

INNOVATION PARK MEDWAY

WORKING DRAFT

STATEMENT OF REASONS AND LOCAL DEVELOPMENT ORDER



MADE BY MEDWAY COUNCIL

July 2020

VISION STATEMENT

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

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Interpretations and Definitions

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Foreword

Cllr Alan Jarrett (Leader of Medway Council)

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

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

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

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

Executive Summary

The core ambition of the Council is to strengthen the performance of Medway's economy, securing high value jobs in the local area, capitalising on the further and higher education offer, and realising the area's potential as the largest city in Kent, enjoying a strategic location in the Thames Gateway. Although Medway is a major economic hub in the South East region, it does not perform to its potential.

Whilst the GVA is improving, there is a clear gap between the GVA per head in Medway when comparing to the South East and United Kingdom. The GVA per head in Medway for 2018 was £20,068 compared to the UK at £29,356 and the South East at £30,356¹. The Council recognises that Medway has the potential to significantly improve and boost its economic performance and this will be promoted through the new Local Plan 2019-2037 which will set out the priorities for realising the area's economic potential through establishing Medway as an attractive, sought after place to work and study with a good supply of the correct type of employment land with a supportive environment for business growth.

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

Through the implementation of the Local Development Order (LDO) and the creation of a site of high value-technology, engineering, advanced manufacturing and knowledge-intensive businesses, IPM will help create many new high-skilled jobs and allow for the up-skilling of local residents and thereby, reduce the levels of out-commuting. It is the expectation that IPM will act as the key driver in continuing the growth of professional, scientific and technical industries jobs which in 2017 accounted for 15.3% (1,285/8,425) of all businesses in Medway². Whilst the numbers of such jobs have increased, this is still lower than the South East and UK averages of 20.3% and 17.8%, respectively³.

High-value technology, engineering, advanced manufacturing and knowledge-intensive businesses are therefore sectors which the Council are keen to encourage and see as very important for the future growth of Medway's economy. Medway is already home to a number of businesses in these sectors including BAE Systems and Delphi as well as a learning quarter which has been established in Chatham Maritime, with the Universities at Medway, Mid Kent College, the University Technical College and the Royal School of Military Engineering and we believe that we have the right conditions to achieve these ambitions with Medway's existing

¹ Strategic Commissioning Statistical Bulletin published by Business Intelligence Research & Evaluation (January 2020) - p. 1 and p.4 (source: https://www.kent.gov.uk/__data/assets/pdf_file/0012/8202/Gross-Value-Added-bulletin.pdf)

² Medway Economy – published by Regeneration, Culture, Environment and Transformation Business Intelligence (August 2018) p.5

³ Medway Council Planning Service, 2016, *Business and Employment Information April 2016*, Medway Council

businesses, and history in engineering and innovation. The presence of a range of successful universities presents great opportunities to raise skills levels and enable further economic development based on a knowledge economy, providing for higher value employment that could drive the success of Medway. It is the intention of IPM to build on this platform.

1 STATEMENT OF REASONS

Purpose of Document

- 1.1 This section provides the justification for undertaking the type of development sought on a key Council owned site through a Local Development Order ('LDO') at Innovation Park Medway ('IPM').
- 1.2 The LDO will support the objectives of Medway Council (the 'Council') and Tonbridge & Malling Borough Council ('TMBC'), who as the administrative bodies are seeking to create high value jobs, improve skills, retain talent and deliver on the opportunities that arise from IPM forming part of the North Kent Enterprise Zone ('NKEZ'). An LDO is a favoured route to secure this type of development and the justification for this is set out below.
- 1.3 The aim is to deliver a high tech cluster of companies sharing similar skills, infrastructure, ambition and drive. IPM comprises Use Class B1 and Use Class B2 uses focused on high value technology industries, engineering, manufacturing and knowledge intensive industries. All businesses are committed to delivering high GVA and exploring opportunities and synergies for collaboration, innovation and skills retention with links to universities. Specifically, this LDO will deliver up to 101,000 sqm (GEA) including up to 23,700 sqm (GEA) for Use Class 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 Within IPM there will also be a small amount of ancillary floor space Use Class A1 (Shops) and Use Class A3 (Food and Drink).
- 1.5 This LDO provides certainty as to the type, use and form of development that is permitted and in return, facilitate economic growth, enabling it to happen in a timely manner and allowing firms to react quickly to growth opportunities through a simplified planning process. Through the LDO providing certainty to developers, it will stimulate investment by reducing the potential and perceived risks and barriers associated with the formal planning process. The LDO also reduces associated costs as a full technical evidence base with all required studies have been carried out in support of the LDO.
- 1.6 Through the implementation of the LDO, the accompanying IPM Design Code ('Design Code') and Environmental Statement ('ES'), the Council will be able to strengthen the performance of the local economy, to create high skilled jobs and drive innovation in order to secure growth and prosperity in the region, and to realise the potential of the area whilst ensuring the operational longevity of Rochester

Airport. This LDO will also support the Council's goals of supporting commerce and encouraging the development of high value technology, advanced manufacturing and engineering and knowledge-intensive businesses which are considered by the Council to be key target areas with the potential for significant economic growth.

