

INNOVATION PARK MEDWAY

STATEMENT OF REASONS AND LOCAL DEVELOPMENT ORDER



MADE BY TONBRIDGE & MALLING BOROUGH COUNCIL

May 2019

VISION STATEMENT

INNOVATION PARK MEDWAY WILL DELIVER UP TO 101,000 SQM OF HIGH QUALITY, INNOVATIVE COMMERCIAL SPACE IN A PRIME SPOT 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.

Contents

Interpretations and Definitions	5
Foreword	6
Executive Summary	7
1 STATEMENT OF REASONS	8
Purpose of Document	8
Sector Focus	9
The Area subject of LDO	10
The Surrounding Area	11
Public Consultation and Engagement	12
2 THE PURPOSE OF LOCAL DEVELOPMENT ORDERS	13
Legislative Background / What is an LDO?	13
Background to LDO	14
North Kent Enterprise Zone.....	14
The Council's Local Plan	15
Emerging Local Plan and Programme	15
The Local Economy.....	16
Employment Land	17
The Medway Regeneration Agenda	17
The Vision	18
3 THE LDO.....	19

Evidence Base	19
The Masterplan	20
Plot Passports	20
The Order	20
The Lifetime of the LDO	21
Limitations	21
The LDO Schedule, Conditions and Informatives	21
LDO Appendices	21
Prior notification Procedure	22
Application of the Design Code	23
Monitoring	23
Compliance and Enforcement	24
Development permitted by the LDO	24
4 LDO SCHEDULE	25
Schedule A – Building Development including the provision of Infrastructure, Facilities and Public Realm	25
Schedule B – Extensions or Alterations	27
Schedule C – Changes of Use	28
Schedule D – Other Operations	29
Conditions	31

Appendix 1: Interpretations and Definitions

Appendix 2: Self-Certification Form

Appendix 3: Intention to Start-on-Site Form

Appendix 4: Design Code

Interpretations and Definitions

Please see Appendix 1

Foreword

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

Tonbridge & Malling Borough Council is hugely positive about supporting our 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.

Our strategy for 2019-2023 sets out the economic initiatives the Council will undertake with its partners to help create a strong, dynamic and inclusive economy that fosters sustainable growth in Tonbridge & Malling over the next 4 years with the delivery of Innovation Park Medway as one of our priority actions and identified 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 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 both Tonbridge & Malling Borough Council and for Medway 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.

Whilst, Tonbridge and Malling ranks within the top 25% of authorities in relation to GVA per head (with this having increased from £26,343 in 2015 to £28,984 in 2018), 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. This is clearly demonstrated by the development of IPM being an objective in the emerging Economic Regeneration Strategy (2019 – 2023) in order to improve accessibility to high quality jobs and skills development.

IPM will provide modern day commercial space that will both enable and encourage innovation and business growth across both Tonbridge and Malling and Medway complementing the existing Innovation Centre and Innovation Studios. Furthermore, it will deliver approximately 101,000 sqm of commercial floor space designed in such a way to encourage collaboration, 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 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 currently account for 20.9% (1,200/5,745) of all businesses in Tonbridge and Malling. This is slightly higher than the South East average of 20.3% and well above the UK average of 17.8%².

High-value technology, engineering, advanced manufacturing and knowledge-intensive businesses are therefore sectors which both the Council and Medway are keen to encourage and see as very important for the future growth of their 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. The presence of a range of successful universities and Further Education providers in the local area 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 in this part of Kent. It is the intention of IPM to build on this platform.

¹ Kent Economic Indicators 2018 (August 2018)

² Medway Council Planning Service, 2016, *Business and Employment Information April 2016*, Medway Council

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 high quality and innovative commercial space (Use Class B1) and (Use Class B2) which will act as a magnet for businesses looking to grow in the South East through the provision of an LDO. Specifically, this LDO will deliver up to 101,000 sqm (GEA) including up to 23,700 sqm (GEA) for Use Class B1 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 (as amended):
 - B1(a) office;
 - B1(b) research and development, studios, laboratories, high-technology industries;
 - B1(c) light industry; and
 - B2 general industrial uses.
- 1.4 This LDO provides certainty as to the type, use and form of development that is permitted and in return, facilitate economic growth a key objective of the Council, 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 it will stimulate investment by reducing the potential and perceived risks and barriers associated with the formal planning process.
- 1.5 Through the implementation of this LDO and the accompanying IPM Design Code ('Design Code'), the Council will be able to strengthen the performance of the local economy, to create high skilled local 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.
- 1.6 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;
- To provide IPM with a source of competitive advantage compared to other areas in Kent, the South East and wider area; and
- To maintain biodiversity at IPM through considered landscaping and ecological features.

