequently required further consultation on this new information.
- 1.1.6 This second public consultation was undertaken by the Borough Council from 29 October until 30 November 2020. Medway Council ran a separate consultation which started and finished slightly earlier – from 26 October to 27 November 2020. Additional comments were gathered from statutory and public consultees, which are set out later in this report and in **Appendix E**.
- 1.1.7 As Project Lead, Medway Council is very keen to ensure that the IPM site is brought forward soon in order to realise the benefits of the North Kent Enterprise Zone and to maximise the use of Local Growth Funding, which has been allocated towards the project by the South East Local Enterprise Partnership.

1.2 LDO Consultation – 29 October to 30 November 2020

- 1.2.1 In preparation for the consultation, a number of key measures were undertaken in order to ensure that the Borough Council met the requirements of the relevant regulations, and further efforts were made to make people aware of the upcoming consultation. These included:
- A public notice was put in the Kent Messenger (Medway and Malling editions) on 29 October.
 - Site notices in three locations near to the IPM site.
 - Notice being served to relevant landowners and tenants.
 - A dedicated webpage was set up for the consultation with direct links to documentation and to the planning portal. This webpage received 47 page views during the 30+ days of consultation.
 - Direct mail outs to local residents and public and statutory consultees.
 - Use of the Borough Council's social media accounts to get regular messaging out.
 - Use of the Borough Council's Business Bulletin e-newsletter which goes out to around 600 local businesses and organisations.
 - Hard copies of the documentation were made available, subject to appointment, at the Kings Hill offices.

1.2.2 Overall, the level of feedback to the consultation was extremely low, with comments from the following organisations/people:

- a) Highways England - Following the first consultation, considerable work had been undertaken with Highways England to reach agreement on the way forward. As a result of this most recent consultation, further changes were required to clarify the delivery of necessary mitigation measures at certain trigger points through a Monitor and Manage Mitigation Strategy.
- b) Kent Highways – do not raise any objections on highways grounds on the basis of the Monitor and Manage Mitigation Strategy setting out trigger points for mitigation, particularly at Bridgewood Roundabout and the junction of Rochester Road/Laker Road.
- c) Natural England - Having expressed some strong concerns during the first consultation exercise in 2019, Natural England were more positive about the IPM during this consultation, recognising the additional work that had been undertaken to satisfy their concerns. On the other hand, the Kent Downs AONB unit (response to Medway Council’s consultation) was slightly less positive, acknowledging the additional work that had been done to further mitigate the impacts on the Kent Downs AONB, although still expressing some concerns.
- d) Environment Agency – did not raise any objections.
- e) Maidstone Borough Council – supportive of the North Kent Enterprise Zone.
- f) Sport England – did not formally comment.
- g) Representatives of the owners of Woolmans Wood (southern site of Innovation Park Medway) – whilst they share the general aspirations for high quality development, they felt the LDO and Design Code are too restrictive and should include B8 use.
- h) 1 Local Resident – objected on the grounds of losing a runway at Rochester Airfield and the potential traffic impact of this development.

1.3 Amendments to the Local Development Order

1.3.1 Following the closure of the consultation period, a handful of changes were made to the documentation in light of the responses received by both ourselves and Medway Council. The main changes to the LDO itself were directly as a result of input from public and statutory consultees and include:

- Inclusion of sections 3.31-3.42 covering delivery and governance specifically setting out the ‘monitor and mitigation’ approach to the development. This includes an overview of highways infrastructure delivery required to mitigate the

impact of the delivery, measures on air quality mitigation and biodiversity offsetting.

- Inclusion of additional Conditions (RN1-6) covering the Monitor and Manage Mitigation Strategy and trigger points within the development.
- Minor amendments to Condition H4 to be more explicit about the need to consult Highways England and Kent Highways on Travel Plans; Condition E5 to include ecological compliance and Condition C3 to reference paragraph 170 of the National Planning Policy Framework.

1.3.2 The Local Development Order and Statement of Reasons is available as **Appendix A**.

1.3.3 Within the supporting documentation, these changes to the LDO are reinforced through additions to the Environmental Statement. The Environmental Statement Addendum (Non-Technical Summary) is available as **Appendix C**.

1.4 Innovation Park Medway Masterplan

1.4.1 In addition, it is worth noting that no changes to the supporting masterplan document (**Appendix G**) have been required since the recommendation to adopt, subject to Highways England comments in 2019.

1.5 Adoption Process

1.5.1 Medway Council formally adopted their Local Development Order at Full Council on 17 December 2020. This decision is subject to a 6-week period within which a Judicial Review might be brought. It is proposed that, subject to any legal issues being resolved on the Medway LDO, the Borough Council adopt their Local Development Order at the next Full Council meeting in February 2021, as per the Case Officers report (**Appendix F**).

1.5.2 If the LDO is adopted by Full Council, the Secretary of State must be notified promptly and further publication and notification will be necessary.

1.5.3 Should the LDO be adopted, it will allow future occupants and developers to submit proposals through a self-certification form, verifying their proposals against the criteria set out in the Local Development Order and Design Code. The process will be limited to 28 days following a 7-day validation, to help provide a swift response and allow development to come forward in a short timeframe. This timeframe includes the discharge of conditions and no further consultation is required prior to approval.

1.5.4 If the LDO isn't adopted, the alternative approach would be for Medway Council to seek an outline planning permission for the site as a whole. However, this approach has not been recommended due to the view that this would create further delays in the programme for development.

1.6 Legal Implications

- 1.6.1 A local development order is of no effect unless it is adopted by resolution of Full Council. That decision by Full Council will also be subject to a 6 week period within which a legal challenge may be brought against such adoption.

Once adopted, the Council must produce, within its annual monitoring report under s.35 Planning and Compulsory Purchase Act 2004, a statement on the extent to which the LDO is achieving its purposes.

1.7 Financial and Value for Money Considerations

- 1.7.1 The LDO and supporting documents have been prepared using funding from the SELEP Sector Support Fund (SSF) and Medway Council, with a small contribution from Tonbridge & Malling Borough Council. The future development of the site will be undertaken by Medway Council, with the first phase of works being funded through the Government's Local Growth Fund Round 3. According to the masterplan, plots within Tonbridge and Malling Borough will come forward in Phases 2 and 3, which will generate business rates receipts.

1.8 Risk Assessment

Risk	Description	Mitigation	Risk Rating
Not agreeing to proceed to adoption	This would mean there is a different planning process in place for the area of the site within Tonbridge and Malling in comparison to that in Medway, creating a relatively confusing planning framework for the site as a whole.	Adoption of the LDO.	Medium
Poor quality development that does not realise the objectives for the site.	Without a formal adopted planning document, quality will not be assured on this site.	The adoption of the LDO establishes key parameters that have to be adhered to, therefore controlling the uses and quality of development.	Medium
Privately owned or leased land not coming forward in line	If privately owned sites are not developed in line with the ambitions for IPM then the site	The land that the LDO in Tonbridge and Malling relates to is solely within the ownership of	Medium

with the strategic ambitions for IPM	will become disjointed and lack a cohesive identity.	Medway Council, who are leading this project, as such the aspirations of private landowners is a matter for Medway Council.	
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1.9 Equality Impact Assessment

1.9.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

1.10 Recommendations

- a) That the content of the report **BE NOTED**; and
- b) That the Innovation Park Medway Masterplan **BE ADOPTED** for economic development and marketing purposes.
- c) That, subject to no legal challenge being lodged by way of Judicial Review that the Local Development Order, as set out in Appendix A, **BE RECOMMENDED** to Full Council for adoption.
- d) That it **BE RECOMMENDED** to Full Council to agree to delegate authority to the Director of Central Services and Director of Planning, Housing and Environmental Health in consultation with the Leader and Cabinet Member for Strategic Planning and Infrastructure to approve any necessary minor amendments to the LDO for the purposes of presentation, improving clarity, and consistency with Medway Council.

The Chief Executive confirms that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

Background papers:

None

contact: Emma Keefe,
Development Manager

Jeremy Whittaker, Economic
Regeneration Manager

Julie Beilby
Chief Executive

Appendix A

INNOVATION PARK MEDWAY

STATEMENT OF REASONS AND LOCAL DEVELOPMENT ORDER



MADE BY TONBRIDGE & MALLING BOROUGH COUNCIL

December 2020

VISION STATEMENT

INNOVATION PARK MEDWAY WILL DELIVER UP TO 101,000 SQM OF HIGH VALUE TECHNOLOGY, INNOVATIVE, QUALITY COMMERCIAL SPACE IN A PRIME LOCATION BETWEEN LONDON AND THE CONTINENT. THE SITE WILL BE A MAGNET FOR HIGH VALUE TECHNOLOGY, ENGINEERING, MANUFACTURING AND KNOWLEDGE INTENSIVE BUSINESSES LOOKING TO GROW IN THE SOUTH EAST, JOINING THE 14,000 BUSINESSES WHICH HAVE ALREADY MADE MEDWAY THEIR HOME. PART OF THE NORTH KENT ENTERPRISE ZONE, THE SITE WILL OFFER ACCESS TO WORLD-CLASS RESEARCH AND DEVELOPMENT AND HIGHLY SKILLED TALENT THROUGH THE CLUSTER OF KENT AND MEDWAY BASED UNIVERSITIES.

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Interpretations and Definitions

Please see Appendix 1

Foreword

Cllr Nicolas Heslop (Leader and Cabinet Member for Economic Regeneration, Tonbridge & Malling Borough Council)

Tonbridge & Malling Borough Council is hugely positive about supporting its local economy. We want to help foster an environment in which local businesses can flourish, as we recognise the massive contribution they make to the economic well-being of the Borough.

In this vein, the Council is undertaking a range of actions with its partners to help create a strong, dynamic and inclusive economy that fosters sustainable growth in Tonbridge & Malling, with the delivery of Innovation Park Medway as “a key location for business growth where businesses are supported to innovate and thrive and our local population has access to quality jobs and skills development”.

Cllr Alan Jarrett (Leader of Medway Council)

'Medway is fast becoming known as the new economic powerhouse for the south-east'

This is an exciting time for Medway, with a monumental regeneration programme already underway and providing opportunities for those who live, study and work in the area. Medway is fast becoming known as the new economic powerhouse for the south-east and has a growing reputation for innovative businesses.

We are committed to creating a high quality, commercial innovation space for a wide range of high-value technology, engineering, manufacturing and knowledge-intensive businesses, and Innovation Park Medway ('IPM') does just that. It offers new and existing businesses the opportunity to grow and be surrounded by successful companies, some of which already do business internationally.

The site also offers attractive business rates, something we were keen to introduce to further support our business community. We recognise the importance of helping businesses grow and to build foundations now to benefit Medway's future and the development of IPM is fundamental to achieving this.

Executive Summary

The core ambition of the Council is to strengthen the performance of the local economy, securing high value jobs in the local area, capitalising on the further and higher education offer, and realising the area's potential.

Whilst, Tonbridge and Malling ranks within the top 25% of authorities in relation to GVA per head (with this having increased from £26,471 in 2015 to £29,606 in 2019), it now ranks lower compared to other authorities in relation to economic indicators such as, job density, workplace earnings and employment rate¹. We therefore recognise the importance of IPM and the role it can play in enhancing the wider economic performance of the area.

The aim is for Innovation Park Medway ('IPM') to provide modern day commercial space that will both enable and encourage innovation and business growth across both Tonbridge & Malling Borough and Medway, complementing the existing Innovation Centre and Innovation Studios. IPM will deliver approximately 101,000 sqm metres of high value technology and high quality commercial floor space designed in such a way to encourage collaboration, the sharing of skills, ensure flexibility of workspaces to foster face-to-face communication and to allow for technology change and at the same time strengthen links with local universities which already provide highly skilled talent and world-class research and development facilities.

Through the implementation of the Local Development Order ('LDO') and the creation of a site of high value-technology, engineering, advanced manufacturing and knowledge-intensive businesses, IPM will help create many new high-skilled jobs and allow for the up-skilling of local residents and thereby, reduce the levels of out-commuting. It is the expectation that IPM will act as the key driver in continuing the growth of professional, scientific and technical industries jobs which in 2019 accounted for 21.3% (1,265/5,935) of all businesses in Tonbridge and Malling. This is still slightly higher than the South East average of 19.8% and well above the England & Wales average of 17.6%².

High-value technology, engineering, advanced manufacturing and knowledge-intensive businesses are therefore sectors which the Council are keen to encourage and see as very important for the future growth of the economy. Tonbridge and Malling is already home to a number of businesses in these sectors including MEP Ltd and Ecolution as well as learning establishments such as Mid Kent College, West Kent College and Hadlow College along with independent research institutions such as NIAB EMR at the East Malling Research Station. The presence of a range of successful universities and Further Education providers in the area presents great opportunities to raise skills levels and enable

¹ Kent Economic Indicators 2019 (April 2019)

² UK Business Counts – Information on Businesses in Kent (KCC, October 2019)

further economic development based on a knowledge economy, providing for higher value employment that could drive the success in the local area. It is the intention of IPM to build on this platform.

1 STATEMENT OF REASONS

Purpose of Document

- 1.1 This section provides the justification for undertaking the type of development sought on an area of land extending to 3.7 hectares within the administrative boundary of Tonbridge & Malling Borough Council (hereafter referred to as the 'Council') through a Local Development Order ('LDO') at Innovation Park Medway ('IPM')
- 1.2 The LDO will support the objectives of both the Council and Medway Council ('Medway'), who as the administrative bodies, are seeking to create high value jobs, improve skills, retain talent and deliver on the opportunities that arise from IPM forming part of the North Kent Enterprise Zone ('NKEZ'). An LDO is a favoured route to secure this type of development and the justification for this is set out below.
- 1.3 The aim is to deliver a high-tech cluster of companies sharing similar skills, infrastructure, ambition and drive. IPM comprises Use Class E(g) and Use Class B2 uses focused on high value technology industries, engineering, manufacturing and knowledge intensive industries. All businesses are committed to delivering high GVA and exploring opportunities and synergies for collaboration, innovation and skills retention with links to universities. Specifically, this LDO will deliver up to 101,000 sqm (GEA) including up to 23,700 sqm (GEA) for Use Class E(g) and up to 76,948 sqm (GEA) for Use Class B2 of buildings falling within the following Use Classes of the Town and Country Planning (Use Classes) Order 1987 (Amendment) (England) Regulations 2020:
 - Use Class E(g)(i) - Business (Office);
 - Use Class E(g)(ii) - Research and Development of products and processes
 - Use Class E(g)(iii) – Industrial processes; and
 - Use Class B2 (General Industrial).
- 1.4 Within IPM there will also be a small amount of ancillary floor space Use Class E(a) (Sale of cold food and drink only) and Use Class E(b) (Sale of food and drink for consumption (mostly) on the premises).
- 1.5 This LDO provides certainty as to the type, use and form of development that is permitted and in return, facilitate economic growth, enabling it to happen in a timely manner and allowing firms to react quickly to growth opportunities through a simplified planning process. Through the LDO providing certainty to developers, it will stimulate investment by reducing the potential and perceived risks and barriers associated with the formal planning process. The LDO also reduces

associated costs as a full technical evidence base with all required studies have been carried out in support of the LDO.

1.6 Through the implementation of the LDO, the accompanying IPM Design Code ('Design Code') and Environmental Statement ('ES'), the Council will be able to strengthen the performance of the local economy, create high skilled jobs and drive innovation in order to secure growth and prosperity in the region, and to realise the potential of the area whilst ensuring the operational longevity of Rochester Airport. This LDO will also support the Council's goals of supporting commerce and encouraging the development of high value technology, advanced manufacturing and engineering and knowledge-intensive businesses which are considered by the Council to be key target areas with the potential for significant economic growth.

1.7 Other intentions of this LDO include:

- Providing the Council, Local Highways Authority, local community and other stakeholders with certainty as to the type, use and form of development permitted at IPM;
- Deliver a key part of the NKEZ and assist the economic growth of both Tonbridge and Malling and Medway, the Thames Estuary and the wider South East by utilising and enhancing the linkages of local universities;
- Providing IPM with a source of competitive advantage compared to other areas in Kent, the South East and wider area;
- Creating high skilled jobs for local people;
- Ensuring the layout and design of IPM embraces the spirit of innovation and where possible exceeds, the prevailing sustainability standards;
- Ensuring new landscape character types enhance the sustainability, amenity and bio-diversity value at IPM;
- Creating an environment that puts Medway on the map as a smart and sustainable city; and
- Ensuring that the IPM is a good neighbour and mitigates its impacts.

Sector Focus

1.8 Whilst the percentage of businesses in Tonbridge and Malling that operate in the professional, scientific and technical industries has increased in recent years to approximately 21% in 2019, the Council is keen to ensure that the local economy remains competitive and creates high quality jobs. Science and technology are therefore sectors which the Council is keen to encourage and sees as very important for the future growth of local economy.

1.9 By promoting the creation and expansion of technology, advanced manufacturing and knowledge-intensive businesses, IPM will help create new high-skilled jobs and allow for the up-skilling of local residents to help meet the needs of new business occupiers and help increase student retention and reduce the issue of out commuting. Approximately two-thirds of economically active residents currently commute out of the Borough for work (mostly travelling to work in Maidstone, Sevenoaks, Tunbridge Wells, and including further afield to London).

- 1.10 Investment to enhance the skills of local residents will be made through the creation of new apprenticeships, post-graduate opportunities and training facilities. This will then go on to improve the resilience of local residents in today's complex working world and allow wider access to job markets.
- 1.11 The local Universities produce many high-calibre graduates but many currently seek graduate opportunities elsewhere. IPM will create opportunities for graduates to establish themselves, grow and flourish in the local area.
- 1.12 The LDO is intended to be in place for a period of 10 years and has been made to drive economic development through the delivery of IPM which will act as a new and vibrant employment hub for high-value technology, advanced manufacturing, engineering and knowledge-intensive businesses all as part of 21st century sustainable development.

Spatial extent of LDO

- 1.13 Due to IPM falling across two authorities, two separate LDOs have been prepared - one to guide development proposals in Tonbridge and Malling and one for Medway, and the exact coverage within each administrative boundary is shown below at Figure 1. The total floor space set out in the Description of Development of 101,000sqm is across both authority areas.
- 1.14 IPM is located on two areas of the Rochester Airport site which is a general aviation aerodrome on the southern edge of Rochester approximately 3.5 kilometres (km) to the south of Chatham and Rochester town centres and 57 km east of Central London. It is located approximately 1.4 km north of Junction 3 of the M2 motorway and 5.7 km north of Junction 6 of the M20 motorway, linking the site with London, the M25 motorway and Continental Europe thereby making IPM an attractive location for business. Javelin Trains using HS1 mean Rochester is just 37 minutes from Central London, whilst Eurostar services to Europe can be accessed from Ebbsfleet International Station.
- 1.15 The Universities at Medway and their ability to provide the skilled workforce required by creative, digital and advance manufacturing businesses have been identified as key components to the future economy. The presence of a number of well performing Universities presents great opportunities to raise skills levels and enable further economic development based on a knowledge economy, providing for higher value employment that could drive the success of the area.

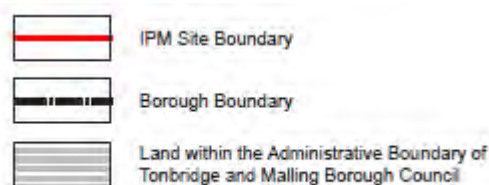
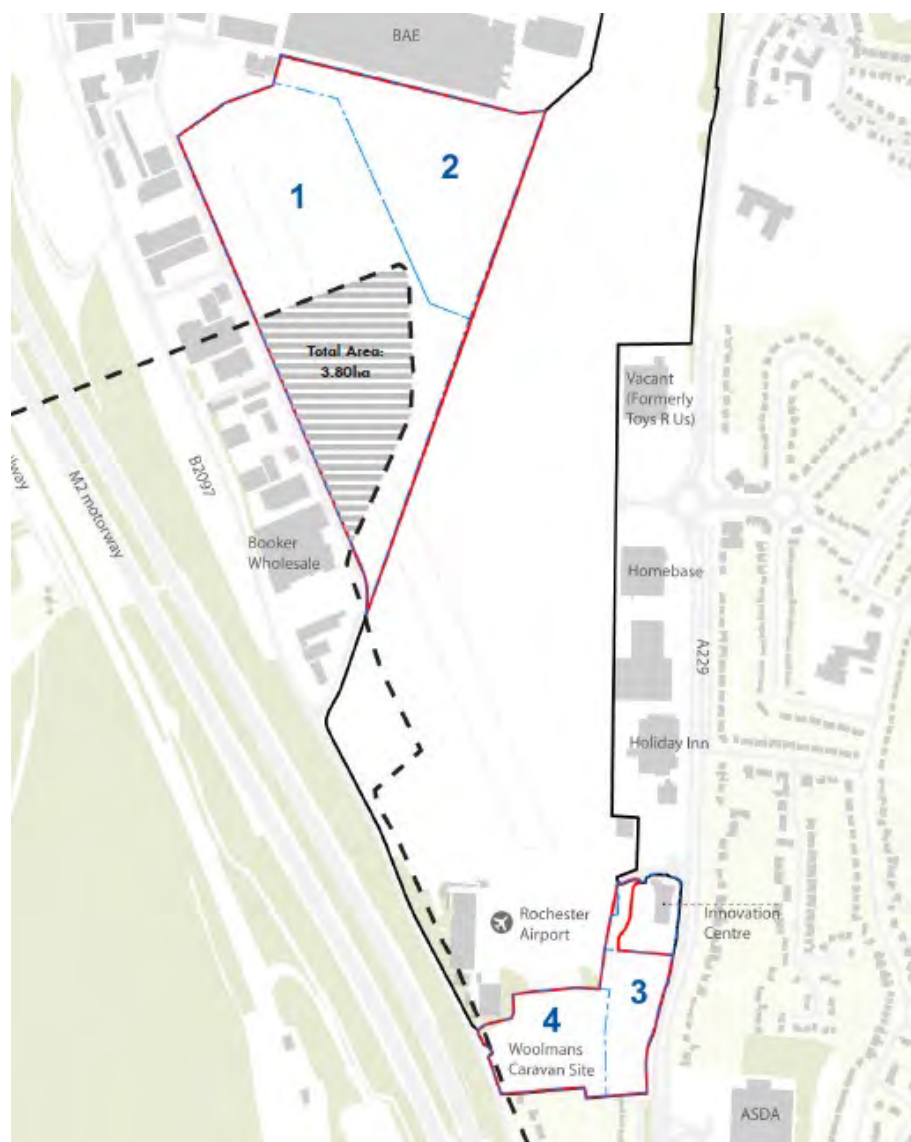
The Site

- 1.16 IPM will be split into two separate areas which will comprise two distinct parcels with the overall area extending to 18.54ha across both Tonbridge and Malling and Medway, of which 3.7ha sits within the Council's administrative boundary with the remaining 14.84ha being within Medway. The Northern site consists of a main parcel (Parcel 1) which currently forms part of Runway 16/34

and is made up of laid to well-maintained grass and a second parcel (Parcel 2) currently laid to concrete slabs with a secured palisade fence since it is used by BAE Systems as a car park. The Southern site consists of an eastern parcel (Parcel 3) which comprises the remnants of previously demolished structures, a small utilities structure, associated compound and an overflow car park for the adjacent Innovation Centre Medway. The western parcel (Parcel 4) comprises an operational caravan storage park, Woolmans Wood Caravan Park, which has capacity for approximately 100-125 caravans (see Figure 1 below).

1.17 The areas within the LDO are split into a number of smaller development areas and these are the subject of general parameters and conditions as set out within the LDO and the Design Code.

Figure 1 - IPM LDO Area



The Surrounding Area

- 1.18 Adjacent to the Airport are a number of successful employment uses including the BAE Systems Rochester Campus and Rochester Airport Industrial Estate to the north and west and to the east the Innovation Centre Medway which opened in 2008.
- 1.19 Running alongside the eastern edge of the Airport is a Holiday Inn hotel and Horsted Retail Park, which is home to a number of national retailers. To the South East of the Airport is the Bridgewood Manor Hotel and an Asda superstore, which includes a pharmacy and petrol station. Immediately to the south is a small collection of residential homes whilst further east of the Airport are the residential suburbs of Walderslade.
- 1.20 To the west of the Airport, on the opposite side of the M2 motorway, is the Kent Downs Area of Outstanding Natural Beauty ('AONB') which stretches from the county border with Surrey down to Dover (see Figure 2 below). The AONB is a peaceful, rural landscape with significant ecological value and also provides recreational opportunities. It is afforded the highest status of protection in relation to landscape and scenic beauty. As part of the management of the AONB, Medway is a member a member of the Joint Advisory Committee ('JAC') a body of twelve authorities who have joint responsibility to prepare and manage the Management Plan.

Figure 2 - Location of IPM within the wider context



Public Consultation and Engagement

- 1.21 It is a requirement that LDOs are the subject of consultation with the procedures set out in Article 38 of DMPO 2015. The Council recognises the choice of consultation method needs to reflect the audience that it was seeking to reach and has ensured the consultation process is compliant with the requirements of not just Article 38, but also the EIA Regs 2017 and the Council's own guidance on public consultation as set out in the Statement of Community Involvement ('SCI') adopted in February 2015.
- 1.22 All necessary documentation was placed on the Council's website³ from 29th October to 30th November 2020 and was available for inspection and public consultation for the statutory period.
- 1.23 Medway also undertook a separate consultation process from 26th October to 27th November 2020.

³ <https://www.tmbc.gov.uk/ijpm>

2 BACKGROUND TO THE LOCAL DEVELOPMENT ORDER

2.1 This section explains the legislative background, what an LDO is and the relevant policy/economic position.

Legislative Background / What is an LDO?

2.2 LDOs were introduced through the Planning and Compulsory Purchase Act 2004 ('2004 Act') and allow Local Planning Authorities (LPAs) to extend permitted development rights for certain specified forms of development subject to conditions. The powers were subsequently amended in the Town and Country Planning Act 2008 ('2008 Act') which removed the requirement that LDOs should implement policies set out in the Development Plan. The Growth and Infrastructure Act 2013 ('2013 Act') went further and simplified the LDO process by replacing the requirement for LPAs to submit them to the Secretary of State ('SoS') before adoption. Instead, it is now a requirement to inform the SoS as soon as practicable after adoption. The 2013 Act also removed the requirement for an LDO to be reported on as part of the Annual Monitoring Report ('AMR').

2.3 As part of these amendments, updated legislation was published and set out the requirements for LDOs under Section 61A (2) of The Town and Country Planning Act 1990 ('1990 Act') (as amended) and Article 38 of the Town and Country Planning (Development Management Procedure Order) ('DMPO 2015').

2.4 Article 38, paragraph 1, of DMPO 2015 outlines that if a Council proposes to make an LDO they must first prepare:

- a) A draft of the Order; and
- b) A statement of their reasons for making the Order.

2.5 Article 38, paragraph 2, of the DMPO 2015 states that statement of reasons must contain:

- a) A description of the development which the Order would permit; and
- b) A plan or statement identifying the land to which the Order would relate.

2.6 The LDO satisfies the requirements of Article 38(1) and (2) of the DMPO 2015.

2.7 LDOs are recognised in the National Planning Policy Framework ('NPPF') at paragraph 51 as a means of setting the planning framework for a particular area where the impacts would be acceptable and where it would promote economic, social or environmental gains.

2.8 The process governing the preparation and the implementation of LDOs is outlined in Planning Practice Guidance ('PPG'). At paragraph 077 of the section entitled 'When is permission required?'⁴ it states that an LDO cannot cross local authority boundaries. Two or more local

⁴ See: <https://www.gov.uk/guidance/when-is-permission-required>

planning authorities may wish to co-implement or co-consult on cross boundary LDOs, but each individual authority must adopt their own LDO. As the site crosses the authority boundary between Tonbridge & Malling and Medway, accordingly, both Councils have worked together to jointly prepare and consult on two separate LDOs before each adopting their own version.

- 2.9 Given the simplified process in granting permission, LDOs are gaining increasing importance as the government encourages local authorities to streamline planning to increase certainty and reduce both delay and cost in delivering sustainable development.

Strategic Environmental Assessment (SEA)

- 2.10 Directive 2001/42/EC confirms the assessment of the effects of certain plans and programmes on the environment (the SEA Directive) requires that an environmental assessment is undertaken for all plans and programmes that are prepared for town and country planning or land use and which set the framework for future development consent of projects listed in Annexes I and II to the Environmental Impact Assessment Directive (now 2014/52/EU), or in view of the likely effect on sites, have been determined to require assessment pursuant to Article 6 or 7 of the Habitats Directive (92/43/EEC).
- 2.11 The Council and Medway, as the competent authorities, have considered the requirements of the SEA Directive and the applicable domestic legislation (Environmental Assessment of Plans and Programmes Regulations 2004) in the context of the LDO being prepared to support IPM. LDOs are not included in the list of applicable plans and programmes within domestic SEA guidance and the LDO does not provide the framework for future development consents; rather it will issue development consent for full planning permission once adopted. It will set out the form and nature of development to be permitted with additional guidance to supplement this. For these reasons, the competent authorities have confirmed that the LDO is not a plan or programme and that SEA will not be required.
- 2.12 The appropriate mechanism for the environmental assessment of LDOs is the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('EIA Regs 2017') within which Regulation 32 paragraph 5, provides specific guidance and this forms the basis for the EIA undertaken.
- 2.13 Regulation 32, paragraph 5, EIA Regs 2017 states that a Council must not make an LDO which would grant planning permission for EIA development unless:
- An Environmental Statement has been prepared in relation to that development; and
 - The EIA has been carried out in respect of that development.
- 2.14 The LDO is accompanied by an Environmental Statement ('ES') which was prepared to carry out the EIA for the development proposed. It comprises EIA development by virtue of it exceeding the threshold criteria of 0.5 hectares for industrial estate development as set out in Schedule 2 Category 10a of the EIA Regs 2017.

North Kent Enterprise Zone

- 2.15 Officially opened for business in 2017, the North Kent Enterprise Zone ('NKEZ') is strategically located between London and the continent is one of the South East's new hubs for innovation and entrepreneurial growth. The NKEZ comprises five sites across three highly accessible locations in Medway, Maidstone and Ebbsfleet and includes IPM. Each site is intended to promote sustainable development alongside providing state-of-the-art commercial, space and a positive business environment for high value, forward-thinking companies.
- 2.16 The designation of the NKEZ was the result of successful collaboration between local authorities, the Thames Gateway Kent Partnership, Locate in Kent, the Kent & Medway Economic Partnership and the South East Local Enterprise Partnership.
- 2.17 Enterprise Zones are Government-designated areas that offer incentives to business occupiers to stimulate business growth and the creation of new jobs including simplified local authority planning such as LDOs.
- 2.18 Enterprise Zone status has already attracted an £8.1 million allocation in Government support from the Local Growth Fund to provide the infrastructure and facilities to make IPM a thriving high-value employment centre. The NKEZ has also provided a network to link private sector businesses, local universities at the Universities at Medway and other Higher and Further Education providers such as MidKent College. This network allows for discussion and collaboration between parties to share new ideas, skills and expertise. This drives forward innovation by breaking down the silos of different knowledge bases bringing together academic expertise and business know-how to create new opportunities.

The Council's Local Plan

- 2.19 The Council's Adopted Local Development Framework (LDF) comprises the Core Strategy (adopted in 2007), Development Land Allocations DPD (2008), the Tonbridge Central Area Action Plan (2008), Managing Development and the Environment DPD (2010) and the Saved Policies (2010).

Emerging Local Plan and Programme

- 2.20 The Council is now preparing a new Local Plan (covering the period up to 2031), which once adopted will replace the LDF. The Plan was submitted to the Secretary of State on 23 January 2019 and the first phase of the Examination in Public (EiP) is programmed to take place from the 6th October 2020, having been delayed by the Coronavirus restrictions. The current timetable anticipates adoption to be by the end of 2021.
- 2.21 The emerging Local Plan allocates 3.7ha of Rochester Airfield as an Employment Land Allocation (Policy LP36) for economic development uses and this accords with Medway's drive to attract high value businesses offering skilled employment opportunities through the delivery of IPM. It

is intended that the uses will include workspace for advanced manufacturing, R&D and prototyping and aims to be a focus for entrepreneurial growth to strengthen links between local academic and industrial partners.

- 2.22 Amongst the various issues identified in the emerging Local Plan and evidence base, economic regeneration is highlighted as a key priority for the Council.

The Local Economy

- 2.23 Local growth in the employment rate between 2015 and 2019 was relatively flat, with an increase of only 0.3% over the course of this period. Further analysis shows that this falls notably below the level of growth seen over the same period in the Kent County Council ('KCC') area (1.8%).
- 2.24 However, between 2015 and 2019, whilst the number of businesses in Tonbridge and Malling increased by just over 18%, the number of enterprises in the KCC area grew at a slower rate of 13.1%. This indicates that the business growth in the Borough has primarily been driven by a strong increase in the number of micro businesses, with more limited growth in the number of small and medium enterprises. This is backed up by the high level of self-employment in the Borough, which is currently at 18% of the workforce.
- 2.25 Whilst the Tonbridge and Malling economy performs well, there are certainly specific elements of the local economy that need strengthening, and this has only been exacerbated by the recent Covid-19 crisis. This includes the need for greater investment in R&D, increased support for our self-employed and micro-businesses, helping to upskill the workforce and providing greater resilience in our sector mix.
- 2.26 In addition, although Tonbridge and Malling Borough is within the top 25% of authority areas in relation to GVA per head, it now ranks lower compared to other authorities in relation to job density, workplace earnings and employment rate .
- 2.28 We therefore recognise the importance of IPM and how this can be a factor in enhancing the wider economic performance of the borough. The realisation of this initiative will lead to the creation of high-quality jobs in the local area, capitalising on the further and higher education offer, and realising the area's potential which enjoys a strong strategic location with easy access to the M2, M20 and M26 as well as nearby ports. Furthermore, IPMs location offers excellent opportunities to capitalise on regeneration and other investment, and to stimulate business growth, benefiting from connectivity through the motorway and rail networks to the wider economy.

Employment Land

- 2.29 To plan for future economic growth and to ensure that it supports the needs of the local economy, enabling it to remain competitive and create quality local jobs, the Local Plan evidence base

confirms the need for an additional 46ha of employment land which will need to be met through the allocation of new sites including IPM⁵.

2.30 Furthermore, the designation of the Enterprise Zone represents an opportunity for the Council to support the provision of employment uses with an aspiration for accommodating high-value technology, engineering, manufacturing and knowledge-intensive businesses⁶. Thus, IPM has the ability to provide a development that is attractive to the modern day demands of higher value businesses wanting to locate into the area and which can 'develop initiatives that provide regular contact between students and employers, and run events that open up new [high skilled] employment opportunities for local residents⁷. In turn, it is the intention of the Council that this will reduce the level of out-commuting which currently accounts for two thirds of residents⁸.

2.31 It is therefore the intention of the Council to continue to provide the platform for GVA growth and improve levels of high quality employment opportunities and the delivery of the LDO is fundamental to this.

The Medway Regeneration Agenda

2.32 The Council is supportive of the work being undertaken by Medway and its partners in the public and private sectors to regenerate the wider Medway area which is set out in Medway's regeneration strategy⁹, Medway 2037.

2.33 The strategy aims to deliver Medway's aspiration to become a thriving Waterfront University City that connects innovation, people and place and as the South East's leading smart city. IPM sits at the apex of their aspirations and will help deliver on the six priorities of the regeneration strategy as demonstrated below.

- **Destination and Placemaking:** put Medway on the map as a smart and sustainable waterfront university city;
- **Inward investment:** Increase high-value businesses and expand high-quality employment;
- **Innovation:** Continue to support business creation and growth;
- **Business Accommodation and Digital Connectivity:** Provide the right infrastructure for business success;
- **Sector Growth:** enhance a strong mixed economy; and
- **Improving employability:** Match business demand and skills supply.

2.34 With specific focus on IPM, a total of £9.6m has been awarded from Central Government's Local Growth Fund ('LGF3b') through the South East Local Enterprise Partnership ('SELEP') to help

⁵ TMBC – Economic Regeneration Strategy – (2019 – 2023)

⁶ Employment Land Needs Assessment (Turley, November 2017)

⁷ TMBC – Economic Regeneration Strategy – (2019 – 2023)

⁸ TMBC – Economic Regeneration Strategy – (2019 – 2023)

⁹ <https://www.medway.gov.uk/info/200177/regeneration>

bring this site forward for development, creating a hub for knowledge-based employment and innovation. Further funding has been awarded through the Growing Places Fund and Sector Support Fund to support the development of the IPM masterplan and the LDO.

The Vision

- 2.35 Following a detailed analysis of the site including its opportunities and constraints, an illustrative Masterplan has been developed that incorporates design features based on research into the innovation environments of national and international best practice projects. The masterplan focuses on creating a place where people belong, make connections, test ideas and are inspired.
- 2.36 IPM will be a high value technology cluster of companies sharing similar skills, infrastructure, ambition and drive. IPM will comprise predominantly Use Classes E(g) and B2 focused on high value technology industries, engineering, manufacturing and knowledge intensive industries. All businesses will be committed to delivering high GVA and exploring opportunities and synergies for collaboration, innovation and skills retention and with links to universities.

3 THE LDO

3.1 The structure of this Section is detailed below:

- Details of the Evidence Base which supports the LDO;
- The Masterplanning;
- The Order; and
- Details of Development Permitted.

Evidence Base

3.2 The LDO is supported by a range of technical studies and assessments including:

- Design Code prepared by LDA Design, January 2019, updated September 2020
- Environmental Statement prepared by CampbellReith, June 2019 and includes the following technical appendices:
 - Request for an EIA Screening and Scoping Opinion prepared by CampbellReith, May 2019
 - Aviation Risk Assessment prepared by Geoff Connolly, December 2018
 - Transport Assessment prepared by CampbellReith, January 2019
 - Fore Consulting Modelling Report prepared by Fore Consulting, December 2018
 - Air Quality Assessment prepared by ACCON, January 2019
 - Land Quality Statement prepared by CampbellReith, May 2019
 - AONB Assessment prepared by LDA Design, January 2019
- ES Addendum, October 2020
- Landscape and Visual Impact Assessment prepared by LDA Design, January 2019, Addendum December 2019
- Ground Conditions Desk Study prepared by CampbellReith, September 2018
- UXO Screening Study prepared by Fellows International, January 2019
- Noise Impact Assessment prepared by ACCON, September 2018
- Ecological Impact Assessment prepared by BSG Ecology, September 2018
- Ecological Management and Enhancement Plan prepared by BSG Ecology (October 2020)
- Archaeological & Heritage Impact Assessment prepared by Headland Archaeology, August 2018
- SuDS Design prepared by CampbellReith, August 2018
- Flood Risk Assessment prepared by CampbellReith, August 2018
- Habitats Regulation Assessment Screening prepared by BSG Ecology, January 2019
- Travel Plan Framework prepared by CampbellReith, January 2019
- Illustrative Masterplan prepared by LDA Design, January 2019
- Parameter Plans including;
 - 6278_PL_001A (Site Boundary)
 - 6278_PL_0038 (Indicative Plot Plan)
 - 6278_PL_0048 (Parameter Plan Access)

- 6278_PL_0058 (Parameter Plan Landscape)
- 6278_PL_0038 (Parameter Plan Building Heights)
- Innovation Environment Study prepared by Vivid Economics, June 2018

3.3 In addition to these technical studies, the Council has prepared:

- Environmental Impact Assessment (EIA) Screening Opinion; and
- Environmental Impact Assessment (EIA) Scoping Opinion.

The Masterplan

3.4 The Masterplan which has been prepared in support of IPM is based around the following ‘four big design moves’:

- ‘The Runway Park’ shown at Section 6, p.54 of the Masterplan;
- ‘Iconic Buildings’ shown at Section 6, p.54 of the Masterplan;
- ‘Pedestrian Friendly Clusters’ shown Section 6, p.54 of the Masterplan; and
- ‘Landscaped Character’ Areas shown at Section 6, p.54 of the Masterplan.

3.5 Further detail on land use, building heights, access & movement and landscape can be found in the masterplan document.

3.6 The Design Code (at pp. 26-31) then outlines four proposed character areas:

- **Park Edge** – This character area is centred around the proposed green spine that will serve as a significant structural element of the masterplan;
- **Runway Edge** – This character area is driven by the desire to respect site heritage. The development plots will be nestled into a unique landscape backdrop with pavilion typologies linking to the site’s heritage as ‘hangars’ on the airport;
- **Core** – Situated at the heart of the IPM development and enclosed by other character areas. This area should comprise the larger scale buildings with a strong central street accommodating major vehicular and public transport linkages. The masterplan for this area is driven by the desire to promote a higher quality density quarter as it is further away from the airfield and industrial estate; and
- **Woodland and Landscape Edge** – This will form a natural edge complementing the existing industrial estate to the north and residential area to the south. This area will form the gateway of the site, complemented by two iconic buildings to define the quality, and identify of IPM. The woodland should prevent visual coalescence of buildings in Phase 1.

Plot Passports

3.7 Within each character area, IPM is split into plot parcels as shown below which provide a greater level of guidance to assist with the design as set out in the Design Code. The plot passports do not aim to be an overly prescriptive manual but rather a tool to assist both Councils and the end

user. Each plot belongs to a defined character area (please refer to Section 3.6 - Character Areas of the Design Code at p.26).

The Order

- 3.8 The Order sets out the relevant legal provisions under which the Council has made the LDO. It outlines the length of time for which the LDO is valid and highlights the limitations which apply to developments granted planning permission under the terms of the LDO Schedule.

The LDO Schedule, Conditions and Informatives

- 3.9 The LDO identifies the specific classes of permitted development which are granted planning permission by the Order. The range of permitted development is confirmed by the Schedule which is described in further detail in the next section.
- 3.10 Planning conditions for the various types of permitted development are listed under the respective class in the LDO Schedule. Any applicant wishing to remove or vary a condition can apply to do so through the standard procedure established in Section 73 of the 1990 Act.
- 3.11 The informatives provide additional guidance on particular issues but do not act as specific requirements of the LDO Schedule and conditions.

LDO Appendices

- 3.12 The LDO appendices should be read alongside the Order and LDO Schedule.
- 3.13 The LDO's conditions and appendices should be read in full to determine the precise details and requirements of the classes of the permitted development.

Limitations

- 3.14 There are a number of limitations to the types of permitted development which are set out in full in the Order.
- 3.15 The LDO does not allow for changes of use between use classes, including those that would otherwise be permitted under the GPDO 2015 (or any order amending, revoking and re-enacting that Order).
- 3.16 The LDO does not grant planning permission for any developments other than those expressly listed. Normal planning application requirements will apply to those developments that fall outside the scope of the LDO.

The Lifetime of the LDO

- 3.17 The LDO will be implemented for a period of 10 years from the date the LDO is made by the Council, but will be reviewed after 5 years or when the maximum of floor space has been developed (whichever is the sooner) to consider whether the terms should be amended.

- 3.18 Prior to the expiration of the 10 year period following adoption the LDO will be reviewed again to determine whether an extension to its lifespan should be considered, whether the terms should be amended, or whether it should be allowed to lapse.
- 3.19 Development permitted under the terms of the Order that has begun (as defined by Section 56 of the 1990 Act) before the LDO expires will be permitted to be completed and operated in accordance with the requirements and conditions of the LDO.
- 3.20 Uses which have been developed and implemented under the provisions of the Order will be allowed to continue to operate following the expiry of the LDO, provided these uses are carried out in accordance with the relevant conditions set out in the LDO.

Prior Notification Procedure

- 3.21 Applicants will be required to familiarise themselves with the general principles of the LDO, Masterplan and Design Code before discussing with officers at the Council.

Step 1:

Arrange a meeting with Medway Council's regeneration team prior to any pre-application discussions, whereby a suitable plot will be discussed and agreed. During these discussions, the Applicant will be made aware of the different statutory consultees/key stakeholders that would need to be consulted and any issues dealt with prior to a pre-application meeting being arranged.

Please find details via www.medway.gov.uk/ipm/

Step 2:

Consult with key stakeholders following the advice received at the meeting with Medway Council's regeneration team.

Step 3:

Arrange a pre-application meeting with officers at the Council to discuss proposal and to ensure validation.

For pre-application meeting costs and further information, please contact us on 01732 844522 or email us at planning.applications@tmbc.gov.uk to arrange the pre-application meeting.

The first pre-application meeting is mandatory and would be charged at a cost of a standard pre-application meeting. Any follow up advice (where required) will be charged at the officer's hourly rate.

Step 4:

Complete Self-Certification Form following discussions with Council.

Step 5:

Consult the Design Code and Masterplan for more detailed guidance.

Step 6:

Submit Self-Certification Form with all necessary supporting evidence including evidence of the pre-application discussion (date and note of advice given by officers from Council) and confirmation of compliance with the Design Code. This should include details to discharge conditions.

All Self-Certification applications, should be submitted via email to planning.applications@tmbc.gov.uk with the subject title '**LDO Application**' to enable the application to be processed in a timely manner.

Step 7:

Upon submission of the Self-Certification Form and accompanying documentation to the Council, officers will require 7 days to validate all of the information and for the case officer to confirm the content of the documentation is as agreed during the pre-application meeting. Upon completion of the 7 days, the case officer will either send a request for further information or provide confirmation of the application being validated.

Step 8:

Once the Council has confirmed that the application is validated, the 28 days for determination begins.

The development must not begin before the occurrence of one of the following:

- *receipt of written notice from the Council of their determination that such prior approval is not required;*
- *where the Council give the applicant notice within 28 days following the date of validating the application of their determination that such prior approval is required, the giving of such approval;*
or
- *the expiry of 28 days following the date on which the application was validated without the Council making any determination as to whether such approval is required or notifying the applicant of their determination.*

- 3.22 Proposed development which falls outside the scope of the LDO will require the submission of a planning application or other appropriate application. For the avoidance of doubt, the LDO does not prevent applicants from applying for planning permission for developments that are not permitted by the Order. Neither does the LDO supersede the requirements for development to comply with all other relevant legislation including, but not limited to, Building Regulations, Environmental Health requirements, Hazardous Substances Consent, and licences or permits from bodies such as the Environment Agency and Natural England. Applications that are complementary to the aims and vision of IPM but not permitted under the LDO are encouraged

and will be determined on a case-by-case basis. Examples of certain ancillary / supporting uses are set out in Appendix 1 which include Use Class E(a) - Sale of cold food and drink only and Use Class E(b) - Sale of food and drink for consumption (mostly) on the premises.

Application of the Design Code

- 3.23 The Design Code is applicable within the boundary as defined as shown at Figure 1.
- 3.24 The Design Code will work alongside the Masterplan and the LDO to provide certainty as to what is considered acceptable design. The Design Code will also help ensure the high standard of place making at IPM is delivered.

Monitoring

- 3.25 The 2013 Act removed the requirement for an LDO to be reported on as part of the AMR. However, the Council consider it useful to monitor the progress of IPM in order to assess the effectiveness of the LDO. As such, through information that will be requested and collated through the Form, the Council will include the following information about IPM in its AMR¹⁰.
- Amount and type of completed employment floor space in Use Class E(g) and Use Class B2;
 - Number of people employed and jobs created (both Full Time Equivalent (FTE) and part-time)¹¹;
 - Gross Value Added (productivity); and
 - Trip generation.
- 3.26 The information will be updated annually and reported as part of the Council's AMR for the following monitoring period.
- 3.27 The monitoring data gathered will inform the first review of the LDO which will take place prior to 5 years after its adoption. The review will assess how successful the LDO has been in delivering development at IPM. Depending on the results of this assessment, the terms of the LDO may be altered to ensure more effective delivery.

Compliance and Enforcement

- 3.28 Failure to comply with the terms of this LDO or any other statutory requirements may result in appropriate enforcement action.

¹⁰ An AMR provides statistical information on a range of datasets for the annual period running between 1 April and 31 March of the following year. The report is a key element in effectively monitoring the Local Plan, measuring how far the policies set out are being achieved. The gap between reports must be no longer than 12 months.

¹¹ Each business that locates to IPM will be required to provide an update to the Council on the anniversary of opening

Development permitted by the LDO

3.29 The types of permitted development are set out in four separate Schedules of the LDO which cover the following forms of development:

- Building Development including the provision of Infrastructure, Facilities and Public Realm (Schedule A);
- Extensions and Alterations (Schedule B);
- Change of Use (Schedule C); and
- Other Operations (Schedule D).

3.30 The LDO does not grant planning permission for any developments other than those expressly listed. Normal planning application requirements will apply to those developments that fall outside the scope of the LDO.

Delivery and Governance

3.31 Medway Council as landowner will be delivering off-site mitigation required to enable delivery of the Innovation Park Medway and in doing so has identified trigger points where mitigation will be required. As developers occupy the site, this will be monitored closer to the estimated trigger points to understand what mitigations are required, where and when. Such mitigations include air quality, transport/travel plan, biodiversity (see Informative 8 and associated table on page 57).

Highways and Local Road network

3.32 Medway Council will be delivering the infrastructure required to bring forward development. This includes the main access through the site with associated public realm, accompanying infrastructure such as drainage/power/broadband and runway park. As the first phase of delivery on the IPM, it is anticipated that this works would create some construction traffic, however it is envisaged this would have minimal impact and can be satisfied by a comprehensive construction traffic management plan as required to discharge Condition C2.

3.33 We recognise the delivery of the IPM will have an impact on the strategic road network and the local road network. Medway Council considered the Taddington Roundabout M2 northbound off-slip' in the AM peak to be the most critical location to use as a trigger for mitigation. By 2024, or as a result of 10,159 sqm of IPM development being occupied, this location would see a delay increase of 30 seconds, understood to indicate a requirement to start considering the need for mitigation. The proposals are assessed as having an impact on junctions 2, 3 and 4 of the M2 in addition to the Laker Road and Lankaster Parker Road junctions and Rochester Maidstone Road - B2097. Medway Council has undertaken appropriate transport modelling which has predicted this as the worst-case scenario and identifying the required mitigation as a result. IPM will contribute towards impacts in the longer term but to a lesser and later extent than the emerging Local Plan. In preparing the new Local Plan, the Strategic Transport Assessment, due to be completed in Spring 2021, will address longer-term impacts at M2 Junction 2. No development

comprising buildings will take place until details of the monitor and manage strategy has been approved and appropriate mitigation delivered in the right place at the right time. Applicants are also expected to provide sustainable solutions to reduce vehicular movements required by Condition H4 (submission of travel plan).

- 3.34 In delivering the mitigation for each junction, trigger points have been estimated and are set out in conditions RN1-6 and in addition identifies a monitor and manage approach that will review the actual mitigation against the worst case to ensure the mitigation is fit for purpose and delivered at the appropriate stage determined by trip rates. The mitigation triggers have been derived from the modelling work previously undertaken, including detailed junction statistics showing queues and delays at each junction, as well as a table showing the differences between scenarios. In line with guidance provided by Highways England at a meeting on 4 September 2020, an increase in delay of 30s or more is considered to indicate a requirement to start considering the need for mitigation from an operational viewpoint. Similarly, an increase in queueing that results in the queue blocking back to the mainline carriageway indicates a need to consider mitigation from a safety perspective.
- 3.35 Considering the 2023 scenarios, the modelling results show increased delays on the A2045 Walderslade Woods and B2097 Rochester Road approaches to Bridgewood Roundabout as a result of IPM. Similarly, there is an increase in delay at the B2097 Rochester Road approach in the PM peak hour. There are no material increases in delay or queueing at other locations in the network. Whilst the increases at Bridgewood Roundabout are significant, it is unlikely that they are severe in the context of paragraph 109 of the NPPF, especially considering the lack of impact elsewhere in the network. Moreover, requiring the IPM development to deliver the full mitigation package prior to opening to address only the impacts at Bridgewood Roundabout is disproportionate to the impact. It was considered that no mitigation should be required prior to opening but that some mitigation would be required prior to 2028 with the proposed mitigation package which has been designed to address these issues. To derive triggers for each component, the most critical location has been identified. The mitigation has then been split into three packages based on when that mitigation is likely to be required and possible triggers in terms of occupied gross floor area (GFA) and two-way trip generation have been identified.
- 3.36 Mitigation package 1: Mitigation would be required at the M2 J3 Taddington Roundabout in approximately 2024 for a delay increase of approximately 30s. Therefore, by interpolation, 10,159 sq.m of employment could be occupied at IPM before the delay on the M2 westbound off-slip increases by 30s. This equates to a trip generation of 110 two-way trips. The table shows that mitigation would also be required at the Bridgewood Roundabout, B2097 Rochester Road / Lankester Parker Road and B2097 Rochester Road / Laker Road junctions in 2023. However, this mitigation would be deferred and included as part of the first mitigation package. The need for this mitigation will be determined by the monitor and manage approach.

3.37 Mitigation package 2: The below table demonstrates that the delay increase on the A229 (East) approach is 22.6s in 2023 and 39.9s in 2028. By interpolation, a delay increase of approximately 30s would occur in 2025. This equates to a floor area of 17,318 sq.m or 188 two-way trips. Modelling shows that there is no requirement to provide mitigation at M2 J4 as a result of the unmitigated impact of IPM, rather, it is the proposed full package of mitigation at the Bridgewood, Lord Lees and Taddington roundabouts that results in the requirement for mitigation. Since the Lord Lees roundabout mitigation completes this mitigation, this is taken as the trigger for the M2 J4 mitigation and is therefore included as part of mitigation package 2.

3.38 Mitigation package 3: The final component of mitigation is for M2 J2, which is a requirement to provide an additional eastbound mainline lane between the eastbound off-slip and the eastbound on-slip with associated changes to the diverge and merge facilities. This would be triggered when the eastbound mainline flow between the diverge and merge exceeds 5,400 vehicles per hour, which has been confirmed at 2026. This equates to a floor area of 24,477sqm GFA or 265 two-way trips.

Summary of Mitigation and Triggers 1

Mitigation Package	Mitigation components	Triggers		
		110 two-way trips (10,159sqm GFA)	188 two-way trips (17,318sqm GFA)	265 two-way trips (24,477sqm GFA)
Pre-occupation	No mitigation is required	N/A	N/A	N/A
Mitigation package 1 (A)	Bridgewood Roundabout	Y		
	Taddington Roundabout	Y		
	Rochester Road / Laker Road	Y		
	Rochester Road / Lankester Parker Road	Y		
	Lord Lees Roundabout		Y	

Mitigation Package 2 (B)	M2 Junction 4	No*	Y*	
Mitigation Package 3 (C)	M2 Junction 2			Y

*Unless delivered by Gibraltar Farm under the 200 units threshold for mitigation at M2 Junction 4

3.39 At this point, it is anticipated the worst-case mitigation required at the following trigger points as follows:

A. 110 two-way AM trips (10, 159sqm) triggers mitigation at Bridgewood Roundabout, Taddington Roundabout, Rochester/Laker road, Rochester/Lankester Parker Road

Bridgewood Roundabout:

- Widening of the B2097 approach flare to three lanes and extending the flare in length.
- Two-lane exit on B2097 from roundabout merging to the existing single lane.
- Provision of shared footway/cycleway on the approach to the junction to connect with the existing Toucan crossing.
- Changes in lane use on the approaches and circulating lanes of the roundabout, including minor widening of the roundabout between the A2097 and A229 on-slip to allow widening of the circulatory lanes for HGVs.
- Improvement in the clarity of lane use for drivers on the approaches and circulating lanes of the roundabout.
- In response to the Road Safety Audit comment this scheme also includes extending the zig-zag road markings further south from the pedestrian crossing stop line to highlight the two-lane nature of this exit and provision of an additional lane on the northern side of the pedestrian crossing with an elongated merge.

Taddington Roundabout (M2 Junction 3):

- Changes to existing hatching to extend northern circulatory to three lanes and associated changes to lane allocations.

Rochester/Laker Road junction:

- Signalised junction.

Rochester/Lankester Parker Road Junction:

- Signalisation of the junction.
- Addition of a lane on the southbound approach to the junction for left turn movements.
- Addition of a lane on the westbound Lakester Parker Road approach to the junction and re-provision of the existing footway.

- Improved lane markings for the right-turn filter lane on the northbound A2097 approach to the junction
- Amendment to lane markings on the southbound approach to integrate with the previously proposed improvements to the Stoney Lane junction.

B. 188 two-way AM trips (17, 318sqm) triggers mitigation at Lord Leeds roundabout and M2 junction 4

Lord Lees Roundabout:

- Extending the three-lane flare on the northern and southern entry arms.

M2 Junction 4:

- Provision of the two-lane right turn from the westbound off-slip, including the provision of a two-to-one merge on Hoath Way to retain the existing segregated left turn lane from the eastbound off-slip.
- This mitigation can accommodate the Gibraltar Farm scheme as well as the IPM. The trigger point for the Gibraltar Farm scheme was agreed at 200 occupancy and the IPM at 188 trips. The monitor and manage strategy will keep under review the status of Gibraltar Farm and if delayed beyond the 188 trip IPM threshold mitigation will be delivered by IPM with a review of the trigger point.

C. 265 two-way AM trips (24, 477sqm) triggers mitigation at M2 Junction 2

- Improvements required as a result of merge and diverge assessments reliant on the monitor and manage strategy and likely to come forward as a later phase. IPM will contribute towards impacts in the longer term but to a lesser and later extent than the emerging Local Plan. In preparing the new Local Plan, the Strategic Transport Assessment, due to be completed in Spring 2021, will address longer-term impacts at M2 Junction 2.

3.40 As stated above, Medway Council will monitor and deliver the required mitigation in consultation with Highways England and Kent County Council. When a developer submits a Self-Certification Form and satisfies the travel plan requirements for development, Medway Council will consider the need for mitigations arising from the additional floorspace to be delivered in line with the monitor and manage strategy.

Air quality

3.41 A damage cost figure based on trip generation across the entire site is set out at Informative 8. In the first instance developers of plots will be expected to mitigate their air quality impacts on-plot. If mitigation cannot be achieved on plot, a contribution should be made and Medway Council as landowner will deliver strategic air quality mitigation measures in agreement with the Environmental Health Officer.

Biodiversity

- 3.42 An off-site payment is required to mitigate biodiversity impacts relating to net gain and loss of grassland. A contribution should be made by all plot developers as set out at Informative 8. Medway Council as landowner will manage the delivery of mitigation off-site as set out in the supporting Ecological Management and Enhancement Plan ('EMEP').

4 LDO SCHEDULE

4.1 The structure of this Section is detailed below and includes:

- The LDO Schedule, conditions and informatives; and
- Appendices 1 to 4.

Schedule A – Building Development including the provision of Infrastructure, Facilities and Public Realm

4.2 Class 1 – Erection of office, research and development, studios, laboratories, high technology industries, light industrial, general industries, infrastructure, facilities, provision of ancillary uses (Use Class E(a)) (Sale of cold food and drink only) and (Use Class E(b)) (Sale of food and drink for consumption (mostly) on the premises) and public realm.

Development Permitted

4.3 The erection of up to the maximum 101,000 sqm (GEA) - comprising up to 23,700 sqm (GEA) for Use Class E(g) and up to 76,948 sqm (GEA) for Use Class B2 of buildings falling within the following uses of the Town and Country Planning (Use Classes) Order 1987 (Amendment) (England) Regulations 2020:

- Use Class E(g)(i) – Business (Office);
- Use Class E(g)(ii) – Research and development of products and processes;
- Use Class E(g)(iii) – Industrial processes; and
- Use Class B2 (General Industrial).

4.4 The erection of up to a maximum of 360 sqm (GEA) (within the 101,000 sqm development across IPM) of Use Class E(a) (Sale of cold food and drink only) and Use Class E(b) (Sale of food and drink for consumption (mostly) on the premises) split across up to three units; one maximum of 150-200 sqm and two of maximum 80 sqm.

4.5 Site investigation, engineering operations, provision of site infrastructure and/or public realm required by development, public realm and ancillary uses.

Requirements

4.6 Prior approval is provided under Class 1 of Schedule A subject to the following conditions:

- Compliance conditions (CO1 to CO3)
- Highways & Movement conditions (H1 to H8)
- Strategic and Local Road Network conditions (RN1 to RN6) and Informative 9
- Drainage & Flood risk conditions (D1 to D3)
- Construction conditions (C1 to C4)
- Landscaping conditions (L1 to L3)

- Ground Investigation & Contamination conditions (G1 to G5)
- Environmental conditions (E1 to E5)
- Archaeology conditions (A1 to A5)

Development not permitted

4.7 No development is permitted under Schedule A other than that expressly stated.

Schedule B – Extensions or Alterations

- 4.8 Class 1 – Extensions or alterations of office, research and development, light industrial and industrial buildings up to the maximum 101,000 sqm (GEA) - comprising up to 23,700 sqm (GEA) for Use Class E(g) and up to 76,948 sqm (GEA) for Use Class B2 of buildings falling within the following uses of the Town and Country Planning (Use Classes) Order 1987 (Amendment) (England) Regulations 2020:

Development Permitted

- 4.9 The extension or alteration of buildings within the following uses of the Town and Country Planning (Use Classes) Order 1987 (Amendment) (England) Regulations 2020:
- Use Class E(g)(i) – Business (office);
 - Use Class E(g)(ii) – Research and development of products and processes;
 - Use Class E(g)(iii) – Industrial process
 - Use Class B2 (General Industrial).
- 4.10 Site investigation, demolition and engineering operations directly required by development permitted by Class 1 of Schedule B.
- 4.11 The provision of associated site infrastructure and facilities directly required by development permitted under Class 1 of Schedule B.

Requirements

- 4.12 Prior approval is provided under Class 1 of Schedule B subject to the following conditions:
- Extensions or alterations conditions (EA1 to EA3)
 - Compliance condition (CO1 to CO3)
 - Highways & Movement conditions (H3, H4, H5, H6, H7, H8)
 - Drainage & Flood risk conditions (D1 to D3)
 - Construction conditions (C1 to C4)
 - Landscaping condition (L1)
 - Ground Investigation / Contamination conditions (G1 to G5)
 - Environmental conditions (E1 to E5)
 - Archaeology conditions (A1 to A5)

Development Not Permitted

- 4.13 No extension or alteration permitted other than that explicitly stated in Schedule B.
- 4.14 No extension to buildings in Use Class E(a) or Use Class E(b) is permitted.

Schedule C – Changes of Use

- 4.15 This LDO permits the following change of uses subject to prior notification of the Council up to the maximum of 101,000 sqm (GEA) comprising up to 23,700 sqm (GEA) for Use Class E(g) and up to 76,948 sqm (GEA) for Use Class B2 of buildings.

Development Permitted

- From Use Class E(g) to Use Class B2 (General Industrial); and
- From Use Class B2 (General Industrial) to Use Class E(g).

Requirements

- 4.16 Prior approval is provided under Class 1 of Schedule C is subject to the following Conditions:

- Compliance condition (CO1 to CO3)
- Extensions or alterations conditions (EA1 to EA3)
- Highways & Movement conditions (H1, H5, H6, H7, H8)
- Drainage & Flood risk conditions (D1 to D3)
- Construction conditions (C1 to C4)
- Landscaping condition (L1)
- Ground Investigation / Contamination conditions (G1 to G5)
- Environmental conditions (E1 to E4)

- 4.17 None of the rights contained in Schedule [2] Part [3] of the GPDO 2015 (or any order amending, revoking and re-enacting that Order) shall apply to the development authorised by this LDO.

Development Not Permitted

- 4.18 No change of use permitted other than that explicitly stated in Schedule C.

Schedule D – Other Operations

- 4.19 This LDO permits Other Operations provided such operations are within the parameters of the LDO area and comply with both the conditions and Design Code.

Development Permitted

- Class 1 – The installation, alteration or replacement of external cladding, shutters, windows or doors
- Class 2 – The installation, alteration or replacement of external lighting
- Class 3 – The erection, construction, maintenance, improvement or alteration of a fence, gate, wall or other means of enclosure
- Class 4 – The installation, alteration or replacement of fixed plant and equipment
- Class 5 – The installation, alteration or replacement of site required infrastructure and utilities
- Class 6 – The installation of a single storey structure for ancillary storage purposes
- Class 7 – The formation, layout or construction of a hard surface to form a service road or yard and the maintenance or improvement of such a surface

Requirements

- 4.20 Prior approval is provided under Class 1 of Schedule D is subject to the following Conditions:

Class 1 – The installation, alteration or replacement of external cladding, shutters, windows or doors

- Compliance conditions (CO1, CO2)
- Extensions or alterations condition (EA1)

Class 2 – The installation, alteration or replacement of external lighting

- Compliance conditions (CO1, CO2)
- Environmental condition (E3)

Class 3 - The erection, construction, maintenance, improvement or alteration of a fence, gate, wall or other means of enclosure

- Compliance conditions (CO1, CO2)
- Highways & Movement condition (H2)
- Landscaping conditions (L1 to L3)

Class 4 - The installation, alteration or replacement of fixed plant and equipment

- Compliance conditions (CO1, CO2)

- Environmental Conditions (E1, E2)
- Construction condition (C1)

Class 5 - The installation, alteration or replacement of site required infrastructure and utilities

- Compliance conditions (CO1, CO2)
- Highways & Movement Conditions (H1, H2, H3, H5, H6, H7, H8)
- Drainage & Flood risk conditions (D1, D2)
- Construction conditions (C1 to C3)
- Landscaping conditions (L1 to L3)

Class 6 - The installation of a single storey structure for ancillary storage purposes

- Compliance conditions (CO1, CO2)
- Extensions or alterations condition (EA1)
- Construction conditions (C1 to C3)
- Ground Investigation / Contamination conditions (G1 to G5)

Class 7 - The formation, layout or construction of a hard surface to form a service road or yard and the maintenance or improvement of such a surface

- Compliance conditions (CO1, CO2)
- Highways & Movement (H1, H2, H3, H5, H6, H7, H8)
- Drainage & Flood risk (D1 to D3)
- Construction conditions (C2, C3)
- Landscaping conditions (L1 to L3)
- Ground Investigation / Contamination conditions (G1 to G5)
- Archaeology conditions (A1 to A5)

Development Not Permitted

4.21 No other operations are permitted other than that explicitly stated in Schedule D.

Conditions

COMPLIANCE

Condition CO1: Confirmation of Compliance

No development permitted by this LDO shall be begun until:

Full details of the development have been submitted to the Council by way of the completion of their Self-Certification Form together with all other supporting documents as required by the LDO Checklist contained as part of that Form.

Upon submission of the Self-Certification Form and any accompanying documentation to the Council, officers will have 7 days to confirm validation of the application.

The Council will issue written confirmation of compliance (or non-compliance) within 28 days of the date at which they confirm that the application has been validated. The Council will be deemed to have accepted the proposal if they fail to respond in writing (which may include a request for further information) within 28 days from the date of validation.

For the purposes of calculating the 28-day LDO Compliance Assessment Period, any Bank Holiday and any day between and inclusive of Christmas Eve and New Year's Day each year shall not be taken into account.

The subsequent development should be carried out strictly in accordance with the LDO Self Certification Form and the Design Code.

***Reason:** To ensure development conforms with the LDO and Design Code and to ensure that LDO development can be monitored over the lifetime of the LDO.*

Condition CO2: Expiry of Prior Approval

Development shall be commenced within 12 months of the date of the Council's confirmation that it is in conformity with the LDO.

***Reason:** To ensure construction is realised and realistic employment generating proposals proceed.*

Condition CO3: Deliveries

No commercial goods shall be loaded, unloaded, stored or otherwise handled and no vehicles shall arrive or depart, within the application site outside the hours 07:00 to 19:00 Monday to Friday, 08:00 to 18:00 Saturday or at any time on Sunday or Bank Holidays.

***Reason:** In the interests of neighbouring uses.*

HIGHWAYS & MOVEMENT

Condition H1: Highways

Before the development of plot(s) / parcels within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 commences, a scheme for all highways works to be undertaken on land within or serving that plot (including layout, geometry, dimensions, levels, gradients, surfacing, visibility splays, means of surface water drainage and street lighting) shall be submitted to and approved in writing by the Council.

All highways works shall then be constructed in accordance with the approved details and no permanent development, whether or not permitted by the provisions of the GPDO 2015 (or any order amending, revoking and re-enacting that Order) shall be carried out at any time on the land so shown or in such a position as to prejudice those approved details.

***Reason:** To ensure roads/footways are constructed to an appropriate standard in the interests of highway safety.*

Condition H2: Vehicular Visibility Splays

The premises within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 shall not be occupied, until any road or vehicle junction access / egress on land within that area has been provided with visibility splays in accordance with the Design Code. The vehicular visibility splays shall be provided before the road junction or vehicle access point is first used by vehicular traffic and shall be retained free of any obstruction at all times thereafter. No permanent development, whether or not permitted by the provisions of this Order or the GPDO 2015 (or any order amending, revoking and re-enacting those Orders) shall be carried out at any time on the land so shown or in such a position as to prejudices those visibility splays.

***Reason:** To provide inter-visibility between vehicles using the road junction / access and those in the existing public highway in the interest of highway safety.*

Condition H3: Movement / Parking

Before the development of plot(s) / parcels within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 commences, an assessment of vehicular trip generation and a scheme for vehicle parking provision to serve the uses within that area including the total number of bays, layout and dimensions along with provision of accessible spaces / cycle spaces shall be submitted and approved in writing by the Council. Vehicular movements associated with development plot(s) / parcels within any area and future use of car parking areas including multi-storey, at grade or temporary will accord with the principles of the Design Code and shall be submitted and approved in writing by the Council.

***Reason:** to ensure the cumulative highways impact of the development does not exceed the assessed level undertaken as part of the Transport Assessment by CampbellReith.*

Condition H4: Travel Plan

No part of the development hereby permitted shall be occupied until a detailed Travel Plan, has been approved in writing by the local planning authority (who shall consult with Highways England and KCC where applicable) and implemented. The Travel Plan shall be prepared in accordance with the IPM Travel Plan and must include:

- Measures to encourage sustainable travel patterns (may include cycle schemes, car sharing, car clubs, as appropriate);
- A scheme for the management and implementation of the Travel Plan;
- Targets for modal shift;
- Implementation timescales;
- Marketing and incentives; and
- Details of on-site facilities (changing rooms / showers)

Arrangements for monitoring and review, amendment and effective enforcement. Thereafter, all businesses occupying any part of the development shall be responsible individually and severally for the monitoring, review, amendment and effective enforcement of the approved Travel Plan.

The site wide Travel Plan will be supported by detailed bespoke travel plans for each plot or subsequent occupier on the site. Where multiple Plans are used, provision must be made for the Plans to be fully coordinated. Individual Travel Plans shall implement the overarching targets outlined in the site wide Travel Plan.

Reason: *In the interests of promoting sustainable development and the use of sustainable modes of transport.* To minimize traffic generated by the development and to ensure that the M2 and A2 Trunk Road continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.

Condition H5: Servicing

The premises within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 shall not commence, until details of servicing arrangement, including the proposed arrangement of access points to each parcel within that area have been submitted to and approved in writing by the Council: such details shall be in accordance with the broad principles set out in the Design Code. The approved details must be fully implemented prior to commencement of the use to which the servicing arrangement relate and retained at all times.

Reason: *In the interests of highway safety.*

Condition H6: Vehicle Turning and Circulation Areas

Before the development of plot(s) within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 commences, a scheme for vehicle turning, circulating and manoeuvring within that sector demonstrating that vehicles can enter and exit the sector within a forward gear shall be submitted and approved in writing by the Council.

Reason: To ensure that vehicles can enter and leave the highway in a forward gear in the interest of highway safety and to ensure that all servicing and turning of vehicles takes place within a site and not on the highway.

