

# **CONSULTATION STATEMENT**

## **Innovation Park Medway**

### Masterplan Proposals

**SUBMITTED BY MEDWAY COUNCIL AND TONBRIDGE & MALLING BOROUGH COUNCIL**

FEBRUARY 2019

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# 1 INTRODUCTION

- 1.1 This Consultation Statement (the 'Statement') has been prepared by Carter Jonas LLP ('Carter Jonas') in support of the Masterplan Proposal ('Masterplan'). The Masterplan has been prepared on behalf of Medway Council ('the Council') and Tonbridge & Malling Council (TMBC).
- 1.2 This Statement forms part of a suite of documents submitted as part of the proposals for Rochester Airport and details the consultation undertaken in relation to the Masterplan only.

## Purpose and Scope

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

## Structure

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

## Background

- 1.5 Rochester Airport is a general aviation aerodrome in the Borough of Medway, one of the largest conurbations in the South East outside of London. The Airport is approximately 3.5 kilometres (km) to the south of Chatham and Rochester town centres and 57 km east of Central London. Furthermore, 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 that make use of HS1 mean Rochester is just 37 minutes from Central London, whilst Eurostar services to Europe can be accessed from Ebbsfleet International Station.
- 1.6 The Airport has been in use since the early 20<sup>th</sup> Century, developing a significant history and forming an integral part of the local community. To ensure the Airport remains fit for purpose into the 21<sup>st</sup> Century, proposals for the site's refurbishment have been developed as part of the Rochester Airport Masterplan (2014), including the creation of new hangars. The Kent, Surrey and Sussex Air Ambulance Trust have established a new headquarters and operational base for their helicopters at the Airport. Closure of the existing grass runway, 34/16, will release 18.54 hectares (ha) of land, including 3.8 ha of land in the Borough of Tonbridge & Malling, at the north-western and south-eastern ends of the Airport to create IPM.

1.7 IPM sits at the apex of Medway 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.

### Site Proposals

1.8 The Masterplan forms part of the evidence base to deliver a successful employment area. A Design Code will be prepared to support achievement of a good quality environment for high value businesses.

1.9 The Masterplan is based on the following parameters for development:

- The site boundary extends to 18.54ha across two locations 'north and south sites' (shown on the plan below);
- The erection of new buildings between one and six storeys in predominantly use classes B1 (Business) and B2 (General Industry) and guided most likely by Standard Industrial Classification Codes (SIC) to ensure quality innovative businesses are attracted;
- Change of use of existing buildings within these uses;
- Runway Park green spine within the northern site; and
- Iconic buildings that make a perceptual link between the two development areas.



Figure 1 – Masterplan



## 2 ENGAGEMENT STRATEGY

### Legal Framework and Policy

#### NPPF and PPG

- 2.1 The National Planning Policy Framework (NPPF) (July 2018) provides support to local planning authorities to use Local Development Orders where relevant to the local context and gains can be achieved to the three pillars of sustainable development. Paragraph 51 states:

*“Local planning authorities are encouraged to use Local Development Orders to set the planning framework for particular areas or categories of development where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area.”*

- 2.2 Paragraphs 39-46 of the NPPF set out that all applicants are expected to work closely with those directly affected by their proposals, therefore taking into account the view of the community.

- 2.3 The NPPF specifically states at Paragraph 39:

*“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community” (Paragraph 39).*

- 2.4 As dictated by Planning Practice Guidance (PPG), public consultation may be beneficial if development is expected to have a particularly significant impact.

- 2.5 In such instances, consultation could be initiated by either Council or the statutory undertaker. Any consultation should allow adequate time to consider representations and, if necessary, amend proposals.

#### Local Policy

- 2.6 It is the intention of Medway Council to adopt the LDO as a Supplementary Planning Document (SPD) which will form part of the Council's Local Development Plan. TMBC will use the LDO as an economic development / marketing tool in order to attract businesses / industries to the area.

- 2.7 Both Councils' SCIs note the benefits of early engagement with local residents. Furthermore, both Councils' SCIs reflect the requirements to consult statutory consultees as set out in law and provides guidance to the approaches and standards to be followed in carrying out consultation on planning matters.

#### Engagement Strategy

- 2.8 The consultation programme has been undertaken in accordance with best practice as guided by national policy and guidance and from the outset, both Councils have committed to stakeholder and community engagement and a comprehensive strategy was designed to enable as many people as possible to have the

opportunity to learn about the development and provide feedback. The feedback received was then taken into consideration as the Masterplan evolved.

- 2.9 The consultation ran for 6 weeks between 17<sup>th</sup> September and 29<sup>th</sup> October 2018 and sought the involvement of a wide range of specific and general consultation bodies. These included bodies representing business interests in both Medway and Tonbridge.
- 2.10 A wide range of engagement methods were used to promote the consultation in order to make contact with a good cross-section of stakeholders and this is detailed in Section 3.
- 2.11 The objectives for the engagement strategy are set out below:
- To engage local residents and key stakeholders, particularly those who might have concerns, to help them fully understand the Masterplan;
  - To build resident and stakeholder confidence in the consultation and development process through engagement between the applicant, consultant team and local people;
  - To use multiple channels, including social media, to promote the public exhibition to ensure as many people as possible were informed of the engagement events;
  - To provide clear messages about IPM, the reasons behind the development and how they will benefit the area as well as any potential implications;
  - To provide opportunities for local people to review the development and express their views through various communication channels (i.e. face-to-face, questionnaires, online);
  - To ensure the Masterplan is informed and refined by public feedback;
  - To analyse all public feedback, communicating back to the design team so that comments can be properly considered and the scheme can respond appropriately; and
  - To follow up and reach agreement with statutory consultees on issues emerging from the public consultation.

## **Use of Information Gathered**

- 2.12 All written comments submitted as part of the consultation were recorded as formal responses to the preparation of the Masterplan.
- 2.13 The information submitted to the consultation, including personal contact details, have been recorded as part of the formal record of the process. However, such contact information is only held for the sole purpose of the work on the Masterplan. Details will not be shared with any other service of either Council, or used for other purposes than Planning Policy. Information will be held until an appropriate period after the adoption of the Masterplan.

### 3 ENGAGEMENT ACTIVITY

#### Website

- 3.1 In September 2018, designated pages were set up on the Council's websites<sup>1</sup> providing details of the emerging proposals and encouraging comments from local residents. TMBC provided a short introduction to IPM and directed visitors to the designated pages on the Council's website in order to avoid duplication and to enable consultation responses to be collated.
- 3.2 The Medway website comprised three webpages. Together, these provided the following information:
- Page 1 - Overview of the proposals;
  - Page 2 - The indicative Masterplan; and
  - Page 3 - Details of the consultation and a link to the questionnaire.

#### Questionnaires

- 3.3 Questionnaires were uploaded to the webpages and some hard copies made available at relevant community hubs. The Questionnaire outlined the proposals for IPM and informed respondents of the proposed Masterplan.
- 3.4 The Questionnaire offered respondents the opportunity to provide feedback to the Masterplan. A six week public consultation was held from 17<sup>th</sup> September 2018 to 12pm on 29<sup>th</sup> October 2018 and a copy of the Questionnaire is included at Appendix 1.

#### Engagement Events

- 3.5 Two information drop-in events took place at the Innovation Centre Medway Maidstone Road, Chatham, Kent. The first event on 1<sup>st</sup> October and the second on 20<sup>th</sup> October 2018. The aim of these events was for residents / local businesses to hear about the proposals, ask questions of the design team and to provide feedback.
- 3.6 The venue of the consultation events was chosen because of its close proximity of IPM and the ample space it provided. The ease of location would encourage as many residents as possible to attend. Events were hosted by representatives from the Council, TMBC, LDA, CampbellReith and Carter Jonas.
- 3.7 Four banners and six A1 boards (see Appendix 2) were displayed. These explained why the proposals had been proposed in this location, what is meant by an Innovation Park, identified the key design concepts, and

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<sup>1</sup> Medway: [www.medway.gov.uk/innovationparkmedway](http://www.medway.gov.uk/innovationparkmedway) or [www.medway.gov.uk/IPM](http://www.medway.gov.uk/IPM)  
TMBC: <https://www.tmbc.gov.uk/services/business/business-support-and-advice/innovation-park-medway-consultation/>

provided an overview of the Masterplan and the key design elements. Other topics covered on the boards included:

- **Technical studies** which provided the evidence base to inform the Masterplan and its design proposals;
- **Transport Assessment** which provided an overview of the work undertaken, explained the access proposals and contained details of the proposed Travel Plan;
- **Landscape & Visual** which provided detail of the assessment undertaken in respect of the proposed heights on the views to and from the Kent Downs Area of Outstanding Natural Beauty (AONB) and provided an overview of the key considerations;
- **Heritage & Archaeology** which provided details of the Archaeological and Heritage Impact Assessment that had been undertaken which has assisted in informing the masterplan proposals and identified any features of heritage interest;
- **Ecology & Nature Conservation** which provided details of the Ecological Impact Assessment undertaken, the key findings and level of ecological mitigation / compensation measures; and
- **Flood Risk & Drainage** which provided details of the assessment undertaken and the proposed drainage strategy.

3.8 Those who attended were encouraged to ask questions and engage in discussions with the design team, who with the use of the boards explained the site and the proposals. Across the two events, 30 residents attended.

3.9 There was a presence of Councillors at one of the two events.

3.10 A questionnaire was offered to all attendees to complete and 42 were completed and returned (please see paragraph 4.9 below).

### **Statutory Consultees**

3.11 In accordance with Article 38, subsection 3 of the DMPO 2015, emails were sent to the following statutory consultees, seeking comments on the proposals:

- Environment Agency;
- Historic England;
- Natural England;
- Highways England; and
- Sport England.

3.12 Feedback was also received from key stakeholders who, whilst not comprising statutory consultees within legislation, form important figures in advising the development of the proposals.

## 4 FEEDBACK

- 4.1 Given the cross boundary and strategic nature of the Developments, there was a significant amount of interest over the six-week period. This is detailed in the section below.

### Website

- 4.2 Between 17<sup>th</sup> September 2018 and 29<sup>th</sup> October 2018, the designated pages<sup>2</sup> had 3,572 views. Of these, 2,902 were unique, meaning that 670 people who had viewed the webpage viewed it more than once.
- 4.3 Between these dates page one received 928 page views (total views) with 801 unique page views.
- 4.4 On page 1, those who visited spent an average of 1 minute 24 seconds. This page received 552 entrances, meaning most people looking for IPM content started on this page. The bounce rate was 53.26%, with more than half of people not going on to view additional pages.
- 4.5 Page 2 received 1,741 page views, with 1,325 of these being unique views. On average, a person spent 47 seconds viewing the page.
- 4.6 There were 498 entrances to this page, meaning the majority of people accessed the masterplan via other pages on the website. The exit rate was 27%, with the majority of people also going on to view other pages.
- 4.7 Page 3 received 346 page views and 280 unique views.

### Questionnaires

- 4.8 Feedback from the questionnaires was recorded via written responses as well as online responses, which were available to be completed and submitted between Monday 17<sup>th</sup> September 2018 and Monday 29<sup>th</sup> October 2018.
- 4.9 In total, 42 questionnaires were received.
- 4.10 Overall, a mix of positive and negative feedback was received. In a number of cases, a completed questionnaire set out overall support for the principle of the redevelopment or a positive comment regarding an element of the development but went on to express a concern regarding a different feature of the development.

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



- 4.11 This ultimately causes difficulty in identifying the proportion of respondents in support of the development and those against. Therefore, the feedback has been assessed by looking in turn at the positive comments and those expressing concerns, rather than quantifying the number of people in support/against.
- 4.12 A comprehensive summary of the responses is provided at Appendix 3; however, a more concise summary is provided below. Topics residents most commonly raised included:

### **1. Highways, Traffic and Parking Provision**

A number of respondents raised concern about the proposed impacts on the highway network and subsequent generation of increased traffic and congestion.

Respondents were also concerned about the proposed levels of parking on site as well as any loss of existing parking (specifically on the BAE Systems land.) Comments focused on the perceived loss of free on-site parking and the lack of off-street car parking.

Respondents also commented on the lack of connectivity between the road network and the site together with the lack of connectivity between the southern section of the site and the northern section of the site.

- 4.13 Specific comments made by respondents included:

- *"I am concerned about the amount of traffic which the Masterplan would encourage to the area. It needs a definitive idea on controlling traffic on the main road".*
- *"Maidstone Road is already over used and cannot take any more traffic".*
- *"Site access is very limited especially in the area fronting the Rochester Maidstone Road. Traffic will be horrendous on already busy roads".*
- *"The 'plan' shows parking for 2329 cars so is therefore expecting a huge amount of traffic to be generated. Even if only 1/3 use the B2097 it would be a ridiculous increase in traffic on a road that is already busy and would potentially be dangerous especially as there is no speed limit and there is no way the road can be widened".*

### **2. Impact on Existing Airport**

Reference was made to the potential impact of the proposed development on the existing airport use. A number of comments expressed the desire to retain the entire site for airport use and resist any redevelopment. Other comments included safety concerns regarding the proposed new buildings and compliance with aviation standards.

Specific comments made by respondents included:

- *"It is ridiculous to destroy one high quality opportunity with another one. A good airport is crucial for not just Medway but for the whole country. Imagine having a superb railway or motorway network, but without stations or slip roads to gain access. Don't cut Medway off from future aviation opportunities by destroying one runway".*
- *"The two runway airport at Rochester is essential for future proofing our Medway towns. The innovations in aviation, from drone parcel delivery to electric airborne taxis will rely on a good network and infrastructure, which our airport has a part to play".*
- *"This scheme goes against latest government plans and advice regarding small airfields in the UK and there is a Government pre-disposition to protect and enhance them as part of the UK's transport infrastructure".*

### **3. Ecological Impacts**

Respondents queried the potential impact of the proposed development on the environment, including local wildlife and ecology. A number of respondents also expressed concern regarding the loss of any green space.

Specific comments made by respondents included:

- *"The wildlife is being depleted in this area".*
- *"Loss of valuable green space for wildlife".*

### **4. Impact on Nearby Residents**

Neighbouring residents highlighted concerns that the development would impact local residential properties. Another respondent requested residential development to be incorporated into the proposals.

Specific comments made by respondents included:

- *"Woolman's Wood is adjacent to residential properties which could be blighted by this plan".*
- *"The impact on the skyline view enjoyed by residents should not be harmed".*
- *"We would suggest that the development would be complemented and enhanced through the inclusion of an element of residential development, to add a further mix/ variety of uses".*

### **5. Proposed Heights and Scale**

Respondents also raised concerns regarding the proposed scale and heights of the development. The majority of comments considered the proposed heights as too high and the impact on the neighbouring area, specifically in relation to safety concerns at the adjacent airport and the impact on the nearby AONB.

Specific comments made by respondents included:



- *"I feel, strongly, that the height of buildings at the site should not be visible from across the Medway valley - the present trees & hedges on the skyline shield the existing airport buildings from view & this is an important aspect of the local landscape character".*
- *"Building height should be a key consideration regarding protecting the views of the AONB. Current proposed heights fail to conserve character of AONB. Encourage a reduction in building height"*
- *"Object to the BAE buildings being used as a benchmark to inform heights of new buildings".*

## **6. Existing Employment Uses**

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

Specific comments made by respondents included:

- *"Make use of existing empty units / offices all over the Medway towns before destroying more lives".*
- *"There is plenty of other employment land sites available without shrinking the airport site, yet again, and making it less safe for the aircraft who are now concentrated (or soon will be concentrated) on a single direction runway".*

## **7. Community Need**

Comments were also made in relation to the proposed type of jobs that would be generated. Respondents expressed concerns that these jobs did not address the community needs or the needs of the local population. One respondent also expressed a desire for a new hospital in the community instead.

Specific comments made by respondents included:

- *"Whilst high value business looks great on Council brochures, it does little to address the needs of the current population. There needs to be lower end jobs for those who have fewer skills".*
- *"I do not see that these buildings would be of use to local people or businesses".*

## **8. Noise and Air Quality**

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

Specific comments made by respondents included:

- *"Don't give us another bottle neck, heard all these things before it just doesn't happen, too much in this area already, and it means just one airfield runway subjecting us to more noise pollution and danger not a good idea".*

- *“Concern regarding air quality issues especially in relation to proximity of site to schools, need for further assessment”.*
- *“We cannot move around this area now, this development will make it a gridlocked area, increasing pollution noise”.*

4.14 The elements of the proposals respondents liked included:

### **1. The general principle of redevelopment**

Many respondents stated that they were in support of the overall principle of the development, despite having other concerns.

Specific comments made included:

- *“We support the overall approach to creating a high quality commercial development at Innovation Park Medway, as this will provide a significant benefit to the existing residential and businesses communities with Medway.”*
- *“Space is limited here and expansion to a Innovation Park is just what the area needs [sic]”*

### **2. Open space provision**

Respondents were also supportive of the provision of open space on site, including space for sports, health and wellbeing. These proposals were received positively and acknowledged that this would be a benefit to the local community and would therefore prevent the site from feeling too industrial.

Specific comments made included:

- *“Innovation Park Medway has the potential to be the prime example of a flourishing and functional innovative and business hub. Green spaces and high-quality public realm are important for establishing a sense of identity and local character to the development. This contrast to hard landscaping will provide a social and open space for workers (or 'innovators') to network and relax in, contributing towards a fully functional estate of innovation.”*
- *“Keeping the area green is essential as otherwise the business park can feel very industrial. Hopefully by including a lot of greenery and orchards it will encourage people to use the outdoor spaces and local people to walk/run around the area too.”*
- *“Anything to preserve green spaces gets my approval. Improving green spaces for use by more people gets my strong approval.”*
- *“It is imperative that a site of this scale includes a good quantity of attractive, and flexible outdoor spaces.”*

### 3. Design principles

Many also supported the proposed design principles in relation to minimising energy usage for example. Sustainable development and energy efficient construction methods were welcomed.

Specific comments made included:

- *“Should this go ahead there is a chance to create a landmark statement about Green principles that should not be ignored.”*
- *“I think the buildings should be environmentally efficient using green technology and ensuring no energy is wasted. Construction methods should also be environmentally effective minimising the use of cement based materials. This would create a better environment for all.”*
- *“It is clear that the overall design principles aim to achieve these aims for sustainable development”*

- 4.15 A graphical breakdown of the responses to each question is included at Appendix 5.

### Statutory Consultees and Other Key Stakeholders

- 4.16 A detailed summary of responses by statutory consultees and other key stakeholders is provided at Appendix 4. This has been organised by topic, with comments linked to the relevant topic.
- 4.17 Below is a summary of the comments received by topic matter:

#### Building Height

Respondents highlighted the need to account for potential impacts to views of the Kent Downs AONB, including public rights of way. One respondent felt current buildings were not an acceptable precedent and encouraged a reduction from this.

Other consultees felt greater ambition could be realised, with the frontage to Maidstone Road providing opportunity for greater building heights in particular.

#### Air Quality

Natural England highlighted the need to consider the potential impact to the North Downs Woodlands SAC and the potential need for an Appropriate Assessment. Others raised concern on the air quality effects on local school sites.

Specific comments were made on the assessment supporting the Masterplan, with suggestions made to ensure it is robust.

#### Highways

Both Kent County Council ('KCC') and Highways England ('HE') raised concerns with the capacity of local roads and junctions and highlighted, the need for robust assessment. Specifically, these include Bridgewood

Roundabout, Taddington Roundabout and Lord Lees Roundabout at the M2/A229 junction (M2 Jn3). These junctions should be included in the safety review of the area alongside A229 Bluebell Hill.

Highways England highlighted the cumulative impact of the proposals on the M2 and M20, and the safety impact of the closure of Runway 16/34 which would be required to facilitate these proposals. A Design Manual for Roads & Bridges (DMRB) compliant risk assessment and subsequent needed mitigation are to be put forward to ensure the safe operation of the strategic road network.

### **Parking**

Proposed parking provision was suggested as excessive as they were based on the upper levels of Medway's Parking Standards, which are maxima.