Sector Focus

- 1.7 Whilst the number of people working in the knowledge economy in Tonbridge and Malling has increased from 17.5% in 2015 to 21.4% in 2018³, the delivery of IPM is a key objective of the Council to ensure the local economy is supported and enable it to remain competitive and create quality local jobs⁴.
- 1.8 By promoting the creation and expansion of technology, advanced manufacturing and knowledge-intensive businesses, IPM will help create new high-skilled local 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 as a significant proportion of residents commute elsewhere for higher paid employment opportunities. This is borne out in the most recent statistics (Census 2011), which showed that, at the time, nearly two-thirds of residents commuted out of the Borough for work (mostly to Maidstone, Sevenoaks, Westminster and Tunbridge Wells)⁵.
- 1.9 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.
- 1.10 The Universities at Medway produce many high-calibre graduates but many seek graduate opportunities elsewhere. IPM will create opportunities for graduates to establish themselves, grow and flourish in Medway and Tonbridge and Malling.
- 1.11 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.

³ Kent Economic Indicators 2018 (August 2018)

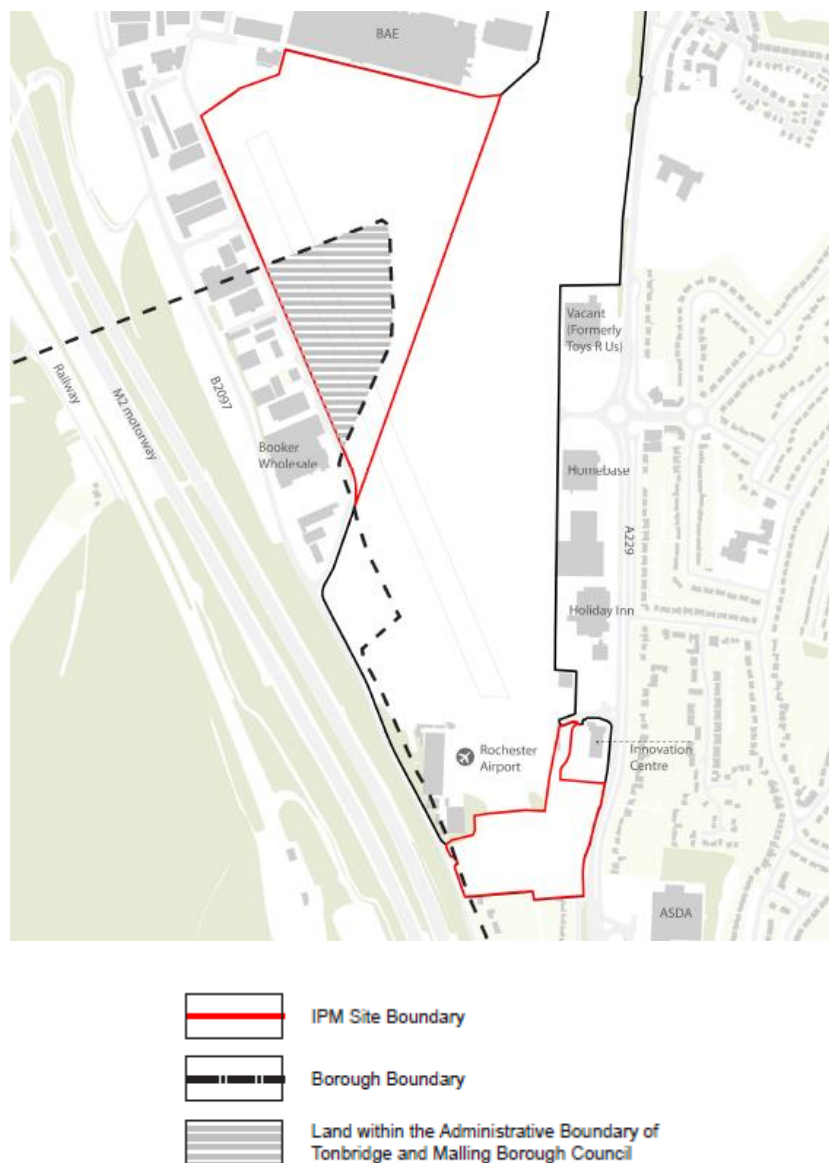
⁴ TMBC – Economic Regeneration Strategy – Consultation Draft (2019 – 2023)