Condition H7: Refuse Storage and Collection Facilities

Before the development of plot(s) / parcels within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 commences, a scheme for the storage and screening of refuse and facilities and arrangements for the collection of refuse within that sector shall be submitted and approved in writing by the Council. The facilities shall be provided on site, prior to the occupation of the associated buildings within the relevant sector and in accordance with the approved details. Thereafter the identified facilities shall be kept available for such use and no permanent development, whether or not permitted by the provisions of this Order or the GPDO 2015 (or any order amending, revoking and re-enacting those Orders) shall be carried out on the land so shown or in such a position as to preclude the provision of these facilities.

Reason: To ensure refuse arising from the development is appropriately managed.

Condition H8: Highways Works associated with Extensions, Alterations and Change of Use

Where any development undertaken through Schedule B, Schedule C or Schedule D of the LDO would require any work to a public highway or any road or footway to which the public will have right of access to, that development shall not be begun until details of the those highways works (including layout, geometry, dimensions, levels, gradients, surfacing, visibility splays and means of surface water drainage) have been submitted to and approved in writing by the Council. Development undertaken through Schedule B, Schedule C or Schedule D of the LDO shall not be occupied until the approved highways works have been completed in accordance with the approved details.

Reason: To ensure all highways works are constructed to an appropriate standard in the interests of highway safety.

STRATEGIC AND LOCAL ROAD NETWORK

The mitigation set out in the following conditions shall be in accordance with the specified drawings or an alternative to the same effect unless otherwise justified by the Monitor & Manage process. Any changes from the approved drawing shall be agreed in writing by the local and strategic highway authorities.

Condition RN1

No development comprising buildings (i.e. specifically excluding enabling works, access routes, public realm, utilities and other associated infrastructure), hereby approved, shall be commenced on site until full details of a 'Monitor and Manage Mitigation Strategy' has been submitted to, and approved in writing by, the Local Planning Authority, in consultation with Highways England and Kent County Council. The Monitor and Manage Mitigation Strategy shall be based upon the

principles outlined in the 'Draft Monitor and Manage Mitigation Strategy', dated November 2020. The development and any required mitigation identified shall be carried out in accordance with the approved details and timescales.

Reason: *To minimise traffic generated by the development and to ensure that the M2 and A2 Trunk Road continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.*

Condition RN2

The monitoring strategy pursuant to condition RN1 to be approved shall include details of data collection to fulfil the following:

- i. traffic entering and leaving the development, to identify trip generation from specific phases of development;
- ii. origin-destination and routing data to understand journey times (identify delay) and impact from the development; and,
- iii. traffic data to identify impacts (junction capacity, queue lengths and delay) on the Strategic Road Network and the local road network, including:
 - traffic count data on highway links;
 - turning movements at junctions;
 - queue data at junctions; and,
 - pedestrian movements at junctions with signals (as this affects the signal timings and pedestrian phases).

Reason: *To minimise traffic generated by the development and to ensure that the M2 and A2 Trunk Road continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.*

Condition RN3

Upon commencement of development, monitoring shall be undertaken and thereafter repeated in line with the details and frequency approved pursuant to conditions RN1 and RN2 above.

Reason: *To minimize traffic generated by the development and to ensure that the M2 and A2 Trunk Road continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.*

Condition RN4

No more than 10,159 sqm GFA (or 110 two-way trips generated from the development during the morning peak) hereby approved shall be occupied until the improvements to the Bridgewood and Taddington roundabouts and to the Rochester Road / Lankester Parker Road and Rochester Road / Laker Road junctions, as set out in indicative drawing numbers subject to detailed design 12841-CRH-ZZ-XX-DR-C-6600-P1, 12841-CRH-ZZ-XX-DR-C-6602-P1, 12841-CRH-ZZ-XX-DR-C-6603-P1, (Rochester Road/Laker Road signalised junction to be determined) have been completed and

an assessment of the network conditions is undertaken in accordance with the agreed Monitor and Manage Mitigation Strategy, approved pursuant to Condition RN2 of this permission, has been submitted to, and agreed in writing by, the Local Planning Authority, in consultation with Highways England and Kent County Council. The assessment of network conditions shall be used to inform further mitigation that may be required.

Reason: *To minimise traffic generated by the development and to ensure that the M2 and A2 Trunk Road continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.*

Condition RN5

No more than 17,318 sqm GFA (or 188 two-way trips generated from the development during the morning peak) shall be completed ready for occupation on site, until an assessment of the network conditions in accordance with the agreed Monitor and Manage Mitigation Strategy, approved pursuant to Condition 2 of this permission, has been submitted to, and agreed in writing by, the Local Planning Authority, in consultation with Highways England and Kent County Council. Should the network conditions not be found to be acceptable, a scheme of mitigation to create acceptable network conditions for the erection of up to 24,477 sqm GFA (or 265 two-way trips generated from the development during the morning peak) (including timeframes for completing any mitigation thereby required), shall be submitted to, and agreed in writing by, the Local Planning Authority, in consultation with Highways England and Kent County Council, prior to the commencement of additional floorspace.

Such a scheme shall include consideration of the mitigation as set out in indicative drawing numbers subject to detailed design [12841-CRH-ZZ-XX-DR-C-6601-P] relating to the Lord Lees roundabout and M2 Junction 4 [drawing 18-015-027_E].

In addition to the potential physical changes that could be made as noted in the above drawing, an evaluation of the signal staging and operating regime shall be made to assess potential increase in capacity. Mitigation schemes shall be tested in order to determine the extent of mitigation actually required. Development shall be carried out in full accordance with the agreed details and not more than 17,318 sqm GFA (or 188 two-way trips generated from the development during the morning peak) shall be constructed unless and until the agreed works have been completed.

Reason: *To minimize traffic generated by the development and to ensure that the M2 and A2 Trunk Road continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.*

Condition RN6

No more than 24,477 sqm GFA (or 265 two-way trips generated from the development during the morning peak) shall be completed ready for occupation on site, until an assessment of the network conditions in accordance with the agreed Monitor and Manage Mitigation Strategy, approved

pursuant to Condition 2 of this permission, has been submitted to, and agreed in writing by, the Local Planning Authority, in consultation with Highways England and Kent County Council. Should the network conditions not be found to be acceptable, a scheme of mitigation to create acceptable network conditions for the erection of up to 101,000 sqm GFA (including timeframes for completing any mitigation thereby required), shall be submitted to, and agreed in writing by, the Local Planning Authority, in consultation with Highways England and Kent County Council, prior to the commencement of additional floorspace.

Such a scheme shall include consideration of mitigation to be determined in consultation with Highways England and Kent County Council.

In addition to the potential physical changes that could be made as noted in the above drawing, an evaluation of the signal staging and operating regime shall be made to assess potential increase in capacity. Mitigation schemes shall be tested in order to determine the extent of mitigation actually required. Development shall be carried out in full accordance with the agreed details and not more than 24,477 sqm GFA (or 265 two-way trips generated from the development during the morning peak) shall be constructed unless and until the agreed works have been completed.

Reason: *To minimise traffic generated by the development and to ensure that the M2 and A2 Trunk Road continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.*

DRAINAGE & FLOOD RISK

Condition D1: Drainage

Before the development of plot(s) / parcels within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 commences, a scheme for the disposal of surface water, based on sustainable drainage principles set out in the Design Code, including details of the design, phasing (where appropriate) implementation, maintenance and management of the surface water drainage scheme on land within that sector shall be submitted to and approved in writing by the Council.

Those details shall include (if applicable):

- a timetable for its implementation,
- a management and maintenance plan for the lifetime of the development within the relevant sector which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime; and
- An assessment of the suitability for surface water infiltration.

The approved scheme shall be implemented in full in accordance with the specified timetable and retained, managed and maintained at all times thereafter and no development whether or not permitted by this Order or the GPDO 2015 (or any order amending, revoking and re-enacting those

Orders) shall be carried out on the land so shown or in such a position as to prejudice the scheme as approved.

Reason: *To manage surface water during and post construction and for the lifetime of the development, and to ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework.*

Condition D2: Verification Report for SuDS

The premises within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 shall not be occupied, until a signed verification report carried out by a qualified drainage engineer (or equivalent) relevant to the land within that sector has been submitted to and approved by the Council to confirm that the Sustainable Drainage System has been constructed in accordance with the approved scheme and associated plans.

Reason: *This condition is sought in accordance with paragraph 163 of the NPPF to ensure that suitable surface water drainage scheme is designed and fully implemented so as to not increase flood risk onsite or elsewhere.*

Condition D3: Foul Water

No phase or sub-phase of the development hereby permitted under Condition CO1 shall commence until details of the means of control and disposal of foul and surface water during the construction and operational phases of that phase or sub phase of the development have been submitted to and approved in writing by the Council. The submitted scheme for the phase or sub-phase of the development under consideration shall include the provision of petrol/oil interceptors as appropriate. The approved scheme of details for that phase or sub-phase shall be implemented to accommodate foul and surface water during both construction and the operational phases of the development and shall be retained thereafter.

Reason: *In the interests of prevention of pollution and to ensuring provision of both surface and foul water disposal.*

CONSTRUCTION

Condition C1: Crime Prevention

Before the development of plot(s) within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 commences details of the measures, according to the principles and physical security requirements of Crime Prevention through Environmental Design (CPTED) have been submitted to and approved in writing by the Council as per Policy BNE8. The approved measures shall be implemented before the development is occupied and thereafter retained.

Reason: *In the interest of security, crime prevention and community safety.*

Condition C2: Pre-Commencement Condition - Construction Management Plan

No works shall commence on the site hereby permitted (including site clearance or preparation) until the details of a Construction Management Plan have been submitted to and approved in writing by the local planning authority (who shall consult with Highways England). Thereafter the construction of the development shall proceed in strict accordance with the approved Construction Management Plan unless otherwise agreed in writing by the local planning authority (who shall consult Highways England).

Before the development of plot(s) within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 commences, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Council. The CEMP shall include details (text, maps and drawings as appropriate) of the scale, timing, routing and mitigation of all construction related aspects of the development. It will include, but is not limited to:

- an appropriate guided construction access/egress;
- turning and off loading facilities for delivery / construction vehicles within the limits of the construction site;
- parking areas clear of the highway for those employed in developing the site, visitors and deliveries;
- wheel cleaning and other facilities to prevent dust, dirt, detritus etc from entering the public highway (and means to remove if it occurs);
- details of any hoarding to be erected during the construction works;
- the construction traffic routes;
- the hours of construction work / operation including timings of deliveries;
- site hours of operation; numbers, frequency and type of vehicles visiting the site
- the protection of public rights of way;
- provisions for a before and after road condition survey; and
- details of noise abatement procedures and means of reducing emissions to air from plant details of means of compliance with requirements for construction stated in the ecology, arboricultural, archaeological and ground conditions reports, and the ES;

The construction works shall thereafter be carried out at all times in accordance with the approved Construction Environmental Management Plan, unless any variations are otherwise first submitted to and approved in writing by the Council.

Reason: *To ensure that an approved programme for construction work is carried out during specified hours in the interests of the amenity of the area and to ensure that debris or construction material is not deposited on the highway and that the M2 and A2 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.*

Condition C3: Details of Piling

If Piling is proposed, a Piling Risk Assessment must be submitted, written in accordance with Environment Agency guidance document "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention. National Groundwater & Contaminated Land Centre report NC/99/73". Hereafter, no building(s) shall be erected in each phase or sub-phase of the development until the method for piling foundations has been submitted to and approved in writing by the Council. No piling works shall take place at any time on a Sunday or public holiday or outside the hours of 0900hrs to 1700hrs Mondays to Fridays and 0800 to 1300 on Saturdays unless any variation is specifically approved in writing by the Council. The piling shall only be undertaken in accordance with the approved details, unless any variation is otherwise first approved in writing by the Council.

***Reason:** To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework. The site is located on potentially contaminated land. Uncontrolled piling could result in potential contamination of groundwater in the vicinity of IPM.*

Condition C4: Demolition Method Statement

Before the demolition of any buildings within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 commences, a Demolition Method Statement relevant to the buildings or other structures within the relevant area shall be submitted to and has been agreed in writing by the Council. The Statement shall specify:

- an appropriate access and egress arrangement for vehicles engaged in the demolition of buildings;
- turning and loading facilities for delivery /construction vehicles within the limits of the application site;
- a parking area clear of the highway for those employed in demolishing buildings within the site;
- wheel cleaning facilities;
- a strategy for the recycling and / or reuse of materials;
- traffic routes to be used by vehicles engaged in demolition works;
- hours of demolition work;
- details of dust suppression;
- the protection of any public rights of way; and
- arrangements for a before and after road condition survey;
- Details of areas designated for the storage of all demolition waste material and a programme for its disposal which ensures removal of waste material within 3 months of the relevant demolition having taken place.

Thereafter, all demolition shall be undertaken in accordance with approved details.

Reason: *To ensure that demolition works cause the minimum of disturbance to adjoining parcels and businesses.*

LANDSCAPING

Condition L1: Detailed Landscaping Scheme

Before the development of plot(s) within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 commences, a scheme for, a detailed landscape scheme shall be submitted to and approved in writing by the Council in accordance with the Design Code. The scheme will include proposed measures for a scheme of hard and soft landscaping and boundary treatments for all land within that sector including specification of all landscaping and surfacing materials will be supplied within a detailed method statement which will include site preparation, planting techniques, aftercare and a programme of maintenance for a period of 5 years following completion of the scheme and a scheme for the future management of any communal open spaces relating to the land within that sector. The approved scheme of landscaping shall be implemented during the first planting season following occupation of the buildings or the completion of the development relevant to the specified sector, whichever is the earlier. Any boundary fences or walls or similar structures as may be approved shall be erected before first occupation of the building to which they relate. The approved scheme shall be retained and maintained at all times thereafter and no development whether or not permitted by this Order or GPDO 2015 (or any order amending, revoking and re-enacting those Orders) shall be carried out on the land so shown or in such a position as to prejudice the scheme as approved.

Reason: *To comply with the duties indicated in Section 197 of the 1990 Act and to ensure satisfactory landscape treatment of the Site in the interests of visual amenity and to screen and enhance the development in the interests of visual amenity.*

Condition L2: Tree Re-Planting

If within a period of five years from the date of planting of any tree, that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place.

Reason: *In the interest of the appearance of the proposed development and to ensure any damaged or destroyed trees are replaced.*

Condition L3: Hedges adjacent to a public highway

Any hedge must be maintained (pruned) so that they do not encroach upon the highway.

Reason: *To preserve the integrity of the public highway and in the interests of highway safety.*

GROUND INVESTIGATION / CONTAMINATION

Condition G1: UXO Risk Assessment

All future intrusive work should be accompanied by a UXO risk assessment at a level suitable for, and in proportion to, the nature of the works. This work is to be agreed with the Council prior to the commencement of physical works.

***Reason:** To ensure the necessary area is assessed and any required mitigation is secured*

Condition G2: Land Contamination

No development approved by this planning permission shall commence until a strategy to deal with the potential risks associated with any contamination of the site has been submitted to, and approved in writing by, the Council. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors; and
 - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

***Reason:** to ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.*

Condition G3: Contaminated Land Remediation Scheme

If a contaminated land investigation and risk assessment scheme indicates the presence of contamination, development on that plot / parcel of development as defined by Condition CO1, shall not be begun until a scheme to bring that area into a condition suitable for the intended use by removing unacceptable risks to human health, property, adjoining land, groundwater and

surface waters, natural habitats and ecological systems and archaeological sites and ancient monuments has been submitted to and approved in writing by the Council. The scheme must:

- outline all remediation works to be undertaken;
- include proposed remediation objectives and remediation criteria;
- include a timetable of works;
- specify site management procedures; and
- ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 (as amended) in relation to the intended use of the land after remediation.

No development within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 other than the approved scheme for remediation shall take place within the relevant area until such time as a relevant verification report that scientifically and technically demonstrates the effectiveness and completion of the remediation scheme at above and below ground has been submitted for the information of the Council. Where it is identified that further remediation works are necessary, details and a timetable of those works shall be submitted to the Council for written approval and shall be fully implemented as approved. Thereafter, no development whether or not permitted by this Order or the GPDO 2015 (or any order amending, revoking and re-enacting those Orders) shall be carried out on the land so shown or in such a position as to as to prejudice the effectiveness of the approved scheme of remediation.

Reason: *To ensure that an appropriate scheme for the remediation of any areas of contaminated land identified under Condition G2 is submitted and approved.*

Condition G4: Verification Report for Land Contamination

Prior to occupation of any development as approved under Condition CO1, a signed verification report carried out by a qualified contamination officer (or equivalent) must be submitted to and approved by the Council to confirm that the Contaminated Land Remediation Works as agreed as part of Condition G2 have been carried out as per the agreed scheme and plans. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. Any longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action must be prepared, which is subject to the approval in writing of the Council.

Reason: *This condition is sought to ensure that the remediation measures approved under Condition G3 have been implemented to best practice guidance and to ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the NPPF.*

Condition G5: Contaminated Land

In the event that any further contamination is found on any part of a site at any time when carrying out the approved development, it must be reported in writing immediately to the Council and the following measures taken:

- an investigation and risk assessment must be undertaken in accordance with the requirements of Condition G1;
- where remediation is necessary, a remediation scheme must be prepared in accordance with the requirements of Condition G3 and shall be subject to the approval in writing of the Council; and
- the approved scheme must be implemented before the development is occupied or first used.

No further work shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Council. The remediation strategy shall be implemented as approved.

***Reason:** To ensure that any further areas of contaminated land which are found following the implementation of LDO conditions G1 to G5 are mitigated and remediated in an appropriate manner and to ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the NPPF.*

ENVIRONMENTAL

Condition E1: Noise

Prior to the occupation of any phase, sub-phase including the change of use of the development hereby permitted, a scheme to minimise the transmission of noise from the use of the premises, shall be submitted and approved in writing by the Council. Noise from the premises should be controlled, such that the noise rating level (L_{Ar,Tr}) emitted from the development shall at least 10dB below the background noise level (L_{A90,T}) at the nearest residential facade. All measurements shall be defined and derived in accordance with BS4142: 2014. All works which, form part of the approved scheme shall be completed before any part of the development is occupied and shall thereafter be maintained in accordance with the approved details.

***Reason:** In the interests of neighbouring uses.*

Condition E2: Air Quality

No development, including any phase, sub-phase or change of use hereby permitted shall take place until an Air Quality Emissions Mitigation Assessment and Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall be prepared in accordance with the Medway Air Quality Planning Guidance, and shall specify the measures that will be implemented as part of the development to mitigate the air quality impacts identified in the approved Air Quality Assessment, prepared by ACCOM dated January 2019. The total monetary

value of the mitigation to be provided shall be demonstrated to be equivalent to, or greater than, the total damage cost values calculated as part of the Air Quality Emissions Mitigation Assessment and Statement and as listed in the Unilateral Undertaking table at INF8 below. The development shall be implemented, and thereafter maintained, entirely in accordance with measures set out in the approved Mitigation Statement.

Reason: *To protect air quality and people's health by ensuring that the production of air pollutants, such as nitrogen dioxide and particulate matter, are kept to a minimum during the course of building works and during the lifetime of the development. To contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.*

Condition E3: External Lighting Scheme

Before the development of plot(s) within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 commences, a comprehensive external lighting scheme serving that sector of development shall be submitted to and approved in writing by the Council. The approved lighting scheme shall be installed, subsequently operated and thereafter retained in strict accordance with the approved details before the development within that sector is first occupied in order to ensure continued compliance

Reason: *In the interests of minimising light pollution, intrusion and spillage to adjoining residential areas and in the interests of highways safety, to ensure that the lighting does not give rise to glare creating a hazardous distraction to drivers of vehicles on the adjacent highway.*

Condition E4: Sustainability

All development shall be constructed to achieve a minimum rating of BREEAM 'very good'.

Reason: *To ensure development is sustainable and that necessary measures are taken with respect to mitigating environmental impacts with respect to climate change.*

Condition E5: Ecological Compliance

Developers are required to submit an ecological compliance note by identifying all relevant plot and site wide prescriptions within the "Rochester Airport - Innovation Park Medway, Ecological Management and Enhancement Plan" and including a preliminary ecological appraisal that reviews the existing mitigation and makes recommendations of additional measures if identified. The Ecological Compliance Note must be approved by the Local Planning Authority prior to commencement of development.

Reason: *To ensure development is compliant with submitted Ecological Management and Enhancement Plan.*

ARCHAEOLOGY

Condition A1: Written Scheme of Investigation / Method Statement for Archaeological Evaluation

On any land with archaeological potential, no development shall be begun until a Written Scheme of Investigation has been submitted as part of the Prior approval Process and approved in writing by the Council as part of the prior approval process.

The Written Scheme of Investigation shall include a Method Statement which shall outline a programme of archaeological work including the proposed fieldwork techniques (including trial trenching and/or geophysical prospection) to identify archaeological deposits within IPM.

The Written Scheme of Investigation shall take account of the IPM Archaeological and Heritage Impact Assessment.

Reason: The Site is of likely archaeological interest, as confirmed by the Historic Environmental Assessment.

Condition A2: Submission of Written Archaeological Report

On any land with archaeological potential no development, other than that required to carry out archaeological work, shall be begun until a written report outlining the findings of archaeological fieldwork has been submitted to and approved in writing by the Council. The report must include:

- a description of the survey methods used;
- the location and size of trial trenches;
- a detailed summary of all archaeological deposits and evidence gathered;
- an assessment of the significance of all archaeological deposits and evidence gathered;
- a strategy for the preservation in situ of archaeological remains and/or further archaeological investigation and recording;
- Archaeological Post-Excavation Assessment Report and Updated Project Design; and
- All future work must be carried out in accordance with the submitted report.

Reason: To ensure all archaeological evidence is recorded and assessed and an appropriate strategy is in place for the preservation of archaeological deposits at IPM.

Condition A3: Preservation in Situ and Further Investigation

Linked to Condition A2, instances where safeguarding (preservation in situ) or further investigation and recording of archaeological remains is required, both the following is required:

- (a) Agreement of a written scheme of investigation / method statement for the preservation in situ of important archaeological remains and or further archaeological investigation and recording; and

- (b) The requirement to submit a Post-Excavation Assessment Report and Updated Project Design detailing the results of any safeguarding or investigation and recording works. The Post-Excavation Assessment Report and Updated Project Design will be submitted for approval within six months of completing the archaeological fieldwork.

Reason: To ensure all archaeological evidence is recorded and assessed and an appropriate strategy is in place for the preservation of archaeological deposits at IPM.

Condition A4: Publication and Archiving

Provision must be made for the publication and dissemination of the results of the site investigation and archive deposition of the records and finds.

Reason: To ensure all archaeological evidence is recorded to inform future phases of development.

Condition A5: Archaeology (Code of Conduct)

All archaeological works shall be carried out in accordance with the Code of Conduct and relevant Standard and Guidance of the Chartered Institute for Archaeologists (CIFA) and in line with the Written Scheme of Investigation, Archaeological Report and updated Project Design as agreed with the Council.

Reason: To ensure archaeological survey work is undertaken in accordance with appropriate professional standards and required to deliver works as submitted and approved by the Council.

EXTENSION OR ALTERATION

EA1: Building Materials on Extensions

Any extension or alteration shall be constructed using materials which have a similar external appearance to those used for the original building being extended or altered and accord with the principles as set out in the Design Code.

Reason: In the interests of the character and appearance of IPM.

EA2: Massing of Extended or Altered Buildings

The height of any extended or altered building shall be in accordance with building height standards set out in the Design Code.

Reason: To ensure extensions or alterations are undertaken in accordance with the Innovation Park Medway Design Code.

EA3: Highways Works associated with Extensions, Alterations and Change of Use

Where any development undertaken through Schedule B or Schedule C of the LDO would require any work to a public highway or any road or footway to which the public will have right of access to, that development shall not be begun until details of the those highways works (including layout,

geometry, dimensions, levels, gradients, surfacing, visibility splays and means of surface water drainage) have been submitted to and approved in writing by the Council.

Development undertaken through Schedule B or Schedule C of the LDO shall not be occupied until the approved highways works have been completed in accordance with the approved details.

Reason: To ensure all highways works are constructed to an appropriate standard in the interests of highway safety.

Informatives

INF1: Surface Water and Wheel Cleaning

It is contrary to Section 163 of the Highways Act 1980 for surface water from private development to drain onto the highway or discharge into the highway drainage system. All development should therefore be designed and constructed so that surface water, including that from wheel cleaning, does not drain into the public highway or the highway drainage system.

INF2: Use of Excavated Materials

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution treated materials can be transferred between sites as part of a hub and cluster project formally agreed with us some naturally occurring clean material can be transferred directly between sites. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

Developers should refer to the Position statement on the Definition of Waste: Development Industry Code of Practice (DoWCoP) and the environmental regulations page on GOV.UK. Any re-use of excavated materials not undertaken formally using the CL:AIRE DoWCoP would require an environmental permit for deposit, unless materials are solely aggregates from virgin sources, or from a fully compliant Quality Protocol aggregates supplier. Any deposit of materials outside of these scenarios could be subject to enforcement actions and/or landfill tax liabilities.

The use of DoWCoP precludes the charging of any gate fees for any imported soils materials. This restriction is paramount and any import of materials where a gate fee is charged must be covered by a relevant environmental permit for recovery or disposal.

INF3: Trade Effluent

The Water Industry Act 1991 states that any liquid produced wholly or in part from any trade or business activity carried out on your trade premises qualifies as trade effluent and therefore requires consent from United Utilities. Trade effluent control applies only to those discharges made to the foul sewer. No discharge of trade effluent should be made to the surface water sewer; this includes vehicle washes.

INF4: Flood Risk and Drainage

When addressing flood risk and drainage, consideration should be given to opportunities to reduce the overall level of flood risk in the area and beyond through the layout and form of the development and the application of sustainable drainage systems (SuDS). New development should be

sustainable and where appropriate contribute to the creation of infrastructure and communities that are safe from flooding for their intended lifetime through the use of SuDS.

Prior to any development involving the creation of hardstanding or impermeable surface, including the erection of ancillary structures or the extension of any existing building, it is advised that you discuss the management of surface water with the Environment Agency, the Lead Local Flood Authority and relevant Sewerage Undertaker. Applicants may be asked to provide information to allow for an assessment to be made of the appropriateness of the type of surface water drainage system for a proposed site, along with details of its extent/position, function and future management arrangements. SuDS should be properly designed and ensure that the maintenance and operation costs are proportionate and sustainable for the lifetime of the development.

INF5: Applications to Remove or Vary a Condition under Section 73

Applications to remove or vary any condition imposed by the LDO may be made under Section 73 of the Act 1990 (as amended).

INF6: Planning Applications

A normal planning application may be submitted under the Act 1990 (as amended) for development proposals within the LDO area which are outside the scope of the classes of permitted development set out in the LDO.

INF7: Consultation with Kent Fire / Kent Police (and other consultees as advised through pre-application process) prior to submission of Self-Certification Form

Prior to the submission of the Self-Certification Form (Appendix 2), applicants must have received written confirmation from both Kent Fire and Kent Police that their proposals accord with any necessary design related documentation. This approach will then ensure the 28-day LDO determination period is met.

INF8: Unilateral Undertaking contributions

Unilateral Undertaking contributions will be secured if mitigation (in relation to Air Quality, Transport/Travel Plan, Biodiversity) cannot be provided by the developer to mitigate the effects and will be calculated in accordance with the table below:

Area:		Total Amount:	Amount Required per sqm (Total GEA 100,648 sqm):	Advisory Note:
Air Quality	Damage Cost figure	£1,544,660 (As set out within the Air Quality Assessment)	£15.34	The overall damage cost figure is based on trip generation across the entire site. Whilst this provides a broad figure of £15 per square metre this will be dependent on the nature of developments and the end user (i.e. how many vehicular movements the end user generates and the measures the mitigation in place). It is therefore difficult to apportion a figure on a £ per square metre basis.
Transport/Travel Plan	Highways Mitigation	£2,750,000 - £4,100,000 (Approximate figure subject to further design work)	£27.32 - £40.73	The mitigation work required as part of IPM is subject to further engineering/design works so is only an indicative figure at this stage. <ul style="list-style-type: none"> • Taddington: £200,000 - £250,000 • Bridgewood: £300,000 - £350,000 • Lord Lees: £750,000 - £1,000,000 • M2 Junction 4: £1,500,000 - £2,500,000 These figures do not include costs for land ownership which may need to be incorporated into the total contribution amount required.
Biodiversity	Off-Site Net Gain Payment	£525,000	£3.77	Preferred choice is Horsted Valley as set out in the EMEP and based on an area extending to 139,179 m ² .

No development shall be commenced until details demonstrating how the impacts in relation to Air Quality, Transport/Travel Plan and Biodiversity of the development will be mitigated has been submitted to and approved in writing by the Council in accordance with the table above.

Approximate figure is subject to confirmation should further assessment work be required in response to a change in circumstance.

INF9: Re Condition(s) RN1-6

This development involves work to the public highway (strategic road network and local road network) that can only be undertaken within the scope of a legal Agreement or Agreements between the applicant and Highways England (as the strategic highway company appointed by the Secretary of

State for Transport) and, as necessary and appropriate, the Local Highway Authority. Planning permission in itself does not permit these works.

It is the applicant's responsibility to ensure that before commencement of any works to the public highway, any necessary Agreements under the Highways Act 1980 are also obtained (and at no cost to Highways England). Works to the highway will normally require an agreement or agreements, under Section 278 of the Highways Act, with Highways England and the Local Highway Authority.

Advice on this matter can be obtained from the Spatial Planning Team, Highways England, Bridge House, Walnut Tree Close, Guildford, Surrey, GU1 4LZ. Email planningse@highwaysengland.co.uk
Tel 0300 123 5000.

APPENDIX 1: INTERPRETATIONS AND DEFINITIONS

The LDO's appendices should be read in full to determine the precise details and requirements of the classes of permitted development.

Ancillary Uses include

A secondary use of land which has a clear and commonly found functional relationship with the primary use. The ancillary use should be closely linked and subservient to the primary use.

Ancillary Retail uses include

Maximum of 360 sqm (floor space) (GEA) (Use Class E(a)) (Sale of cold food and drink only) and E(b) (Sale of food and drink for consumption (mostly) on the premises)

Archaeological & Heritage Impact Assessment is referred to as the 'AHIA' prepared by Headland Archaeology, dated August 2018

Provides an assessment of the historic or archaeological significance of a building or landscape within the wider setting of the Development

Associated Site Infrastructure and Facilities are defined as:

- *The provision of a junction access onto the highway*
- *The provision of main access and utility services throughout IPM including electricity substations and associated electric lines, broadband connection, electric vehicle recharging points, gas and water*
- *The provision of hard standing areas required for disabled parking bays, designated loading and services bays, vehicle turning and circulation area*
- *The provision of multi-storey car parking facilities, surface car parking and temporary car parking (in accordance with the detail as set out in the Design Code)*
- *The erection of a gate, fence, wall or other means of enclosure;*
- *Street furniture as set out in the Design Code*
- *Soft landscaping as set out in the Design Code including Sustainable Drainage System (SuDS)*
- *Trees, hedges, vegetation and other areas of soft landscaping / public realm (in accordance with the detail as set out in the Design Code)*

Authority Monitoring Report is referred to as the 'AMR' and confirms:

Whether targets set in the Local Development Framework / the Local Plan have been achieved and confirms whether objectives behind policies / policy documents are still relevant.

Construction Environmental Management Plan is referred to as the 'CEMP'

A CEMP outlines how a construction project will avoid, minimise or mitigate effects on the environment and surrounding area

Consultation Statement is referred to as the 'Statement'

This Statement sets out why and how both Councils have engaged with the local community and key stakeholders. It explores how feedback from the consultation influenced the Masterplan

Design Statement means the Statement submitted in support of the Development and in accordance with the Self-Certification Form

Development has the same meaning as defined in Section 55 of the Town and Country Planning Act 1990 (as amended)

Ecological Management and Enhancement Plan is referred to as the 'EMEP' prepared by BSG Ecology, dated October 2020

Environmental Statement is referred to as the 'ES' prepared by CampbellReith, dated June 2019 and includes the following technical appendices:

- Request for an EIA Screening and Scoping Opinion prepared by CampbellReith, May 2019
- Aviation Risk Assessment prepared by Geoff Connolly, December 2018
- Transport Assessment prepared by CampbellReith, January 2019
- Fore Consulting Modelling Report prepared by Fore Consulting, December 2018
- Air Quality Assessment prepared by ACCON, January 2019
- Land Quality Statement prepared by CampbellReith, May 2019
- AONB Assessment prepared by LDA Design, January 2019

The ES tests the Development against the likely environmental effects

ES Addendum dated October 2020

Examination in Public is referred to as 'EiP'

Environment Impact Assessment is referred to as EIA

Funding means:

A total of £8.1m has been awarded from central government's Local Growth Fund through the South East Local Enterprise Partnership (SELEP) to help bring this site forward for development, creating a hub for knowledge-based employment and innovation. Further funding has been awarded through the Growing Places Fund and Sector Support Fund to support the development of the Innovation Park Medway masterplan, Local Development Order and development proposals.

General Permitted Development Order is referred to as 'GPDO 2015' (or any order amending, revoking and re-enacting that Order)

Gross External Area is referred to as 'GEA'

GEA is defined as the total covered floor area inside a building envelope, including the external walls of a building as measured in accordance with the Royal Institution of Chartered Surveyors' Code of Measuring Practice, Sixth Edition published in May 2015;

Gross Value Added is referred to as 'GVA' and means

The measure of the value of goods and services produced in area, industry or sector of an economy.

Highways England are referred to as 'HE'

Innovation Park Medway – is referred to as 'IPM'

IPM Design Code is referred to as the 'Design Code' prepared by LDA Design, January 2019, updated September 2020

Provides a manual for the design of the development within IPM and comprise both written and diagrammatic guidance. The Design Code will be used as a development facilitation tool and serve as a reference point for ongoing design processes. This document will focus on the characteristics desired for each area of the regeneration site and stipulate design guidance for all features considered critical to achieving them.

Landscape and Visual Impact Assessment is referred to as 'LVIA' prepared by LDA Design, January 2019, Addendum December 2019

Is the assessment of evaluating the effect of IPM upon the surrounding landscape

Kent County Council is referred to as 'KCC'

Local Development Order – is referred to as the 'LDO'

LDO Compliance Assessment Period means:

Upon submission of the Self-Certification Form and accompanying documentation, the Council will confirm validation within 7 days of receipt of the application.

Once the Council has confirmed that the application is validated, the 28 days for determination begins.

The development must not begin before the occurrence of one of the following:

- receipt of written notice from the Council of their determination that such prior approval is not required;*
- where the Council give the applicant notice within 28 days following the date of validating the application of their determination that such prior approval is required, the giving of such approval; or*
- the expiry of 28 days following the date on which the application was validated without the Council making any determination as to whether such approval is required or notifying the applicant of their determination.*

For the purposes of calculating the 28-day LDO Compliance Assessment Period, any Bank Holiday and any day between and inclusive of Christmas Eve and New Year's Day each year shall not be taken into account.

Masterplan Proposals are referred to as the 'Masterplan' prepared by LDA design, dated January 2019

Medway Council is referred to as 'Medway'

Tonbridge & Malling Borough Council is referred to as 'the Council'

The Town and Country Planning Act 1990 is referred to as the '1990 Act'

The Planning and Compulsory Purchase Act 2004 is referred to as the '2004 Act'

The Town and Country Planning Act 2008 is referred to as the '2008 Act'

The Growth and Infrastructure Act 2013 is referred to as the '2013 Act'

The Town and Country Planning (Development Management Procedure) (England) Order 2015 is referred to as the 'DMPO 2015'

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 is referred to as 'EIA Regs 2017'

The "IPM LDO area" is defined as the area comprised within the red line boundary (Northern and Southern sites)

The time when development has '**begun**' has the same meaning as defined in Section 56 of the 1990 Act (as amended)

North Kent Enterprise Zone is referred to as 'NKEZ'

North Kent Enterprise Zone offers tax breaks and government support, making them ideal places for new and expanding organisations to do business.

National Planning Policy Framework is referred to as the 'NPPF'

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied

Ownership means *Parcels 1, 2 and 3 are owned by Medway Council. Currently, Parcel 1 is leased to Rochester Airport Ltd. Parcel 2 is leased by BAE Systems, with a small area of this parcel within the ownership of BAE Systems. Although owned by Medway Council, part of Parcel 1 lies within the neighbouring Borough of Tonbridge & Malling. Parcel 4 is privately owned. (See Figure 1).*

Planning Practice Guidance is referred to as 'PPG'

The PPG replaces and consolidates 7,000 pages of planning guidance on topics including transport and design and it should be read in conjunction with the NPPF

Pre-application is referred to as 'pre-app'

This is the process of the submission of the necessary information to the Council ahead of a meeting taking place to discuss the proposal. This process is outlined at Section 3 (Prior notification Procedure)

Proposed Land Uses include

Use Class E(g)(i) – Business (office);
Use Class E(g)(ii) – Research and development of products and processes
Use Class E(g)(iii) – Industrial processes; and
Use Class B2 (General Industrial).

*Together with the ancillary uses set out above.

Proposal means

Innovation Park Medway: is a high-tech cluster of companies sharing similar skills, infrastructure, ambition and drive. IPM comprises predominantly Use Class E(g) and Use Class B2 uses focused on high value technology industries, engineering, manufacturing and knowledge intensive industries. All businesses are committed to delivering high GVA and exploring opportunities and synergies for collaboration, innovation and skills retention and with links to universities

South East Local Enterprise Partnership is referred to as the 'SELEP' *The SELEP is one of 38 LEPs which are established to provide clear vision and strategic leadership to drive sustainable private sector-led growth and job creation*

Site Location means the area defined by the red line on plan (Parameter Plan – Site Boundary) and described as:

IPM is located on two areas of Rochester Airport which is a general aviation aerodrome on the southern edge of Rochester. It lies approximately 3.5 kilometres (km) to the south of Chatham and Rochester town centres and 57 km east of Central London. It is located approximately 1.4 km north of Junction 3 of the M2 motorway and 5.7 km north of Junction 6 of the M20 motorway, linking the site with London, the M25 motorway and Continental Europe thereby making the site an attractive location for business. Javelin Trains using of HS1 mean Rochester is just 37 minutes from Central London, whilst Eurostar services to Europe can be accessed from Ebbsfleet International Station.

IPM will be split into two separate areas each of which will comprise two distinct parcels with the overall area extending to 18.54ha. The Northern Area consists of a main parcel (Parcel 1) which currently forms part of Runway 16/34 and is made up of laid to well-maintained grass and a second parcel (Parcel 2) currently laid to concrete slabs with a secured palisade fence since it is used by BAE Systems as a car park area. The Southern Area consists of an eastern parcel (Parcel 3) which comprises the remnants of previously demolished structures, a small utilities structure and associated compound and an overflow car park for the adjacent Innovation Centre Medway. The western parcel (Parcel 4) comprises an operational caravan park, Woolmans Wood Caravan Park, which has capacity for approximately 100-125 caravans.

Parcels 1, 2 and 3 are owned by Medway Council. Currently, Parcel 1 is leased to Rochester Airport Ltd and Parcel 2 is to be leased by BAE Systems. Although owned by Medway Council part of Parcel 1 lies within the neighbouring Borough of Tonbridge & Malling. Parcel 4 is privately owned (See Figure 1).

The LDO is intended to be in place for a period of 10 years and has been made to drive economic development through the delivery of IPM which will act as a new and vibrant employment hub for high-value technology, advanced manufacturing, engineering and knowledge-intensive businesses all as part of 21st century sustainable development.

Science Park trip rates (the justification for the use of)

The trip rates for Science Park uses are less than those from typical business developments. This is due to the specialist nature of the end use found on Science Parks. The TRICS trip database confirms this in a survey at Cambridge Science Park. Technical Note T1 presents a review of the trip rates and associated trip generation.

Secretary of State is referred to as 'SoS'

Self-Certification Form is referred to as 'the Form'

Request to for confirmation that a development is compliant with the LDO

Standard Industrial Classification is referred to as the 'SIC'

The Standard Industrial Classification is a system for classifying industries by a four-digit code used by government agencies to classify industry areas

Statement of Community Involvement is referred to as the 'SCI'

Statement of Reasons is referred to as the 'SoR'

Transport Assessment is referred to as the 'TA' prepared by CampbellReith, January 2019

The TA assesses the transport issues relating to the Development following discussions and agreement with Kent County Council and Highways England. The TA identifies the measures that will be incorporated to mitigate the impacts of the Development.

Travel Plan Framework is referred to as the 'TP' prepared by CampbellReith, January 2019

Identifies the package of actions / works designed to encourage safe, healthy and sustainable travel options to IPM

The Masterplan forms part of the evidence base to the LDO

APPENDIX 2: SELF CERTIFICATION FORM

SELF CERTIFICATION FORM FOR INNOVATION PARK MEDWAY LOCAL DEVELOPMENT ORDER

(Request for confirmation that a development is compliant with the Local Development Order)

This document should be read in conjunction with the Innovation Park Medway Local Development Order (IPM LDO). For interpretations and definitions, please see **Appendix 1** of the LDO.

1. When to Use this Form			
<p>This form enables you to apply for Prior Approval confirmation that your scheme complies with the IPM LDO. If your application satisfies the Council's standards, this will be confirmed by the issuing of a "Lawful Development Certificate" by the Council.</p> <p>As set out in more detail within Appendix 1 of this form, the following steps must be undertaken prior to completing this form:</p> <p>Step 1: Arrange a meeting with Medway Council's regeneration team to discuss and agree a suitable plot. Please visit www.medway.gov.uk/ipm for contact details.</p> <p>Step 2: Consult with key stakeholders following the advice received at the meeting with Medway Council's regeneration team.</p> <p>Step 3: Arrange a pre-application meeting with Tonbridge & Malling Borough Council's planning team to discuss the proposal and ensure validation.</p> <p>For pre-application meeting costs and further information, please contact us on 01732 844522 or email us at planning.applications@tmbc.gov.uk to arrange the pre-application meeting. The first pre-application meeting is mandatory and would be charged at a cost of a standard pre-application meeting. Any follow up advice (where required) will be charged at the officer's hourly rate.</p> <p>These are mandatory procedures which are required prior to submitting this form in order to ensure validation.</p> <p>All Self-Certification forms should be submitted via email to planning.applications@tmbc.gov.uk with the subject title 'LDO Application' to enable the application to be processed in a timely manner.</p>			
2. Pre-application reference number and date of meeting			
3. Applicant's Details (and Agent's details if applicable)			
Applicant's Name and Address Company name		Agent's Name and Address	
Applicant's Telephone Number		Agent's Telephone Number	

Applicant's Email		Agent's Email	
Parcel Plot / Zone See Figure 5.1 of Design Code (p.90)			
Site Area			
4. Details of Proposed Development			
<p>Please indicate which of the following Schedules the development falls under and provide a description of the proposed development below:</p> <p><i>Schedule A – Building Development including the provision of Infrastructure, Facilities and Public Realm (p.31 of LDO)</i></p> <p><i>Schedule B – Extensions or Alterations (p.33 of LDO)</i></p> <p><i>Schedule C – Change of Use (p.34 of LDO)</i></p> <p><i>Schedule D – Other Operations (p.35 of LDO)</i></p>			
*Existing Floor space schedule (if applicable)	Amount (GEA sqm)	Please state the hours of operation	
Class E(g)(i) – Business (Office)			
Class E(g)(ii) – Research and Development of products and processes			
Class E(g)(iii) – Industrial processes			
B2 - General Industrial			
Total (GEA sqm)			

*Proposed Floor space schedule	Amount (GEA sqm)	Please state the hours of operation
Class E(g)(i) – Business (Office)		
Class E(g)(ii) – Research and Development of products and processes		
Class E(g)(iii) – Industrial processes		
B2 - General Industrial		
Total (GEA sqm)		
<p>*Please note that the Use Classes referred to above take into account the amendments to the Use Class Order 1987 set out in The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 which take effect from 1st September 2020. For the purpose of the former Use Class Order the following Use Classes would apply; B1a Business (Office), B1b Business (Research and Development, studios, laboratories, high-technology industries, and B1c (Light Industrial).</p>		

5. Encouraging the Principles of Sustainable Travel

Please state how the development accords with the measures set out in the Framework Travel Plan and explain how any air quality mitigation measures will be secured?

What incentives do you propose to encourage sustainable modes of travel? For instance, bike to work schemes, car sharing programmes and/or financial incentives through the provision of season passes to use local train / buses. Please also include details of the showers / washroom facilities, cycle parking etc. that will be provided as part of the development.

Please explain how your strategy of sustainable travel is/will be monitored and reviewed to comply with the IPM and national policy changes? (*Please note the Council may require details of the monitoring to be submitted to ensure accordance with the Travel Plan).

6. Vehicle Parking				
Please provide the proposed number of parking spaces				
Type of Vehicle	Total Spaces required / number of deliveries	On-plot	Off-plot parking*	Street parking
Car				
Disabled car parking spaces				
Vans / light good vehicles				
Heavy Good Vehicles				
Cycle				
Motorcycles				

*Off-plot parking includes temporary/deck parking. Please note that provision of off-plot parking will be subject to capacity. This will not be provided until a threshold is met to justify demand.

7. Traffic Generation		
What times do you anticipate the most traffic movements to occur in relation to your business?	AM peak movements: PM peak movements:	
For these peak times, please indicate the likely numbers of different types of traffic	AM (enter time):	PM (enter time):
Cars		
Vans / light good vehicles		
Heavy Good Vehicles		
Cycle		
Motorcycles		
How have you arrived at these numbers (e.g. formal transport assessment, estimates based upon current business, knowledge of similar businesses)?		

8. Relevant Supporting Information and Plans – Checklist		
<i>All of the following supporting information and plans must be submitted with this application form at the required scale and must include a scale bar</i>	Included	Document Reference
Completed LDO Self Certification Form		
Submission of BREEAM Pre-Assessment Form		
A location plan (1:1250 or 1:2500 scale) showing direction of north, based upon an up-to-date map which identifies the site / plot edged red		
Site Plan (1:500 or 1:200 scale)		
Block plan of the site / plot (1:100 or 1:200 scale)		
Proposed elevations (1:50 or 1:100 scale) and details of materiality		
Proposed floor plans (1:50 or 1:100 scale)		
Proposed sections and finished floor and site levels (1:50 or 1:100 scale), eaves and ridge heights		
Design Statement (see Appendix 1 for guidance)		
Details / Confirmation of level of mitigation in accordance with the Unilateral Undertaking provided in the Informatives		
Pre-application reference number/receipt		
Document(s) to discharge conditions		

9. Monitoring Data	
Existing (if applicable)	
How many jobs – both full time equivalent (FTE) and part-time	FTE: Part-time:
What type of jobs Please state number / type (Administrative / Professional etc.)	
Internal floor space (in sqm)	

<p>Do you have established links with Educational Institutions (universities, colleges, schools or other), Medical Institutions, specialised businesses and/or any other organisations?</p> <p>If yes, please state which and explain how links are forged / created, i.e., do you offer work experience routes / paid internships / do you seek graduates directly from the Universities</p>	
<p>Level of Gross Value Added (GVA)</p> <p>*For consistency across all prior approval applications please use the method below to calculate the GVA.</p>	£
Proposed	
<p>How many jobs will be created – both full time equivalent (FTE) and part-time</p>	<p>FTE:</p> <p>Part-time:</p>
<p>What type of jobs will be created?</p> <p>Please state number / type</p> <p>(Administrative / Professional etc.)</p>	
<p>Amount of internal floor space (in sqm)</p>	
<p>Do you propose to enhance / create links with Educational Institutions (universities, colleges, schools or other), Medical Institutions, specialised businesses and/or any other organisations?</p> <p>If Yes, which?</p> <p>If NO, why?</p>	
<p>Anticipated level of Gross Value Added (GVA)</p> <p>*For consistency across all prior approval applications please use the method below to calculate the GVA.</p>	£
<p>Please tick to confirm the following monitoring data will be provided annually:</p> <ul style="list-style-type: none"> - Floorspace delivery - Job creation - Trip generation (including staff mode of travel/traffic counts) - GVA 	

***GVA calculation method:** GVA is calculated from the companies last set of accounts by adding salary & wage costs, pre-tax profit and depreciation. This is then divided by the number of FT employees to give GVA per employee.

10. Notice to Landowner (owner) / Leaseholder		
Notice must be served on the Landowner prior to the submission of this form. Please provide the necessary details as shown at Appendix 3		
Name of Owner	Address	Date notice served
Signed (Applicant / Agent)	Date	

** An 'owner' is anyone with a freehold interest, or leasehold interest the unexpired term of which is not less than 7 years. In the case of development consisting of the winning or working of minerals, a person entitled to an interest in a mineral in the land is also an owner.*

11. Declaration	
I/we hereby apply for confirmation of compliance with the IPM LDO as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them. I/we confirm that a copy of this application form and accompanying plans/drawings and additional information has been submitted to the Council.	
Signed	xxx
Date	(xx/xx/xxxx)

Please return to either:

planning.applications@tmbc.gov.uk

or

Tonbridge & Malling Borough Council
 Kings Hill (Head Office)
 Gibson Building
 Gibson Drive
 Kings Hill
 West Malling
 Kent
 ME18 4LZ

Please clearly mark all correspondence "IPM LDO Application".

Appendix 1
Guidance notes for IPM LDO
Self-Certification Form

Seeking Prior Approval:

Step 1:

Arrange a meeting with Medway Council's regeneration/marketing team prior to any pre-application discussions whereby a suitable plot will be discussed and agreed. During these discussions, the Applicant will be made aware of the different statutory consultees/key stakeholders that would need to be consulted and any issues dealt with prior to a pre-application meeting being arranged.

Please visit www.medway.gov.uk/ipm for contact details.

Step 2:

Consult with key stakeholders following the advice received at the meeting with Medway Council's regeneration team.

Step 3:

Arrange a pre-application meeting with officers at Tonbridge & Malling Borough Council to discuss proposal and to ensure validation.

For pre-application meeting costs and further information, please contact us on 01732 844522 or email us at planning.applications@tmbc.gov.uk to arrange the pre-application meeting.

The first pre-application meeting is mandatory and would be charged at a cost of a standard pre-application meeting. Any follow up advice (where required) will be charged at the officer's hourly rate.

Step 4:

Complete Self-Certification Form following discussions with Council.

Step 5:

Consult the Design Code and Masterplan for more detailed guidance.

Step 6:

Submit Self-Certification Form with all necessary supporting evidence including evidence of the pre-application discussion (date and note of advice given by officers from Council) and confirmation of compliance with the Design Code.

This should include details to discharge conditions.

All Self-Certification applications, should be submitted via email to planning.applications@tmbc.gov.uk with the subject title '**LDO Application**' to enable the application to be processed in a timely manner.

Step 7:

Upon submission of the Self-Certification Form and accompanying documentation to the Council, officers will require 7 days to validate all of the information and for the case officer to confirm the content of the documentation is as agreed during the pre-application meeting. Upon completion of the 7 days, the case officer will either send a request for further information or provide confirmation of the application being validated.

Step 8:

Once the Council has confirmed that the application is validated, the 28 days for determination begins.

The development must not begin before the occurrence of one of the following:

- receipt of written notice from the Council of their determination that such prior approval is not required;

- where the Council give the applicant notice within 28 days following the date of validating the application of their determination that such prior approval is required, the giving of such approval; or
- the expiry of 28 days following the date on which the application was validated without the Council making any determination as to whether such approval is required or notifying the applicant of their determination.

Document	Additional Notes
A completed LDO Self Certification Form (This form)	This ensures all relevant and necessary questions are answered, appropriate information is provided and declarations are signed
A location plan (1:1250 or 1:2500) showing direction of north, based upon an up-to-date map which identifies the site / plot edged red - (all plans must include a scale bar)	Plans should show at least two named roads and surrounding buildings / plots named or numbered. The red line should include all land necessary to carry out the development subject of this application. This includes any land required for access to the site from a public highway, visibility splays and landscaping
Site Plan or Block Plan drawn at a scale of 1:500 or 1:200 - (all plans must include a scale bar)	This should accurately show: a) the direction of north; b) the proposed development of the plot in relation to the plot boundaries and the wider development of Innovation Park Medway c) all buildings, roads and footpaths adjoining the plot including access arrangements to the plot
Other plans and drawings or information necessary to describe the subject of this application - (all plans must include a scale bar)	Site survey plan (at the same scale as site or block plan) should show: plot boundaries; the type and height of boundary treatment; the position of any building(s) or structure(s) surrounding the plot
Proposed Elevations (1:50 or 1:100 scale) including a scale bar - (all plans must include a scale bar)	All elevations must be shown with written dimensions of height, width and depth and these should also indicate where possible the proposed building materials in accordance with the submitted design code. Where a proposed elevation adjoins another building or is in close proximity, the drawing should clearly show the relationship between them and detail the positions of openings on each property
Proposed floor plans (1:50 or 1:100 scale) including a scale bar - (all plans must include a scale bar)	These should explain the proposal in detail
Proposed sections and finished floor and site levels (1:50 or 1:100 scale) - (all plans must include a scale bar)	Cross sections through the building should be shown. Full information should be submitted to demonstrate how the new building(s) relate to neighbouring development including floor levels, eaves and ridge heights.
Design Statement	Details the approach, justification, detail of the design of the plot, public realm or infrastructure, and describes the standards of accessibility that would be designed into the development (where necessary) together with outlining how the proposed development accords with the overarching aims and ambitions of IPM as outlined below: Business Innovation: How do you consider your business to be innovative? Growth / Jobs: What are your future growth plans including workforce and skills requirements?

	<p>Quality of Design/Purpose of development: The quality of each plot / provision of infrastructure is a significant factor in supporting firstly the vision and secondly, the types of quality businesses that will locate at IPM. How will your business accord with the vision of IPM set by the Four Big Moves? <i>For more information see Section 2 (p.10) of the Design Code.</i></p> <p>Wider Contribution / Social Value: What contribution can the business make? How will your business contribute to the local community and the wider Medway area?</p>
Design Code Compliance Checklist (This Form)	Completion of the relevant IPM design code compliance checklist
BREEAM Pre-Assessment Form	Confirms how the development will achieve its BREEAM rating

Appendix 2
Design Code Compliance

Design Code Compliance						
Code	Applicable Plots	Summary of Objectives	Complied With	Not Complied with	Council to confirm	Document Reference / Comments <i>Provide references to appropriate plans, documents or page numbers to support your response. Please also provide any additional detail explaining why (if applicable) your proposals do not comply and justification.</i>
1. Parameter Plans (See Section 3 of Design Code)						
Landscape (See Figure 3.1, p.14 of Design Code)	All	<ul style="list-style-type: none"> Proposals must work within the development envelope and respect the landscape framework set out in the approved parameter plan for IPM. 				
Access and Movement (See Figure 3.2, p.15)	All	<ul style="list-style-type: none"> Proposals must connect into the proposed access and movement hierarchy as set out in the approved parameter plan for IPM. 				
Building Heights (See Figure 3.3, p.15)	All	<ul style="list-style-type: none"> Proposals must comply with the development envelope and height parameters set out within the approved parameter plan for IPM; and be in accordance with the operational requirements of the airport. 				
2. Site Wide Guidelines (See Section 3 of Design Code)						
CA_01 Character area Guidance - Park Edge (See p. 28)	All	<ul style="list-style-type: none"> Part of the character area will be delivered in the initial phase, proposals should set the standard for later phases to tie in to ensure continuity of design and delivery of the wider development area. 				

		<ul style="list-style-type: none"> Proposals should provide high quality employment spaces of exemplary design quality. Proposals should capitalise on proximity to the Runway Park to attract investors with demand for innovative employment spaces. 				
CA_02 Character area Guidance - Runway Edge (See p.29)	All	<ul style="list-style-type: none"> Proposals should respect site heritage and the unique landscape backdrop. Proposals are encouraged to provide pavilion typologies to accommodate start up organisations and SMEs, promoting a supportive network of like-minded businesses embracing the ethos of enterprise. 				
CA_03 Character area Guidance - Core (See p.30)	All	<ul style="list-style-type: none"> Proposals should capitalise on direct access to the gateway street and the opportunity to create a higher density quarter for larger scale buildings. 				
CA_04 Character area Guidance - Woodland (See p.31)	All	<ul style="list-style-type: none"> Proposals should be in keeping with the woodland setting and promote the use of simple and refined palette of materials with a single main material utilised to create simple building forms, providing a strong and clear identity (e.g.: timber cladding). Proposals should encourage high quality design of frontages that will act as the front door to the southern plots and promote an appropriate sense of arrival. 				

3. Public Realm Codes (see Section 4 of Design Code)

<p>P1_TS Palette – Tree Selection (See p.52)</p>	<p>All</p>	<ul style="list-style-type: none"> Proposals should select from a palette of different tree categories set out as an index by designers and those involved in the delivery of public realm at IPM to respond to the specific conditions of character areas and the public realm typologies proposed. New landscape character types should enhance the sustainability, amenity and bio-diversity value of the site. 				
<p>P2_SL Palette – Soft Landscape (See p.53)</p>	<p>All</p>	<ul style="list-style-type: none"> Proposals should select from a palette of different soft landscape categories set out as an index for designers and those involved in the delivery of public realm at IPM, to respond to the specific conditions of character areas and the public realm typologies proposed. Planting of trees and vegetation in the public realm should provide shade, wind shelter and evaporative transpiration. 				
<p>P3_HL Palette – Hard Landscape (See p.54)</p>	<p>All</p>	<ul style="list-style-type: none"> Proposals should select from a palette of different hard landscape categories set out as an index for designers and those involved in the delivery of public realm at IPM, to respond to the specific conditions of character areas and the public realm typologies proposed. 				
<p>P4_SF Palette – Street Furniture (See p.55)</p>	<p>All</p>	<ul style="list-style-type: none"> Proposals should select from a palette of different street furniture categories set out as an index for designers and those involved in the delivery of public realm at IPM, to respond to the specific 				

		conditions of character areas and the public realm typologies proposed.				
ST_01 Design Code –Gateway Streets (See pp.34–35 and 58–59)	All	<ul style="list-style-type: none"> Proposals for the Primary Streets should accentuate key arrival points and aid legibility through paving materiality, lighting and way-finding signage. They should be designed to aid movement, but also provide meeting or resting spots. 				
ST_02 Design Code – The Boulevard (See pp.36–37 and 60–61)	All	<ul style="list-style-type: none"> Proposals for The Boulevard should provide a formal avenue of trees that runs along its entire length, articulating a leafy and intimate environment with dappled light that differentiates it from all other types of streets cross the site. Proposals for The Boulevard should provide ‘softer’ boundaries to plots which will start to loosen-up the overall street-scene. 				
ST_03 Design Code – Minor Access Streets (See pp.38–39 and 62–63)	All	<ul style="list-style-type: none"> Proposals for the Minor Access Streets should be defined from their primary and secondary counterparts by reduced road widths, less restrictions on boundary treatments which, together with the woodland setting, will result in a more relaxed and intimate environment. The design of the streets should promote a more people-oriented environment to encourage collaboration and innovation. 				
LA_01 Design Code – The Woodland Typology	All	<ul style="list-style-type: none"> Proposals for this typology should incorporate a naturalistic woodland planting character and brings a touch of nature into the scheme. The untouched and naturalistic appearance of the 				

(See pp.40–41 and 64–65)		existing woodlands is to be both protected & enhanced through the adoption of a ‘low intervention’ approach throughout, with reliance upon natural processes.				
LA_02 Design Code – The Parkland Typology (See pp.42-43 and 66-69)	All	<ul style="list-style-type: none"> Proposals should create a high-quality green spine as the fundamental landscape structuring element which will create a clear identity and provide the high-quality open space that investors demand from innovative employment sites to attract and retain skilled staff. 				
LA_03 Design Code – The Runway Edge Typology (See pp.44-45 and 70-71)	All	<ul style="list-style-type: none"> Proposals should create a landscape buffer between the operational airport and the IPM site, articulating a unique landscape backdrop punctuated by trees of distinction providing a seasonal set piece that puts people in touch with nature. 				
LA_04 Design Code – The Plaza Typology (See pp.46-47 and 72-73)	All	<ul style="list-style-type: none"> The Plazas should be designed to serve as an integral piece of public realm where different landscape typologies converge. 				
LA_05 Design Code – The Gateway Typology (See pp.48-49 and 74-75)	All	<ul style="list-style-type: none"> Gateways should present a high-quality public realm and sense of enclosure that celebrates a sense of arrival and sets the tone for a place of distinction. 				

4. Plot Passports (See Section 5 of Design Code)

<p>BA_01 Building Aesthetics Guidance (See pp.78-81)</p>	<p>All</p>	<ul style="list-style-type: none"> • Use material complementary to the context and the unified colour palette to achieve visual consistency and brand identity 				
<p>SG_01 Sustainability Guidance (See pp.82-83)</p>	<p>All</p>	<ul style="list-style-type: none"> • Embrace the spirit of innovation by meeting, and where possible exceeding, the prevailing sustainability standards of their time. • Energy demand should be minimised through increased building fabric efficiency. 				
<p>BT_01 Boundary Treatment Guidance (See pp.84-85)</p>	<p>All</p>	<ul style="list-style-type: none"> • Balance the need for plot tenants to create secure businesses premises with the need to create an attractive and high quality environment for businesses and pedestrians. 				
<p>PG_01 Parking Guidance (See pp.86-88)</p>	<p>All</p>	<ul style="list-style-type: none"> • Ensure parking standards (such as parking space dimensions and maximum percentage of on plot parking) are adhered to. • Encourage future proofed parking solutions that could unlock opportunities for intensification, particularly if a modal shift is achieved through successful delivery of more sustainable movement patterns. 				
<p>PT_01 Plot Type - Gateway Plots (See pp.94-97)</p>	<p>N1.1/N1.4/N 2.6/N3.7/N4 .1/N5.7</p>	<ul style="list-style-type: none"> • Create a sense of arrival and support site brand and identity through using active building frontages to address views into the site gateways; • Ensure the layout and physically and visual permeability of buildings encourage collaboration to 'spill out' of buildings into shared open spaces; 				

		<ul style="list-style-type: none"> • Enhance wayfinding and the rhythm of the street by positioning entrances along the primary frontage; • Encourage boundary treatment continuity, especially to areas that interact with active development edges (i.e. Laker Road, Maidstone Road and the airfield perimeter). 				
PT_02 Plot Type – Park Edge Plots (See pp.98-101)	N2.3/N2.4/N3.2/N3.3/N3.5/N3.6/N4.3/N4.6	<ul style="list-style-type: none"> • Design spill-out areas as multifunctional space fronting the park to accommodate a wide range of uses, events and activities that promote social interaction and collaboration; • Celebrate horticultural seasonality by providing a continuous changing palette of texture and colour; • Encourage ground floor uses that maximise opportunities to spill out into the public realm, the Runway Park should become an extension of the buildings; • Provide “eyes on the street” with active uses/spaces overlooking the Runway Park. 				
PT_03 Plot Type - General Plots (See pp.102-105)	N2.7/N4.2/N4.4/N4.7/N5.3/N6.1/N6.2/N7.2/S2.2/S2.3	<ul style="list-style-type: none"> • Achieve continuity of building line for primary frontages whilst retaining a degree of flexibility; • Avoid over development on plot and allow for sufficient spatial separation between buildings; • Establish a consistent level of material quality and detail; • Animate the street frontages on both primary and secondary routes to create lively streets; • Encourage open boundaries to maximise the benefits of natural surveillance and overlooking. 				

<p>PT_04 Plot Type – Parking Deck Plots (See pp.106-109)</p>	<p>N1.3/N2.5/N3.4/N4.5/N6.3/N7.3</p>	<ul style="list-style-type: none"> • Adopt facade treatments to contribute to the rhythm of the street; • Sensitive design response to massing to ensure it is designed to sit sensitively within clusters of developments and avoid visual impact (particularly in the woodland area); • Create planting and soft landscape buffers at side and rear of parking deck plots that are permeable; • Encourage planted privacy strips along building frontages to maintain security and privacy for the adjacent buildings. 				
<p>PT_05 Plot Type – Runway Edge Plots (See pp.110-113)</p>	<p>N5.1/N5.2/N5.4/N5.5/N5.6/N7.2/N7.4/N7.5</p>	<ul style="list-style-type: none"> • Use and maintain trees of character planting at an acceptable height to form a secured boundary to the airfield; • Provide ‘pavilion’ typology buildings that can accommodate both business incubators and start-ups of a range of sizes; • Provide generous public realm and shared spaces to encourage incubator and start-up tenants’ collaboration and new ideas can be freely exchanged. 				
<p>PT_06 Plot Type - Woodland Plots (See pp.114-117)</p>	<p>N2.1/N2.2/N6.4/S1.2/S1.3/S2.1</p>	<ul style="list-style-type: none"> • Ensure minimise tree loss through plot access; • Ensure car movements and parking are contained within the designated areas and provide car free cores to encourage collaboration; • 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. 				

<p>PT_07 Plot Type – Iconic Building Plots (See pp.118-121)</p>	<p>N1.2/S1.1</p>	<ul style="list-style-type: none"> • Ensure material selection and building articulation on iconic building plots is be subject to the highest level of consideration to respond to the landmark location and importance of these plots. • Encourage iconic building frontages to be designed to feature office and/or reception areas overlooking key view corridors. • Encourage bold accent colours for iconic buildings along gateway frontages. • Encourage continuity and consistent quality that promotes the appropriate sense of arrival for a high-quality employment area. 				
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Appendix 3

Notice to Landowner / Leaseholder template

Name
Street
Town
County
Postcode

(Insert Date xx/xx/xxxx)

Dear Sir / Madam

NOTICE UNDER ARTICLES 13 AND 36 OF THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015

NOTIFICATION OF SUBMISSION OF PRIOR APPROVAL APPLICATION AT IPM

We give notice that xxx is applying to Tonbridge & Malling Borough Council for:

(Please set out the description of development as agreed with the Council as part of the pre-application discussions)

Any owner* of the land or a tenant** who wishes to make representations should by (i.e. 21 days from the date of this notice) write to:

Tonbridge & Malling Borough Council
Kings Hill (Head Office)
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent
ME18 4LZ

If you decide to make representations you should make it clear that you are an owner of the application site or tenant of an agricultural holding on the site and you should give the site address.

*"owner" means a person having a freehold interest or a leasehold interest the unexpired term of which is not less than seven years, or in the case of development consisting of the winning or working of minerals, a person entitled to an interest in a mineral in the land (other than oil, gas, coal, gold or silver).

**"tenant" means a tenant of an agricultural holding any part of which is comprised in the land.

Statement of owners' rights

The grant of planning permission does not affect owners' rights to retain or dispose of their property, unless there is some provision to the contrary in an agreement or in a lease.

Statement of agricultural tenants' rights

The grant of planning permission for non-agricultural development may affect agricultural tenants' security of tenure.

APPENDIX 3: INTENTION TO START ON-SITE FORM

INTENTION TO START ON-SITE FORM

NOTICE OF COMMENCEMENT OF DEVELOPMENT WITHIN INNOVATION PARK MEDWAY TO TONBRIDGE & MALLING BOROUGH COUNCIL

This form should be submitted to the Council 28 days prior to commencement of development

ADDRESS OF DEVELOPMENT PLOT / ZONE			
DETAILS OF PROPOSED DEVELOPMENT (including pre-application reference number)			
COMMENCEMENT OF DEVELOPMENT ON: (XX/XX/XX)			
FOR AND ON BEHALF OF (Name and address of business / proposed occupier)			
CONTACT NAME (Of developer)		CONTACT NUMBER (Of developer)	
SIGNED (Of developer)		DATE (XX/XX/XX)	
SIGNED (By business / proposed occupier)		DATE (XX/XX/XX)	

Please return to either:

planning.applications@tmbc.gov.uk




or

Tonbridge & Malling Borough Council
Kings Hill (Head Office)
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent
ME18 4LZ

Please clearly mark all correspondence as “Notice of Commencement of Development”

Appendix B – Site Plan



-  IPM Site Boundary
-  Administrative Boundary
-  Land within the Administrative Boundary of Tonbridge & Malling Borough Council

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Medway Council

**Innovation Park Medway
Environmental Statement Addendum
Non-Technical Summary**

For



**INNOVATION
PARK
MEDWAY**

Project Number:

12841

October 2020

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D1	Jan 19	Review	12841	SMG	SRB	SRB
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D3	May 19	Additional section	12841	DWS	SRB	SRB
D4	October 20	Addendum version	12841	DWS	SRB	SRB

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- Figure NTS3 – Building Height Parameter Plan
- Figure NTS4 – Access Parameter Plan
- Figure NTS5 – Landscape Parameter Plan

1.0 WHAT IS AN ENVIRONMENTAL STATEMENT AND ENVIRONMENTAL IMPACT ASSESSMENT?

1.1. Context and background

- 1.1.1. This document is an updated version of the Non-Technical Summary (NTS) of the Environmental Impact Assessment (EIA) prepared as part of the application for Local Development Orders (LDOs) for a development called Innovation Park Medway (IPM). Key changes compared to the NTS submitted with the original LDO application have been highlighted in a blue font. The use of coloured font to identify where new text or figures have been added is to assist ease of identification for those consultees that have already read the previously submitted NTS.
- 1.1.2. Medway Council and Tonbridge and Malling Borough Council (herein jointly referred to as the 'Applicant'), submitted an application for an LDO in June 2019 on land adjacent to Rochester Airport (MC/19/1556).
- 1.1.3. The LDO application was supported by a range of technical assessments including an Environmental Statement (ES), which presents the findings of an EIA of the Proposed Development.
- 1.1.4. The LDO proposes a total of 101,000 sqm of predominantly high-tech and innovation oriented business and employment uses. The design of IPM is described within Chapter 4 of the ES submitted as part of the LDO application and will involve the following:
- A runway park – providing a clear identity and provide high quality open space, whilst reflecting on the site's aviation history;
 - Iconic Buildings – the masterplan includes two 'book-ends' along linear alignment diagonally through the site which aims to link the two development areas;
 - Pedestrian friendly clusters – car parks located in strategic locations allowing free-flowing pedestrian movements and pedestrian clusters to form in the key open spaces, and a pedestrian link between the two development areas;
 - Landscape character areas – consisting of orchard planting, open lawn spaces, meadows, woodland clusters/woodland walk, park edge plots, a boulevard, and outdoor collaboration spaces proposed through using innovative technology design in the landscape;
 - Primary gateway spine – a key feature will include the distribution of B1 business employment spaces along this gateway spine to promote active frontages onto key routes;
 - Drainage design – a surface water drainage scheme based upon a range of infiltration techniques and will be employed through the use of swales, open storage structures along landscaped green corridors.
- 1.1.5. An ES reports the findings of the EIA process, which itself is a mechanism by which likely significant environmental effects are assessed. The purpose of the EIA process is to ensure that the appropriate information about likely significant environmental impacts of a project or proposal is available for consideration by the Local Planning Authority (LPA), statutory consultees and the public. Using this information the LPA can then make an informed decision about the proposals.

- 1.1.6. The EIA process can identify ways in which the project can be modified, or significant impacts mitigated (that is, reduced) to avoid adverse negative impacts, and enhance positive, beneficial impacts.
- 1.1.7. The EIA has been undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (Statutory Instrument 2017:571), as amended (referred to in this report as 'The EIA Regulations').
- 1.1.8. This document provides a summary of the findings of the ES in, as far as is practical, non-technical language, and forms Volume 3 of the ES.