### **Flooding / Drainage**

Encouraged additional modelling outputs for 1 in 100 year + 40% intensity climate change scenarios. Confirmation sought on whether infiltration techniques could be utilised. Encouragement given for securing a SuDS maintenance schedule for the lifetime of the development.

## 5 RESPONDING TO FEEDBACK

- 5.1 This section outlines how the key issues identified in Section 4 have been addressed through the design development of the Masterplan.
- 5.2 Both Councils and their appointed consultancy team have listened to the views of local residents and key stakeholders and have endeavoured to address concerns where practical and possible through re-design and/or other refinements to the masterplan. In terms of those topics raised which have been summarised in Section 4, the following responses have been proposed:

Highways, Traffic, Parking Provision and Connectivity	
Query	Response from appointed consultancy team
<p><i>Impacts on the highway network from the increased number of trips and impacts on junctions at Bridgewood Roundabout, Taddington Roundabout and Lord Lees Roundabout at the M2/A229 junction (M2 junction 3)</i></p> <p><i>Need for a clear and robust traffic assessment</i></p>	<p>As part of assessing the Proposals, strategic transport modelling has been undertaken to test how the Proposal will affect the local road network. This modelling has identified appropriate mitigation measures that will be incorporated and of which the delivery will be agreed with KCC and HE.</p>
<p><i>Concerns with proposed level of parking</i></p> <p><i>Proposed parking provision was suggested as excessive as they were based on the upper levels of Medway's Parking Standards, which are maxima.</i></p>	<p>Whilst the parking standards proposed accord with existing Council's Parking Standards, through the vision of IPM as a sustainable development integrated into the public transport network and as a consequence of feedback, parking levels will be determined as specific users and occupiers move into the Development with the agreed amount being determined during pre-application discussions with the relevant Council.</p> <p>The design of the Proposals will also be futureproofed to allow for a variety of parking solutions to be accommodated, particularly if a modal shift is</p>

	achieved through successful delivery of more sustainable movement patterns.
<i>Lack of connectivity between road network, the northern and southern sections of the Site</i>	Due to the continued use of the airfield, a direct vehicular link between the northern site and Maidstone Road is not possible, thus access is to be taken from Laker Road. The continued use also restricts a vehicular link between the northern and southern sites, however, a pedestrian link is to be provided which will run along the western boundary which will improve both pedestrian and cycle links between the sites and the wider area.
<b>Existing Airport Use</b>	
<i>Impact on Existing Airport</i>	<p>The use of the existing airport will remain. The no build zone and heights of the proposed buildings have been designed to ensure the Proposals and continued use of Rochester Airport can work together in harmony. Furthermore, the Proposals will improve the existing infrastructure ensuring the Airport's longevity. Furthermore and in response to the comments from Highways England, a Design Manual for Roads &amp; Bridges (DMRB) Compliant Risk Assessment was undertaken and this confirmed that whilst additional runway usage might be expected through the closure of Runway 34/16, given the limitations of crosswinds on aircrafts taking off and landing from runway 20/02, any increase is difficult to predict or quantify.</p> <p>The assessment concluded that if Runway 20/02 is the sole runway at Rochester Airport, the hazards and risks are essentially unchanged from the existing position in relation to potential conflict by an aircraft with road or rail traffic or rail traffic, or to persons in those vicinities.</p>

	The residual Risk Value is Low: but this should be monitored and reviewed as part of normal aerodrome operators' process.
<b>Ecological Impacts</b>	
<i>Recommend that natural environment should be central feature to Innovation Park</i>	Ecological studies have identified the potential loss of habitat in some areas and have recommended a mitigation scheme / strategy. This will include the re-provision of habitat throughout the Proposals with particular focus on the Runway Park and the orchard edge.
<b>Impact on Nearby Properties</b>	
<i>Noise and Impact on residential amenity</i>	<p>A Noise Assessment has been undertaken and concluded negligible impact on nearby properties. Furthermore, all noise generating plant is to be subject to enclosure, acoustic louvres and silencers, where necessary.</p> <p>The Landscape and Visual Impact Assessment (LVIA) considers the impact of the Development on residential amenity, finding that there would be no significant effects arising. Within Parcel 3 of the southern site, proposed buildings along the south-eastern boundary (plot S1.3) are restricted to no higher than 2 storeys, limiting the impact on the amenity of residential properties to the south. Within the remainder of Parcel 3, proposed buildings are assessed up to 4 storeys for the central area (plot S1.2) and up to 6 storeys for the area adjacent to Innovation Centre Medway (plot S1.1). These development plots are set back at least 40m from houses to the east of Maidstone Road, separated by the road corridor itself. It is accepted that the views across the site will change. It should be noted that views are not protected in planning legislation.</p>

	Further detailed guidance including a Design Code provides guidance on how buildings within the southern area will interface with Maidstone Road.
<i>Proposed Height and Scale</i>	The LVIA has assessed the impact of the Development on landscape and visual receptors within 3km of the site, identifying that no significant effects would arise. In response to consultation, a more detailed AONB assessment was undertaken, confirming the findings of the LVIA. The proposed building heights do not exceed the parameters set by the requirements of the adjacent airport for its continued use. Further detailed guidance including a Design Code will provide design guidance for development plots that face sensitive edges, including the edge closest to the AONB.
<b>Existing Employment Use</b>	
<i>Concerns that investment should be directed into existing employment sites</i>	The Proposals present an important opportunity to shape the economic future of the region and has been on the Council's regeneration agenda for a significant period of time. The success of the Proposal will strengthen the performance of the local economy and act as a magnet to help to secure future growth and prosperity, and to realise the potential of the area whilst ensuring the operational longevity of Rochester Airport.
<b>Community Need</b>	
<i>The types of jobs to be delivered do not meet the community needs.</i>	The proposals seek to attract and retain students in the area, thereby improving on skills retention, education levels, creation of further jobs etc. Bringing in and supporting higher value jobs will have a positive impact on the economy and attract more



	<p>investment that would be beneficial for Medway's residents.</p> <p>Furthermore, soft market testing of the site together with a detailed market research exercise has already taken place (July 2018) and provides the evidence base for the project, suggests there is a clear demand across the identified sectors high value technology, engineering, manufacturing and knowledge-intensive businesses as to their interest in the proposed development at IPM.</p>
<b>Noise and Air Quality</b>	
<p><i>Concerns raised about the potential of the Development to increase levels of noise / air pollution</i></p>	<p>Both Noise Assessments and Air Quality Assessments have been undertaken and have concluded that there will be only be a negligible effect on local levels. Where the Air Quality Management Area is effected by increased traffic movements, a Mitigation Assessment in accordance with the Council's Local Policy has been undertaken with resulting mitigation to be delivered over the Development.</p> <p>The majority of the responses, particularly those from statutory consultees, relate to the assessment of impacts that could result from the development proposed within IPM. These comments have been carried forward to when more detailed proposals are drawn up.</p> <p>Following consultation on the Masterplan, the proposals have been finalised with a confirmed set of parameter plans used to assess the impact of the scheme. These comments have been carried forward to when more detailed proposals are drawn up</p> <p>In addition to the parameters within which the Development, a set of accompanying design</p>

	<p>guidelines and codes have been developed to ensure the delivery of a quality development in accordance with the assessed parameter plans.</p>
<b>Flooding / Drainage</b>	
<p><i>Confirmation sought on whether infiltration techniques could be utilised. Encouragement given for securing a SuDS maintenance schedule for the lifetime of the development.</i></p>	<p>A Level 1 Flood Risk Screening Study has been undertaken for the site and has concluded that the site is located with Flood Zone 1.</p> <p>Strategic Flood Risk Assessments (SFRA) do not identify any significant risks of groundwater flooding within the district. Therefore no measures will be necessary to mitigate this.</p> <p>Drainage</p> <p>A historic drainage strategy, compiled in 2014, derived an infiltration rate of 19.8m/hr (<math>5.5 \times 10^{-3}</math>m/sec) from a back-analysis of the existing drainage. The exact infiltration rate would need to be determined on site via site specific soakaway testing, however, this indicative rate would suggest soakaways are an extremely viable option.</p> <p>A strategic surface water drainage solution has been prepared for the proposed development based upon a range of infiltration techniques that can be employed across the development. Surface water flood routing for the proposed development will also route flood water in the extreme events away from building footprints into areas of containment, such as swales and open storage structures along the landscaped green corridor. This could include SuDS.</p>

General principles of development	
<p><i>Ensure energy use is minimised and sustainable development and energy efficient construction methods are used.</i></p>	<p>All development will be required to be constructed to achieve a minimum rating of BREEAM 'very good' which will <i>ensure development is sustainable and that necessary measures are taken with respect to mitigating environmental impacts with respect to climate change.</i></p>
<p><i>Green spaces and high-quality public realm</i></p>	<p>The Proposals will feature a high quality, durable network of green spaces (including the development of the Runway Park and orchard edge) that are both welcoming and flexible, allowing people to make connections, and encourage the exchange of ideas.</p>

## 6 CONCLUSIONS

- 6.1 Early and effective engagement has been undertaken, notably during the consultation held from 17<sup>th</sup> September 2018 to 29<sup>th</sup> October 2018 and throughout design development meetings with Officers of the Council and TMBC.
- 6.2 Whilst the focus of comments relate to the assessment of impacts that could result from the developments within IPM, and of which have been picked up as part of the Environmental ES, the views of the public, statutory and non-statutory consultees have been considered and, where relevant have resulted in a confirmed set of parameter plans used to assess the impact of IPM.
- 6.3 This Statement has shown how both Councils have effectively engaged with the local community and relevant stakeholders in the development of the Masterplan

## APPENDIX 1: QUESTIONNAIRE

# CONSULTATION – INNOVATION PARK MEDWAY



The Innovation Park Medway masterplan reviews and refreshes the 2014 Rochester Airport masterplan, and provides a vision and guidance for the consideration of development proposals. The masterplan itself is not a planning application but it is expected that future development will follow the guidance in the masterplan.

We want to hear your comments on the design principles in the draft masterplan; your views will shape these principles and the future regeneration of the wider Rochester Airport site.

After public consultation your comments will be fed back into refining the draft masterplan where considered appropriate. The revised masterplan will then be submitted to Medway Council's Cabinet for formal adoption as a Supplementary Planning Document, which will influence future development of Innovation Park Medway. Tonbridge & Malling Borough Council will also be adopting the masterplan for the purposes of economic development subject to formal approval.

These proposals are being promoted by both Medway Council and Tonbridge & Malling Borough Council.

If you would prefer to complete this survey online, please go to: [www.medway.gov.uk/innovationparkmedway](http://www.medway.gov.uk/innovationparkmedway)

**Please return your completed questionnaire either by post or in person (during normal operating hours) to any of these locations:**

**Medway Council:**

Gun Wharf  
Dock Road  
Chatham  
Kent  
ME4 4TR

**or Innovation Centre Medway:**

Innovation Centre Medway  
Maidstone Road  
Chatham  
Kent  
ME5 9FD

**Please mark postal returns for the attention of the Regeneration Team.**

**Alternatively you can email your response to:** [regeneration@medway.gov.uk](mailto:regeneration@medway.gov.uk)

**The consultation runs from Monday, 17 September to 12pm Monday, 29 October 2018.**

# CONSULTATION – INNOVATION PARK MEDWAY



**In which area do you live? (Please tick one box only)**

- |                                     |  |  |
|-------------------------------------|--|--|
| <input type="checkbox"/> Chatham    | <input type="checkbox"/> Strood                | <input type="checkbox"/> Tonbridge & Malling                                     |
| <input type="checkbox"/> Rochester  | <input type="checkbox"/> Rainham               | <input type="checkbox"/> Other (outside the Medway or Tonbridge & Malling areas) |
| <input type="checkbox"/> Gillingham | <input type="checkbox"/> Rural areas of Medway | <input type="checkbox"/> I prefer not to say                                     |

**If other please state county**

## INNOVATION PARK MEDWAY

The draft Masterplan proposes that Innovation Park Medway is established as a high quality commercial development to attract high value businesses. This would offer skilled employment opportunities and include workspace for advanced manufacturing, research & development and prototyping with links to the existing Innovation Centre, other businesses and academic institutions.

Would you like to see the establishment of Innovation Park Medway as a high quality commercial development that can attract high value businesses?

YES	NO	DON'T KNOW

**Please tell us the reason(s) for your answer:**

## THE VISION

The vision for Innovation Park Medway is to create employment opportunities, provide collaborative networking opportunities and encourage innovation in the local economy.

Do you agree or disagree with the vision for Innovation Park Medway?

STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE

**Please tell us the reason(s) for your answer:**

# CONSULTATION – INNOVATION PARK MEDWAY



## LAND USES

Do you agree with the proposed land uses for Innovation Park Medway?			
Please tick one box per row:	YES	NO	DON'T KNOW
<b>Innovation Park</b>			
Research and development offices (B1)			
Light industrial manufacturing (B2)			
Small proportion of shops and services			
Greenspace (parks and open spaces)			
Multi storey car parking capable of redevelopment for business space			

## BUILDING HEIGHTS

The draft Masterplan proposes buildings ranging in height from 1-6 storeys. Do you consider the site and its location are suitable for buildings of this height?

STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE

Please tell us the reason(s) for your answer:

## BUSINESSES ON LAND ADJOINING EXISTING INNOVATION CENTRE

The draft Masterplan proposes additional buildings of employment use in the southern parcel of land alongside the existing Innovation Centre site. Do you agree with development in this location?

STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE

Please tell us the reason(s) for your answer:



# CONSULTATION – INNOVATION PARK MEDWAY



## OPEN SPACE

The draft Masterplan proposes a range of open spaces including a runway park for cycling, jogging and a place for collaboration, space for flexible outdoor activities together with woodland walks, boulevards, orchards and meadows.

Do you think it is important to provide these within the scheme?

STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE

Please tell us the reason(s) for your answer:

## HEALTHY COMMUNITIES

The design principles are based around achieving a healthy environment for the business community, promoting social unity, access to greenspace and minimising energy usage.

Do you think creating a healthy environment for everyone should be a key design principle?

STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE

Please tell us the reason(s) for your answer:

# CONSULTATION – INNOVATION PARK MEDWAY



## TRANSPORT

The draft Masterplan contains a number of design features and strategies to support access, sustainable transport and reduce congestion. We'd like to know if you agree or disagree with these transport proposals.

Please tick one box per row:

	YES	NO	DON'T KNOW
<b>ACCESS TO THE NORTHERN ZONE</b> Do you agree that the main access for the northern zone should be from the B2097/Rochester Road and Laker Road? <i>Access shown on page 34 of the masterplan document</i>			
<b>ACCESS TO THE SOUTHERN ZONE</b> Do you agree that the access for the southern zone should be from the B2097/Rochester Road and the A229/Maidstone Road? <i>Access shown on page 34 of the masterplan document</i>			
<b>PARKING GUIDANCE</b> Given predicted changes in demand for cars and travel patterns, the parking strategy provides for current parking standards (number of parking spaces per unit) to be met in full, with the multi storey car parking capable of being developed easily for commercial premises. Do you consider this approach to parking to be appropriate?			
<b>TIME CONTROLS ON SERVICING (refuse collection, etc)</b> Controls are proposed to ensure that servicing takes place outside of rush hour to prevent further congestion. Do you consider this necessary?			
<b>TRAVEL PLAN</b> It is proposed that all businesses within the Innovation Park will sign up to a Green Travel Plan to support sustainable transport to and from the Park e.g. car sharing, car clubs, incentives to cycle to work, etc. Do you support this?			
<b>PROVISION OF ELECTRIC CHARGING POINTS</b> In order to encourage use of more environmentally friendly vehicles that will help lower harmful emissions in the area, it is proposed that significant investment is made to include electric charging points for all buildings. Do you support this?			
<b>REDUCED RELIANCE ON PRIVATE CARS</b> The overall transport strategy seeks to reduce reliance on the use of the private car to get to the site, especially for a single occupant. Do you support this approach?			
<b>PUBLIC TRANSPORT PROVISION</b> The Innovation Park makes provision for new and alternative bus services to serve the site. Do you think that improved local public transport services would be a benefit that you would support and use?			

What would encourage you to use improved public transport services at this location? (frequency of bus trips, direct route, etc.)

## CONSULTATION – INNOVATION PARK MEDWAY



Do you have any other comments you would like to add on how access to the site should be managed and are there any suggestions for other initiatives?

Do you have any other comments about the draft Masterplan for Innovation Park Medway?

**Thank you for completing this questionnaire, the results of which will be used to shape the principles of Innovation Park Medway.**

**Please return your completed survey by midday Monday 29 October 2018**

# CONSULTATION – INNOVATION PARK MEDWAY



**Both Medway Council and Tonbridge & Malling Borough Council are committed to consulting with all its residents. To ensure that all groups within the community have the opportunity to participate in this consultation, we would appreciate it if you could provide us with the following information. The information provided will remain private and confidential and will not be used for any other purpose. You are under no obligation to provide the following and it will not affect your input if you choose not to**

**Are you** ☐ Male ☐ Female ☐ I prefer not to say

**In which of the following age bands do you fall?**

☐ Under 16 ☐ 25-34 ☐ 45-54 ☐ 65-74 ☐ I prefer not to say  
☐ 16-24 ☐ 35-44 ☐ 55-64 ☐ 75+

**Do you have any long-standing health problem or disability? Long-standing means anything that has lasted, or is expected to last, at least 12 months.**

☐ Yes ☐ No ☐ I prefer not to say

**If yes, what is the nature of your health problem or disability?**

☐ Health Diagnosis ☐ Learning Disability ☐ Physical Impairment ☐ I prefer not to say  
☐ Hearing Impairment ☐ Mental Health ☐ Sight Impairment ☐ Other

**If Other, please specify**

**What is your ethnic group?**

<input type="checkbox"/> White - English/ Welsh/ Scottish/ Northern Irish/ British	<input type="checkbox"/> Any other mixed / multiple ethnic background	<input type="checkbox"/> Asian / Asian British - Bangladeshi
<input type="checkbox"/> White – Irish	<input type="checkbox"/> Black / Black British - African	<input type="checkbox"/> Asian / Asian British - Chinese
<input type="checkbox"/> White - Gypsy or Irish Traveller	<input type="checkbox"/> Black / Black British - Caribbean	<input type="checkbox"/> Any other Asian background
<input type="checkbox"/> Any other White background	<input type="checkbox"/> Any other Black / African/ Caribbean background	<input type="checkbox"/> Other - Arab
<input type="checkbox"/> Mixed - White and Black Caribbean	<input type="checkbox"/> Asian / Asian British - Indian	<input type="checkbox"/> Any other ethnic background
<input type="checkbox"/> Mixed - White and Black African	<input type="checkbox"/> Asian / Asian British - Pakistani	<input type="checkbox"/> I prefer not to say
<input type="checkbox"/> Mixed - White and Asian		

**Other, please state**

## APPENDIX 2: CONSULTATION BOARDS



# Welcome

Innovation Park Medway is an important opportunity to help shape the economic future of the region for Medway Council and Tonbridge & Malling Borough Council and has been a long-term ambition.

The core ambition for both councils is to strengthen the performance of the local economy, to create jobs in order to secure growth and prosperity, and to realise the potential of the area, whilst ensuring the long-term operating future of Rochester Airport.

**Innovation Park Medway is a key part of that ambition.**

**HAVE YOUR SAY...**

Medway Council and Tonbridge & Malling Borough Council are seeking your opinion on the emerging masterplan for the Innovation Park.

We would be grateful if you could take the time to review the information presented at this exhibition, which includes supporting studies and surveys that have been undertaken to guide the masterplan.