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

The Area subject of LDO

- 1.12 IPM is located on two areas of the current Rochester Airport site, 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 HS1 mean Rochester is just 37 minutes from Central London, whilst Eurostar services to Europe can be accessed from Ebbsfleet International Station.

Figure 1 – IPM LDO Area



- 1.13 IPM will be split into two separate areas each of which will comprise two distinct parcels with the overall area extending to 18.54ha of which 3.7ha sits within the Council's administrative boundary with the remaining 14.84ha being within Medway's. The Northern site consists of a main parcel 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 site 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 storage park, Woolmans Wood Caravan Park, which has capacity for approximately 100-125 caravans (see Figure 1 above).
- 1.14 Parcels 1, 2 and 3 are owned by Medway. Currently, Parcel 1 is leased to Rochester Airport Ltd and Parcel 2 is to be leased by BAE Systems. BAE also own a small strip along the northern boundary of Parcel 2. Although owned by Medway, the identified area above which extends to 3.7ha is within the Council's administrative boundary. Parcel 4 is privately owned (see Figure 1 above).
- 1.15 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.

The Surrounding Area

- 1.16 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.
- 1.17 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.
- 1.18 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. The AONB is a peaceful, rural landscape with significant ecological value and also provides recreational opportunities and keeps settlements from coalescing. It is afforded the highest status of protection in relation to landscape and scenic beauty. As part of the management of the AONB, the Council are part of the Joint Advisory Committee ("JAC"), a body of twelve authorities who have joint responsibility to prepare and manage the Management Plan. The location of IPM in the wider area is shown below:

Figure 2 - Location of IPM within the wider context



Public Consultation and Engagement

- 1.19 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 July 2005.
- 1.20 All necessary documentation will be placed on the Council's website and will be available for inspection and public consultation for the statutory period of time.
- 1.21 The draft LDO will be refined in response to comments received during the public consultation where these are considered appropriate. Once finalised, the LDO can be adopted and presented to Cabinet and Full Council, and the Secretary of State will then be informed as soon as practicable after adoption.

2 THE PURPOSE OF LOCAL DEVELOPMENT ORDERS

- 2.1 This section explains the legislative background, and explains what an LDO is. 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.

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 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 local planning authorities 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 Regulation 32, paragraph 5, of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('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.
- 2.8 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.

- 2.9 A Strategic Environment Assessment is not relevant as LDOs are covered under the EIA Regs 2017 and as such environmental information is considered under these regulations in the Environmental Statement submitted in support of this LDO.
- 2.10 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.
- 2.11 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?'⁶ it states that a 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 LDO crosses the authority boundary between Tonbridge and Malling and Medway, accordingly, both Councils have worked together to jointly prepare and consult on the LDOs before each adopting their own separate version.
- 2.12 Given the simplified process in granting permission, LDOs are gaining increasing importance as the government encourages local authorities to streamline planning in order to increase certainty and reduce both delay and cost in delivering sustainable development.

Background to LDO

- 2.13 The overall aim through the delivery of IPM is to achieve entrepreneurial growth by strengthening links between local academic schools, universities and industrial partners to enable an increase in the number of high skilled local employment opportunities within the Professional, Scientific, Technical Industries and the Knowledge Economy.

North Kent Enterprise Zone

- 2.14 Officially opened for business in 2017, NKEZ is strategically located between London and 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 provide state-of-the-art commercial space and a positive business environment for high value, forward-thinking companies.
- 2.15 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

⁶ See: <https://www.gov.uk/guidance/when-is-permission-required>

South East Local Enterprise Partnership ('SELEP'). The SELEP is one of 39 business-led public/private partnerships set up by the Government to make investments and deliver activities to drive growth and create high quality local jobs. Recent investments into Tonbridge and Malling which have benefited from funding via the SELEP include Tonbridge High Street and Station Public Realm Improvements; M20 Junction 4 improvements; and Leigh Flood Storage Area and Hildenborough Embankments.