1.2. Reason for the ES Addendum

- 1.2.1. Subsequent to the submission of the LDO application and receipt of consultations responses, engagement has continued with the LPA, Kent County Council (as highway authority), Highways England, Natural England, the Kent AONB Unit and a range of other consultees. The result of the ongoing consultation is that assessment updates have been undertaken in the following topic areas:
 - Update to the Medway Council Strategic Transport Assessment (STA) model, which provides the background traffic context to the Transport Assessment and Ecological Assessment submitted as part of the ES within the LDO application;
 - Preparation of preliminary junction mitigation designs for the Bridgewood, Lord Lees and Taddington roundabouts;
 - The views of IPM from the Kent Downs Area of Outstanding Natural Beauty (AONB).
- 1.2.2. In addition, there has been ongoing consultation with Natural England regarding its comments during the initial consultation period on whether the IPM development would have any effect on aviation movements across the AONB, and whether this would have a significant effect on the tranquillity of the designated area.
- 1.2.3. An Addendum has been produced and issued for consultation to explain the additional and updated assessment work that has been undertaken and how this relates to the assessments submitted within the ES. The Addendum forms part of the original EIA and it should therefore be read in conjunction with the original ES. The NTS is an important part of the ES and has therefore been reviewed to ensure that it reflects the additional assessment work that has been undertaken.
- 1.2.4. The intention is that this version of the NTS should be read holistically, without the need to cross-reference to the version originally submitted with the LDO application.

2.0 PROJECT LOCATION AND SITE DESCRIPTION

- 2.1.1. Innovation Park Medway (referred to in this document as 'the site') will be situated on land at Rochester Airport, Kent. Rochester Airport is a general aviation aerodrome, situated approximately 3.5 kilometres south of Rochester and Chatham town centres, and 57 kilometres southeast of Central London. The site location and LDO application line boundary are shown in **Figure NTS1**.

- 2.1.2. The site falls within both Medway Council and Tonbridge and Malling Borough Council administrative areas. As such, both authorities are working collaboratively towards development of the site.

3.0 PROJECT BACKGROUND – 2014 MASTERPLAN AND 2018 MASTERPLAN STATEMENT

- 3.1.1. The Applicant is seeking to establish Local Development Orders (LDOs) for the site in accordance with section 61A of the Town and Country Planning Act 1990. There will be an LDO for each planning authority and the objective of the LDOs is to enable a simplified approach to development consent within the defined area of the site, and in doing so to provide support for economic development and job creation.
- 3.1.2. The LDOs establish a set of fixed criteria (referred to as 'parameters') for subsequent development within the site, including the total area of built development that would be permitted, the type of development that would be permitted and maximum building heights. The EIA assesses the likely significant impacts of the maximum amount of potential development within the site based on these parameters.
- 3.1.3. Rather than applying for planning permission, an applicant wanting to develop a plot at the site can apply to the relevant Local Planning Authority using a self-certification form detailing the proposed development scheme, in accordance with the LDO parameter. This approach is both cost and time effective to the applicant.
- 3.1.4. The development proposals are based upon the original Rochester Airport Masterplan, which was adopted by Medway Council as a Supplementary Planning Guidance document in 2014.
- 3.1.5. This envisaged creating a hub for knowledge-based employment, whilst preserving the function of the airport. The 2014 Masterplan proposed the closure of one of the runways in order to release land for the creation of up to 1,000 jobs.
- 3.1.6. Further detail on the Proposed Development was provided in 2018 in the Innovation Park Masterplan Statement, which forms the basis for the current LDO applications. This comprised two stages; an Interim Draft, and a Consultation Draft, which added the conclusions of the technical studies that had been undertaken to support the masterplan.
- 3.1.7. The key change in the 2018 Masterplan was the addition of the "runway park", an area of open space sitting on the alignment of a runway that is to be closed to aviation uses. The aim of this area is to provide a high quality open space at the heart of the development. It also provides opportunities to integrate sustainable drainage features into the design.
- 3.1.8. The Masterplan Statement also fixed the aspirational size of development of the site at approximately 101,000 sqm.

4.0 PROJECT DESCRIPTION

- 4.1.1. The Applicant aims to strengthen the performance of the local economy, create jobs to secure growth and prosperity and to retain skills from within a strategic location within the Thames Gateway. IPM looks to attract businesses within the following sectors:
- Technology;

- Advanced manufacturing; and
 - Knowledge-intensive businesses.
- 4.1.2. The ambition for both Medway Council and Tonbridge & Malling Borough Council is to develop a high quality commercial environment of employment land uses that can attract high value businesses, offering skilled employment opportunities, building upon the success of the current Innovation Centre on the eastern side of the Airport. The overall aim of the proposed development is to enable entrepreneurial growth, strengthening links between local academic schools, universities and industrial partners.
- 4.1.3. The LDOs will permit the erection of up to 101,000sqm of buildings providing employment uses including offices, research and development, light industrial uses and general industrial uses. The focus of development within the site is envisaged to be on innovative or high-technology businesses.
- 4.1.4. The employment buildings within the site are to be provided with associated means of access, distributor and service roads, multi-storey parking facilities, footpaths and cycle ways, sustainable drainage systems and landscaping. The masterplan is shown in **Figure NTS2**.

4.2. Parameter Plans

- 4.2.1. Parameter plans provide the basis upon which the LDOs can proceed. They provide both guidance and limitations to the development that can take place on the site. In this instance, the proposals fix the parameters for building height, access and movement, and landscape and open spaces. These are described below:

Building heights

- 4.2.2. Building heights will generally vary from 2-6 storeys. The operation of Rochester Airport places height restrictions over a large proportion of the northern area of the site, therefore development closest to the remaining runway in the northern area is limited to up to 2 storeys. The remaining heights for development in the northern area are mainly limited to up to 3 or 4 storeys, with development in the centre up to 5 storeys and the key landmark building up to 6 storeys.
- 4.2.3. In the southern area, development is anticipated to be up to 4 storeys with a 2 storey building in the south east of the southern area. The parameters for the building heights are illustrated on **Figure NTS3**.

Access and movement

- 4.2.4. The proposed development would provide a permeable network of streets that allows pedestrians, cyclists and vehicles to move through the site and to connect with surrounding communities. The masterplan envisages a key gateway spine road with primary and secondary access points, potential long term access points and potential pedestrian connections between the northern and southern areas. These elements are shown in **Figure NTS4**.

Landscape and Open Spaces

- 4.2.5. The proposed development will retain and accentuate green features within the site to provide a high quality environment, habitats and wildlife corridors. Open, high quality, attractive green spaces and planting will aim to put people in touch with nature providing a seasonal set piece and flexible events space.

- 4.2.6. The combination of retained and created landscape and open space within the proposed development will provide an ecological network of retained and additional habitats for a range of flora and fauna which will maximise the potential to support biodiversity within the site. Parameters relating to landscape provision are shown in **Figure NTS5**.

5.0 SCOPE OF THE ENVIRONMENTAL STATEMENT

- 5.1.1. Only projects that are likely to have significant environmental effects are subject to EIA. In order to guide this, the EIA Regulations specify a procedure (referred to as 'screening') to establish whether a project requires an EIA. This is based on the various development size thresholds specified within the EIA Regulations. These thresholds describe types of projects and their scale that are likely to give rise to significant environmental effects.

- 5.1.2. If the need for EIA is confirmed, this can be followed by an exercise referred to as 'Scoping' which determines which specific elements of the project are likely to give rise to significant environmental effects and how these are to be considered within the EIA.

- 5.1.3. The need for EIA has been determined following a request to Medway Council for a screening opinion. In this case, the request also incorporated a request for a scoping opinion as to the scope of the ES. This 'Request for a Screening and Scoping Opinion' was submitted on 5th October 2018 and subsequently updated and re-submitted on 2nd May 2019. As a result of this request, Medway Council sought comment on this request from:

- Environment Agency (EA)
- Natural England (NE)
- Kent County Council Biodiversity
- Kent County Council Archaeology
- Medway Council – Highways
- Medway Council – Environmental health
- Historic England
- Kent Downs Area of Outstanding Natural Beauty Team

- 5.1.4. The following topics have been "scoped in" to the assessment, with the associated potentially significant effects:

Air Quality

- Impact on surrounding Air Quality Management Areas;
- Dust generating activities – construction and operation.

Community, Social and Economic

- Demography of the surrounding area;
- Employment associated with new employment floor space;
- Economic effects of the new floor space;
- Local environmental amenity during construction (to be considered within other relevant chapters).

Human Health

- Related to effects on air quality and ground contamination to be addressed within specific chapters.

Ground Conditions

- Unexploded Ordnance (UXO) associated with previous use as a military airfield;
- Risk of contamination on the site and a sensitive aquifer beneath the site.

Landscape and Visual

- Possible effects on the Area of Outstanding Natural Beauty, sensitive views and landscape character.

Natural Heritage and Ecology

- Sites designated with ecological interest - Wouldham to Detling Escarpment SSSI and North Downs Woodland SAC – are potentially affected by nitrogen deposition and with exceedances of critical loads.

Traffic and Transport

- Effect of traffic flows to include abnormal dangerous loads during construction, driver severance, delay, accidents and safety;
- Need for junction capacity improvements on the local road network;
- Possible pedestrian and cyclist severance and delay.

Risk of Major Accidents and Disasters

- Consideration of UXO risk as part of contamination and ground conditions chapter.

5.1.5. In addition to the above technical assessments within the ES, the Medway Council Scoping Opinion requested consideration of greenhouse gas emissions associated with the development and their global warming potential, and aviation safety. Both of these topics are considered within Chapter 4 of this ES.

5.1.6. The full results of the assessments are presented within Volumes 1 and 2 of the EIA, and a summary is presented in Section 6 of this report.

5.1.7. Of the technical assessment chapters included within Chapters 6 to 11 of the ES, there has been additional assessment work undertaken on the following elements of the ES:

- i. **Chapter 6: Natural Heritage and Ecology** as the assessment of pollutants from road traffic falling on areas that are protected under European ecological legislation is influenced by the updated work that has been undertaken on the Medway Council Strategic Transport Assessment Model;
- ii. **Chapter 7: Traffic and Transport** as the predicted impact of traffic generated by IPM is influenced by the updated work that has been undertaken on the Medway Council Strategic Transport Assessment Model. Additional work has also been undertaken to develop the preliminary junction mitigation designs for the Bridgewood, Lord Lees and Taddington roundabouts;

iii. **Chapter 11: Landscape and Visual Impact** as consultation responses from Natural England and the Kent Downs AONB Unit requested further information on the predicted views of the Proposed Development from the designated area.

5.1.8. Updates and amendments have not been considered necessary for the technical chapter topics within in the ES for the reasons set out below:

- Chapter 8: Air quality – the basis for the assessment of road traffic emissions within Chapter 8 of the ES is different to that used within Chapter 6 of the ES for deposition on designated sites and does not rely on the Medway Council Strategic Transport Assessment Model. As such, the updated work on the model does not affect the assessment of air quality in Chapter 8 of the ES. As the projected trip generation for the Proposed Development has also not changed since the submission of the LDO application, the air quality assessment and the value of mitigation set out in Chapter 8 of the ES is considered to remain valid.
- Chapter 9: Contamination – there have been no changes to the proposed scale or layout of development within IPM since the submission of the LDO application and therefore the assessment presented within Chapter 9 of the ES is considered to remain valid.
- Chapter 10: Social and Economic – there have been no changes to the proposed scale or layout of development within IPM since the submission of the LDO application and therefore the assessment presented within Chapter 11 of the ES is considered to remain valid.

6.0 WHAT ARE THE LIKELY ENVIRONMENTAL IMPACTS AND HOW WILL THEY BE MINIMISED?

6.1. Air Quality

- 6.1.1. This assessment has been completed in order to determine whether the proposed development achieves compliance against the National Air Quality Objectives (NAQOs), along with National and Local Planning Policy. This assessment has been undertaken in accordance with the Department for Environment, Food and Rural Affairs' (DEFRA) current Technical Guidance on Local Air Quality Management (LAQM.TG16) and covers the effects of local air quality on the development.
- 6.1.2. The overall pollutant concentrations of nitrogen dioxide and particulates (PM₁₀ and PM_{2.5}) are assessed at sensitive residential and ecological receptors in the near to the development.
- 6.1.3. The effects of dust nuisance without any mitigation would be temporary, short term, local in effect and of negligible to medium risk. In respect of dust impacts during construction (subject to best practicable means mitigation) the impacts at sensitive receptors will be reduced to a negligible effect.
- 6.1.4. The main source of potential air quality impacts from the development, (after taking into account standard mitigation measures that will be implemented during the construction and operational phases), will be its additional traffic generation onto the local road network.
- 6.1.5. During the operational phase, the modelling predicts that there will be negligible to small increases in nitrogen dioxide and particulate matter at nearby residential and ecological sensitive receptors as a result of the cumulative effects of the proposed development and

neighbouring development. Pollutant concentrations will remain significantly below the UK air quality objective levels and therefore, no specific mitigation is required.

- 6.1.6. Current Kent County Council and Medway Council guidance requires quantification of the 'air quality damage costs' as a result of impact of the development on the local Air Quality Management Areas. This is based on a comparison between predicted emissions associated with a development and guidance on costs that should be directed towards mitigation measures. For the proposed development, a total of £1,544,660 will need to be directed towards mitigation of air quality effects. This will be paid proportionally by future developers acting in accordance with the conditions attached to the LDOs.

6.2. Community, Social and Economic

- 6.2.1. Community, Social and Economic effects were assessed with reference to the Medway Travel to Work Area and employment statistics related to the local Rochester South and Horsted ward.
- 6.2.2. Economic activity in Medway is higher than the national average (77.7% vs 76.8%), with levels of 80.2% in the local ward. In terms of educational attainment, 14% of the local population have no qualifications (England and Wales average: 15%), with attainment rates of higher qualifications (NVQ Level 4/5) lower in Medway than across England and Wales (20.8% vs 29.7%). Local contrast is provided by Tonbridge and Malling, where 35.2% of the population hold higher qualifications.
- 6.2.3. Unemployment levels are generally lower in the area than nationally, with the majority of employment provided in health and social care, wholesale and retail trade, and education. Professional, scientific and technical employment (3.3%) lags somewhat behind England and Wales as a whole (8.7%).
- 6.2.4. The Index of Multiple Deprivation shows the ward to be in the 30% least deprived neighbourhoods, but areas adjacent to Medway are in the most deprived 10%.
- 6.2.5. The local economy and the local community are sensitive receptors considered to be of medium sensitivity.
- 6.2.6. During construction, 21 jobs (based on the Full Time Equivalent - FTE) are expected to be created within the ward, 410 jobs within a wider 'Travel to Work Area', and 756 jobs in the south-east region.
- 6.2.7. During operation of the proposed development, estimated FTE's are 88 jobs in the local ward, 1,426 jobs in the Travel to Work Area, and 3,292 jobs in the south-east region.
- 6.2.8. As a result of the proposals, it is expected that impacts on employment and community will be positive and significant.

6.3. Ground Conditions

- 6.3.1. The site is currently used as part of Rochester Airport but over its development history, it has been used for a range of military and commercial land uses that present the potential for contamination to be present within soils and / or water and gas in the ground. Construction of the proposed development will potentially bring construction workers into contact with any contamination present on the site and construction activities such as piling has the potential to allow contaminants such as oils to be transferred to sensitive receptors such as underlying groundwater. Once the development is occupied, the commercial / employment nature of the

buildings on the site are such that it is unlikely that people working on the site would have potential to come into contact with any contamination present.

- 6.3.2. A Ground Investigation (GI) was undertaken during March and April 2019 to determine the potential for contamination to be present on the site. The GI covered the whole site and included a combination of mechanically-excavated 'trial pits' and boreholes. Samples were taken of soils and ground gas, which were analysed in a laboratory. No groundwater was encountered during the GI and hence no analysis of groundwater was required.
- 6.3.3. The test results confirmed that there were no significant concentrations of contaminants recorded within soil samples across the site and that ground gas concentrations were within levels where no gas protection measures would be required.
- 6.3.4. A desk-based assessment for the potential for Unexploded Ordnance (UXO) has taken account of the history of site use and records of bombing raids during the Second World War. The site is considered to present potential for German air-dropped weapons (e.g. bombs and shells) to be present, and also for shells associated with British Anti-Aircraft activities during the Second World War to be present on the site.
- 6.3.5. The construction of the proposed development has potential for contaminants (e.g. oils and fuels) associated with construction vehicles to cause contamination. The likely quantities of such spills and leaks will be small and it is likely that these would be localised. Through the application of best-practice construction practices regarding the storage of materials, the refuelling and maintenance of vehicles and measures to be taken in the event of spills and leaks, there would be no significant contamination effects during the construction phase.
- 6.3.6. The nature of the proposed development (i.e. predominantly office and research and development / high tech uses) is such that the potential for significant contamination is considered to be low. The proposed approach to management of surface water runoff from buildings, roads and car parking areas on the site will ensure that any pollutants in runoff can be appropriately managed prior to this water being returned to the ground. No significant effects are therefore predicted to ground or groundwater once the development is occupied and operational.
- 6.3.7. Construction of the proposed buildings and other infrastructure on the site has the potential to encounter UXO and therefore, detailed risk assessments will be undertaken as each area of the site is developed and where necessary, UXO Risk Mitigation Strategies will be prepared and implemented.

6.4. Landscape and Visual

- 6.4.1. The site is located on a plateau of high ground within an urban area, beyond which to the west and south is a wooded ridge that constitutes part of the Kent Downs Area of Outstanding Natural Beauty (AONB). The AONB is separated from the urban area and the site by a steep valley within which runs the M2 motorway. To the north and east, the urban area extends across an undulating landscape with valleys that descend towards the River Medway.
- 6.4.2. The two areas of land (north and south) that constitute the site fall within an area of townscape characterised by Rochester Airport and its surroundings. This area of townscape is distinct from the residential areas to the north, east and south. The Rochester Airport character area comprises an open airfield and buildings of a larger grain and scale than the surrounding urban area.

- 6.4.3. Parcel 1, within the northern area, is part of the wider airfield to the east. Parcel 2 is similar in character to numerous areas of hardstanding within the commercial areas surrounding the airfield. The northern area is open in character, which contrasts with the more enclosed and wooded character of the southern site. Parcel 3 of the southern site is an area of brownfield land and Parcel 4 is a caravan park surrounded by a dense tree belt. The area immediately to the south and east of the southern site is predominantly characterised by residential development, with occasional larger scale commercial uses, such as the ASDA to the east of the A229.

Impacts on local landscape character

- 6.4.4. Effects would be localised, largely contained to within the Nashenden Valley landscape character area, which broadly coincides with the Nashenden Down Nature Reserve. The character of the landscape within this area is influenced by rail and road infrastructure, by buildings within the Rochester Airport employment area and development further north along the scarp (for example the buildings associated with HM Prison Rochester, HM Prison Cookham Wood and Royal Mail).

Impacts on wider landscape character

- 6.4.5. The visibility of the proposals is limited and only extends across a small area of the AONB. Given the AONB covers a broad area, and where effects occur to a localised area they would only be Slight significance, effects on the landscape character of the AONB and land adjacent to the AONB as a whole would be Minimal significance

Impacts on quality of views out of the AONB

- 6.4.6. Localised effects are identified approximately 500m to the north-west of the site, where views of the proposals would appear above the treeline along the scarp slope that defines the boundary between the AONB and the urban area to the east. From this part of the AONB, views looking out towards the top of the scarp would be affected, but this would be from a localised area, comprising a small extent of wider views and would be in the context of existing development along the scarp around Rochester Airport and further north.

Impacts on the quality of views into the AONB

- 6.4.7. Views into the AONB from the urban area to the east of the site area limited, where views towards the AONB are glimpsed or seen across buildings within the urban area, as demonstrated by viewpoints 1, 2, 3, 4 and 5 appended to this assessment. The proposals would obscure some views towards the AONB but effects would be for localised areas and in most instances barely perceptible.

Impacts on Tranquillity and Remoteness

- 6.4.8. The site and the AONB within the study area are in an area of relatively low tranquillity, influenced by the M2, High Speed Rail infrastructure and existing development at the edge of the urban area. The only effects on relative tranquillity would be the introduction of small areas of new built development seen on the skyline, seen in the context of existing development (including some potential additional lighting which would be controlled through the LDO), from limited and localised parts of the AONB, and there would be no changes to noise or air quality. Relative tranquillity would not be fundamentally changed by the proposals.

Impacts on the AONB in terms of Biodiversity, Farmed landscape, Woodland and trees, Historic and Cultural Heritage and Geology and Natural resources

6.4.9. These elements of the AONB will not be affected by the proposals.

6.5. Natural Heritage and Ecology

6.5.1. The focus of the Natural Heritage and Ecological assessment is on the likely impact of nitrogen emissions from road traffic associated with the proposed development on the North Downs Woodland Special Area of Conservation (SAC) / Wouldham to Detling Escarpment Site of Special Scientific Interest (SSSI). These are protected areas of ecological habitat at European and national levels respectively.

6.5.2. Guidance on the effect of emissions from road traffic on protected habitats has been provided by Natural England and reflects that emissions should be considered where habitats are within 200 metres of roads. Further guidance is based on a previous court judgement on a proposed development in West Sussex, which established thresholds of 1,000 cars per day and 200 Heavy Goods Vehicles per day as levels of change below which effects associated with traffic emissions would not be significant.

6.5.3. The assessment undertaken has confirmed that the proposed development (with or without the highways mitigation proposed) would not increase traffic flows on roads within 200 metres of the SAC / SSSI above the thresholds likely to trigger impacts related to nitrogen deposition. Therefore there will be no adverse impact on these ecological assets associated with the proposed development.

6.5.4. The assessment has also taken account of the likely cumulative effect of the proposed development in combination with other projected future development within Medway and the adjacent local authority areas (Tonbridge and Malling, Maidstone, Swale and Gravesham) over the local plan period to 2037. This assessment has concluded that although there will be an increase in road traffic from all proposed development within the local plan period, the effect of improvements in vehicle emissions technology (including the increased use of electric and hybrid vehicles) will result in reduced overall nitrogen deposition compared to the current situation. As such, no significant cumulative or in-combination effects are predicted.

6.6. Traffic and Transport

6.6.1. Effects are assessed for three development scenarios: baseline assessment, construction assessment and future year with development assessment.

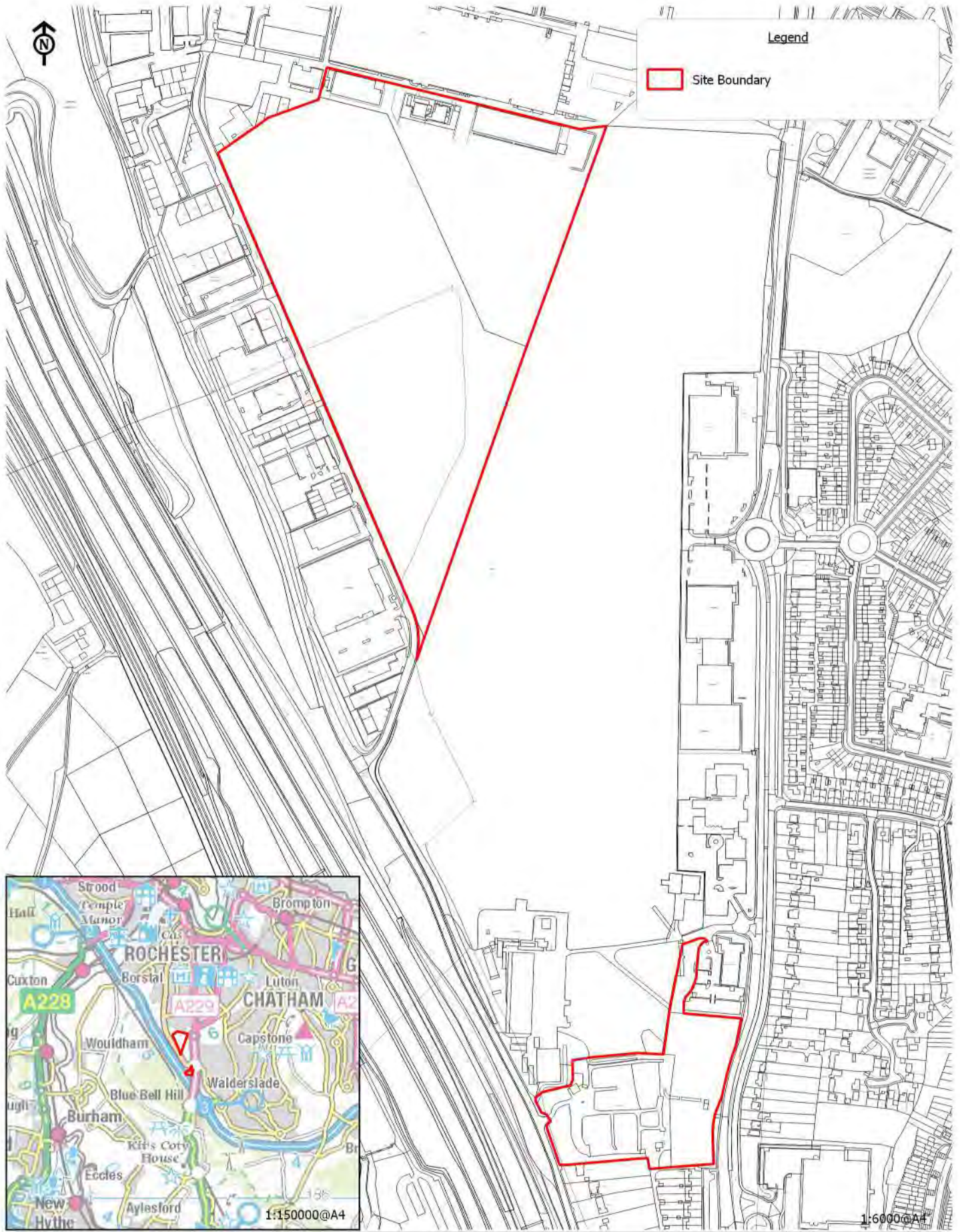
6.6.2. The site is currently accessible by modes of transport other than the private car, however the B2097 does not have pedestrian footways. Public transport provision in the vicinity of the Site is relatively good with bus stops within walking distance of the Site.

6.6.3. The potential environmental impacts of the car and non-car traffic during the construction and operation phase of the Proposed Development has looked at the sensitivity of local road links and junctions and the magnitude of the effects expected. The assessment has made use of Department for Transport data and traffic modelling undertaken by Fore Consulting Limited to understand the impact of the Proposed Development traffic.

6.6.4. The impacts of construction traffic on traffic flows, congestion and delays are considered to be low. Construction traffic will be constrained to defined routes. The effects will be temporary and only occur over the duration of the construction phase.

- 6.6.5. During operation the movement strategy for the Proposed Development seeks to maximise pedestrian and cycle permeability. The significance of impact on pedestrians and cyclists is assessed as being moderate to major beneficial. The Site layout allows for bus routes to serve the Proposed Development. The significance of impact on the public transport network is assessed to be moderate beneficial.
- 6.6.6. The traffic change on key roads falls below thresholds of significance. However, due to the existing congested network, without mitigation, the addition of the Proposed Development traffic is likely to increase queuing and delay on links and junctions which currently experience congestion.
- 6.6.7. Mitigation measures such as the implementation of a Construction Environmental Management Plan will be prepared in order to minimise any environmental impact during the construction period. Other mitigation measures include encouraging use of sustainable modes of transport in particular walking and cycling as part of the Travel Plan.
- 6.7.** A number of highway mitigation measures are proposed as part of the Fore Consultants Limited modelling exercise, including improvements to the Bridgewood, Lord Lees and Taddington roundabouts and improvements at Junction 4 on the M2. The proposed junction improvements have been subject to preliminary design and a Stage 1 Road Safety Audit. With the proposed mitigation in place, there will be a significant reduction in delay and queuing on most approaches at Lord Lees roundabout, Taddington roundabout and Bridgewood roundabout. In addition to the analysis of queuing and delay at each of these junctions, an assessment of journey time has been undertaken for key routes. This shows that with the proposed mitigation in place the majority of routes would experience reductions in journey time.
- 6.8. Cumulative and In-combination effects**
- 6.8.1. The assessment has where possible considered cumulative and in-combination effects. These are based on the effect of increases of traffic as a result of the development of the site. Traffic data used has made allowance for traffic growth as a result of development additional to the development proposals. No significant cumulative or in-combination effects are predicted.

Figures



Innovation Park, Medway
 Client: Medway Council

NTS - 1:
 Site Location and LDO Boundary

Scale: 1:6000, 1:150000 @A4
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 Drg No - Status/Revision: G15031 - A
 File location: N:/12750 - 12999/12841 R - Medway/Project_Workspaces/NTS (pdf in Outputs)
 Date (Revision History): 24/01/2019 (A, First Issue, 24/01/19, RP)



Legend

Site Boundary



1:5000@A3

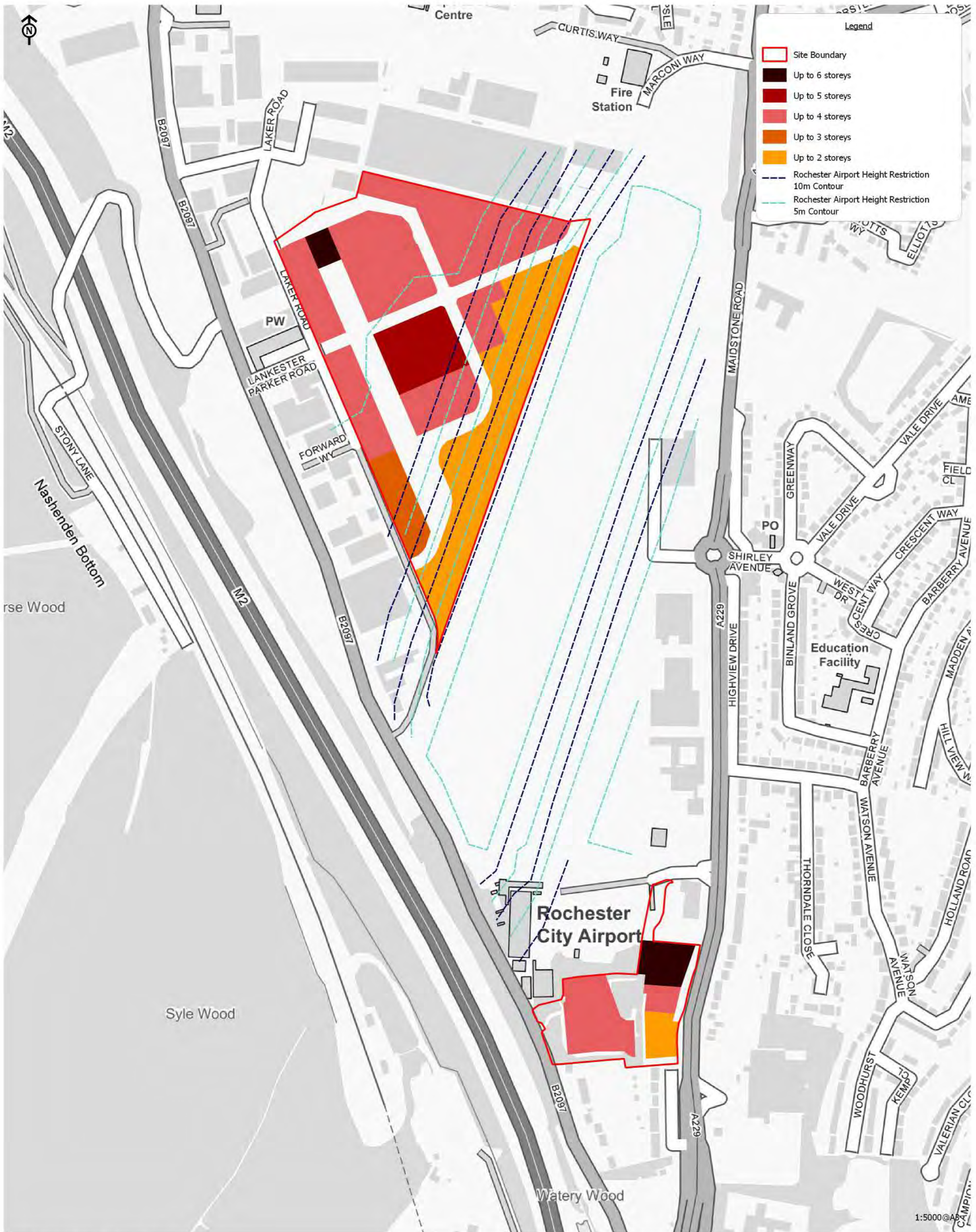
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Innovation Park, Medway

Client: Medway Council

NTS - 2:
IPM Proposed Masterplan

Scale: 1:5000@A3
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 LDA Design Illustrative Masterplan, drg no 6278_MP_002 (July 2018)
 Job Number: 12841
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 GIS032 - A
 File location: N:\12750 - 12999\12841 R - Medway\Project_Workspaces\NTS (pdf in Outputs)
 Date (Revision History): 24/01/2019 (A, First Issue, 24/01/19, RP)

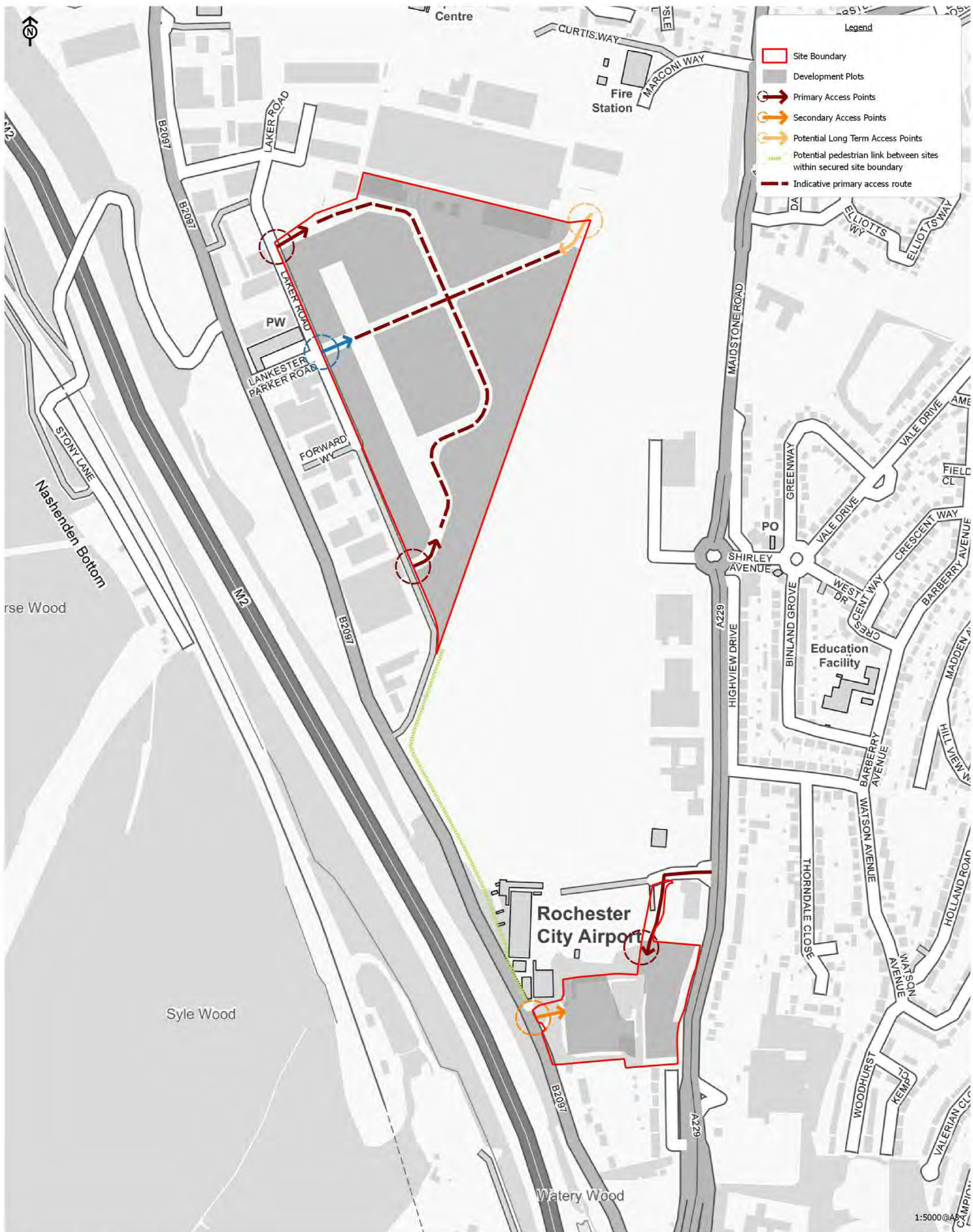


Innovation Park, Medway

Client: Medway Council

NTS - 3:
Building Heights Parameter Plan

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Innovation Park, Medway
 Client: Medway Council

NTS - 4:
 Access Parameter Plan

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Innovation Park, Medway
 Client: Medway Council

NTS - 5:
 Landscape Parameter Plan

Scale: 1:5000@A3
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 File location: N:\12750 - 12999\12841 R - Medway\Project_Workspaces\NTS (pdf in Outputs)
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Innovation Park Medway

Environmental Statement Addendum

For



INNOVATION PARK MEDWAY

Project Number:

12841

October 2020

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F1	21.10.20	Issue for consultation	ES_Addendum_Summaryv2.doc	DS	SRB	SRB

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Appendix E	Proposed junction mitigation design – Lord Lees Roundabout
Appendix F	Proposed junction mitigation design – Taddington Roundabout
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Appendix H	Landscape and Visual Impact Assessment - Winter Views (March 2020)
Appendix I	Landscape and Visual Impact Assessment - AONB Section (September 2020)
Appendix J	Landscape and Visual Impact Assessment - Environmental Colour Assessment (September 2020)
Appendix K	Aeronautical review of planning applications MC/18/2556, MC/18/2505 and MC/18/2509

1.0 INTRODUCTION

1.1. Background

1.1.1. Medway Council (MC) and Tonbridge and Malling Borough Council (TMBC) (herein jointly referred to as the 'Applicant'), submitted an application for a Local Development Order (LDO) in June 2019 on land adjacent to Rochester Airport (MC/19/1556). The Proposed Development is referred to as Innovation Park Medway (IPM).

1.1.2. The LDO application was supported by a range of technical assessments including an Environmental Statement (ES), which presents the findings of an Environmental Impact Assessment (EIA) of the Proposed Development.

1.1.3. The LDO proposes a total of 101,000 sqm of predominantly high-tech and innovation oriented B1 (now Class E(g)) and B2 business and employment uses. The design of IPM is described within Chapter 4 of the ES submitted as part of the LDO application and will involve the following:

- A runway park – providing a clear identity and provide high quality open space, whilst reflecting on the site's aviation history;
- Iconic Buildings – the masterplan includes two 'book-ends' along linear alignment diagonally through the site which aims to link the two development areas;
- Pedestrian friendly clusters – car parks located in strategic locations allowing free-flowing pedestrian movements and pedestrian clusters to form in the key open spaces, and a pedestrian link between the two development areas;
- Landscape character areas – consisting of orchard planting, open lawn spaces, meadows, woodland clusters/woodland walk, park edge plots, a boulevard, and outdoor collaboration spaces proposed through using innovative technology design in the landscape;
- Primary gateway spine – a key feature will include the distribution of B1 business employment spaces along this gateway spine to promote active frontages onto key routes;
- Drainage design – a surface water drainage scheme based upon a range of infiltration techniques and will be employed through the use of swales, open storage structures along landscaped green corridors.

1.1.4. Since the submission of the LDO application, there has been ongoing consultation and this Addendum to the ES has been prepared as part of further statutory consultation on the Proposed Development prior to the application being determined by the Planning Authority.

1.1.5. There have been no changes to the LDO boundary, the scale or nature of the Proposed Development set out within the original LDO application and Chapter 4 of the ES, other than for the proposed land use classes to be updated in accordance with the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, which came into force on 1st September 2020. Whereas the original LDO application proposed development in use classes B1 (a, b and c) and B2, the Proposed Development is now in the following use classes:

- Use Class E(g)(i) - Business (office)
- Use Class E(g)(ii) - Research and development of products and processes

- Use Class E(g)(iii) - Industrial processes; and
 - Use Class B2 - General Industrial.
- 1.1.6. Whilst the descriptions of use classes has been updated, the nature of the Proposed Development and character of likely environmental impacts remains consistent with the original LDO application.
- 1.1.7. There has been no formal request for 'further information' on the ES under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 1.1.8. Subsequent to the submission of the LDO application and receipt of consultations responses, engagement has continued with the LPA, Kent County Council (as highway authority), Highways England, Natural England, the Kent AONB Unit and a range of other consultees. The result of the ongoing consultation is that assessment updates have been undertaken in the following topic areas:
- Update to the Medway Council Strategic Transport Assessment (STA) model, which provides the background traffic context to the Transport Assessment and Ecological Assessment submitted as part of the ES within the LDO application;
 - Preparation of preliminary junction mitigation designs for the Bridgewood, Lord Lees and Taddington roundabouts;
 - The views of IPM from the Kent Downs Area of Outstanding Natural Beauty (AONB).
- 1.1.9. In addition, there has been ongoing consultation with Natural England regarding its comments during the initial consultation period on whether the IPM development would have any effect on aviation movements across the AONB, and whether this would have a significant effect on the tranquillity of the designated area.
- 1.2. **Purpose of this document**
- 1.2.1. The purpose of this document is to explain the additional and updated assessment work that has been undertaken and how this relates to the assessments submitted within the ES. Where there are changes to the likely significant effects set out in the original ES, these will be clearly identified but this Addendum forms part of the original EIA. It should therefore be read in conjunction with the original ES. Further explanation of the structure of the Addendum and how it relates to the original ES is provided within section 2 of this report.
- 1.3. **Availability of the Environmental Statement Addendum**
- 1.3.1. This ES Addendum has been submitted during the COVID-19 pandemic and whereas it would normally be available for public viewing during normal office hours at the Medway Council offices, this is unlikely to be possible during the consultation period due to the need for social distancing. The full Addendum and copies of the original LDO application are available for inspection on the Planning Registers for Medway Council (application reference number MC/19/1556) and Tonbridge and Malling Council (application reference number 19/01409/FUL):
- Medway Council Planning Register: www.publicaccess1.medway.gov.uk/online-applications/
 - Tonbridge and Malling Council Planning Register: www.publicaccess2.tmbc.gov.uk/online-applications/

1.3.2. The ES Addendum may be purchased as a hard copy in volumes, the costs for which are set out below:

- Non-Technical Summary (NTS) – £15.00
- ES Addendum and Appendices - £75.00
- Full copy (NTS and Addendum) on DVD - £25.00

1.3.3. For copies of any of the above please contact Lucy Carpenter at Medway Council (lucy.carpenter@medway.gov.uk).

1.4. **Alternative formats**

1.4.1. A large text version of this document is available upon request. Please note that printing costs may vary from those stated above.

2.0 METHODOLOGY

2.1. General approach to the preparation of the ES Addendum

- 2.1.1. The nature of the additional work undertaken since the submission of the original LDO application, (as summarised in section 1.0 of this Addendum) fall within one of two themes:
- i. Changes to the background network traffic context resulting from the ongoing development of the Medway Council Strategic Transport Assessment Model
 - ii. Further information provided in response to comments raised by Statutory Consultees following submission of the LDO application
- 2.1.2. Of the technical assessment chapters included within Chapters 6 to 11 of the ES, there has been additional assessment work undertaken on the following elements of the ES:
- i. **Chapter 6: Natural Heritage and Ecology** as the assessment of nitrogen deposition on designated sites from road traffic is influenced by the updated work that has been undertaken on the Medway Council Strategic Transport Assessment Model;
 - ii. **Chapter 7: Traffic and Transport** as the predicted impact of traffic generated by IPM is influenced by the updated work that has been undertaken on the Medway Council Strategic Transport Assessment Model. Additional work has also been undertaken to develop the preliminary junction mitigation designs for the Bridgewood, Lord Lees and Taddington roundabouts;
 - iii. **Chapter 11: Landscape and Visual Impact** as consultation responses from Natural England and the Kent Downs AONB Unit requested further information on the predicted views of the Proposed Development from the designated area.
- 2.1.3. Updates and amendments have not been considered necessary for the technical chapter topics within in the ES for the reasons set out below:
- Chapter 8: Air quality – the basis for the assessment of road traffic emissions within Chapter 8 of the ES is different to that used within Chapter 6 of the ES for deposition on designated sites and does not rely on the Medway Council Strategic Transport Assessment Model. As such, the updated work on the model does not affect the assessment of air quality in Chapter 8 of the ES. As the projected trip generation for the Proposed Development has also not changed since the submission of the LDO application, the air quality assessment and the value of mitigation set out in Chapter 8 of the ES is considered to remain valid;
 - Chapter 9: Contamination – there have been no changes to the proposed scale or layout of development within IPM since the submission of the LDO application and therefore the assessment presented within Chapter 9 of the ES is considered to remain valid.
 - Chapter 10: Social and Economic – there have been no changes to the proposed scale or layout of development within IPM since the submission of the LDO application and therefore the assessment presented within Chapter 11 of the ES is considered to remain valid.
- 2.1.4. The review and update to the relevant technical assessments has been undertaken in one of two ways depending on the nature of the chapter and the extent / nature of updated or additional assessment required. This ES Addendum has been prepared by the original authors of the ES submitted as part of the planning application.

- 2.1.5. For topics where the amendments to the chapter are predominantly numerical and where it could be complicated to describe each of the changes in a separate addendum section (such as Natural Heritage or Traffic and Transport), complete replacement ES chapters have been re-submitted, with key changes highlighted in a blue font (reflecting when changes have been made to the original chapter) for clarity. The intention is that these chapters should be read holistically, without the need to cross-reference to the previous version of the chapter. The use of coloured font to identify where new text or figures have been added is to assist ease of identification for those consultees that have already read the previously submitted ES chapters.
- 2.1.6. For Landscape and Visual, the nature of the additional assessment is more suited to a stand-alone addendum section rather than re-submission of the whole ES chapter because there have been no changes required to the information and technical assessment previously submitted. In this case, the ES chapter submitted with the original LDO application is retained in its entirety and the additional information on Landscape and Visual Assessment provided within this Addendum, including winter views, should be read in conjunction with the ES chapter.
- 2.1.7. Section 3.0 of this Addendum provides a summary of the updates to the technical assessments.
- 2.2. **Summary of mitigation measures and residual effects**
- 2.2.1. An updated version of the mitigation summary table and residual effects table from Chapter 12 of the ES has been included within section 4.0 of this Addendum. This replaces Chapter 12 of the ES.
- 2.3. **Non-technical summary**
- 2.3.1. The non-technical summary has been updated and has been re-submitted as a whole document to reflect the context to the ES Addendum and any resultant changes to the significant impacts of the Proposed Development. Amended sections are in a blue font, as described above, so that these are easy to identify.

3.0 REVIEW AND UPDATE OF TECHNICAL ASSESSMENTS IN THE ES

3.1. Introduction

3.1.1. This section of the Addendum outlines the review and update of the three relevant technical assessments. Where the respective ES chapters have been updated holistically, or where there is specific additional new assessment for the Addendum (which will supplement that already included within the ES), these are provided as appendices to this Addendum, and referred to in the respective sections below. A further section is also provided in response to consultation comments on noise and tranquillity.

3.2. Natural Heritage and Ecology

3.2.1. The principal consultation response from Natural England with respect to the assessment of road traffic emissions on designated sites set out within Chapter 6 of the ES was the requirement to undertake a cumulative and in-combination assessment for vehicle emissions on the North Downs Woodland Special Area of Conservation (SAC), which has sections within 200 metres of the A229 Bluebell Hill and A249 Detling Hill.

3.2.2. The updated work that has been undertaken on the Medway Council Strategic Transport Assessment model since the submission of the LDO application has potential to affect the cumulative and in-combination effect of the Proposed Development with projected future development within Medway and adjacent local authority areas. The original assessment set out in Chapter 6 of the ES has therefore been reviewed and updated based on the most recent outputs from the Medway Council Strategic Transport Assessment model.

3.2.3. An updated ES chapter has been provided as Appendix A to this Addendum and this replaces completely the original version of Chapter 6.

Confirmation that the Medway Council Strategic Assessment Model provides a robust basis for cumulative and in-combination effects

3.2.4. Prior to the update of the assessment of ES Chapter 6, information was provided to Natural England in August 2020 to explain how the existing Medway Council Strategic Transport Assessment model has taken account of forecast traffic growth from neighbouring local authority areas.

3.2.5. The Applicant confirmed to Natural England that the model takes a robust approach to the predicted future influence of development traffic from adjacent local authority areas in relation to adopted / emerging local plans. It uses a combination of National (for Tonbridge & Malling, Gravesham and Maidstone) or local (for Swale) growth projections to ensure that the included traffic flows are either consistent with or above the respective Local Plan household growth predictions. The use of local growth factors for Swale was because the National growth projections for this authority were substantially lower than the Local Plan, as shown in **Table 3.1**. The model has therefore adopted local growth for Swale and this approach has been agreed with Highways England.

Table 3.1: Comparison of National Trip End Model (NTEM) and Adopted / Emerging Local Plan Growth Local Authority

	Household Growth (2016 to 2035)		
	NTEM	Adopted / Emerging Local Plan	NTEM compared to Local Plans
Gravesham	8,056	6,897	+16.8%
Maidstone	17,010	16,777	+1.4%
Swale	8,442	14,744	- 43%
Tonbridge & Malling	12,052	8,075	+ 49%
Total	45,560	46,493	-2.1%

- 3.2.6. Table 3.1 shows that the NTEM projections for Gravesham and Maidstone are slightly above, but similar to, those set out in the Adopted / Emerging Local Plans. However, for Swale and Tonbridge & Malling the growth in households is underestimated and overestimated respectively. When considered cumulatively, the level of growth assumed in NTEM, and therefore in the model, is broadly similar to that set out in the Adopted / Emerging Local Plans, with a difference of just 2% overall.
- 3.2.7. This information confirms that, in using the NTEM projections, the Strategic Transport Assessment Model has taken a robust approach to the assessment of cumulative and in-combination traffic growth that is consistent overall with the projected growth in households within adjacent local authorities over the period to 2035. The variance between the Swale projected growth and the growth that was initially built into the model using NTEM could have been an influential factor in the traffic flows along the A249 for movements between Swale and Maidstone. This variance has been discussed with Highways England when the model was being prepared it was updated to reflect the higher projected Swale Local Plan growth figures. Highways England has confirmed its acceptance of this approach.
- 3.2.8. On this basis, the use of current and projected future traffic flows within the Medway Strategic Transport Assessment model for the A229 and A249 will provide a robust basis for the assessment of cumulative and in-combination effects of the IPM traffic flows on the SAC because it includes projected Local Plan growth from relevant adjacent local authority areas in addition to projected traffic growth within Medway.

Summary of the updated assessment

- 3.2.9. The updated Chapter 6 assessment is presented within **Appendix A** to this Addendum.
- 3.2.10. Additional published information has been provided on the known baseline to nitrogen deposition within the designated areas that are within 200 metres of the A229 and A249. Published data suggests that existing nitrogen deposition on the SAC woodlands is in excess of the relevant critical loads and that existing nitrogen deposition on the SAC grassland habitats is marginally above the respective critical load.
- 3.2.11. Guidance provided by Natural England through case law has advised that '*an expected increase in traffic (Annual Average Daily Traffic ("AADT") flows) of less than 1,000 cars per day or 200 HGVs per day*', would have no likely significant effect on a SAC and no appropriate assessment would be required. Predicted traffic flow data for the A229 and A249 adjacent to the designated areas has been set out in the updated ES chapter for three scenarios.

- 2037 Do-minimum – background traffic and committed development (including projected growth in traffic from adjacent local authority areas) in the absence of IPM
 - 2037 Do-something – background traffic, committed development (including projected growth in traffic from adjacent local authority areas) and IPM traffic
 - 2037 Do-something plus mitigation – background traffic, committed development (including projected growth in traffic from adjacent local authority areas), IPM traffic and the effect of altered traffic distribution resulting from proposed highways mitigation measures associated with IPM (Bridgewood Roundabout, Lord Lees Roundabout, Taddington Roundabout and Junction 4 of the M2).
- 3.2.12. The results of the modelling therefore show predicted AADT movements for both roads (with or without mitigation) to be below the Natural England thresholds (1,000 total/200 HGV), indicating that significant effects from nitrogen deposition on the North Downs Woodlands SAC and Wouldham to Detling Escarpment SSSI from IPM alone would be unlikely to make a significant contribution to nitrogen deposition on the SAC or the SSSI.
- 3.2.13. With respect to cumulative and in-combination effects of IPM with other development in Medway and adjacent authorities, modelled traffic flows suggest that the baseline nitrogen deposition rates across the SAC will continue to exceed the applicable minimum critical load values, although background nitrogen deposition is predicted to reduce over the plan period due to improvements in vehicle emissions over time as a higher proportion of newer vehicles will be meeting more stringent emission standards and there is an increased uptake of electric or hybrid vehicles.
- 3.2.14. Whilst the additional nitrogen deposition associated with cumulative and in-combination effects will marginally counter/offset the predicted significant background improvements from the base year to the future year, the resultant total nitrogen deposition across the SAC is still predicted to be significantly below the current baseline values. Considering the above, it is not considered that the predicted levels of cumulative and in-combination nitrogen deposition will have a perceptible impact upon the habitats within the affected areas of North Downs Woodland SAC. Therefore, it is considered that the integrity of North Downs Woodlands SAC will be maintained.
- 3.2.15. Whilst the assessment set out in Chapter 6 of the ES has been updated, the conclusion of no significant effect remains as set out in the original chapter.

3.3. **Traffic and Transportation**

- 3.3.1. Chapter 7 of the ES (Traffic and Transportation) has been reviewed and an updated version of the chapter is provided as **Appendix B** to this ES Addendum. It is intended that this completely replaces the chapter submitted as part of the original ES and LDO application. An updated version of the Transport Assessment (TA) has also been submitted as **Appendix C** to this ES Addendum.
- 3.3.2. The scale and nature of the Proposed Development have not been amended since the original submission of the LDO application and the basis of assessment and projected trip generation have not been amended. The updated ES chapter and TA both reflect that additional consultation has been undertaken with Highways England regarding the proposed approach to trip generation set out within the TA and that the conclusion of this consultation was that the proposed trip rates used in the TA are acceptable. These have been integrated within the updated STA modelling work.

- 3.3.3. The principal additional information included within the updated ES chapter and TA is with respect to the preliminary mitigation design work that has been undertaken since the submission of the LDO application on junctions that modelling has shown would be adversely affected by the addition of traffic associated with the operational phase of IPM. These layouts are included as Appendices D-F of this ES Addendum and have been submitted for a Stage 1 Road Safety Audit. The comments received from the Road Safety Audit will be integrated at the next stage of detailed design.
- 3.3.4. The outputs of the STA model have confirmed that the proposed mitigation will be necessary. The design of the mitigation will be subject to final surveys and agreement on delivery (to be led by Medway Council). If further survey demonstrates that mitigation is not deliverable then an alternative will be sought.
- 3.3.5. With the proposed mitigation in place, the updated ES chapter confirms that there would be a significant reduction in the predicted delay and queuing on most approaches at the Bridgewood, Lord Lees and Taddington roundabouts.
- 3.3.6. There has been no change to the predicted significance of impacts compared to the original ES chapter.

3.4. **Landscape and visual assessment**

- 3.4.1. As noted earlier in this document, there has been no requirement to update or revise the original Landscape and Visual Impact Assessment (LVIA) presented within Chapter 11 of the ES and the information described below should be read in addition to the LVIA.
- 3.4.2. Following consultation on the LDO and Design Code, additional material has been prepared in response to consultee requests for further information regarding visual impact of the proposed development on the AONB. Several documents have been prepared as follows:

Supplementary material to support the LVIA

- 3.4.3. **LVIA Addendum - December 2019 (Appendix G to this Addendum)** – this provides further information on visual matters relating to key areas within the AONB and provides clarification for the judgments reached in Chapter 11 of the ES.
- 3.4.4. **Winter Views – March 2020 (Appendix H to this Addendum)** - in February 2020, a site visit was undertaken to capture views from the AONB during winter months. The supplementary note contains photo panels and visualisations.

Additional information incorporated into the Design Code

- 3.4.5. **AONB Section – September 2020 (Appendix I to this Addendum)** - in addition to supplementary material supporting the LVIA, a standalone AONB section has been incorporated into the Design Code, providing more guidance on measures to further reduce impacts on the AONB, an approach that was agreed with Natural England and the AONB Unit.
- 3.4.6. **Environmental Colour Assessment – September 2020 (Appendix J to this Addendum)** - to gain a greater depth of contextual understanding, an Environmental Colour Assessment was commissioned to inform a set of design principles on the use of colour, specific to this location within the AONB. The AONB section of the Design Code summarises the findings of the study,

and the full report is appended to the Design Code, which should be read alongside the Kent Downs AONB "Guidance on the Selection and Use of Colour in Development".

- 3.4.7. The additional information presented within Appendices G to J of this Addendum do not change any of the ES conclusions with respect to the significance of impacts.

3.5. Noise and tranquillity

Context

- 3.5.1. As part of its response to the consultation on the LDO application, Natural England requested further information on the effect of the LDO on the pattern of aircraft movements at Rochester Airport and the potential for any such changes to have an adverse effect on the tranquillity of the Kent Downs AONB. The relevant excerpt from the Natural England consultation response dated 14th July 2020 is provided below:

With regards to tranquillity, the information provided in support of the application confirms that runway 16/34 will be closed to facilitate the Innovation Park development with all flights switching to runway 02/20. The Noise and Vibration Assessment (dated September 2018) discounts the potential for any noise impacts for receptors within the AONB on the basis of existing noise levels.

Chapter 5 states that 'Due to the high noise levels in this area of the AONB as a result of road traffic railway movements and aircraft, it is not anticipated that noise from the construction or operation of the development will significantly impact the AONB'. We note that no baseline noise monitoring locations appear to have been situated within the AONB and the CadnaA noise model on which the conclusion of no significant impact is based assumes road traffic noise only, not any aircraft generated noise and any alterations which may result from the closure of runway 16/34.

Section 7.3 of the Noise and Vibration Assessment acknowledges that at present runway 16/34 carries approximately 30% of the air traffic with runway 02/20 carrying the remaining 70%. The report confirms that the volume of flights, the operating hours and typical annual usage patterns of the airport will remain unchanged and it also states that:

'The effect of operating 100% of the annual air traffic movements from a single runway [02/20] would be restricted to an increase in the number of days during which aircraft movements will be audible to receptors along the flightpath or close to the runway. This would not be expected to result in a significant adverse effect.'

No evidence appears to have been provided to support the conclusion that there will be no adverse effect from the altered flight patterns which could impact tranquillity within the Kent Downs AONB.

Natural England therefore recommends that a detailed tranquillity study for publically accessible areas of the AONB is undertaken to allow a detailed assessment of the potential impacts to receptors at key locations within the AONB. This should include a full assessment of the potential for changes to tranquillity that may result from all flights using runway 02/20. It would be helpful if a contour map were provided to show the baseline and predicted noise levels during operation of the Innovation Park for key locations within the AONB to aid the impact assessment process.

- 3.5.2. Comparable comments using very similar wording were submitted by the Kent AONB Group and a number of members of the public.
- 3.5.3. In accordance with the formal EIA Scoping Opinion, assessment of noise does not form part of the ES because no significant effects were considered likely.
- 3.5.4. Response to the Natural England consultation comments since the submission of the LDO application has been based around two topics:
- i. The planning history associated with the closure of Runway 16/34
 - ii. The implications of the closure of Runway 16/34 on the tranquillity of the AONB.
- 3.5.5. The Applicant has engaged with Natural England regarding its consultation comments and initial information provided to Natural England in October 2019 confirmed that Chapter 4 of the ES provides an explanation of the reasons for the total number of flights (and flights across the AONB) being likely to decrease as a result of the closure of Runway 16/34. The Applicant also provided Natural England with an independent report prepared by Lichfields at the time of a previous planning application by Rochester Airport (MC/18/2505) (Appendix K to this Addendum), which draws a comparable conclusion with respect to the likely reduction in aircraft movements.
- Planning history associated with the closure of Runway 16/34***
- 3.5.6. The airport was leased from Medway Council in two parts when Rochester Airport Ltd took control of the site. Medway Council served Preliminary Notice on Rochester Airport Ltd in December 2016 with the view to terminating the second lease area (covering Runway 16/34) to release the land for commercial development.
- 3.5.7. It is important to note that the termination of the Rochester Airport lease for this area of the site is not directly linked to the LDO, as the decision to take an LDO forward was made later. Similarly, the decision for the council to develop the site rather than dispose of the land was made after the lease arrangements.
- 3.5.8. Rochester Airport Ltd submitted two planning applications in 2018. The first (MC/18/2505) was for demolition of existing buildings (including control tower, old clubhouse two portacabins housing the airport office and Skytrek office) and construction of a new control tower and hub building, ancillary car park, family viewing area and associated engineering operations. The second (MC/18/2509) was for relocation of two helipads within the airport to include the provision of landing pads together with the decommissioning of an existing helipad.
- 3.5.9. Neither planning application involved changes to the aircraft type, numbers, flight lines or operational hours but the location of the control tower and hub building for application MC/18/2505 are in the former flight line for Runway 16/34.
- 3.5.10. The runway was informally closed in July 2019 was formally closed in February 2020.
- 3.5.11. Irrespective of the development of the LDO, the planning permission for the new hub and control tower at the airport has been implemented and the associated works preclude any aviation use of the former runway.
- 3.5.12. Pre-commencement planning conditions have been discharged and archaeological investigation has been undertaken. The ground was not reinstated and this included an area of Runway 16/34. Site works have commenced and construction of the hub and control tower building (which is

also within the runway/safeguarding area) is understood to be commencing shortly. This will therefore preclude the reopening of Runway 16/34 in the future.

- 3.5.13. In the context of planning permission MC/18/2505, the current and future baseline with respect to aviation movements at the airport is one without the cross runway. Implementation of the LDO therefore would not cause any change to the future baseline.

Implications of the closure of Runway 16/34

- 3.5.14. The Lichfields report (Appendix K to this Addendum) summarised the role of the runways within the airport:

'The airport operates in visual conditions rather than instrument. Runway 34/16 is a cross runway and Runway 02/20 is the main runway. There is also a relief runway adjacent to Runway 02/20.

The cross runway currently provides the airport with a greater usability factor during periods of changing wind conditions, by providing an alternative runway to support aircraft with a certain maximum cross wind component that are unable to land or take-off on the main runway.

The airport is not required to define the split of traffic between the two runways to the Civil Aviation Authority (CAA) nor is it currently subject to any planning controls by the local planning authority.'

- 3.5.15. The role of Runway 16/34 as the cross-runway was such that it would have had a lower proportion of aviation movements than the main runway; it would generally have been used in certain wind conditions by certain aircraft when use of the main runway would have been outside the design parameters of those aircraft.
- 3.5.16. The 'when needed' nature of cross runway use is however such that there is no data available on the proportional split of total aviation movements between the two runways. Even if data were available, closure of Runway 16/34 would not result in a direct transfer of these aviation movements onto Runway 02/20 because the reason for aircraft needing to use the cross-runway was because they could not use the main runway in certain wind conditions.
- 3.5.17. The number of annual / daily aviation movements to and from the airport is not restricted. A cap has been previously discussed with Medway Council when a hard runway was proposed by the Airport, however the grass runway was retained, which did not necessitate a cap.
- 3.5.18. Information provided within an aviation risk assessment prepared in relation to a previous planning application by Rochester Airport Ltd for the 10-year period between 2007 and 2017 (Appendix 4-1 to the ES) has shown a generally reducing pattern in the total number of movements:

- 2007 - 30,601
- 2008 - 27,010
- 2009 - 24,840
- 2010 - 21,688
- 2011 - 24,289
- 2012 - 18,747 (movements reduced, due to airspace restrictions imposed during the London Olympics)
- 2013 - 23,540
- 2014 - 23,893
- 2015 - 23,765

- 2016 - 22,321
- 2017 - 23,800

3.5.19. The pattern of movements shown above confirms that residential and recreational receptors within the AONB will have experienced substantially higher numbers of aircraft movements in the recent history than take place at present.

3.5.20. It is also considered likely that the pattern of decreasing total aviation movements at the airport will continue following the closure of Runway 16/34. Paragraph 4.5 of the independent Lichfields assessment (Appendix K to this Addendum) confirmed that:

'Closing the cross runway will reduce the airport's usability factor. It would not be the case that all cross-runway traffic would be diverted to the main runway: of the aircraft that are less susceptible to changing wind conditions, these aircraft can already opt to use either runway; and those aircraft types that are susceptible to changing wind conditions may not be able to use the airport to land and take off, meaning as a consequence a possible reduction in total aircraft movements.'

3.5.21. This is the same conclusion separately reached within Chapter 4 of the IPM ES.

3.5.22. It is noted that where the Natural England consultation response made reference to section 7.3 of the Noise Assessment submitted as part of the LDO application (but not part of the ES), this was partial and the full section acknowledges that there were already periods in each year when all air traffic movements into and out of the airport were using the remaining 02/20 runway:

'The volume of flights, operating hours, and typical annual usage patterns of the airport would remain unchanged from the present formation. It is noted that, subject to no significant changes to the wind direction during the daytime, there will already be a number of days (or consecutive days) each year during which all air traffic will utilise runway 02/20 for the entire day (or entirety of the consecutive days). The effect of operating 100% of the annual air traffic movements from a single runway would be restricted to an increase in the number of days during which aircraft movements will be audible to receptors along the flight path or close to the runway. This would not be expected to result in a significant adverse effect.'

Conclusion

3.5.23. The Applicant has engaged with Natural England and the planning authority (in relation to its duty to have due regard to the purpose of conserving and enhancing the natural beauty of the AONB under the Countryside and Rights of Way Act 2000) regarding the potential effect of the Proposed Development on the tranquillity of the AONB and has drawn the following conclusions:

- The decision to close runway 16/34 preceded the IPM development and hence is not a direct or indirect effect of the Proposed Development;
- The trend in annual aviation movements at the airport has been decreasing since 2007;
- The future pattern of daily average aviation movements at the airport is envisaged to decrease as a result of the closure of runway 16/34 due to a reduction in the usability factor;
- The IPM development will not have any influence on the pattern or numbers of aviation movements at the airport.

3.5.24. As a result of the current position with respect to consented operational changes to the airport, as outlined above, the existing and future baseline position (in EIA terms) is one with all aviation

movements associated with the airport crossing the AONB (hence the baseline tranquillity of the AONB is already influenced by aviation movements). By virtue of the fact that the LDO would have no direct or indirect effect on the number or type of aviation movements, it is considered that there will not be potential for the LDO to have any significant environmental effects on tranquillity within the AONB from aviation. As such, it is considered that assessment of AONB tranquillity within the ES should not be required.

4.0 SUMMARY OF SIGNIFICANT RESIDUAL IMPACTS

4.1. Residual effects

4.1.1. **Table 4.1** below presents a summary of the significant residual effects for each topic chapter in the ES, following the implementation of secondary mitigation. Following the approach set out in Chapter 2 of the ES, these are residual effects that are considered to be of 'moderate' beneficial or adverse significance and above.

4.1.2. There are no additional significant residual effects compared to the original assessment set out in the ES.

Table 4.1: Significant residual effects of the Proposed Development

Subject	Conclusion
Air Quality - Dust	Not significant
Air Quality - Operational Impacts	Not significant
Air Quality - Impact on the AQMA	Mitigated by provision of a sum of £1,544,660 to offset impacts
Community, Social and Economic	Positive short-term significant effect on job creation during the construction phase and positive long-term effect on job creation post-construction
Ground Conditions	Not significant
Landscape and Visual - Impacts on landscape character	Not significant
Landscape and Visual - Impacts on AONB	Not significant
Natural Heritage and Ecology - Impact on designated sites	Not significant
Traffic and Transport	Not significant subject to the proposed mitigation strategy
Cumulative and In-combination effects	Not significant

CONSULTATION STATEMENT

Innovation Park Medway

Local Development Order and Design Code

SUBMITTED BY MEDWAY COUNCIL AND TONBRIDGE & MALLING BOROUGH COUNCIL

OCTOBER 2020

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1 INTRODUCTION

- 1.1 This Consultation Statement (the 'Statement') has been prepared by Carter Jonas LLP ('Carter Jonas') in support of the Local Development Order ('LDO') and Innovation Park Medway ('IPM') Design Code ('Design Code'). The LDO and Design Code have been prepared on behalf of Medway Council ('Medway') and Tonbridge & Malling Borough Council (TMBC).
- 1.2 This Statement forms part of a suite of documents submitted as part of the proposals for IPM and details the consultation undertaken in relation to the LDO and Design Code only.

Purpose and Scope

- 1.3 This Statement sets out why and how both Councils have engaged with the local community and key stakeholders. It sets out analysis of feedback received by respondents and explores how these comments have influenced refinement of the LDO and Design Code. In doing so, it will be made clear in this report what comments have been received, how the comments have been addressed and a justification provided where not possible.

Structure

- 1.4 Section 2 sets out the engagement strategy, Section 3 discusses the engagement activities, Section 4 sets out the feedback, Section 5 examines how the feedback has informed the refinement of the LDO and Design Code and Section 6 provides the conclusions.

The LDO

- 1.5 LDOs are recognised in the National Planning Policy Framework ('NPPF') at paragraph 51 as a means of setting the planning framework for a particular area where the impacts would be acceptable and where it would promote economic, social or environmental gains.
- 1.6 This LDO will provide certainty to the type, use and form of development at IPM and in return, facilitate economic growth and allowing firms / businesses to react quickly to growth opportunities through a simplified planning process stimulating investment by reducing the potential and perceived risks associated with the formal planning route. Such risks include reducing associated costs as a full technical evidence base has already been undertaken in support of the LDO.
- 1.7 This LDO will create high skilled jobs and drive innovation that will secure growth and prosperity in the region and to realise the potential of this area whilst ensuring the operational longevity of Rochester Airport. This LDO will also support the both Medway's and TMBC's goals of supporting commerce and encouraging the development of high value technology, advanced manufacturing, engineering and knowledge-intensive businesses which are considered by the Council to be key target areas.

Design Code

- 1.8 The LDO is supported by a Design Code which works alongside the Masterplan (March 2019) to provide certainty as to what is considered acceptable design. The Design Code provides design guidance for all important features and will help to ensure the high standard of place making at IPM is delivered. By following the design guidance businesses will be able to achieve quick resolution of approvals.

Figure 1 – Masterplan



2 PUBLIC CONSULTATION AND ENGAGEMENT

Legal Framework and Policy

NPPF and PPG

- 2.1 LDOs are recognised in the National Planning Policy Framework ('NPPF') at paragraph 51 as a means of setting the planning framework for a particular area where the impacts would be acceptable and where it would promote economic, social or environmental gains.
- 2.2 The process governing the preparation and the implementation of LDOs is outlined in Planning Practice Guidance ('PPG'). At paragraph 077 of the section entitled 'When is permission required?'¹ it states that an LDO cannot cross local authority boundaries. Two or more local planning authorities may wish to co-implement or co-consult on cross boundary LDOs, but each individual authority must adopt their own LDO. As the site crosses the authority boundary between Medway and Tonbridge & Malling, accordingly, both Councils have worked together to jointly prepare and consult on two separate LDOs before each adopting their own version.
- 2.3 Paragraphs 39-46 of the NPPF set out that all applicants are expected to work closely with those directly affected by their proposals, therefore taking into account the view of the community.
- 2.4 The NPPF specifically states at Paragraph 39:
- "Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community" (Paragraph 39).*
- 2.5 As dictated by Planning Practice Guidance (PPG), public consultation may be beneficial if development is expected to have a particularly significant impact.
- 2.6 Any consultation should allow adequate time to consider representations and, if necessary, amend proposals.
- 2.7 Both Councils' Statements of Community involvement (SCIs) note the benefits of early engagement with residents. Both Councils' SCIs also reflect the requirements to consult statutory consultees and provides guidance to the approaches and standards to be followed in carrying out consultation on planning matters.