**Comments can be provided in the following ways:**

- By feedback form:**
- **Online** at [www.medway.gov.uk/innovationparkmedway](http://www.medway.gov.uk/innovationparkmedway)
  - **Hard copy** at Innovation Centre Medway, Gun Wharf, Chatham Community Hub or Rochester Community Hub

**By post** to Regeneration, Medway Council, Gun Wharf, Dock Road, Chatham, ME4 4TR

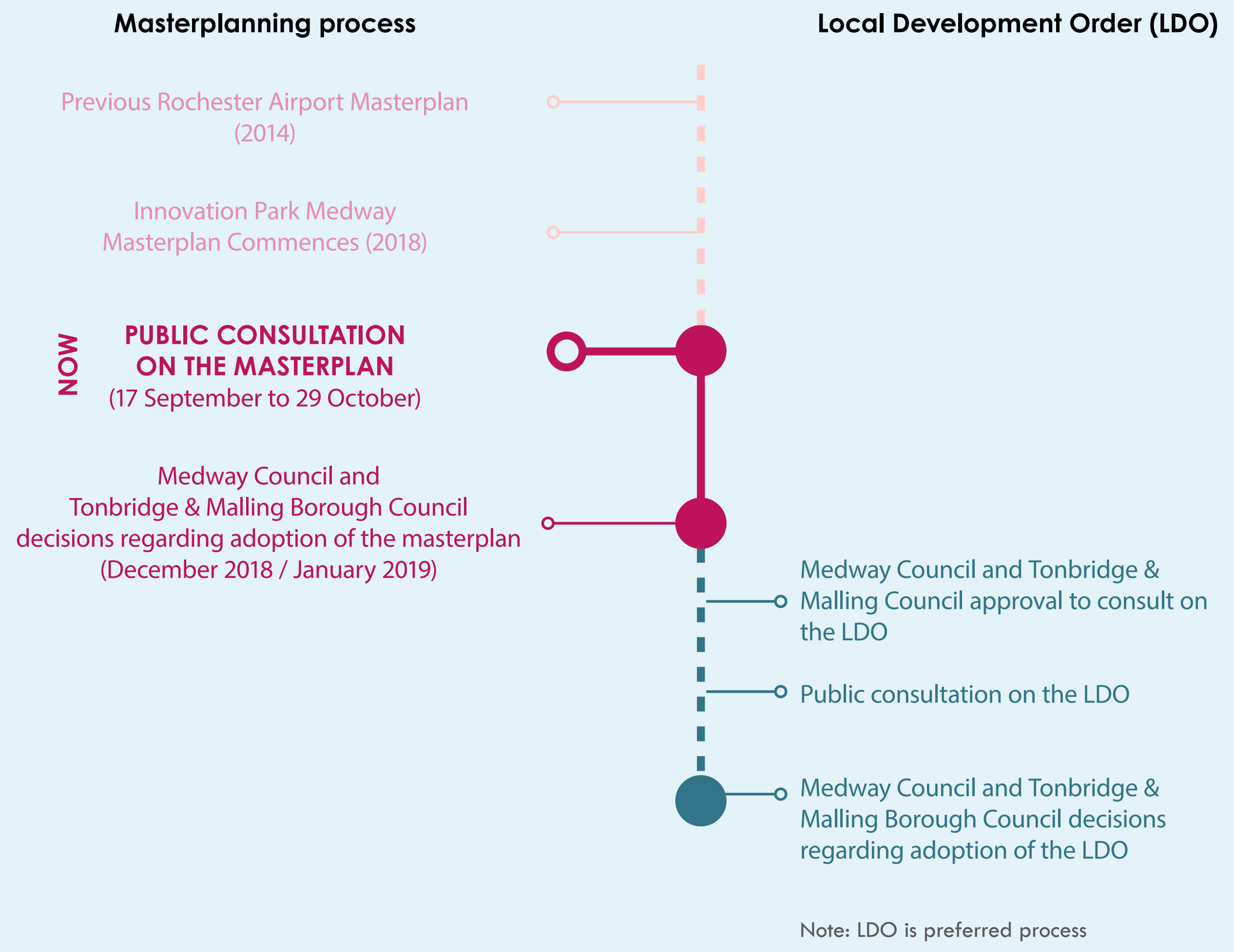
**By email** to [regeneration@medway.gov.uk](mailto:regeneration@medway.gov.uk)

**WHAT HAS HAPPENED SO FAR AND NEXT STEPS...**

Innovation Park Medway forms part of the wider Rochester Airport site. Whilst Medway Council's emerging Local Plan continues to safeguard the Airport as an enhanced aviation facility, there is support for the development of a strategic gateway and economic hub within the area.

Kick-started by the opening of Innovation Centre Medway, Medway Council adopted the Rochester Airport Masterplan Supplementary Planning Document (SPD) in January 2014. The SPD established the vision for the airport and defined parcels of land suitable for redevelopment.

The masterplan for Innovation Park Medway is the next step in the process and will be used as evidence and a basis for developing the appropriate planning mechanism to deliver the Council's ambitions. Once adopted, the masterplan will provide guidance to support the consideration and determination of development proposals.



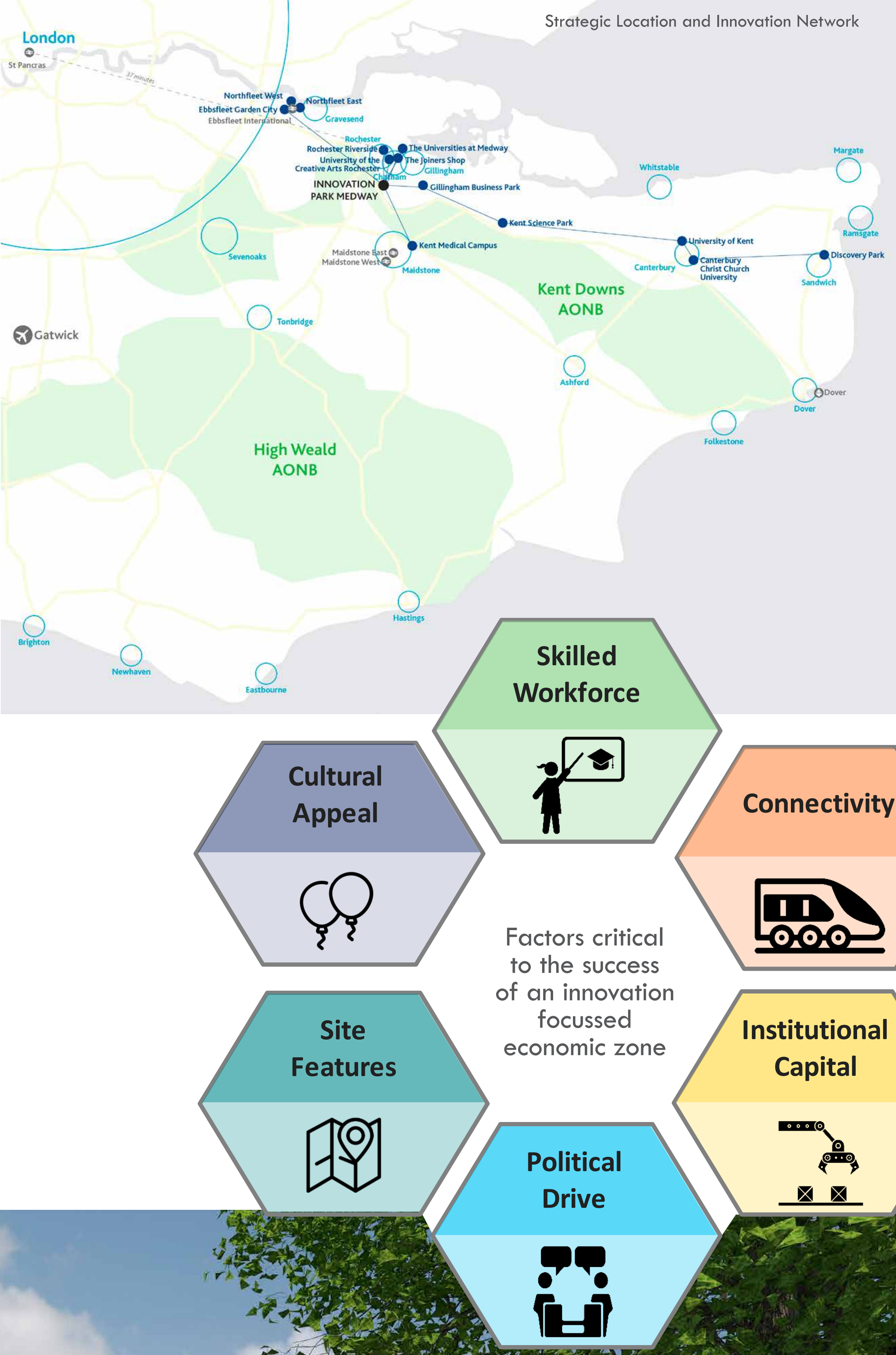
# Why here?

Innovation Park Medway is located within the **KENT INNOVATION CORRIDOR**.

Extending from Discovery Park Enterprise Zone in East Kent to The Nucleus in Dartford, the corridor includes a chain of strategic sites offering a mix of office and workshop space, bringing together businesses working in advanced technology sectors including life sciences, pharmaceuticals, ICT, digital media and specialist engineering.

Rochester Airport is part of the **North Kent Enterprise Zone**. Enterprise Zones are Government-designated areas in England that offer incentives to businesses to stimulate the creation of new jobs. Enterprise Zone status commenced in 2017 at the North Kent Enterprise Zone, operating across three sites, one of which is Rochester Airport.

Medway has an industrial, engineering and manufacturing industry history, which will be central in delivering further economic growth and innovation within the region. Together with the potential to build strong links with key educational institutions to drive the development of skills, Innovation Park Medway can attract investment and build value between local businesses.



**AMBITIONS FOR INNOVATION PARK MEDWAY (IPM) ARE:**

- attracting high value businesses
- improving the number and quality of jobs
- retaining and increasing the local skills base
- strengthening links between educational institutions
- establishing IPM as a preferred destination and partner for regional business
- promoting the region's brand and image





# What is an Innovation Park?



## AN INNOVATION ENVIRONMENT

An innovation environment should be a place that promotes connectivity between businesses physically and through the creation of new business ventures: a place where people seek advice, test ideas and are inspired.

To develop the right environment, the following ingredients should be in place:

- A clear site brand and positioning offering a focus to investors and businesses;
- Affordable, flexible work spaces for early stage companies, with enough space to allow these start-ups to grow;
- A mix of office and Research & Development (B1) uses alongside industrial activities (B2), where innovation can transfer between these uses;
- Access to informal meeting places and social spaces to encourage exchange of ideas and problem solving across disciplines;
- Close to technology-focused universities to promote research and innovation;
- Provision of utilities and services such as broadband to match the competition.

1  
**Break innovation out of individual silos**

2  
**Combine skills and expertise to encourage collaboration**

3  
**Flexibility to adapt and grow**

The Orchard Hangars



\*Artists Impression of potential character subject to detailed design with funding of works to be explored in the future





# Two key concepts

At this stage in the process, the masterplan for Innovation Park Medway must retain flexibility for future occupiers, whilst providing a platform to deliver a successful place.

The masterplan layout is based on two key concepts. The concepts have been developed to accommodate the requirements of an innovation environment within a robust and adaptable framework.

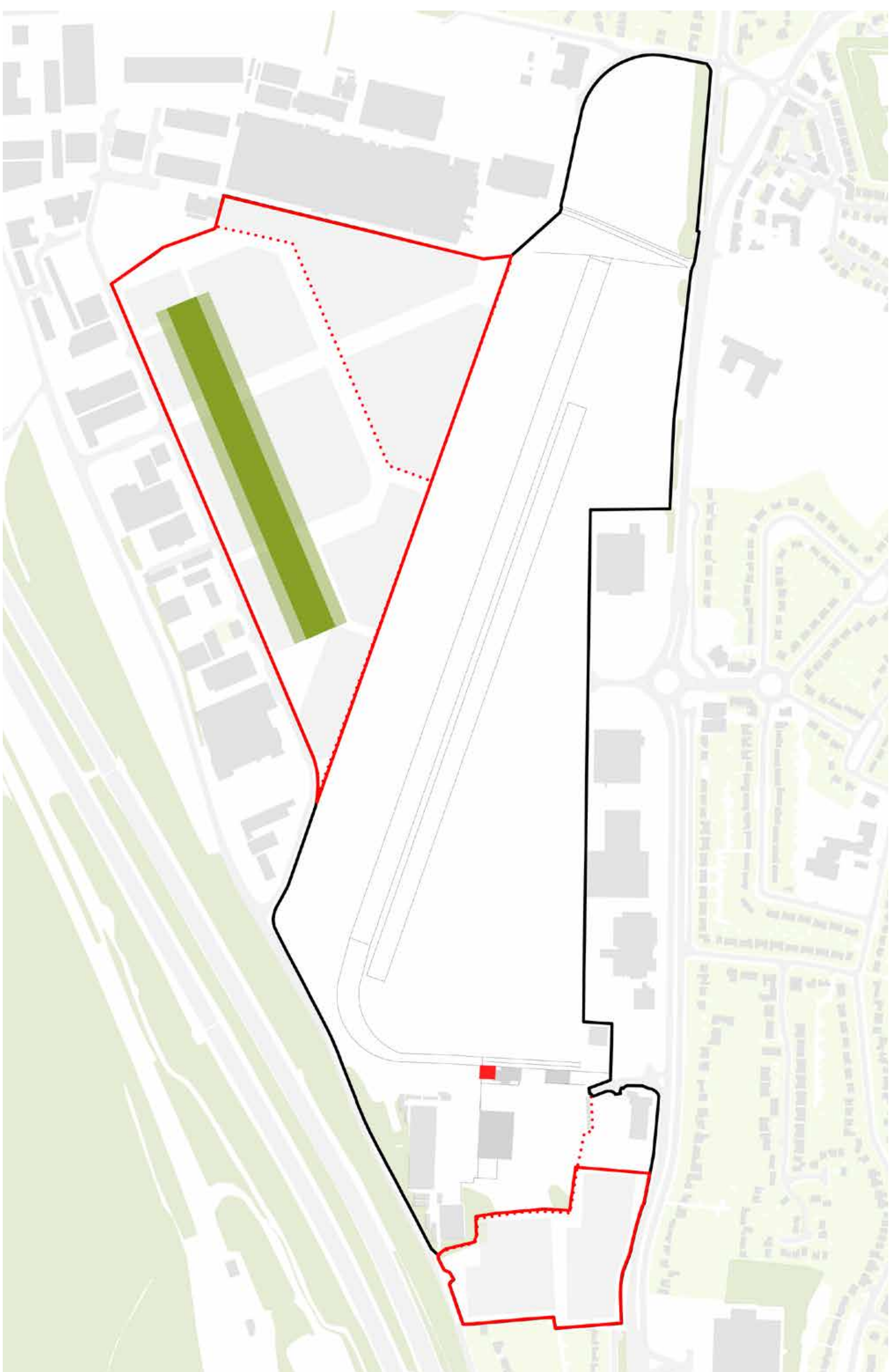
## Clear Identity - a legacy landscape

### PLACEMAKING SIGNATURE ‘THE RUNWAY PARK’ A DYNAMIC PUBLIC REALM

In order to create a unique place that represents Medway, the site and its context, the first concept is to provide a high-quality piece of public realm at the core of the northern site, that becomes the signature for Innovation Park Medway. This approach focuses on delivering a landscape that gives certainty to future investors and prioritises public space before thinking about buildings.

Making a nod to the past, a ‘Runway Park’ would become a dynamic feature for staff and visitors to enjoy the lifestyles now demanded of employment sites. Crucially, ‘The Runway Park’ would become the feature that gives the Innovation Park a clear identity.

Innovation is no longer confined to desk or lab space - it requires quality environments where chance encounters spark moments of inspiration and collaboration. The Runway Park is the setting for these encounters and will become the unique selling point for investors, staff and the wider community.

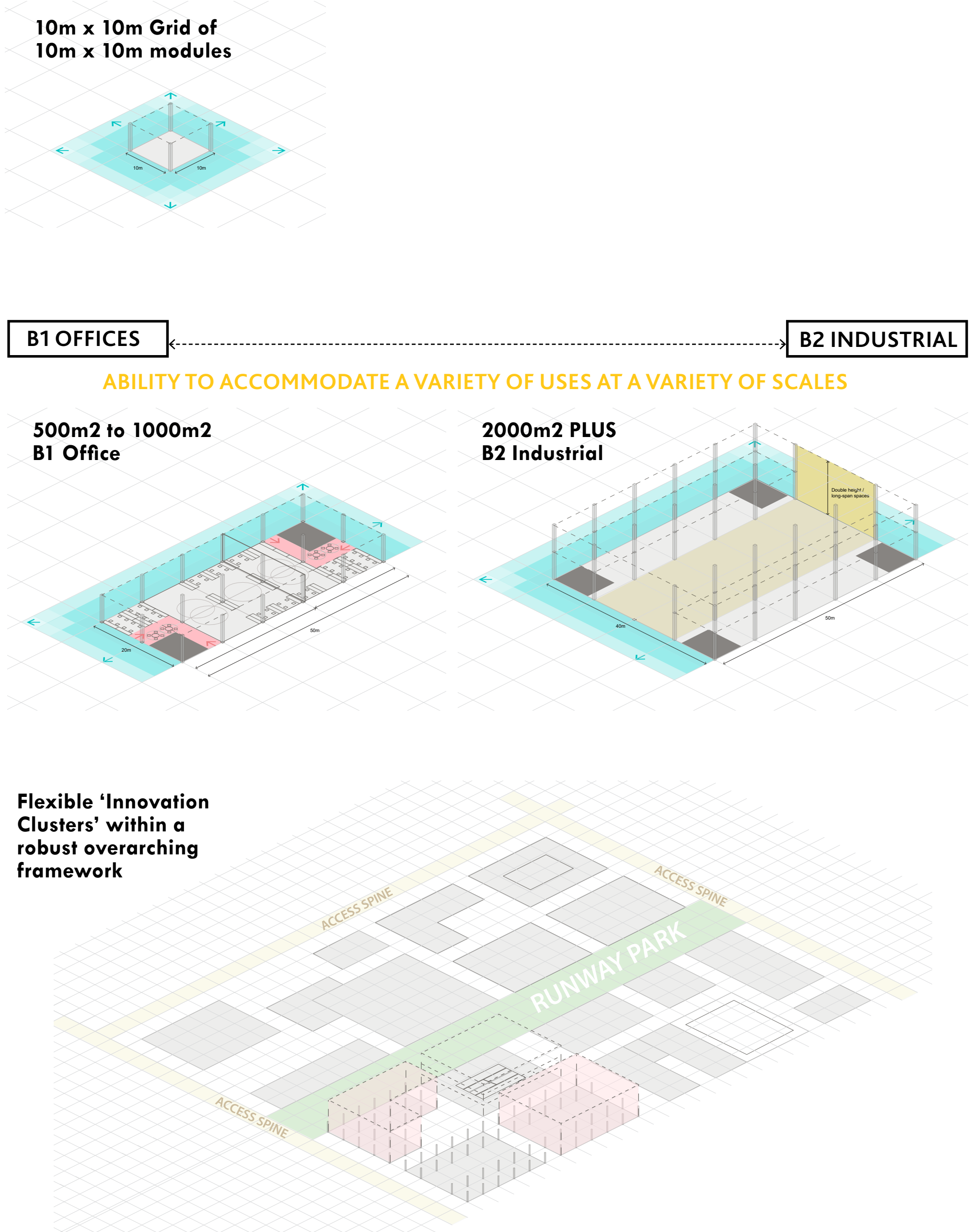


## Flexible & Agile ‘to the power of 10’

In developing a framework that is adaptable, the masterplan has explored a second key structuring element intended to ensure the development can adapt to future requirements. Alongside the Runway Park, the masterplan employs a flexible 10m x 10m grid, allowing developer interest to be accommodated over time and plots to come forward in a variety of ways.

The 10m x 10m grid allows development blocks to be combined or subdivided in a flexible manner in the knowledge that plots can accommodate a wide range of buildings and spaces that can be delivered when there is demand. The plots, therefore, are readily scalable and saleable, allowing Innovation Park Medway to respond to market interest in an agile manner.

The consistency of Innovation Park Medway’s environment will be secured by the site’s overarching landscape and infrastructure acting as the constant, with ‘innovation clusters’ able to adapt and thrive.



\*Artists impression of potential character subject to detailed design with funding of works to be explored in the future





# The Illustrative Masterplan

The masterplan presented here is an illustrative example of what Innovation Park Medway could look like, once completed. The masterplan has several key design elements which are based on an understanding of the site opportunities and constraints and exploring potential ideas that could be delivered during the lifetime of the project.