- 2.16 Enterprise Zones are Government-designated areas that offer incentives to business occupiers in order to stimulate business growth and the creation of new jobs including up to 100% business rate discount worth up to £55,000 annually over a five-year period and simplified local authority planning such as Local Development Orders LDOs.
- 2.17 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 Innovation Park Medway 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 Mid Kent 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

- 2.18 The Council's Development Plan 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

- 2.19 The Council is now preparing a new Local Plan up to 2031 which once adopted will form part of the Council's development plan and will replace the current suite of documents. The Plan was submitted to Secretary of State on 23 January 2019 and the Examination in Public (EiP) is expected during the summer of 2019 with adoption towards the end of the year / early 2020.
- 2.20 The emerging Local Plan allocates 3.7ha of Rochester Airfield as an Employment Land Allocation (Policy LP36) for B1 and B2 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.

- 2.21 Amongst the various issues identified in the emerging Local Plan and evidence base, economic regeneration is highlighted as a key priority for the Council⁷.

The Local Economy

- 2.22 Local growth in employment between 2009 and 2015 was relatively flat, with an increase of 3.6% 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 South East LEP area (6%) and across West Kent as a whole (12%).
- 2.23 Furthermore, since 2010, whilst the number of businesses in Tonbridge has increased by 18% (surpassing the level of growth recorded across West Kent as a whole (15%)), the number of enterprises in the South East LEP grew at a marginally faster rate of 19%.
- 2.24 The business growth in the Borough was primarily driven by a strong increase in the number of micro businesses, with more limited growth in the number of small and medium enterprises. The number of large enterprises employing more than 250 people grew by one quarter, albeit from a comparatively small base.
- 2.25 As such, whilst the Tonbridge and Malling economy performs well, there are certainly specific elements of the local economy that need strengthening.
- 2.26 It is therefore a core ambition of both the Council and Medway to enhance the performance of their economy through the delivery of IPM. 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, benefitting from connectivity through the motorway and rail networks to the wider economy as shown at Figure 2.
- 2.27 Whilst the Council is within the top 25% of authorities in relation to GVA per head with this having increased from £26,343 in 2015 to £28,984 in 2018, it now ranks lower compared to other authorities in relation to inter alia, job density, workplace earnings and employment rate⁸. We therefore recognise the importance of IPM and how this can be a factor in enhancing the wider economic performance of the borough with the development of the Site being a key objective in the emerging Economic Regeneration Strategy (2019 – 2023) in order to improve accessibility to high quality jobs and skills development.
- 2.28 The Council therefore recognises IPM has the potential to significantly improve and boost its economic performance. This will be promoted by the Council through its emerging Local Plan and in particular Policy LP36 together with Medway's Regeneration Strategy which sets the priorities for realising the area's

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

⁸ Kent Economic Indicators 2018 (August 2018)

economic potential, through establishing the area as an attractive, sought after place to work and study, with a good supply of employment land for example at IPM and a supportive environment for business growth.

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 IPM⁹.
- 2.30 Furthermore, the designation of the Enterprise Zone represents an opportunity for the Council to support the provision of additional B1 and B2 uses with an aspiration for accommodating high-value technology, engineering, manufacturing and knowledge-intensive businesses¹⁰. 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 of 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 residents¹¹. 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 residents¹².
- 2.31 It is therefore the intention of the Council to continue to provide the platform for GVA growth and improve, inter alia, levels of high quality employment opportunities and the delivery of the LDO is fundamental to this.

The Medway Regeneration Agenda

- 2.32 With specific focus on Medway, its partners in the public and private sectors are undertaking a significant amount of work to regenerate Medway which is set out in their regeneration strategy¹³, Medway 2035 and IPM is a key part of their strategy.
- 2.33 The strategy aims to deliver Medway's aim to become a University Waterfront City that connects innovation, people and place and as the South East's leading smart city and IPM sits at the apex of their aspirations that will help deliver on the six priorities of the regeneration strategy as demonstrated below.
- **Destination and Place making:** put Medway on the map as a smart and sustainable waterfront university city;
 - **Inward investment:** Increase high-value businesses and expand high-quality employment;