Engagement Strategy

- 2.8 Consultation was undertaken in accordance with best practice and from the outset, both Medway and TMBC committed to stakeholder and community engagement and a comprehensive strategy was designed to

¹ See: <https://www.gov.uk/guidance/when-is-permission-required>

enable as many people as possible to have the opportunity to learn about the development and provide feedback. The feedback received was then taken into consideration as the LDO and Design Code evolved.

- 2.9 As development at IPM required an Environmental Impact Assessment ('EIA'), in accordance with the EIA Regulations, each consultation ran for a period of 32 days between 17th June and 19th July 2019 for Medway and between 20th June and 22nd July for TMBC and sought the involvement of a wide range of consultation bodies including businesses.
- 2.10 A range of engagement methods were used to promote the consultation in order to make contact with a good cross-section of stakeholders and this is detailed in Section 3.
- 2.11 The objectives for the engagement strategy are set out below:
- To engage with local residents and key stakeholders to help them fully understand the LDO and Design Code;
 - To build resident and stakeholder confidence in the development process through directing them to all technical supporting information;
 - To use multiple channels, including social media, to promote the consultation to ensure as many people as possible were informed;
 - To provide clear messages about IPM, the reasons behind the LDO and how this will benefit the area;
 - To provide opportunities for local people to review the suite of technical information and express their views;
 - To analyse all public feedback, communicating back to the design team so that comments can be properly considered and so that the LDO and Design Code can respond appropriately; and
 - To follow up and reach agreement with statutory consultees.
- 2.12 Following feedback received, a further consultation period is being undertaken to demonstrate how the comments have been addressed. This consultation period will also allow for feedback on the additional information submitted in support of the LDO.

Use of Information Gathered

- 2.13 The information gathered, including personal contact details, have been recorded as part of the formal record of the process. However, such contact information is only held for the sole purpose of the work on the LDO and Design Code. Details have not been shared with any other service of either the Council or TMBC or used for other purposes than Planning Policy. Information will be held until an appropriate period after the LDO and Design Code are adopted.

3 ENGAGEMENT ACTIVITY

Website / E-Bulletin

- 3.1 In June 2019, designated pages were set up on both Medway's and TMBC's websites² including a summary providing an overview of the previously consulted Masterplan, the emerging LDO, Design Code and Environmental Statement and explained how the process of Prior Notification would work. Each webpage directed local residents and interested parties to the suite of supporting technical information and documents and encouraged comments to be submitted during separate consultation events (17th June 2019 and 19th July 2019 for Medway and between 20th June and 22nd July for TMBC).
- 3.2 Accordingly, both Medway and TMBC have worked together to jointly prepare and consult on two separate LDOs before each adopting their own version.
- 3.3 TMBC also placed notification of the consultation in their e-bulletin on 20 June 2019 alongside social media messaging.

Letter Drop

- 3.4 A letter drop to properties immediately adjacent and in close proximity to the site as per the normal development management process for planning application consultation was carried out.

Notification in Local Newspaper

- 3.5 An advert was placed in the Medway Messenger by Medway on 17th June 2019 and the Kent Messenger by TMBC on 20th June 2019.

Statutory Consultees and Key Stakeholders

- 3.6 In accordance with Article 38, subsection 3 of the DMPO 2015, letters were sent to all statutory consultees including those listed below, seeking comments on the proposals:
- Environment Agency;
 - Historic England;
 - Natural England;
 - Highways England;
 - Kent County Council;
 - Neighbouring authorities and Parish Councils; and
 - West Kent Clinical Commissioning Group; and
 - Utility Providers.

² Medway: www.medway.gov.uk/innovationparkmedway or www.medway.gov.uk/IPM
TMBC: <https://www.tmbc.gov.uk/services/business/business-support-and-advice/innovation-park-medway-consultation/>

3.7 Contact was also made with key stakeholders who provided important views in the development of the LDO and Design Code. These included:

- Kent Downs AONB;
- Royal Society for the Protection of Birds (RSPB);
- Campaign to Protect Rural England (CPRE);
- Kent Wildlife Trust;
- Civil Aviation Authority; and
- Various other parties that are consulted on any other Local Plan documents.

4 FEEDBACK

- 4.1 Given the cross boundary and strategic nature of the LDO, there was a high level of interest during the public consultation and engagement period. This is detailed in the section below.

Website

- 4.2 The designated pages for Medway³ had 246 views. Of these, 203 were unique, meaning that 43 people had viewed the webpage viewed it more than once.
- 4.3 Those who visited spent an average of 1 minute 38 seconds.
- 4.4 In terms of residents, 35 responded (32 objecting to the LDO, 2 in support and 1 neutral) and whilst the general tone of the feedback was one of objection, there was significant support for the creation of employment opportunities. In terms of the statutory consultees / key stakeholders, 11 responded.
- 4.5 In respect of TMBC, 15 comments were submitted with 10 objections from residents and 5 responses from statutory consultees / key stakeholders.

Statutory Consultees and Other Key Stakeholders

- 4.6 Below is a summary of the most common topics raised.

Highways / Traffic

- 4.7 Both KCC and Highways England ('HE') raised concerns with the capacity of local roads and junctions and highlighted, the need for robust assessment. Specifically, HE queried the source of base traffic data, questioned how the Cambridge Science Park trip rates were comparable and expressed a need for the *"proposed mode share to the person trip rates (0.65 mode share of vehicle trips) needs to be backed up by more evidence"*. HE also requested a need to *"consider the impacts on not only the M2 junction 3 (the closest junction to the site), but also on SRN junctions further afield, in particular the M2, junctions 4 and 5, and the M20 junction 6"*.
- 4.8 KCC asked whether the *"Bridgewood Roundabout improvements be more fully investigated and then implemented by the developer"*.

Building Height / Design

- 4.9 The Kent Downs AONB Unit and Natural England highlighted the need to account for potential impacts to views and tranquillity of the Kent Downs AONB. Specific reference was made to the height of building need

³ Medway: www.medway.gov.uk/innovationparkmedway or www.medway.gov.uk/IPM
 TMBC: <https://www.tmbc.gov.uk/services/business/business-support-and-advice/innovation-park-medway-consultation/>

to be considered to minimise the potential impact on views from the AONB which is considered to be of paramount importance, and in view of the national significance of the AONB designation, it should be this that informs maximum heights, not just acceptable heights relative to distances from the runway.

- 4.10 The same respondent suggested they were concerned the BAE buildings have been used as a benchmark to inform the acceptable height of new buildings.

Noise / Air Quality

- 4.11 Natural England highlighted the need for a detailed traffic generated air quality assessment to understand whether the proposal will result in impacts to the North Downs Woodland SAC, either alone or in-combination with other plans or projects.
- 4.12 Medway's Environmental Protection Officer also questioned whether the data used was the most up to date. Specific comments were made in reference to ensuring comprehensive cover of the potential area of impact for the development was assessed.

Ecology

- 4.13 Both Kent County Council ('KCC') and the Council's Greenspace Access and Bidding Programme Manager made reference to bio-diversity net gain and off-site mitigation and specifically requested a detailed Mitigation Strategy to be submitted as part of a Condition. The Bidding Programme Manager also suggested the "*Site is ideally place to achieve off site compensation via Horsted Valley and Nashenden Valley. Hopefully this can be reflected in the EMEP*".
- 4.14 Whilst Kent Wildlife Trust ('KWT') support the development, they specifically requested that the masterplan sets out clearly the Green Infrastructure elements that, "*deliver biodiversity net gain; and integrate functional habitats within the public areas and alongside 'grey infrastructure'*".

Residents

- 4.15 Below is a summary of the most common topics raised.

Highways, Traffic and Congestion

- 4.16 Respondents raised concern about the proposed impacts on the highway network and subsequent generation of increased traffic and congestion.
- 4.17 Respondents also commented on the already lack of infrastructure and how the proposal would create rat runs through the surrounding residential estates.
- 4.18 Specific comments made by respondents included:
- "*How do the Council expect the local roads to cope with the higher volume of traffic*".

- *“Development will have major problems with traffic movement which is already at breaking point”.*
- *“The roundabout system at Taddington Woods and Lord Lees is grid locked every rush hour. To bypass this, traffic uses the Davis Estate as a rat run”.*

Impact on the Kent Downs Area of Natural Beauty (AONB)

4.19 Reference was made to the potential impact of the proposed development on the Kent Downs AONB and in particular, how the proposed increase in the number of flights will impact upon the tranquillity of the AONB.

4.20 Specific comments made by respondents included:

- *“The possible impacts of all flights using a single runway over the M2 / HS1 and ANOB have not been assessed”.*
- *“Impact on AONB / tranquility not been fully assessed – how will the delivery of the infrastructure not impact on the AONB?”*

Design, Layout, Scale and impacts on residents

4.21 Respondents queried the design of the pedestrian link between the North and South sites, the height of proposed buildings on the South site and comments were also raised in relation to the loss of trees and whether the South site was actually required.

4.22 Specific comments made by respondents included:

- *“the proposed footpath between the North and South sites would be less likely to become a robber's paradise, where isolated workers leaving work late and walking back to their cars would be easy targets”.*
- *“I seriously object to the building of anything (especially a 6 storey car park) which will increase congestion and effectively keep me a prisoner in my own road”.*
- *“The loss of trees, with the present concern over climate change will be irresponsible”.*
- *“Is there any actual need for a South site? Parcel 4 is currently being used to store caravans and motorhomes for local residents, where would these go?”*

Negative Economic Impacts

4.23 Respondents suggested the proposal will increase rent prices in the local area which will be of the detriment of local residents.

4.24 Specific comments made by respondents included:

- *“Development will affect the rent prices in Medway; many already struggle to stay financially stable whilst living in the area due to sky high rent prices and wages that aren't anywhere near high enough to cover it”.*

- *“Far from enhancing the local economy this will have a negative effect on businesses across a large swathe of North West Kent when workers, products and supplies are unable to go where they need to go”.*

Impacts on Existing Airport

4.25 Respondents raised concerns relating to the impacts on the future operation of the Airport and the assumption that the development of IPM is the first step to closure.

4.26 Specific comments made by respondents included:

- *“I have not seen any consultation request to the Civil Aviation Authority, could it be a deliberate oversight in the hope that the CAA will revoke the airfield licence at a later date which would enable further expansion”.*
- *“My main concern is the Airport being jeopardized by building over the North / South runway”.*
- *“Can Air Traffic Control cope with the increase in the number of flight movements?”*

Existing Employment Uses

4.27 Respondents further expressed concerns that investment should instead be directed into already existing employment sites. Comments considered the proposed regeneration unsustainable due to the already existing high level of vacant employment spaces in the area.

4.28 Specific comments made by respondents included:

- *“Plenty of empty lots in other business parks in Medway. Why do we need to build on a field if this is the case? It seems a pointless project that will have a negative effect on the environment. Fill your other vacant lots across Medway first”.*
- *“Why can't you use already available buildings which have remained empty for years, Medway City Estate, Gillingham Business Park being examples, this development requires one of the two remaining runways to close”.*
- *“There are plenty of other places in Medway that would be more suitable and which would not have such a negative impact this will most definitely have if these plans are permitted to go ahead”.*

Noise and Air Quality

4.29 Concern was also raised about the potential of the site to generate increased levels of noise and air pollution. This was specifically in relation to increased traffic movements.

4.30 Specific comments made by respondents included:

- *“The increased air pollution from this traffic will be a cause for concern”.*

- *“Area already recognised as highly trafficked no figures are given for additional air pollution from vehicles visiting”.*
- *Full Noise Impact Assessment required that takes into account Significant Observed Adverse Effect Level (SOAEL) and Lowest Observed Adverse Effect Level (LOAEL).*

4.31 An element of the proposals respondents liked included:

Creation of employment opportunities

4.32 A number of respondents confirmed they were in support of the creation of employment opportunities, despite having other concerns.

4.33 Specific comments made included:

- *“I generally support the plan if genuine skilled jobs are created that could link with the redeveloped and updated airport”.*
- *“Simple to say I am for this development, it is much needed for our area. More jobs are welcomed and it’s good to see Chatham, Medway leading the way forward for local opportunities”.*

5 RESPONDING TO FEEDBACK

5.1 This section outlines how both Medway and TMBC together with their appointed consultancy team have listened to the views of local residents, statutory consultees and key stakeholders and have endeavoured to address concerns where practical and possible through further information being provided or via direct liaison with the relevant party where necessary.

Highways, Traffic and Congestion	
Query	Response from appointed consultancy team
<p><i>Mitigation measures including the feasibility and deliverability and whether the measures proposed will realistically lead to improvement in capacity should be properly investigated and determined.</i></p> <p><i>In order to verify the growth factor, Highways England need to see the TEMPRO output to assess if appropriate parameter selections have been made to determine the factor and to be provided with additional information with regards the development trip distribution and modelling especially with regards a need to consider the impacts on not only the M2 junction 3, but also on SRN junctions further afield, in particular the M2, junctions 4 and 5, and the M20 junction 6.</i></p> <p><i>Further clarification / up to date evidence is requested on the following:</i></p> <p><i>Proposed mode share to the person trip rates (0.65 mode share of vehicle trips)</i></p> <p><i>Trip generation of the B1 and B2 land uses would need to be considered, which could be higher.</i></p> <p><i>The Scoping Report proposes controlling specific trip generation of each end-user development through a planning condition. Once further information has been provided and we are content that the proposed trip generation is realistic, we would welcome a discussion on how such a planning condition could be worded and what penalties would be applied should the trip generation limit be exceeded.</i></p>	<p>Further consultation with Highways England and KCC Highways confirmed that the basis for the trip rates used within the TA is acceptable and the impact of IPM with the wider Local Plan traffic has been included within the 2020 updates to the Medway Council Strategic Transport Assessment model. On the basis that the proposed vehicle trip rates have been accepted by Highways England, the Transport Assessment has not required update in terms of projected development flows but it has been updated to reflect further work that has been undertaken on the design of mitigation for junctions affected by traffic from IPM.</p>

<p><i>Need to consider the potential variation in trip generation between B1a, B1b, B1c and B2.</i></p> <p><i>Census data needs to be provided (including location details) in order to verify if the resulting distribution percentages are accurate.</i></p> <p><i>Modelling of the Lower Thames Crossing (LTC) have been undertaken.</i></p> <p><i>Proposed mitigation for in the vicinity of the M2 Junction 3 needs to be understood.</i></p> <p><i>Need to consider construction traffic.</i></p>	
<p><i>Could the Bridgewood Roundabout improvements be more fully investigated and then implemented by the developer?</i></p> <p><i>At the Lord Lees Roundabout, the results indicate that it would be unlikely that queues would block back or interact with the M2 Junction 3. The operation of the junction 3 of the M2 needs to be investigated and to understand whether reassigned traffic is impacting at another location on the SRN.</i></p> <p><i>Taddington Wood Roundabout - need to understand this reassignment in more detail to consider whether reassigned traffic is impacting at another location on the SRN.</i></p> <p><i>Need for mitigation measures to be fully investigated.</i></p>	<p>Mitigation designs have been produced for these three roundabout junctions and a Stage 1 Road Safety Audit has been undertaken, along with a Designer's Response which has been reviewed by KCC and Highways England. The Designer's Response reflects each of the comments raised by the independent Road Safety Audit team and explains how these comments will be appropriately incorporated within the next stage of design for the junctions.</p>
<p>Impact on the Kent Downs Area of Natural Beauty (AONB)</p>	
<p><i>Impact on AONB / tranquility has not been fully assessed – how will the delivery of the infrastructure not impact on the AONB?</i></p>	<p>Further consultation has been undertaken with Natural England on this, and other points on the AONB. A statement regarding aviation movements at the Airport and the lack of influence on these from IPM has been issued to Natural England in August 2020 by Medway Council.</p>
<p><i>The AONB Unit considers the proposed height of buildings would fail to conserve or enhance the special qualities and character of the AONB.</i></p>	<p>In response, further consultation has been undertaken with Natural England and the Kent Downs AONB Unit together with other points in relation to the AONB and a revised Addendum which provides further information on visual matters relating to key areas within the AONB and provides clarification for the judgments reached in Chapter 11 of the Environmental Statement.</p> <p>In addition to supplementary material supporting the LVIA, a standalone AONB section has been incorporated into the Design Code, providing more</p>

	<p>guidance on measures to further reduce impacts on the AONB, an approach that was agreed with Natural England and the AONB Unit.</p>
<p><i>Views from other parts of the AONB and in particular views from the North Downs Way in the vicinity of where PRow MR6 joins the North Downs Way, are highly likely to be much more visible in the future as a result of ash die back.</i></p>	<p>Assessing unpredictable future baseline change is not part of the ES LVIA methodology and as such assessing the future baseline following potential ash die back was not undertaken.</p> <p>However, the assessment of the North Downs Way, as set out in section 11.6.30 of the ES, assess views through gaps in vegetation and during winter months. Where more open views are available, in the vicinity of PRow MR6, the existing buildings of adjacent industrial and employment areas are clearly visible.</p> <p>The LVIA addendum includes a viewpoint taken in the vicinity of PRow MR6 (see viewpoint 10). The scale of effect would be Small-Negligible and of Slight significance.</p> <p>In February 2020, a site visit was undertaken to capture views from the AONB during winter months. The supplementary note was produced that contains photopanel and visualisations.</p>
<p>Design, Layout, Scale and impacts on residents</p>	
<p><i>Could the development draw more positively on the site's airfield history?</i></p>	<p>The masterplan statement, which provides illustrative guidance on how the site could be brought forward and developed, features a runway park on the alignment of runway 16/34, which is currently laid to well-maintained grass. This feature becomes the fundamental structuring element of the masterplan, inspired by making a 'nod to the past' whilst setting out a confident new future for the site.</p> <p>Section 5 of the accompanying design code offers guidance on how the brand and identity of IPM, and its physical features, can reinforce perception of the site heritage.</p> <p>Where possible, features of the site will be retained.</p>
<p><i>Is there any possibility of encouraging more pedestrian connections from outside the park / better linkages with the Davis Estate?</i></p>	<p>Provision has been made for three access points to the northern site off Laker Road, all of which will accommodate pedestrians. A potential long-term access to the northern site may be provided off Marconi Way (off Maidstone Road) subject to agreement from BAE Systems, who operate a secure site.</p> <p>Pedestrian access to the southern site will be gained off Maidstone Road / ICM access roundabout. Whilst the airport restricts the east-west movement of</p>

	<p>pedestrians from Maidstone Road, the two development areas (north and south) have the potential to be physically linked via a footpath that passes securely along the site boundary.</p>
<p><i>What is proposed for the empty plots before they are developed? Could they be temporary open spaces until building work starts?</i></p>	<p>Temporary use of empty plots has been discussed with Medway Council but not included as this relates to site management rather the applications dealt with through the LDO mechanism. Temporary open space, wildflower meadows, and temporary surface parking are all options.</p> <p>Plots could be sown with wildflower mixes to provide habitats for invertebrates and provide temporary stepping stone habitat between airfield grassland to be lost and future green roofs or other habitat on site once development is completed.</p>
<p><i>Phasing: Will all the public realm go in straight away ready for when people view, move in – supporting the early occupiers?</i></p>	<p>The masterplan proposes a fundamental structure formed by the linear park and primary access corridor. The indicative approach to phasing focuses on the delivery of key infrastructure, including the first portion of the linear Runway Park. This will build momentum for the identity of the place and, from the outset, start to address the challenges of creating a flourishing place with a strong community. The first phases delivered at IPM are intended to set the standard that all later phases follow.</p> <p>Each subsequent phase of development at IPM will focus on delivery of key pieces of public open space to complete the network envisaged.</p>
<p><i>Public realm - what measures will be put in place to maintain these areas to a high quality?</i></p>	<p>Maintenance and ownership of landscape and public realm to be undertaken by Medway Council.</p>
<p><i>Have green walls been considered on any of the buildings?</i></p>	<p>Building façade materials are not prescriptive but green walls were proposed as an option for Parking Deck plots. Encouragement to explore naturalistic character was also provided for Woodland Plots although noting that facades and roof-scapes should consider maintenance strategy and whether potential roosting and nesting could contribute to risk of bird strike on the airfield.</p> <p>As set out in the EMEP, brown and green roofs are suitable for the site and the detail of green walls are included in the AONB Addendum.</p>
<p><i>Height of building through the site especially on the southern site?</i></p>	<p>As noted above, a revised Addendum which provides further information on visual matters relating to key areas within the AONB and provides clarification for the judgments reached in Chapter 11 of the Environmental Statement.</p> <p>Effects on areas beyond the AONB (including those to the east of the site) are addressed in the LVIA that</p>

	<p>accompanied consultation on the Masterplan Statement. Within this assessment, effects of buildings proposed on the southern site are considered in the context of nearby commercial development along Maidstone Road, including Innovation Centre Medway, and are considered to be of an appropriate scale.</p>
<p><i>Site security – how will the relationship between the new area of commercial development and the existing operations of BAE be managed?</i></p>	<p>Medway Council has regular meetings with BAE and the design code has sufficient flexibility for perimeter fencing as required for BAE.</p>
<p><i>How will the loss of car parking from Phase II be addressed to ensure the existing operations of BAE can still be served?</i></p>	<p>Proposals under the IPM masterplan include decked car parking to increase parking capacity on the site.</p>
<p>Impacts on Existing Airport</p>	
<p><i>Use of the single runway – how will this impact the number of flights / operation of the Airport / Airfield?</i></p>	<p>The closure of the runway was dealt with through a previous application and has nothing to do with the LDO. Supporting information from the runway planning application confirmed the closure of the existing runway is likely to reduce the overall number of flights from the airport compared to the current baseline because there will be a reduction in the flexibility of take-off and landing direction and for some aircrafts using the airport cross-winds of certain strengths, will exceed the parameters of their engines and they will not be able to take off or land. This predicted effect was also confirmed through an independent report prepared for the runway planning application.</p>
<p>Ecology / Biodiversity</p>	
<p><i>Both Kent County Council ('KCC') and the Council's Greenspace Access and Bidding Programme Manager made reference to bio-diversity net gain and off-site mitigation and specifically requested a detailed Mitigation Strategy to be submitted as part of a Condition. The Bidding Programme Manager also suggested the "Site is ideally place to achieve off site compensation via Horsted Valley. Hopefully this can be reflected in the EMEP".</i></p> <p><i>Whilst Kent Wildlife Trust ('KWT') support the development, they specifically requested that the masterplan sets outs clearly the Green Infrastructure elements that, "deliver biodiversity net gain; and integrate functional habitats within the public areas and alongside 'grey infrastructure'".</i></p>	<p>In response, BSG liaised with the Kent Wildlife Trust and agreed bio-diversity net gain ('BNG') would be best secured through an Ecological Management and Enhancement Plan (EMEP) which has now been agreed and is included in the LDO. Through the production of the EMEP, Horsted Valley has been identified along with Daisy Banks and Coney Banks and the necessary level of mitigation has been costed.</p>

Existing Employment Uses	
<i>Why can't existing buildings which have remained empty for years be used?</i>	<p>Existing buildings in Use Class E(g)(i-iii) or Use Class B2 within Medway and Tonbridge & Malling are not to the required standard for the intended uses at IPM.</p> <p>One of the intentions of IPM is for businesses to benefit from the cluster of similar industries. This would not be possible anywhere else within Medway or Tonbridge & Malling.</p>
Air Quality / Noise Pollution	
<i>Concerns raised about the potential of the Development to increase levels of noise / air pollution.</i>	<p>An air quality impact assessment submitted as part of the Environmental Statement confirmed that there would be no significant impacts. By virtue of the predicted reduction in total flights through the closure of one runway (an application that was separate from this LDO), there is no significant increase in noise or air quality from aviation, as a secondary effect of the LDO proposals.</p> <p>No significant impacts are likely associated with noise and this is the reason that noise was not included within the scope of the EIA.</p> <p>Significant impacts are not predicted for air quality in terms of the UK Air Quality Strategy Objectives but a parallel assessment has been undertaken using the Emissions Damage Calculation approach and this has identified a financial level of mitigation that will be required in relation to air quality.</p>
<i>Natural England highlighted the need for a detailed traffic generated air quality assessment to understand whether the proposal will result in impacts to the North Downs Woodland SAC, either alone or in-combination with other plans or projects.</i>	<p>An air quality assessment on potential impacts to the North Downs Woodland SAC was included as Chapter 6 of the ES. Since submission of the LDO application, further consultation has been undertaken with Natural England on this and a technical note has been submitted explaining how the Strategic Transport Assessment (STA) model takes account of projected traffic growth within adjacent local authority areas. Natural England has confirmed that, on the basis that Highways England is content with the STA modelling methodology, this will present an appropriate basis for the assessment of cumulative and in-combination effects on the North Downs Woodland SAC and a revised Air Quality Assessment has been submitted as part of the ES Addendum to take account of the updated STA model, particularly in respect of cumulative and in-combination effects on the SAC.</p>

6 CONCLUSIONS

- 6.1 Early and effective engagement has been undertaken, notably during the online consultation held from 17th June 2019 to 19th July 2019 for Medway and between 20th June and 22nd July for TMBC.
- 6.2 As a consequence of this engagement and feedback received from consultees including KCC, Highways England, Natural England and the Kent Downs AONB Unit, a number of assessments and further technical was identified and this has been undertaken over the last 12 months and the conclusions are captured within addendums to the Environmental Statement, updates to the Design Code and revisions to the LDO.
- 6.3 In summary, the views of the public, statutory consultees and key stakeholders were all considered and, where relevant have resulted in revisions to the LDO and Design Code. The revised documents are now subject of further consultation between 26th October to 27th November for Medway and 29th October to 30th November for TMBC.
- 6.4 This Statement has shown how both Medway and TMBC have effectively engaged with the local community, statutory consultees and relevant stakeholders in the development of the LDO and Design Code for IPM.

CONSULTATION STATEMENT

Innovation Park Medway

Local Development Order and Design Code

SUBMITTED BY MEDWAY COUNCIL AND TONBRIDGE & MALLING BOROUGH COUNCIL

DECEMBER 2020

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1 INTRODUCTION

- 1.1 This Consultation Statement (the ‘Statement’) has been prepared by Carter Jonas LLP (‘Carter Jonas’) in support of the Local Development Order (‘LDO’) and Design Code (‘Design Code’) at Innovation Park Medway (‘IPM’). The LDO and Design Code have been prepared on behalf of Medway Council (‘Medway’) and Tonbridge & Malling Borough Council (TMBC).
- 1.2 This Statement forms part of a suite of documents detailing the proposals for IPM and follows the initial consultation that took place between June and July 2019. Both consultations focused solely on the LDO and Design Code.

Purpose and Scope

- 1.3 This Statement sets out why and how both Councils have engaged with the local community and key stakeholders. It sets out analysis of feedback received by respondents and explores how these comments have influenced the refinement of the LDO and Design Code. In doing so, it will be made clear in this Statement what comments have been received, how the comments have been addressed and a justification provided where this has not been possible.
- 1.4 An initial stage of consultation ran for a period of 32 days between 17th June and 19th July 2019 for Medway and between 20th June and 22nd July for TMBC. Following feedback, the Councils have undertaken further assessments and produced technical information, the content of which has been incorporated as addendums to the Environmental Statement, updates to the Design Code and revisions to the LDO. This information was published for consultation between 26th October and 27th November for Medway and 29th October to 30th November for TMBC.

Structure

- 1.5 The remaining sections of this Statement are structured as follows: Section 2 confirms the engagement strategy, Section 3 discusses the engagement activities, Section 4 sets out the feedback, Section 5 examines how the feedback has informed the refinement of the LDO and Design Code and Section 6 provides the conclusions.

The LDO

- 1.6 LDOs are recognised in the National Planning Policy Framework (‘NPPF’) at paragraph 51 as a means of setting the *“planning framework for particular areas or categories of development where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area”*.
- 1.7 This LDO will provide certainty to the type, use and form of development at IPM and in return, facilitate economic growth by allowing firms and businesses to react quickly to growth opportunities through a simplified planning process stimulating investment by reducing the potential and perceived risks associated

with the formal planning route. Such risks include reducing associated costs as a full technical evidence base has already been undertaken in support of the LDO.

- 1.8 This LDO will create high skilled jobs and drive innovation that will secure growth and prosperity in the region, realising the potential of this area whilst ensuring the operational longevity of Rochester Airport. This LDO will also support the both Medway's and TMBC's goals of supporting commerce and encouraging the development of high value technology, advanced manufacturing, engineering and knowledge-intensive businesses which are considered to be important target areas.

Design Code

- 1.9 The LDO is supported by a Design Code which works alongside the Masterplan (March 2019) to provide certainty as to what is considered acceptable design. The Design Code provides design guidance for all important features and will help to ensure the high standard of place making at IPM is delivered and maintained. By following the Design Code, businesses will be able to achieve quick resolution of approvals.

Figure 1 – Masterplan



2 PUBLIC CONSULTATION AND ENGAGEMENT

Legal Framework and Policy

NPPF and PPG

- 2.1 In respect of engagement, paragraphs 39-46 of the NPPF set out that all applicants are expected to work closely with those directly affected by their proposals, therefore considering the view of the community. Specifically, paragraph 39 states:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community”.

- 2.2 As dictated by Planning Practice Guidance (PPG), public consultation may be beneficial if development is expected to have a particularly significant impact. Any consultation should allow adequate time to consider representations and, if necessary, amend proposals.
- 2.3 The process governing the preparation and the implementation of LDOs is outlined in Planning Practice Guidance (‘PPG’). At paragraph 077 of the section entitled ‘When is permission required?’ it states that an ‘LDO cannot cross local authority boundaries. Two or more local planning authorities may wish to co-implement or co-consult on cross boundary LDOs, but each individual authority must adopt their own LDO’. As the site crosses the authority boundary between Medway and Tonbridge & Malling, accordingly, both Councils have worked together to jointly prepare and consult on two separate LDOs before each adopting their own version.
- 2.4 Both Councils’ Statements of Community involvement (SCIs) note the benefits of early engagement with residents. Both Councils’ SCIs also reflect the requirements to consult statutory consultees and provides guidance to the approaches and standards to be followed in carrying out consultation on planning matters.

Engagement Strategy

- 2.5 The consultation was undertaken in accordance with best practice and from the outset, Medway and TMBC committed to stakeholder and community engagement. A comprehensive strategy was designed to enable as many people as possible to have the opportunity to learn about the development and provide feedback. Feedback received has then been taken into account in the final iteration of the LDO and Design Code.
- 2.6 As development at IPM required an Environmental Impact Assessment (‘EIA’), in accordance with the EIA Regulations, the consultation ran for a period of 32 days between 26th October and 27th November 2020 for

¹ See: <https://www.gov.uk/guidance/when-is-permission-required>

Medway and between 29th October and 30th November 2020 for TMBC and sought the involvement of a wide range of consultation bodies including businesses.

2.7 A range of engagement methods were used to promote the consultation to make contact with a good cross-section of stakeholders and this is detailed in Section 3.

2.8 The objectives for the engagement strategy are set out below:

- To engage with local residents and key stakeholders to help them fully understand the refinements made to the LDO and Design Code;
- To build resident and stakeholder confidence in the development process through directing them to all the updated technical supporting information;
- To use multiple channels, including social media, to promote the consultation to ensure as many people as possible were informed;
- To provide clear messages about IPM, the reasons behind the LDO and how this will benefit the area;
- To provide opportunities for local people to review the suite of technical information and express their views;
- To analyse all public feedback, communicating back to the design team so that comments can be properly considered and so that the LDO and Design Code can respond appropriately; and
- To follow up and reach agreement with statutory consultees.

Use of Information Gathered

2.9 The information gathered, including personal contact details, have been recorded as part of the formal record of the process. However, such contact information is only held for the sole purpose of the work on the LDO and Design Code. Details have not been shared with any other service of either the Council or TMBC or used for other purposes than Planning Policy. Information will be held until an appropriate period after the LDO and Design Code are adopted.

3 ENGAGEMENT ACTIVITY

Website / E-Newsletter / Social Media

- 3.1 In October 2020, designated pages on both Medway's and TMBC's websites² were updated. This was to inform local residents and stakeholders of the updates to the technical information and documents that were to be published following submissions received during the initial consultation. These webpages provided links to the online planning register and comments were encouraged to the separate consultation events (26th October and 27th November for Medway and 29th October to 30th November for TMBC).
- 3.2 As with the initial consultation, both Medway and TMBC worked together to jointly prepare and consult on two separate LDOs before each adopting their own version.
- 3.3 To assist in notifying as many people as possible, TMBC also placed notification in their e-newsletter on 29th October which was sent to around 600 contacts. Both Councils also undertook a programme of social media messaging across Facebook and Twitter posting on a number of occasions across the 32-day period and this had a 2.74% response rate which is rated as 'very good' from those posts made by Medway. Posts were also 'liked' 10 times and 'shared' six.

Letter Drop

- 3.4 A letter drop to properties immediately adjacent and in close proximity to the site as required by the development management process for planning application notification / consultation was carried out.

Notification in Local Newspapers

- 3.5 An advert was placed in the Medway Messenger by Medway on 22nd October 2020 and the Kent Messenger by TMBC on 29th October 2020.

Statutory Consultees and Key Stakeholders

- 3.6 In accordance with Article 38, subsection 3 of the DMPO 2015, letters were sent to all statutory consultees including those listed below, seeking comments on the updated technical information and revisions to the Design Code and LDO:
- Environment Agency;
 - Historic England;
 - Natural England;
 - Highways England;
 - Kent County Council;

² Medway: www.medway.gov.uk/innovationparkmedway
 TMBC: <https://www.tmbc.gov.uk/services/business/innovation-park-medway-consultation>

- Neighbouring authorities and Parish Councils;
- West Kent Clinical Commissioning Group; and
- Utility Providers.

3.7 Contact was also made with stakeholders who had provided important views in the development of the LDO and Design Code. These included:

- Kent Downs AONB;
- Royal Society for the Protection of Birds (RSPB);
- Campaign to Protect Rural England (CPRE);
- Kent Wildlife Trust;
- Civil Aviation Authority;
- North Kent Enterprise Zone;
- Kent Fire and Rescue;
- Thames Gateway Kent Partnership;
- BAE Systems; and
- Various other parties that are consulted on any other Local Plan documents.

4 FEEDBACK

- 4.1 Whilst there was significant interest during the first period of consultation, as this was focused on specific technical updates in response to addressing feedback received, there was a lower level of interest from local residents.

Website

- 4.2 The designated page for Medway³ had 338 views. Of these, 223 were unique, meaning that 115 people had viewed the webpage more than once.
- 4.3 Those who visited spent an average of 1 minute 5 seconds.
- 4.4 In respect of Medway, six residents / local businesses responded. In terms of statutory consultees / key stakeholders, 16 responded.
- 4.5 In respect of TMBC, two residents / local businesses responded with both being duplicated from those sent to Medway. Six responses were received from statutory consultees / key stakeholders (five of these were also submitted to Medway) with Sport England being the exception.

Statutory Consultees and Other Key Stakeholders

- 4.6 Below is a summary of the most common topics raised including specific commentary with full responses in Section 5.

Employment

- 4.7 Gravesham Borough Council, Maidstone Borough Council, and Frindsbury Extra Parish Council ('FEPC') all expressed support for the employment benefits and creation of jobs in the immediate area and beyond. FEPC also commented that "*work practices are changing and the Innovation Park should reflect this*".
- 4.8 North Kent Enterprise Zone / Thames Gateway Kent Partnership confirmed their support for the LDO and associated Design Code, stating that "*Innovation Park Medway is an important part of the North Kent Enterprise Zone and the site's potential to generate high quality employment opportunities and economic stimulus will benefit residents and businesses not only in Medway but across North Kent*".

Highways / Traffic

- 4.9 Kent County Council ('KCC') requested additional information regarding proposed mitigation, particularly at Bridgewood Roundabout and the Laker Road / Rochester Road junction. They remained "*concerned that the*

³ Medway: www.medway.gov.uk/innovationparkmedway or medway.gov.uk/info/200177/regeneration/738/innovation_park_medway_plans/3
 TMBC: <https://www.tmbc.gov.uk/services/business/business-support-and-advice/innovation-park-medway-consultation/>

Bridgewood Roundabout mitigation includes land where ownership is not known” and that “this option and alternative options should be fully investigated in order to ascertain that a mitigation scheme is possible”.

- 4.10 KCC went on to state that *“additional mitigation is required to address the significant queues and delays along Laker Road at its junction with Rochester Road”.*
- 4.11 KCC also commented that *“the designer’s response has yet to be provided and revisions to drawings to include the safety audit comments, together with updated audits are yet to be received”.* This is in relation to Safety Audits undertaken for Bridgewood Roundabout, Lord Lees Roundabout and Taddington Roundabout.
- 4.12 More generally, KCC observed that *“mitigating measures at Bridgewood Roundabout are required prior to opening [of the IPM] implemented by the developer via a [Section 278] Agreement”* and that the IPM delivery programme *“should not have detrimental impact to the development and delivery of the A229 Blue Bell Hill Improvement Scheme”.*
- 4.13 Subsequent consultation with KCC has agreed wording of Condition RN4 regarding the implementation of mitigation at the Bridgewood Roundabout.
- 4.14 In the response from Highways England, they confirmed that required mitigations on or close to the Strategic Road Network (SRN) will be required at Junction 2, 3, and 4 of the M2.
- 4.15 Highways England also observed that preliminary mitigation designs for Junction 2 will need to be designed and agreed. Highways England went on to state, that should the Council intend to mitigate all impacts (IPM and other) via the Local Plan, *“this needs to be stated in the LDO, reflected in the Monitor & Manage approach (with a condition and trigger restricting IPM floorspace occupation to the delivery of the required mitigation), and then carried through to the Local Plan”.*
- 4.16 Subsequent consultation with Highways England has agreed the wording of Condition RN6 with respect to triggers and agreement of mitigation design for Junction 2 of the M2.
- 4.17 Finally, Highways England proposed several conditions to be included in the LDO.
- 4.18 Following a meeting on 13th November and subsequent submissions including the proposed wording of conditions and a monitor and manage strategy, it has now been agreed that all matters raised by KCC and Highways England have been addressed and they do not wish to raise an objection to the LDO.

Building Height / Design

- 4.19 In the response from the Kent Downs AONB Unit (the ‘AONB Unit’), they welcomed the proposed inclusion of a specific section within the Design Code on ‘Designing with the AONB’, as well as the inclusion of the Environmental Colour Assessment to inform future decisions on appropriate colours of materials, in response to previous comments.

- 4.20 The AONB Unit supported the inclusion of additional viewpoints and wintertime views in response to their original comments but remained of the view that the magnitude of change for a number of viewpoints is still too great. The AONB Unit went on to state that their original concerns remained and they urged *“the Council to reduce the height parameter”* in the northern part of the site which includes the proposed 6 storey building as this *“would clearly be more prominent in views from the AONB appearing as a further urbanising intrusion on this sensitive ridgeline”*.
- 4.21 Natural England stated that in consideration of the height of the buildings along the western edge, they expect the design *“to be sympathetic to the environment in which they sit”*. Natural England went on to confirm that whilst they support the principles within the Design Code they provided a number of observations. These included reference to the ‘Gateway’ and ‘Iconic’ buildings on the western edge and within the northern areas of IPM which are likely to be visible from the AONB. In particular, they suggested it is unclear how the design principles *“will apply to the Gateway and Iconic buildings, particularly as the Code states that Iconic building plots should appear different in style to the other general plots by using statement façade treatments, building layout and height should also emphasise the iconic character”*.
- 4.22 Natural England went on to *“advise that the building heights on the western side of Innovation Park Medway are kept as low as possible given the visual impacts that will result from taller buildings”*. In terms of lighting, Natural England suggested the Design Code should ensure detailed guidance is set out to avoid *“light pollution and associated impacts to the AONB”*.
- 4.23 Natural England went on to recommend, that *“design principles of avoiding and fully mitigating impacts to the AONB should be secured during the detailed design”*.
- 4.24 Following a number of meetings and detailed exchanges which resulted in further submissions to support this second consultation including winter views and a colour assessment, the revised Design Code, developed in consultation with the AONB Unit, has reduced the visual effects on the AONB to ensure buildings are integrated with their surroundings, are visually unobtrusive and make a positive contribution to the AONB.
- 4.25 In response to Natural England, all buildings along the western edge of the northern site would be 4 storeys or less, as per the agreed parameter plan and details of lighting are now included in the Design Code which will ensure no light pollution.

Noise / Air Quality

- 4.26 Medway’s Environmental Protection Officer (‘EPO’) commented that the noise and air quality assessments were *“acceptable”* and that they were *“satisfied with the stated noise and air quality conditions”*. However, they observed that the air quality assessment was based on a previous iteration of the Emissions Factor Toolkit (‘EFT’) and recommended that the *“dispersion model is rerun using the latest version of the EFT so that the predicted impacts are based upon the very latest evidence on vehicle emissions”*. In addition, *“the*

air quality damage costs should also be revised and based upon the latest EFT and Defra source sector costs”.

- 4.27 Following discussion with the EPO, it has been agreed that as the IPM predicted trip generation remains the same as in the original assessment, subsequent changes to vehicle emissions factors would not lead to a change in the predicted significance of effects set out in the Environmental Statement.
- 4.28 In respect of tranquillity, Natural England noted *“that the closure of the runway has been undertaken outside of the Local Development Order process”* and consider that *“the information provided in support of the Local Development Order suggests that the closure of the runway and the creation of Innovation Park Medway will not result in noise and tranquillity impacts to the AONB from an increase in flights across the Kent Downs”.*

Ecology and Environment

- 4.29 KCC Ecological Advice Service confirmed they are *“satisfied with the range of ecological surveys carried out but they required clarification on the proposed mitigation”.*
- 4.30 In particular, they requested further information including:
- *Plans demonstrating that the proposed on-site habitat creation will be implemented;*
 - *Plans demonstrating that the proposed species mitigation will be appropriate; and*
 - *Details of the proposed off-site mitigation.*
- 4.31 In addition, they highlighted that no specific information had *“been provided on the replacement habitat for ground nesting birds or reptiles”.*
- 4.32 Following a series of exchanges, it has been agreed that the additional information provided and updates to the submitted Ecological Management and Enhancement Plan has resolved all concerns. Specifically, there will be no significant increase in recreation within the area so ground birds will not be impacted on but should monitoring highlight that there has been a decline, this will need to be addressed. In respect of off-site biodiversity net gain, it was confirmed that the submitted information *“go over and above what is currently occurring on those sites”.*
- 4.33 The Environment Agency made no comments on the updated information but following further discussions, proposed some minor amendments to the draft conditions and informatives. These have subsequently been agreed and reflected in the updated LDO.
- 4.34 In relation to the Norths Downs Woodland Special Area of Conservation, Natural England confirmed *“that the proposal is unlikely to have a significant effect on any European site, and can therefore be screened out from any requirement for further assessment”.* A Habitats Regulation Assessment (‘HRA’) Screening Report was submitted in February 2019 confirming a HRA was not required. Following the advice provided by

Natural England, Medway and TMBC have now confirmed that a HRA will not be required for the proposed development.

- 4.35 Kent Wildlife Trust confirmed that whilst they do not object to the principle of the scheme, they asked for clarity on the baseline habitat and “justification as to why BNG cannot be delivered on site and/or why offsite BNG delivery is deemed to generate the most benefits for nature conservation”.
- 4.36 Kent Wildlife Trust also noted discrepancies between planting schedules in the EMEP and the design guides – including at Paragraph 4.45 of the EMEP, which specifies that 75% woodland planting would comprise native species in contrast to the design guide and they recommended “that the design guide be amended to reflect the prescriptions of the EMEP, focusing on the planting of native species throughout onsite planting and landscaping (including woodland, parkland and runway typologies”.
- 4.37 Kent Wildlife Trust also observed that Paragraph 2.4 of the EMEP (which identifies off-site designated sites that may be impacted by the proposals) only identifies Luton Banks LWS, and therefore advise that this should be extended to include “Bridge Woods LWS and Nashenden KTW reserve to the west”.
- 4.38 In response, all comments have been picked up within the updated EMEP with specific focus to on-site habitat creation and species-specific mitigation together with identifying off-site mitigation areas. A condition has also been agreed to secure ecological enhancement and mitigation and this is reflected in the updated LDO.

Heritage and Archaeology

- 4.39 Historic England did not wish to offer any further comments on the additional information but recommended that the advice of the Councils’ Conservation Advisor at KCC should be sought in relation to archaeology and other non-designated heritage within the site.
- 4.40 KCC Heritage provided no specific comments to the additional information but referred back to comments made to the initial consultation regarding the archaeological potential of the airfield and the draft conditions proposed relating to archaeology. These conditions have been agreed and reflected in the updated LDO.

Residents

- 4.41 Below is a summary of the most common topics raised.

Highways, Traffic and Congestion

- 4.42 Respondents were concerned that proposed transport mitigation measures would be insufficient to accommodate any increased traffic.
- 4.43 Specific comments included:

“The necessity of an imposition of a speed limit on Rochester Road”.

"I am not convinced that the changes to the M2 exit road at Chatham, the widening of the Rochester Road and the possible changes to the Bridgewood/Lord Lees/Taddington Wood roundabouts will significantly improve the flow of traffic in this area so any additional traffic in and out of the IPM will not be appreciated and will only make the situation worse".

"The huge increase in traffic that development will create".

Design, Layout, Scale and impacts on residents

4.44 Respondents raised concern regarding the proximity of development to properties off Maidstone Road and Rochester Road together with ensuring that the detail of development of Woolmans Wood (Parcel 4) did not affect the landowner's aspirations.

4.45 Specific comments included:

"Areas 3 and 4, the existing caravan park, is adjacent to residential properties and no consideration or concern has been shown to the owners of these properties which may well be blighted by this proposal".

"It is our client's intention to pursue the development of the site for a scheme which whilst sharing the general aspirations for high quality development, will also ensure a commercially viable range of uses".

Ecology

4.46 One respondent requested assurance that woodland and landscaped areas would be maintained:

4.47 Specific comments included:

"There are several woodland areas and areas of landscaping planned for the IPM and I would like assurance that these will be regularly maintained unlike the landscaping between the houses in our road (Maidstone Road) and the main road".

"I understand that the EIA has shown that dormice exist on the Woolmans Wood Caravan Park land, meaning that trees on this land may not be removed. Therefore, I respectfully request that when the land currently owned by Sheppey Industries is transferred to ownership of Medway Council/Rochester Airport that these trees are properly maintained".

4.48 Medway can confirm that this area is not planned to be transferred to the Council.

Impacts on Existing Airport

4.49 One respondent was concerned that the LDO would put the future of the airport at risk.

4.50 Specific comments included:

"I feel it is very short-sited to build over runway 16/34".

4.51 The operation of Rochester Airport will continue.

Negative Economic Impacts

4.52 One respondent was concerned that the LDO would impact on tourism:

4.53 A specific comment included:

“The loss of a valuable amenity, the caravan park, especially for tourism in the Medway towns.”

4.54 A response was also received from BAE Systems that, whilst supporting the development, maintained previous concerns regarding their own operations which includes issues of surface run-off. The specific comment stated:

“BAE Systems remains supportive of the principle of the LDO, along with the aspirations of both Medway Council and Tonbridge & Malling Borough Council to improve the performance of the local economy through long term job creation, but there are still day to day operational concerns over the impact of development immediately to the south of the current BAE Systems site”.

4.55 The Council will continue to engage with BAE Systems and supporting the LDO is a Drainage Strategy which addresses the issues of surface water runoff.

5 RESPONDING TO FEEDBACK

5.1 This section outlines how both Medway and TMBC together with their appointed consultancy team have listened to the views of local residents, statutory consultees and key stakeholders and have endeavoured to address concerns where practical and possible through further information or via direct liaison with the relevant party where necessary.

Highways, Traffic and Congestion	
Query	Response from appointed consultancy team
<p>1. Kent County Council Highways remain concerned that the Bridgewood Roundabout mitigation includes land where land ownership is not known.</p> <p>2. Kent County Council Highways have noted that mitigating measures at Bridgewood Roundabout are required prior to opening of the IPM and secured via a Section 278 Agreement.</p> <p>3. Kent County Council Highways also comment that additional mitigation will be required to address significant queues and delays along Laker Road at its junction with Rochester Road.</p> <p>4. Kent County Council Highways have asked for the designer's response to the Safety Audit, including revised mitigation layouts.</p> <p>5. Discussion concerning the IPM development and the KCC Major Projects scheme for the A229 Blue Bell Hill Improvement Scheme should continue, with a view to agreeing appropriate contributions should the programming be such that the scheme would supersede the IPM mitigating measures</p>	<p>1. Land ownership information was provided to Kent County Council Highways and Highways England on 13th November 2020 following a teleconference between KCC, HE, Medway and the consultancy team. This information showed that the land required for the updated proposed improvements to the Bridgewood Roundabout (northbound onto Rochester Road) lie partly within land owned by KCC and partly within land shown to be owned by the SoS for Transport (although Highways England subsequently suggested that the SoS's land may have previously been sold / transferred to Kent County Council).</p> <p>2. The approach to implementation of mitigating measures at the Bridgewood Roundabout has been confirmed with KCC Highways through the agreed wording of Condition RN4.</p> <p>3. The potential for additional mitigation at the Laker Road / Rochester Road junction was discussed with KCC Highways during the teleconference on 13th November 2020. Medway will propose suitable mitigation and deal with design and delivery through the Monitor and Manage Mitigation Strategy.</p>

<p>proposed. The programme of the IPM should not have any detrimental impact to the development and delivery of the A229 Blue Bell Hill Improvement Scheme.</p> <p>6. Residents are concerned that the transport mitigation measures are insufficient to accommodate any increased traffic, and that there is necessity to impose a speed limit along Rochester Road.</p>	<p>4. The proposed updated design response to the Road Safety Audit comments was tabled at the teleconference on 13th November 2020 for discussion with Highways England and KCC Highways. Highways England suggested that the updated mitigation design should be provided to the Safety Audit Team such that this could be reviewed and the decision log could be updated. This information, including the proposed updated design, a summary of other options considered, and the Designer's Response document was issued to the Safety Audit Team on 13th November 2020. The RSA Audit Team has confirmed that the proposed updated design would provide an appropriate solution subject to further detailed design prior to the next stage of Road Safety Audit. The Designer's Response has been updated accordingly.</p> <p>5. Discussions between Kent County Council Highways, Medway and TMBC on the A229 Blue Bell Hill Improvement Scheme will continue.</p> <p>6. The full extent of traffic generation from the Proposed Development has been assessed cumulatively with projected traffic associated with future development in the Medway Local Plan and traffic associated with growth in the local plans of adjacent authority areas. The cumulative effect of traffic generation has been modelled as part of the Medway Council Strategic Transport Assessment and has been undertaken in close consultation with Kent County Council Highways and Highways England. The mitigation measures identified at key junctions have been based on the outputs from the modelling exercise and these designs have been taken into account within iterations of the model to demonstrate the required level of improvement for the local highway network.</p>
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	<p>In terms of a speed limit, changes to an existing speed limit on roads would normally be associated with a material change in the driver environment (e.g. a major new development on the edge of an urban area, a new junction form or where development would lead to a significant change in the amount of pedestrians and cyclists on a given link), a significant change in the highway alignment or a poor accident record. None of these elements are associated with the proposed development and the proposed signalised improvements at the Lankester Parker Road / Rochester Road junction will assist with reduction in traffic speeds. Any change in speed limit will require a Traffic Regulation Order and would require the approval of both the highway authority and the support of the local constabulary.</p>
<p>Impact on the Kent Downs Area of Natural Beauty (AONB)</p>	
<p>The Kent Downs AONB Unit challenge the Magnitude of Change listed at viewpoints 7, 8, 9 and 10 in the LVIA Addendum.</p> <p>The Kent Downs AONB Unit consider that further development that has occurred in the vicinity of the LDO since the original consultation, alongside the development at IPM, will, <i>“reduce the quality of the views and demonstrate the harm of large scale commercial developments in this location”</i>.</p> <p>The Kent Downs AONB Unit remain concerned about the height parameter in the northern part of the site.</p> <p>Natural England make reference to the height of buildings along the western edge of IPM and</p>	<p>It is acknowledged that the Kent Downs AONB Unit have a difference of opinion on effects assessed for viewpoints 7, 8, 9 and 10. Nevertheless, measures included in section 3.5 of the Design Code, developed in consultation with the AONB Unit, seek to further reduce visual effects on the AONB to ensure buildings are integrated with their surroundings, are visually unobtrusive and make a positive contribution to the AONB.</p> <p>In response to comments from Natural England and following further discussions, all matters have been addressed in the updated Design Code. Further emphasis is made in the Design Code that all buildings visible from the Kent Downs AONB should reflect the requirements set out in Section 3.5. It is confirmed that all buildings along the western edge of the northern site would be 4 stories or less, as per the parameter plan and details of lighting are now</p>

<p>suggest that design <i>“be sympathetic to the environment in which they sit”</i>.</p> <p>Natural England seek further confirmation as to how the design principles will be applied to the Gateway and Iconic buildings.</p> <p>Natural England advise that the building heights on the western side of Innovation Park Medway are kept as low as possible given the visual impacts that will result from taller buildings.</p> <p>In terms of lighting, Natural England suggests the Design Code should ensure detailed guidance is set out to avoid light pollution.</p>	<p>included in the Design Code which will ensure no light pollution.</p>
<p>Negative Economic Impacts</p>	
<p>A resident was concerned with the loss of the caravan park, and its potential impact on tourism in the Medway towns.</p>	<p>This is privately owned and is subject to the owner wishing to develop and if so, can do so through the LDO. This doesn't restrict the owner from developing the site, i.e. a separate planning application can be submitted for determination.</p>
<p>Design, Layout, Scale and impacts on residents</p>	
<p>Has the proposed development given sufficient consideration to the occupiers of properties off Maidstone and Rochester Road?</p>	<p>The effects of the proposed development on areas beyond the AONB are addressed in the LVIA that accompanied consultation on the Masterplan Statement. Within this assessment, the impacts of buildings proposed on the southern site are considered – Section 6.3 of the LVIA provides an explanation for the design approach to Areas/Parcels 3 and 4.</p> <p>For Area 3, the proposed buildings closest to the residential properties would be up to two storeys (8m), in keeping with heights of neighbouring residential</p>

	<p>properties and limiting the impact on the amenity of these properties.</p> <p>For Area 4, woodland surrounding the Woolmans Wood Caravan Park would be retained and serve to screen or largely obstruct views of the proposed four storey buildings. The proposed buildings would be set back from the trees (and properties to the south), further reducing the visual impact on residential properties to the south.</p> <p>Section 7.2.5 of the LVIA addresses effects on townscape, with reference to properties to the south of the Site. Section 7.3.2 addresses effects on visual receptors to the south of Site (including residential properties).</p>
<p>Ecology / Biodiversity</p>	
<p>A resident has requested assurance that woodland and landscaped areas will be maintained.</p> <p>KCC have requested that further information be submitted demonstrating that proposed on-site and off-site habitat mitigation will be implemented and that proposed species mitigation will be appropriate.</p>	<p>Sale and maintenance of land is and will be a matter for the landowner. Some trees are also protected and are maintained according to appropriate guidance.</p> <p>We have considered the Ecologist’s comments and following a series of exchanges, all matters have now been agreed and an updated Ecological Management and Enhancement Plan (‘EMEP’) has been produced. The EMEP now specifically details on-site habitat creation and species-specific mitigation whilst also identifying off-site mitigation areas.</p> <p>Off-site mitigation has been secured at Horsted Valley and the detail is set out in the agreed EMEP.</p> <p>A condition has also been agreed to ensure developers must <i>submit an Ecological Compliance Note</i> by identifying all relevant plot and site wide prescriptions within the EMEP and including a preliminary ecological appraisal that reviews the existing mitigation and makes recommendations of</p>

	<p>additional measures if identified. The Ecological Compliance Note must be approved by the Local Planning Authority prior to commencement of development.</p>
<p>Air Quality / Noise Pollution</p>	
<p>The EPO had requested that the dispersion model be rerun, and air quality damage costs revised, based upon the latest Emissions Factor Toolkit (EFT) and Defra source sector costs.</p> <p>Following further discussions, the EPO confirmed that given that the maximum predicted concentrations are comfortably below the respective air quality objectives, it is unlikely that updating the assessment with the latest emissions factors (EFT) will change the conclusions of the assessment and the appropriateness of conditioning air quality mitigation.</p>	<p>Further consultation with Medway's Environmental Protection Officer has confirmed that the Noise Assessment is acceptable and has been carried out using acceptable methodologies.</p> <p>In terms of Air Quality, subsequent to the consultation response there has been further consultation with the Medway Environmental Protection Officer.</p> <p>On the basis that the IPM predicted trip generation remains the same as in the original assessment, which even with the addition of traffic from IPM predicted concentrations of nitrogen dioxide and particulates to be some way below the respective annual mean UK Objective levels, it is considered that subsequent changes to vehicle emissions factors would not lead to a change in the predicted significance of effects set out in the ES. In the context of EIA needing to assess likely significant effects as opposed to all possible effects, this has been discussed with Medway's Environmental Protection Officer and it has been agreed that update to the assessment will not be required because there is sufficient confidence in the assessment for the planning authority to clearly understand the likely significant effects.</p> <p>Following the further consultation with the Medway Environmental Protection Officer and the conclusions set out above, it has been agreed that the Emissions Damage Costs Assessment mitigation figure of c.£1.55m referred to in the LDO does not need to be amended.</p>

	<p>In summary, no further information or updated assessments in relation to either Noise / Air Quality are required.</p>
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6 CONCLUSIONS

- 6.1 Following the initial consultation between June and July 2019 and comments received from consultees including Kent County Council, Highways England, Natural England and the Kent Downs AONB Unit, a number of assessments and further technical work was undertaken to respond to the feedback.
- 6.2 This work has been completed over the last 12 months and the findings were set out in the addendums to the Environmental Statement, updates to the Design Code and revisions to the LDO that were consulted on between 26th October to 27th November 2020 for Medway and 29th October to 30th November 2020 for TMBC.
- 6.3 This Statement has shown how both Medway and TMBC have effectively engaged with the local community, statutory consultees and relevant stakeholders in the development of the LDO and Design Code for IPM.
- 6.4 In summary, following the work over the last 12 months, liaison with the relevant parties and recent engagement, the views of the public, statutory consultees and key stakeholders have all now been addressed and incorporated within updates to the LDO, Design Code and EMEP as necessary, and there are no objections to the development.

TM/19/01419/FL

Location: Innovation Park Medway Rochester Airport Maidstone Road Chatham Kent ME1 2XX

Proposal: The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Regulation 38) and the Town and Country Planning (Environmental Impact Assessment) Regulation 2017 as amended - preparation of Local Development Order and accompanying Environmental Statement in support of the creation of a mixed use business park, featuring c101,000sqm of predominantly high tech and innovation oriented B1/B2 commercial uses

1. Description of Proposal:

- 1.1 The aim of this proposal is to deliver a high value employment location in Medway, which is described as being very different and specialised compared to all other employment designations in Medway that have a mix of B1, B2 and B8 uses. This is intended to present a unique opportunity to achieve many aspirations of the emerging Medway Local Plan and the Medway 2035 document including upskilling, skills retention, supporting economic growth, job creation etc. The Local Development Order (LDO) will also support Medway Council's goals of supporting commerce and encouraging the development of high value technology, advanced manufacturing and engineering and knowledge-intensive businesses which are considered by Medway Council to be key target areas with the potential for significant economic growth.
- 1.2 The employment destination seeks to deliver a high-tech cluster of companies sharing similar skills, infrastructure, ambition, and drive. It will comprise Use Class E(g) and Use Class B2 that are focused on high value technology industries, engineering, manufacturing, and knowledge intensive industries. All businesses are committed to delivering high GVA and exploring opportunities and synergies for collaboration, innovation, and skills retention with links to universities.
- 1.3 Specifically, this LDO will deliver up to 101,000 sqm (GEA) including up to 23,700 sqm (GEA) for Use Class E(g) and up to 76,948 sqm (GEA) for Use Class B2 of buildings falling within the following Use Classes of the Town and Country Planning (Use Classes) Order 1987 (Amendment) (England) Regulations 2020:
- Use Class E(g)(i) – Business (Office);
 - Use Class E(g)(ii) – Research and Development of products and processes
 - Use Class E(g)(iii) – Industrial processes; and
 - Use Class B2 (General Industrial).

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- 1.4 Within Innovation Park Medway (IPM) there will also be a small amount of ancillary floor space Use Class E(a) (Sale of cold food and drink only) and Use Class E(b) (Sale of food and drink for consumption (mostly) on the premises).
- 1.5 This LDO is intended to provide a greater degree of certainty as to the type, use and form of development that is permitted and in return, facilitate economic growth, enabling it to happen in a timely manner and allowing firms to react quickly to growth opportunities through a simplified planning process. Through the LDO providing certainty to developers, it will stimulate investment by reducing the potential and perceived risks and barriers associated with the formal planning process.
- 1.6 Both authorities have duly considered the need for Habitats Regulation Assessment (HRA) under Regulations 63 and 64 of the Conservation of Habitats and Species Regulations 2017. Following the advice provided by Natural England, it can be confirmed that HRA will not be required for the proposed development.

2. The Site:

- 2.1 The airport site is located on the south western edge of the Medway towns. The site is adjoined by retail and hotel development fronting Maidstone Road and also the Medway Innovation centre and a complex of industrial buildings. To the south is the Woolmans Wood Caravan Park.

3. Planning History (relevant and not including Medway consultation applications):

- 3.1 TM/14/03341/FL Application Withdrawn 27.04.2017

Formation of a lit paved runway with parallel grass runway, formation of grassed bund, re-siting of helipads, erection of two hangars, a hub building with control tower and associated building, erection of fencing and gates, formation of associated car parking areas, fuel tank enclosure, family viewing area and a memorial garden (detailed submission) plus demolition of a range of structures and removal of portable structures

- 3.2 TM/17/02835/FLEA Application Withdrawn 26 July 2018

The formation of a replacement paved lit runway and parallel grass runway (including a landscaped bund), the demolition of existing buildings (including control tower, two portacabins housing the airport office and Skytrek office) re-siting of helipads and construction of a new control tower and hub building including the provision of a family viewing area

- 3.3 TM/18/02233/CNA Approved 21.12.2018

Consultation by Medway Council (MC/18/2509): Relocation of two helipads within the airport to include the provision of landing pads together with the decommissioning of an existing helipad

4. Consultees:

[Responses to the most recent consultation exercise undertaken directly by TMBC are set out below. It should be noted that Medway undertook its own, separate consultation exercise and different, additional bodies made representations to them directly. Those representations have rightly been considered by them as part of their assessment and decision-making process but where appropriate are summarised]

4.1 Aylesford PC: No comments made to latest consultation exercise

4.2 Highways England (various representations summarised): Originally objected on the grounds of impact on M2 junctions 2, 3 and 4 and appropriate mitigation measures needing to be identified with necessary safety audits, etc.

4.2.1 Highways England satisfied with the transport modelling undertaken to address issues raised at M2 junctions 2, 3 and 4. It was suggested that the applicant be clear on whether the IPM or the Local Plan would deliver the required mitigation at M2 junction 2. As a way forward they recommended a monitor and manage approach alongside conditions. This would set out the worst-case scenario derived from modelling that included the Local Plan planned growth as the baseline with no mitigations. The monitor and manage approach would be triggered at various points to confirm when the mitigation would be required at various junctions and other. With this in mind Highways England required changes to the LDO to clarify the approach already consulted upon. All changes have been made by the applicant and has satisfied Highways England resulting in the removal of their objection.

4.3 KCC (Highways) (most recent, dated 01 December 2020): Mitigating measures are proposed and the delivery of the mitigation will be based on a Manage and Monitor strategy and this strategy is to be agreed with KCC Highways prior to commencement of development. The Monitor and Manage strategy will identify traffic conditions and junction capacity in order to inform when mitigation is required. Subject to the Monitor and Manage Strategy, which is to be conditioned, I would not wish to raise objection on highway grounds.

4.4 EA: No objections subject to the imposition of conditions.

4.5 Natural England (various representations summarised): Following previous comments made by both Natural England and the AONB unit, the applicant has been working alongside both in addressing their concerns and has resulted in a substantial amount of work taking the form of an additional chapter in the Design Code supported by a colour study.

-
- 4.5.1 In response Natural England acknowledge this work done and suggest a few minor tweaks. Reference is made to the height of buildings along the western edge of IPM and it is suggested that design “be sympathetic to the environment in which they sit” and includes applicability to all other buildings that could have a visual impact on the AONB. Natural England seek consistency between the new chapter of guidance and the chapter that provides guidance for the ‘Gateway’ building, i.e. seeking sympathetic treatment of the gateway building as well.
- 4.5.2 Natural England advise that the building heights on the western side of Innovation Park Medway are kept as low as possible given the visual impacts that will result from taller buildings.
- 4.5.3 In terms of lighting, Natural England suggests the Design Code should ensure detailed guidance is set out to avoid light pollution.
- 4.5.4 The suggested way forward is considered reasonable and supported by Natural England. This therefore confirms removal of their objection.
- 4.6 Sport England: No comments to make, general advice provided.
- 4.7 Historic England: No comments to make
- 4.8 Maidstone BC: As one of the authorities constituting part of the North Kent Enterprise Zone, MBC is supportive of the Innovation Park Medway LDO and associated Design Code to bring about a fast-tracking of development on the site. Below are comments on the newly presented information as part of this consultation. Comments provided concerning landscape and visual assessment, traffic and transport and the Maidstone Local Plan review and Economic Development Strategy.
- 4.9 Private Representations: 2 letters received which were sent directly to Medway but also copied to TMBC. One commenting on the content on the LDO and associated design code and one questioning the impact on the future of the airfield because of the proposals.

5. Relevant Policies & Determining Issues:

- 5.1 Under the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 the LPA is required to determine planning applications and other similar submissions in accordance with the Development Plan in force unless material considerations indicate otherwise. The Development Plan currently in force for the area that is the subject of the LDO insofar as it relates to land within the Borough of Tonbridge and Malling comprises the Tonbridge and Malling Local Development Framework Core Strategy (TMBCS) adopted in September 2007, the saved policies of the Tonbridge and Malling Borough Local Plan 1998 (TMBLP), Development Land Allocations DPD (DLA DPD) adopted in April 2008 and the

Managing Development and the Environment DPD (MDE DPD), adopted April 2010.

- 5.2 The National Planning Policy Framework (“NPPF”) and the associated National Planning Practice Guidance (“NPPG”) are important material considerations.

Matters of principle:

- 5.3 Insofar as the site lies within the boundary of Tonbridge and Malling, it falls within the urban settlement confines. Policies CP11 and E1 of the TMBCS and the DLA DPD 2010 respectively refer. The site is designated for employment purposes within Medway local plan insofar as it relates to the wider site.
- 5.4 Policy CP11 of the TMBCS sets out that development will be concentrated in the urban areas as defined. Policy E1 of the DLA DPD safeguards the land for employment use and states that any new development or redevelopment for employment purposes must not result in unacceptable impact on residential or rural amenity by virtue of noise, dust, smell, vibration or other emissions or by visual intrusion or the nature and scale of traffic generation.
- 5.5 Draft local plan policy LP36 (j) also allocates the site for employment purposes (B1 and B2 uses) although at this time the policy can only be afforded limited weight for decision making purposes.
- 5.6 The proposal as set out by the LDO is recognised as being a key economic opportunity for providing higher value employment, via the delivery of high value technology, advanced manufacturing, engineering, and knowledge-intensive businesses. It will provide for up to 101,000 sq.m of high-quality commercial space. The proposed plan will provide a variety of employment uses including offices, research and development, light industrial uses and general industrial uses. This will be delivered via a range of varied employment spaces, between 400 sq.m to 2,100 sq.m. Consequently, the site will contribute strategically to the provision of employment floorspace within the area.
- 5.7 The principle of the development contained within the LDO is policy compliant on this basis.

Character, appearance and design:

- 5.8 TMBCS policy CP24 sets out the general criteria for all new development including a provision that development must respect the site and its surroundings and that it will not be permitted where it would be detrimental to the built environment and amenity of a locality. This is supported by policy SQ1 of the MDE DPD which states that all new development proposals should protect, conserve and where possible enhance:
- the character and local distinctiveness of the area including any historical and architectural interest and the prevailing level of tranquillity;

-
- the distinctive setting of and relationship between, the pattern of settlement, roads and the landscape, urban form and important views.

5.9 In addition, the Government attaches great importance to the design of the built environment. Paragraph 127 of the National Planning Policy Framework (NPPF) is key to the achieving well designed places.

5.10 The LDO is informed and supported by a very detailed Design Code. Quality of the public realm is clearly one of the main objectives. A specific section of the design code also addresses the sympathetic treatment of buildings that would be visible from the AONB.

5.11 In these respects, the development subject to the LDO complies with these adopted development plan requirements.

5.12 Turning to the potential impact on the setting of the AONB specifically, policy CP7 of the TMBCS states that development will not be proposed within the LDF, or otherwise permitted, which would be detrimental to the natural beauty and quiet enjoyment of the AONB including their landscape, wildlife and geological interest other than in exceptional, specified circumstances.

5.13 Furthermore, the NPPF at paragraph 172 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues.

5.14 It goes on to state that planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:

a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;

b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and

c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

5.15 I am aware that much negotiation has taken place between Medway Council and the appropriate bodies concerning potential for the development to impact on the setting of the AONB. This is summarised in respect of Natural England representations at section 4.5 of this report and on this basis, subject to conditions I am satisfied that the development subject of the LDO is acceptable in this respect although I note that in representations made to Medway Council (and not to TMBC) the Kent Downs AONB Unit still raised concerns about the proposed

built form on the western edge of the site and the 6-storey building, identified as the 'gateway' building.

Amenity

- 5.16 Policy CP24 of the TMBCS requires that development be designed in such a way that respects the site and its surroundings. More generally, one of the core principles contained within paragraph 17 of the NPPF sets out that a good standard of amenity for all existing and future occupants of land and buildings should be sought. There are also criteria specific elements of policy E1 of the DLA DPD that relate to impacts on amenity.
- 5.17 The design code referenced elsewhere in this report prepared in connection with the LDO fully considers the impact on neighbouring properties by the placing of taller buildings in suitable locations. The arrangement of future occupiers has also been considered in this document by ensuring suitable relationships between buildings and uses are retained and created.
- 5.18 Furthermore, the broader nature of the type of use provided for by the LDO will suitably ensure that acceptable levels of amenity will prevail.
- 5.19 In terms of air quality, policy SQ4 of the MDE DPD states that development will only be permitted where prescribed criteria are met. Additionally, at paragraph 181 the NPPF states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
- 5.20 I consider that the development when taken with all necessary mitigation measures will ensure compliance with these requirements.

Impact on highway network:

- 5.21 Policy SQ8 of the MDE DPD states that
1. Before proposals for development are permitted they will need to demonstrate that any necessary transport infrastructure, the need for which arises wholly or substantially from the development, is in place or is certain to be provided.

2. Development proposals will only be permitted where they would not significantly harm highway safety and where traffic generated by the development can adequately be served by the highway network.

3. Development will not be permitted which involves either the construction of a new access or the increased use of an existing access onto the primary or secondary road network (as defined by the Highway Authority) where a significantly increased risk of crashes or traffic delays would result. No new accesses onto the motorway or trunk road network will be permitted.

4. Development proposals should comply with parking standards which will be set out in a Supplementary Planning Document.

5. Where significant traffic effects on the highway network and/or the environment are identified, the development shall only be allowed with appropriate mitigation measures and these must be provided before the development is used or occupied.