The masterplan retains flexibility for detailed proposals to come forward for individual plots, with application guidelines and accompanying design codes (to be developed in due course) becoming a mechanism to manage proposals so that they are consistent with the masterplan aims.



All building locations for illustrative purposes and capacity testing only

## KEY DESIGN ELEMENTS

### A RUNWAY PARK

The Runway Park is proposed as the main structuring element of the masterplan. A simple, bold move which will create a clear identity and provide the high quality open space that investors demand of innovative employment sites AND is key to attract and retain skilled staff.

The beauty of the concept is its ability to attract investors through the certainty that a quality feature will be established as the core around which flexible plots will be built out over time.

### LANDMARK BUILDINGS

In order to celebrate the heritage of the site and make a link between the two development areas, the masterplan creates the opportunity for a landmark building to the north of the runway park, which creates a line of sight and visual link with the control tower in the southern part of the site. This connects the two development areas.

### PEDESTRIAN FRIENDLY CLUSTERS

By delivering an environment that will attract and retain staff in a competitive market place, free flowing pedestrian movements must be prioritised.

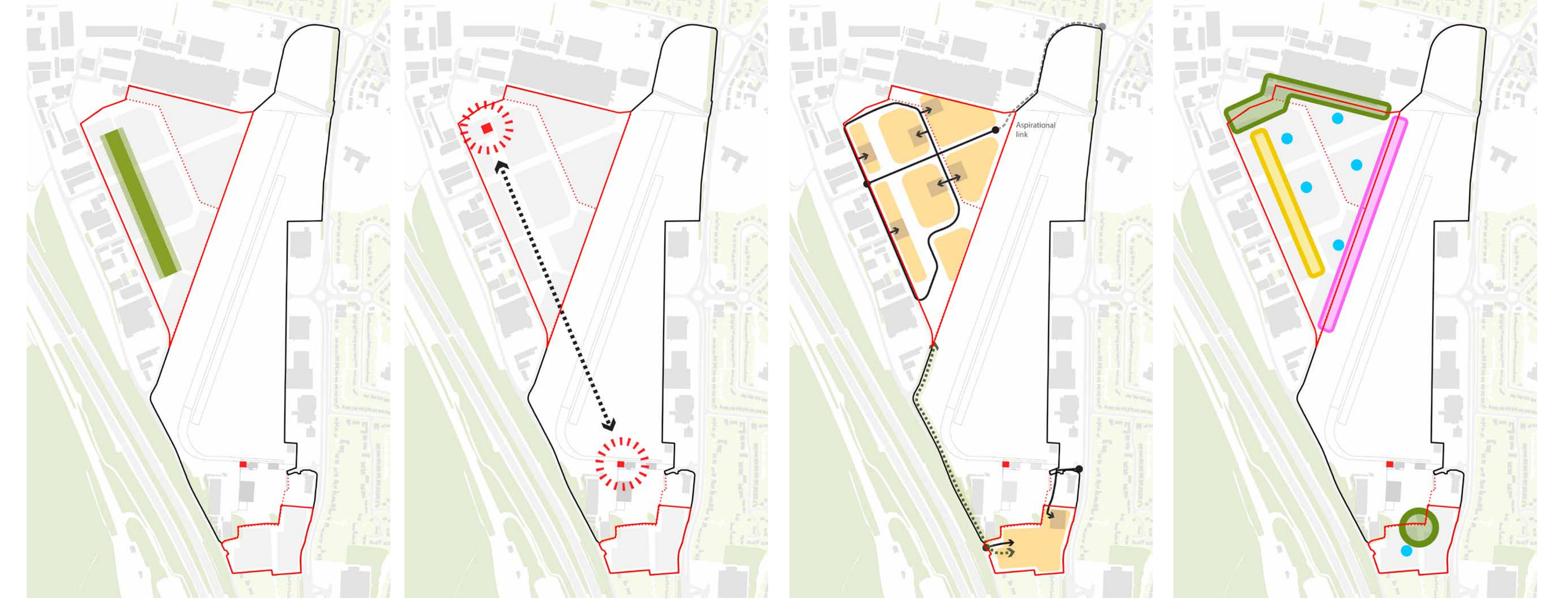
The strategy ensures there will be pedestrian friendly clusters with limited vehicular movement within them. However, essential vehicular access will be provided to all plots, with car parks located at strategic locations.

The two development areas have the potential to be physically linked via a footpath that would pass securely along the site boundary. This physical connection will promote interaction between the two sites and encourage shared use of facilities which, in turn, will assist objectives of reducing car trips.

### LANDSCAPE CHARACTER AREAS

The framework of the runway park and vehicle access road allows plots to come forward over time. Development will come forward in line with the vision for the site and will have one identity, but with the proposed landscape features influencing the identity of each zone of the IPM site. This includes:

- Park edge plots
- Outdoor collaboration 'rooms'
- Orchard planting maintained to acceptable height
- Woodland clusters





# Technical Studies

## INTRODUCTION

A number of technical studies have been undertaken that provide an evidence base and inform the masterplan and its design proposals.

### The studies are as follows:

Air Quality Assessment

Noise Survey

Archaeological & Heritage Impact Assessment

Contamination Survey

Ecological Impact Assessment

Flood Risk and Drainage Assessment

Landscape and Visual Impact Assessment

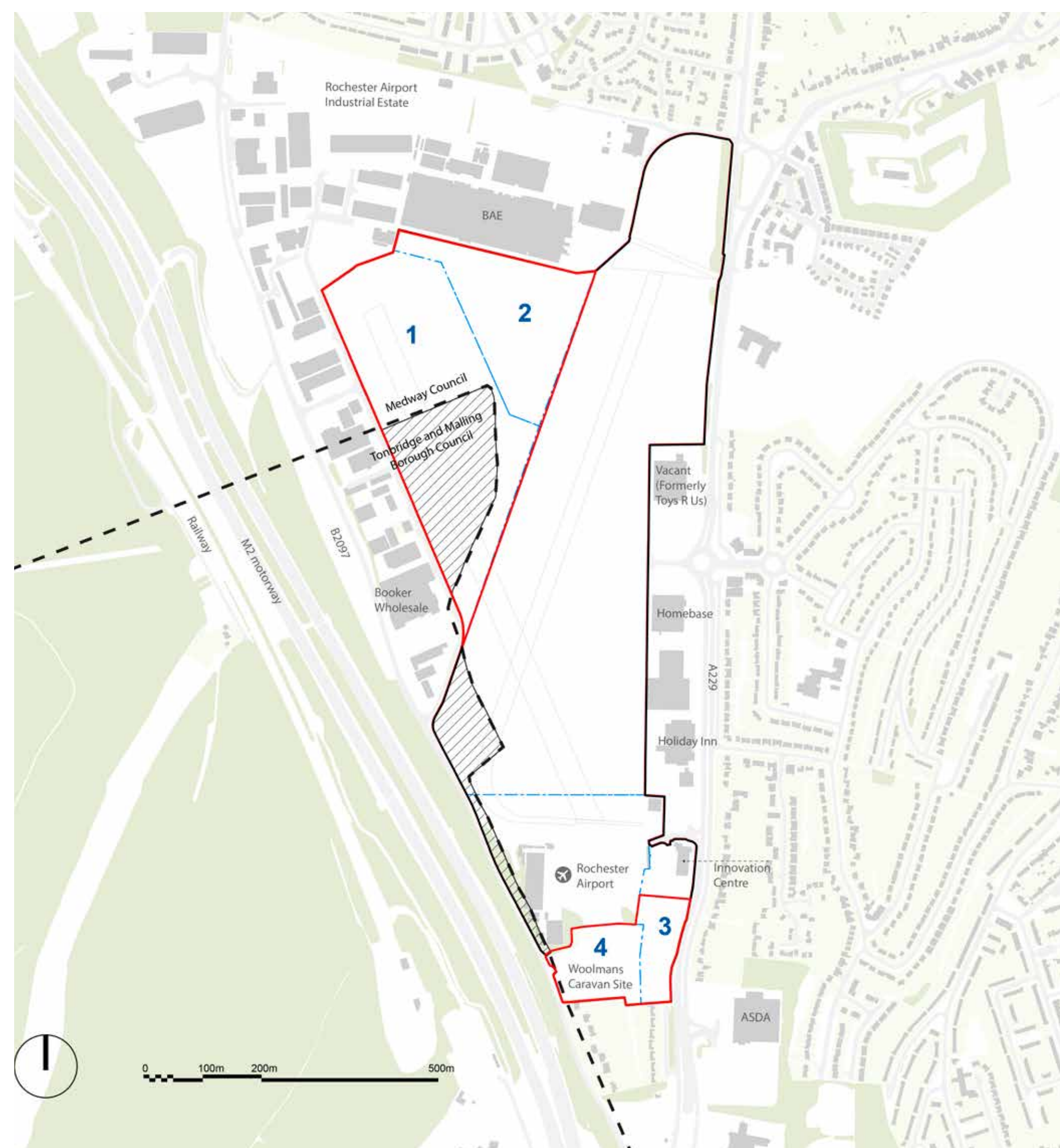
Transport Assessment

Travel Plan

Tree Survey

A summary of the key findings are presented here, with the full reports available online at [www.medway.gov.uk/innovationparkmedway](http://www.medway.gov.uk/innovationparkmedway)

Hard copies are also available to view at Innovation Centre Medway, Medway Council offices (Gun Wharf), Tonbridge & Malling Borough Council offices (Gibson Building), Rochester Community Hub and Chatham Community Hub during the consultation period.



Site Parcels



View looking north towards the Innovation Centre from Parcel 3



View looking north along the western boundary of Parcel 1

## THE SITE

The site is split into two separate areas, to the north and the south of the existing airport site.

**Northern Area:** The Northern Area consists of two distinct parcels.

- The main parcel (Parcel 1) comprises the airport occupied by part of runway 16/34, which contains well-maintained grass.
- The second parcel (Parcel 2) is occupied by BAE Systems. It is a car park area made up of concrete slabs and secured by a palisade fence.

**Southern Area:** The Southern Area also consists of two distinct parcels.

- The eastern parcel (Parcel 3) has concrete remains of structures that have previously been demolished on the site. Part of the site is currently being used as overflow parking for the Innovation Centre, to the north. Within Parcel 3 is a single storey brick structure and fenced compound. It is thought that both are related to utilities supplies within the site and the wider area.
- The western parcel (Parcel 4) is the site of the Woolmans Wood Caravan Park. The site is currently used as a caravan park and has space for approximately 100-125 caravans. The Parcel is surrounded on all boundaries by dense trees, some of which are subject of a Tree Preservation Order (TPO).



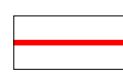
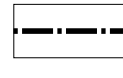

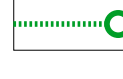





# Transport & Access

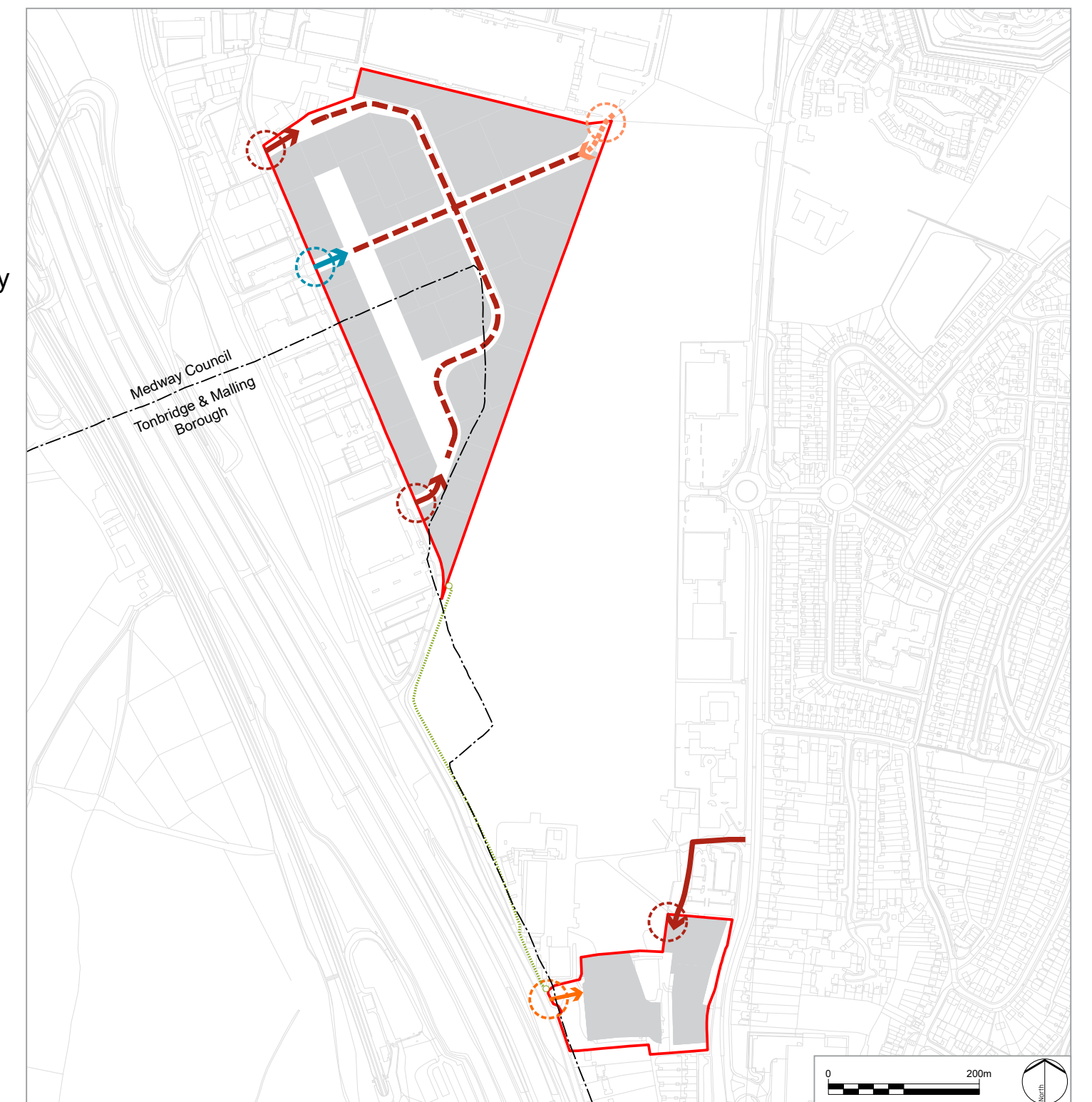
## TRANSPORT ASSESSMENT

The Transport Assessment has analysed traffic data to assess the existing conditions of the site and surrounding area including a review of the local road network, local public transport services, walking and cycling accessibility and analysis of accident records.

Traffic expected to be generated by the proposed development is likely to be within those parameters already established and accepted for development in the Medway area, and therefore will not have additional impacts. Mitigation measures and improvements such as localised junction works and new bus provision may be required in time as the development proceeds; traffic surveys are underway to establish the need for these. The site benefits from good bus, pedestrian and cycle provision, and has potential to support many non-car journeys.

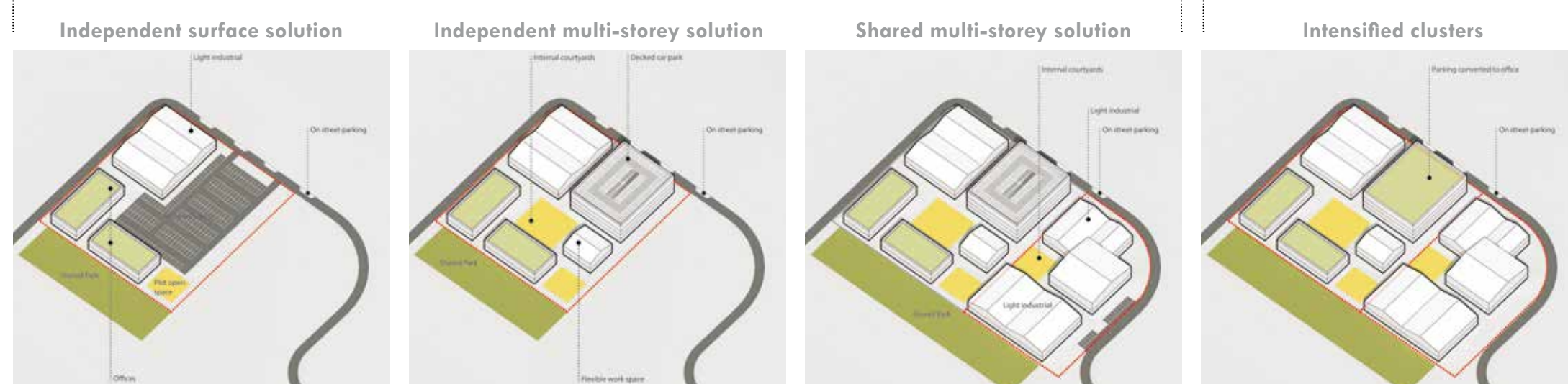
A Travel Plan has been prepared which will aim to reduce the number of single occupancy vehicle journeys to and from the site. It will provide an overview of the existing transport infrastructure and will identify measures that will be introduced in order to meet the Travel plan objectives. Overall, it will help to reduce the impact of travel to and from the site; improve the health and well-being of people using the site; and promote and encourage the use of sustainable modes of travel.

-  Site Boundary
-  Medway Council and Tonbridge & Malling Borough Council Boundary
-  Development Parcels
-  Potential pedestrian link between sites within secured site boundary
-  Primary Access Points
-  Secondary Access Points
-  Potential Long Term Access Points
-  Indicative primary access route
-  Bus priority access



ACCESS PARAMETER PLAN

### FUTURE PROOF PARKING



\*Indicative concepts for illustrative purposes only. Interested parties who deliver plots will need to consider access for deliveries and parking, with the primary route available for additional bays if required and acceptable in planning and design terms

### FUTURE PROOF INFRASTRUCTURE CORRIDOR



\*Indicative concepts for illustrative purposes only

## SITE ACCESS PROPOSALS

A number of points of access are proposed to connect the site to existing highways infrastructure. For the northern site, the central access point from Laker Road is proposed as a bus priority, with cars using the northern and southern access points to access the site. This reduces conflicting movements at the crossroads.

Within each cluster, space is allocated for multi-storey parking which will retain the runway park as a pedestrian friendly environment with vehicles staying outside of this area.

The amount of parking to be provided ensures compliance with the current Medway parking standards. It is noted that these standards are a maximum, therefore reducing parking numbers will maintain compliancy. Minimum requirements will be met for accessible spaces, cycle parking and delivery space off the public highway. This can be managed on independent plots or through the shared use of multi-storey parking structures and servicing areas.

Based on expected demand for parking using trip rates from a similar site, it may be possible to reduce the number of parking spaces in the future.

## PARKING SOLUTIONS AND PREPARING FOR THE FUTURE

To future proof Innovation Park Medway, a variety of parking solutions have been explored which could unlock opportunities for increasing the amount of business space, particularly if means of transport change to more sustainable options in the future.

Whilst plots can come forward independently to be policy compliant with a typical, ground level parking solution, the framework also allows the benefits of multi-storey solutions to be explored which will improve the public realm and provide more car free areas for collaboration. In time, multi-storey parking solutions would allow for more business space and the multi-storey parking structures themselves could be future proofed to allow for conversion into additional employment space.



Illustrative cross-section through the primary access corridor.



# Landscape & Visual

## LANDSCAPE AND VISUAL IMPACT ASSESSMENT

A full Landscape and Visual Impact Assessment (LVIA) has been prepared to inform the masterplan.