⁹ TMBC – Economic Regeneration Strategy – Consultation Draft (2019 – 2023)

¹⁰ Employment Land Needs Assessment (Turley, November 2017)

¹¹ TMBC – Economic Regeneration Strategy – Consultation Draft (2019 – 2023)

¹² TMBC – Economic Regeneration Strategy – Consultation Draft (2019 – 2023)

¹³ <https://www.medway.gov.uk/info/200177/regeneration>

- **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 £8.1m has been awarded from Central Government's Local Growth Fund through the 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 IPM masterplan, LDO and development proposals. It is therefore acknowledged, that the work undertaken by Medway can assist the Council's strategy to increase the number of employment opportunities in the high value technology, engineering, manufacturing and knowledge intensive businesses.

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.

3 THE LDO

3.1 The structure of this Section is detailed below:

- Details of the Evidence Base which supports the LDO;
- The Masterplan;
- The Plot Passports;
- The Order including the Lifetime of the Order and its Limitations;
- The LDO Schedule, Conditions and Informatives;
- The LDO Appendices;
- Explanation of the Prior notification Procedure;
- Details regarding the application of Design Code;
- Monitoring;
- Details of Compliance and Enforcement; 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
- Environmental Statement prepared by CampbellReith, dated January 2019 and includes reference to the following:
 - SuDS Design prepared by CampbellReith, August 2018
 - Flood Risk Assessment prepared by CampbellReith, August 2018
 - Air Quality Assessment prepared by ACCOM, January 2019
 - Noise Impact Assessment prepared by ACCOM, January 2019
 - UXO Screening Study prepared by Fellows International, January 2019
 - Ecological Impact Assessment prepared by BSG Ecology, September 2018
 - Habitats Regulation Assessment Screening prepared by BSG Ecology, January 2019
 - AONB Assessment prepared by LDA Design, January 2019
 - Ground Conditions Desk Study prepared by CampbellReith, September 2018
- Landscape and Visual Impact Assessment prepared by LDA Design, January 2019
- Archaeological & Heritage Impact Assessment prepared by CampbellReith
- Transport Assessment prepared by CampbellReith, January 2019
- Framework Travel Plan 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
- Four 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 Furthermore, the Design Code (at pp. 17-21) then outlines four proposed character areas :

- Runway Edge;
- Park Edge;
- Core; and
- Woodland and Landscape Edge.

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 (please refer to Section 3.5 - Character Areas of the Design Code at p.17).

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 Lifetime of the LDO

- 3.9 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 to consider whether the terms should be amended.
- 3.10 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.
- 3.11 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.
- 3.12 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.

Limitations

- 3.13 There are a number of limitations to the types of permitted development which are set out in full in the Order.
- 3.14 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).
- 3.15 The LDO does not grant planning permission for any developments other than those expressly listed within this LDO. Normal planning application requirements will apply to those developments that fall outside the scope of the LDO.