1.7 Other intentions of this LDO include:

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

Sector Focus

1.8 Whilst approximately 15.3% of businesses in Medway are in the professional, scientific and technical sectors, this is lower than the South East and UK averages of 20.3% and 17.8%, respectively⁴. Science and technology are therefore sectors which the Council are keen to encourage and see as very important for the future growth of Medway's economy. Medway is already home to a number of businesses in these sectors including BAE Systems and Delphi as well as a learning quarter which has been established in Chatham Maritime, with the Universities at Medway, Mid Kent College, the University Technical College and the Royal School of Military Engineering.

1.9 By promoting the creation and expansion of technology, advanced manufacturing and knowledge-intensive businesses, IPM will help create new high-skilled jobs and allow for the up-skilling of local residents to help meet the needs of new business occupiers and help increase student retention and reduce the issue of out commuting which currently accounts for 49% of those residents economically

active with many travelling to work in Maidstone, Swale and Tonbridge & Malling, and including further afield to London⁵.

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

Spatial extent of LDO

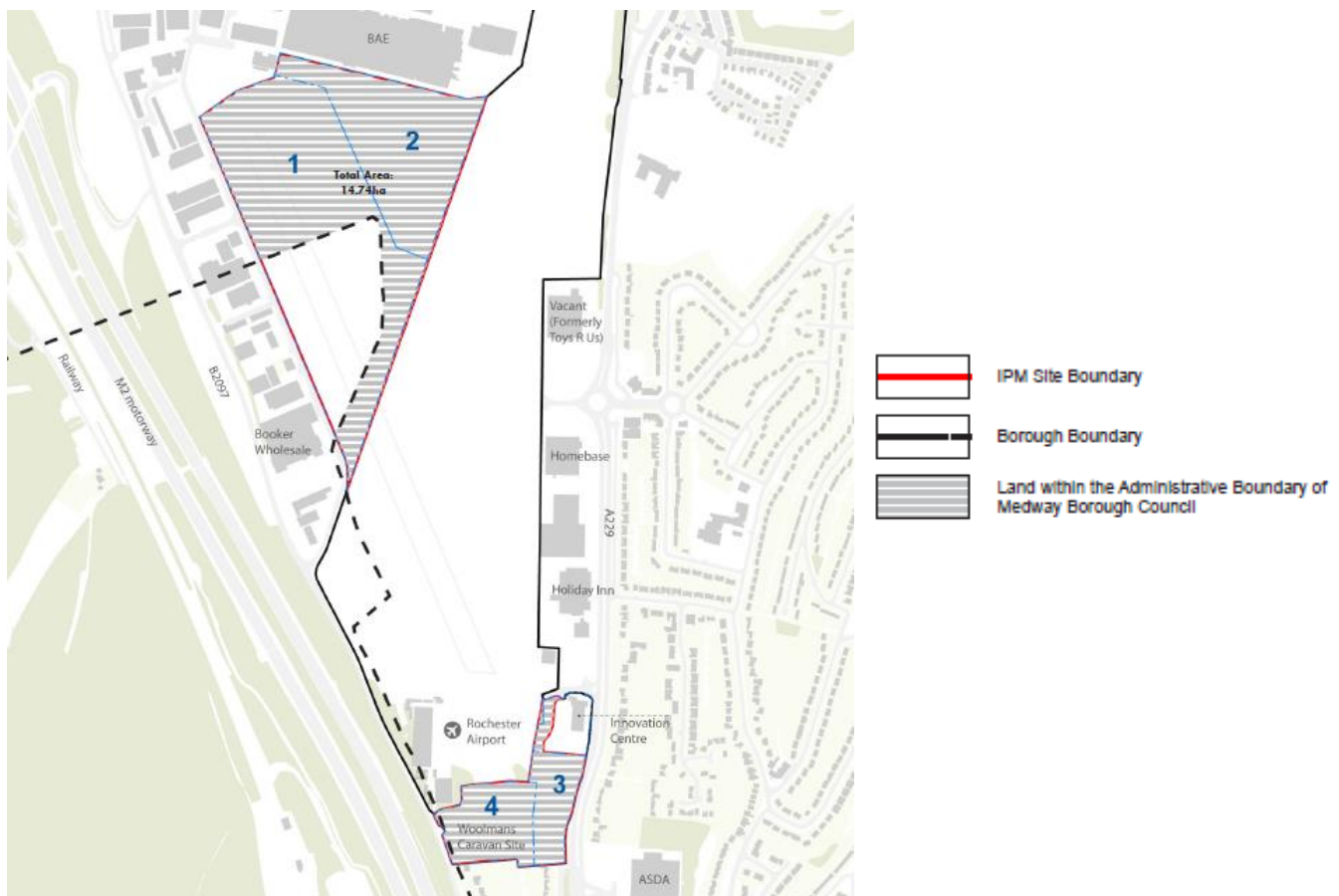
- 1.13 Due to IPM falling across two authorities, two separate LDOs have been prepared, one to guide development proposals in Medway and one for TMBC and the exact coverage within each administrative boundary is shown below at Figure 1. The total floor space set out in the Description of Development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

development based on a knowledge economy, providing for higher value employment that could drive the success of the area.