5.22 Paragraph 109 of the NPPF clarifies that development should only be prevented or refused on highways grounds if: there would be an unacceptable impact on highway safety; or the residual cumulative impacts on the road network would be severe.

5.23 Detailed transport modelling with mitigation measures and safety audits have been undertaken. Various changes have now been made to the Local Development Order to better describe the approach taken. Further monitoring will be set out in a Monitor and manage strategy which will point to the exact time and place that agreed mitigation will be required.

5.24 A site wide travel plan has also been produced and will require each developer to produce their own detailed travel plan in compliance with the site wide in consultation with Highways England and KCC where relevant.

5.25 It is clear that HE and KCC (H+T) are now satisfied with the evidence as set out and the mitigation arising from that technical work as being necessary.

Flood risk and drainage:

5.26 The Local Development Order has been supported by a flood risk assessment and appropriate strategy to address surface water flooding and drainage. Appropriate conditions are also in place to guide site wide and on plot developers as to their responsibilities.

Contaminated land:

5.27 Site wide investigations and studies have been undertaken and appropriate conditions put in place to require site wide strategy and on plot investigations and mediation where necessary.

Climate Change and Energy Efficiency:

- 5.28 The Council's draft Climate Change Strategy and the Corporate Strategy are not adopted for Development Management and decision-making purposes. Once the draft Climate Change Strategy is adopted by the Council (in corporate terms rather than expressly for Development Management purposes), it will be a material consideration carrying some weight.
- 5.29 In any event, the Design Code identifies various means to address climate change, by requiring sustainable travel, prioritising pedestrian movement, planting of trees, through the design of buildings and so on. This is considered to be wholly in accordance with the thrust of the Council's strategies in these respects.

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Innovation Park Medway Masterplan Statement

Growth for all

Page 233

LD&DESIGN

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PREFACE

Summary and process

The masterplan contained within this statement outlines a scheme that will deliver a high quality innovation park, with flexible plots to encourage a wide range of high-value technology, engineering, manufacturing and knowledge-intensive businesses.

In order for the masterplan to be adopted, public consultation was undertaken for a six week period. The masterplan outlines the ambition for a prime regeneration site, which will be split into two separate areas each of which will comprise two distinct parcels with the overall area extending to 18.54ha. Parcels 1, 2 and 3 are owned by Medway Council. Currently, Parcel 1 is leased to Rochester Airport Ltd. Parcel 2 is leased by BAE Systems, with a small area of this parcel within the ownership of BAE Systems. Although owned by Medway Council, part of Parcel 1 lies within the neighbouring Borough of Tonbridge & Malling. Parcel 4 is privately owned.

This would maximise benefit from the Enterprise Zone status of the site for potential future business space but cannot come forward for development without agreement from all parties.

The proposed masterplan seeks to establish a clear policy context which sets parameters but allows for flexibility to support market interest and deliverability.

A number of supporting studies and surveys have been undertaken to establish and support the masterplan principles, including transport and ecology. Soft market testing has also supported the masterplan development, with further market testing to inform development in more detail.

Masterplan consultation

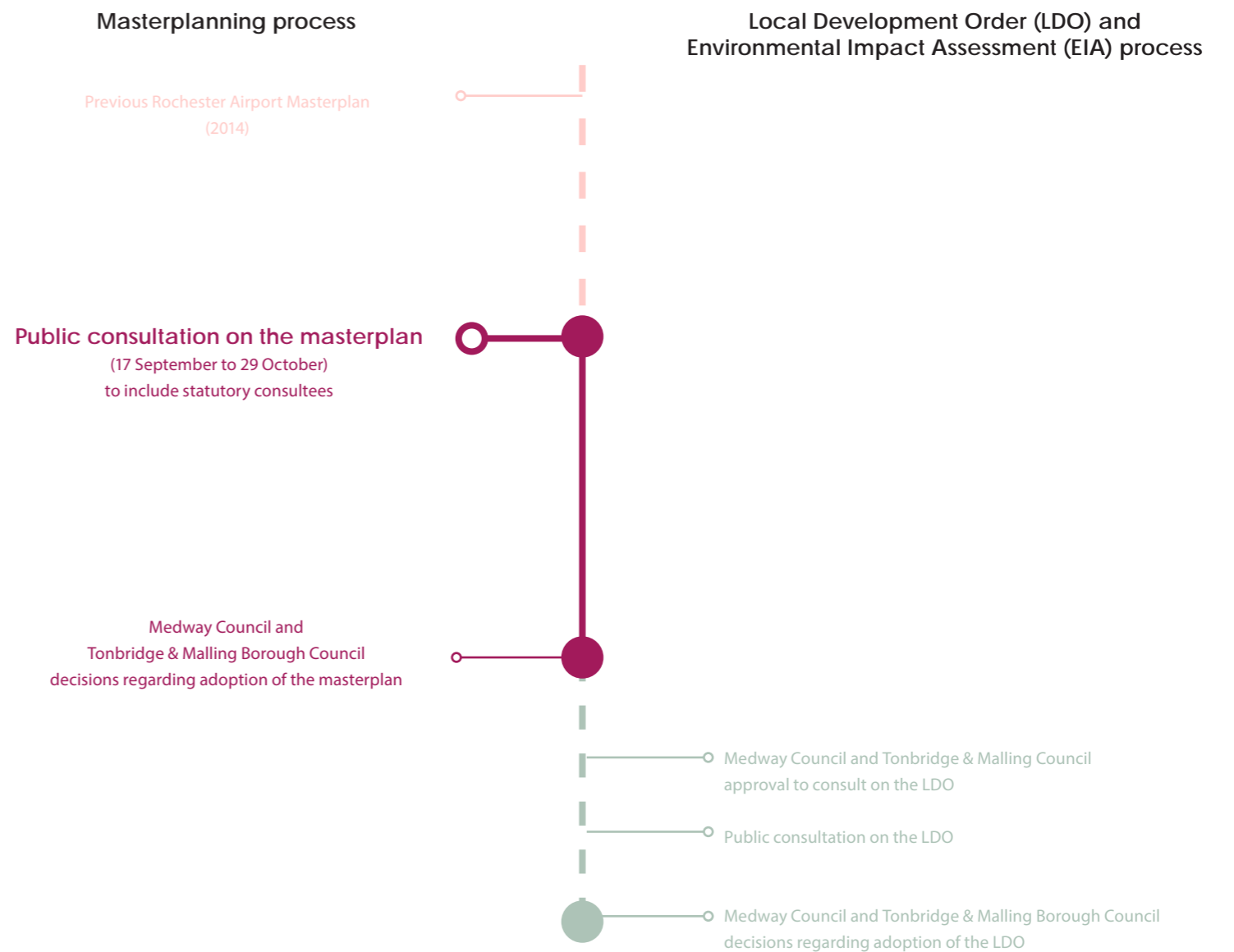
The previous Rochester Airport masterplan (2014) was consulted on publicly, and this document has been used to inform the development of the IPM masterplan.

Public consultation was undertaken over a six week period from mid September. Public comments have been taken into account when producing the final masterplan for adoption by both Medway Council and Tonbridge & Malling Borough Council.

Planning approach

The selected approach for delivering IPM through the planning system is to use a Local Development Order (LDO). The LDO mechanism will provide certainty to the types of development permitted within the defined area, it will stimulate investment by reducing the potential and perceived risks and barriers associated with the formal planning process.

An LDO promotes and communicates a clear planning framework for IPM and ensures the delivery of a successful place by giving developers greater certainty on what they are able to build. Through the implementation of the LDO and Design Code, the Council will be able to strengthen the performance of the local economy, to create high skilled jobs and drive innovation in order to secure growth and prosperity in the region, and to realise the potential of the area whilst ensuring the operational longevity of Rochester Airport.



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1.0

INTRODUCTION

1.0 Introduction

1.1 Purpose of the Document

Innovation Park Medway (IPM) campus is an important opportunity to help shape the economic future of the region and has been on Medway Council's regeneration agenda for a significant period of time.

The core ambition for Medway Council and Tonbridge & Malling Borough Council is to strengthen the performance of the local economy, to create jobs in order to secure growth and prosperity, and to realise the potential of the area whilst ensuring the operational longevity of Rochester Airport.

The IPM masterplan, prepared by LDA Design on behalf of Medway Council and Tonbridge & Malling Borough Council, will be used as evidence and a basis for developing the appropriate planning mechanism to deliver both Council's ambitions. Once adopted, the masterplan will provide guidance to support the consideration and determination of development proposals.

1.2 Structure of the document

This document presents an explanation for the development of the Site (18.54ha), how the design was derived and how it sits within its context. An analysis of the Site is provided and the relationship between the proposed development and its surroundings is explored. The document sets out the site's specific design principles and objectives, informed by national planning guidance and evidence base and presents an illustrative masterplan. The masterplan explains how development on the Site could be accommodated within a robust framework that is adaptive.

- * Section 1: Introduction
Sets out the scope and aim of the document.
- * Section 2: The Innovation Environment
Provides an analysis of the enabling environment for innovation.
- * Section 3: Context
Provides an analysis of the Site within its wider spatial, economic and planning context.
- * Section 4: Site Appraisal
Provides analysis of the built and natural environment of the Site and its local context. This section sums up the main constraints and opportunities of the Site.
- * Section 5: Vision
Identifies a vision for the site and outlines a set of concepts used to drive the creation of an Innovation Environment.
- * Section 6: The Masterplan
Presents an Illustrative Masterplan and explains the principles that underpin the design.
- * Section 7: Phasing and Delivery
Provides a brief summary of the phased delivery
- * Section 8: Appendices
Identifies the studies that have informed the masterplan and which provide an evidence base that underpins the masterplan proposals put forward within this document.

1.3 Project background

IPM will be situated on land at Rochester Airport, as illustrated on the page opposite. Parcels 1, 2 and 3 are owned by Medway Council. Currently, Parcel 1 is leased to Rochester Airport Ltd. Parcel 2 is leased by BAE Systems, with a small area of this parcel within the ownership of BAE Systems. Although owned by Medway Council, part of Parcel 1 lies within the neighbouring Borough of Tonbridge & Malling. Parcel 4 is privately owned.

In close proximity to the Airport are a number of noteworthy employment areas including the BAE Systems Rochester Campus, Rochester Airport Industrial Estate and the Innovation Centre Medway which opened in 2009. South of Rochester Airport exists Woolmans Wood Caravan Park. The site is currently operational as a caravan park and has space for approximately 100 – 125 caravans.

IPM sits within the local authority boundaries of both Medway Council and Tonbridge & Malling Borough Council. Rochester Airport and its surroundings have been the subject of a number of planning documents, the most significant of which is the Rochester Airport Masterplan SPD, adopted by Medway Council in January 2014. The SPD established the vision for the Airport and key development principles including the creation of high value economic activities on the surplus land that will form part of IPM.

This document considers the SPD and other previous analysis of this site, along with further recent studies to draw their salient points into a coherent story that will provide a strong vision and physical framework for the development of IPM.

1.4 Masterplan objective

An innovation environment is about creating a place that brings people and ideas together.

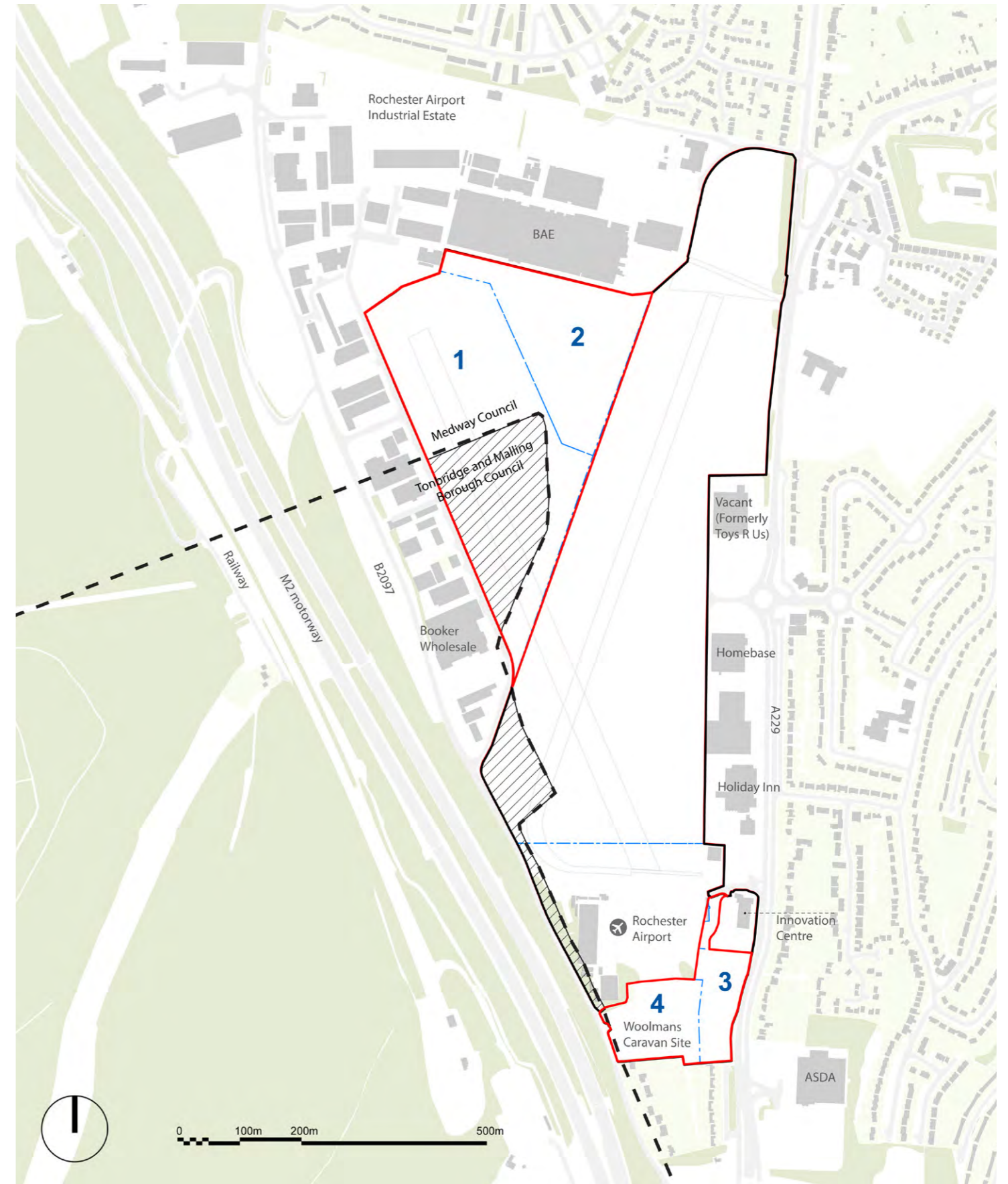
In order to develop a design response that delivers the required innovation environment a masterplan has been developed that incorporates design features that have been based on research into the innovation environments of national and international best practice projects. The masterplan presented in this document then focuses on creating a place where people belong, make connections, test ideas and are inspired. This is the spirit of innovation.

IPM will only be successful if it can achieve long-term financial sustainability. It needs to position itself as a driver of the local innovation economy and attract businesses that support this. Creative in delivery, able to anticipate market trends, achieving best value for the council, enhancing marketability and commercial performance. This requires offering residents opportunities to upskill, for example through apprenticeships, post-graduate opportunities and research partnerships between businesses and academia. The site will also open up potential to deliver high value businesses attracted by strategic connectivity and potential sustainable travel plans, plus an innovative environment at the leading edge which provides broadband infrastructure.

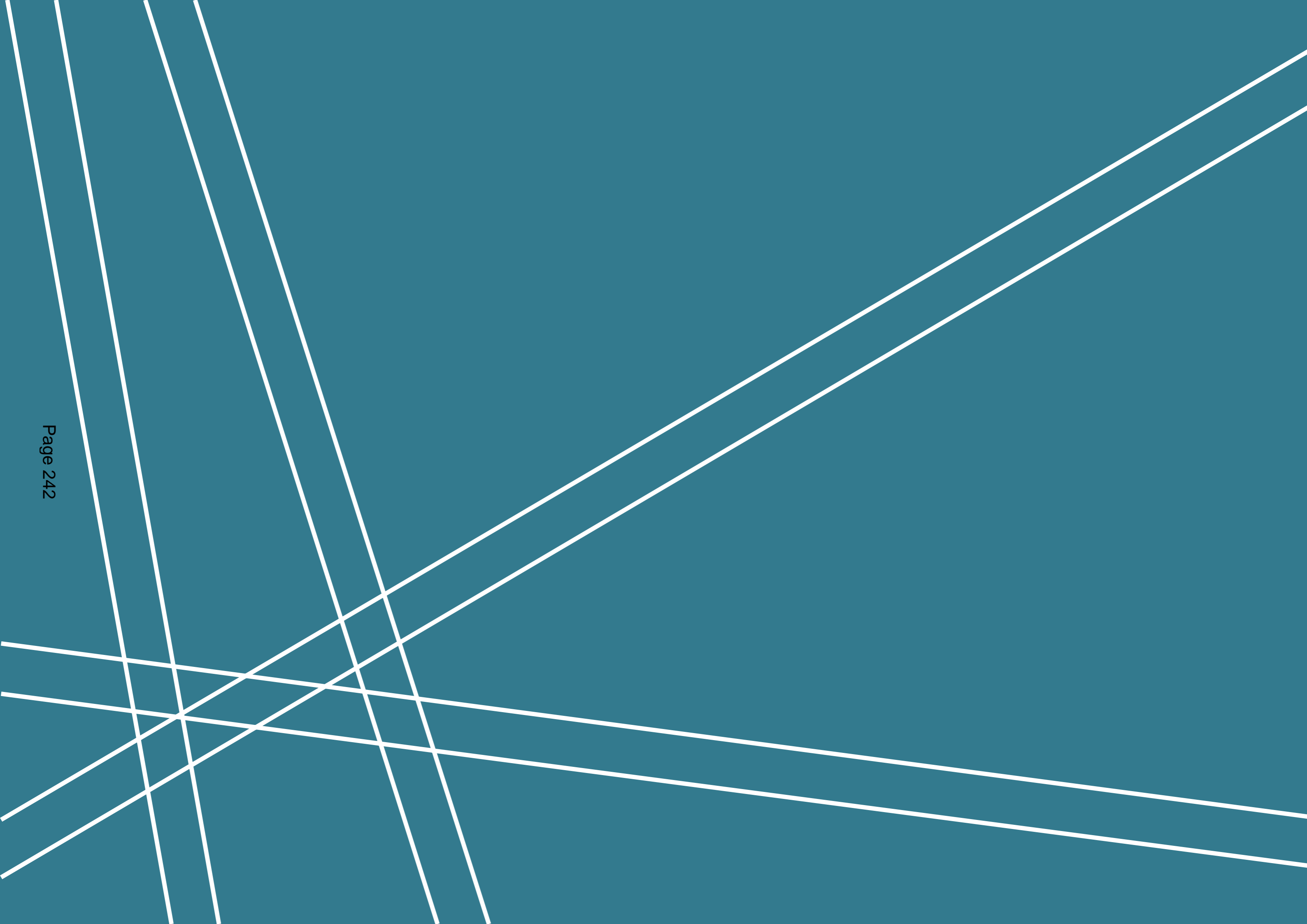
Meeting these aspirations requires a robust masterplan framework that is adaptive, allowing for a wide range of buildings and spaces that can be delivered when there is demand. Flexibility is the key, with a simple fundamental framework that gives certainty on the major place making features whilst allowing development plots to retain flexibility in order to allow agile responses to market interest. The element that underpins it all is the public realm of IPM. It will feature a high quality, durable network of green spaces that are both welcoming and flexible, allowing people to make connections, encourage the exchange of ideas, nourish growth and support a wide range of activities at IPM. Public realm will be the constant among all the flexible variables, the setting for all ambitions and possibilities at IPM.



Location of IPM in a regional context



The IPM study area located across Medway Council and Tonbridge and Malling Borough Council



2.0

THE INNOVATION ENVIRONMENT

2.0 The Innovation Environment

2.1 Introduction

The success of an economic zone is dependent on the wider region in which it operates, particularly the attitude and aims of local government, universities and anchor businesses. IPM has a clear agenda with five ambitions [listed below] and a focus on increasing skills and attracting quality jobs. These objectives are aligned with regional plans and South East Local Enterprise Partnership (SELEP) strategic priorities.

ambitions for Innovation Park Medway are

- attracting high GVA activities
- improving the number and quality of jobs
- retaining and increasing the local skills base
- establishing IPM as a preferred destination and partner for regional business
- promoting the region's brand and image

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This will support **Medway and Tonbridge & Malling's** position as sustainable economic centres for people to live and work, provide an enabling environment for innovation and complex economic activity, and attract skills and ideas. This ambition is supported by the regeneration strategy Medway 2035 and the emerging Medway Local Plan; as well as Tonbridge and Malling's Economic Regeneration Strategy.

The vision for the **South East Local Enterprise Partnership (SELEP)** supports these ambitions and with a focus on achieving impactful growth for all through attracting the funding and investment needed to maximise economic, infrastructure and employment opportunity.

“
 Innovation Park Medway
 aims to provide high
 skilled jobs and drive
 innovation in the region.
 ”



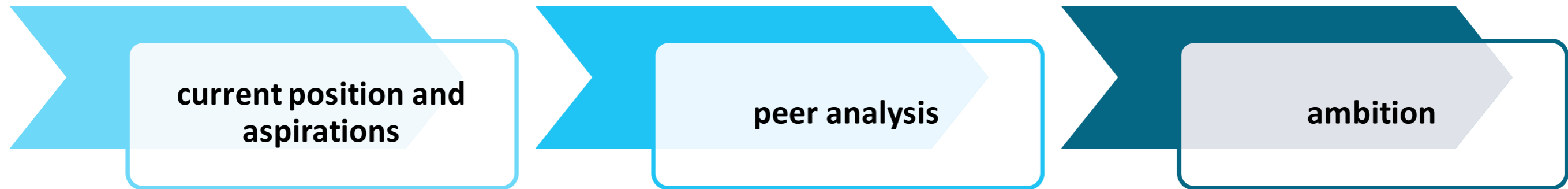
2.2 Benchmarking

To inform the study, a comprehensive analysis of case studies was undertaken. These were chosen based on three factors.

- (1) The current position
- (2) Analysis of peers (i.e. Zones with similar ambitions and in similar location attributes – Lincoln etc)
- (3) Zones matching the long term ambition of IPM (Cambridge etc)

From these, a sub set of six zones was chosen for examination in greater detail

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*the selected case studies are considered to be **most relevant to IPM** based on their **size, success, focus and local economic conditions**. they are examined in detail in the annex.*

- Betteshanger Sustainable Park
- Ebbsfleet Business Park
- Birmingham Aston Science Park
- Sheffield Advanced Manufacturing Park
- **Sittingbourne Kent Science Park**
- **Lancaster Health Innovation Park**
- **Lincoln Science and Innovation Park**
- **Green Park Reading**
- **Exeter Science Park**
- **Chiswick Park Enjoy Work**

- Liverpool Science Park
- Cambridge Science Park
- Cardiff Innovation Campus
- University of Nottingham Innovation Park
- Berlin TXL (not yet operational)
- Paris-Saclay
- Ideon Science Park, Sweden
- Innovation Park Herzliya, Tel Aviv
- Park Barcelona Media
- Brooklyn Navy Yard, NYC

2.0 The Innovation Environment

2.3 Case Studies



Lancaster Health Innovation Park

Indicators Lancaster Health Innovation Park

- Expected to be in operation in September 2019
- Main sectors: health research and innovation focused on whole life care
- Expected to provide 2,000 jobs

Indicators Lancaster (2016):

- GVA per capita: £17,449
- Median annual earnings: £27,915

Floor area: 7,500m² (first building)



Lincoln Science and Innovation Park

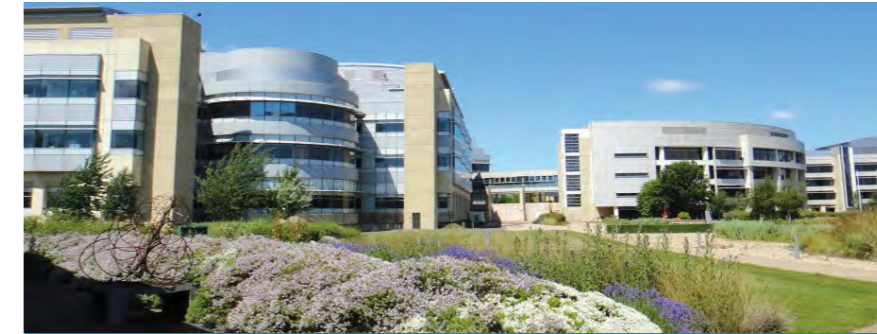
Indicators Lincoln Science and Innovation Park

- Established in 2014
- Main sectors: science, technology and innovation (from aerospace to microbiology)
- Total area 120,000 m² (phase 1)
- 9 businesses

Indicators Lincoln (2016):

- GVA per capita: £22,243
- Median annual earnings: £24,465

Floor area: 10,000m² (approximately)



Harlow Science Park

Indicators Harlow Science Park

- A new destination for business focusing on all areas of science, technology, research and innovation
- The development at Harlow Science Park has planning consent under a LDO

Indicators Greater Essex (2016):

- GVA per capita: £52,300
- Median annual earnings: £31,237

Floor area: 109,000m²



Exeter Science Park

Indicators Exeter Science Park:

- Established in 2013
- Main sectors: science & technology: food security, biosciences, climate change & sustainable futures, medicines & healthcare, materials & manufacturing 20 businesses
- Aiming for 3,000 employees

Indicators Exeter (2016):

- GVA per capita: £31,446
- Median annual earnings: £27,275

Floor area: 80,000m²



Chiswick Park Enjoy Work

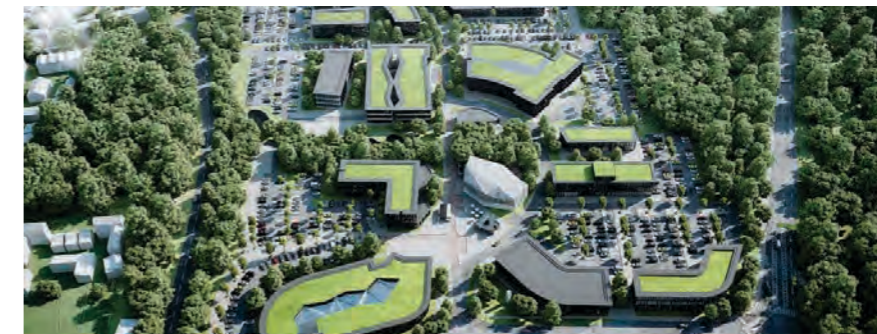
Indicators Chiswick Park Enjoy Work:

- Established in 2001
- Main sectors: Media and entertainment, oil & gas, technology, food & drink
- 65 businesses
- 9,000 employees

Indicators Hounslow (2016):

- GVA per capita: £47,759
- Median annual earnings: £30,901

Floor area: 180,000m²



Discovery Park

Indicators Discovery Park:

- One of Europe's leading hubs for R&D since the 1950s, transformed into a multi-business science campus under new private ownership in 2012.
- main sectors: R&D, life sciences, immunotherapy, and immunology - 150 tenants and over 3,000 employees

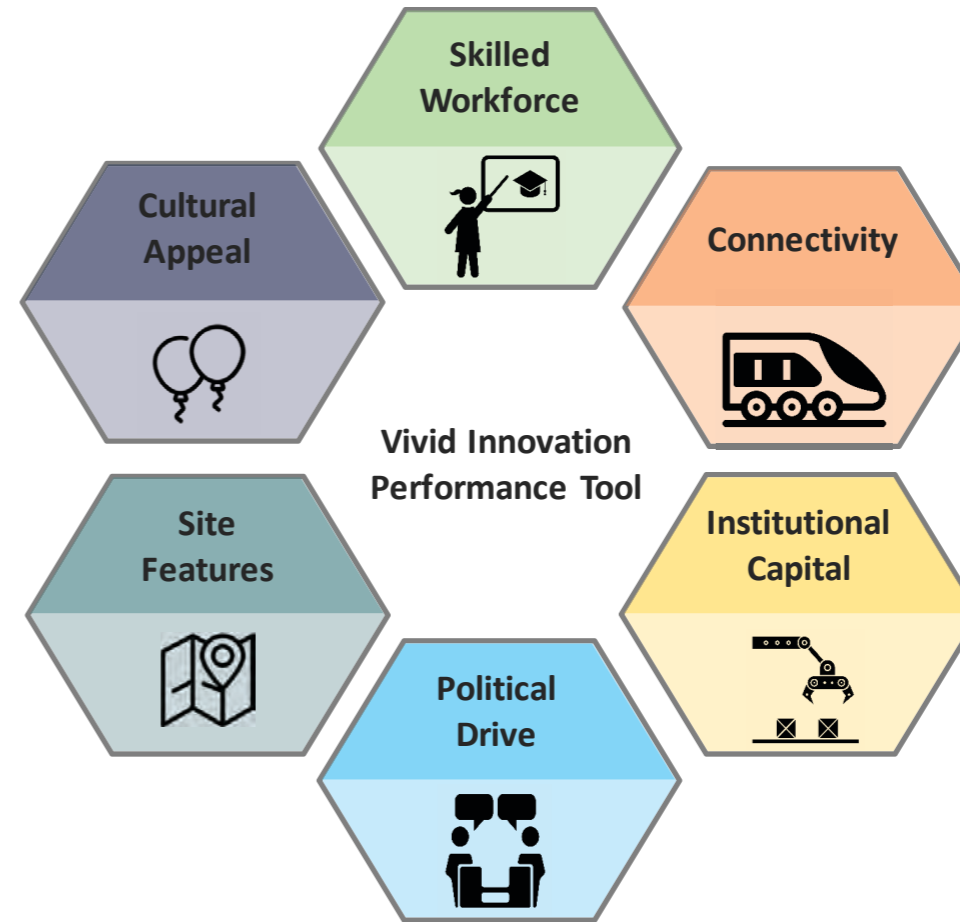
Indicators Kent (2016):

- GVA per capita: £39,021
- median annual earnings: £29,095

Floor area: 300,000+m²

2.4. Indicators of potential performance

Vivid also assessed the site against six indicators as part of its innovation performance tool. The literature related to innovation and economic success, suggests that these six factors are critical to the success of an innovation focused economic zone. Each of these factors includes multiple criteria, based on publicly available data sets, in order to provide an unbiased and robust framework. The tool has brought to light opportunities and areas of focus in the design solution for IPM.



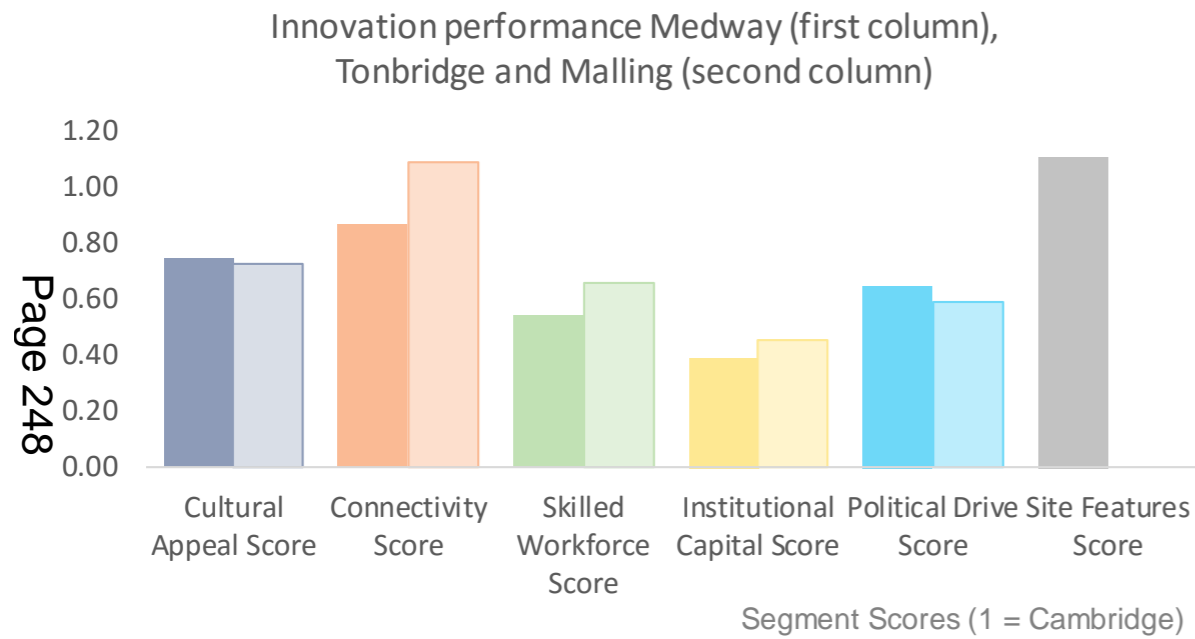
- the success of an economic zone is in large part dependent on the environment it operates in
- based on a extensive innovation literature review and our experience working with economic zones, we have identified **6 key factors to contribute to the success of an economic zone**
- the **Vivid Innovation Performance Tool** has been developed to offer an **unbiased and robust framework** to quantitatively benchmark UK local authorities against the 6 success factors of economic zones

2.0 The Innovation Environment

2.4.1 Innovation Performance Indicators

Vivid assessed Medway and Tonbridge & Malling against the six drivers of innovation, with the scores presented below. Performance is strong for connectivity, site specific features and cultural appeal, and improvements on skills, institutional capital and political drive would help create a better environment for innovation and economic growth.

This can be achieved, for example, through establishing links with local universities for research collaboration, recruitment and upskilling, and through working with local, regional and national government driven initiatives to develop an innovation-focused investment framework.

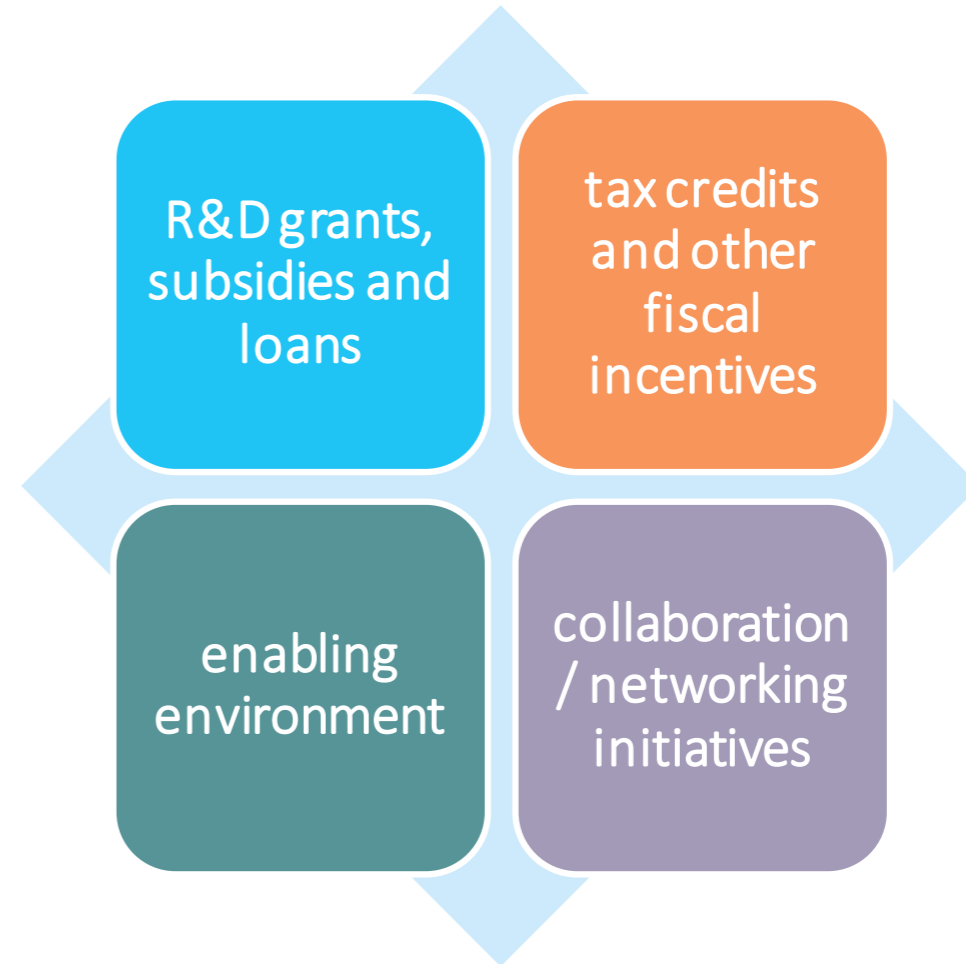


Note: The Vivid Innovation Performance Tool is based on third-party quantitative data sources to allow benchmarking and comparison, and as such may not include localised or qualitative factors such as institutional quality for example.

“
At the local authority level, there are an array of policy options available to support innovation.”

2.5 Policy Options to Support Innovation

The tool has identified various ways in which the local authorities may help to improve the innovation environment for investors at IPM. These include the provision of R&D grants and other forms of financial incentives. It will also be important to foster an open and flexible environment which will support the innovation focused brand of IPM. This could be done through the development of improved linkages between potential investors, existing businesses and universities in Medway and Tonbridge & Malling.



- incentivise and potentially focus innovation
- reduce the cost of research, allow ideas to fail
- encourage investment, provide infrastructure
- establish links between firms/ between firms and universities
- enable intersectoral and demand driven research

2.0 The Innovation Environment

2.6 Insights from benchmarking and case study review

The success of IPM will be dependent on the development of the right ecosystem for investment. The case study analysis and innovation literature suggests that it will be important for the design solution to offer affordable, flexible work spaces that allow businesses to grow and scale up over time.

Opportunities for collaboration, both within buildings and with external partners such as universities, are essential. When attracting higher value innovation and service based activities, social spaces and the quality of both workplace and public spaces is critical to developing a strong site brand and positioning in a highly competitive national and regional investment landscape.

The case studies examined in the benchmarking exercise suggest that one of the key success factors is the mix of commercial office and R&D (B1) uses alongside B2 industrial activities. This mix, alongside a set of plot sizes that can be flexibly arranged, is critical to creating an ecosystem for innovation where:

- Firms can grow and develop; and
- Innovations can transfer from the R&D and theoretical space (B1) to the operational space (B2).

IPM has the opportunity to propose a mix of B1 and B2 space to capture as much of the innovation value chain as possible. This approach is quite innovative in itself, as the traditional model would be to focus on just one part of the value chain (e.g. lab-based R&D, or professional services, or industrial assembly activities). By adopting this approach it makes it more likely that IPM can help the region improve on its innovation performance.

The 'Innovation Park Medway Development options study' (Final Report by Lichfields for Medway Council, 30 July 2018) suggests that there is a clear demand across sectors. The mix of use is therefore more likely to be able to achieve short-term return on investment requirements and longer-term economic ambitions for the region.

to provide an **environment for investment**, some or all of the following should be in place:

- clear site brand and positioning within national and regional offering
- affordable, **flexible work spaces** (typically co-working) for early stage companies
- scale-up space – ability for start-ups to grow
- proximity to **technology-focused universities**
- access to **informal meeting places** (coffee shop, drop-in space) and city centres
- easy access to trains to major cities and international airports

encouraging collaboration

- ensure flexibility of work plan spaces
- encourage team mixing
- design spaces for both individual and team working

fostering face to face communication

- structuring buildings, through layout and atria to encourage visual communication and meetings
- focus on public gathering spaces such as kitchens and cafes

accommodating technology

- flexibility to allow for technological change
- storage options allowing for changing technologies
- sharing technologies in offices – allow for new ways of working
- need for different types of meeting spaces

“

IPM offers opportunities to improve regional performance on skills, institutional capital and demonstrating political drive to promote innovation, economic growth and skilled jobs.

”



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3.0

CONTEXT

3.0 Context

3.1 Site Location

Rochester Airport is a general aviation aerodrome in one of the largest conurbations in the South East outside of London and sits on the boundary of Medway Council and Tonbridge & Malling Borough Council.







The Airport is approximately 2.2 miles to the south of Rochester and Chatham town centres and 35 miles east of Central London. It is located approximately 0.9 miles north of Junction 3 of the M2 motorway and 3.5 miles north of Junction 6 of the M20 motorway, linking the site with London, the M25 motorway and Continental Europe, thereby making the site an attractive location for business.

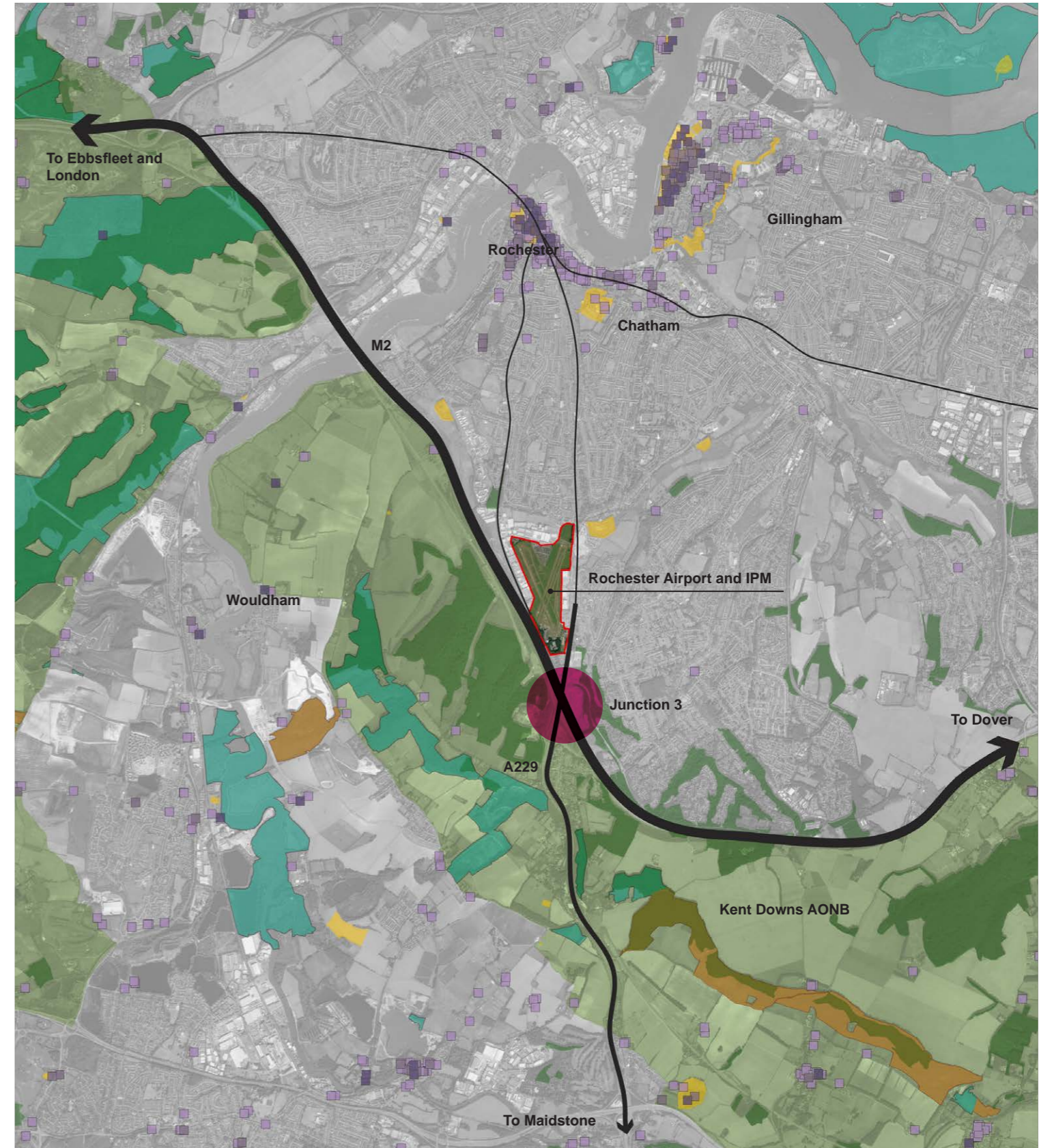
Southeastern Javelin Trains that make use of High Speed 1 mean Rochester is just 37 minutes from Central London, whilst Eurostar services to Europe can be accessed from Ebbsfleet and Ashford International Stations. Strood is also 33 minutes from London.

Adjacent to the Airport, to the west of the M2, is the Kent Downs Area of Outstanding Natural Beauty (AONB), a landscape made up of diverse special characteristics and qualities which together distinguish it as a landscape of national importance.

In close proximity to the Airport are a number of noteworthy employment areas including the BAE Systems Rochester Campus, Rochester Airport Industrial Estate and the Innovation Centre Medway which opened in 2009. The Airport has been in use since the early 20th Century developing a significant history and forming an integral part of the local community. To ensure the Airport remains fit for purpose into the 21st Century, development proposals for the site's refurbishment have been developed as part of the Rochester Airport Masterplan (2014).

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-  Site boundary
-  Area of Outstanding Natural Beauty
-  Ancient Woodland
-  Special Areas of Conservation
-  Sites of Special Scientific Interest
-  Scheduled Monuments



Site Location



3.2 Regional Context

IPM is located within the Kent Innovation Corridor. Extending from Discovery Park Enterprise Zone in East Kent to The Nucleus in Dartford, the corridor comprises a chain of strategic sites, such as Gillingham Business Park and Kent Science Park, offering a mixture of start-up, incubation, grow-on, office and workshop spaces complemented by conferencing and other business support facilities bringing together businesses in advanced technology sectors including life sciences, pharmaceuticals, ICT, digital media and specialist engineering.

In 2015, the North Kent Enterprise Zone, located within the Kent Innovation Corridor, was awarded Enterprise Zone status, operating across three locations: Ebbsfleet Garden City, Kent Medical Campus in Maidstone and Rochester Airport in Medway.

Enterprise Zones are Government-designated areas in England that offer incentives to business occupiers in order to stimulate business growth and the creation of new jobs.

The North Kent sites offer specialisms in key sectors such as medical and healthcare research, training and practice, advanced manufacturing, engineering and digital technologies. It is within this regional context that the IPM needs to attract investment and build local value chains.

In recent years, innovation in the local area has been supported by its excellent transport links, both within the region and in terms of its connection to London and continental Europe, its close proximity to four local universities plus the University of Creative Arts Rochester, and a diverse and proactive business community.

Significant progress has been made with regard to average wage levels, workforce skills and employment and productivity rates in Medway, and further improvements can help raise performance regionally and nationally.

Capitalising on its industrial legacy, and the consequential local sector strength in manufacturing and engineering, is key to delivering further economic growth and innovation.



Strategic Location and Innovation Network

3.0 Context

3.3 Planning Context

3.3.1 Current Policy

The Local Planning Authorities for IPM are Medway Council and Tonbridge & Malling Borough Council. Each authority has its own Development Plan which sets out each council's policies and proposals for the development and use of land in their area.

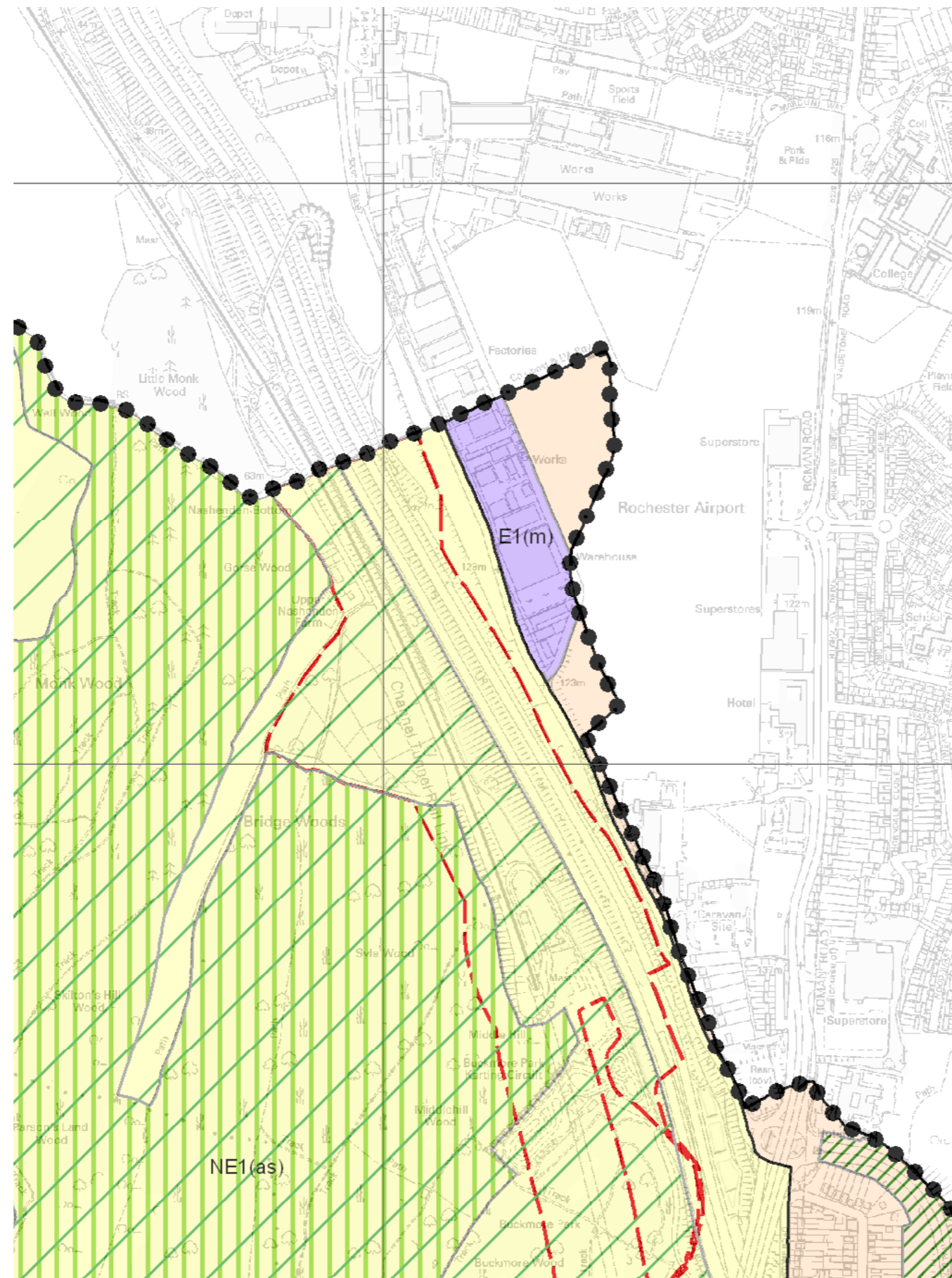
The Development Plan for Medway comprises the saved policies of the Medway Local Plan 2003¹. In Tonbridge & Malling the Development Plan comprises the Core Strategy 2007, the Development Land Allocations DPD 2008, the Managing Development and the Environment DPD 2010 and the saved policies of Tonbridge & Malling Borough Local Plan 1998.

3.3.2 New Local Plans

However, both councils are now preparing new Local Plans to replace their existing Development Plans. Medway Council is expecting to publish their Regulation 19 (Pre-Submission) stage Plan in summer 2019 with adoption expected to occur in 2020 and Tonbridge & Malling Borough Council have published their Regulation 19 (Pre-Submission) stage Plan in Autumn 2018 with adoption expected at the end of 2019. These new Local Plans will establish strategic and development management policies as well as land allocations for their respective Boroughs.

The Rochester Airport Masterplan, adopted by Medway Council in 2014, provides supplementary guidance on the council's vision and its approach to development of the Airport. This includes the use of surplus land to create high value economic activities, an approach which is now being taken forward in this document.

¹ Extract on p.25 shows Policy S11 of Medway Local Plan 2003, Policy S11 was not saved.



LEGEND

Borough Boundary

Core Strategy

- CP3 Green Belt
- CP5 Strategic Gap
- CP7 Areas of Outstanding Natural Beauty
- CP8 Sites of Special Scientific Interest
- CP10 Flood Protection (Flood Zone 2)
- CP11 Urban Areas
- CP12 Rural Service Centres
- CP13 Other Rural Settlements
- CP16 Bushey Wood Area of Opportunity

Development Land Allocations

- H1 Firm Housing Allocations
- Master Plan Areas
- H4 Constrained Housing Sites
- E1 Safeguarded Employment Land
- E2 Other Employment Land including other Employment Sites which are Major Development Sites in the Green Belt (Policy M1 (Part))
- E3 Employment Allocations
- R1 Retail Centres
- S1 Safeguarding for Public Utilities & Infrastructure
- S2 West Malling Station
- S3 Travelling Showpeople Site

Managing Development and the Environment

- NE1 Local Wildlife Sites and NE1 Regionally Important Geological Sites
- NE1 Local Nature Reserve
- SQ3 Historic Parks and Gardens
- OS1A Open Spaces to be Protected
- OS1B Open Spaces to be Enhanced

Saved Policies

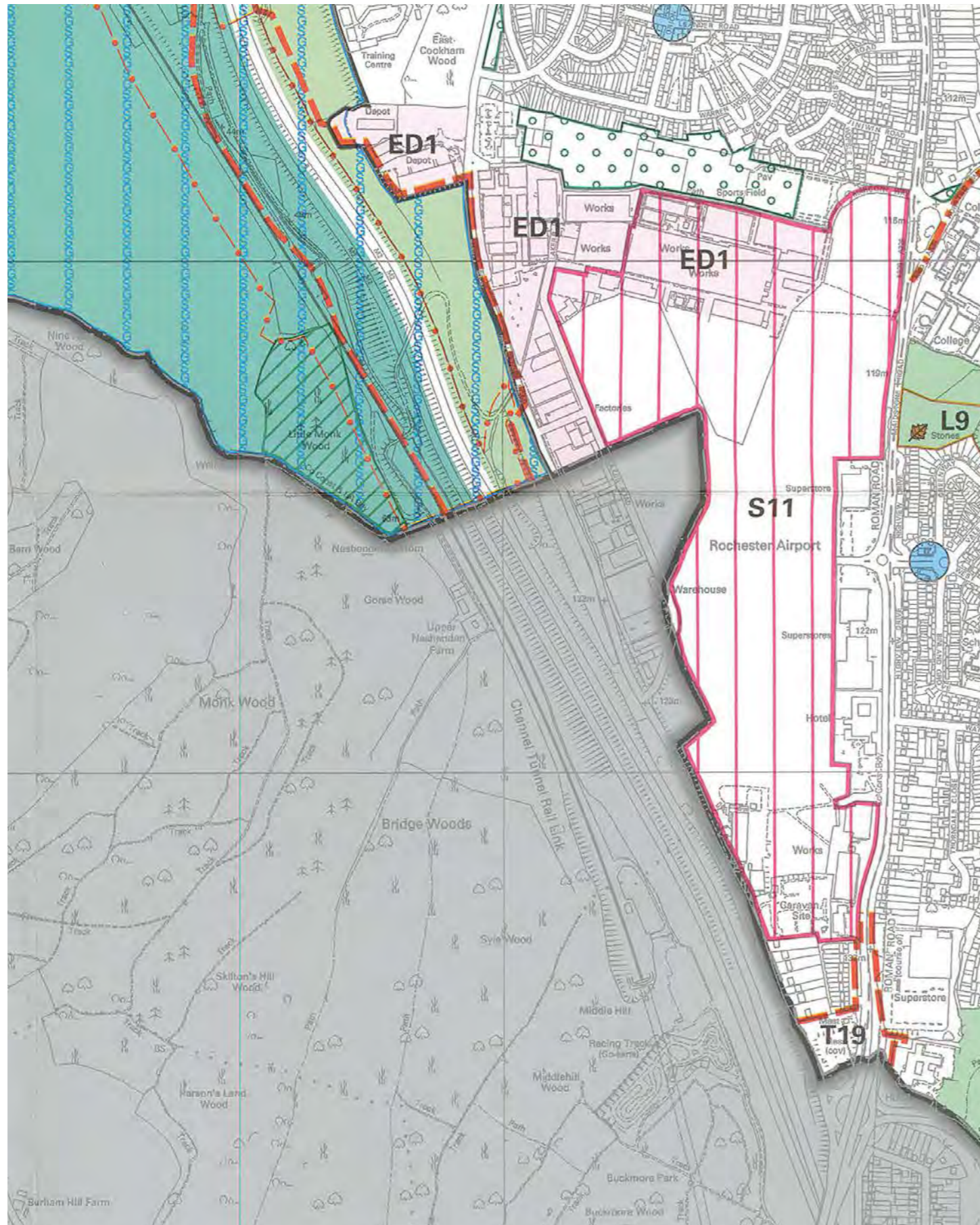
- P2/3 Kings Hill
- P2/6 and P2/7 Peters Pit

For information purposes only

- Tonbridge Town Centre - See inset map in Tonbridge Central Area Action Plan
- Sites with planning permissions
- Road Schemes with Planning Permission as at 31st March 2006
- Conservation Areas
- Scheduled Ancient Monuments
- Scheduled Ancient Monuments (small)
- Special Areas of Conservation
- Channel Tunnel Rail Link

Tonbridge & Malling Borough Council Local Plan Proposals Map

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LEGEND

Reference numbers in the key refer to policies and proposals in the Written Statement. Certain proposals relate to named locations where exact site boundaries will be determined at the detailed design stage. General policies apply throughout the plan area.

GENERAL

- Land outside the Local Plan Area
- Local Plan Boundary
- Boundary of Urban Area/Rural Settlement
- Striped notation indicates Overlapping Designation

STRATEGY

- Medway's 'City' Centre S5
- Rochester Riverside Action Area S7
- Chatham Maritime S8
- Chatham Historic Dockyard S9
- Strood Waterfront Action Area S10
- Rochester Airfield S11
- Kingsnorth S12
- Isle of Grain S13
- Ministry of Defence Estate, Chattenden S14

BUILT AND NATURAL ENVIRONMENT

- Existing Conservation Areas BNE12, BNE13, BNE14, BNE15
- Scheduled Ancient Monuments BNE20
- Small Scheduled Ancient Monuments BNE20
- Boundary of Metropolitan Green Belt BNE30
- Strategic Gap BNE31
- Kent Downs Area of Outstanding Natural Beauty BNE32 and North Downs Special Landscape Area BNE33
- North Kent Marshes Special Landscape Areas BNE33
- Areas of Local Landscape Importance BNE34
- Site of Special Scientific Interest/National Nature Reserve BNE35 (excluding areas below Mean High Water)
- Classified or potential Special Protection Area/RAMSAR site BNE36 (excluding areas below Mean High Water)
- RAMSAR site only BNE35
- Sites of Nature Conservation Interest and/or Local Nature Reserves BNE36 (existing and proposed)
- Proposed Conservation Park BNE40
- Proposed Community Forest or Woodland BNE44

- Undeveloped Coast BNE45
- Developed Coast BNE46
- Rural Lanes BNE47

ECONOMIC DEVELOPMENT

- Existing Employment Areas ED1, ED4
- Proposed Employment Areas ED2, ED5
- Proposed Tourist Facilities ED12
- Proposed Hotel Sites ED13

HOUSING

- Residential Allocations H1
- Mobile Home Parks H13

TOWN CENTRES AND RETAILING

- Retail Allocations R1, R4, R5, R6
- Core Retail Areas R1, R2, R3, R4, R5, R6, R8
- Hempstead Valley Shopping Centre R7
- Proposed Local Retail Facilities R9
- Local Centres, Village Shops and Neighbourhood Centres R10

LEISURE

- New Leisure Facilities L2
- Proposed Open Space L6
- New Playing Fields L7
- Proposed Water based Leisure Facilities L13
- Protection of Open Space L3
- NB: Sites are only identified on the Proposals Map if over 0.25 ha. in area.
- Designated Country Park L9
- Proposed Country Park L9

TRANSPORTATION

- Bus Preference Measures T5
- Channel Tunnel Rail Link: safeguarded route T8
- Existing Wharves T10
- Transport Policy Area T15
- Proposed New Parking Facilities T16
- Proposed Park & Ride Facilities T17
- Proposed Road Schemes T19, T20 (including safeguarded corridor of M2 widening)

COMMUNITY FACILITIES

- Proposed Local Healthcare Facilities CF3
- Proposed Primary School CF6
- Proposed Extension to Cemetery CF8
- Boundary of Tidal Flood Area CF13
- NB: Only shown on Proposals Map outside the urban boundary

3.0 Context

3.3.3 Parking Standards

The following vehicle parking standards for private cars and commercial vehicles were adopted in May 2001 through the Medway Council Parking Standards policy document. These standards are referenced as a maximum to guide the parking provision of IPM.

Minimum number of parking spaces for motorists with a disability		
Land use category	Car park size	
	Up to 200 spaces	Over 200 spaces
Business premises - employees	One for each registered disabled employee	One for each registered disabled employee.
Business premises - visitors	Two or 5% of the maximum parking standard (whichever is greater)	Six or 2% of the maximum parking standard (whichever is greater)

Land use category	Parking standards			Threshold for transport assessment
	Maximum no. of car parking spaces	Minimum no. of commercial vehicle parking spaces	Minimum no. of cycle parking spaces	
B1 Business				
Offices, research and development of products and processes, industrial processes	One per 30m ² GFA	(refer to note 1)	One per 400m ² GFA for staff	2500m ²
B2 General industrial				
General industrial	One per 50m ² GFA	(refer to note 1)	One per 500m ²	3000m ²

Note 1. Space for deliveries off the public highway required.



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3.3.4 Planning Approach

The selected approach for delivering IPM through the planning system is to use a LDO. An LDO is a planning mechanism that was introduced by the Planning and Compulsory Purchase Act 2004 which allows Local Planning Authorities to extend permitted development rights for certain specified forms of development. This means rather than applying for planning permission, which can include protracted discussions and negotiations often delaying development and increasing expense, an applicant wanting to develop a plot at IPM can apply to the Local Planning Authority using a self-certification form detailing the proposed development scheme. This process is both time and cost efficient to an applicant, and subject to details according with the requirements of an LDO, it will enable the plot(s) and wider development to unlock the potential of the site and drive forward its rapid delivery. Alternatively, if a proposal does not fulfil the requirement of an LDO, the applicant will be needed to apply for planning permission. Put simply, an LDO provides a clear guide from the outset as to what is acceptable to each Local Planning Authority.

LDOs have been successfully implemented elsewhere including Ebbsfleet and Harlow and have assisted in the delivery of office, R&D and light industrial development which has stimulated economic activity in the local area.

In line with the requirements of Planning Practice Guidance both Medway Council and Tonbridge & Malling Borough Council will be adopting their own separate LDOs for the parts of IPM that lie within their respective authorities.

The LDO mechanism has been chosen by the councils as the means of progressing development at IPM through the planning system as it demonstrates their positive and strategic approach to planning, supporting business and encouraging economic growth. An LDO will promote and communicate a clear planning framework for IPM and ensure the delivery of a successful place by giving developers greater certainty on what they are able to build.

3.3.5 Planning Background

IPM forms part of the wider Rochester Airport site, which has a long and illustrious history of aviation use. In recent years there have been a number of proposals to enhance the Airport. In 2014, planning permission was granted for the erection of two hangars and the erection of a new hangar for the Medway Aircraft Preservation Society. In 2017, planning permission was granted for the new headquarters of the Kent, Surrey and Sussex Air Ambulance Trust. Plans are currently being progressed to replace some of the existing buildings onsite with a new control tower and hub including the provision of a family viewing area.

The first iterations of Medway Council's new Local Plan continue to safeguard the Airport as an enhanced aviation facility and supports the development of a strategic gateway and economic hub: IPM. The ambition for such a hub is to develop a very high quality commercial environment of predominantly B1 and B2 uses that can attract high value businesses offering skilled employment opportunities. This ambition is in line with the current iteration of Tonbridge & Malling's Draft Local Plan which allocates B1 and B2 use for the site (Policy LP36 (j)). It would include workspace for advanced manufacturing, R&D and prototyping and aims to be a focus for entrepreneurial growth to strengthen links between local academic and industrial partners.

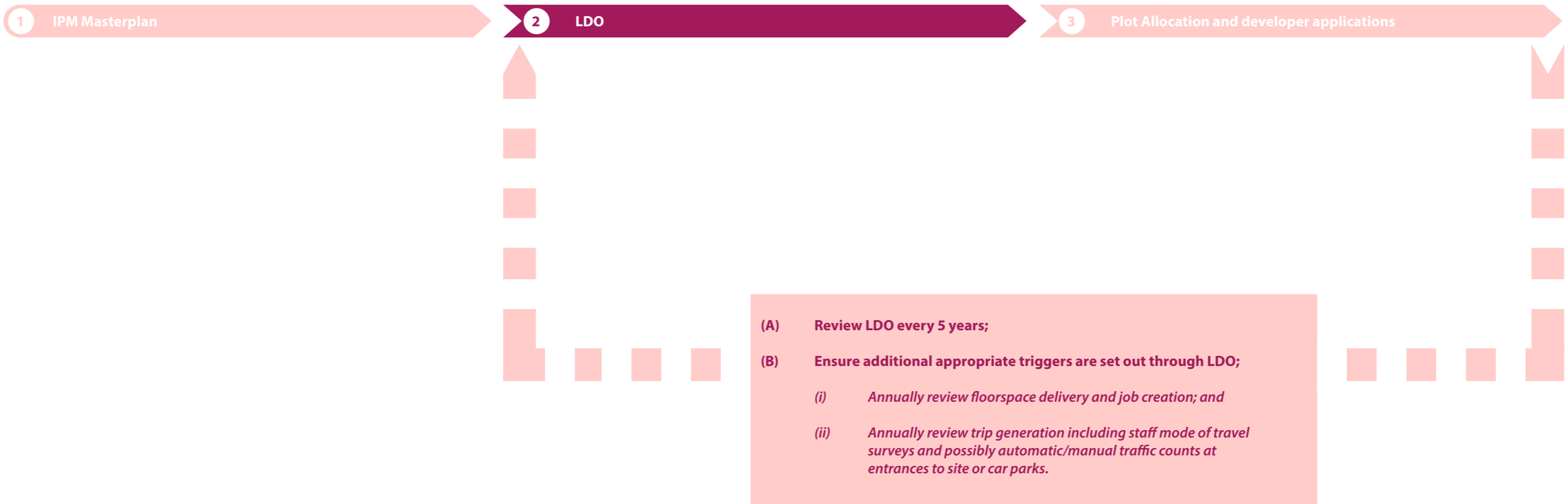
To the north of the Airport is the BAE Systems Rochester Campus and the Rochester Airport Industrial Estate. These are both identified in planning policy terms as existing employment sites with current policy restricting land use on these sites to Use Classes B1, B2 and B8. Also to the north of the airport and granted planning permission in 2013 is a new fire station for use by the Kent Fire and Rescue Service which incorporates a state of the art Road Safety Centre. To the north-east of the Airport is Horsted Park, a new residential development built on the former site of MidKent College.



The benefits of a LDO

- Encourages employment and economic growth;
- Businesses and developers save time and cost when planning investment, and have greater certainty on what they can build;
- Enables businesses to react quickly to growth opportunities;
- Proactive collaboration between Medway and Tonbridge & Malling;
- Promotes and communicates a clear planning framework to interested investors.

Planning, delivery and review mechanism for IPM:



4.0

SITE APPRAISAL

4.0 Site Appraisal

4.1 Site Area

The site is split into 2 separate areas, to the north and the south of the existing airport site. Overall, the area is 18.54 hectares

4.1.1 Land Parcels

Northern Area:

The Northern Area consists of two distinct parcels.

- * The main parcel (*Parcel 1*) comprises the airport occupied by part of runway 16/34, which is laid to well-maintained grass.
- * The second parcel (*Parcel 2*) is occupied by BAE Systems. It is laid to concrete slabs as a car park area and secured by a palisade fence.

Southern Area:

The Southern Area also consists of two distinct parcels.

- * The eastern parcel, *Parcel 3*, has concrete remnants of structures that have previously been demolished on the site. Part of the site is currently being used as overflow parking for the Innovation Centre, to the north. Within Parcel 3 is a single storey brick structure and fenced compound. It is thought that both are related to utilities supplies within the site and the wider area.
- * The western parcel, *Parcel 4*, is the site of the Woolmans Wood Caravan Park. The site is currently operational as a caravan park and has space for approximately 100 – 125 caravans.

4.1.2 Site Surroundings

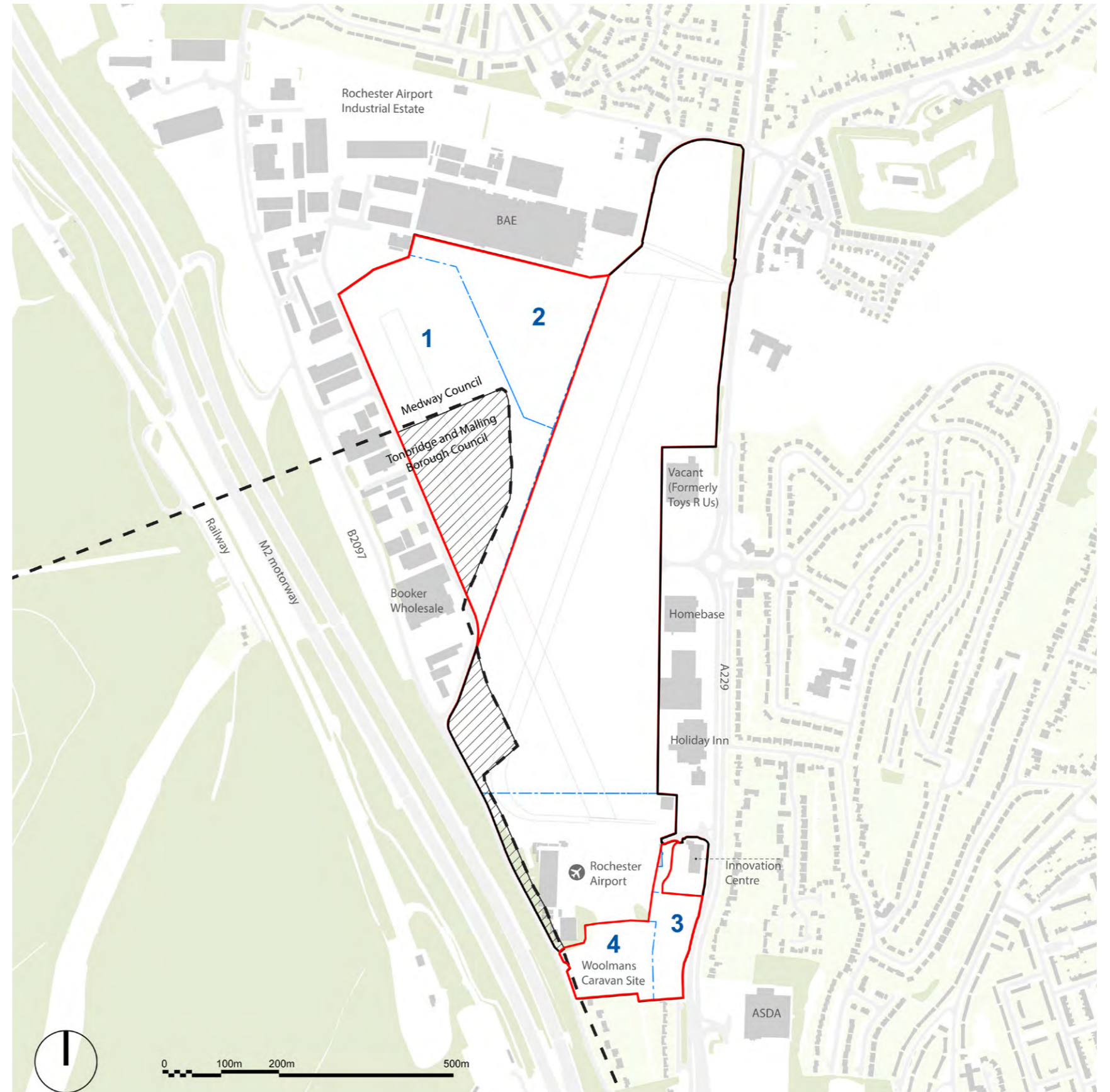
To the north of the northern area, the site is bounded by a complex of buildings occupied by BAE Systems. These comprise a mixture of industrial sheds and office accommodation, between one and five storeys in height. To the north-west is the Rochester Airport Industrial Estate with a variety of building types including offices and industrial. To the west is the Laker Road Industrial Estate comprising a variety of varying office and industrial/manufacturing uses. To the east is the retained Rochester Airport site that is currently the subject of planning application.