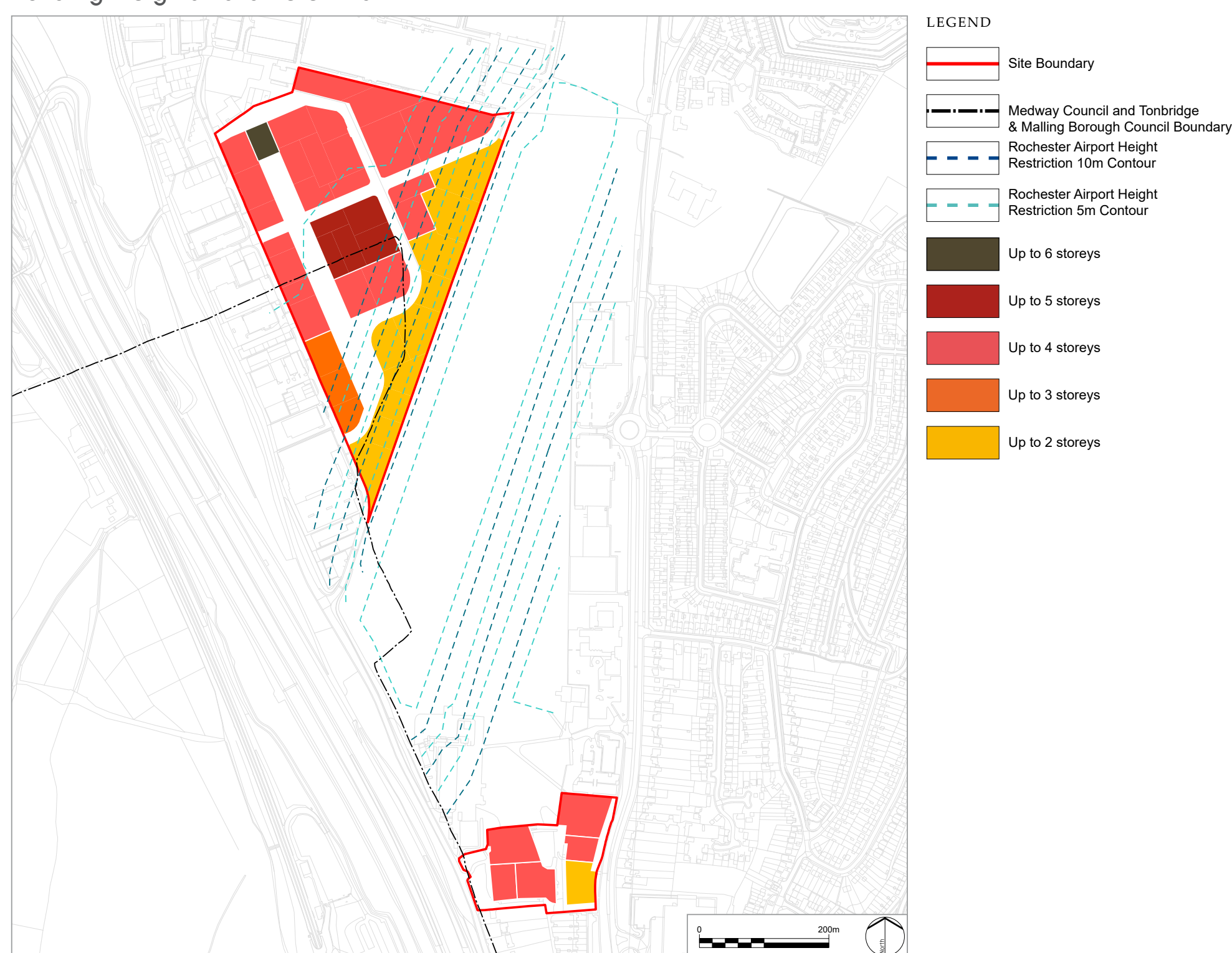
The LVIA includes a review of relevant landscape policies and designations, published landscape character assessments, and fieldwork to assess the existing landscape and visual characteristics of the site and its context.

The site lies within an “Urban and Industrial” area and is located approximately 100m from The Kent Downs Area of Outstanding Natural Beauty (AONB).

The study was informed by a zone of theoretical visibility (ZTV) study which identified the maximum theoretical visibility (allowing for topography, major areas of woodland and settlements) of the proposed development and enabled targeted fieldwork to identify the actual visibility of the proposals.

The assessment identified that there were no significant effects on the surrounding landscape and townscape arising from the proposed development. Intervening woodland and terrain reduces visibility of the proposals, and where the proposals can be seen, they would be viewed in the context of existing buildings in the industrial and employment areas surrounding the site, including the BAE Systems buildings (the highest of which is 23m above ground level) and which exert a strong influence on the surrounding environment.

Building Heights Parameter Plan



## BUILDING HEIGHTS

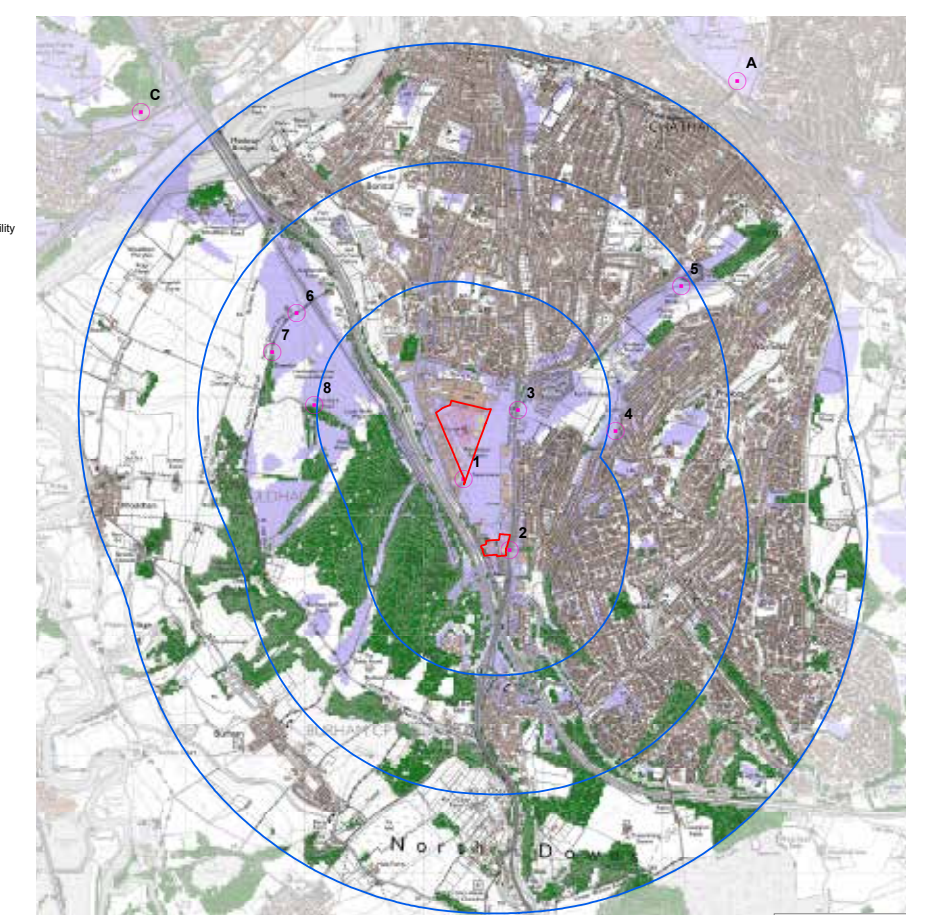
Views to and from the Kent Downs Area of Outstanding Natural Beauty (AONB) are an important consideration for the proposed scheme. Additionally, the height of any proposed development must work within the parameters set by the requirements of the adjacent operational airport.

The parameter plan above summarises airport safeguarding building height restrictions, using a height contour, and also identifies maximum building heights across the site.

The masterplan proposes predominantly 2, 3 and 4 storey buildings, with one strategically located taller landmark building at the north end of the Runway Park at up to 6 storeys. Whilst the illustrative masterplan is flexible, any future proposals for plots will need to consider and respect the maximum height of buildings and structures that may be accommodated within the safeguarded zones and with due consideration of the AONB and its setting.



Topography



Zone of Theoretical Visibility Study (ZTV) and Viewpoint Locations



Photomontage



Photomontage

LD&A DESIGN	Note: the photomontage image has been created by superimposing a view of a 3D model on the photo. It takes account of the screening by topographic features but has not been altered to illustrate the screening effect of intervening vegetation or buildings. Visualisation prepared using Vertigo AR Augmented Reality software	PROJECT TITLE INNOVATION PARK MEDWAY	DRAWING TITLE Viewpoint 7 - Nasheden Down Nature Reserve Photomontage overlay and Photomontage FIGURE 6278_VAR_07 DATE 28/08/2018
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Visualisation: Viewpoint 7

## KEY CONSIDERATIONS

Landscape and Visual considerations have informed the design proposals from the outset, to ensure impacts on the Kent Downs AONB are limited and that the development is in keeping with its surrounding context. Key considerations are as follows:

Proposed buildings should be no higher than the BAE Systems buildings to the north of the site to limit visual impacts on the AONB;

Proposed tall buildings (six storeys or 20m) should be limited to a single plot (effectively a single building);

Proposed buildings across the two site areas should be variable in height, providing a staggered roofline.

Within the southern site area, proposed buildings along the south-eastern boundary should be restricted to no higher than 2 storeys, limiting the impact on the amenity of residential properties to the south.

Other parts of the southern site area are able to accommodate buildings of a similar scale to Innovation Centre Medway.



# Heritage & Archaeology

## ARCHAEOLOGICAL AND HERITAGE IMPACT ASSESSMENT

An Archaeological and Heritage Impact Assessment has been undertaken to inform the masterplanning process. It identifies all known heritage assets potentially affected by the proposed development, whilst also identifying the potential for currently unknown heritage assets.

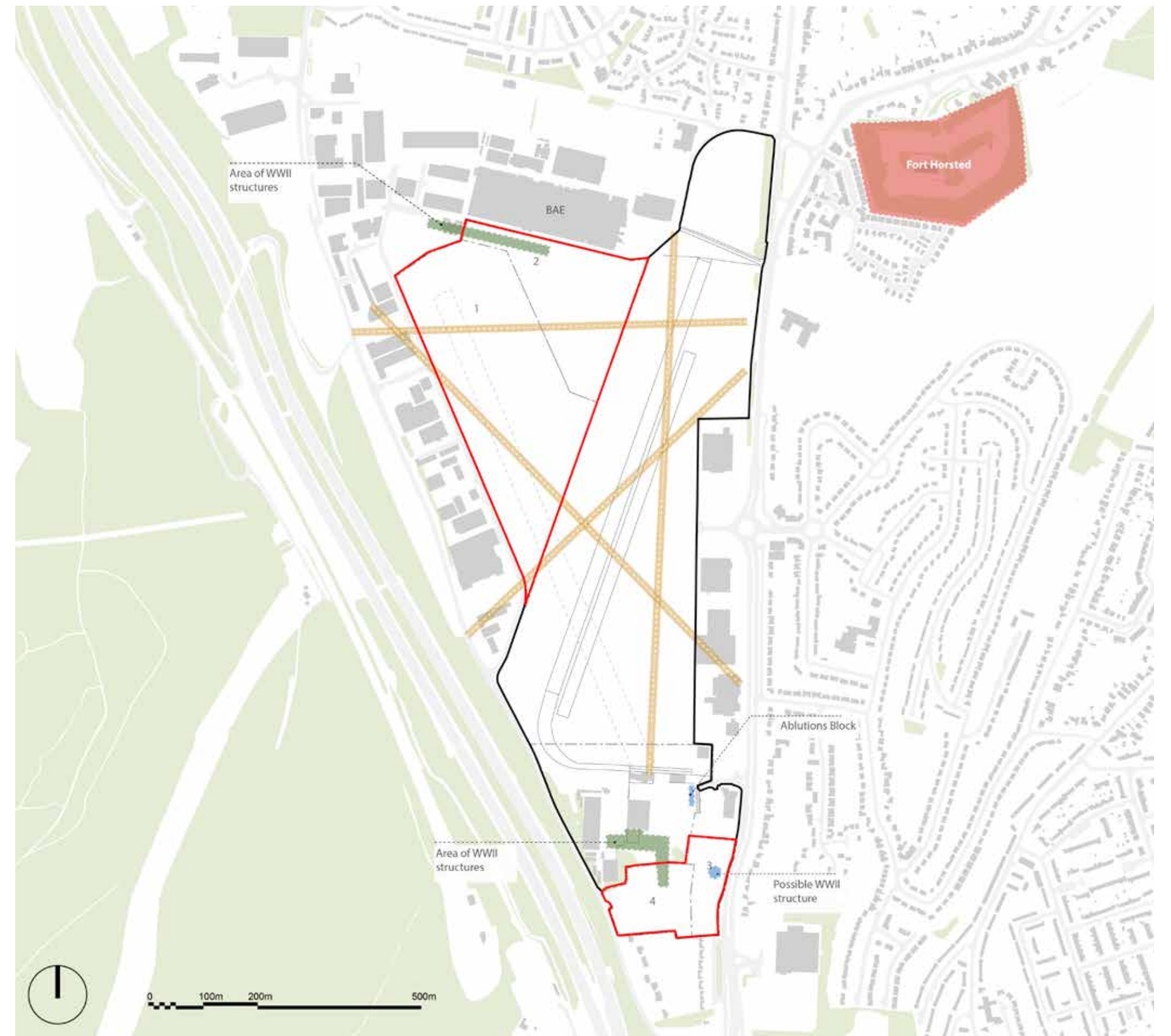
Designated and non-designated heritage assets within 2km of the study area have been identified.

An overview of the historic environment covering prehistoric activity through to post-war development, an historic map exercise and an aerial photograph analysis have been undertaken. Previous desk-based and intrusive archaeological investigations undertaken within the site and study area have also been reviewed.

This baseline review has found that there is a low probability of archaeological remains pre-dating the airfield to survive within the site, although this is slightly higher in some parts of the site due to the proximity of a Roman road.

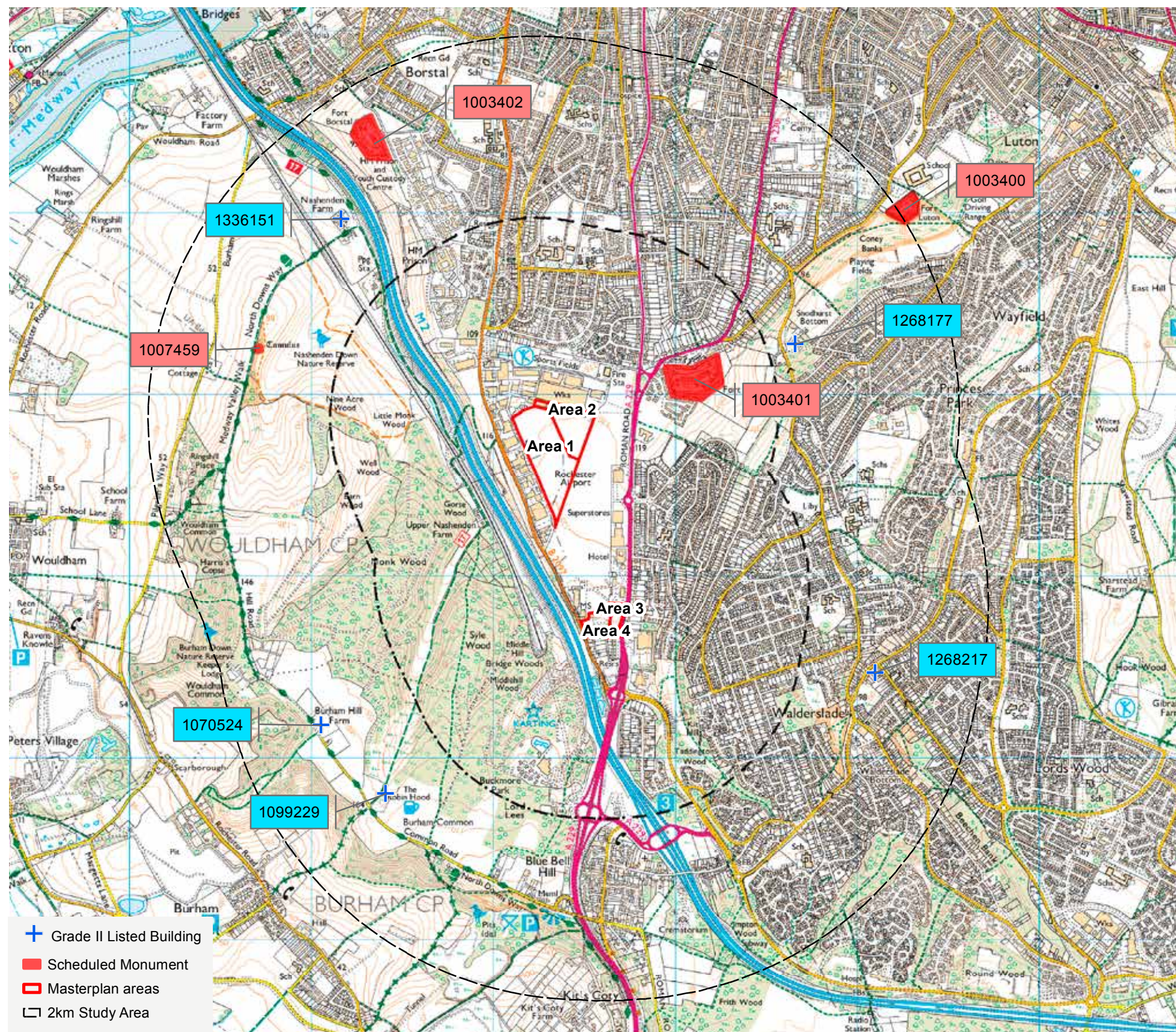
The review also found that below ground remains of WWII structures, some floor surfaces and foundations of a 1940's building and the airfield identifier circle and name from at least 1953 may be present within the site. If present, these would be impacted by the proposed development.

The heritage assessment has also found that development within the masterplanning site will result in visual changes to the setting of five designated heritage assets, including Fort Horsted Scheduled Monument. However, these visual changes are not considered to result in any reduction in the contribution that the setting makes to the significance of these assets.



Airfield Heritage Features

Heritage Assets in the wider area



### SCHEDULED MONUMENTS

- Fort Luton (1003400)
- Fort Horsted (1003401)
- Fort Borstal (1003402)
- Bell barrow in Shoulder of Mutton Wood (1007459)

### GRADE II LISTED BUILDINGS

- Barn at Burham Hill (1070524)
- Robin Hood Public House (1099229)
- Snodhurst Farmhouse and attached outbuildings (1268177)
- The Homestead (1268217)
- Nashenden Farmhouse with Briar Cottage attached (1336151)

## FEATURES OF HERITAGE INTEREST

- The two runways - the line of the 16/34 runway should be retained in the design to allow continued appreciation of the historic interest of the airport.
- Surviving early 20th Century buildings in the south-east of the site, and the presence of WWII defences.
- A water tank and several small structures of unknown function were located within Parcel 3. Below ground remains of these may still be present and may require further investigation to gather information on their function, state of preservation and significance.
- The majority of the former WWII buildings in Parcel 3 have been previously removed, but an "Ablutions Block" remains adjacent to the airport viewing area, and another building standing in the south of Parcel 3 may be of WWII date. These were not examined internally and are likely to require some historic building recording prior to any works being carried out, but are unlikely to merit retention.

## HERITAGE ASSETS IN THE WIDER AREA

- There are 26 Conservation Areas and 780 Listed Buildings within Medway. The site does not lie within a Conservation Area.
- Within 2km of the site there are four Scheduled Monuments (designated for their archaeological interest) and five listed buildings (designated for their architectural and historic interest).
- Although outside of the 2km radius, there are also Scheduled Monuments such as Kit's Coty House Long Barrow, Little Kit's Coty House Megalithic Tomb and White Horse Stone.



# Ecology & Nature Conservation

## ECOLOGICAL IMPACT ASSESSMENT

An Ecological Impact Assessment has been undertaken to inform the masterplanning process. This includes a desktop review, in addition to a phase 1 habitat survey and a number of protected species surveys undertaken during 2018.

A number of statutory and non-statutory designated sites within 10km of the site boundary have been identified. These include a Site of Special Scientific Interest (SSSI), three Special Areas of Conservation (SACs) and two Special Protection Areas (SPAs). In addition, there are two Local Wildlife Sites within 2km of the site. A range of habitats are also present within the site, including semi-improved grassland and lowland broadleaved woodland.

Protected or notable species found during historical or current onsite surveys include bats, dormouse, breeding birds and common lizard.