The Site

- 1.16 IPM will be split into two separate areas which will comprise two distinct parcels with the overall area extending to 18.54ha across Medway and TMBC. The Northern site consists of a main parcel (Parcel 1) which currently forms part of Runway 16/34 and is made up of laid to well-maintained grass and a second parcel (Parcel 2) currently laid to concrete slabs with a secured palisade fence since it is used by BAE Systems as a car park. The Southern site consists of an eastern parcel (Parcel 3) which comprises the remnants of previously demolished structures, a small utilities structure, associated compound and an overflow car park for the adjacent Innovation Centre Medway. The western parcel (Parcel 4) comprises an operational caravan storage park, Woolmans Wood Caravan Park, which has capacity for approximately 100-125 caravans (see Figure 1 below).
- 1.17 The areas within the LDO are split into a number of smaller development areas and these are the subject of general parameters and conditions as set out within the LDO and the Design Code.

Figure 1 - IPM LDO Area



The Surrounding Area

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

Figure 2 - Location of IPM within the wider context



Public Consultation and Engagement

- 1.21 It is a requirement that LDOs are the subject of consultation with the procedures set out in Article 38 of DMPO 2015. The Council recognises the choice of consultation method needs to reflect the audience that it was seeking to reach and has ensured the consultation process is compliant with the requirements of not just Article 38, but also the EIA Regs 2017 and the Council's own guidance on public consultation as set out in the Statement of Community Involvement ('SCI') adopted in September 2014 and which is in the process of being reviewed following consultation on an updated document in early 2019.
- 1.22 All necessary documentation was placed on the Council's website⁶ from XXX to XXX 2020 and was available for inspection and public consultation for the statutory period.
- 1.23 TMBC also undertook a separate consultation process from XXX to XXX 2020

⁶ <https://publicaccess1.medway.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PSZEE7KN02U00>

2 BACKGROUND TO THE LOCAL DEVELOPMENT ORDER

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

Legislative Background / What is an LDO?

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

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

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

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

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

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

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

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

2.8 The process governing the preparation and the implementation of LDOs is outlined in Planning Practice Guidance ('PPG'). At paragraph 077 of the section entitled 'When is permission required?'⁷ it states that an LDO cannot cross local authority boundaries. Two or more local planning authorities may wish to co-

⁷ See: <https://www.gov.uk/guidance/when-is-permission-required>

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

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

Strategic Environmental Assessment (SEA)

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

North Kent Enterprise Zone

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

The Council's Local Plan

- 2.19 The Council's Development Plan comprises the saved policies of the Medway Local Plan 2003. The Rochester Airport Masterplan, adopted in 2014, provides supplementary guidance on the Council's vision and its approach to development of the Airport. This includes the use of surplus land to create high value economic activities, an approach which is now being taken forward in this document.

Emerging Local Plan and Programme

- 2.20 The Council is preparing a new Local Plan which once adopted will replace the 2003 Medway Local Plan and cover the period up to 2037 providing for the number of homes jobs and supporting infrastructure such as transport, health facilities and parks that the area and its growing population need over time. The Plan is based on a series of economic objectives including increasing the number of high value businesses by providing the necessary infrastructure that allows high-quality and sustainable employment spaces to develop. This in turn will act as a catalyst to support business creation and growth by providing

space that meets demand encouraging further inward investment, and ensuring Medway's future as a vibrant economic hub.

- 2.21 It is expected that Regulation 19 (Publication) will be consulted on in spring 2021 with submission to SoS (December 2021) for Examination in Public ('EiP') by Spring 2022 and adoption by December 2022⁸.
- 2.22 The evidence base including the Employment Land Needs Assessment ('ELNA') and first iterations of the new Local Plan identifies the Airport for significant growth and regeneration through an enhanced aviation facility which will support the development of a strategic gateway and economic hub: IPM. The ambition for such a hub is to develop a very high quality commercial environment of predominantly B1 and B2 uses that can attract high value businesses offering skilled employment opportunities. It would include workspace for advanced manufacturing, R&D and prototyping and aims to be a focus for entrepreneurial growth to strengthen links between local academic and industrial partners.
- 2.23 Amongst the various issues identified in the emerging Local Plan, the economy and the employment land supply are key issues of relevance to the LDO, i.e. this sets the background and justification for the LDO and its aims and objectives, especially Policy E1: Economic Development which seeks to 'increase the productivity of Medway's economy, as measured through GVA, through support for higher value employment'. The direction of travel is further supported for IPM at paragraph 5.23 where it states, *'the ambition is to develop a very high quality commercial environment for predominantly B1 and B2 uses, including workspace for advanced manufacturing, engineering, R&D and prototyping.'*