The LDO Schedule, Conditions and Informatives

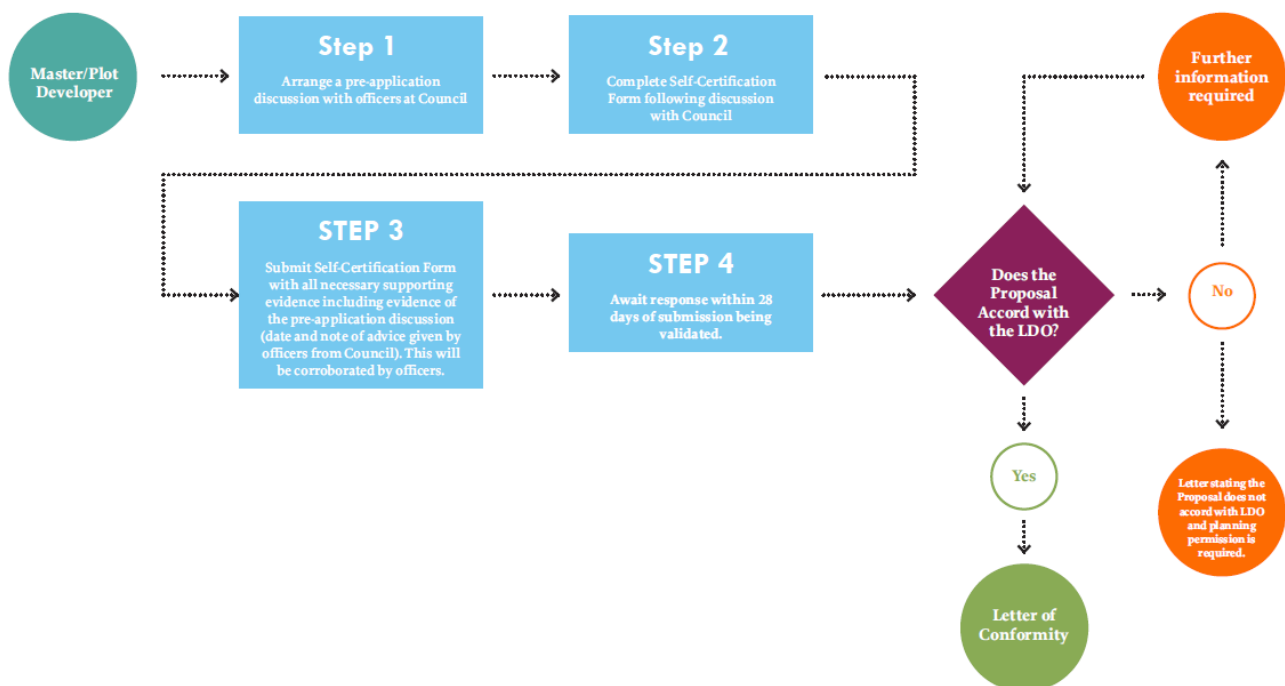
- 3.16 The LDO Schedule (at Section 4) identifies the specific classes of permitted development which are granted planning permission by the Order. The range of permitted development is confirmed by the Schedule which is described in further detail in the next section.
- 3.17 Planning conditions for 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.
- 3.18 The informatives provide additional guidance on particular issues but do not act as specific requirements of the LDO Schedule and conditions.

LDO Appendices

- 3.19 The LDO appendices should be read alongside the Order and LDO Schedule.

Prior notification Procedure

- 3.20 As the first step, applicants will be required to familiarise themselves with the general principles of the Design Code before discussing with officers at the Council. In order to discuss with officers, applicants are required to attend a pre-application (pre-app) discussion for the proposal. The aim of the pre-app discussion is to:
- Understand whether the proposal meets the detailed requirements of the LDO and Design Code;
 - Identify suitable plots; and
 - Identify whether the proposal is in keeping with the overarching aims of the LDO and Design Code.
- 3.21 The fee-based pre-application process will be an informative and mandatory part of the process, the fee being based on:
- the size of the plot;
 - the prominence of the plot; and
 - the floor area.
- 3.22 Following the pre-application meeting, proposals are expected to reference the parameter plans within the Masterplan at Section 8 and guidance as set out in Design Code. Furthermore, a Self-Certification Form (the 'Form') enclosed at Appendix 2 will need to be submitted to the Council along with the relevant supporting information as set at Appendix 1 of the Form.
- 3.23 Should the Council respond positively in writing or fail to respond within 28 days of validation, then prior approval is granted for the proposal by this LDO.
- 3.24 The need for an extension of time for a specified period beyond the 28 days may be necessary where the proposal is complex and in such instances, the Council will contact the developer to agree an extension of time in which to consider whether, for example, additional information should be submitted.
- 3.25 The complete procedure is set out below:



3.26 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. Applications that are complementary to the aims and vision of IPM but not permitted under the LDO are encouraged and will determined on a case-by-case basis. Examples of certain ancillary / supporting uses include Use Class A3 (Food and Drink) and Use Class D2 (Assembly and Leisure).

Application of the Design Code

3.27 The Design Code is applicable within the boundary as defined as shown at Figure 1.

3.28 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

3.29 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 AMR¹⁴

- Amount and type of completed employment floorspace in Use Classes B1 and B2
- Number of people employed and jobs created (both Full Time Equivalent (FTE) and part-time)¹⁵;
- Gross Value Added (productivity); and
- Trip generation.

3.30 The information will be updated annually and reported as part of the Council's AMR for the following monitoring period.

3.31 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

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

Development permitted by the LDO

3.33 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).

3.34 Each type of permitted development may require additional bespoke conditions related to the proposal and these will be discussed with the Council during the pre-application meeting.