To the north of the southern area, the site is bounded by the existing Innovation Centre owned by Medway Council. The site is bounded by the B2097 to the west and the A229 to the east. To the north-west is the retained Rochester Airport site and, to the south, the site is bounded by existing residential developments.

4.1.3 Site Ownership

Parcels 1, 2 and 3 are owned by Medway Council. Currently, Parcel 1 is leased to Rochester Airport Ltd and Parcel 2 is to be leased by BAE Systems. Although owned by Medway Council part of Parcel 1 lies within the neighbouring Borough of Tonbridge & Malling.

Parcel 4, the site of Woolmans Wood Caravan Park to the south-west of Innovation Centre Medway, is privately owned.





View looking north along the western boundary of Parcel 1



View looking north towards the Innovation Centre from Parcel 3



View looking north along the eastern boundary of Parcel 1 with Parcel 2 to the east



View looking west into Parcel 4

4.0 Site Appraisal

4.2 Airport Operations

The Rochester Airport site has been in operation as an airport since 1933, and has been leased to an airport operator - Rochester Airport Limited (RAL) by Medway Council since 2000. Currently the airport is home to a variety of activities including:

Leisure aviation	Helicopter sightseeing (London and Kent), Private Pilots Licence training, Microlight, Autogyro, fixed wing light aircraft and helicopters.
Public service	Police, Air ambulance, Medivac fixed wing, Network Rail, Royal Navy, Army and Royal Air Force. Operating on a 24/7 basis.
Training	Training for a one off experience or to qualify for a licence, Microlight, Autogyro, Fixed wing and Helicopters and any conversion of different types. Including advanced training to Commercial Pilots Licence.
Business	Small business and Charter flights (single or twin engine), Fixed wing or Helicopters. In bound from UK/Europe for day trips or longer.
Museum	A private collection of fuel pumps as well as other petrol station memorabilia.

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The site's current use as an airport is to be maintained in order to safeguard the important aviation activity with the airport's facilities being invested in to secure a sustainable future for the airport operation.

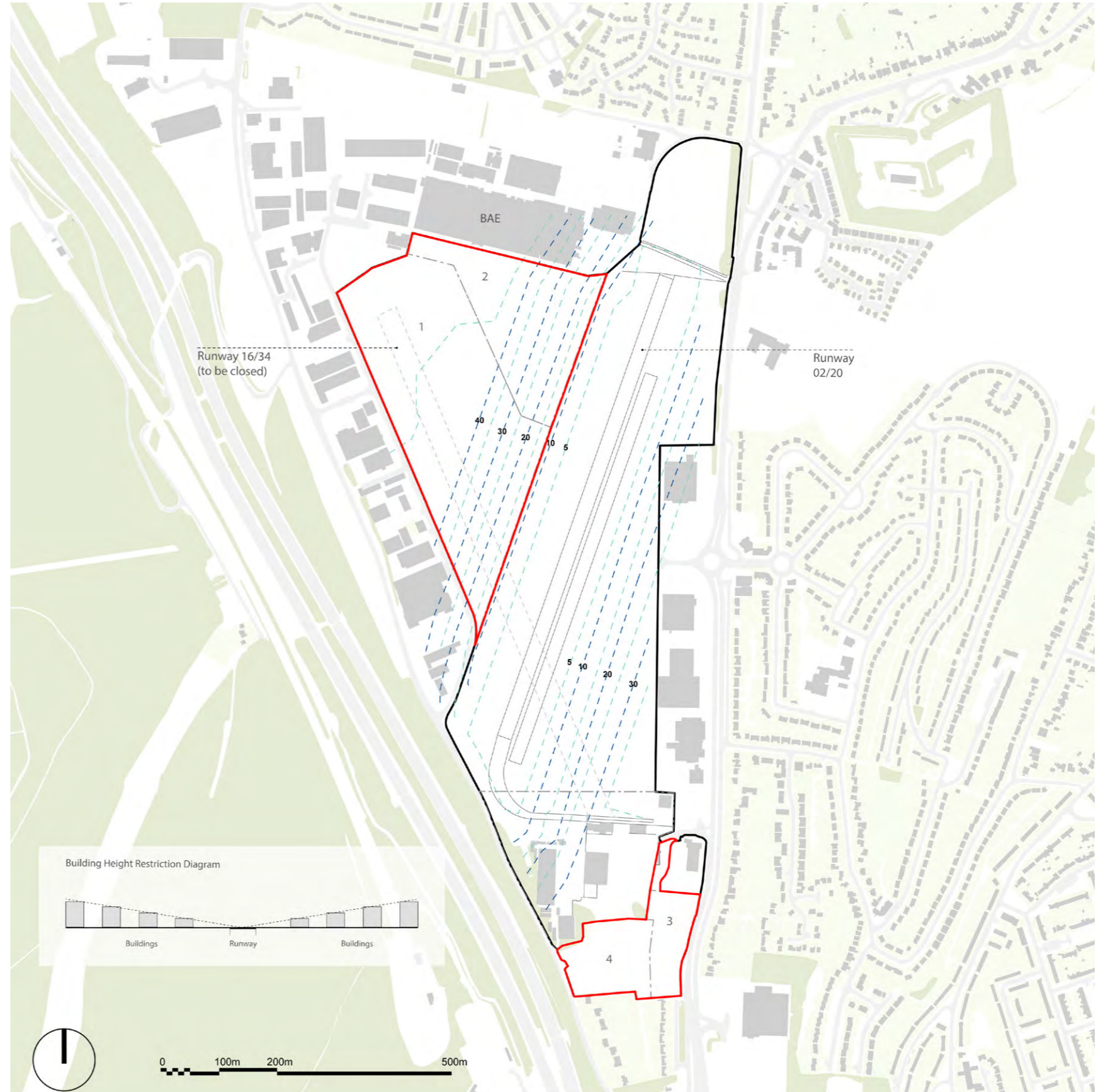
4.2.1 Airport proposals

In addition to proposed new facilities for users and visitors, the primary change proposed for the airport is to remove one of the two grass runways. These moves will make operational improvements and increase efficiency to safeguard Rochester Airport as a viable and sustainable airport with improved facilities for Medway residents and visitors. In addition the development proposals will:

- * Release new land for job creation - with a focus on increasing the skilled jobs in the region;
- * Improve access to aviation related heritage attractions;
- * Preserve existing green views of the airport from Maidstone Road; and
- * Views of AONB through greenspace at airport

4.2.2 Key considerations

The views from the A229 through the residential area to the Kent Downs Area of Outstanding Natural Beauty (AONB) is an integral consideration for the proposed scheme. The height of any proposed development must work within the parameters set by the requirements of the adjacent continued use of the airport as an operational airport. The plan opposite summarises the safeguarding constraints for development to consider and respect the maximum height of buildings and structures that may be accommodated within the safeguarded zones. A height contour is applied with the acceptable height of development increasing with distance from the runway. In addition, the risk of birdstrike on the airport should be considered by development proposals on site.





View of existing hangar building on Rochester Airport site



View from control tower looking north-west along runway 16/34



View looking north west along runway 16/34



View looking north along runway 02/20

4.0 Site Appraisal

4.3 Access and Movement

Rochester Airport is bounded by the A229 to the east and the B2097 to the west. These roads meet to the south of the site at the Bridgewood roundabout interchange, with the A229 continuing to the south via a grade-separated flyover and a signalised roundabout.

The site is well-connected to the surrounding road network. Emergency access points are located at the southwestern, eastern and western boundaries.

Access to Parcel 1 is currently from the east, across the airport, with an emergency access from Laker Road.

Access to Parcel 2 is via the main entrance to the BAE Systems land from the A229 (aspirational link).

Access to Parcel 3 is from the east, off the A229, with ingress possible via an unused driveway, or via the existing Innovation Centre.

Access to Parcel 4 is via the B2097.

The majority of the existing pedestrian and cycle facilities are found to the east of the airport with limited facilities in the vicinity of the B2097. There are no footways on a section of the B2097 to the south of Laker Road. Existing pedestrian facilities include a signalised crossing on the A229 providing access to the Davis Estate area and southbound bus stops on the A229. There is a cycle route along the A229 consisting of both on street and off street paths. This route connects the Walderslade area with Rochester town centre.

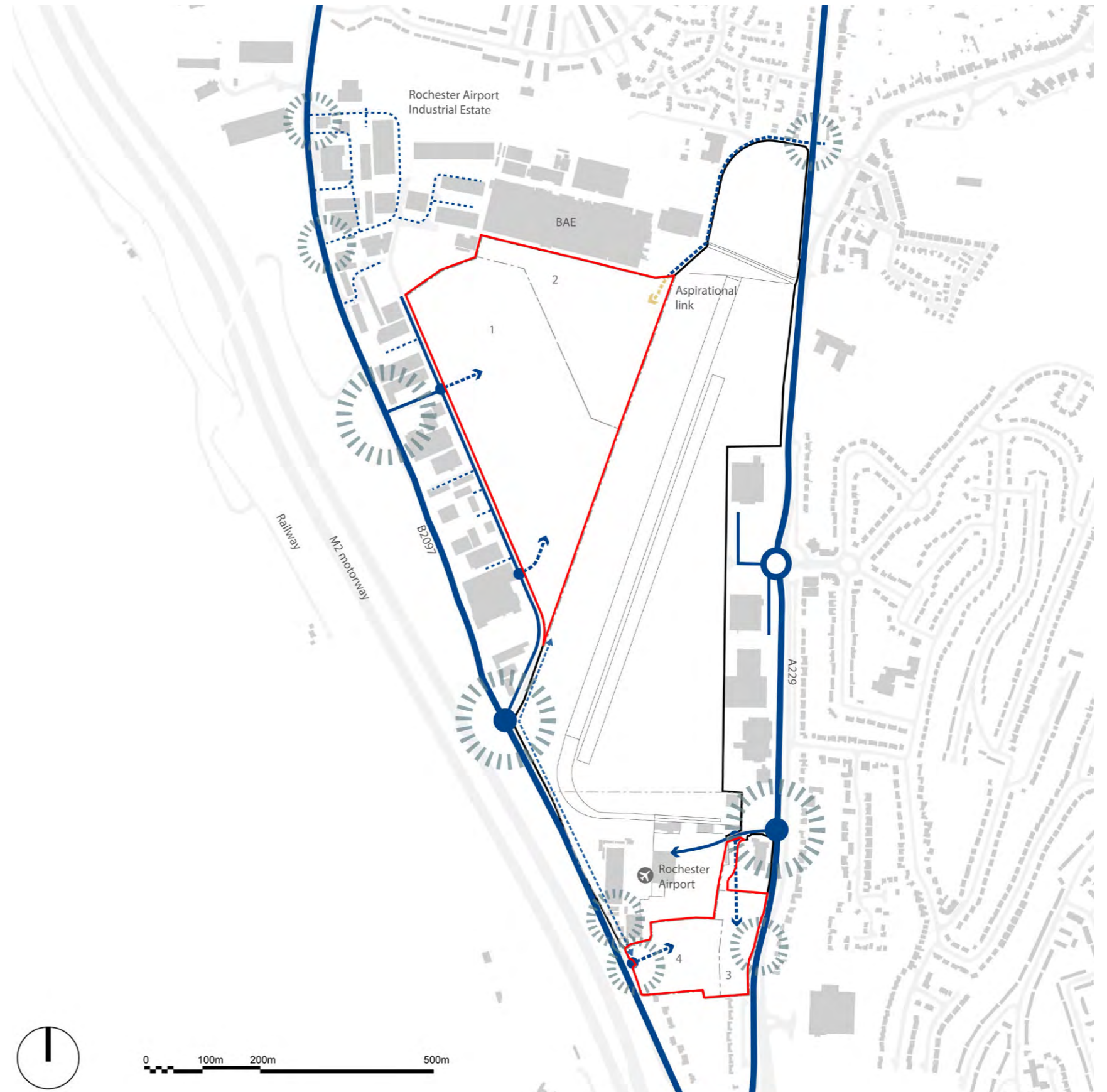
The area is served by a number of bus routes, primarily Service 101 which links to rail stations and runs via the A229 to Maidstone in one direction and Chatham and Gillingham in the other direction. On the western side of the site, Service 142 runs from Chatham out to Kits Coty/Blue Bell Hill Village via the B2097. The 101 service is a key express link between towns and Chatham bus station with links to services across Medway.

4.3.1 Key Considerations

The aspiration for the future of the site is to deliver a new employment site that attracts investment and provides a home for employers where they can attract and retain high quality, skilled staff.

The identity and environmental quality of the site is, therefore, a crucial consideration that the masterplan must make a positive response to. The masterplan must therefore achieve a range of viable, high quality access points that celebrate a sense of arrival and aid legibility for visitors.

Building on existing bus routes which provide good north-south links, opportunities for public transport services to penetrate the site should also be considered along with potential pedestrian and cycle connectivity as part of a green travel plan. Within the internal layout of the masterplan priority should be given to pedestrians and cyclists to ensure that the public realm is of the highest quality and can encourage collaboration to 'spill out' of buildings into shared spaces. Capturing vehicular movements in strategic parking areas that minimise impact upon the public realm is also a key consideration to explore. In addition, pedestrian connectivity between the two sites would be beneficial to support placemaking and community building objectives.





Eastern site entrance to the airport via Innovation Centre and direct link to A229



Former WWII ablutions block along airport boundary with the Innovation Centre



View looking north west along boundary with Laker Road



View looking from the site towards Lankester Parker Road

4.0 Site Appraisal

4.4 Topography, Ground Conditions and Hydrology

4.4.1 Topography

As befitting the site's past and current use as an airport, the area is relatively flat. Levels Above Ordnance Datum (AOD) are between 127m AOD in the south, and 120m AOD in the north.

Significant gradients are absent from all land parcels, with the only variation being the level of surface cover as a result of current or previous use. There are localised areas of uneven ground on the southern area due to previous demolition and remnant material.

The topography of Parcel 1 and 2 is predominantly flat with falls of approximately 1:80 from the south to the north.

The topography of Parcel 3 is fairly undulating, probably a result of the building demolitions and debris stockpiles. The southern part of the area is higher than the northern part, and assumed to be the remains of the BAE Systems office building, and the level change appears to be remnants of the building foundations.

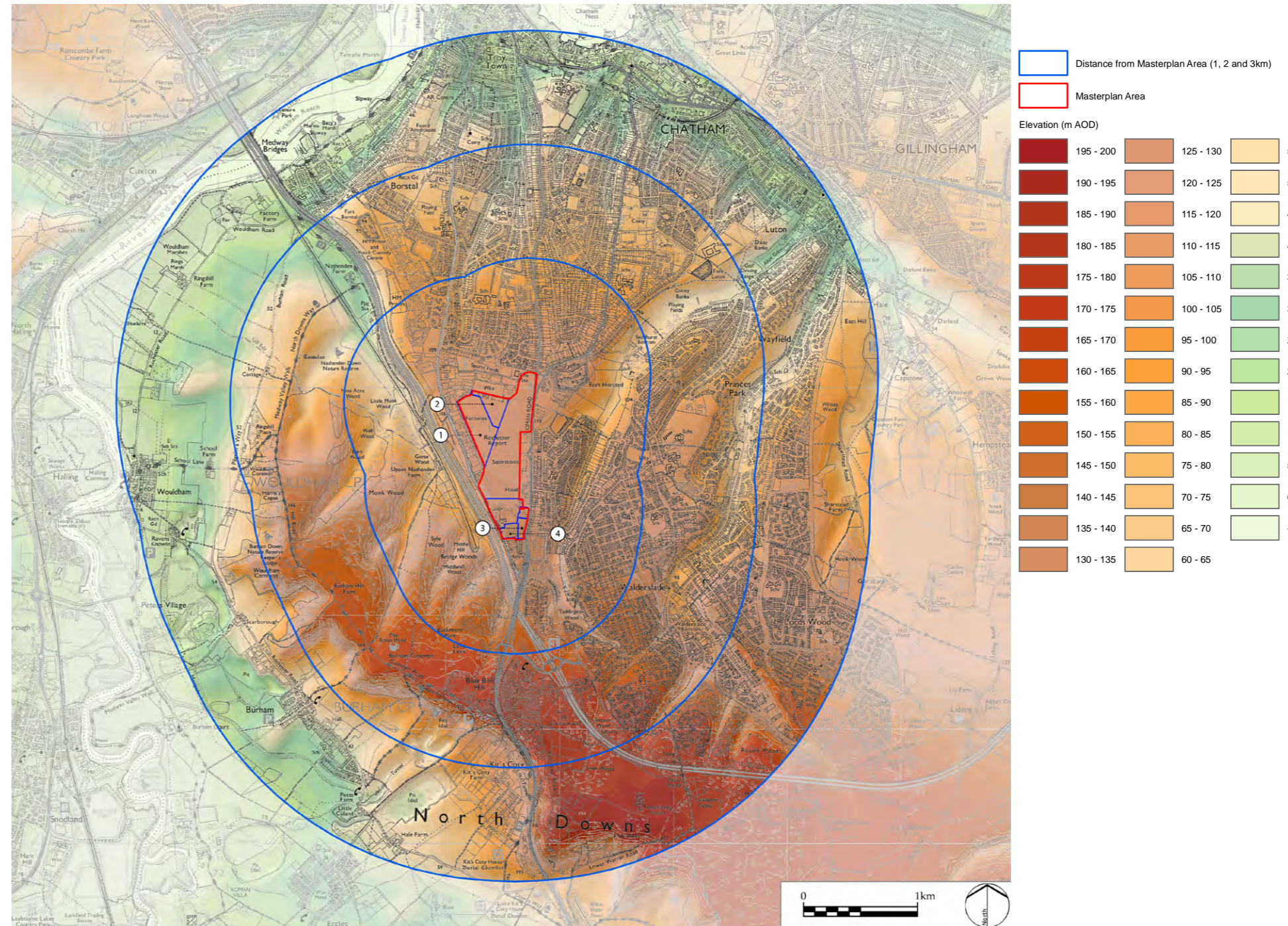
4.4.2 Ground Conditions

Underlying geology of the site is Clay with Flints, underlain by Seaford Chalk. The previous uses of the site as an airport, especially during the Second World War, and aircraft and machinery manufacture means that there is the potential for contamination to be present on site. However, the proposed use as a technology park is a low sensitivity use meaning that overall contamination risk is likely to be controllable during the design process.

4.4.3 Hydrology

The closest main watercourse, the River Medway, lies to the north and west of the site and runs approximately 1.5km to the west of the site boundary. A drainage ditch lies within the site area. The site is located within a Flood Zone 1.

The site lies within an Outer Protection Zone 2 and Source Catchment Protection Zone. The site lies on a Principal Bedrock Aquifer which may support water supply/and or river base flow on a strategic scale. Part of the site is overlain by a Secondary Undifferentiated aquifer.





4.5 Landscape & Visual

4.5.1 Landscape

The site lies within an “Urban and Industrial” area, as identified in the Medway Landscape Character Assessment (March 2011). The Kent Downs Area of Outstanding Natural Beauty (AONB) is located approximately 100m from the site at its closest point, separated from the site by the M2 motorway and Rochester Road (B2097). Two Areas of Local Landscape Importance (ALLI) are located near the site, namely Horsted Valley (300m east) and Nashenden Valley (100m west)

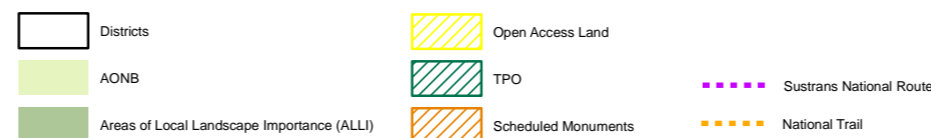
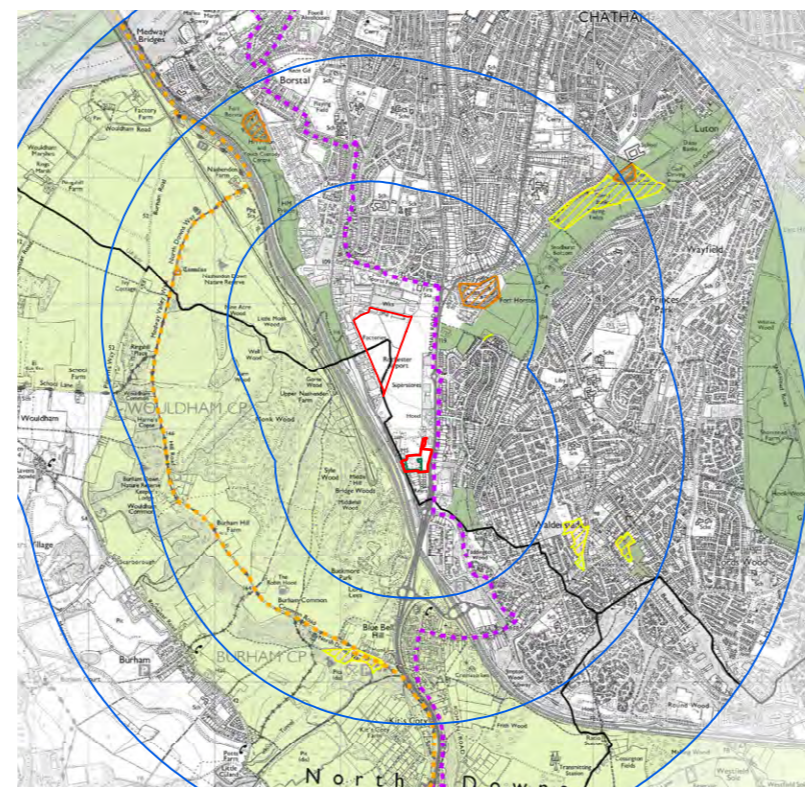
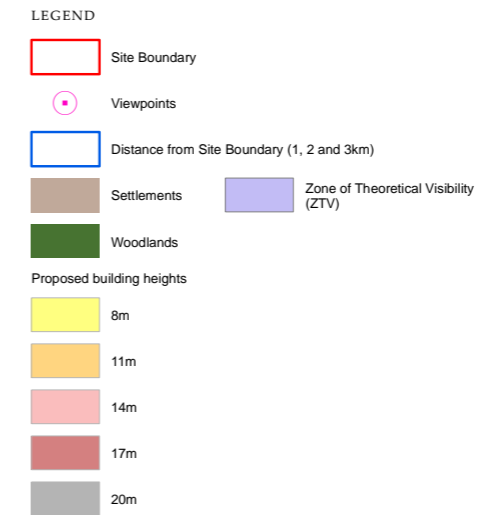
The land surrounding the site comprises the following:

- 1) BAE Systems – mixture of industrial and office accommodation between 1 and 5 storeys, the highest of which is approximately 23m above ground level. There is no uniformity between building styles, ages and heights;
- 2) Horsted Retail Park – double height retail units, Holiday Inn Hotel and a variety of frontages;
- 3) The Airport – varied buildings including 2 hangars and 2 grass runways, plus additional buildings with planning consent;
- 4) Laker Road Industrial Estate – variety of varying office and industrial / manufacturing uses with no uniformity in building types, materials and heights;
- 5) Rochester Airport Industrial Estate – variety of building types including office and industrial with no uniformity in building types, height and materials; and
- 6) Southern area – which includes Woolmans Wood Caravan Park, surrounded by a belt of trees, the majority of which are protected by Tree Preservation Orders (TPOs); Innovation Centre Medway, a 3 to 3.5 storey building approximately 12.5m above ground level at its highest point; 2 storey residential properties immediately to the south of Parcel 3 and to the east of the A229.

4.5.2 Visual

From within the urban area, Rochester Airport is visually contained by surrounding buildings and by trees and vegetation around Woolmans Wood Caravan Park to the south and along Rochester Road to the east.

From the wider area, particularly to the west within the Kent Downs AONB, the site is largely screened by intervening terrain and woodland, although there are areas of elevated ground where the development proposals would be visible. As such consideration should be given to potential impacts on the AONB.



4.5.3 Key considerations

Given the site is located within an urban area, the development proposals would have a limited impact on landscape character within Chatham. However, as the development proposals are located within the setting of the Kent Downs AONB, the development proposals should be of an appropriate scale, ensuring the natural beauty of the AONB is conserved.

Northern Area:

- * Ensure buildings are no higher than the BAE Systems buildings (23m above ground level), to limit visual impacts on the AONB.
- * Ensure buildings are variable in height, providing a staggered roof line.
- * Due to the site’s elevated location, the colour of proposed buildings should blend with the skyline, reducing their prominence when viewed from the AONB.

Southern Area:

- * Ensure buildings are not overbearing to the amenity of residential properties to the south and east.
- * TPO trees surrounding Woolmans Wood Caravan Park to be retained where possible, subject to condition.

4.0 Site Appraisal

4.6 Ecology

An initial Phase 1 survey assessed the habitats on site and their potential to support protected species. This was combined with a desk study and review of previous ecology reports of the site. A survey schedule was then formulated for further investigation into habitats of conservation importance and protected species likely present on site; some surveys of which are still ongoing at the time of writing.

Surveys undertaken before consultation include bat emergence (of off-Site buildings), bat activity, reptile and dormouse.

The species-specific surveys that underpin the masterplan include:

- * Breeding bird surveys of the grassland
- * Bat activity surveys of the site, include static monitoring over an extended period
- * Ground based tree assessments for roosting bat potential
- * Dormouse surveys
- * Reptile surveys
- * Badger survey
- * Botanical survey of the grassland

4.6.1 Summary of Findings from Previous and Current Surveys

Parcel 1 – Supports reptile; common lizard have previously been recorded along the northern boundary. Small numbers of ground nesting birds and foraging bats have also been recorded. The airfield grassland is cut as a meadow and supports a semi-improved grassland community.

Parcel 2 – Unlikely to support protected species.

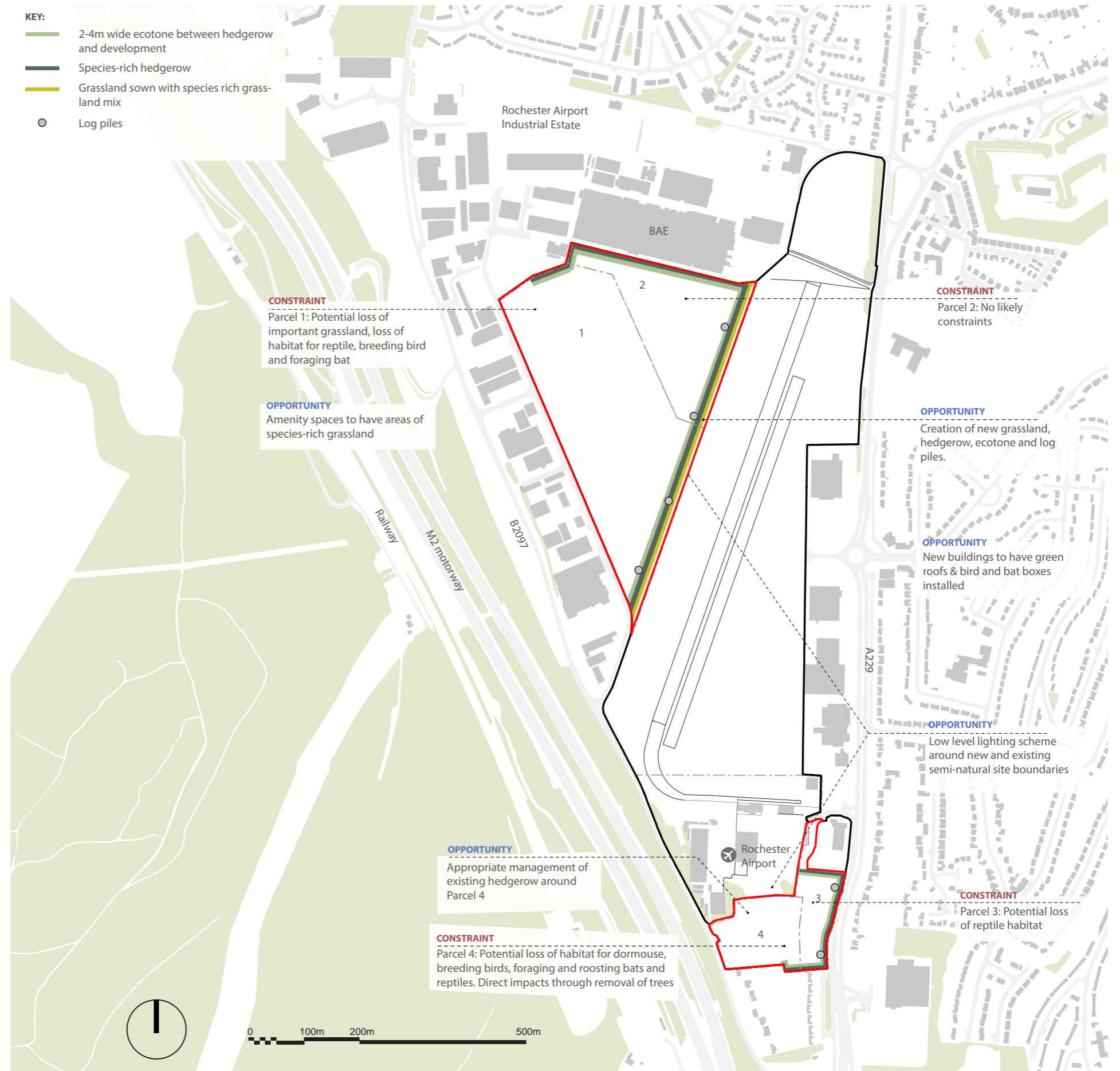
Parcel 3 – No protected species recorded here thus far.

Parcel 4 – Dormouse present in woodland/trees, foraging bats present. Reptile and roosting bat have not been recorded here thus far.

4.6.2 Key Considerations

The findings of the current surveys (and those of previous surveys) have identified a number of likely constraints and opportunities on site as shown in the Constraints and Opportunities Plan.

Constraints will require mitigation to allow the development to proceed without significant adverse impact. Compensation will be required for the loss of grassland in Parcel 1 and loss of woodland in Parcel 4. Opportunities will help mitigate any impacts and enhance the site for biodiversity, with consideration required to ensure that any proposals should also minimise the risk of bird strike on the airfield.





4.7 Heritage

4.7.1 Airfield features of heritage interest

The two runways - the line of the 16/34 runway should be retained in the design to allow continued appreciation of the historic interest of the airport. Surviving early 20th Century buildings in the South East of the site, and the presence of WWII defences.

A water tank and several small structures of unknown function are located within Parcel 3. Below ground remains of these may still be present and may require further investigation to gather information on their function, state of preservation and significance.

The majority of the former WWII buildings in Parcel 3 have been previously removed, but an "Ablutions Block" remains adjacent to the airport viewing area, and another building standing in the south of Parcel 3 may be of WWII date. These were not examined internally and are likely to require some historic building recording prior to any works being carried out, but are unlikely to merit retention.

4.7.2 Heritage assets in the wider area

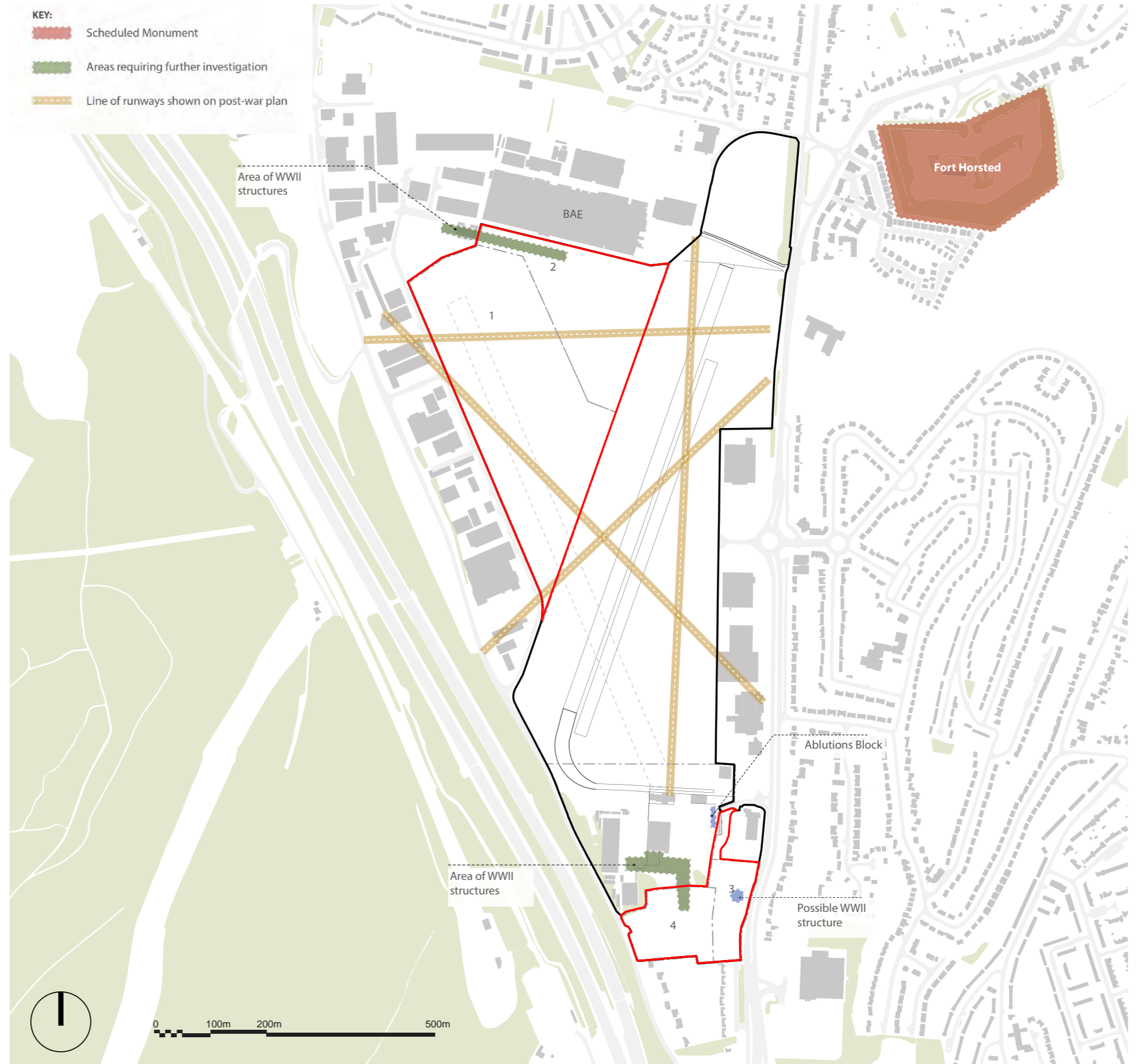
There are 26 Conservation Areas and 780 Listed Buildings within Medway. The site does not lie within a Conservation Area. The closest Conservation Area to the site is Maidstone Road, which was designated on the 19th September 2004, covers 4.42 ha, and lies approximately 1.2 mile northeast of the site.

Within 1.2 mile of the site there are four Scheduled Monuments (designated for their archaeological interest) and six listed buildings (designated for their architectural and historic interest). These comprise: *Fort Luton (Scheduled Monument 1003400); Fort Horsted (Scheduled Monument 1003401); Fort Borstal (Scheduled Monument 1003402); Bell barrow in Shoulder of Mutton Wood (1007459); Barn at Burham Hill (Grade II Listed Building 1070524); Robin Hood Public House (Grade II Listed Building 1099229); Snodhurst Farmhouse and attached outbuildings (Grade II Listed Building 1268177); The Homestead (Grade II Listed Building 1268217); Nashenden Farmhouse with Briar Cottage attached (Grade II Listed Building 1336151); Crimean War Memorial at Chatham Garrison Military Cemetery (Grade II Listed Building 133610).*

Although outside of the 1.2 mile radius, there are also Scheduled Monuments such as Kit's Coty House Long Barrow, Little Kit's Coty House Megalithic Tomb and White Horse Stone.

4.7.3 Local Heritage Interest

There is limited (but not insignificant) evidence of prehistoric and Roman activity within the study area. The area is likely to have been agricultural land or woodland between settlements in the medieval period and there is no evidence of activity within the site until the area was cleared of woodland in the post-medieval period.



5.0

THE VISION

VISION STATEMENT

'INNOVATION PARK MEDWAY WILL OFFER UP TO 100,000M² OF HIGH QUALITY, INNOVATIVE COMMERCIAL SPACE IN A PRIME LOCATION BETWEEN LONDON AND THE CONTINENT. INNOVATION PARK MEDWAY WILL BE A MAGNET FOR HIGH VALUE TECHNOLOGY, ENGINEERING, MANUFACTURING AND KNOWLEDGE INTENSIVE BUSINESSES LOOKING TO GROW IN THE SOUTH EAST, JOINING THE 14,000 BUSINESSES WHICH HAVE ALREADY MADE MEDWAY THEIR HOME. PART OF THE NORTH KENT ENTERPRISE ZONE, THE SITE WILL OFFER ACCESS TO WORLD-CLASS RESEARCH AND DEVELOPMENT AND HIGHLY SKILLED TALENT THROUGH THE CLUSTER OF KENT AND MEDWAY BASED UNIVERSITIES.'



5.0 Key Objectives

IPM at Rochester Airport is a major redevelopment opportunity and has been on Medway Council's regeneration agenda for a significant period of time. It has a vital role to play in the area's economic future. Key objectives include:

The land take opportunity: Changes proposed as part of the Rochester Airport Masterplan (2014) will free up 18.54ha of land for employment-led development right next to the airport. This is the largest piece of land under Medway Council's and Tonbridge & Malling's joint ownership that could bring transformational change to the area. A total of £8.1m has been awarded from central government's Local Growth Fund through the South East Local Enterprise Partnership to help bring this site forward for development, creating a hub for knowledge-based employment and innovation.

Economic performance: The core ambition for Medway Council and Tonbridge & Malling Borough Council is to strengthen the performance of the local economy, to create jobs in order to secure growth and prosperity, to capitalise on the further and higher education offer and to realise the area's potential, which is the largest conurbation in Kent and benefits from a strategic location on the Thames Gateway.

Skills retention: People are Medway's greatest asset; to retain people and their skills we need to secure quality jobs by attracting the right businesses to the area. IPM presents a unique opportunity for both authorities to deliver upon their aspirations to create a flagship economic hub that generates significant investment and employment opportunities to the area. IPM also has the potential to build links with Universities and Further Education institutions to drive the development of skills. It can help change the public perception of Medway from a commuter belt to a place where people, businesses and ideas grow and flourish.

An innovation environment: IPM's core value is about creating a place that both fosters physical and entrepreneurial connectivity. IPM will build upon national and international best practice, it will focus on creating a place where people belong, a place to make connections, seek advice, test ideas and be inspired. The wider community of Medway will be encouraged to engage with IPM as a centre of excellence.

Lasting Sustainability: IPM will only be successful if it can achieve long-term economic sustainability. It needs to position itself for the local innovation environment and promote ambitious business outcomes. Creative in delivery, able to respond to market trends, achieving best value for the authority, enhancing marketability and commercial performance. There will be investment in residents to enhance skills by creating apprenticeships, post-graduate opportunities and training facilities.

Flexible and agile: All of these demand a robust development framework that is adaptive, allowing for a wide range of buildings and spaces that can be delivered when there is demand. The element that underpins it all is the public realm of IPM. Public realm will be the constant among all the variables, the setting for all ambitions and possibilities at IPM. It will be high quality, durable space that is both welcoming and flexible, allowing people to make connections, encourage the exchange of ideas, nourish growth and support a wide range of activities at IPM. These spaces for collaboration will create a campus feel and will become a key driver for long-term success of IPM.



Concept 1 - CLEAR IDENTITY & QUALITY ENVIRONMENT...A legacy landscape

IPM already benefits from a number of points of distinction which position it as an attractive proposition for investors. The local innovation network, enterprise zone status, and existing community all combined with excellent connectivity provides IPM with a solid launch pad. In order to put IPM on an exciting trajectory our concept is to provide a stunning piece of public realm that becomes the signature for IPM.

A key concept for IPM is to put in place a 'legacy landscape'. In order to avoid the creation of an 'anywhere place' IPM is underpinned by a compelling vision that focuses on defining the potential 'place' that could be created and the experiences that people could enjoy. This approach focuses on delivering a landscape that guides each phase of development, gives certainty to future investors and prioritises life, people and place before thinking about buildings.

Making a 'nod to the past' the idea of a 'Runway Park' would become a dynamic feature that would not only underpin phased delivery of plots, and a stage for staff and visitors to enjoy the lifestyles they now demand of employment sites. Crucially, in addition to all of this, 'The Runway Park' would become the feature that gives IPM a clear identity, it would become the physical manifestation of the IPM brand.

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PLACEMAKING SIGNATURE

'THE RUNWAY PARK' A DYNAMIC PUBLIC REALM CELEBRATING THE ART OF FLIGHT



Inspired by the geometry of 'flight'



Bold and dynamic statement



A legacy landscape to frame phases of development and provide a stage for interaction



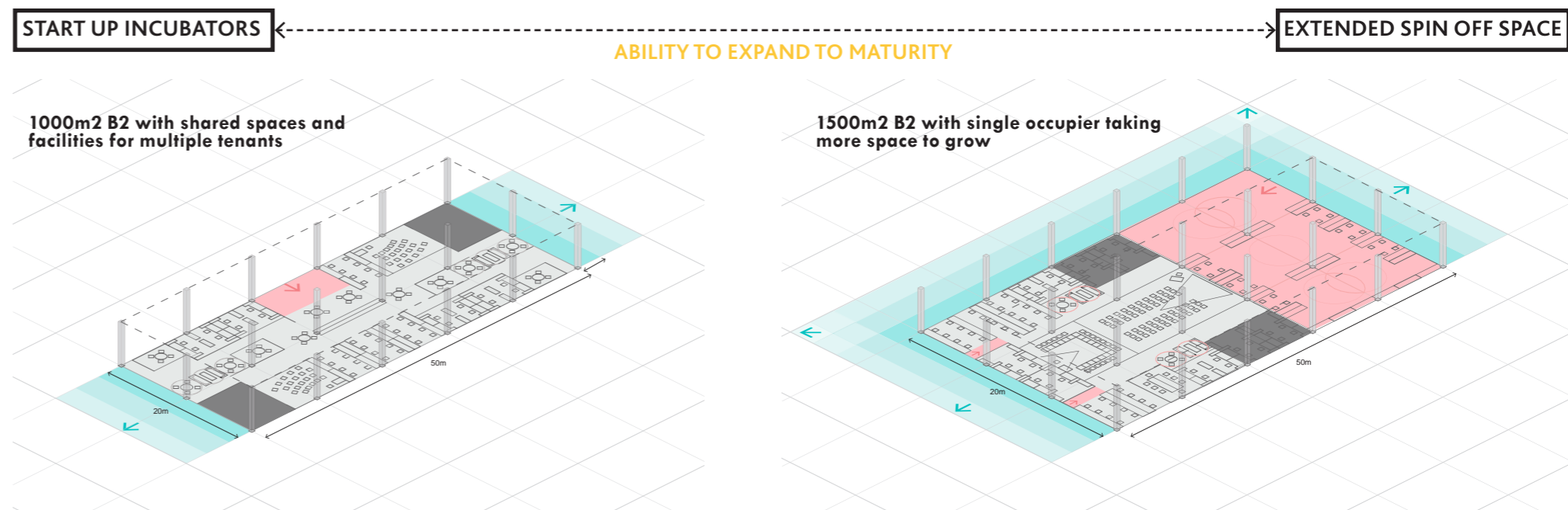
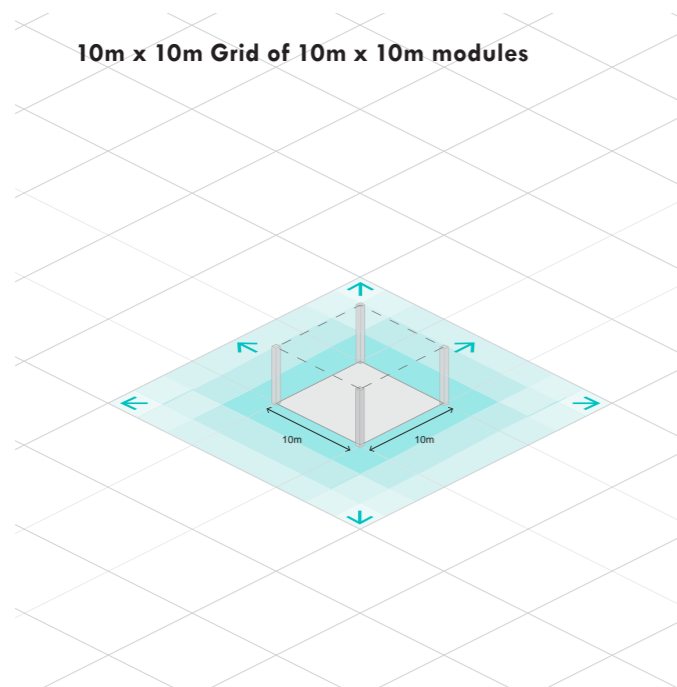
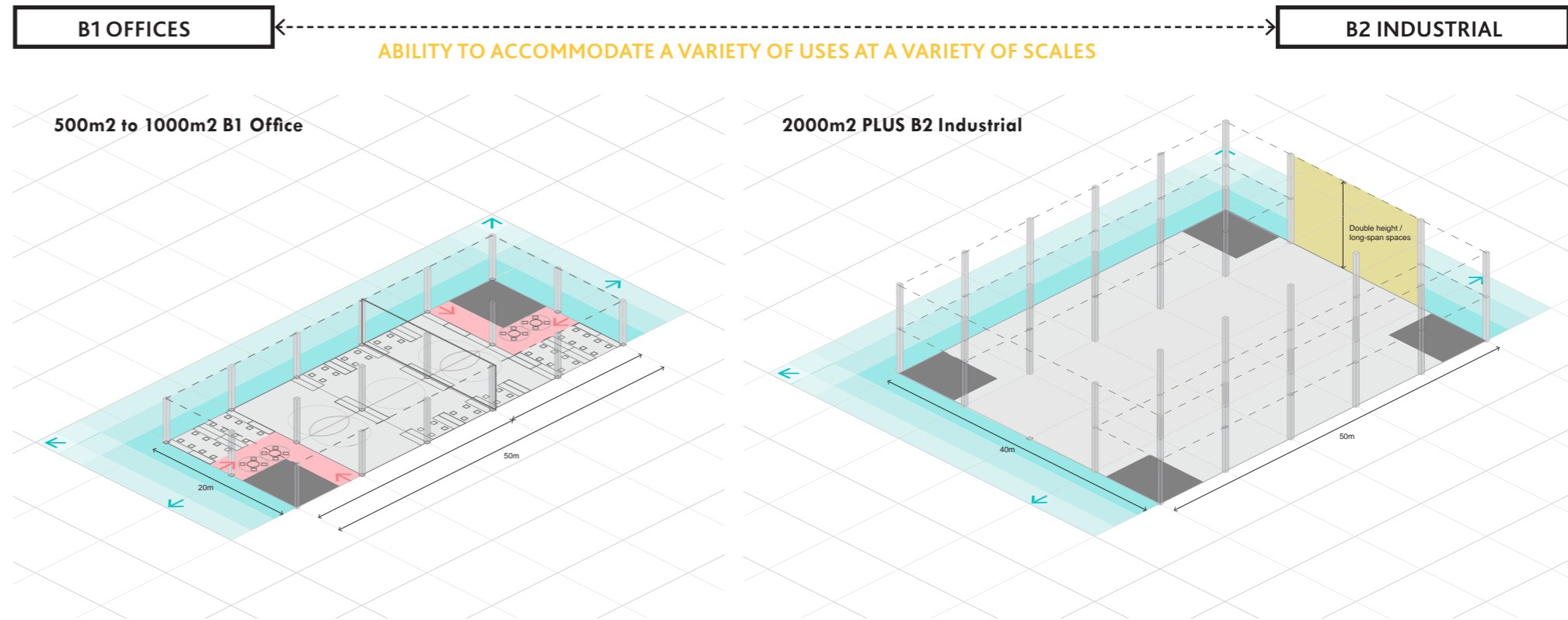
Concept 2 - FLEXIBLE AND AGILE...Flexibility 'to the Power of 10'

Delivery of a robust masterplan for the IPM has substantial technical, legal, financial and creative challenges. Success will rely on the resolution of these challenges within a robust plan for the key structuring elements that define the fundamental infrastructure corridors and spaces that will not only facilitate the marketing of serviced plots but also, crucially, provide a signpost of the quality of place that will emerge.

Our masterplan will be underpinned by a robust framework of the key structuring elements whilst allowing plots to be designed and developed in a flexible manner. This bold move puts in place a simple, yet powerful landscape framework which will retain flexibility for plots whilst acting as a catalyst to attract market interest through promoting a confident brand that attracts the right profile of innovative businesses, plus attracts and retains the best staff.

In order to ensure the viability of plots, our masterplan has explored the concept of a very flexible 10m x 10m grid. This allows the larger development blocks that are underpinned by the robust landscape and access framework to be combined or subdivided in a very flexible manner with the knowledge that plots can accommodate a wide range of building footprints for a wide range of typologies. The plots, therefore, are readily scalable and saleable allowing IPM to respond to market interest in a very agile manner.

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Concept 3 - ANCHOR INVESTORS AND NETWORKS & SKILLS... Breaking innovation out of silos

The investment landscape for innovative employment sites is becoming more and more competitive at a international, national and local level. In an era where disruptive technologies and changing patterns of work are redefining the role of employment sites, IPM must be at the leading edge of this movement in order to succeed.

A key pattern emerging in the market place, and supported in the precedent projects reviewed as part of the associated innovation studies that have informed this masterplan, is that the way that ideas are now exchanged is changing. Free flowing exchange of ideas and open collaboration is now at the core of innovation, allowing start-ups to build synergies and flourish; and mature companies to spin-off into new phases of growth. Innovation is no longer confined to desk spaces or lab spaces...it requires chance encounters, collaborative problem solving and is sparked by moments of inspiration

IPM will now be measuring itself against innovation parks and a new wave of employment campus that have delivered a quality environment early in their life cycle in order to attract further quality. The communities that have stemmed from these synergies are now meaningful, powerful and truly authentic 'places' rather than business parks.

A key concept for the IPM masterplan, therefore, is to break innovation out of additional silos and foster a supportive community founded on principles of collaboration. The public realm and shared spaces provide a stage that promotes this exchange and at IPM this ethos will become the essence of innovation and the unique selling point for investors, staff and the wider community.

1

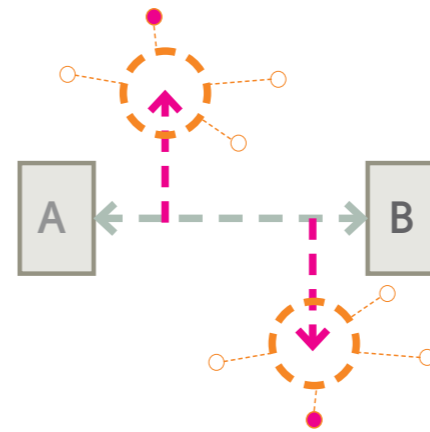
FACILITATE PLOTS TO ATTRACT EARLY OCCUPIERS



LINK THE EARLY PIONEERS TO BUILD SYNERGIES

2

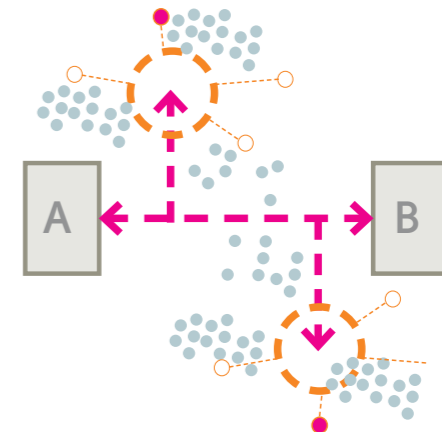
FACILITATE SPIN-OFF ACTIVITIES & ALLOW FOR GROWTH



DELIVER QUALITY TO ATTRACT QUALITY

3

COLLABORATIVE COMMUNITY AND INNOVATION EXCHANGE IN PUBLIC REALM



CREATE AN AUTHENTIC PLACE TO LEAVE
AN INNOVATION LEGACY

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CASE STUDY: HERE EAST

Here East is a new digital quarter for East London which re-uses the former Press and Broadcast Centre for the London 2012 Olympic and Paralympic Games. This major development builds on the creative and entrepreneurial heritage of Hackney Wick to create a thriving commercial space providing more than 7,500 jobs on site and in the local community.

LDA Design used the public realm as an extension of the building functions and a canvas for innovation, interaction and events. Whilst it was considered important to complement and blur interfaces with the existing context, an honest reaction to the contemporary industrial architecture of the existing buildings became crucial to project a single, unique identity.

The layout of the development is influenced by the two large Games-mode sheds which resulted in five core areas: The Yard; Canal Park Frontage; Northern Plaza; Gantry and Southern Route. Each area has its own character, yet bound to the Here East identity through simple and robust surface finishes and a strong and bold planting design. The design ensures strong connections to both the Queen Elizabeth Olympic Park and the Canal Park.



Here East Digital Quarter, an example of innovative place creation through the organic growth of collaborative enterprises with public realm as a canvas for interaction and idea exchange



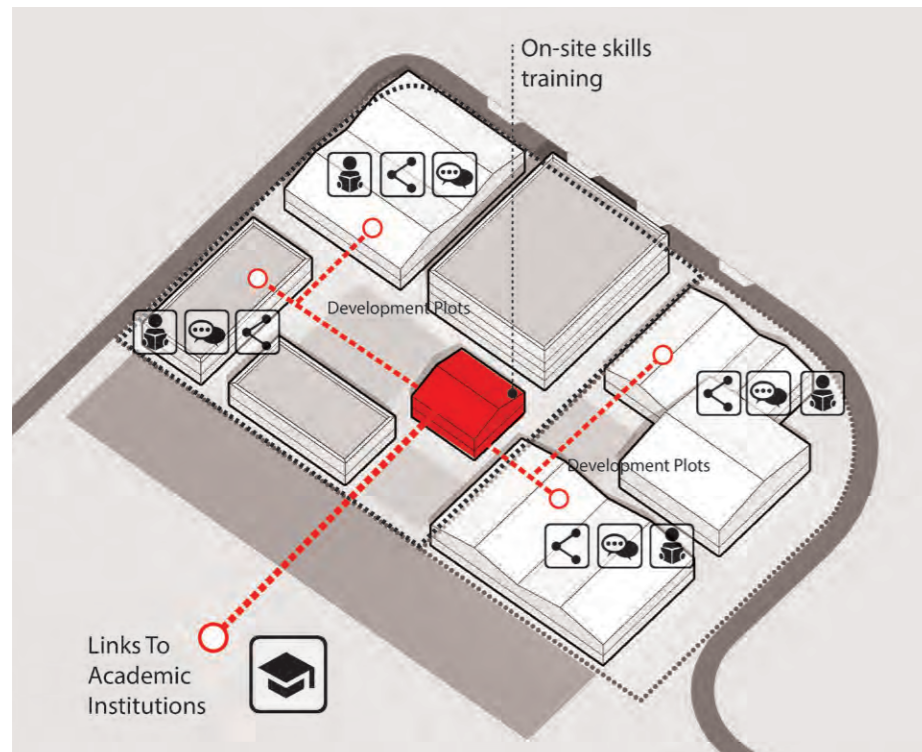
Concept 4 - BUILD NETWORKS AND SKILLS...Mixing up uses to encourage synergies

Delivering the 'known quantities' of an employment park such as IPM will not be enough to create an innovative employment site. Success will require more than delivery of floorspace, road infrastructure and parking bays. The masterplan will view IPM as a social endeavour rather than a purely spatial exercise, without creating additional expenditure which will also focus on delivery of access and utilities infrastructure to attract the initial occupiers to serviced plots.

Attracting investors requires the inherent benefits of this location to be capitalised upon, and new infrastructure being delivered to ensure IPM is a competitive investment proposition. Early occupiers will be able to benefit from a connected site with early infrastructure such as broadband available as part of the first plots released. Retaining the best staff in a competitive market place is a key concern for investors, and staff now demand a complex blend of ingredients when making decisions about where they want to work. The approach for IPM will be to take the core building blocks of an employment campus and blur boundaries of land uses with an exemplary public realm. The overlapping of uses with a strong public realm and landscape framework will engineer the desired moments of social interaction, build a shared community spirit, and spark moments of inspired innovation. These shared spaces will create a place of authenticity and sow the seeds of innovation at IPM.

If IPM is to become an authentic place where innovative investors look to invest in the knowledge that they can attract and retain the best talent, then the environment should be curated in such a way that moments of interaction occur intuitively. Crucially, this environment will also mean that IPM has the potential to build links with Universities and Further Education institutions to drive the development of skills.

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Concept to build links with Universities and Further Education Institutions through on-site skills training

STEP 1 MEASURE THE INGREDIENTS OF IPM

		Pu Public realm	Ro Rochester Airport	Nw Net-working	Er Earth Bund	
Tl Transport link	Fd Food & Drinks	Cp Cycle parking	Le Leisure	Bu Buffer Zone	En Energy	Ba Batteries
Sc Supply Chain	Ha Habitat	Ec Ecology	Os Open Space	Tr Training	Ap Apprenticeships	Rg Regeneration
Fr Freight	Wi Wildlife	Pl Play Space	Ac Access Road	Ed Education	So Solar Energy	Ic Inno. Centre
Di Distribution	Rd Research & Dev	Tec Technology	Dm Digital Mfrctg	Pr Proto-typing	Sl Special Labs	Bi Big Data
St Storage	In Incubator	Col Col-laboration	Ou Outreach	Em Employment	Le Learning	
	Wo Work hub	Io Innovation	Su Start-up	Su Support		

STEP 2 MIX UP AND BLEND USES TO CREATE A PLACE



THE OUTCOME

FOSTERING INNOVATION THROUGH MOMENTS OF INTERACTION



Concept 5 - LASTING SUSTAINABILITY...Futureproof and allow for organic growth

In an age where disruptive technologies are having profound influences on society IPM must allow its businesses and people to benefit from future innovations whilst ensuring that it can evolve organically to remain resilient as an investment proposition. Futureproofing for this and facilitating organic growth will allow IPM to remain competitive and this is the essence of an innovative, enterprising community.

Therefore, a core concept for all spatial tactics explored is to futureproof the masterplan as much as possible to provide a place where people and businesses can belong, flourish and innovate long term .

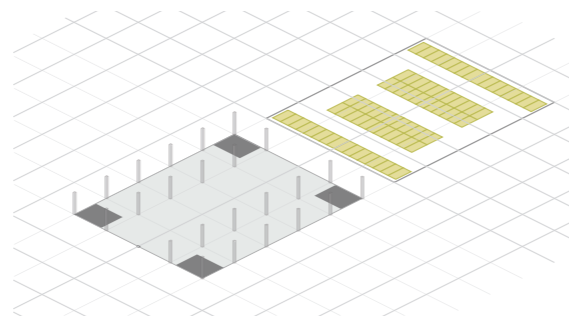
Although, the LDO will be reviewed at key milestones it is critical that the masterplan and planning consent is robust. In order to ensure that it is fit for purpose the flexible 10m x 10m grid will allow developer interest to be accommodated over many phases. Moreover, this approach allows plots to come forward in a variety of ways and for occupiers to expand within clusters as they reach maturity.

The concept of futureproofing extends to allowing for a variety of parking solutions to be accommodated which could unlock opportunities for intensification, particularly if a modal shift is achieved through successful delivery of more sustainable movement patterns. Whilst plots can come forward independently to be policy compliant with a surface parking solution and even temporary parking on adjacent vacant plots, the framework also allows the benefits of decked solutions to be explored which will maximise the potential to achieve placemaking objectives with strategic vehicle capture allowing for car free areas for collaboration. In time, shared deck parking solutions would allow for intensification of plots and the decked parking structures themselves could be future proofed to allow for conversion into additional employment spaces.

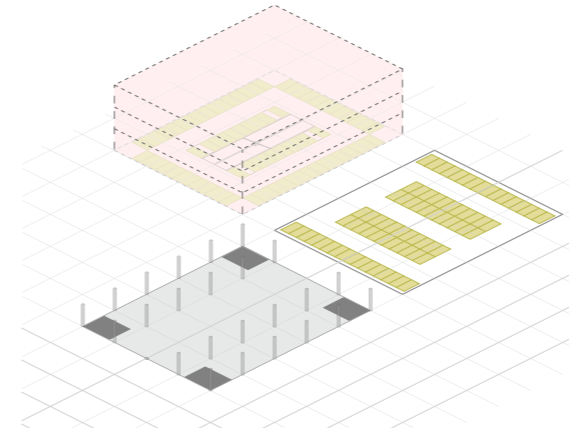
The consistency of the environmental quality and place brand will be secured by the over arching landscape and infrastructure framework acting as a constant cornerstone, but 'innovation clusters' will be able to adapt and thrive.