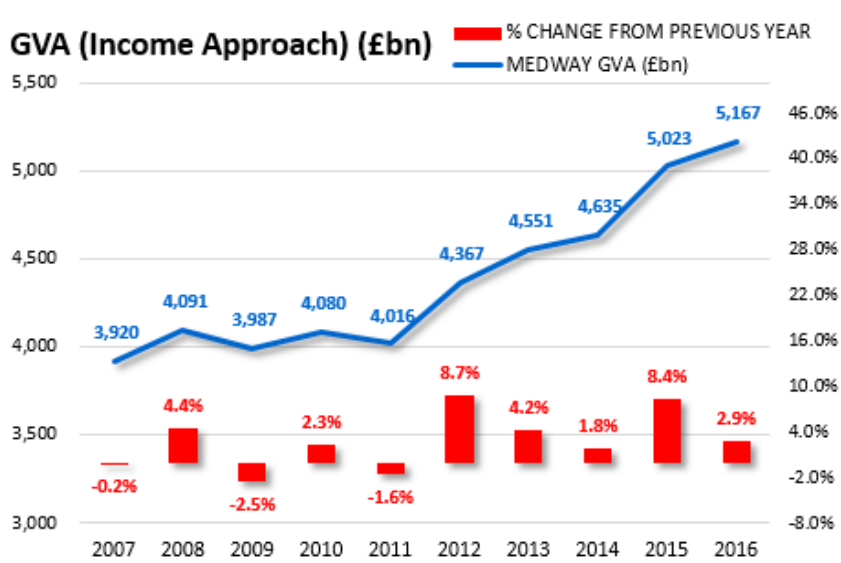
The Local Economy

- 2.24 Whilst the employment rate in Medway dipped in 2019 having increased in the four previous years and stood at 77.5%, it continues to stand above the national level of 75.4% but remains below the regional level of 78.4%⁹.
- 2.25 However, the average weekly earnings of those working in Medway are lower than that of people that live in Medway but do not work here. Subsequently, this often means that Medway residents look to work outside of Medway in order to seek better wages and could discourage people living outside of Medway commuting to work here.

⁸ LDS (December 2019)

⁹ Medway AMR (December 2019)

2.26 It is therefore a core ambition of the Council to enhance the performance of Medway’s economy partly through the delivery of IPM which will create high-quality jobs in the local area, capitalising on the further and higher education offer, and realising the area’s potential as the largest city in Kent, which enjoys a strategic location in the Thames Gateway and 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 Medway is a major economic hub in the South East region apart from the last recorded year (2017-2018) it has often not reached its potential. As of 2018 Medway’s economy was worth approximately £5.576bn, up on the 2017 level (+£376m) by 7.2% as shown on the graph above¹⁰. This growth is ahead of both the South East which grew by 2.3% and England (3.1%) respectively¹¹ and it is the intention of the Council through the LDO, for this improved performance to continue.

2.28 The GVA per head in Medway as at 2018 was £20,068 compared to the UK at £29,356 and the South East at £30,356. The percentage growth from 2017 to 2018 in Medway was 7.1%, above the increase of 1.7% in the South East and the level of 2.5% the UK¹². The Council wants to continue to boost its economic performance and this will be promoted through the new Local Plan (2037) which will set out the priorities for realising the area’s economic potential, through establishing Medway as an attractive, sought

¹⁰ Source: ONS Regional Gross Value Added (Income Approach) – (2016) and within Medway Economy – published by Regeneration, Culture, Environment and Transformation Business Intelligence (August 2018) p.7

¹¹ Strategic Commissioning Statistical Bulletin published by Business Intelligence Research & Evaluation (January 2020) (source: https://www.kent.gov.uk/data/assets/pdf_file/0012/8202/Gross-Value-Added-bulletin) (p.10)

¹² Strategic Commissioning Statistical Bulletin published by Business Intelligence Research & Evaluation (January 2020) (source: https://www.kent.gov.uk/data/assets/pdf_file/0012/8202/Gross-Value-Added-bulletin) (p.10)

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 Medway has a shortfall of quality employment land in locations and in flexible formats that businesses seek¹³ and to ascertain exactly the future growth needs, the Council undertook an Employment Land Assessment in 2015.
- 2.30 The assessment identified that the existing economic assets [the Universities] of Medway were likely to drive future economic opportunity¹⁴ with clusters of creative, digital and advance manufacturing businesses in particular being key components to the future economy. As set out as part of the Council's development strategy, the presence of a number of well performing Universities presents great opportunities to raise skills levels and enable further economic development based on a knowledge economy, providing for higher value employment that could drive the success of the area. The Council identified that the growth in these high value sectors will also link to key physical assets and opportunities including the Universities at Medway and plans for IPM, centred around Rochester Airport.
- 2.31 In order to drive economic growth, the Council will support opportunities to strengthen the local economy through encouraging development of businesses in successful growth sectors and diversifying the employment base¹⁵. It is the intention that through the delivery of IPM, it will provide a development that is attractive to the modern day demands of higher value businesses wanting to locate.
- 2.32 The key driver for the Council is therefore to reduce the majority of out-commuting for employment as at current levels, only 51% of Medway's economically active residents work in the area, reflecting the high levels of out-commuting¹⁶. It is therefore the commitment of the Council to ensure Medway becomes a great place to work, live and play and continues its resurgence as a key location in the South East and the development of IPM through the delivery of the LDO is fundamental to this.