¹⁴ 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 current Medway Local Plan 2003 and the emerging Local Plan 2012-2035, measuring how far the policies set out are being achieved. The gap between reports must be no longer than 12 months.

¹⁵ Each business that locates to IPM will be required to provide an update to the Council on the anniversary of opening

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 and high technology industries, light industrial, general industries infrastructure, facilities and public realm.

Development Permitted

4.3 The erection of up to 101,000 sqm (GEA) including up to 23,700 sqm (GEA) for Use Class B1 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 (as amended).

- B1(a) office;
- B1(b) research and development, studios, laboratories, high-technology industries;
- B1(c) light industry; and
- B2 general industrial uses.

4.4 The proportion and distribution of the permitted classes of development across IPM will be agreed and discussed at the time of the prior notification application.

4.5 Site investigation, engineering operations, provision of site infrastructure and/or Public Realm required by development and/or public realm required to facilitate development.

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)
- Drainage & Flood risk conditions (D1 to D3)
- Construction conditions (C1 to C3)
- Landscaping conditions (L1 to L3)
- Ground Investigation & Contamination conditions (G1 to G4)
- Environmental conditions (E1 to E4)
- Archaeology conditions (A1 to A4)

- 4.7 Each type of permitted development may require additional bespoke conditions related to the proposal and these will be discussed with the Council during the pre-application meeting.

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 of up to 101,000 sqm (GEA) including up to 23,700 sqm (GEA) for Use Class B1 and up to 76,948 sqm (GEA) for Use Class B2 of buildings.

Development Permitted

- 4.9 The extension or alteration of buildings in:
- B1(a) office;
 - B1(b) research and development, studios, laboratories, high-technology industries;
 - B1(c) light industry; and
 - B2 general industrial uses.
- 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 C3)
 - Landscaping condition (L1)
 - Ground Investigation / Contamination conditions (G1 to G4)
 - Environmental conditions (E1 to E4)
 - Archaeology conditions (A1 to A4)
- 4.13 Each type of permitted development may require additional bespoke conditions related to the proposal and these will be discussed with the Council during the pre-application meeting.

Schedule C – Changes of Use

4.14 This LDO permits the following change of uses subject to notification of the Council.

Development Permitted

- From Use Class B1 (Business) to Use Class B2 (General Industrial); and
- From Use Class B2 (General Industrial) to B1 (Business Use).

Requirements

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 C3)
- Landscaping condition (L1)
- Ground Investigation / Contamination conditions (G1 to G4)
- Environmental conditions (E1 to E4)

4.15 Each type of permitted development may require additional bespoke conditions related to the proposal and these will be discussed with the Council during the pre-application meeting.

4.16 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.

Schedule D – Other Operations

- 4.17 This LDO permits Other Operations provided it is within the parameters of the LDO area and accords 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

- 4.18 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 and CO2)
- Extensions or alterations condition (EA1)

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

- Compliance conditions (CO1 and 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 and 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 and CO2)
- Environmental Conditions (E1 and E2)

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

- Compliance conditions (CO1 and CO2)
- Highways & Movement Conditions (H1, H2, H3, H5, H6, H7, H8)
- Drainage & Flood risk conditions (D1 and 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 and CO2)
- Extensions or alterations condition (EA1)
- Construction conditions (C1 and C2)
- Ground Investigation / Contamination conditions (G1 to G4)

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 and CO2)
- Highways & Movement (H1, H2, H3, H5, H6, H7, H8)
- Drainage & Flood risk (D1 to D3)
- Construction conditions (C1 and C2)
- Landscaping conditions L1 to L3)
- Ground Investigation / Contamination conditions (G1 to G4)
- Archaeology conditions (A1 to A4)

- 4.19 Each type of permitted development may require additional bespoke conditions related to the proposal and these will be discussed with the Council during the pre-application meeting.

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.

The Council will issue written confirmation of compliance (or non-compliance) within 28 days of the receipt of the required information or may issue a request for further information. 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 of receipt of the Self-Certification Form.

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, 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. 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 impact of the development does not exceed the assessed level undertaking as part of the Transport Assessment by CampbellReith.*

Condition H4: Travel Plan

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 Travel Plan in connection with the uses taking place within in that area has been submitted to and approved in writing by the Council. The Travel Plan shall be prepared in accordance with the IPM TP 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
- Arrangements for monitoring and review.
- Details of on-site facilities (changing rooms / showers)

Individual Travel Plans shall implement the overarching targets outlined in the Travel Plan.