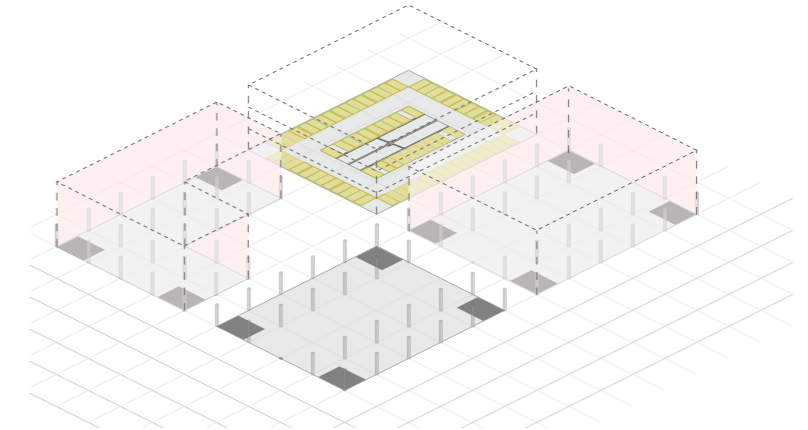
Independent plot parking solution
(can also be temporary surface parking)



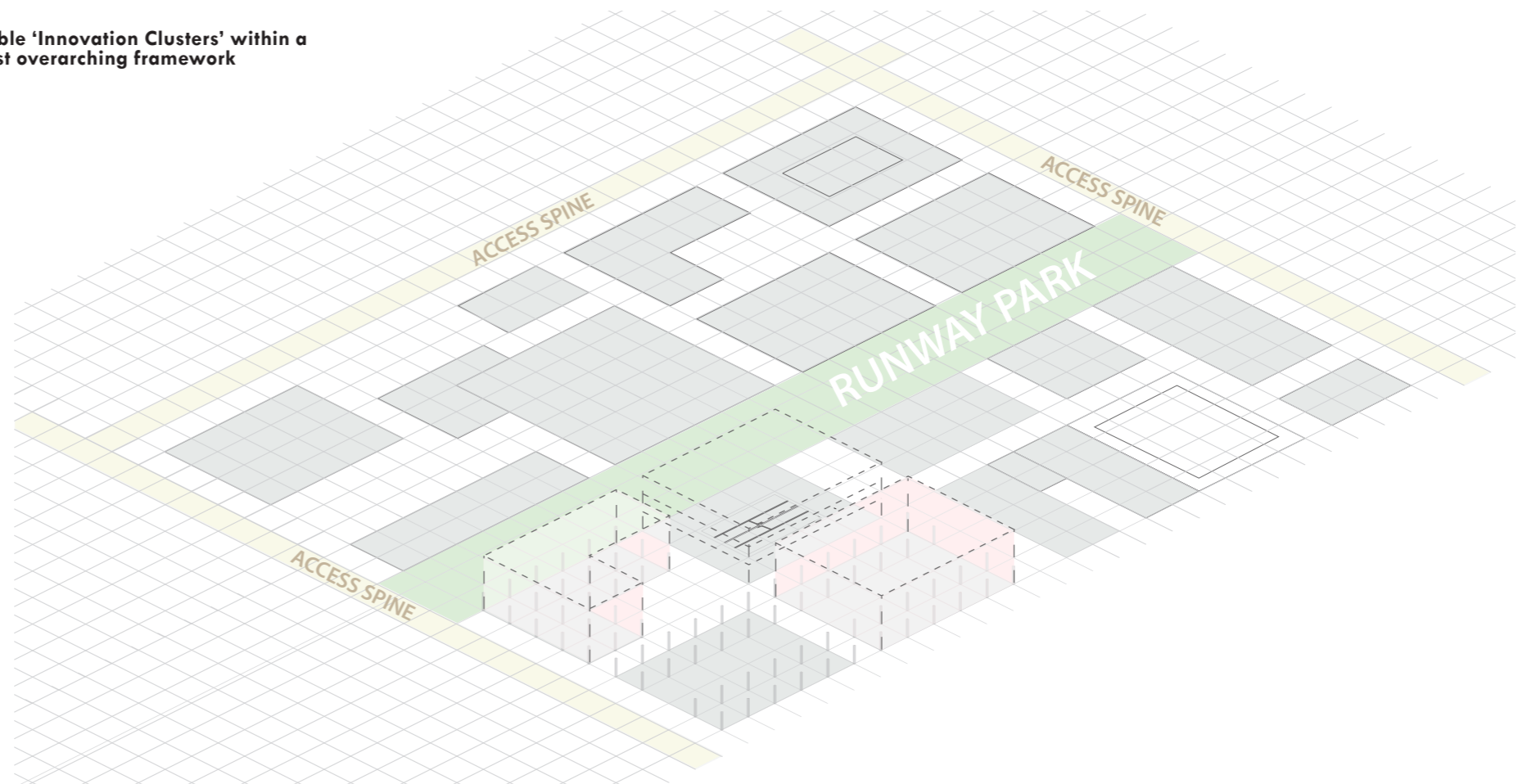
Decked parking solution



Cluster infill with shared parking deck



Flexible 'Innovation Clusters' within a robust overarching framework

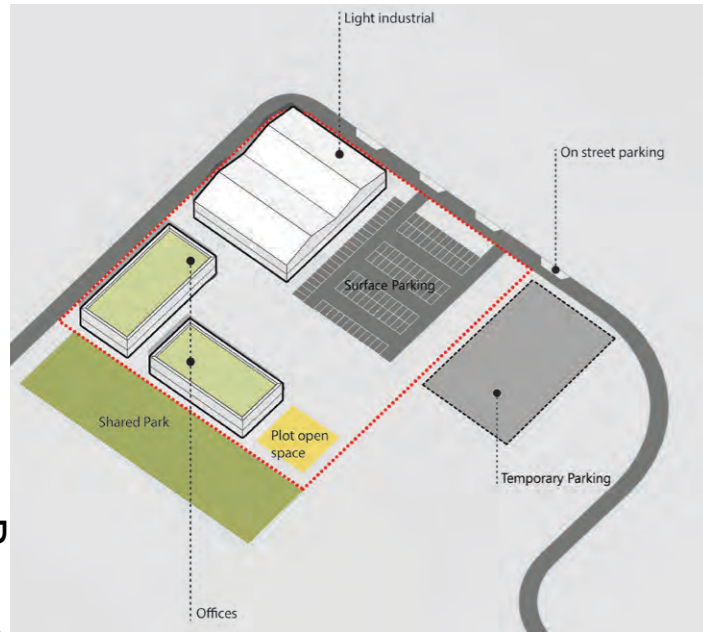


*Indicative concepts for illustrative purposes only



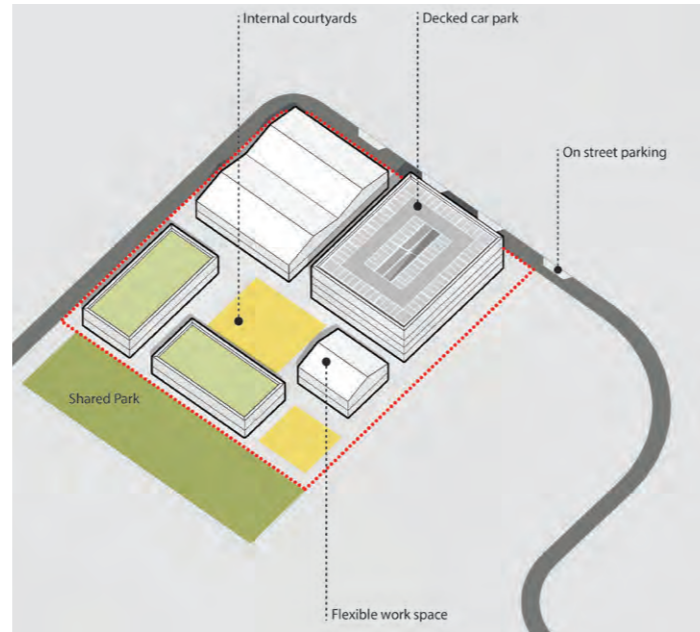
FUTURE PROOFING: PARKING

Policy Standards (as a maximum)

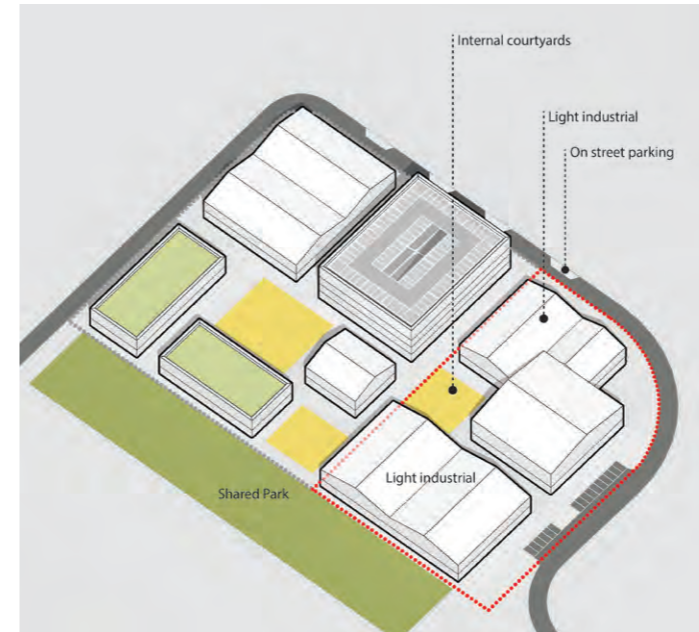


POLICY COMPLIANT PARKING

Infill with deck solution

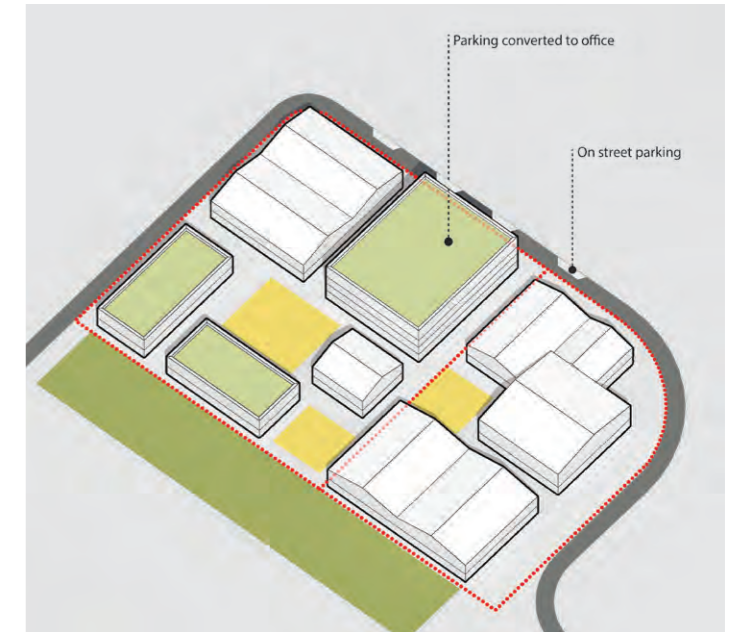


Shared deck solution



FUTURE MODAL SHIFT

Intensified car free clusters

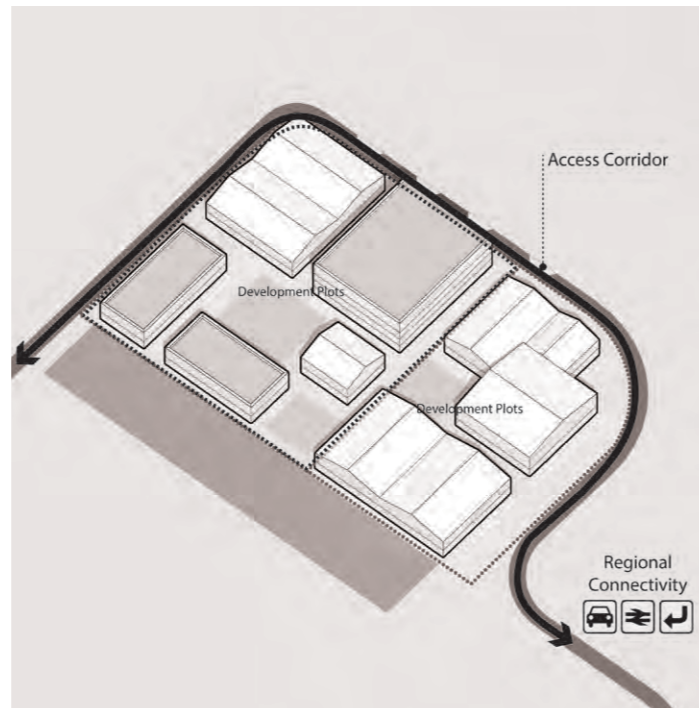


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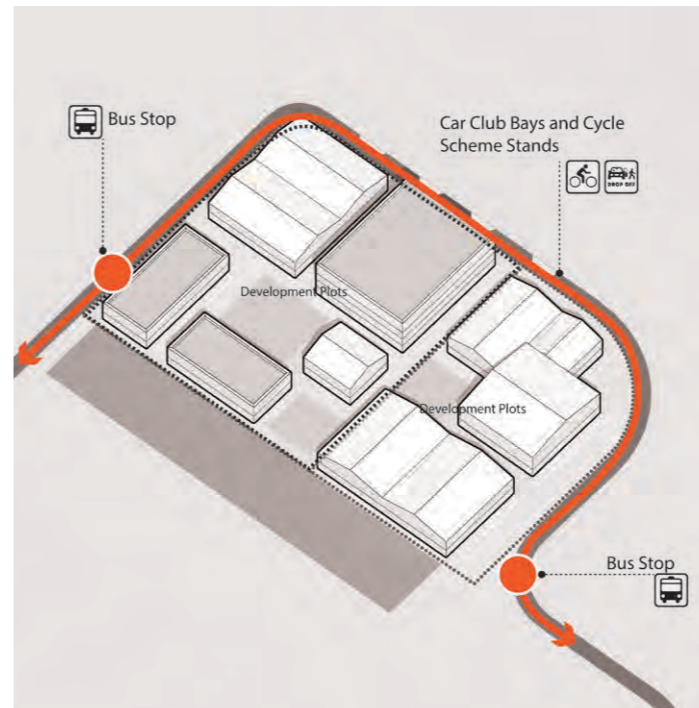
*Indicative concepts for illustrative purposes only. Interested parties who deliver plots will need to consider access for deliveries and parking, with the primary route available for additional bays if required and acceptable in planning and design terms

FUTURE PROOFING: PRIMARY INFRASTRUCTURE CORRIDORS

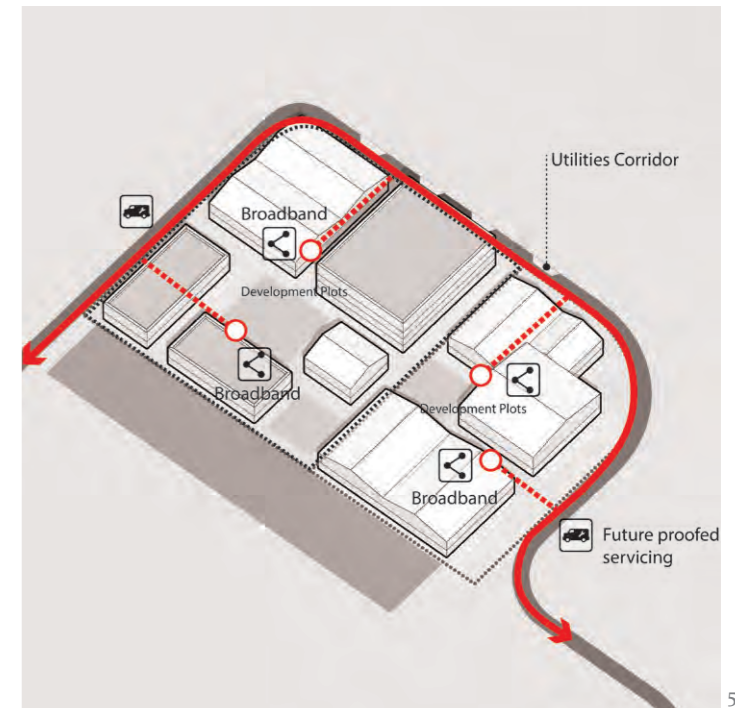
Initial access connecting into wider network



Application of sustainable travel choices



Future proofed utilities corridor



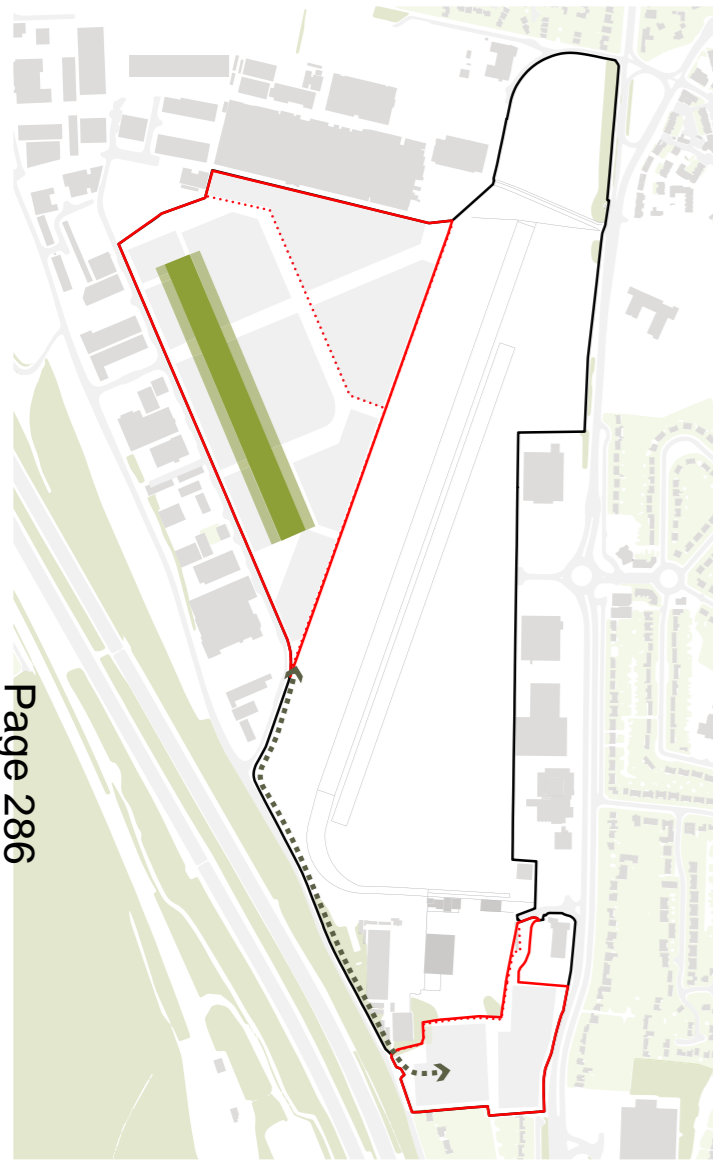
*Indicative concepts for illustrative purposes only

6.0

THE MASTERPLAN

Key Design Moves

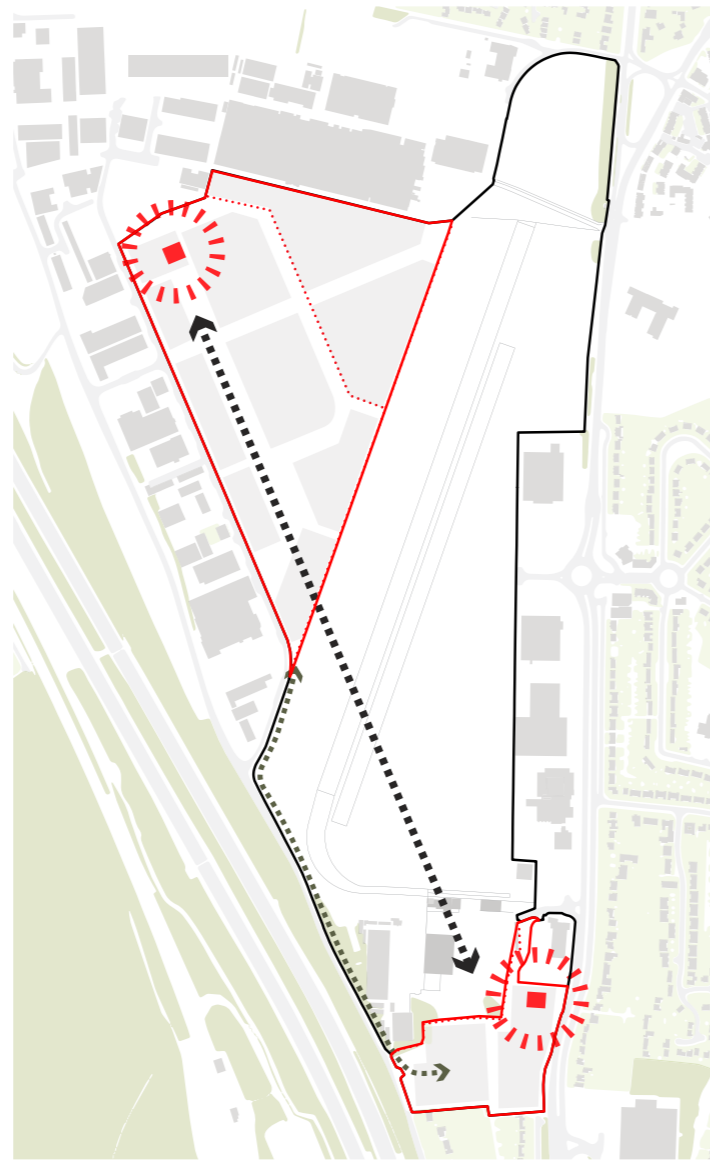
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A RUNWAY PARK

The Runway Park is proposed as the fundamental structuring element of the masterplan. A simple, bold move which will create a clear identity and provide the high quality open space that investors demand of innovative employment sites AND is key to attract and retain skilled staff.

The Runway Park is a concept inspired by making a 'nod to the past' whilst setting out a confident new future for the site. The beauty of the concept is its ability to attract investors through the certainty that a quality feature will be committed to as the core element around which flexible plots will be built out over time.

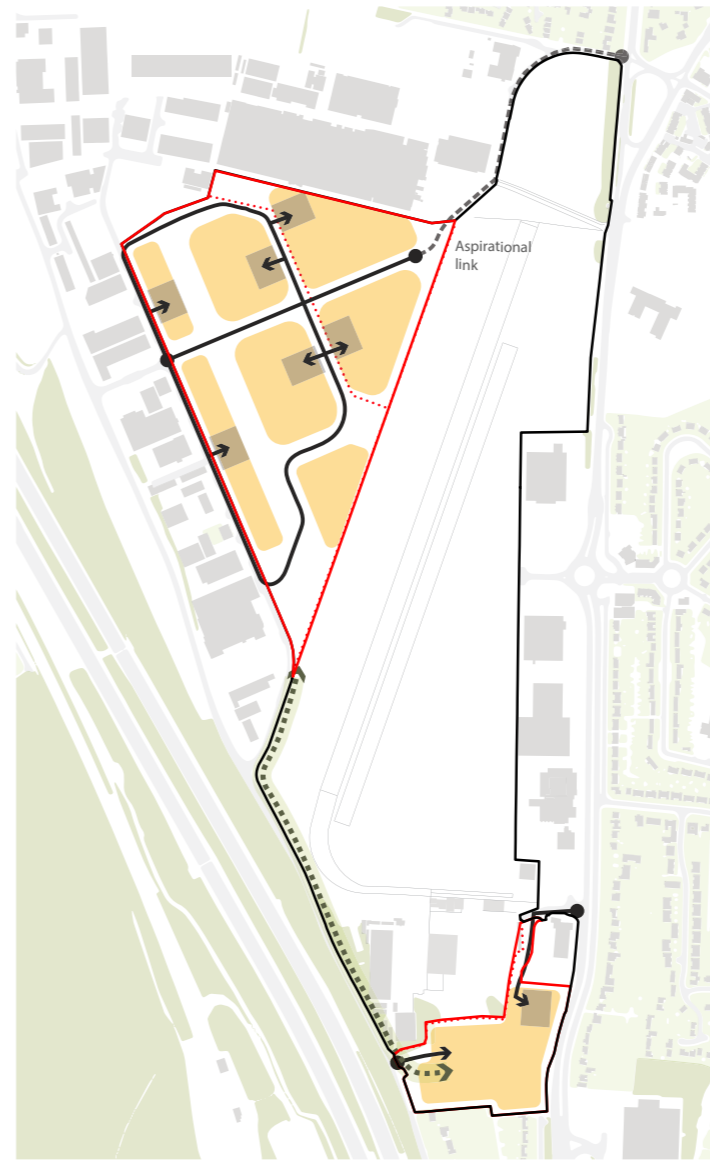


ICONIC BUILDINGS

In order to celebrate the heritage of the site, and make a perceptual link between the two development areas, the masterplan 'book ends' the linear park alignment with a plot that offers the opportunity for a land mark building to the north of the site. Frontages on Maidstone Road also have the potential to create a sense of arrival for the enterprise zone.

This sets up a 'conversation' with the control tower and perceptually links the two parts of the development area in spirit as one innovation park.

The two development areas also have the potential to be physically linked via a potential footpath that passes securely along the site boundary. This physical connection will promote interaction between the two sites and encourage shared use of facilities which, in turn, will assist objectives of reducing car trips.

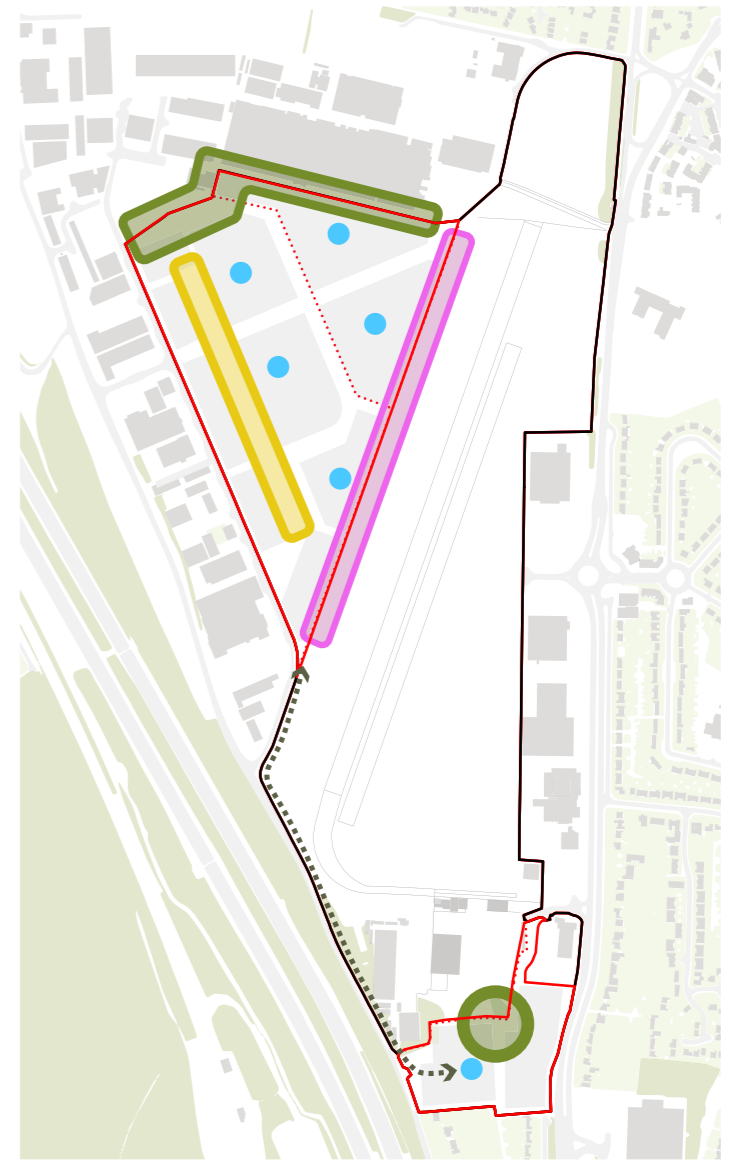


PEDESTRIAN FRIENDLY CLUSTERS

Successful interaction between organisations and individuals attracted to IPM can be amplified by a public realm that encourages innovation to be taken out of buildings into the public realm where collaboration and new ideas can be freely exchanged...this is the essence of innovation.

In order to achieve these qualities in the public realm, and deliver the environment that will attract and retain staff in a competitive market place, free flowing pedestrian movements must be prioritised.

The masterplan strategy seeks to capture vehicular movements with car parks located in strategic locations allowing pedestrian friendly clusters to surround the key open spaces such as the Runway Park.



LANDSCAPE CHARACTER AREAS

The fundamental framework put in place by the commitment to a Runway Park and primary access loop creates a framework within which plots can emerge over time. Development will come forward under the umbrella of one vision and the identity of one place but with the proposed landscape features influencing the identity of each zone of the IPM site. This includes:

- Park edge plots
- Outdoor collaboration 'rooms'
- Trees of character maintained to acceptable height
- Woodland clusters



Illustrative Masterplan

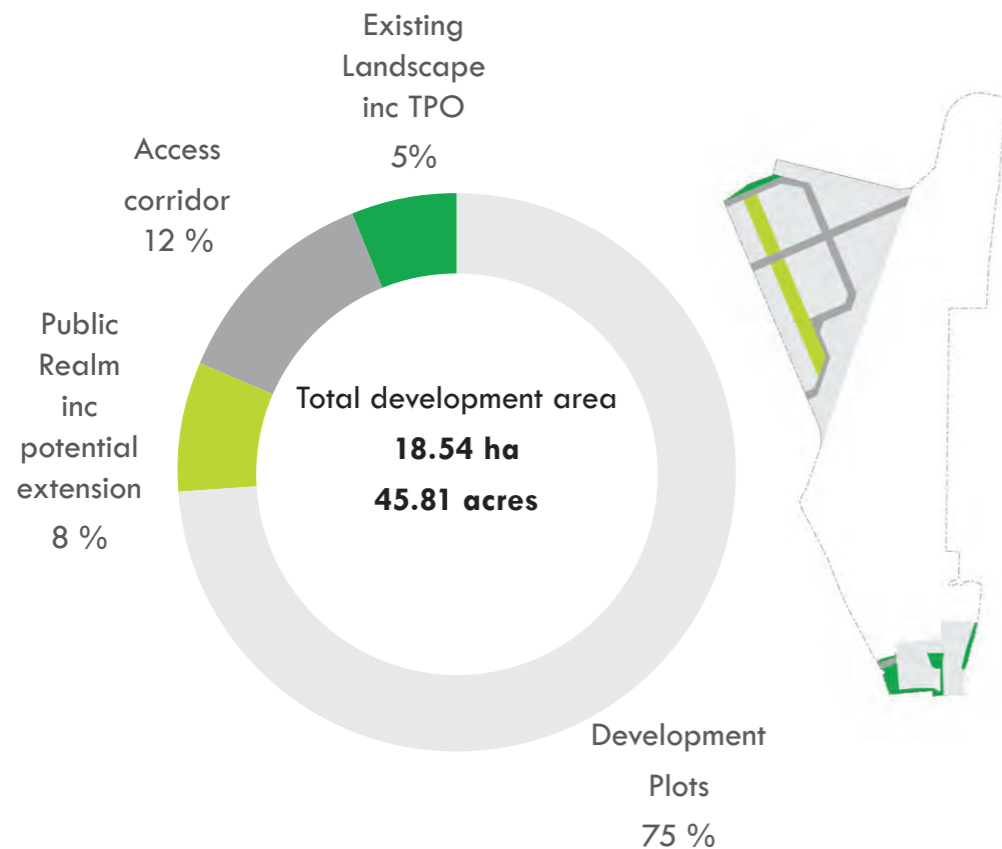
The purpose of this section is to describe how the principles of the design rationale and vision could be manifested and delivered on site.

The IPM illustrative masterplan provides a spatial representation of the vision for IPM. The masterplan incorporates the key design moves which are underpinned by an understanding of the site opportunities and constraints whilst also exploring the creative opportunities to create a place of authenticity and a distinct investment proposition.

The illustrative masterplan and accompanying indicative land use and building heights strategies in this section have been used to determine the site capacity. The LDO seeks to retain a degree of flexibility and therefore a set of flexible parameter plans are required to provide maximum allowances, against which the LDO is determined and the EIA is undertaken.

The illustrative masterplan, therefore, retains flexibility for detailed development proposals to come forward for individual plots, with application parameters and accompanying design codes becoming a mechanism to control development proposals so that they accord with the vision and illustrative masterplan intentions.

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All building locations for illustrative purposes and capacity testing only - see parameter plans

All building locations for illustrative purposes and capacity testing only - see parameter plans



- Aspiration for long term link
- Retained and enhanced tree planting to create new woodland character area
- Potential iconic building with design code to be developed to secure specific treatment for this plot
- Outdoor room for collaboration
- Runway Park - social track
- Runway Park - flexible lawn space
- Runway Park - gateway plaza
- Runway Park - meadows
- Runway Edge - with potential landscape treatment featuring trees of character
- Aspiration for a secure pedestrian link within site boundary to connect north and south sites

All building locations for illustrative purposes and capacity testing only - see parameter plans



Secure pedestrian link within site boundary to connect north and south sites

Vehicular access

Tree retention

Potential location for multi-deck car park with design code to be developed to deliver a high quality facade and or green screening

Woodland cluster with car free outdoor space for collaboration

Plot Capacity Testing

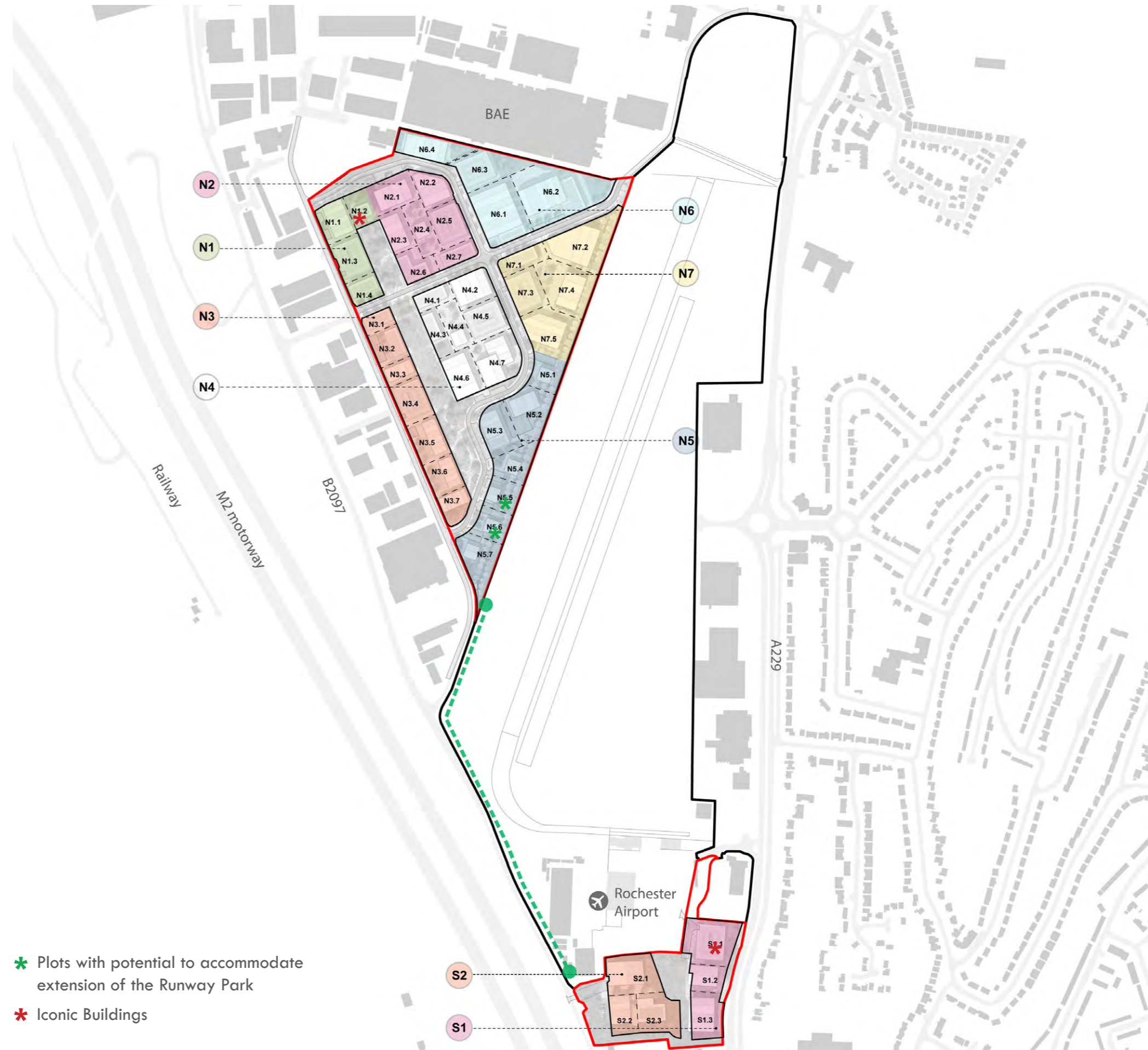
The IPM illustrative masterplan generates a number of plots which can come forward for development in a flexible manner. Indicative building heights and land use of each plot have been used to define the development capacity of the site.

The associated parameter plans set out in section 8 allow the flexibility for different stakeholders to come forward for feasibility testing of plots with decision makers able to test development proposals against the parameters and a set of design codes to control the design outcomes. Parameters contained in the LDO could become a critical tool for the marketing and branding of the Enterprise Zone as it will provide confidence that the site would be developed with a consistent approach.

The illustrative masterplan for IPM presents a robust plan for the key structuring elements that define the fundamental infrastructure corridors and spaces that will not only facilitate the marketing of serviced plots but also, crucially, provide a signpost of the quality of place that will emerge.

The framework is underpinned by a robust layout of the key structuring elements such as the linear 'Runway Park' and the points of access and movement corridors whilst allowing plots to be designed and developed in a flexible manner as interest from the market emerges during the lifetime of the LDO.

Future development proposals for plots will be set within this robust framework that ensures quality and continuity. This approach will allow development parcels to come forward in a phased manner, within a robust masterplan accompanied by design codes that will secure the intended placemaking objectives.





Key
 B1 Business
 B2 General Industrial
 Decked multi-storey car park

1 bay per

Parking Requirement	
B1	B2
30	50

m2 floorspace

Parcel	Plot	Plot Area	Building footprint m2	Height	GEA m2	Use Class and Size Category	Local Authority / ownership	Parking requirement (bays)	Total parking required (bays)	On plot deck parking provision (bays)	On street car park provision (bays)	Notes
N1	N1.1	2479	1,500	2	3,000	B2 1000-2000	MC	60	240	228	12	
	N1.2	1800	500	6	3,000	B1 500-1000	MC	100				
	N1.3	2705	2,000	3	6,000	Deck carpark	MC					
	N1.4	1581	800	3	2,400	B1 500-1000	MC	80				
N2	N2.1	2925	1,500	2	3,000	B2 2000+	MC	60	321	304	17	
	N2.2	2250	1,698	2	3,396	B2 2000+	MC	68				
	N2.3	2100	1,500	2	3,000	B2 1000-2000	MC	60				
	N2.4	2400	500	2	1,000	B2 1000-2000	MC	20				
	N2.5	2700	2,000	4	8,000	Deck carpark	MC					
	N2.6	1950	1,200	2	2,400	B1 500-1000	MC	80				
	N2.7	1500	1,000	1	1,000	B1 500-1000	MC	33				
N3	N3.1	1127	800	2	1,600	B1 500-1000	MC	53	243	228	15	
	N3.2	2249	800	2	1,600	B1 500-1000	MC	53				
	N3.3	1348	800	2	1,600	B2 1000-2000	TMBC	32				
	N3.4	2689	2,000	3	6,000	Deck carpark	TMBC					
	N3.5	2690	1,000	2	2,000	B2 1000-2000	TMBC	40				
	N3.6	2251	800	2	1,600	B2 1000-2000	TMBC	32				
	N3.7	1823	800	2	1,600	B2 1000-2000	TMBC	32				
N4	N4.1	1375	1,000	2	2,000	B1 500-1000	MC	67	404	380	24	
	N4.2	2475	2,000	2	4,000	B2 2000+	MC	80				
	N4.3	1750	800	2	1,600	B1 500-1000	MC	53				
	N4.4	2100	500	2	1,000	B2 1000-2000	TMBC	20				
	N4.5	2750	2,000	5	10,000	Deck carpark	MC-TMBC					
	N4.6	2925	2,400	2	4,800	B2 2000+	TMBC	96				
	N4.7	4081	600	2	1,200	B2 2000+	TMBC	24				
N5	N5.1	3550	400	1	400	B2 up to 1000	MC	8	132		132	*Potential for these two plots to be either development plots or extension of the runway park and reserved for a later phase.
	N5.2	3954	1,000	1	1,000	B2 1000-2000	MC	20				
	N5.3	2198	450	2	900	B1 500-1000	TMBC	30				
	N5.3		1,050	2	2,100	B2 1000-2000	TMBC	42				
	N5.4	2499	400	1	400	B2 up to 1000	MC	8				
	N5.5*	2243	400	1	400	B2 up to 1000	MC	8				
	N5.6*	2176	400	1	400	B2 up to 1000	MC	8				
N6	N6.1	5525	600	2	1,200	B1 500-1000	MC-BAE	40	318	304	14	
	N6.1		3,900	1	3,900	B2 2000+	MC-BAE	78				
	N6.2	8974	1,200	2	2,400	B1 500-1000	MC-BAE	80				
	N6.2		2,400	1	2,400	B2 2000+	MC-BAE	48				
	N6.3	4048	2,000	4	8,000	Deck carpark	MC-BAE					
N6.4	3548	1,800	2	3,600	B2 2000+	MC-BAE	72					
N7	N7.1	1750	800	2	1,600	B1 500-1000	MC-BAE	53	312	304	8	
	N7.2	5366	2,778	2	5,556	B2 2000+	MC-BAE	111				
	N7.3	2700	2,000	4	8,000	Deck carpark	MC-BAE					
	N7.4	4881	1,500	2	3,000	B2 2000+	MC-BAE	60				
	N7.5	4188	2,198	2	4,396	B2 2000+	MC-BAE	88				
S1	S1.1*	4558	2,000	4	8,000	Deck carpark	MC		359	304	55	*Flexibility in height for up to 6 storeys but would require reduction in floorspace on adjacent plots and would need to consider alternative parking arrangements (Can be outside of the LDO/masterplan area). *4 storey car park with the potential to explore employment space (B1/B2) of up to 6 storey subject to plot developer's requirements.
				Up to 6								
	S1.2*	1829	1,000	2	2,000	B2 1000-2000	MC	40				
S2	S1.3	2961	2,000	2	4,000	B2 2000+	MC	80				
	S2.1	4043	2,800	2	5,600	B2 2000+	MC-WWCP	112				
	S2.2	2163	1,500	2	3,000	B2 2000+	MC-WWCP	60				
	S2.3	3299	1,000	2	2,000	B1 500-1000	MC-WWCP	67				
TOTAL					154,648.00			2,329	2329	2052	277	

Plot Capacity Testing

BASED ON:

INDICATIVE LAND USE STRATEGY (Page 60)

INDICATIVE BUILDING HEIGHT STRATEGY (Page 61)

Use Class and Size summary	Footprint	GEA
B1 500-1000	10,950	23,700
B2 up to 1000	2,000	2,000
B2 1000-2000	10,450	19,900
B2 2000+	30,674	55,048
Total Floorspace	54,074	100,648

The quantum of parking to be provided ensures compliance with the current Medway parking standards. It is noted that these standards are a maximum, therefore reducing parking numbers will maintain compliancy. Minimum requirements will be met for accessible spaces, cycle parking and delivery space off the public highway. This can be managed on independent plots OR through the shared use of decked parking structures and servicing areas. Based on expected accumulation of parking bay demand by reference to similar science park developments there may be potential to decrease the number of parking spaces required in the future.

Indicative Land Use Strategy

USED TO DETERMINE CAPACITY






SEE SECTION 8 FOR PARAMETER PLANS

The IPM illustrative masterplan follows a strategy of delivering an over arching framework that is robust, with the runway park and primary access corridor underpinning the structure of the site. Around these fundamentals, plots can come forward in a flexible manner. The land use strategy is indicative and has been used to determine the development capacity of the site, but it is important to note that the specific land use of each plot remains flexible with all plots identified as 'Development Parcels' in the parameter plans set out in section 8.


Feedback from market testing has informed the mix of land uses proposed. In addition, the case studies used for the Innovation Environment benchmarking exercise suggest that one of the key success factors is the mix of commercial office and R&D (B1) uses alongside B2 industrial activities. This mix, alongside a flexible mix of plot sizes, is critical to creating an ecosystem for innovation where firms can grow and develop; and innovations (the ideas that actually create value) can transfer from the R&D and theoretical space (B1) to the operational space (B2).

IPM proposes a mix of B1 and B2 space to capture as much of the innovation value chain as possible. The indicative land use strategy seeks to propose a logical distribution of land uses in order to reinforce the intentions of the vision and deliver a place of quality. A range of B1 and B2 land uses are proposed but specific layouts for interested parties can emerge as interest is received. A key feature is the proposed distribution of B1 Business employment spaces along the primary gateway spine that accesses the northern site. The intention is to promote active frontages onto key routes in order to create natural surveillance of well used pedestrian routes to encourage a feeling of safety at all hours.

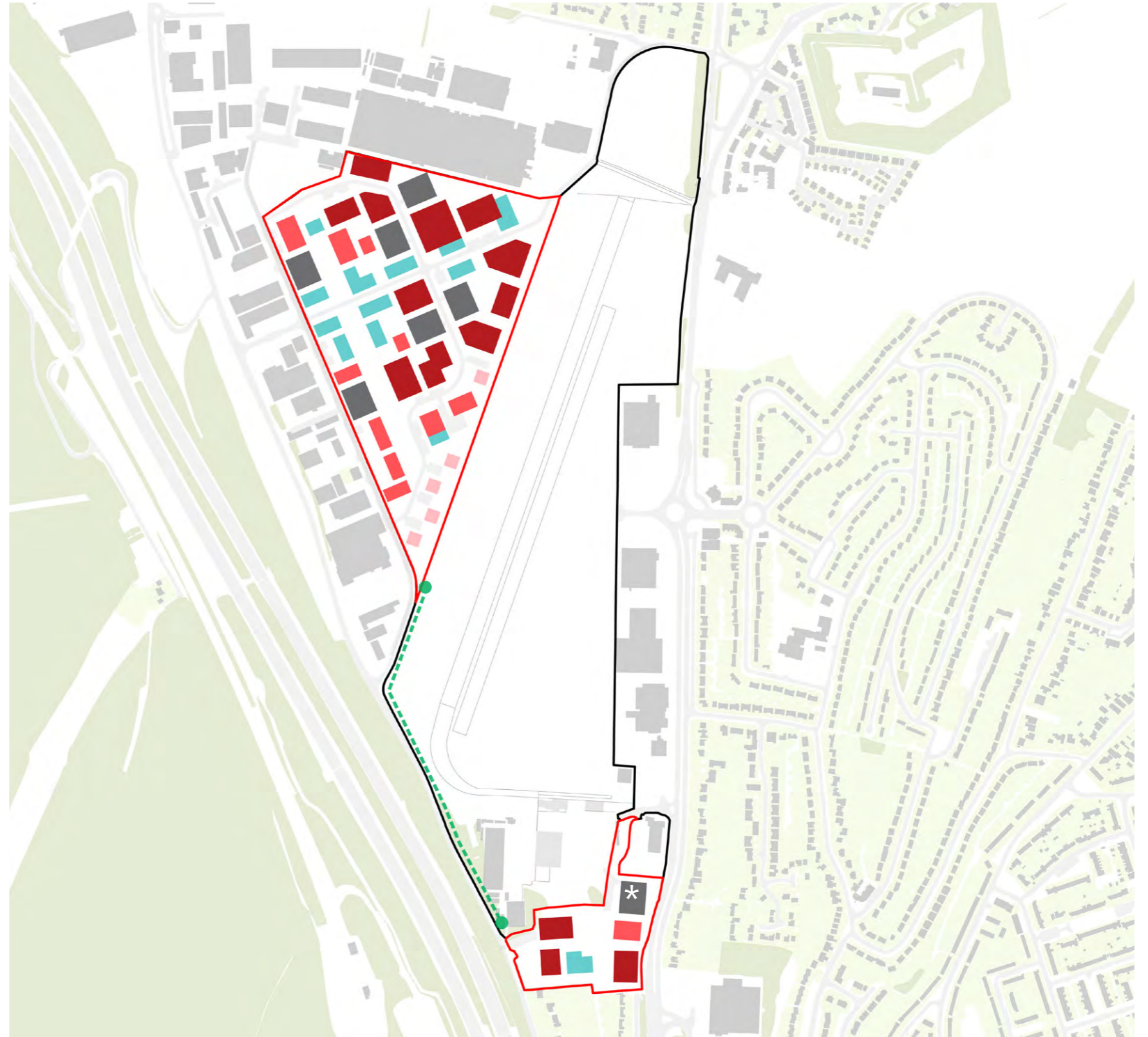
Summary of land use floorspaces proposed within the illustrative masterplan:

Land use	Building size range (m ²)	Total GEA (m ²)
B1 	500-1000	23,700
B2 	up to 1000	2,000
B2 	1000-2000	19,900
B2 	2000+	55,048
Multi-storey carpark 		54,000

*GEA split is purely indicative and an example of potential mix that has been used to test the masterplan

 4-storey car park with the potential to explore employment space (B1/B2) of up to 6 storeys subject to plot developer's requirements.

Note: it is anticipated that a range of ancillary uses such as A3 land uses could be provided in strategic locations (such as along the Runway Park) to deliver shared facilities that would benefit the wider employment community. This could be included within buildings as detailed development proposals come forward and might include food and beverage, small scale retail, and community / leisure facilities.



Indicative Building Heights Strategy

USED TO DETERMINE CAPACITY

SEE SECTION 8 FOR BUILDING HEIGHT PARAMETER PLAN

The IPM illustrative masterplan generates a number of plots which can come forward for development in a flexible manner. Building heights proposed within these plots, as illustratively proposed on the indicative building heights plan, have been used to define the development capacity of the site.

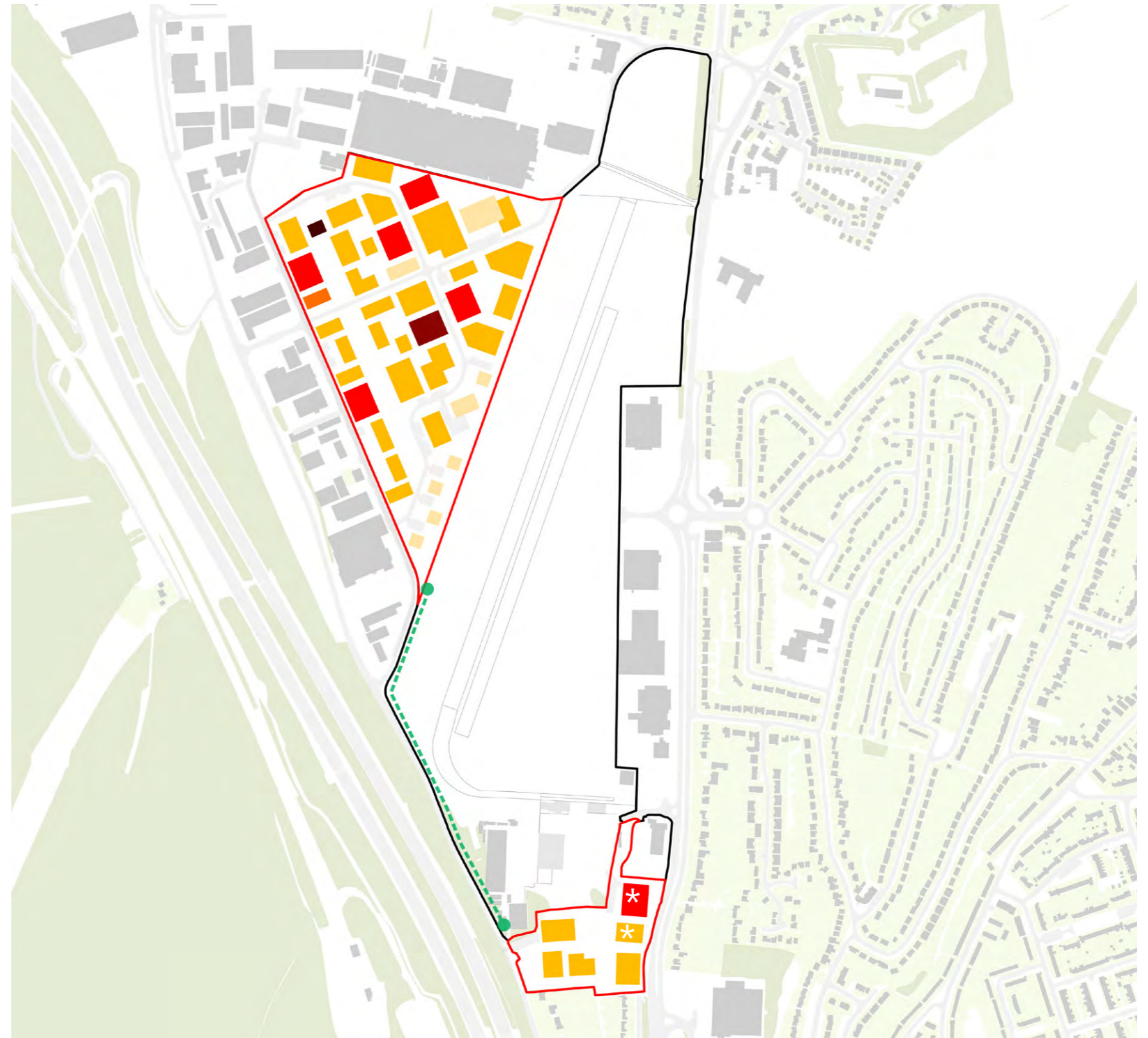
Whilst the illustrative masterplan is flexible, any future development proposals for plots will need to adhere to the maximum building heights set out in the Building Heights Parameter Plan (see section 8). The Building Heights Parameter Plan indicates maximum heights proposed, allowing the LDO to retain flexibility as the actual building heights are not yet known. It is likely that a small proportion of the development proposals will be built to the maximum height, and that the development proposals are more likely to reflect the indicative building heights strategy.

The building heights strategy and associated parameter plan work within the parameters set by the requirements of the adjacent continued use of the airport as an operational airport. Airport safeguarding restricts building heights and a height contour is applied with the acceptable height of development increasing with distance from the runway. In the areas immediately adjacent to the airport to single storey structures, with single storey hangar typologies located along the landscaped edge for example.

Elsewhere, the masterplan proposes predominantly 2 and 3 storey buildings, with one strategically located taller iconic building at the north end of the runway park at up to 6 storeys, with potential for iconic building to be located within the southern area along Maidstone Road. Decked car parks are proposed at 4 and 5 storeys.

Indicative building heights

-  6 storeys
-  5 storeys
-  4 storeys (Up to 6 storeys)
-  4 storeys
-  3 storeys
-  2 storeys (Up to 4 storeys)
-  2 storeys
-  1 storey



Indicative Access & Movement Strategy

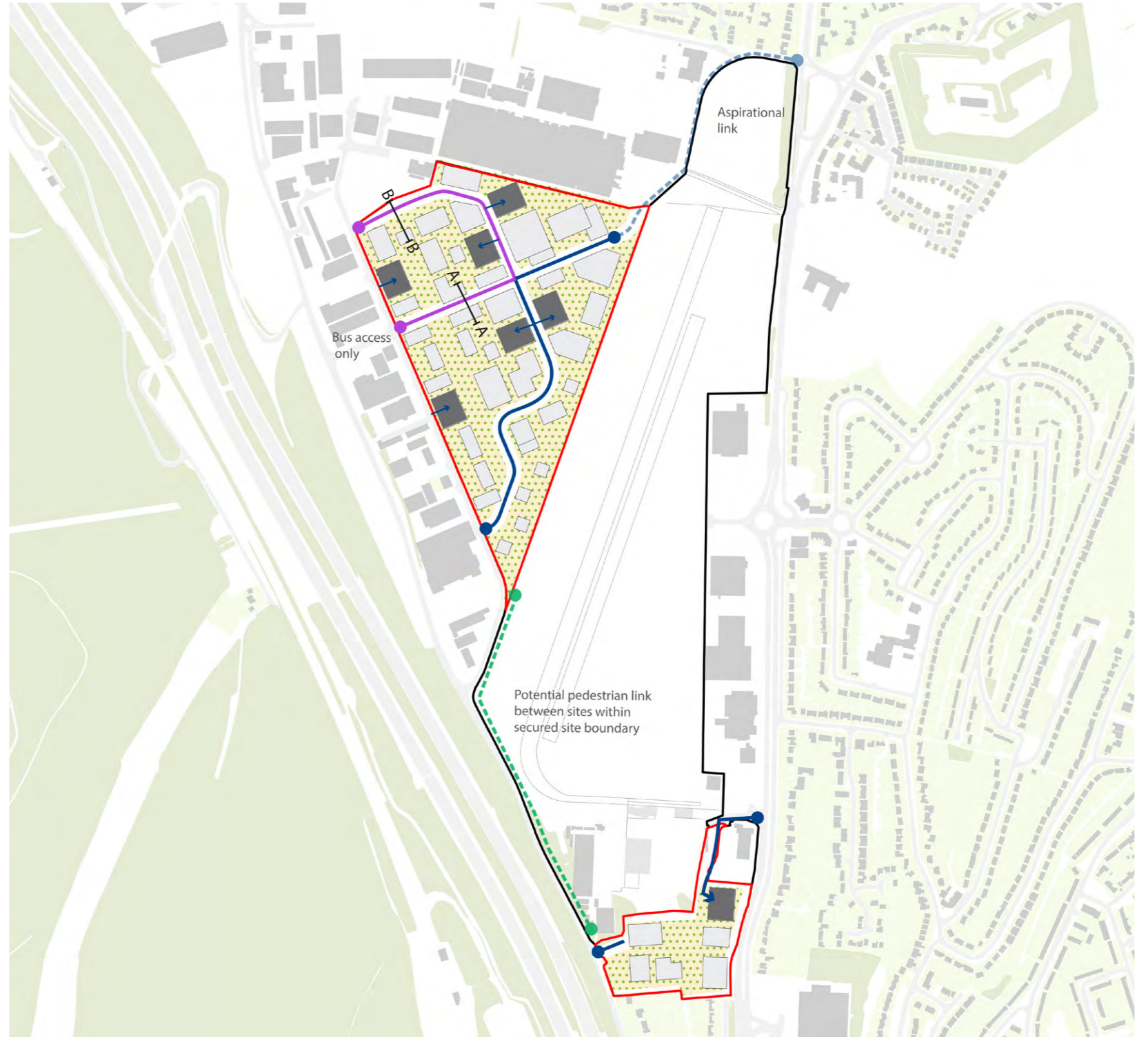
SEE SECTION 8 FOR ACCESS PARAMETER PLAN

A number of points of access are proposed to connect the site to existing highways infrastructure. For the northern site, the central of the three points of access from Laker Road is proposed as a bus priority access point with cars using the northern/southern access points to penetrate the site. This reduces conflicting movements at the crossroads.

Within each cluster space is allocated for a multi-storey decked parking solution which will allow the clusters to capture vehicles from the primary circulation loop and retain the Runway Park as a pedestrian friendly environment. See sections AA and BB for illustrative cross sections through the primary access corridors.

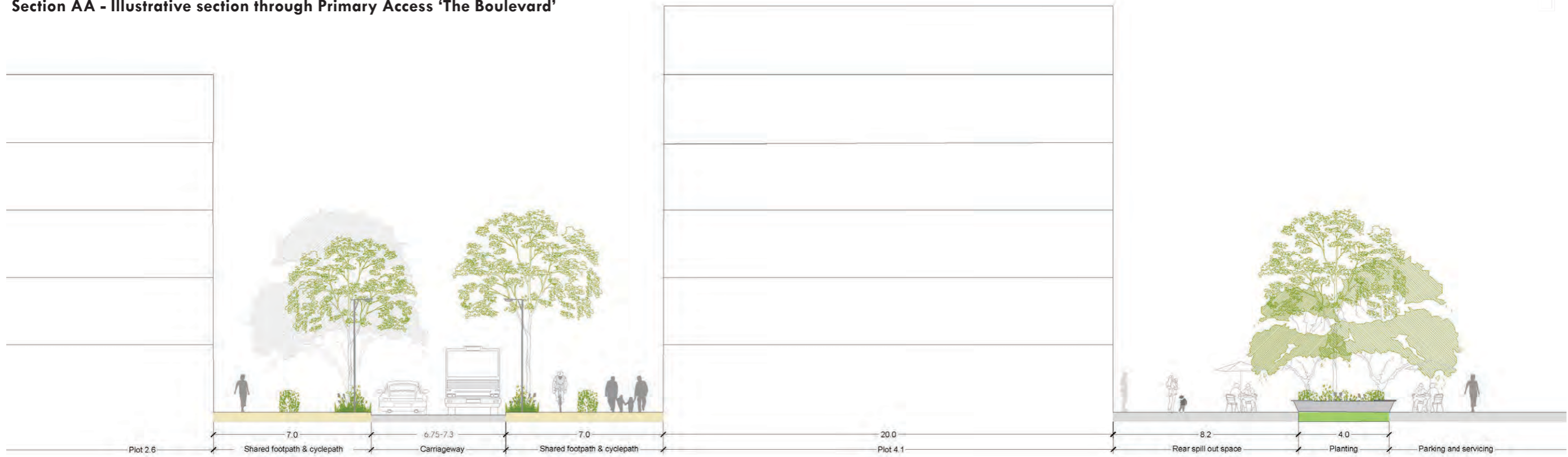
The quantum of parking to be provided ensures compliance with the current Medway parking standards. It is noted that these standards are a maximum, therefore reducing parking numbers will maintain compliancy. Minimum requirements will be met for accessible spaces, cycle parking and delivery space off the public highway. This can be managed on independent plots OR through the shared use of decked parking structures and servicing areas. Based on expected accumulation of parking bay demand using Science Park trip rates there may be potential to decrease the number of parking spaces required in the future.

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Section AA - Illustrative section through Primary Access 'The Boulevard'



Section BB - Illustrative section through Primary Access 'Woodland Gateway'



Indicative Landscape Strategy

SEE SECTION 8 FOR LANDSCAPE PARAMETER PLAN

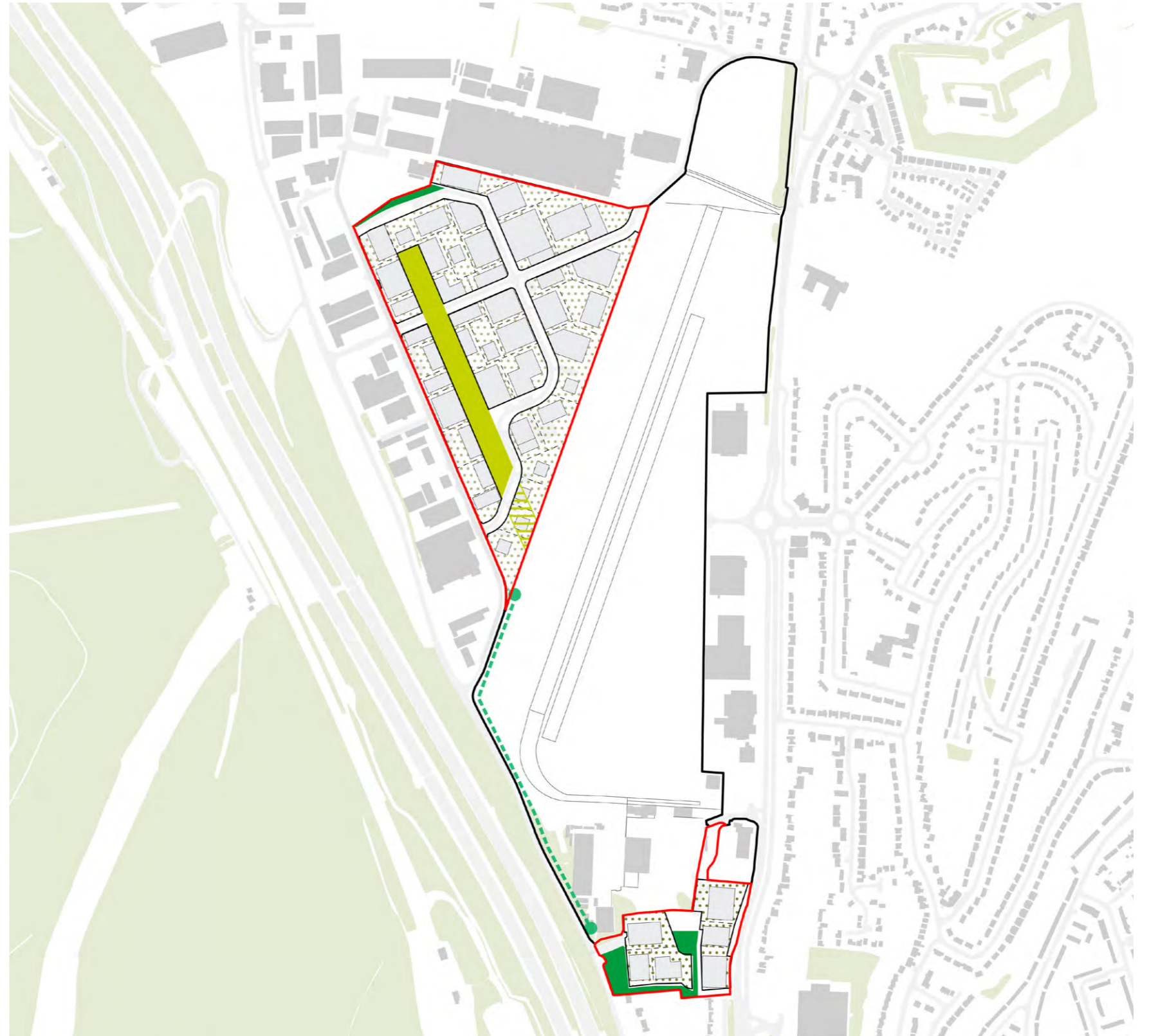
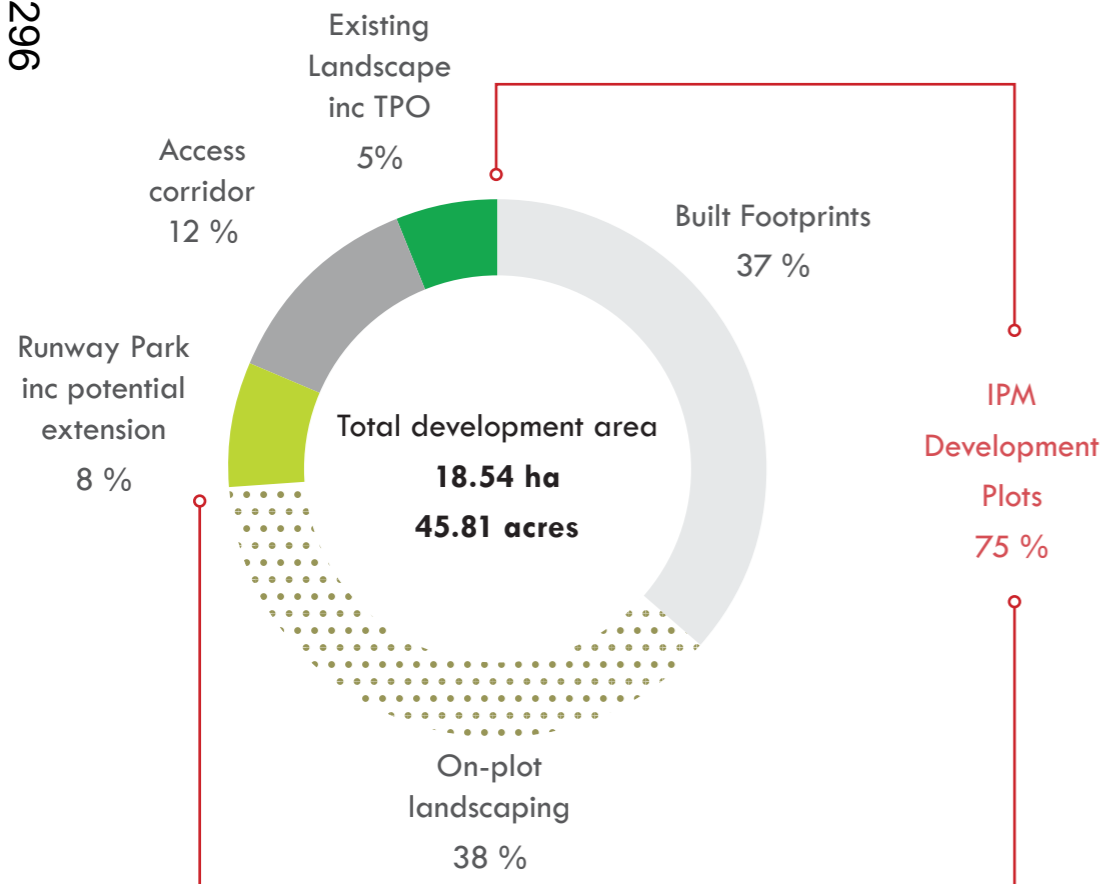
The key concept behind the masterplan for IPM is to put in place a 'legacy landscape'. This idea goes beyond a design aspiration for achieving great placemaking.

The legacy landscape, with 'The Runway Park' green spine at its core is inspired by the idea that a place can emerge around this fundamental framework over many years and many phases of development ... a place built around and underpinned by a strong landscape and infrastructure strategy.

The vision for IPM features a 'legacy landscape', a landscape framework that sets out a very robust mechanism which will assist the phased delivery of plots over many years. The landscape framework, thus, will act as a long term generator of place, value and a tool that guides phased delivery of plots.

The landscape framework becomes THE key piece of infrastructure, allowing efficient sequencing of delivery that ensures each subsequent phase 'plugs into' an over arching landscape framework to effectively bring together each parcel and each phase as a cohesive place. This approach delivers maximum flexibility as a framework that guides phasing, assists the delivery of key infrastructure and utilities and delivers a high quality place.

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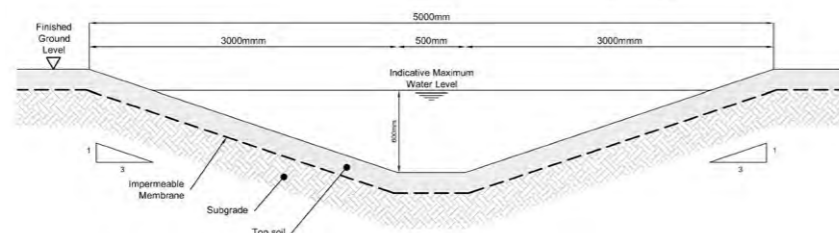


Indicative Drainage Strategy

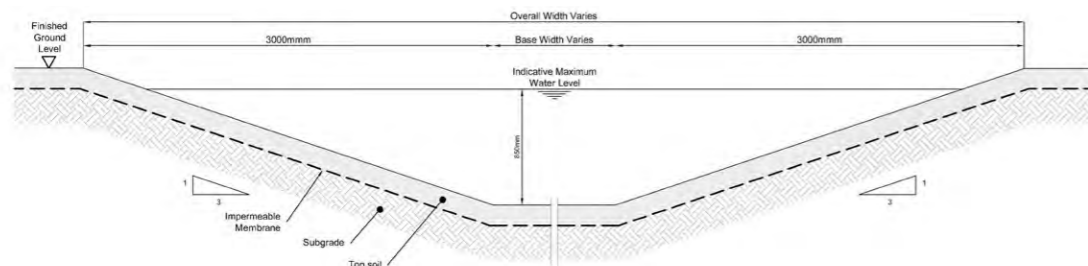
A strategic surface water drainage solution has been prepared for the proposed development based upon a range of infiltration techniques that can be employed across the development. Surface water flood routing for the proposed development will also route flood water in the extreme events away from building footprints into areas of containment, such as swales and open storage structures along the landscaped green corridor.

- KEY:**
- Permeable paving
 - Cellular storage
 - Tree pits
 - Dry basin
 - Swale

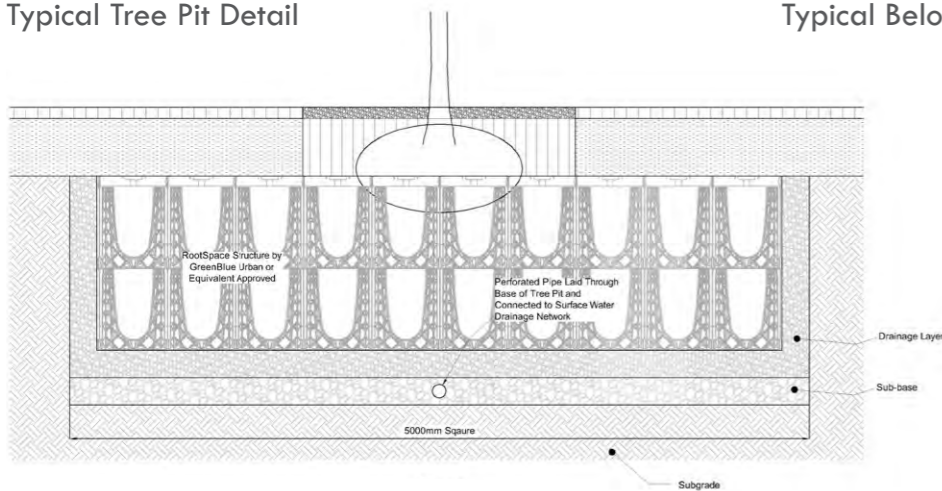
Typical Swale Detail



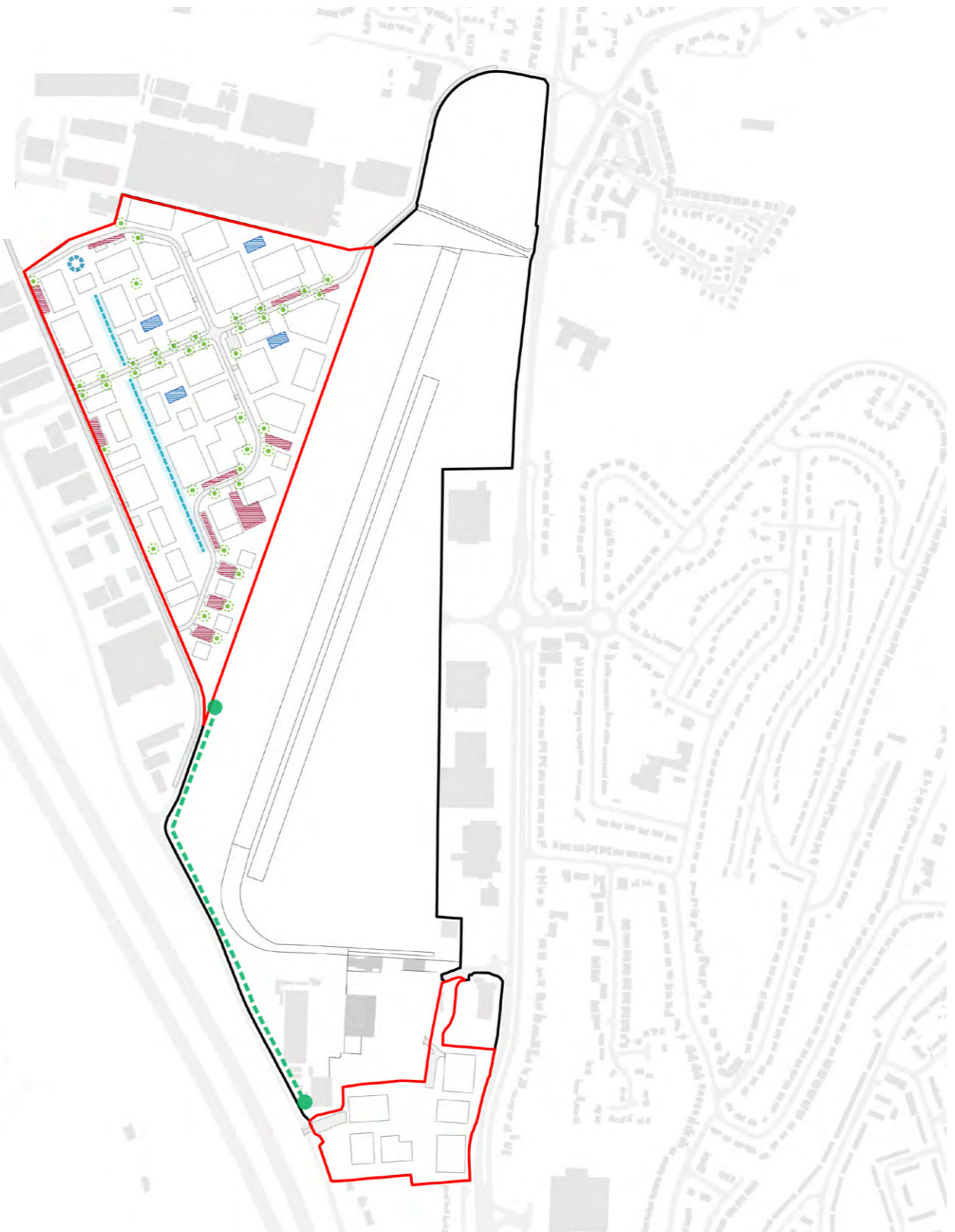
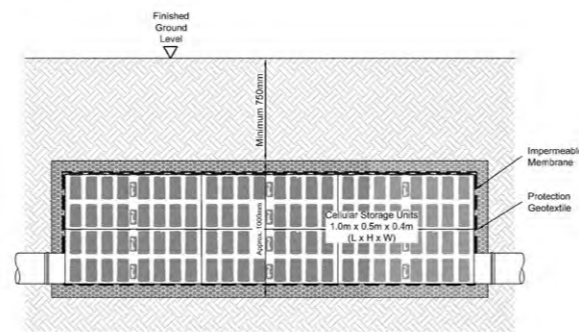
Typical Dry Basin Detail



Typical Tree Pit Detail



Typical Below Ground Cellular Storage



Landscape Character

The landscape strategy for IPM seeks to deliver places of a range of scales for a variety of activities. The intention is to deliver a series of spaces that can be curated by future users of the site and accommodate a varied programme of activities which will help attract and retain the best staff.

Each component of the landscape framework takes its inspiration from existing landscape conditions and creates a backdrop for development parcels to come forward as distinct parcels with their own identity, under the umbrella of the IPM branding which will be projected by the public realm.

The landscape framework delivers places with distinctive character, creating specific kinds of value. It will create an extraordinary environment within which moments of inspiration will occur and ideas can be exchanged. The distinct character of each landscape element will also elevate architecture to new standards that contribute to IPM becoming a place of distinction - a unique investment opportunity.

Within the framework there are welcoming, civic spaces that work celebrate the sense of arrival. Quieter spaces heightens the senses, whether by unearthing the layers of a site's history or through sound, sight, smell and touch.

The strategy also seeks to deliver open space for each phase of development to create place and build an enterprising, entrepreneurial and innovative community spirit in an environment that is authentic and attractive to its users.

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.