The Medway Regeneration Agenda

- 2.33 The Council and its partners in the public and private sectors are undertaking a significant amount of work to regenerate Medway which is set out in the Council's regeneration strategy¹⁷, Medway 2037.
- 2.34 The strategy aims to deliver the Council's aspiration for Medway to become a thriving Waterfront University City that connects innovation, people and place and as the South East's leading smart city.

¹³ Future Medway, Development Strategy (Employment) (2018)

¹⁴ Future Medway, Development Strategy (Employment) (2018)

¹⁵ Future Medway, Development Strategy (Employment) (2018)

¹⁶ Future Medway, Development Strategy (Employment) (2018)

¹⁷ <https://www.medway.gov.uk/info/200177/regeneration>

IPM sits at the apex of the Council's aspirations and will help deliver on the six priorities of the regeneration strategy as demonstrated below.

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

2.35 With specific focus on IPM, 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 IPM masterplan and the LDO.

The Vision

2.36 Following a detailed analysis of the site including its opportunities and constraints, an illustrative Masterplan has been developed that incorporates design features based on research into the innovation environments of national and international best practice projects. The masterplan focuses on creating a place where people belong, make connections, test ideas and are inspired.

2.37 IPM will be a high value technology cluster of companies sharing similar skills, infrastructure, ambition and drive. IPM will comprise predominantly B1 and B2 uses focused on high value technology industries, engineering, manufacturing and knowledge intensive industries. All businesses will be committed to delivering high GVA and exploring opportunities and synergies for collaboration, innovation and skills retention and with links to universities.

3 THE LDO

3.1 The structure of this Section is detailed below:

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

Evidence Base

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

- Design Code prepared by LDA Design, January 2019
- Environmental Statement prepared by CampbellReith, June 2019 and includes the following technical appendices:
 - Request for an EIA Screening and Scoping Opinion prepared by CampbellReith, May 2019
 - Aviation Risk Assessment prepared by Geoff Connolly, December 2018
 - Transport Assessment prepared by CampbellReith, January 2019
 - Fore Consulting Modelling Report prepared by Fore Consulting, December 2018
 - Air Quality Assessment prepared by ACCON, January 2019
 - Land Quality Statement prepared by CampbellReith, May 2019
 - AONB Assessment prepared by LDA Design, January 2019
- Landscape and Visual Impact Assessment prepared by LDA Design, January 2019 and Addendum
- Ground Conditions Desk Study prepared by CampbellReith, September 2018
- UXO Screening Study prepared by Fellows International, January 2019
- Noise Impact Assessment prepared by ACCON, September 2018
- Ecological Impact Assessment prepared by BSG Ecology, September 2018
- Ecological Management and Enhancement Plan prepared by BSG Ecology
- Archaeological & Heritage Impact Assessment prepared by Headland Archaeology, August 2018
- SuDS Design prepared by CampbellReith, August 2018
- Flood Risk Assessment prepared by CampbellReith, August 2018
- Habitats Regulation Assessment Screening prepared by BSG Ecology, January 2019
- Travel Plan Framework prepared by CampbellReith, January 2019
- Illustrative Masterplan prepared by LDA Design, January 2019
- Parameter Plans including;
 - 6278_PL_001A (Site Boundary)
 - 6278_PL_0038 (Indicative Plot Plan)
 - 6278_PL_0048 (Parameter Plan Access)
 - 6278_PL_0058 (Parameter Plan Landscape)

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

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

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

The Masterplan

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

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

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

3.6 The Design Code (at pp. 17-21) then outlines four proposed character areas :

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

Plot Passports

3.7 Within each character area, IPM is split into plot parcels as shown below which provide a greater level of guidance to assist with the design as set out in the Design Code. The plot passports do not aim to be an overly prescriptive manual but rather a tool to assist both Councils and the end user. Each plot belongs to a defined character area (please refer to Section 3.5 - Character Areas of the Design Code at p.18).

The Order

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

The LDO Schedule, Conditions and Informatives

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

LDO Appendices

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

Limitations

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

The Lifetime of the LDO

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

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

Prior notification Procedure

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

Step 1:

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

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

Step 2:

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

Step 3:

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

For pre-application meeting costs and further information, please contact us on 01634 331 700 or email us at planning.representations@medway.gov.uk to arrange the pre-application meeting.