Overall, based on the nature and location of the proposed development, no adverse effects on statutory or non-statutory designated sites are anticipated. The proposed development would achieve a net gain in biodiversity, in line with guidelines set out in the National Planning Policy Framework. Although some semi-improved neutral grassland will be lost, this loss will be compensated through re-provision off-site.

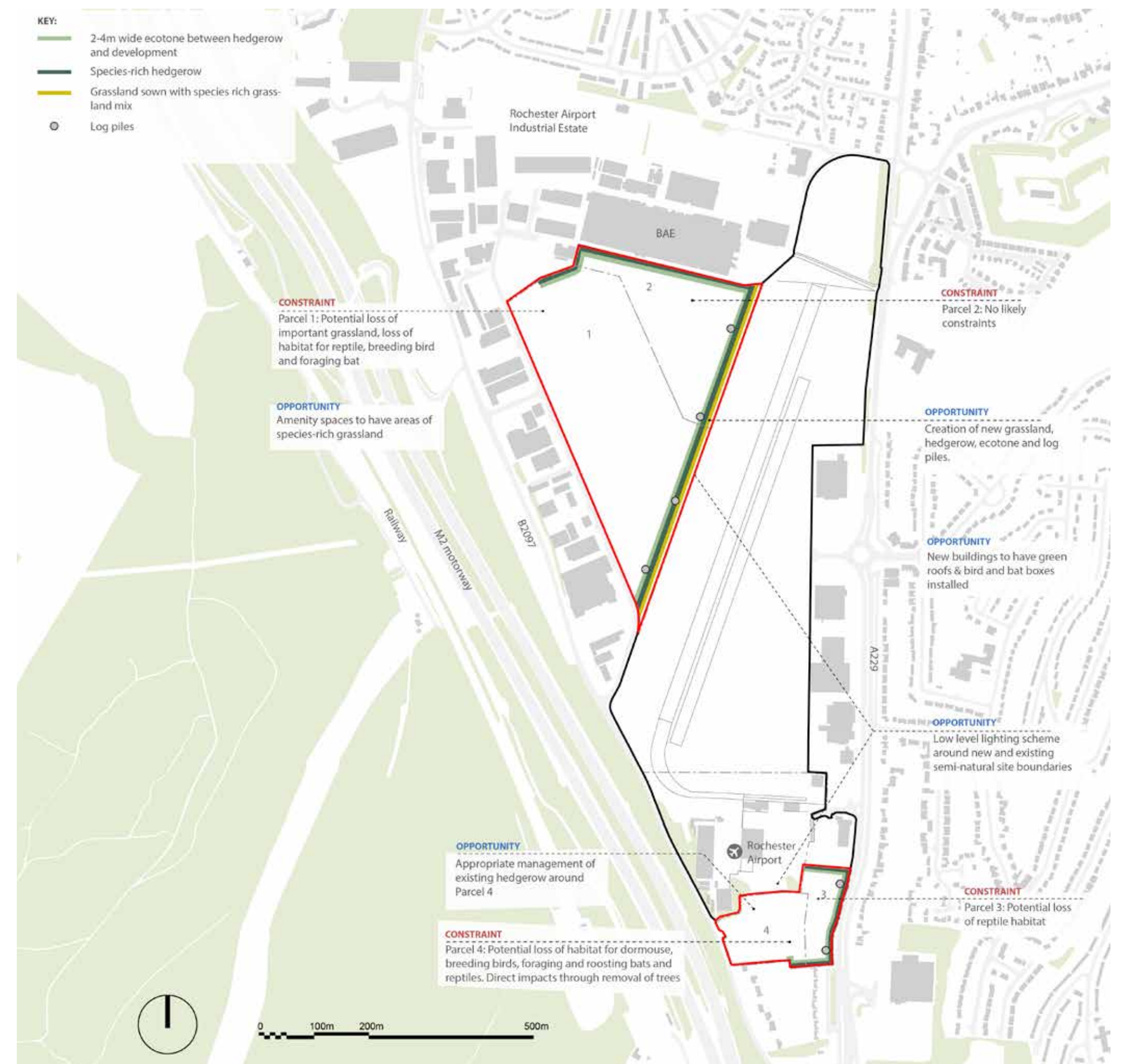
## SUMMARY OF FINDINGS

**Parcel 1** - Supports reptile; common lizard have previously been recorded along the northern boundary. Small numbers of ground nesting birds and foraging bats have also been recorded. The airfield grassland is cut as a meadow and supports a semi-improved grassland community.

**Parcel 2** - Unlikely to support protected species.

**Parcel 3** - No protected species recorded.

**Parcel 4** - Dormouse present in woodland/trees, foraging bats present. Reptile and roosting bat have not been recorded.



Ecological Constraints and Opportunities

## POTENTIAL ECOLOGICAL MITIGATION/COMPENSATION MEASURES

- **Grassland** - The grassland in Parcel 1 is cut once a year and supports a semi-improved community. Its loss will be compensated through either creation of new grassland off-site or contribution towards long-term management/enhancement of a local wildlife site.
- **Woodland** - The woodland is a Habitat of Principle Importance (HPI); Lowland Mixed Deciduous Woodland. The loss of a small number of trees will require compensation through new tree planting on site.
- **Bats** - Bats are present foraging in Parcel 4. Mitigation to avoid impacts to foraging bats will involve the implementation of an appropriate low level lighting scheme on site.
- **Dormice** - Dormice are present within woodland around Parcel 4. A Natural England licence will be required for vegetation clearance here, and mitigation will involve implementation of a low level lighting scheme (as above).
- **Birds** - Breeding farmland birds (skylark) are present in the grassland of Parcel 1 and nesting birds present within scrub and woodland. Mitigation will involve clearance of these habitats to be carried out outside of the bird nesting season (March to August).
- **Reptiles** - Common lizard are present in Parcel 1 grassland and scrub. Mitigation will involve the translocation of common lizard from the Site to a suitable area elsewhere within the airport site.
- **An Ecological Management and Enhancement Plan (EMEP)** will be produced to provide prescriptions for the above mitigation measures, particularly in regard to dormice, birds and reptiles.



Species rich grassland (recommended for proposed amenity areas and grassland ecotone)



# Flood Risk & Drainage

## FLOOD RISK AND DRAINAGE ASSESSMENT

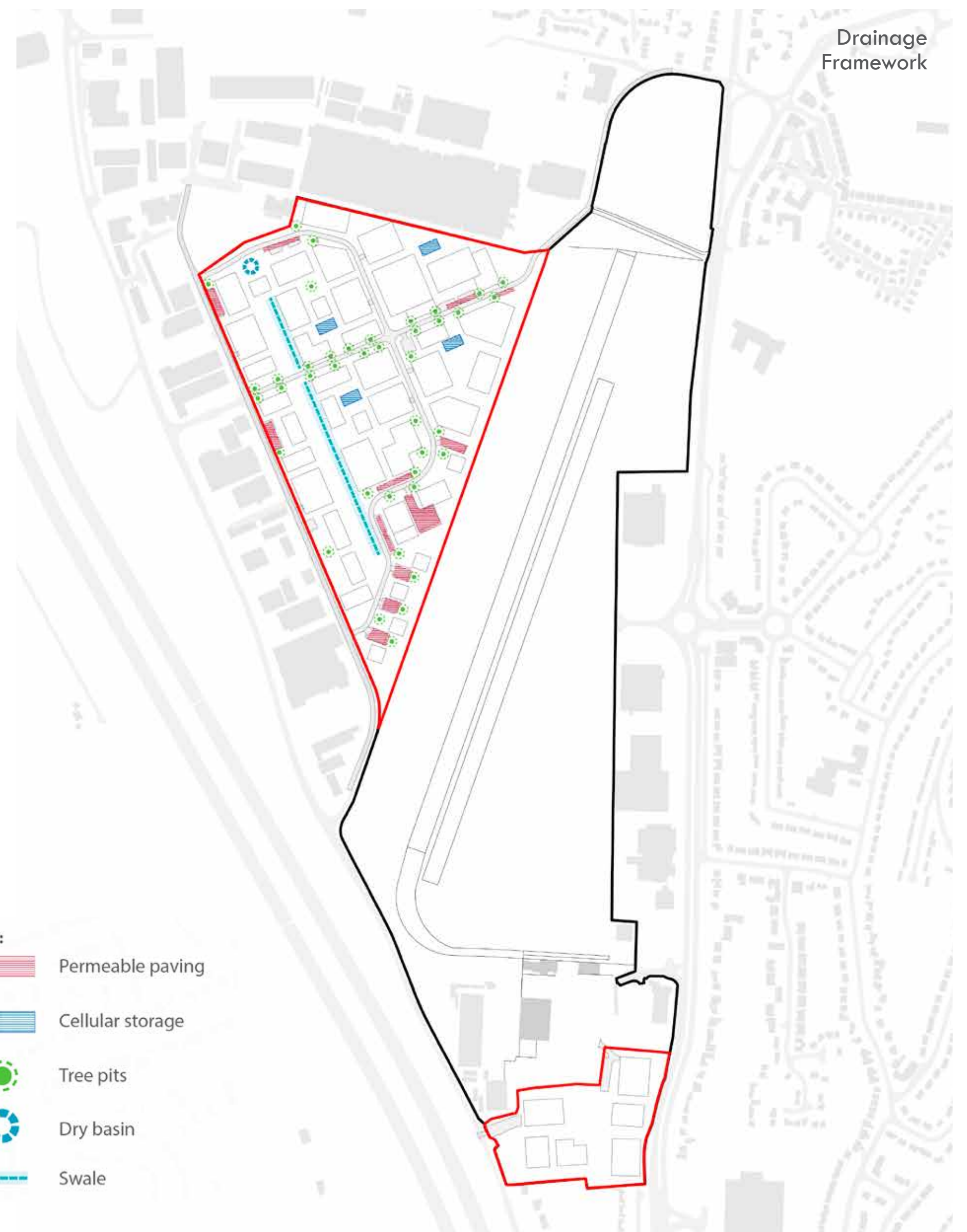
A Level 1 Flood Risk Screening Study has been undertaken for the site and confirms the site is located within Flood Zone 1.

The site is at low risk of flooding from fluvial (river) sources and mostly at low risk of surface water flooding. However, there is a medium risk of flooding from surface water along the northernmost boundary of the site. Site levels currently force the overland routing west to Laker Road and this overland route will be preserved, where possible, through the scheme design. There is also a high risk of surface water flooding in the centre of the existing airport site - however this is outside of the proposed development area.

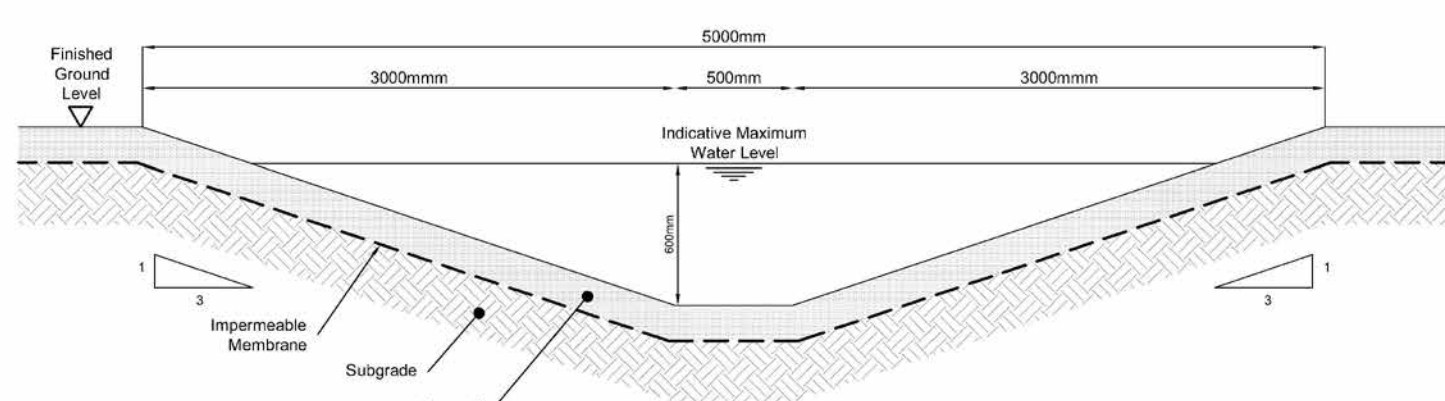
Strategic Flood Risk Assessments (SFRA) do not identify any significant risks of groundwater flooding within the district. Therefore no measures will be necessary to mitigate this.

There are no existing watercourses present on site. The River Medway runs west-east approximately 2.5km to the north of the site. Currently, all surface water on the developed site drains directly into the ground, while overland flow discharges to the west onto Laker Road. Other than the private airport network there are no surface water sewers on the existing site.

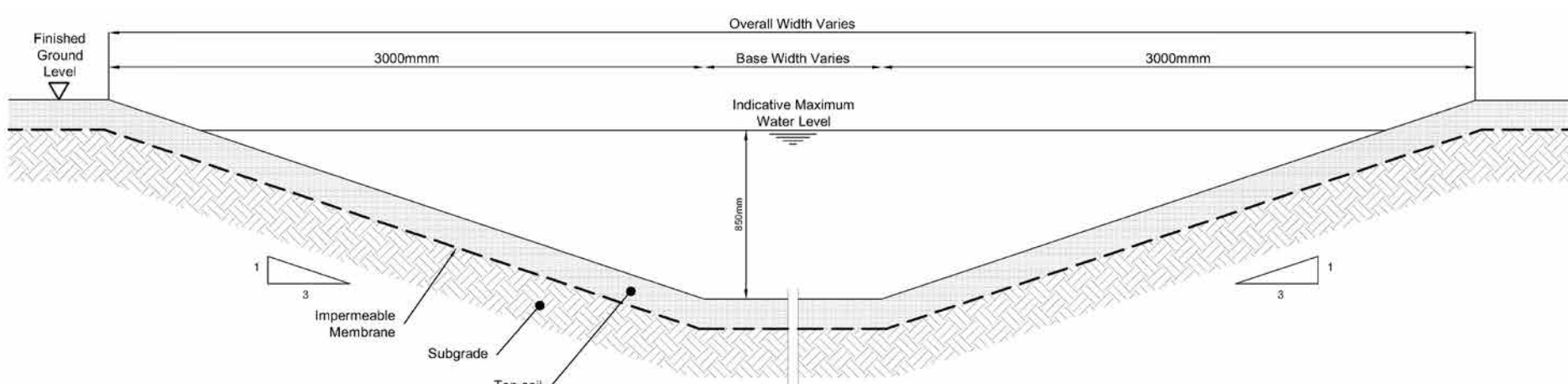
The site geology comprises primarily of superficial deposits of clay with flint, underlain by highly permeable Seaford Chalk strata. Any ground drainage would need to be located within this permeable strata.



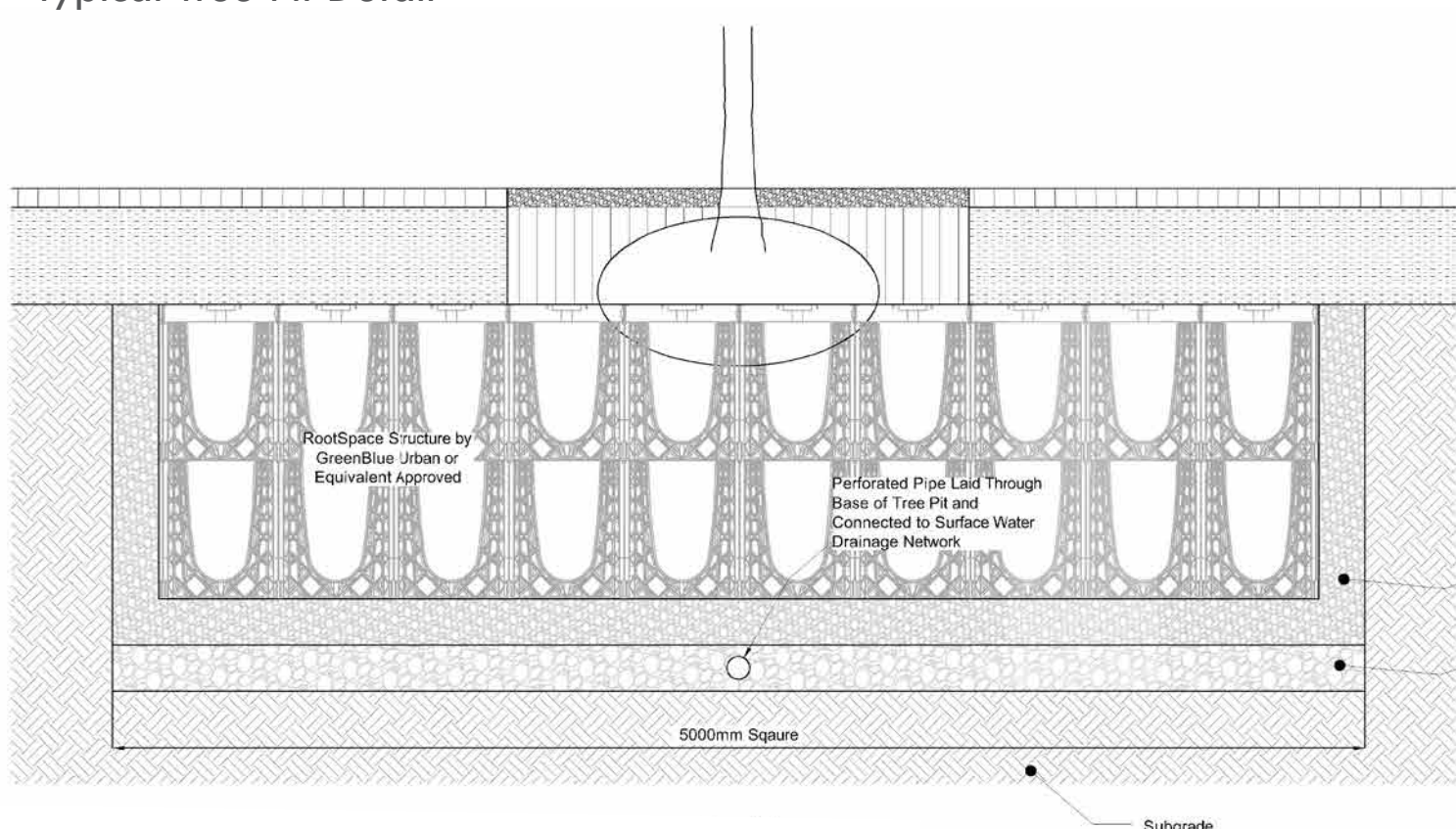
Typical Swale Detail



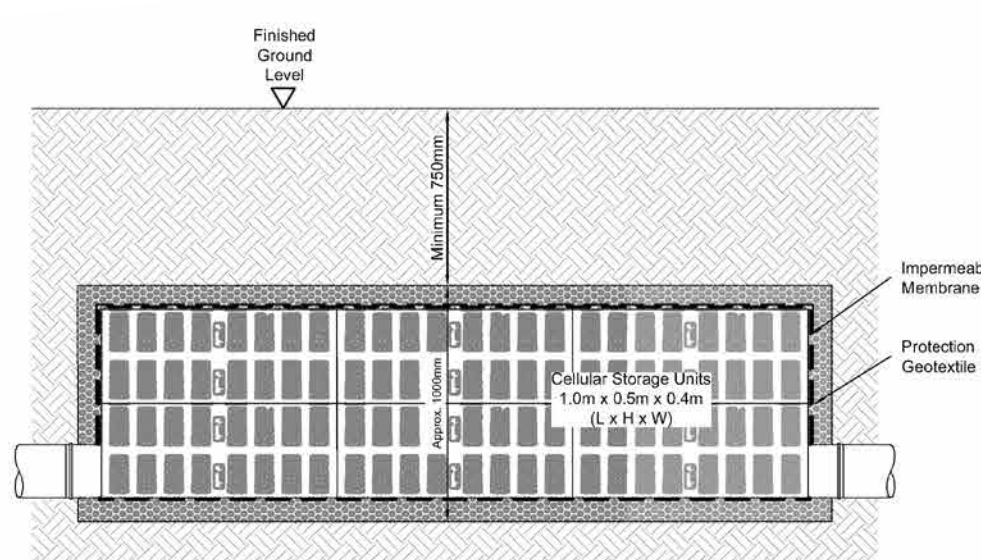
Typical Dry Basin Detail



Typical Tree Pit Detail



Typical Below Ground Cellular Storage



## DRAINAGE STRATEGY

Analysis of the existing ground conditions and drainage rates suggest soakaways are a viable option.