Reason: *In the interests of promoting sustainable development and the use of sustainable modes of transport.*

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 this Order or the Town and Country Planning (General Permitted Development) Order 1995

(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.

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, and
- 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.

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.*

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: Construction Environmental Management Plan

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 specify:

- an appropriate construction access;
- 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;
- wheel cleaning facilities;
- 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;
- the protection of public rights of way;
- provisions for a before and after road condition survey;

- 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; and
- The approved statement shall be adhered to throughout the construction of the development being undertaken within the relevant sector.

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.*

Condition C2: Details of Piling

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: *The site is located on potentially contaminated land. Uncontrolled piling could result in potential contamination of groundwater in the vicinity of the application site*

Condition C3: 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: 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 G1 is submitted and approved.*

Condition G3: 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 21 have been carried out as per the agreed scheme and plans.

Reason: *This condition is sought to ensure that the remediation measures approved under Condition G2 have been implemented to best practice guidance.*

Condition G4: 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 G2 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.

Reason: *To ensure that any further areas of contaminated land which are found following the implementation of LDO conditions G1 to G3 are mitigated and remediated in an appropriate manner.*

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 (LA_r,Tr) emitted from the development shall at least 10dB below the background noise level (LA₉₀,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 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, reference....., dated..... 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. 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.*

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;
- 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: Post publication of results

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 A4: 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: 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.

INF3: 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.

INF4: 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).

INF5: 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.

INF6: Section 106 contributions

Section 106 contributions will be secured if the required mitigation for the elements (as listed below) cannot be provided by the developer in order to mitigate the necessary effects of the development against the following:

- Air Quality;
- Highways; and
- Ecology.

The associated financial contribution will be calculated and agreed on a case-by-case basis during the pre-application discussions and the wording of the Grampian condition will be as follows:

No development shall be commenced until details demonstrating how any [air quality/ highway/ecology] impacts of the development will be mitigated has been submitted to and approved in writing by the Council. Such mitigation may include financial contributions pursuant to section 106 of the Town and Country Planning Act 1990 (as amended).

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 the permitted development.

Archaeological & Heritage Impact Assessment is referred to as the 'AHIA'.

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)

Environmental Statement is referred to as the 'ES' prepared by CampbellReith, dated January 2019 and includes reference to the following:

- SuDS Design prepared by CampbellReith, August 2018
- Flood Risk Assessment prepared by CampbellReith, August 2018
- Air Quality Assessment prepared by ACCOM, January 2019
- Noise Impact Assessment prepared by ACCOM, January 2019
- UXO Screening Study prepared by Fellows International, January 2019
- Ecological Impact Assessment prepared by BSG Ecology, September 2018
- Habitats Regulation Assessment Screening prepared by BSG Ecology, January 2019
- AONB Assessment prepared by LDA Design, January 2019
- Ground Conditions Desk Study prepared by CampbellReith, September 2018
- Utilities Assessment prepared by CampbellReith,

The ES tests the Development against the likely environmental effects

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)

The GPDO is a statutory instrument, applying in England, which grants planning permission for certain types of development (such development is then referred to as permitted development).

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

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'

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:

The Council will issue written confirmation of compliance (or non-compliance) within 28 days of the receipt of the required information or may issue a request for further information. 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 or receipt of the Self-Certification Form.

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'

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. 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, part of Parcel 1 lies within the administrative boundary the Council, 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

Proposed Land Uses include:

Use Class B1 (Business)

Use Class B2 (General Industry)

Proposal means

The development of 101,000 sqm metres (GEA) of commercial floor space (Use Class B1 (Business) and Use Class B2 (General Industry) and associated infrastructure split over two sites within Rochester Airport

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. 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 administrative boundary of the Council, Parcel 4 is privately owned.

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 B1/B2 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, September 2018

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

Uses means high values technology, engineering, manufacturing and knowledge intensive businesses

APPENDIX 2:SELF-CERTIFICATION FORM

APPENDIX 3: INTENTION TO START ON-SITE FORM

APPENDIX 4: DESIGN CODE