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

Step 4:

Complete Self-Certification Form following discussions with Council.

Step 5:

Consult the Design Code and Masterplan for more detailed guidance.

Step 6:

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

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

Step 7:

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

Step 8:

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

- 3.22 Proposed development which falls outside the scope of the LDO will require the submission of a planning application or other appropriate application. For the avoidance of doubt, the LDO does not prevent applicants from applying for planning permission for developments that are not permitted by the Order. Neither does the LDO supersede the requirements for development to comply with all other relevant legislation including, but not limited to, Building Regulations, Environmental Health requirements, Hazardous Substances Consent, and licences or permits from bodies such as the Environment Agency and Natural England. Applications that are complementary to the aims and vision of IPM but not permitted under the LDO are encouraged and will be determined on a case-by-case basis. Examples of certain ancillary / supporting uses are set out in Appendix 1 which include Use Class A1 (Shops) and Use Class A3 (Food and Drink).

Application of the Design Code

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

Monitoring

- 3.25 The 2013 Act removed the requirement for an LDO to be reported on as part of the AMR. However, the Council consider it useful to monitor the progress of IPM in order to assess the effectiveness of the LDO.

As such, through information that will be requested and collated through the Form, the Council will include the following information about IPM in its AMR¹⁸.

- Amount and type of completed employment floor space in Use Classes B1 and B2;
- Number of people employed and jobs created (both Full Time Equivalent (FTE) and part-time)¹⁹;
- Gross Value Added (productivity); and
- Trip generation.

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

3.27 The monitoring data gathered will inform the first review of the LDO which will take place prior to 5 years after its adoption. The review will assess how successful the LDO has been in delivering development at IPM. Depending on the results of this assessment, the terms of the LDO may be altered to ensure more effective delivery.

Compliance and Enforcement

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

Development permitted by the LDO

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

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

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

¹⁸ 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 2019-2037, measuring how far the policies set out are being achieved. The gap between reports must be no longer than 12 months.

¹⁹ 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, high technology industries, light industrial, general industries infrastructure, facilities, provision of ancillary uses (Use Class A1 (Shops) and Use Class A3 (Food and Drink) and public realm.

Development Permitted

4.3 The erection of up to the maximum 101,000 sqm (GEA) - comprising up to 23,700 sqm (GEA) for Use Class B1 and up to 76,948 sqm (GEA) for Use Class B2 of buildings falling within the following uses of the Town and Country Planning (Use Classes) Order 1987 (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 erection of up to a maximum of 360 sqm (GEA) (within the 101,000 sqm development across IPM) of Use Class A1 (Shops) and A3 (Food and Drink) across the site, split across up to three units; one max 150-200 sqm and two max 80 sqm.

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

Requirements

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

- Compliance conditions (CO1 to CO3)
- Highways & Movement conditions (H1 to H8)
- Drainage & Flood risk conditions (D1 to D3)
- Construction conditions (C1 to C4)
- Landscaping conditions (L1 to L3)
- Ground Investigation & Contamination conditions (G1 to G5)
- Environmental conditions (E1 to E4)
- Archaeology conditions (A1 to A5)

Development not permitted

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

Schedule B – Extensions or Alterations

- 4.8 Class 1 – Extensions or alterations of office, research and development, light industrial and industrial buildings up to the maximum 101,000 sqm (GEA) - comprising up to 23,700 sqm (GEA) for Use Class B1 and up to 76,948 sqm (GEA) for Use Class B2 of buildings falling within the following uses of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Development Permitted

- 4.9 The extension or alteration of buildings within the following uses 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.
- 4.10 Site investigation, demolition and engineering operations directly required by development permitted by Class 1 of Schedule B.
- 4.11 The provision of associated site infrastructure and facilities directly required by development permitted under Class 1 of Schedule B.

Requirements

- 4.12 Prior approval is provided under Class 1 of Schedule B subject to the following conditions:
- Extensions or alterations conditions (EA1 to EA3)
 - Compliance condition (CO1 to CO3)
 - Highways & Movement conditions (H3, H4, H5, H6, H7, H8)
 - Drainage & Flood risk conditions (D1 to D3)
 - Construction conditions (C1 to C4)
 - Landscaping condition (L1)
 - Ground Investigation / Contamination conditions (G1 to G5)
 - Environmental conditions (E1 to E4)
 - Archaeology conditions (A1 to A5)

Development Not Permitted

- 4.13 No extension or alteration permitted other than that explicitly stated in Schedule B.
- 4.14 No extension to buildings in Use Class (A1 Shops) or Use Class (A3 Food and Drink) is permitted.

Schedule C – Changes of Use

4.15 This LDO permits the following change of uses subject to prior notification of the Council up to the maximum of 101,000 sqm (GEA) comprising up to 23,700 sqm (GEA) for Use Class B1 and up to 76,948 sqm (GEA) for Use Class B2 of buildings.