A strategic surface water drainage solution has been prepared for the proposed development based upon a range of ground drainage techniques that can be employed across the development. Surface water flood routing for the proposed development will also route flood water in the extreme events away from building footprints into areas of containment, such as swales and open storage structures along the landscaped green corridor.



## APPENDIX 3: SUMMARY OF QUESTIONNAIRE RESPONSES



## Innovation Park Medway

### Summary of Questionnaire Responses

Q1	Received from:	Key points:	Response:	Further comments:
<b>In which area do you live?</b>				
Chatham	13 respondents	N/A	N/A	N/A
Gillingham	6 respondents	N/A	N/A	N/A
Other (outside the Medway or Tonbridge & Malling areas)	5 respondents	N/A	N/A	<ul style="list-style-type: none"> <li>- Isle of Man</li> <li>- Herne Bay</li> <li>- Maidstone</li> <li>- Wiltshire</li> <li>- Sevenoaks</li> </ul>
Rainham	1 respondent	N/A	N/A	N/A
Rochester	7 respondents	N/A	N/A	N/A
Rural Areas of Medway	3 respondents	N/A	N/A	N/A
Strood	1 respondent	N/A	N/A	N/A
Tonbridge and Malling	4 respondents	N/A	N/A	N/A
Unknown	2 respondents	N/A	N/A	N/A
<b>Total Respondents: 42</b>				
Q2	Received from:	Key points:	Response:	Further comments:
<b>Would you like to see the establishment of Innovation Park Medway as a high quality commercial development that can attract high value businesses?</b>				
Don't Know/No Opinion	4 respondents	<ul style="list-style-type: none"> <li>• Already existing employment sites preferable over airport. Fears smaller airport will lead to safety issues/aircraft congestion</li> </ul>		Key Issues: <ul style="list-style-type: none"> <li>• Health &amp; Safety Concerns</li> <li>• Preference for already existing employment areas</li> </ul>

		<ul style="list-style-type: none"> <li>• Not sure of Medway council's ability to deliver a high quality development</li> <li>• Concerns over amount of car parking generated and traffic movements on already busy road. Highway safety issues and concern that road infrastructure cannot cope</li> </ul>		<ul style="list-style-type: none"> <li>• Highways issues</li> </ul>
No	12 respondents	<ul style="list-style-type: none"> <li>• Concern that regeneration will not work, perceived as a marketing exercise</li> <li>• Highways concerns/road infrastructure will be unable to cope</li> <li>• Depletion of local wildlife</li> <li>• Many existing business premises are vacant. More should not be built</li> <li>• Proposed development plans do not allow airport to function as part of a reliable transport system. Doesn't allow potential for airport to be part of national aviation infrastructure</li> <li>• Loss of onsite free parking</li> </ul>		<ul style="list-style-type: none"> <li>• Highways issues</li> <li>• Ecological issues</li> <li>• Concerns over existing vacant buildings</li> <li>• Preference for airport use only/improvements</li> <li>• Loss of parking provision</li> <li>• Fails to address community needs/jobs</li> <li>• Noise pollution</li> </ul>

		<ul style="list-style-type: none"> <li>• Doesn't address needs of population- the need for low cost/low skilled jobs.</li> <li>• Principle of Innovation Park supported but proposed location is not</li> <li>• Development will result in built-up landscape. Benefit only to investor/business</li> <li>• Unacceptable Noise levels associated from traffic/air movements will increase</li> <li>• Pollution</li> <li>• Preference for another hospital over this development</li> <li>• Preference for airport improvements instead</li> </ul>		<ul style="list-style-type: none"> <li>• Preference for provision of community services</li> </ul>
Yes	24 respondents	<ul style="list-style-type: none"> <li>• Supported insofar as it doesn't 'upset' surrounding areas</li> <li>• Support for high value employment</li> <li>• Support new business park and expansion of current business park however objections to the use of the BAE Systems land which currently comprises of their largest car park.</li> <li>• Supported but traffic concerns</li> </ul>		<ul style="list-style-type: none"> <li>• High skilled jobs supported</li> <li>• Object to use of BAE land</li> <li>• Highways concerns</li> <li>• Support for economic growth</li> <li>• Support for links to innovative organisations</li> </ul>

		<ul style="list-style-type: none"> <li>• Key opportunity to establish further enterprise and business networking, providing economic growth, putting Medway firmly on the map as a hotspot for business.</li> <li>• Attract new employers and offer high quality jobs to local and re-locating residents.</li> <li>• There has been a lack of high tech business in the area. It will bring much needed jobs and competition to the area</li> <li>• Interest in moving business to Park</li> <li>• Available office space at Innovation Centre Medway has helped local business to grow. Space is limited so expansion is necessary</li> <li>• Possible availability of nearby links to innovative organizations, academic institutions together with the adjacent thriving General Aviation airport and heritage centre seen as beneficial to businesses/charities.</li> <li>• Good opportunity for people to work in Medway over commuting to London</li> </ul>		<ul style="list-style-type: none"> <li>• Support but requires more parking space</li> <li>• Support but argue for residential development inclusion</li> </ul>
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		<ul style="list-style-type: none"><li>• Supported but would like to see more parking on Temple on Lankester Parker Road within the Plan</li><li>• Provision of quality employment opportunities</li><li>• Modern flexible accommodation for people wishing to start or to grow their businesses is scarce because residential values are far higher</li><li>• Excellent opportunity to create a high quality commercial development which will provide a major boost to Medway and the surrounding area. It is ideally located to serve and benefit existing residents and business of Medway, and benefits from excellent transport connections sitting in close proximity to the A2 and A229. Would suggest that the development would be complemented and enhanced through the inclusion of an element of residential development, to add a further mix/ variety of uses.</li></ul>		
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Q3	Received from:	Key points:	Response:	Further comments:
<b>Do you agree or disagree with the vision for Innovation Park Medway?</b>				
Agree	15 respondents	<ul style="list-style-type: none"> <li>• Strong vision. Unsure of availability to deliver</li> <li>• Support in principle, do not support location</li> <li>• Forward thinking growth</li> <li>• Supportive of provision of employment opportunities, however concerns regarding infrastructure</li> <li>• Vision supported but much more planning for and changes to the road network needs to be undertaken</li> <li>• Much needed however should also recognize the value of some of the businesses associated with the airport</li> <li>• Support the vision-sustainable and effective and much-needed</li> <li>• A development of this kind should help foster wider regeneration to the benefit of existing residents and businesses. Would suggest that the vision be amended to: "to create a high quality mixed-use environment, featuring a mix of residential</li> </ul>		<ul style="list-style-type: none"> <li>• Infrastructure concerns/road network concerns</li> <li>• Support but would suggest residential element incorporated</li> </ul>

		uses and employment opportunities, to provide collaborative networking opportunities and encourage innovation in the local economy.”		
Disagree	5 respondents	<ul style="list-style-type: none"> <li>• Site should stay as an airport and be allowed a chance to operate properly and thrive. Many other sites are available for development.</li> <li>• To fill highly skilled vacancies I can foresee an influx of people moving to Medway, forcing current residents further out of the housing market as rents and house prices increase.</li> <li>• Agree with the premise of the innovation park and the maintaining of the Airport, issues with the phase 4 of the plan which then utilises the currently BAE Systems owned/leased land which currently comprises of their main and largest car park for the site. The land should be developed for the use of BAE Systems. The company and specifically the site is expanding and could benefit from the land being</li> </ul>		<ul style="list-style-type: none"> <li>• Preference for airport use</li> <li>• Will lead to housing market outpricing</li> <li>• Object to loss of BAE land/parking</li> </ul>

		<p>developed for the use of the company in to new buildings and outdoor space. The use of the land for the innovation centre would also not be suitable as a link through to Marconi Way is also proposed and considering the BAE Systems site is a secure site, this would open up the site to a host of security aspects if a main road link was added through the site.</p> <ul style="list-style-type: none"> <li>Given the problems with developing Gillingham Street perhaps an area around the river in Gillingham could have been chosen for this development</li> </ul>		
Neither Agree nor Disagree	4 respondents	<ul style="list-style-type: none"> <li>I agree with the vision for high quality employment opportunities in Medway, but do not agree with 'destroying' one high quality opportunity with another one. A good airport is crucial for not just Medway but for the whole country. Could lead to a lack of future aviation opportunities.</li> <li>Woolman's Wood is adjacent to residential properties</li> </ul>		<ul style="list-style-type: none"> <li>Concerns with loss for aviation opportunities</li> <li>Impact on amenity of neighbouring properties and value</li> </ul>



		which could be impacted/decrease in value. More consideration for residents.		
Strongly Agree	9 respondents	<ul style="list-style-type: none"> <li>• The integration of greenways, outdoor spaces &amp; high-quality public realm will encourage collaborative networking opportunities; enterprising with a social approach. New units will facilitate businesses to take up the opportunity to innovate and grow at the economic heart of Medway.</li> <li>• Important regeneration opportunity, will improve quality of life and reduce poverty for local residents. More opportunities for people leaving education too.</li> <li>• Good use of land</li> <li>• It has vision and capitalises on existing strengths. The communications links and the utilisation of available space freed up by the symbiotic redevelopment of Rochester airport and integration with the existing business park while at the same time not threatening</li> </ul>		<ul style="list-style-type: none"> <li>• Improved quality of life</li> </ul>

		the amenities and enjoyment of homes in the vicinity has great charm.		
Strongly Disagree	7 respondents	<ul style="list-style-type: none"> <li>The infrastructure road networks do not support this plan. Previous failed Innovation Parks. Plenty of business units already not occupied. Increased air pollution from increased flights. Loss of valuable green space for wild life. Need to use existing vacant buildings.</li> <li>Do not agree with travel plan</li> <li>Concern surrounding infrastructure will not be able to cope/too much pressure on local infrastructure</li> </ul>		<ul style="list-style-type: none"> <li>Road network/infrastructure concerns</li> <li>Concerns over existing vacant business units</li> <li>Air pollution</li> <li>Loss of green space</li> <li>Ecological issues</li> <li>Concerns with travel plan</li> </ul>

Q4	Received from:	Key points:	Response:	Further comments:
<b>Do you agree with the proposed land uses for Innovation Park Medway?</b>				
(a) Research and development offices (B1)				
Don't Know	1 respondent			
No	10 respondents			
Yes	28 respondents			
<b>Do you agree with the proposed land uses for Innovation Park Medway?</b>				
(b) Light industrial manufacturing (B2)				
Don't Know	2 respondents			
No	14 respondents			
Yes	23 respondents			

Do you agree with the proposed land uses for Innovation Park Medway? (c) Small proportion of shops and services				
Don't Know	3 respondents			
No	12 respondents			
Yes	24 respondents			
Do you agree with the proposed land uses for Innovation Park Medway? (d) Greenspace (parks and open spaces)				
Don't Know	2 respondents			
No	5 respondents			
Yes	31 respondents			
Do you agree with the proposed land uses for Innovation Park Medway? (e) Multi storey car parking capable of redevelopment for business space				
Don't Know	4 respondents			
No	14 respondents			
Yes	21 respondents			

Q5	Received from:	Key points:	Response:	Further comments:
The draft Masterplan proposes buildings ranging in height from 1-6 storeys. Do you consider the site and its location are suitable for buildings of this height?				
Agree	10 respondents	<ul style="list-style-type: none"> <li>The capacity needs to be high enough to attract the right kind of business and maximise returns on investment</li> <li>Necessary but not aesthetically desirable</li> </ul>		<ul style="list-style-type: none"> <li>Aesthetic concerns</li> <li>Taller buildings as more efficient but to be balanced with</li> </ul>

		<ul style="list-style-type: none"> <li>The site is large enough to contain a mix of densities, and this should include taller buildings to make an efficient use of land. However it is important that this is balanced and has regard to the surrounding built and natural environment.</li> <li>Height is not an issue. These buildings would fit in with surrounding environment</li> </ul>		surrounding area
Disagree	8 respondents	<ul style="list-style-type: none"> <li>Intensity of development is probably not viable but in any event such a comprehensive development with no flexibility will commit whole area to early obsolescence.</li> <li>High rise blocks disfigure the natural beauty of the area. Perhaps these buildings could be designed to blend in with the landscape</li> <li>Would prefer 1-3 storeys as any higher would encroach on skyline</li> <li>Should be limited to 4 stories</li> <li>6 story high buildings may be a hazard for the aircraft and may spoil the skyline</li> </ul>		<ul style="list-style-type: none"> <li>Heights as too high, preference for 1-4 storeys</li> <li>Increased height as a hazard for aircraft</li> <li>Negative effect to skyline</li> </ul>
Neither Agree nor Disagree	3 respondents	<ul style="list-style-type: none"> <li>The maximum height of the buildings should be carefully examined and controlled to</li> </ul>		<ul style="list-style-type: none"> <li>Building height needs to be balanced</li> </ul>

		<p>ensure that there is no safety impact at the adjacent Rochester City Airport. Similarly, the impact on the skyline view enjoyed by residents should not be harmed.</p>		<p>with airport/safety</p> <ul style="list-style-type: none"> <li>• Should ensure no harm to skyline view</li> </ul>
Strongly Agree	6 respondents	<ul style="list-style-type: none"> <li>• It is a large expanse of unused space. A change of usage/additional usage is sensible.</li> <li>• Increased height would match surrounding buildings</li> <li>• Would not interfere with historic Rochester skyline</li> </ul>		<ul style="list-style-type: none"> <li>• increased building height as matching surrounding area</li> </ul>
Strongly Disagree	13 respondents	<ul style="list-style-type: none"> <li>• Increased height and density would lead to more traffic and congestion</li> <li>• If airport continues to operate buildings should be low to comply with aviation safety</li> <li>• Lots of empty business units, high rise business units unnecessary</li> <li>• There are alternatives for more 1-6 storey industrial buildings without impacting a green space at Rochester Airport. Alternatives were put forward at the previous draft masterplan enquiry that included Capstone,</li> </ul>		<ul style="list-style-type: none"> <li>• Traffic and congestion concerns</li> <li>• Higher buildings as not complying with aviation safety</li> <li>• Visually obtrusive to AONB &amp; Medway Valley</li> </ul>

		<p>Lodge Hill and a variety of other sites.</p> <ul style="list-style-type: none"> <li>• Confusion over the following: P37 states "the height of the buildings should not be overbearing to the amenity of the residential properties" however P57 suggests a multideck 5 storey car park. P57 also suggest buildings on plot 3 + 4 will be at 2 stories but P97 say they could be up to 4 stories. Which is correct, especially to be in line with the quotation above?</li> <li>• The site is visible from a fairly long distance away (ie other side of the Medway valley) &amp; is adjoining the North Downs A.O.N.B &amp; no buildings should be allowed on the actual skyline, as they will be visually obtrusive.</li> <li>• Proposed height not in keeping with the area</li> </ul>		
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Q6	Received from:	Key points:	Response:	Further comments:
The draft Masterplan proposes additional buildings of employment use in the southern parcel of land alongside the existing Innovation Centre site. Do you agree with development in this location?				

Agree	9 respondents	<ul style="list-style-type: none"> <li>• Good location for development next to existing building and hotel</li> </ul>		
Disagree	5 respondents	<ul style="list-style-type: none"> <li>• I do not see that these buildings would be of use to local people or businesses. They are far away from the main innovation ark. Perhaps the area could be changed to recreational use for sports such as a dirt bike track, bmx area or skate park. These activities would allow the woodland to be kept and the tracks maintained within and around the trees, making for more exciting outdoor tracks/parks. Or for caravan park to stay.</li> <li>• Does not connect with road network</li> <li>• Congestion issues</li> </ul>		<ul style="list-style-type: none"> <li>• Buildings as located too far from 'innovation arc'</li> <li>• Support instead for leisure/recreation use of this space</li> <li>• Southern site does not integrate with road network</li> <li>• Congestion and traffic concerns</li> </ul>
Neither Agree nor Disagree	6 respondents	<ul style="list-style-type: none"> <li>• I am not sure whether the success of the southern part of the overall site will match that of the northern part. Restricted connectivity between the two sites will make the southern parcel of land rather isolated.</li> </ul>		<ul style="list-style-type: none"> <li>• Concern southern and northern site will not match/integrate</li> <li>• Restricted connectivity between sites could lead to isolation</li> </ul>

Strongly Agree	8 respondents	<ul style="list-style-type: none"> <li>No other use of space, development supported</li> <li>This land is readily accessible, could be developed soon and is of scale that lends itself to smaller scale buildings more suited to start-up businesses that do not necessarily require conventional offices.</li> <li>These buildings would provide the link to the Innovation Centre, the airport and importantly to a heritage park and public amenity.</li> </ul>		<ul style="list-style-type: none"> <li>Suitable, accessible land for smaller scale buildings</li> <li>These buildings provide good link to innovation centre, heritage park and public amenity</li> </ul>
Strongly Disagree		<ul style="list-style-type: none"> <li>Airport should operate as an airport, industrial buildings should be built elsewhere</li> <li>The infrastructure needs to be improved for the road network before any further building takes place. Not meeting needs of local people</li> <li>Existing premises need to be utilised</li> <li>Should focus on improving airport and the benefits it could bring</li> <li>Issues with site access</li> </ul>		<ul style="list-style-type: none"> <li>Preference for use of site as an airport /improvement of airport</li> <li>Need for infrastructure improvements</li> <li>Need to utilise existing premises</li> <li>Site access concerns</li> </ul>
<b>Q7</b>	<b>Received from:</b>	<b>Key points:</b>	<b>Response:</b>	<b>Further comments:</b>
The draft Masterplan proposes a range of open spaces including a runway park for cycling, jogging and a place for collaboration, space for flexible outdoor activities together with woodland walks, boulevards, orchards and meadows.				