The Power of 10 - Landscape Strategy

Runway Park - social track



Runway Park - events lawn



Outdoor rooms



Greenways

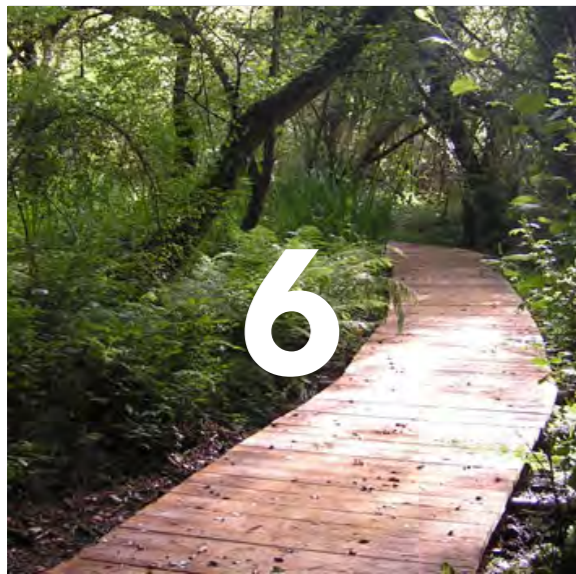


Gateways



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Woodland walk



Trees of character



Boulevard



Decked parking



Innovative street structures



*Precedent images for illustrative purposes only

Potential Landscape Features

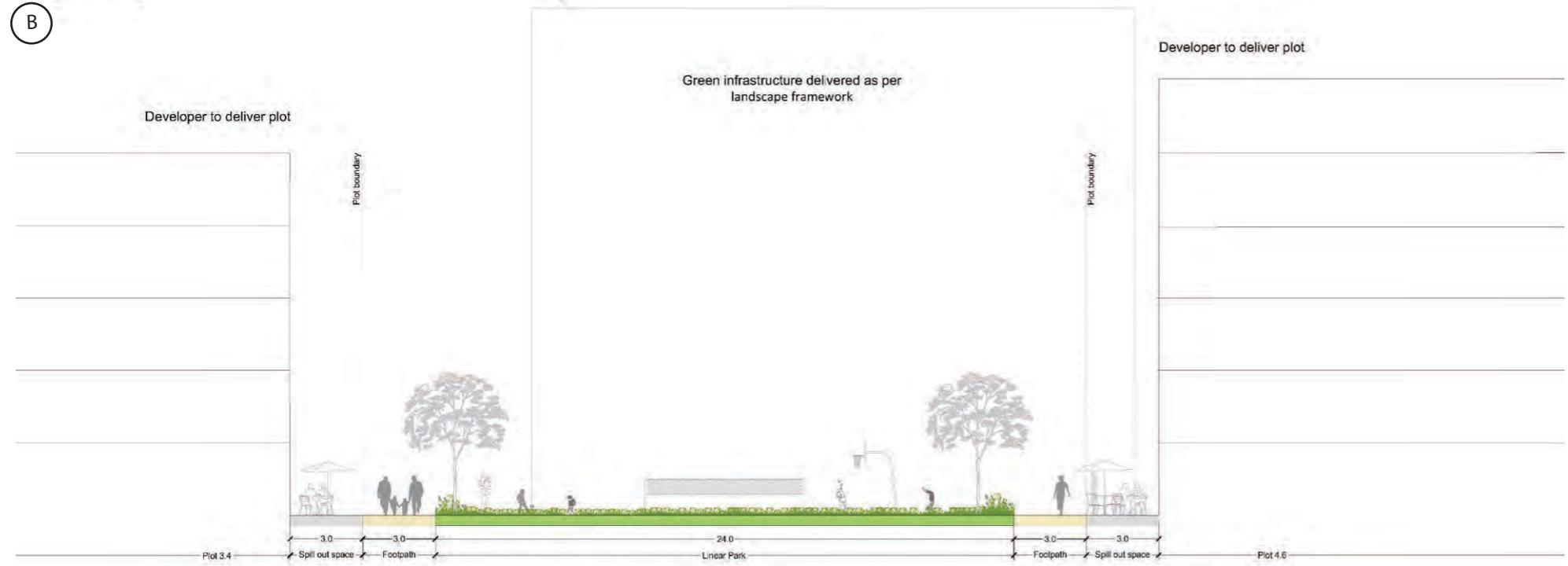
1. The Runway Park Social Track *Getting innovation on track*



2. The Runway Park Events Lawn *A flexible events space*



*Precedent images for illustrative purposes only



3. Outdoor rooms
Collaborative spaces



4. Greenways
Pedestrian innovation stitches



5. Gateways
Arrival points & identity markers



6. The Woodland Walk
A peaceful retreat



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7. The Landscaped Edge

A seasonal set piece that puts people in touch with nature



8. The Boulevard

Much more than an access route



9. Car Decks

Meanwhile solutions OR permanent positive features



10. Innovative Technology

Leading edge technology that embraces innovation



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*Precedent images for illustrative purposes only

POTENTIAL CHARACTER... **BRINGING THE PLACE TO LIFE**

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Proposed Character

This section takes key areas of the masterplan, and based on the principles described in the previous sections, describes how these might evolve in terms of their built form, composition, quality, and character.

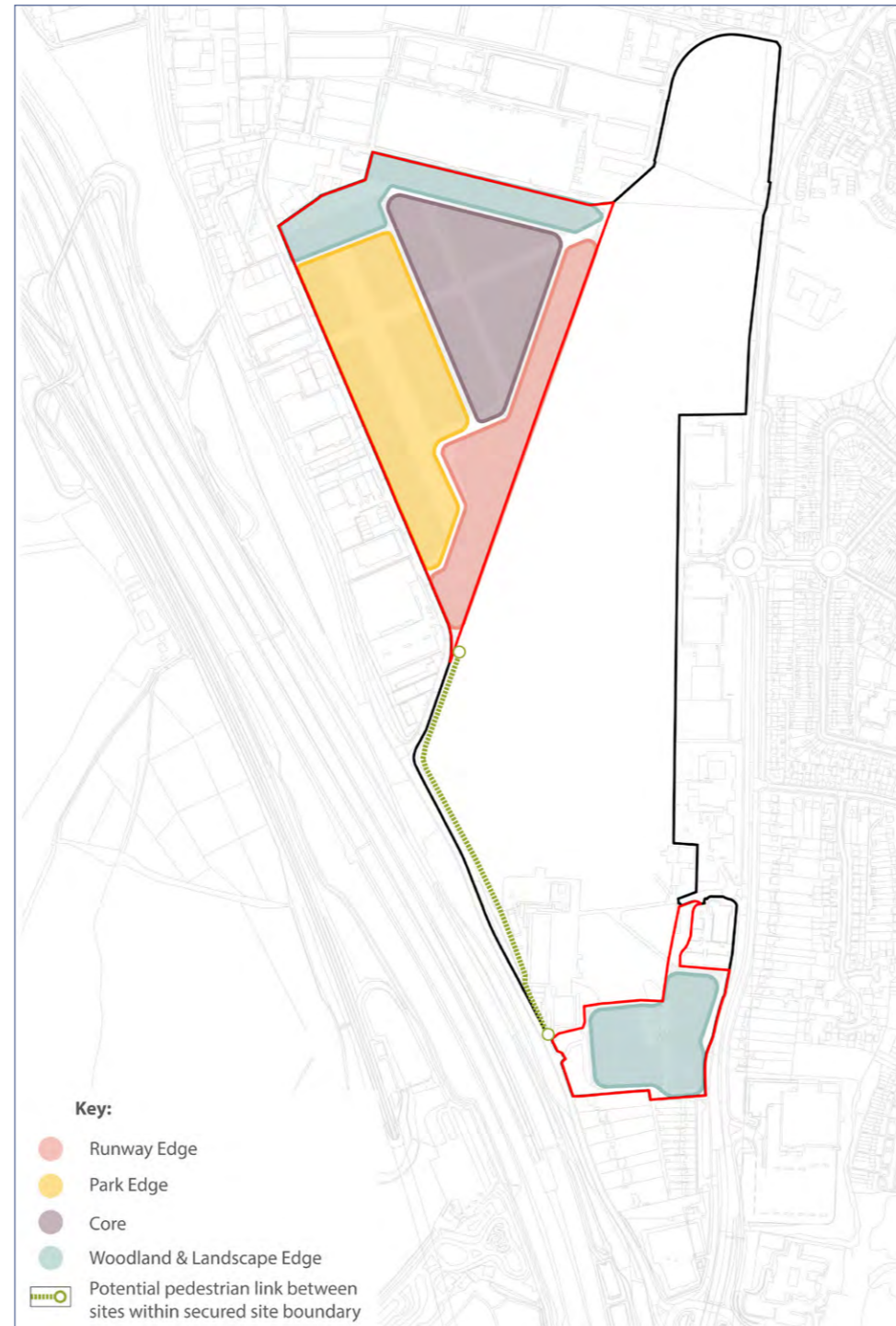
The purpose of this section is to describe how the principles of the design rationale and vision could be manifested and delivered on site. It is envisaged that Design Coding at the next stage of the planning process will guide development proposals further and fix tighter parameters that detailed development proposals must adhere to.

The studies do not represent the only solution but illustrate how an integrated design approach would deliver a scheme with a strong sense of place.

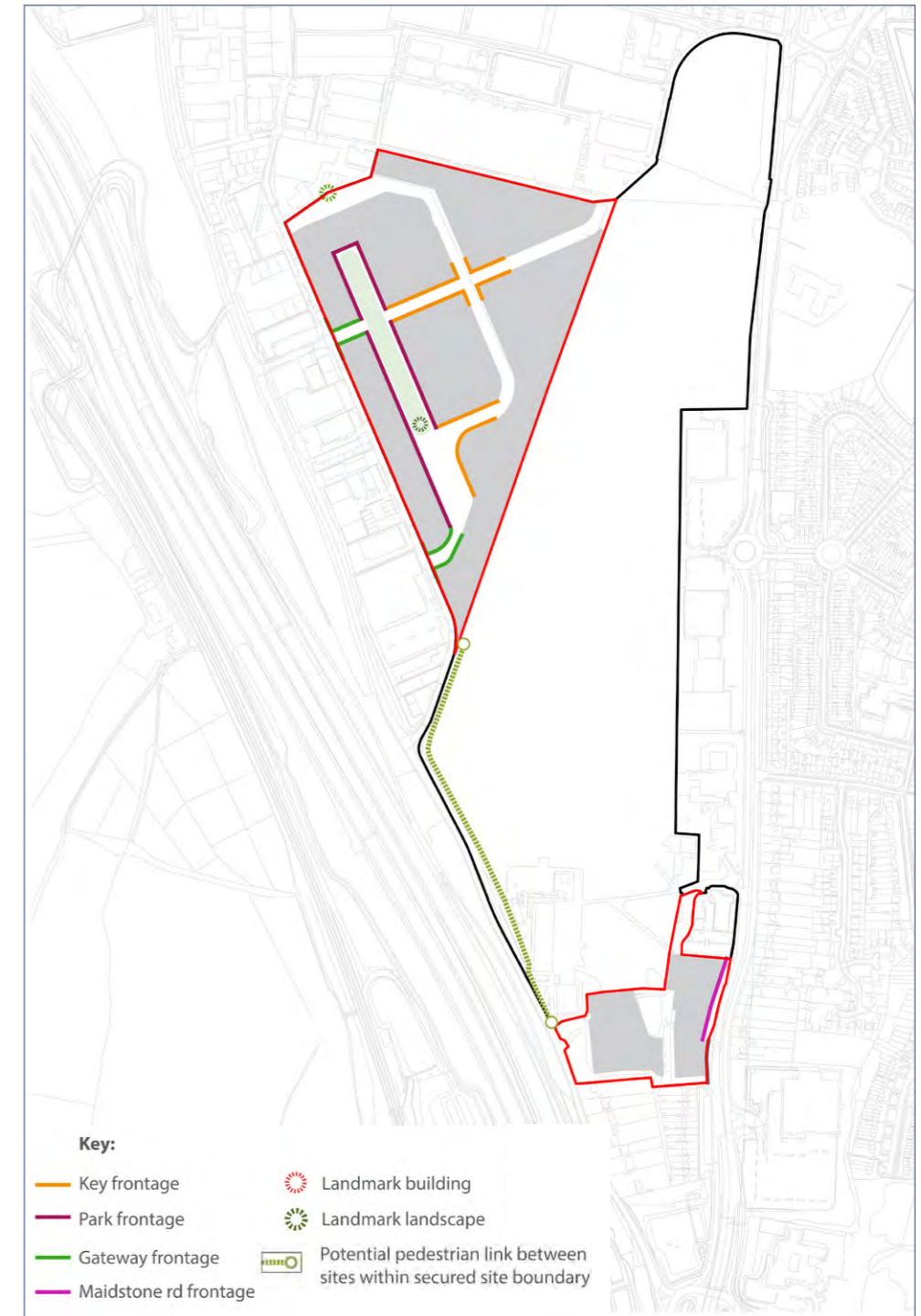
The studies do however represent the layout, form, scale and massing that will result from the design approach. The material is intended to give a clearer picture of how the design principles will translate into the fabric of the scheme.

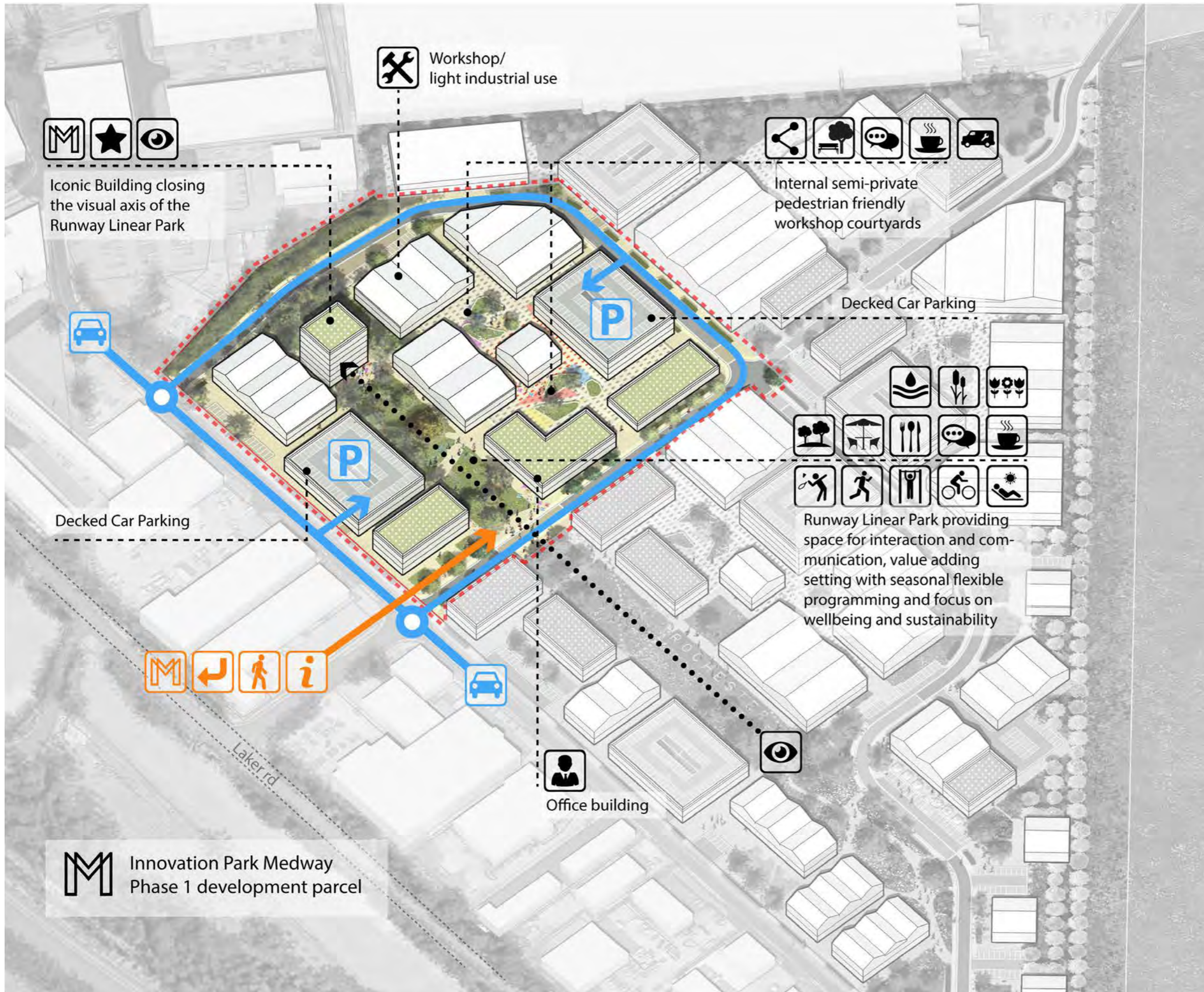
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Character Areas



Key facades, spaces and buildings





M Innovation Park Medway
Phase 1 development parcel

1st Phase Northern Gateway





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The first phase of development at Innovation Park Medway provides a home for pioneer, early occupiers. This gateway opens up access and transforms perceptions, placing IPM on the map for investors.

The gateway presents a high quality public realm and sense of enclosure that celebrates a sense of arrival and sets the tone for a place of distinction.



The Runway Park

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The *Runway Park* will become the signature open space that becomes a mark of distinction for IPM. Acting as a ‘social track’, this bold landscape element will provide a flexible space and a home for the range of activities that will attract and retain talent.

The *Runway Park* will quickly establish itself as the forum for collaboration, bring businesses and individuals together in the public realm to foster a innovative spirit.

The Runway Edge

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The *Runway Edge* provides a unique offer for start up organisations within a supportive network of like minded businesses embracing the ethos of enterprise.

Located at the southern end of the *Runway Park*, the development plots are nestled into a unique landscape backdrop, with pavilion typologies making a nod to the site heritage as ‘hangars on the airport’.

At this key gateway, a generous plaza space provides the stage for lunchtime food trucks to draw employees in from the wider site and build lasting social networks.



7.0

PHASING AND DELIVERY

Phasing

A development of this scale will take time to construct; but delivering positive place-making outcomes on the ground too slowly will not help build the identity and environment required to attract market interest and create a place of distinction.

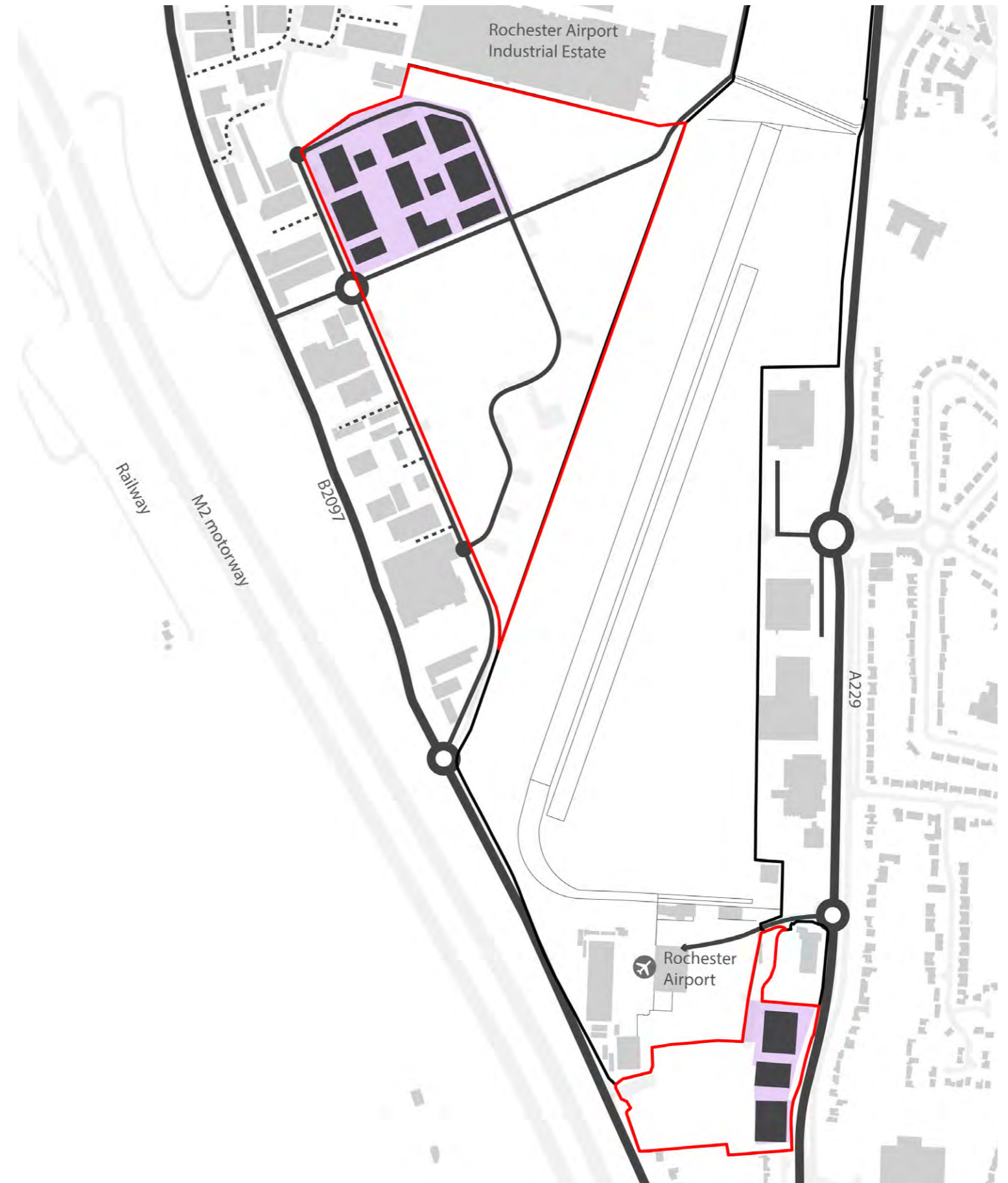
Our approach to phasing focuses on delivery of key infrastructure for Phase 1 and this includes putting in place the northern gateway and first portion of the linear Runway Park. This will build momentum for the identity of the place and, from the outset, start to address the challenges of creating a flourishing place with a strong community.

Potential phasing sequence

The masterplan proposes a very robust fundamental structure formed by the linear park and primary access corridor. The plots that hang off that remain very flexible and this also lends itself to a very agile phasing strategy that can naturally flow on from the first phase and be served off extensions to phase 1 infrastructure.

Each subsequent phase of development at IPM will not only continue to build a critical mass of accommodation and community but also focus on delivery of key pieces of public open space to complete the network envisaged to create a place of distinction that attracts and retains staff. A number of phases are subject to working in collaboration with third parties to bring these phases forward.

Phase 1



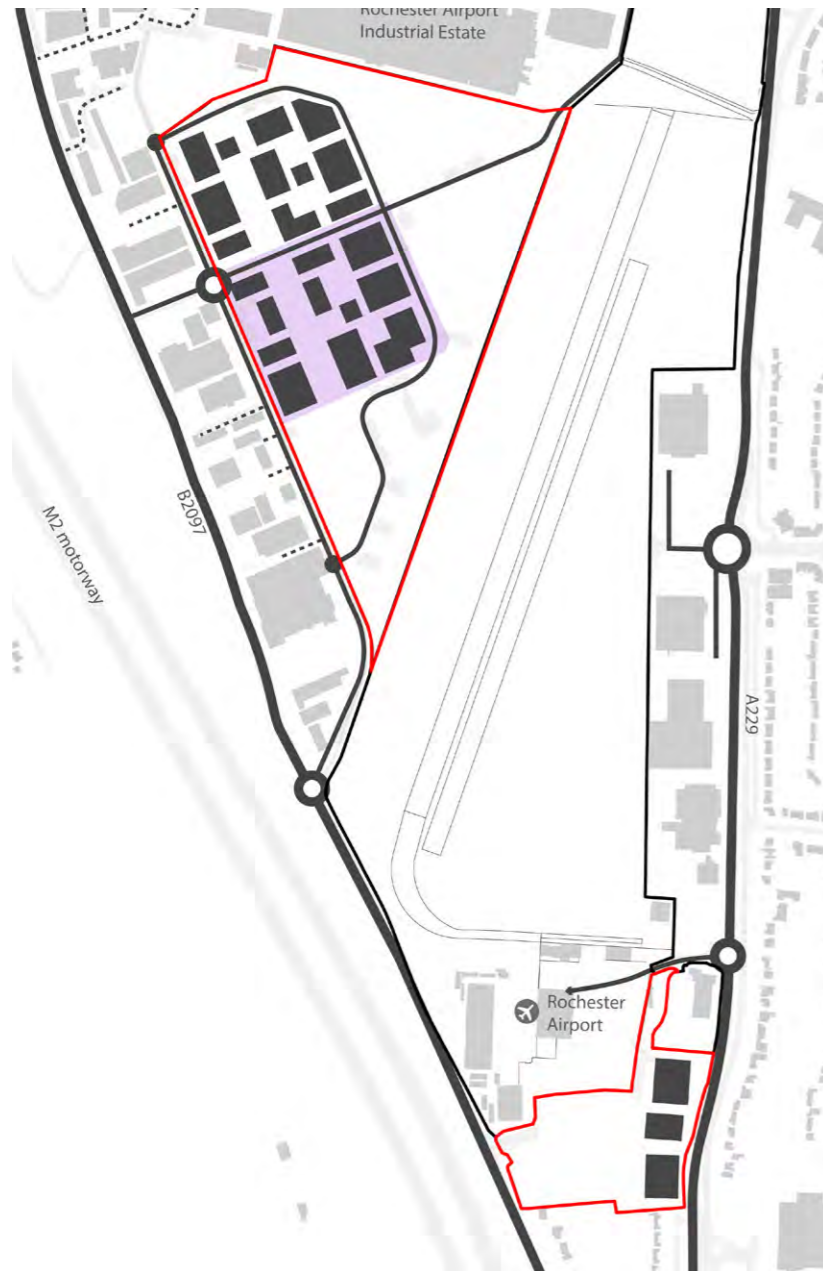
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Phase 1:	B1 GEA (M2)	B2 GEA (M2)	Parking GEA (M2)	Total/Parcel GEA (M2)
N1	5,400	3,000	6,000	14,400
N2	3,400	10,396	8,000	21,796
S1	-	6,000	8,000	14,000
			Phase 1 total:	50,196

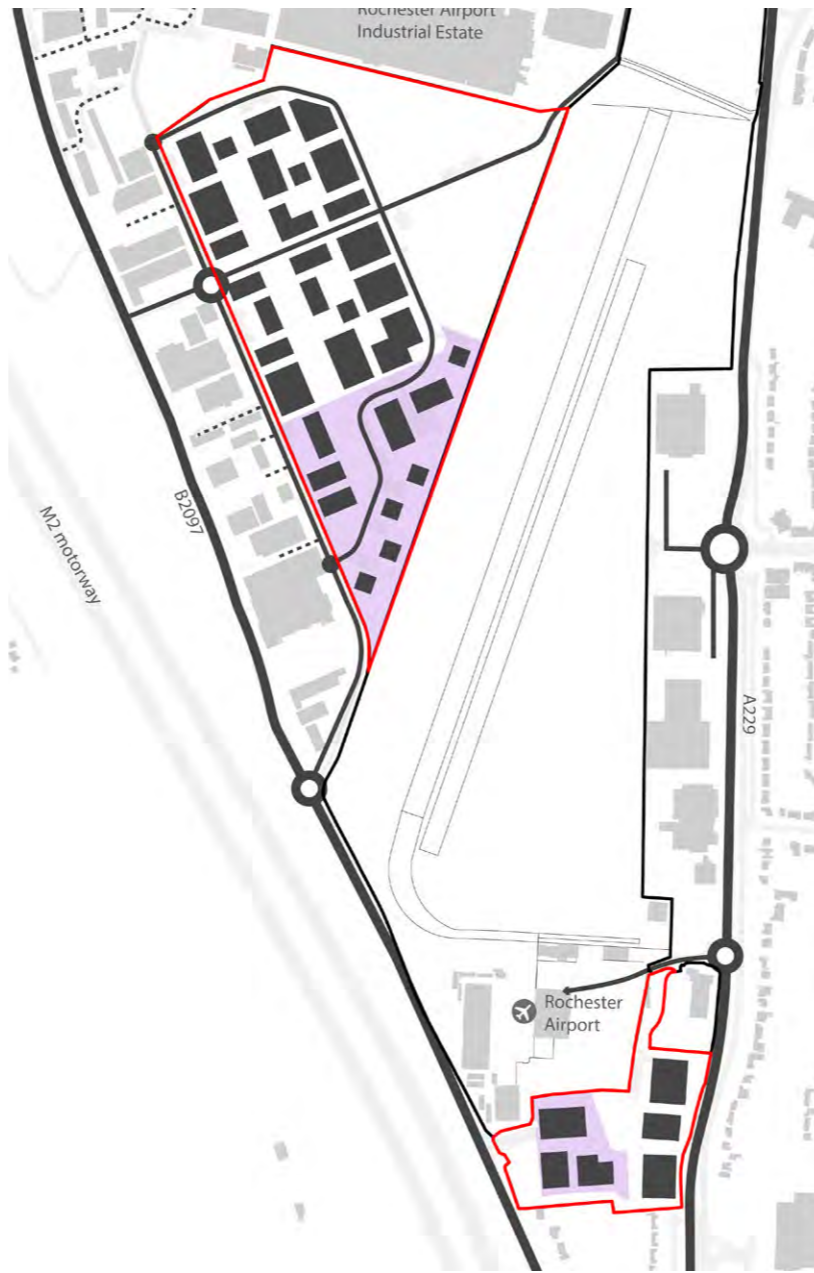
Phase 2:	B1 GEA (M2)	B2 GEA (M2)	Parking GEA (M2)	Total/Parcel GEA (M2)
N3.1 - N3.4	3,200	1,600	6,000	10,800
N4	3,600	14,200	10,000	27,800
			Phase 2 total:	38,600

Phase 3:	B1 GEA (M2)	B2 GEA (M2)	Parking GEA (M2)	Total/Parcel GEA (M2)
S2	2,000	8,600	-	10,600
N3.5-3.7	-	5,200	-	5,200
N5	900	5,100	-	6,000
			Phase 3 total:	21,800

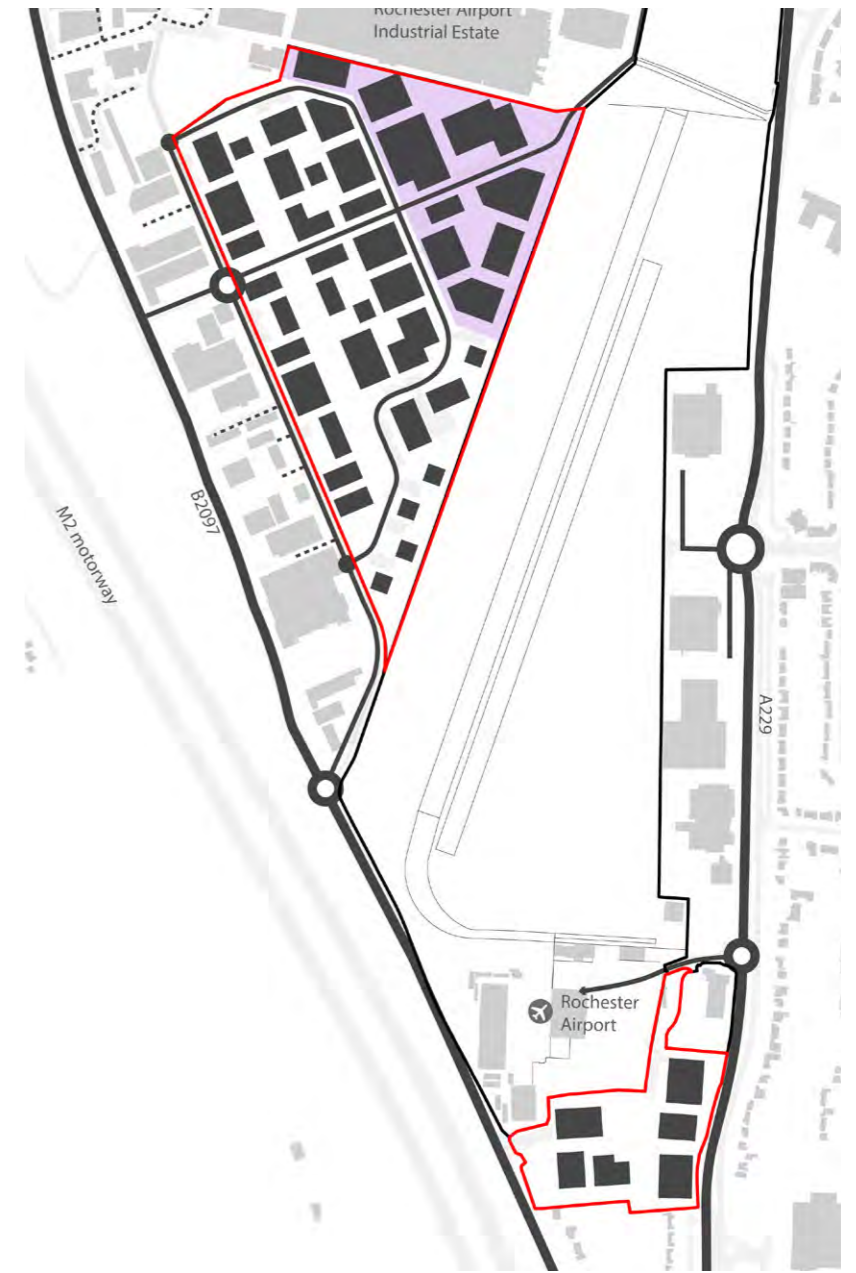
Phase 4:	B1 GEA (M2)	B2 GEA (M2)	Parking GEA (M2)	Total/Parcel GEA (M2)
N6	3,600	9,900	8,000	21,500
N7	1,600	12,952	8,000	22,552
			Phase 4 total:	44,052
			Total all:	154,648



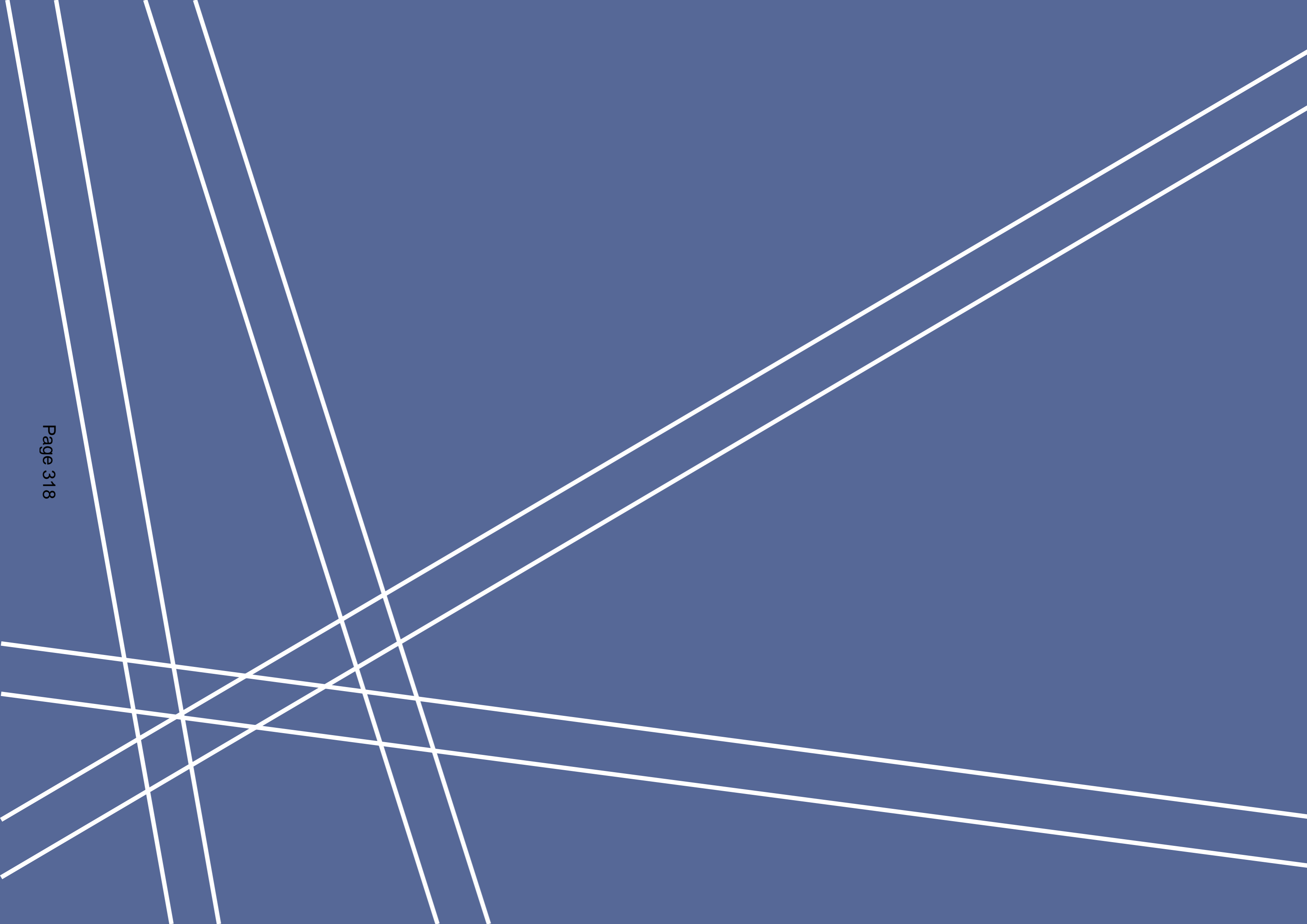
Potential Phase 2



Potential Phase 3



Potential Phase 4



8.0

MASTERPLAN PARAMETERS

MASTERPLAN PARAMETERS

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The Masterplan Parameters

The illustrative masterplan explained in Section 6 sets out design principles for the strategic frameworks which have been used to determine the site capacity.

The LDO seeks to retain a degree of flexibility and therefore a set of flexible parameter plans are required to provide maximum allowances, against which the LDO is determined and the EIA is undertaken.

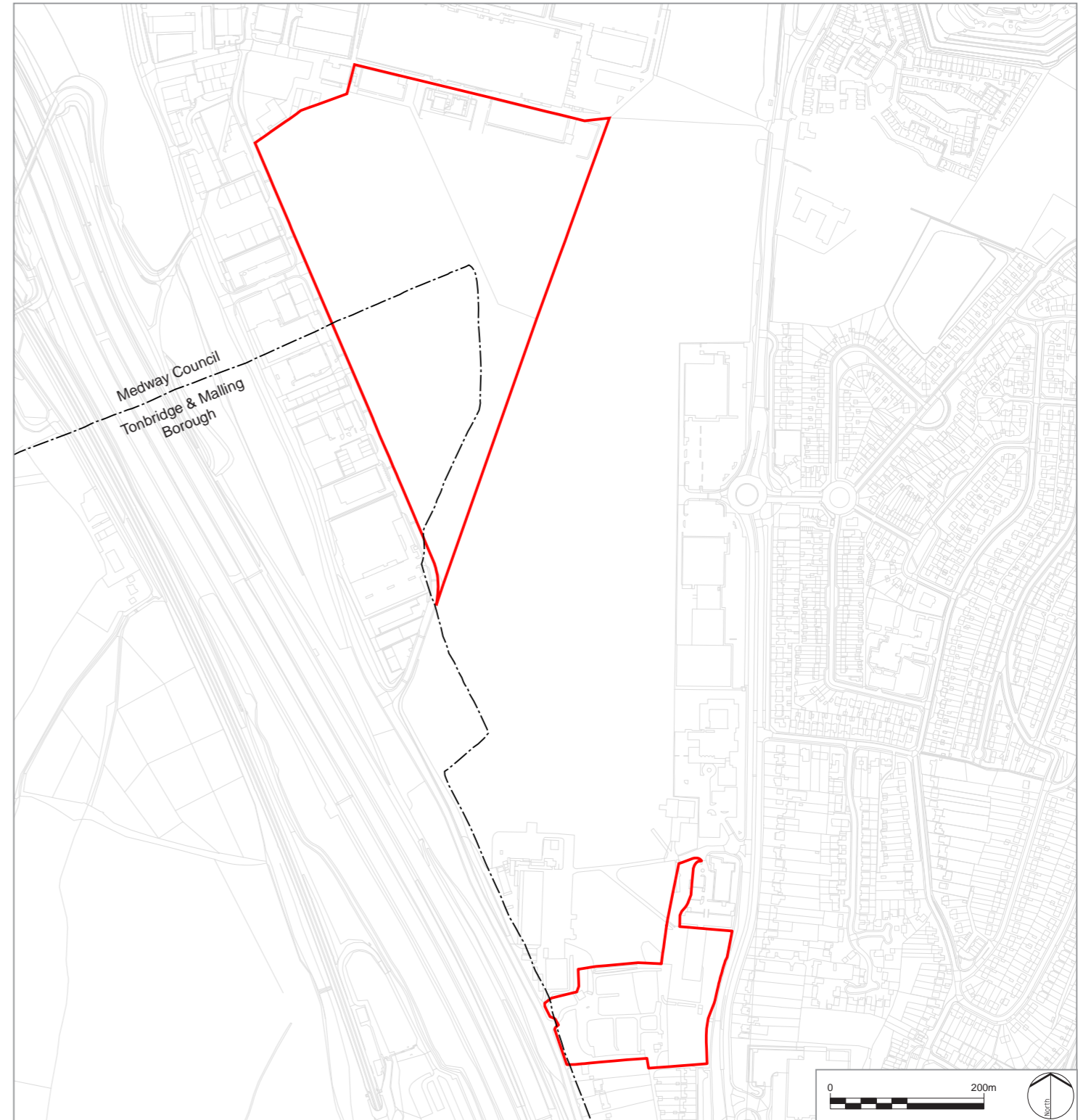
The following set of parameter plans set out the key layers that underpin the masterplan and the frameworks upon which the future Environmental Impact Assessment can be carried out.

The key parameters include:



- The site boundary
- Landscape parameters
- Access parameters
- Building height parameters

Parameter Plan

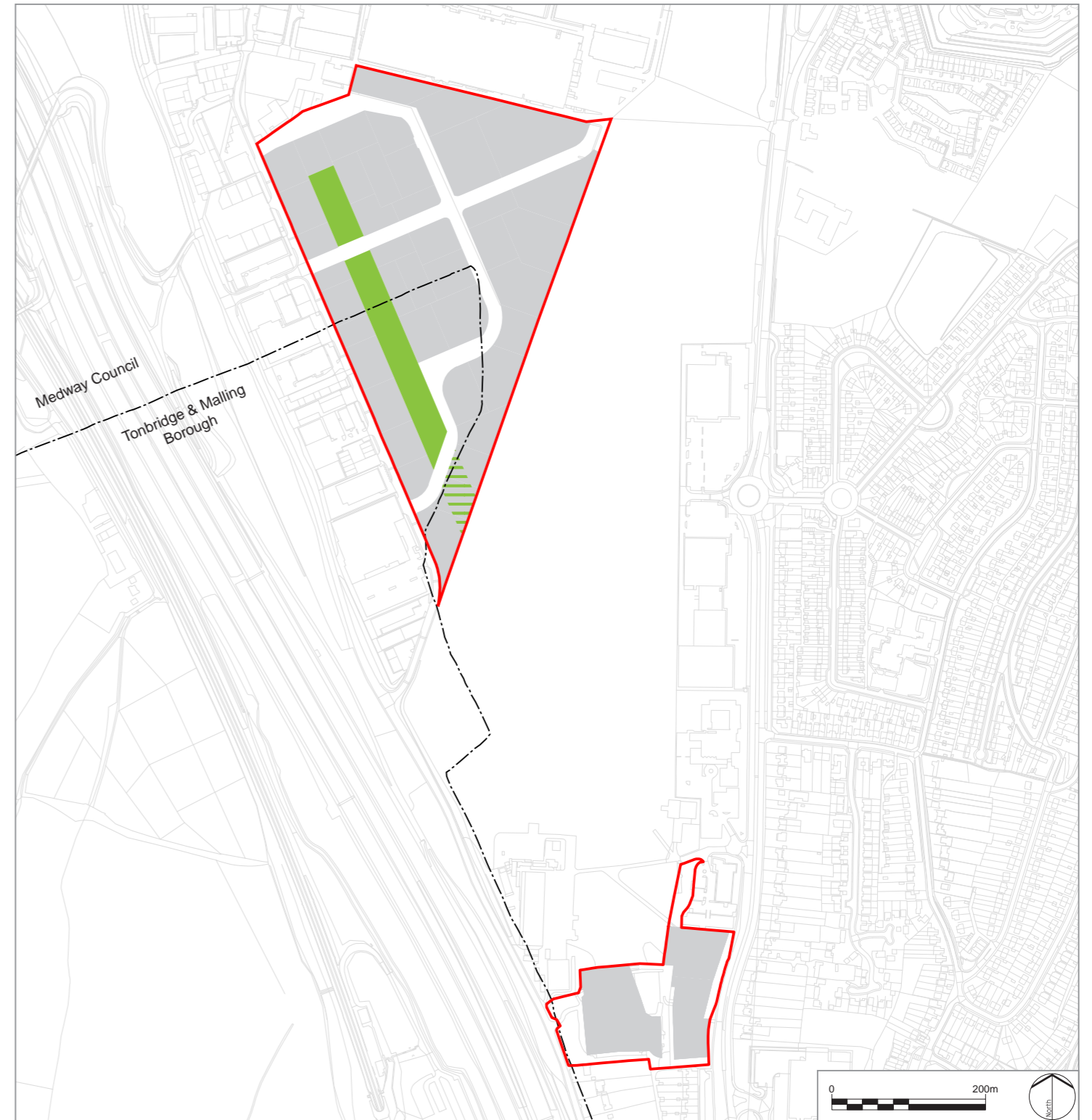
Site Boundary



LEGEND

-  Site Boundary
-  Medway Council and Tonbridge & Malling Borough Council Boundary

Parameter Plan Landscape

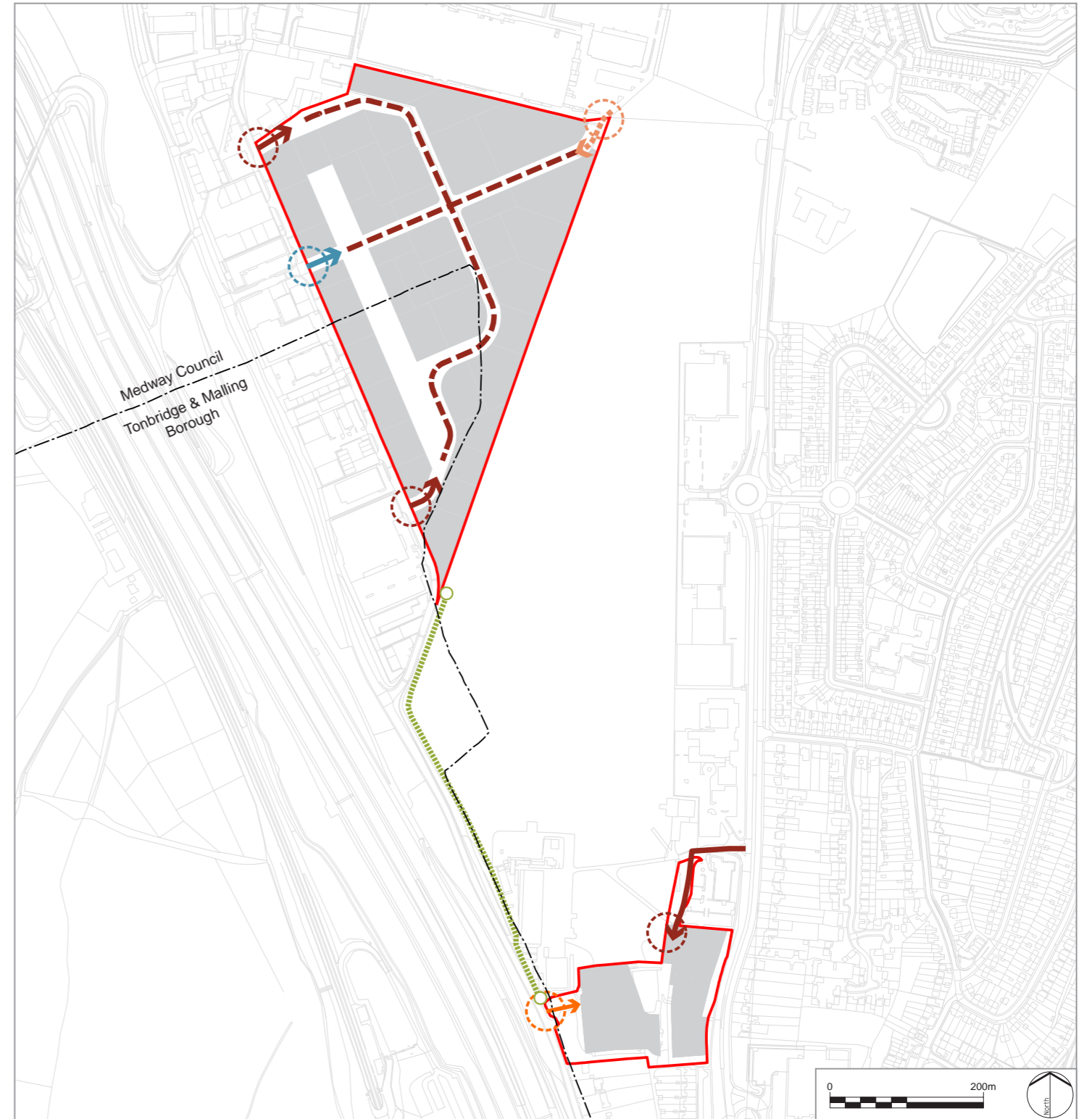


LEGEND

- | | | | |
|---|---|---|-------------------------------|
|  | Site Boundary |  | Proposed Landscape |
|  | Medway Council and Tonbridge & Malling Borough Council Boundary |  | Potential Landscape Extension |
|  | Development Parcels (Including on plot landscape) | | |

Parameter Plan

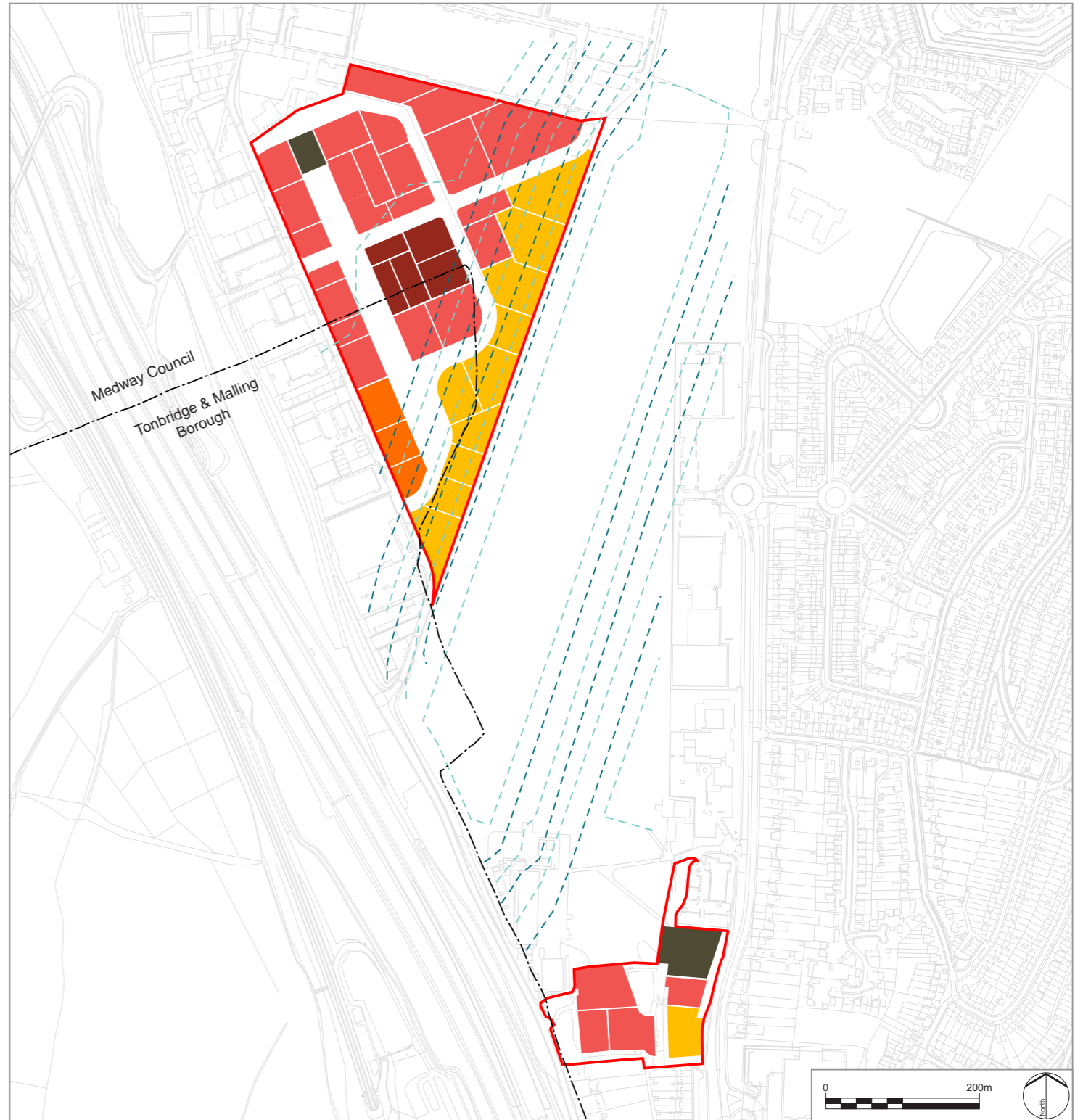
Access



LEGEND

- | | | | | | |
|--|--|--|-----------------------------------|--|---------------------|
| | Site Boundary | | Primary Access Points | | Bus priority access |
| | Medway Council and Tonbridge & Malling Borough Council Boundary | | Secondary Access Points | | |
| | Development Parcels | | Potential Long Term Access Points | | |
| | Potential pedestrian link between sites within secured site boundary | | Indicative primary access route | | |

Parameter Plan Building Heights



LEGEND

	Site Boundary		Up to 6 storeys		Up to 2 storeys
	Medway Council and Tonbridge & Malling Borough Council Boundary		Up to 5 storeys		
	Rochester Airport Height Restriction 10m Contour		Up to 4 storeys		
	Rochester Airport Height Restriction 5m Contour		Up to 3 storeys		

APPENDIX

9.0

TECHNICAL SUMMARIES

The following studies have informed the masterplan and provide an evidence base that underpins the development proposals put forward within this document.

The studies are as follows:

Air Quality Assessment

Noise Survey

Archaeological & Heritage Impact Assessment

Contamination Survey

Ecological Impact Assessment

Flood Risk and Drainage Assessment

Landscape and Visual Impact Assessment

Innovation Environment Study

Transport Assessment

Travel Plan

Utilities Assessment

Air Quality Assessment

Summary:

A detailed Air Quality Assessment has been completed, using the Breeze Roads software and meteorological data, verifying the model results using local monitoring data, following the approach detailed below:

- Review of Air Quality Action Plans/Strategies for the area and review the local Air Quality Review and Assessment reports;
- Determination of existing background air pollutant concentrations for NO₂ and PM₁₀ for the area;
- Computation of air pollutant concentration predictions for NO₂ and PM₁₀ using the Breeze Roads software and the NO_x to NO₂ calculator at relevant receptor locations representative of the residential elements of the site and existing residential properties near the site;
- Verification of the air quality modelling against local measurement data, e.g. diffusion tubes and/or continuous monitors, in order to ensure accurate modelled results;
- Assessment of the results of the air quality modelling to establish the air quality constraints on and impacts of the proposed development;
- Comparison of the outcomes against the agreed assessment criteria against the relevant National Air Quality Objectives and the requirements of the Council's Air Quality Action Plan;
- Construction Dust Assessment
- Air Quality Damage mitigation assessment
- Determination of mitigation.

The results show that dust during construction can be adequately controlled using best practice techniques and as such dust impact will be negligible. There will be negligible to small increases in nitrogen dioxide and particulate levels at nearby receptors, but these will remain below air quality objective levels. The contribution for the scheme to traffic levels affecting the local Air Quality Management Area has been calculated as £1,544,660. This will be secured by conditions imposed on developers.

Noise Survey

Summary:

The site is surrounded by commercial premises which are not considered to be noise sensitive. The nearest dwellings to the proposed development have been identified, with the nearest dwelling approximately 15m to the south of the southern site.

Vibration levels are not anticipated to be significant at the site and there are currently no vibration-emitting sources proposed as part of the development, therefore we do not anticipate an operational or construction vibration assessment to be required.

A Noise Assessment has been completed in accordance with BS 5228 to inform the masterplan and the submission of the LDO. Noise levels during construction, occupation and operation of the scheme are not predicted to be significant. It is therefore not considered that any significant mitigation will be required that would adversely affect the current masterplan proposals.

Archaeological & Heritage Impact Assessment

Summary:

An Archaeological and Heritage Impact Assessment has been undertaken to inform the masterplanning process. It identifies all known heritage assets potentially affected by the proposed development, whilst also identifying the potential for currently unknown heritage assets.

Designated and non-designated heritage assets within 2km of the study area have been identified.

An overview of the historic environment covering prehistoric activity through to post-war development, an historic map regression exercise and an aerial photograph analysis have been undertaken. Previous desk-based and intrusive archaeological investigations undertaken within the site and study area have also been reviewed.

This baseline review has found that there is a low probability of archaeological remains pre-dating the airfield to survive within the site, although this is slightly higher in some parts of the site due to the proximity of a Roman road.

The review also found that below ground remains of WWII structures, some floor surfaces and foundations of a 1940's building and the airfield identifier circle and name from at least 1953 may be present within the site. If present, these would be impacted by the proposed development.

The heritage assessment has also found that development within the masterplanning site will result in visual changes to the setting of five designated heritage assets, including Fort Horsted Scheduled Monument. However these visual changes are not considered to result in any reduction in the contribution that the setting makes to the significance of these assets.

Contamination Survey

Summary:

A Geoenvironmental and Geotechnical Desk Study has been undertaken for the site in line with current best practice guidance.

The study has found that the site is underlain by superficial deposits of the Clay and Flints Formation, and bedrock geology of the Seaford Chalk Formation. The environmental sensitivity of the site is considered to be high with the underlying chalk formations designated as Principal Aquifers and the site located within a Source Protection Zones 2.

Based on the history of the area there is considered to be significant potential for contamination and other ground based risks to be present beneath some of the study area. Potential for contamination to be present beneath the site derived from historic industrial use places a high to very high risk to groundwater and surface water issues. Zetica bomb risk mapping indicates that the majority of the site is situated within a high risk area and available records state that the airport experienced a heavy bombing raid during World War Two.

Potential mitigation likely to be required / next steps:

Further physical investigations will be required at the appropriate stage to inform ground conditions, geotechnical hazards, contamination and potential pollutant linkages, including a detailed assessment of the potential risk associated with UXOs.

Ecological Impact Assessment

Summary:

An Ecological Impact Assessment has been undertaken to inform the masterplanning process. This includes a desktop review, in addition to a phase 1 habitat survey and a number of protected species surveys undertaken during 2018.

A number of statutory and non-statutory designated sites within 10km of the site boundary have been identified. These include a Site of Special Scientific Interest (SSSI), three Special Areas of Conservation and two Special Protection Areas. In addition, there are two Local Wildlife Sites within 2km of the site. A range of habitats are also present within the site, including semi-improved grassland and lowland broadleaved woodland.

Protected or notable species found during historical or current onsite surveys include bats, dormouse, breeding birds and common lizard. Further protected species surveys are programmed for Autumn 2018.

Overall, based on the nature and location of the proposed development, no adverse effects on statutory or non-statutory designated sites are anticipated. The proposed development would achieve a net gain in biodiversity, in line with guidelines set out in the National Planning Policy Framework. Although some semi-improved neutral grassland will be lost, this loss will be compensated through re-provision off-site.

Potential ecological mitigation/compensation measures likely to be required:

- Grassland – The grassland in Parcel 1 is cut once a year and supports a semi-improved community. Its loss will be compensated through either creation of new grassland off-site or contribution towards long-term management/enhancement of a local wildlife site.
- Woodland – The woodland is a Habitat of Principle Importance (HPI); Lowland Mixed Deciduous Woodland. The loss of a small number of trees will require compensation through new tree planting on site.
- Bats – Bats are present foraging in Parcel 4. Mitigation to avoid impacts to foraging bats will involve the implementation of an appropriate low level lighting scheme on site.
- Dormice – Dormice are present within woodland around Parcel 4. A Natural England licence will be required for vegetation clearance here, and mitigation will involve implementation of a low level lighting scheme (as above).
- Birds – Breeding farmland birds (skylark) are present in the grassland of Parcel 1 and nesting birds present within scrub and woodland. Mitigation will involve clearance of these habitats to be carried out outside of the bird nesting season (March to August).
- Reptiles – Common lizard are present in Parcel 1 grassland and scrub. Mitigation will involve the translocation of common lizard from the Site to a suitable area elsewhere within the airport site.
- An Ecological Management and Enhancement Plan (EMEP) will be produced to provide prescriptions for the above mitigation measures, particularly in regard to dormice, birds and reptiles.

Flood Risk and Drainage Assessment

Summary:

A Level 1 Flood Risk Screening Study has been undertaken for the site and has concluded that the site is located with Flood Zone 1.

The site is at low risk of flooding from fluvial (river) sources and mostly at low risk of surface water flooding. However, there is a medium risk of flooding from surface water along the northernmost boundary of the site. Site levels currently force the overland routing west to Laker Road and this overland route will be preserved, where possible, through the scheme design. There is also a high risk of surface water flooding in the centre of the existing airport site – however this is outside of the proposed development area.

Strategic Flood Risk Assessments (SFRA) do not identify any significant risks of groundwater flooding within the district. Therefore no measures will be necessary to mitigate this.

There are no existing watercourses present on site. The River Medway runs west-east approximately 2.5km to the north of the site. Currently, all surface water on the developed site drains via infiltration, while overland flow discharges to the west onto Laker Road. Other than the private airport network there are no surface water sewers on the existing site.

The site geology comprises primarily of superficial deposits of clay with flint, underlain by highly permeable Seaford Chalk strata. Any infiltration drainage would need to be located within this productive strata.

Drainage Strategy:

A historic drainage strategy, compiled in 2014, derived an infiltration rate of 19.8m/hr (5.5×10^{-3} m/sec) from a back-analysis of the existing drainage. The exact infiltration rate would need to be determined on site via site specific soakaway testing, however, this indicative rate would suggest soakaways are an extremely viable option.

A strategic surface water drainage solution has been prepared for the proposed development based upon a range of infiltration techniques that can be employed across the development. Surface water flood routing for the proposed development will also route flood water in the extreme events away from building footprints into areas of containment, such as swales and open storage structures along the landscaped green corridor.

Landscape and Visual Impact Assessment

Summary:

A full Landscape and Visual Impact Assessment (LVIA) has been prepared to inform the masterplan.

The LVIA includes a review of relevant landscape policies and designations, published landscape character assessments, and fieldwork to assess the existing landscape and visual characteristics of the site and its context.

The site lies within an “Urban and Industrial” area and is located approximately 100m from The Kent Downs Area of Outstanding Natural Beauty (AONB).

The study was informed by a zone of theoretical visibility (ZTV) study which identified the maximum theoretical visibility (allowing for topography, major areas of woodland and settlements) of the proposed development and enabled targeted fieldwork to identify the actual visibility of the development proposals.

The assessment identified that there were no significant effects on the surrounding landscape and townscape arising from the proposed development. Intervening woodland and terrain reduces visibility of the development proposals, and where the development proposals can be seen, they would be viewed in the context of existing buildings in the industrial and employment areas surrounding the site, including the BAE Systems buildings (the highest of which is 23m above ground level) and which exert a strong influence on the surrounding environment.

Market Testing

Summary:

The ‘Innovation Park Medway Development options study’ (Final Report by Lichfields for Medway Council, 30 July 2018) suggests that there is a clear demand across sectors.

A soft market testing exercise is underway which will be gathering feedback via telemarketing from high value technology, engineering, manufacturing and knowledge-intensive businesses as to their interest in the proposed development at IPM, the quantum of space they would be interested in occupying and the type of space they are interested in.

Feedback will also be collected in terms of why companies aren’t interested in occupying space at IPM to inform the masterplan and the B1/B2 split. Findings are expected to provide greater clarity into the proposed split of the masterplan and this involves speaking to as many potentially interested occupiers matching the aforementioned description and compiling all of this evidence.

Innovation Environment Study

Summary:

The success of IPM will be dependent on the development of the right ecosystem for investment. The case study analysis and innovation literature suggests that it will be important for the design solution to offer affordable, flexible work spaces that allow businesses to grow and scale up over time.

Opportunities for collaboration, both within buildings and with external partners such as universities, are essential. When attracting higher value innovation and service based activities, social spaces and the quality of both workplace and public spaces is critical to developing a strong site brand and positioning in a highly competitive national and regional investment landscape.

The case studies used for the benchmarking exercise suggest that one of the key success factors is the mix of commercial office and R&D (B1) uses alongside B2 industrial activities. This mix, alongside a flexible mix of plot sizes, is critical to creating an ecosystem for innovation where:

- * Firms can grow and develop; and
- * Innovations (the ideas that actually create value) can transfer from the R&D and theoretical space (B1) to the operational space (B2).

IPM has the opportunity to propose a mix of B1 and B2 space to capture as much of the innovation value chain as possible. This approach is quite innovative in itself, as the traditional model would be to focus on just one part of the value chain (e.g. lab-based R&D, or professional services, or industrial assembly activities). By adopting this approach it makes it more likely that IPM can help the region improve on it's complexity scored for example.

The 'Innovation Park Medway Development options study' (Final Report by Lichfields for Medway Council, 30 July 2018) suggests that there is a clear demand across sectors, so the mix of use is also more likely to be able to achieve both short-term return on investment requirements and longer-term economic ambitions for the region.

The success of IPM also requires clear positioning, dynamic workplaces and links to local universities. To provide the right ecosystem for investment, the benchmarking exercise found that some or all of the following should be in place.

- * A clear site brand and positioning within national and regional offering defines a clear business focus to investors and businesses;
- * Affordable, flexible work spaces (typically co-working) are important for early stage companies; scale-up spaces then provide the ability for these start-ups to grow; proximity to technology-focused universities promotes research and innovation;
- * Access to informal meeting places (coffee shop, drop-in space) and city centres encourage the exchange of ideas and solving problems across disciplines; and
- * Easy access to trains to major cities and international airports attracts businesses and skilled people.

To create an enabling environment for innovation, we recommend to focus on encouraging collaboration, fostering face to face communication and accommodating technology.

Transport Assessment

Summary:

The Transport Assessment has analysed traffic data to assess the existing conditions of the site and surrounding area including a review of the local road network, local public transport services, walking and cycling accessibility and analysis of the collision data.

The anticipated trip generation of the proposed development has been predicted, which confirms that the development will fall within that previously assessed and accounted for within the wider area network models.

The Assessment has also considered outputs from the Strategic Transport Model produced by Fore Consulting. This confirms that the network is already operating close to capacity, and that whilst the IPM will contribute to this, the contribution will be negligible in the wider context, and can be ameliorated by the provision of junction improvements in the area as part of strategic measures coming forward in consultation with Medway, Kent County Council, and Highways England.

Travel Plan

Summary:

The Travel Plan is a framework document promoting a range of potential measures with the overall objective of reducing the number of single occupancy vehicle journeys to and from the site.

The main reason for implementing the Travel Plan are:

- Reduce the impact of travel to and from the site;
- Social responsibility;
- Reducing the carbon footprint of the development;
- Improving the health and well-being of people using the site; and
- To promote and encourage the use of sustainable modes of travel.

The document provides an overview of the existing transport infrastructure and sets out measures that will be introduced in order to meet the Travel plan objectives. The Travel Plan will be secured through agreement.

Utilities Assessment

Summary:

Based upon the anticipated end use for the development, enquiries have been made of all the principal utility providers for the area.

Southern Water have confirmed that they have no strategic infrastructure requiring diversion. They have confirmed that potable water supply and foul water disposal can be facilitated from their current infrastructure. Network reinforcement, should this be identified, will be undertaken by Southern Water under their new infrastructure pricing mechanism.

Southern Gas Networks have confirmed that they have a strategic main that will require diversion prior to the development. They have confirmed that new gas mains services can be provided from their existing infrastructure. There is a low-medium risk that some off site reinforcement will be required to service the development loads.

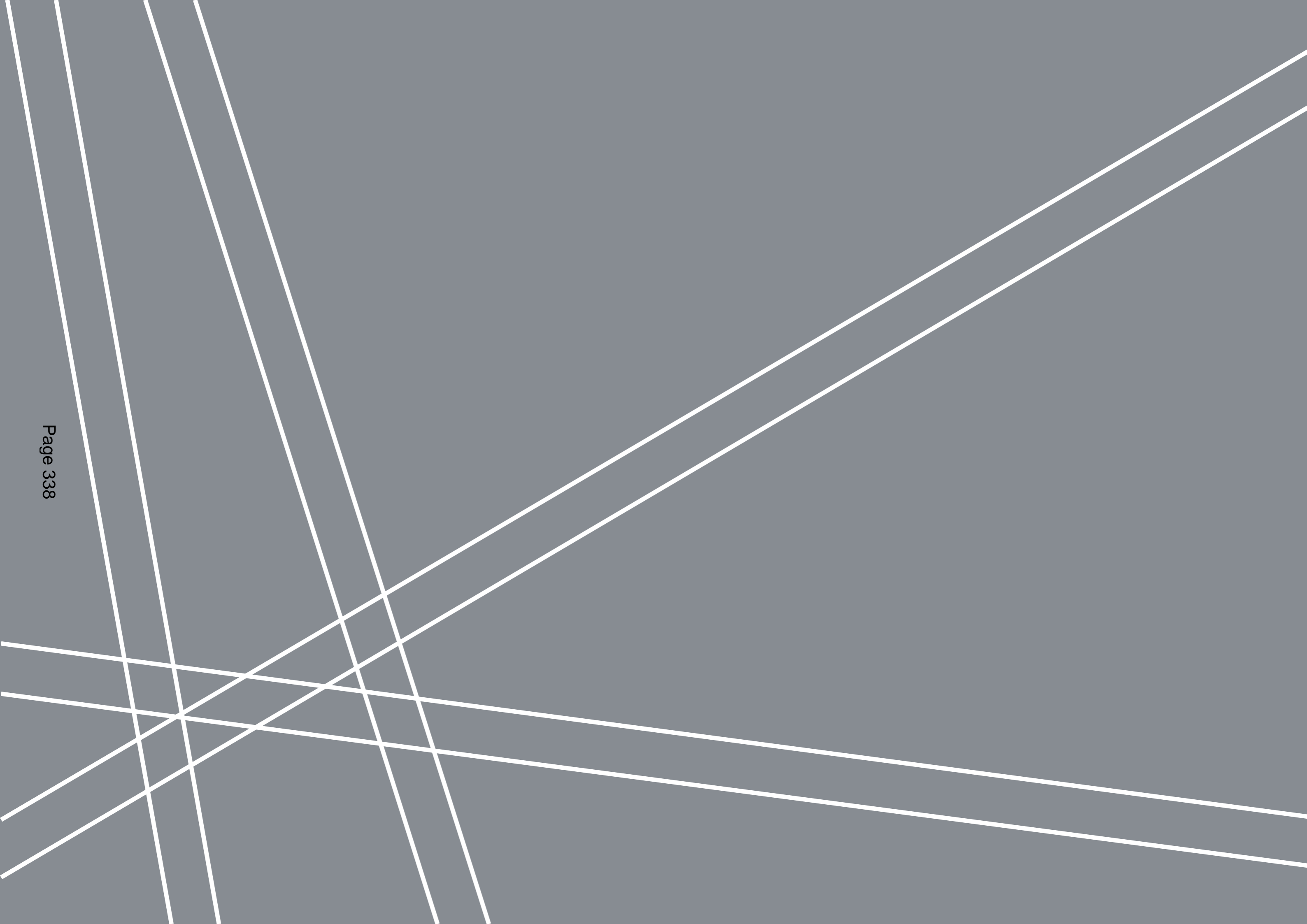
UKPN have confirmed that they have existing strategic mains electrical services that will require diversion prior to development. They have confirmed that new electric mains services can be provided from their existing 33/11Kv switching station (Chatham West), located approximately 3km from the site.

British Telecom have confirmed that they have no strategic infrastructure requiring diversion. They have confirmed that new mains services can be provided from their Bluebell Hill exchange and that the exchange and the local cabinet (No 43) is Fibre enabled with FTTC (Fibre To The Curb) and thus high speed broadband is available.

Potential mitigation likely to be required / next steps:

Budget estimates for infrastructure costs for the proposed development currently stand at circa £2,500,000, including all diversions and new supplies. A 10% contingency should also be added for potential reinforcement of the gas network.

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Agenda Item 12

Item from Cabinet minutes of 11 February 2021 – to follow

Due to the timescale and print deadline, the recommendations arising from the meeting of Cabinet will be circulated to Members in advance of the meeting of Council.

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Agenda Item 13

Item from Cabinet minutes of 11 February 2021 – to follow

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Agenda Item 14

Item from Cabinet minutes of 11 February 2021 – to follow

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Agenda Item 15

Item from Cabinet minutes of 11 February 2021 – to follow

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Agenda Item 16

Item from Cabinet minutes of 11 February 2021 – to follow

Due to the timescale and print deadline, the recommendations arising from the meeting of Cabinet will be circulated to Members in advance of the meeting of Council.

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Agenda Item 18

The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

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