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

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

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

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

Development Not Permitted

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

Schedule D – Other Operations

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

Development Permitted

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

Requirements

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

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

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

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

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

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

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

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

- Compliance conditions (CO1, CO2)

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

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

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

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

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

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

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

Development Not Permitted

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

Conditions

COMPLIANCE

Condition CO1: Confirmation of Compliance

No development permitted by this LDO shall be begun until:

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

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

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

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

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

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

Condition CO2: Expiry of Prior Approval

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

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

Condition CO3: Deliveries

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

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

HIGHWAYS & MOVEMENT

Condition H1: Highways

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

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

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

Condition H2: Vehicular Visibility Splays

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

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

Condition H3: Movement / Parking

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

Reason: *to ensure the cumulative highways impact of the development does not exceed the assessed level 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 Travel Plan and must include:

- Measures to encourage sustainable travel patterns (may include cycle schemes, car sharing, car clubs, as appropriate);
- A scheme for the management and implementation of the Travel Plan;
- Targets for modal shift;
- Implementation timescales;
- Marketing and incentives; and
- 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 the provisions of this Order or the GPDO 2015 (or any order amending, revoking and re-enacting those Orders) shall be carried out on the land so shown or in such a position as to preclude the provision of these facilities.

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

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

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

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

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: Crime Prevention

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

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

Condition C2: 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; and
- details of noise abatement procedures and means of reducing emissions to air from plant details of means of compliance with requirements for construction stated in the ecology, arboricultural, archaeological and ground conditions reports, and the ES;

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

Reason: *To ensure that an approved programme for construction work is carried out during specified hours in the interests of the amenity of the area and to ensure that debris or construction material is not deposited on the highway.*

Condition C3: Details of Piling

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

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

Condition C4: Demolition Method Statement

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

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

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

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

LANDSCAPING

Condition L1: Detailed Landscaping Scheme

Before the development of plot(s) within any area as defined by the Design Code and identified on plans approved in accordance with Condition CO1 commences, a scheme for, a detailed landscape scheme shall be submitted to and approved in writing by the Council in accordance with the Design Code. The scheme will include proposed measures for a scheme of hard and soft landscaping and boundary treatments for all land within that sector including specification of all landscaping and surfacing materials will be supplied within a detailed method statement which will include site preparation, planting techniques, aftercare and a programme of maintenance for a period of 5 years following completion of the scheme and a scheme for the future management of any communal open spaces relating to the land within that sector. The approved scheme of landscaping shall be implemented during the first planting season following occupation of the buildings or the completion of the development relevant to the specified sector, whichever is the earlier. Any boundary fences or walls or similar structures as may be approved shall be erected before first occupation of the building to which they relate. The approved scheme shall be retained and maintained at

all times thereafter and no development whether or not permitted by this Order or GPDO 2015 (or any order amending, revoking and re-enacting those Orders) shall be carried out on the land so shown or in such a position as to prejudice the scheme as approved.

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

Condition L2: Tree Re-Planting

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

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

Condition L3: Hedges adjacent to a public highway

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

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

GROUND INVESTIGATION / CONTAMINATION

Condition G1: UXO Risk Assessment

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

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

Condition G2: Land Contamination

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

1. A preliminary risk assessment which has identified:

- all previous uses;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors; and
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

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

Condition G3: Contaminated Land Remediation Scheme

If a contaminated land investigation and risk assessment scheme indicates the presence of contamination, development on that plot / parcel of development as defined by Condition CO1, shall not be begun until a scheme to bring that area into a condition suitable for the intended use by removing unacceptable risks to human health, property, adjoining land, groundwater and surface waters, natural habitats and ecological systems and archaeological sites and ancient monuments has been submitted to and approved in writing by the Council. The scheme must:

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

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

Reason: *To ensure that an appropriate scheme for the remediation of any areas of contaminated land identified under Condition G1 is submitted and approved.*

Condition G4: Verification Report for Land Contamination

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

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

Condition G5: Contaminated Land

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

- an investigation and risk assessment must be undertaken in accordance with the requirements of Condition G1;
- where remediation is necessary, a remediation scheme must be prepared in accordance with the requirements of Condition 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.

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

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

ENVIRONMENTAL

Condition E1: Noise

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

Reason: *In the interests of neighbouring uses.*

Condition E2: Air Quality

No development, including any phase, sub-phase or change of use hereby permitted shall take place until an Air Quality Emissions Mitigation Assessment and Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall be prepared in accordance with the Medway Air Quality Planning Guidance, and shall specify the measures that will be implemented as part of the development to mitigate the air quality impacts identified in the approved Air Quality Assessment, prepared by ACCOM dated January 2019. The total monetary value of the mitigation to be provided shall be demonstrated to be equivalent to, or greater than, the total damage cost values calculated as part of the Air Quality Emissions Mitigation Assessment and Statement and as listed in the Unilateral Undertaking table at INF8 below. The development shall be implemented, and thereafter maintained, entirely in accordance with measures set out in the approved Mitigation Statement.

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

Condition E3: External Lighting Scheme

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

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

Condition E4: Sustainability

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

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

ARCHAEOLOGY

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

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

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

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

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

Condition A2: Submission of Written Archaeological Report

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

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

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

Condition A3: Preservation in Situ

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

- (a) Agreement of a written scheme of investigation / method statement for the preservation in situ of important archaeological remains and or further archaeological investigation and recording; and
- (b) The requirement to submit a Post-Excavation Assessment Report and Updated Project Design detailing the results of any safeguarding or investigation and recording works.

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

Condition A4: Publication and Archiving

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

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

Condition A5: Archaeology (Code of Conduct)

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

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

EXTENSION OR ALTERATION

EA1: Building Materials on Extensions

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

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

EA2: Massing of Extended or Altered Buildings

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

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

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

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

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

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

Informatives

INF1: Surface Water and Wheel Cleaning

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

INF2: Use of Excavated Materials

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

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

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

INF3: Trade Effluent

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

INF4: Flood Risk and Drainage

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

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

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

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

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

INF6: Planning Applications

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

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

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

INF8: Unilateral Undertaking contributions

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

Area:		Total Amount:	Amount Required per sqm (Total GEA 100,648 sqm):	Advisory Note:
Air Quality	Damage Cost figure	As set out within the Air Quality Assessment		<p>The overall damage cost figure is based on trip generation across the entire site.</p> <p>Whilst this provides a broad figure per square metre this will be dependent on the nature of developments and the end user (i.e. how many vehicular movements the end user generates and the measures the mitigation in place). It is therefore difficult to apportion a figure on a £ per square metre basis.</p>
Transport/Travel Plan	Highways Mitigation	*	*	The mitigation work required as part of IPM is subject to further engineering/design works.
Biodiversity	Off-Site Net Gain Payment	*	*	<p>This is based on the DEFRA biodiversity estimate being £10,000 to £12,000 per credit.</p> <p>The total requirement is dependent on which site Medway Council identify for off-site mitigation.</p>

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

**Approximate figure is subject to confirmation following further design/assessment work for both transport and biodiversity.*

APPENDIX 1: INTERPRETATIONS AND DEFINITIONS

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

Ancillary Uses include

Maximum of 360 sqm (floor space) (GEA) (Use Class A1 (Shops) and A3 (Food and Drink) across IPM, split across up to three units; one max 150-200sqm and two max 80sqm.

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

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

Associated Site Infrastructure and Facilities are defined as:

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

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

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

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

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

Consultation Statement is referred to as the 'Statement'

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

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

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

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

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

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

The ES tests the Development against the likely environmental effects

Examination in Public is referred to as 'EiP'

Environment Impact Assessment is referred to as EIA

Funding means:

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

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

Gross External Area is referred to as 'GEA'

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

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

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

Highways England are referred to as 'HE'

Innovation Park Medway – is referred to as 'IPM'

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

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

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

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

Kent County Council is referred to as 'KCC'

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

LDO Compliance Assessment Period means:

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

The Council will issue written confirmation of compliance (or non-compliance) within 28 days from the date at which validation was confirmed 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 from the date at which the application was validated.

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 'the Council'

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

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

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

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

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

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

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

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

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

North Kent Enterprise Zone is referred to as 'NKEZ'

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

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

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

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

Planning Practice Guidance is referred to as 'PPG'

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

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

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

Proposed Land Uses include

B1(a) office;

B1(b) research and development, studios, laboratories, high-technology industries;

B1(c) light industry; and

B2 general industrial uses.

*Together with the ancillary uses set out above.

Proposal means

Innovation Park Medway: is a high-tech cluster of companies sharing similar skills, infrastructure, ambition and drive. IPM comprises predominantly B1 and B2 uses focused on high value technology industries, engineering, manufacturing and knowledge intensive industries. All businesses are committed to delivering high GVA and exploring opportunities and synergies for collaboration, innovation and skills retention and with links to universities

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

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

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

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

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

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

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

The trip rates for Science Park uses are less than those from typical 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, January 2019

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

The Masterplan forms part of the evidence base to the LDO

APPENDIX 2: SELF-CERTIFICATION FORM

APPENDIX 3: INTENTION TO START ON-SITE FORM

INTENTION TO START ON-SITE FORM

NOTICE OF COMMENCEMENT OF DEVELOPMENT TO MEDWAY COUNCIL WITHIN INNOVATION PARK MEDWAY

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

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

SIGNED (By business / proposed occupier)		DATE (XX/XX/XX)	
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Please return to either:

planning.representations@medway.gov.uk

or

The Planning Service
Medway Council
Gun Wharf
Dock Road
Chatham
Kent
ME4 4TR

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

APPENDIX 4: DESIGN CODE

TO BE PROVIDED UNDER DELEGATED AUTHORITY FOR APPROVAL