**Do you think it is important to provide these within the scheme?**

Agree	9 respondents	<ul style="list-style-type: none"> <li>• To relax provided is a safe environment</li> <li>• Question over whether this is practicable? Will there be open space following development?</li> </ul>		
Disagree	2 respondents	<ul style="list-style-type: none"> <li>• Out of character/space is limited</li> </ul>		<ul style="list-style-type: none"> <li>• Space too limited</li> </ul>
Neither Agree nor Disagree	4 respondents	<ul style="list-style-type: none"> <li>• As long as buildings do not sprawl</li> <li>• Outside space is needed, unsure of the ratio</li> <li>• If there is a development, then as much green space as possible should be created. As plan C indicates.</li> </ul>		<ul style="list-style-type: none"> <li>• Support but argue for prevention of sprawl</li> <li>• Support for green space</li> </ul>
Strongly Agree	19 respondents	<ul style="list-style-type: none"> <li>• Would provide pleasant environment, would be of benefit to local community</li> <li>• This is a modern requirement for this kind of development</li> <li>• Add to surrounding facilities and provide space for local residents</li> <li>• More recreational space; encourage fitness, wellbeing and sense of community</li> <li>• Ensure business park does not feel too industrial</li> <li>• Green space is limited</li> </ul>		<ul style="list-style-type: none"> <li>• Benefits to local residents</li> <li>• Recreational, wellbeing and fitness space</li> <li>• Benefits local identity and character</li> <li>• Leisure benefits</li> <li>• Sustain wildlife habitats</li> <li>• Importance of trees as visual</li> </ul>

		<ul style="list-style-type: none"> <li>• Need a quality landscaping scheme</li> <li>• High quality public realm leads to establishing a sense of identity and local character</li> <li>• Importance of merging work and leisure</li> <li>• Need to properly maintain the area, sustain wildlife habitats</li> <li>• Important for trees to act as noise and visual barrier</li> </ul>		and noise barrier
Strongly Disagree	6 respondents	<ul style="list-style-type: none"> <li>• Preference for use of space for free parking</li> <li>• Preference for space to remain airport not park</li> <li>• Concerns that will result in looking 'man-made'</li> </ul>		<ul style="list-style-type: none"> <li>• Preference for site for parking use only</li> <li>• Preference for airport</li> <li>• Aesthetic concerns</li> </ul>
<b>Q8</b>	<b>Received from:</b>	<b>Key points:</b>	<b>Response:</b>	<b>Further comments:</b>
<b>The design principles are based around achieving a healthy environment for the business community, promoting social unity, access to greenspace and minimising energy usage.</b>				
<b>Do you think creating a healthy environment for everyone should be a key design principle?</b>				
Agree	13 respondents	<ul style="list-style-type: none"> <li>• As long as the health and wellbeing of the residents of Rochester and Maidstone Roads are considered</li> </ul>		
Disagree	1 respondent			
Neither Agree nor Disagree	5 respondents	<ul style="list-style-type: none"> <li>• Buildings should be environmentally efficient</li> </ul>		<ul style="list-style-type: none"> <li>• Support for green</li> </ul>

		<p>using green technology and ensuring no energy is wasted. Construction methods should also be environmentally effective minimising the use of cement based materials</p> <ul style="list-style-type: none"> <li>• Agree with this statement in general terms, whether or not it should apply to this particular site is very questionable</li> <li>• Overall design principles aim to achieve these aims for sustainable development, however in order to promote true social unity and sustainable development, the site should incorporate an element of residential development</li> </ul>		<p>technology and efficient construction methods</p> <ul style="list-style-type: none"> <li>• Support for sustainable development</li> <li>• Support but suggest residential development</li> </ul>
Strongly Agree	16 respondents	<ul style="list-style-type: none"> <li>• Business parks should be inclusive to all people who might use them and generally speaking they are just a lot nicer with outdoor areas and encourage people to take time out away from the office environment.</li> <li>• Should this go ahead there is a chance to create a landmark statement about Green principles</li> </ul>		<ul style="list-style-type: none"> <li>• Support for energy efficiency, social and environmental benefits</li> </ul>

		<ul style="list-style-type: none"> <li>• A healthy and sustainable work environment will aid people's productivity and support the approach of innovation at the Park.</li> <li>• Locally produced energy can be far more efficient and if visible can foster a greater social and environmental awareness.</li> <li>• These should be the design goals for every project. The fact that this plan could achieve them relatively easily and already has them incorporated at the planning stage speaks strongly in favour of adoption of the plan.</li> </ul>		
Strongly Disagree	4 respondents			
<b>Q9</b>	<b>Received from:</b>	<b>Key points:</b>	<b>Response:</b>	<b>Further comments:</b>
<b>ACCESS TO THE NORTHERN ZONE</b> Do you agree that the main access for the northern zone should be from the B2097/Rochester Road and Laker Road?				

Don't Know	7 respondents			
No	13 respondents			
Yes	19 respondents			
<b>ACCESS TO THE SOUTHERN ZONE</b>				
Do you agree that the access for the southern zone should be from the B2097/Rochester Road and the A229/Maidstone Road?				
Don't Know	5 respondents			
No	18 respondents			
Yes	16 respondents			
<b>PARKING GUIDANCE</b>				
Given predicted changes in demand for cars and travel patterns, the parking strategy provides for current parking standards (number of parking spaces per unit) to be met in full, with the multi storey car parking capable of being developed easily for commercial premises. Do you consider this approach to parking to be appropriate?				
Don't Know	6 respondents			
No	17 respondents			
Yes	16 respondents			
<b>TIME CONTROLS ON SERVICING (refuse collection, etc)</b>				
Controls are proposed to ensure that servicing takes place outside of rush hour to prevent further congestion. Do you consider this necessary?				
Don't Know	4 respondents			
No	9 respondents			
Yes	26 respondents			
<b>TRAVEL PLAN</b>				
It is proposed that all businesses within the Innovation Park will sign up to a Green Travel Plan to support sustainable transport to and from the Park e.g. car sharing, car clubs, incentives to cycle to work, etc. Do you support this?				
Don't Know	4 respondents			
No	10 respondents			
Yes	25 respondents			
<b>PROVISION OF ELECTRIC CHARGING POINTS</b>				
In order to encourage use of more environmentally friendly vehicles that will help lower harmful emissions in the area, it is proposed that significant investment is made to include electric charging points for all buildings. Do you support this?				
Don't Know	8 respondents			
No	6 respondents			
Yes	24 respondents			
<b>REDUCED RELIANCE ON PRIVATE CARS</b>				
The overall transport strategy seeks to reduce reliance on the use of the private car to get to the site, especially for a single occupant. Do you consider this strategy to be realistic?				

Don't Know	7 respondents			
No	12 respondents			
Yes	20 respondents			

#### **PUBLIC TRANSPORT PROVISION**

The Innovation Park makes provision for new and alternative bus services to serve the site. Do you think that improved local public transport services would be a benefit that you would support and use?

Don't Know	6 respondents			
No	7 respondents			
Yes	25 respondents			

Do you have any other comments you would like to add on how access to the site should be managed and are there any suggestions for other initiatives?

- A direct route with no changes, also not being too full with school children meaning there is no room for you to get on.
- A tram system for the area/into Tonbridge
- Affordable bus
- Better road infrastructure and footpaths
- More frequent/extensive bus routes
- Cheaper/reliable service
- Discounted fares/dedicated bus lane
- No changes could lead to improvement
- More information about proposed bus routes
- Access to the site should be managed by minimising numbers of those who need access to the site. Traffic in the area is currently bad enough; an increase would not be an improvement.
- Ample provision needed for commercial vehicles to come, go and wait off the highway.
- Do not access the South site from the A229. Must supply lots of parking otherwise nearby retail areas and residential streets will suffer the overflow
- Don't use this site. This whole survey is predicated on the destruction of a valuable commercial resource in Medway.
- P58 of the plan shows "an aspirational link" to the A229 from the north site. P82 + P90 assume that it exists. This link must be built to relieve the B2097. The A229 is a dual carriageway + can take more traffic. The B2097 - should be limited to 30 or 40 mph along its length.
- Any improvement to the Lord Lees roundabout and leaving the M2 would be good. A dedicated escape lane from the M2 (both directions) for Chatham.
- Remove the congestion forcing traffic light all the way to the M2 and turn Maidstone road into a dual carriageway. Also include slip lanes for going left at the roundabouts.
- Do not use BAE systems car park
- There needs to be a specific action plan for the Bridgewood roundabout. Need to consider safety.

- There should be enough provision for cars as that will still be a large proportion of people's transport method, but encouraging electric charging points that are free or for a reduced rate would be good.
- Widen the road B2097

**Do you have any other comments about the draft Masterplan for Innovation Park Medway?**

- Support the overall approach to creating a high quality commercial development at Innovation Park Medway, as this will provide a significant benefit to the existing residential and businesses communities with Medway. However, in order to create a truly mixed use development, we suggest that the site includes an element of residential. This would have clear benefits creating activity throughout the day and a night time economy. This would also help to kick-start the project, attracting investors and commercial occupiers.
- Demolish the corner of the derelict ToysRus store which sticks out into the existing runway and would make landings hazardous if there were new buildings on the left hand side of it.
- Concern about the amount of traffic which the Masterplan would encourage to the area. It needs a definitive idea on controlling traffic on the main road.
- Would also suggest that the space offers opportunity for new housing developments. Current airport space should put to better use benefitting the whole community.
- I would like to see scientific research in the area if possible, something to rival Kent Science Park. Biotech and Pharma are always looking for more space, with a lack available in London. The great transport links to London and the close proximity to Universities provides a great opportunity for scientific start-ups and established companies alike.
- The height of buildings at the site should not be visible from across the Medway valley - the present trees & hedges on the skyline shield the existing airport buildings from view & this is an important aspect of the local landscape character.
- P60 suggests that a decent number of trees are to be kept on plot 4, would like categorised assurances that this will be so. The huge increase in traffic is very worrying especially as there is already a new development on the B2097 by Stoney Lane. The impact of the traffic generated by this proposal has not been thought through. Even, if generously, one was to suggest a quarter of the traffic use the B2097 towards Bridgewood roundabout, that is more than 600 vehicles, twice a day which is more than the road was built to sustain
- Keep the land as an airport and improve it with tarmac runway, new control tower, better viewing area for the public, improved hanger space etc.
- Traffic and congestion concerns
- Good opportunity for urban innovation centre
- Consider wider community need and use for parking spaces
- Please reconsider the use of the BAE Systems land as I do not believe this to be a viable option when the company should be using the land to update their site. Having a link road running alongside the site or potentially through part of the site could cause unforeseen security issues and this should be seriously considered before this part of the plan is settled on.
- Build a hospital
- Other opportunities available at Riverside, Capstone, ex MOD land, isle of grain. This scheme goes against latest government plans and advice regarding small airfields in the UK and there is a Government pre-disposition to protect and enhance them as part of the UK's transport infrastructure.

## **APPENDIX 4: SUMMARY OF STATUTORY CONSULTEES AND KEY STAKEHOLDERS**



# Innovation Park Medway

## Summary of Statutory Consultee Responses

Key Issues Raised	Received from:	Key points:
Building Height	Kent Downs AONB	<ul style="list-style-type: none"> <li>Building height should be a key consideration regarding protecting the views of the AONB. Current proposed heights fail to conserve character of AONB. Encourage a reduction in building height</li> <li>Object to the BAE buildings being used as a benchmark to inform heights of new buildings</li> </ul>
	Natural England	<ul style="list-style-type: none"> <li>Recommend that building height does not result in unacceptable impacts to AONB including views from public rights of way</li> </ul>
Archaeology & Historic Assets	Historic England	<ul style="list-style-type: none"> <li>The masterplan should recognise the need for sufficient flexibility to allow for preservation in situ should nationally important archaeological remains be identified</li> <li>Would welcome the conservation of circle and letters spelling out 'ROCHESTER' however notes this is an undesignated heritage asse</li> </ul>
Air Quality	Natural England	<ul style="list-style-type: none"> <li>Recommends the Masterplan consider any air quality impacts to SAC's from traffic generation. Appropriate assessment may be required.</li> </ul>
	Medway Air Quality and Noise	<ul style="list-style-type: none"> <li>I am concerned about the diffusion tube locations used for model verification and adjustment. The grid references provided for NA1S30 are not correct, this refers to a diffusion tube site located at Pier Road, Gillingham. A tube has also been used located at High Street, Strood. Both of these sites are far removed from the location of the development.</li> <li>NA1S18 is probably a suitable site for model verification. There are further tubes near to this monitoring site, NA1S17, NA1S19, NA1S20 and NA1S9, that could also be used.</li> <li>There is also a tube located near to the development site itself, NA1S35.</li> <li>A thorough explanation and justification for model verification sites should be provided.</li> <li>The assessment has failed to consider impacts upon the Central Medway AQMA. The A229, A230 and B2097 all lead to the AQMA, and are the roads most impacted by additional traffic generated by the development. The developments impact on the AQMA needs to be considered with other cumulative impacts.</li> <li>The nearby M2 junction could be impacted significantly by the Lower Thames Crossing scheme. Again, the potential cumulative impacts of this this scheme should be considered together with IPM (including on habitats).</li> <li>A major flaw in the air quality assessment is the absence of an emissions mitigation assessment in it. An emissions mitigation assessment should be included, and outline mitigation measures presented.</li> </ul>
Ecology	Natural England	<ul style="list-style-type: none"> <li>Support for ecological enhancements and recommend that natural environment should be central feature to Innovation Park</li> </ul>
Noise	Air Quality & Noise	<ul style="list-style-type: none"> <li>The noise and vibration assessment appears generally very reasonable. Road transport noise impacts do not appear to be significant.</li> </ul>

## Innovation Park Medway

### Summary of Statutory Consultee Responses

	<ul style="list-style-type: none"> <li>Careful consideration of noise conditions will be required to ensure that businesses achieve relevant standards and guidelines on internal/external noise.</li> <li>Construction noise and vibration will have to be considered, and this can be covered by a Construction Environmental Management Plan.</li> <li>Section 7.3 disguises that issues identified with the ES for the airport runway proposals provided by the council acoustic consultant appointed to assess potential noise impacts. You may want to check the responses to the previously withdrawn application.</li> </ul>
Highways England	<ul style="list-style-type: none"> <li>Primary concerns are the cumulative impact of the proposals on the M2 and M20, and the safety impact of the closure of Runway 16/34 which would be required to facilitate these proposals. Our conclusions in respect to the safety impact of the proposals remain the same as for previous applications MC/17/3109 and MC/18/2505; Highways England will require a Design Manual for Roads &amp; Bridges (DMRB) compliant risk assessment and, as appropriate, put forward proposals to avoid or mitigate any risks to the safe operation of the SRN, this would include a civil emergencies contingency plan in the event of an aircraft entering the highway boundary.</li> </ul>
KCC Highways, Transportation and Waste	<ul style="list-style-type: none"> <li>A significant proportion of the trips generated by the proposal are expected to travel through these junctions (Bridgewood Roundabout, Taddington Roundabout and Lord Lees Roundabout at the M2/A229 junction (M2 Jn3)) which already suffer capacity problems. Would therefore request that these junctions are included in your assessment and mitigating measures are put forward where appropriate. Additionally would request that the safety review of the area should include these junctions and the A229 Bluebell Hill.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>I note that the quantum of parking suggested is based on existing Medway parking standards, which are maxima, and therefore that the quantum actually required may be lower. Given the objectives to encourage modal shift away from private car use, coupled with the expectations (at any rate in the North Kent Enterprise Zone context) of “over 1,700 new jobs” by around 2026, provision of over 2,300 car parking spaces appears excessive.</li> </ul>

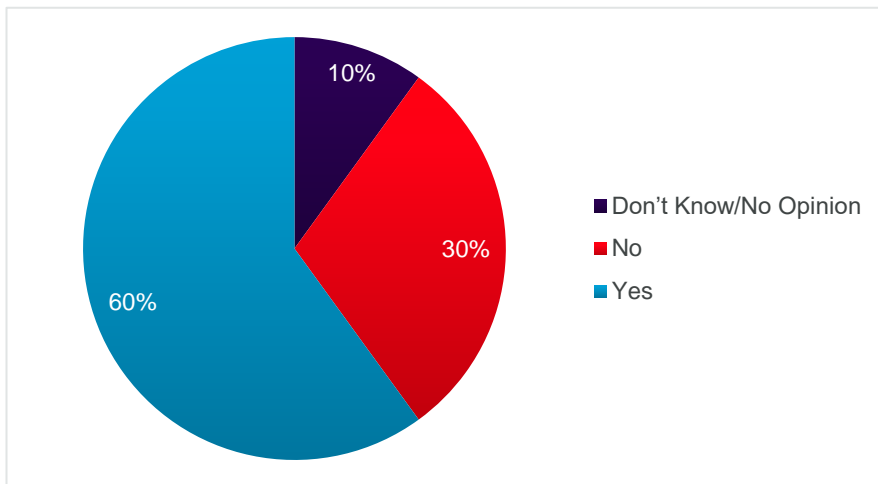
## Innovation Park Medway

### Summary of Statutory Consultee Responses

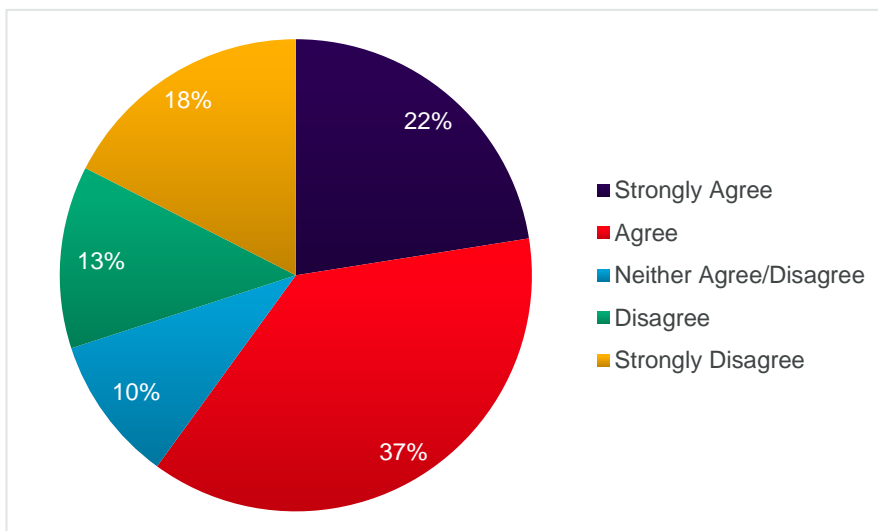
Flood Risk	Medway Council Flood Risk Officer	<ul style="list-style-type: none"> <li>At a detailed design stage, the Flood Estimation Handbook (FEH) should be used for the design storms opposed to FSR. MicroDrainage outputs (or other industry appropriate software) should be provided for the critical duration for a range of storms up to and including the 1 in 100 year + 40% intensity climate change scenarios. Currently, 30 and 100 year +40% have been included but we will need to see a 2 year storm as well.</li> <li>As long as there are no groundwater conditions which would preclude the use of infiltration, infiltration techniques may be acceptable subject to further infiltration and geotechnical testing. It is outlined in section 5.5.2 that infiltration testing is required to confirm suitability. We will need to see these results.</li> <li>It should be ensured that there is a maintenance schedule in place for the lifetime of the development to maintain any SuDs which serve it. We will need to see a plan of the frequency of maintenance based on guidance in the CIRIA SuDS Manual as well as details of who will carrying out the maintenance.</li> </ul>
Health & Wellbeing	Sport England	<ul style="list-style-type: none"> <li>Support for improving pedestrian and cycle connectivity, prioritising cyclists and pedestrians and ensuring high quality public realm</li> </ul>
Support for Residential	Countryside Properties	<ul style="list-style-type: none"> <li>Suggest that the site includes an element of residential development. At times of uncertainty, allowing some housing within a mixed-use development can help to kick-start projects, attracting investors and commercial occupiers. It would also bring clear benefits of fostering sustainable development, bringing activity throughout the day and a night-time economy.</li> </ul>
No Concerns/Comments	Environment Agency	
	Port of London	
	Southern Water	

## APPENDIX 5: QUESTIONNAIRE RESPONSES RECEIVED

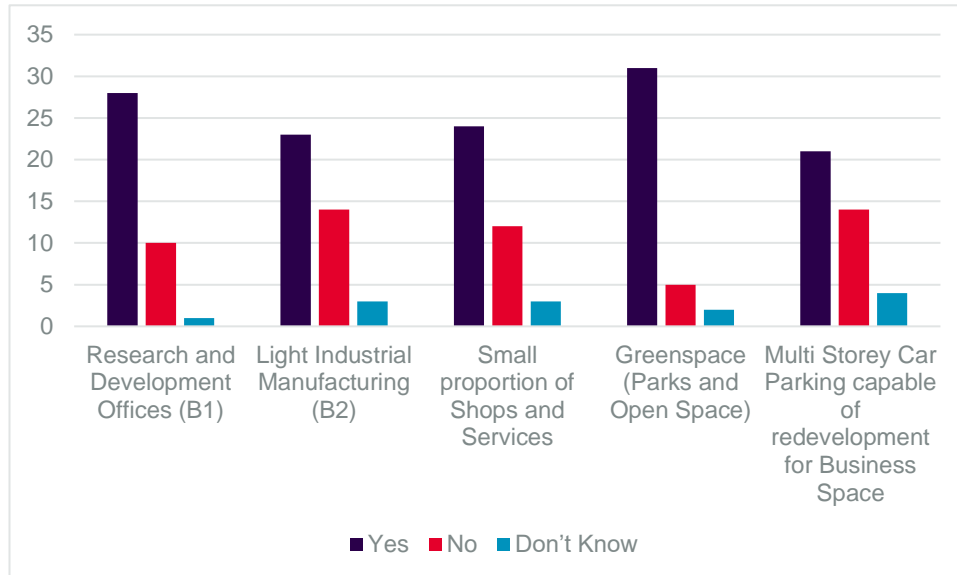
Question: Would you like to see the establishment of Innovation Park Medway as a high quality commercial development that can attract high value business?



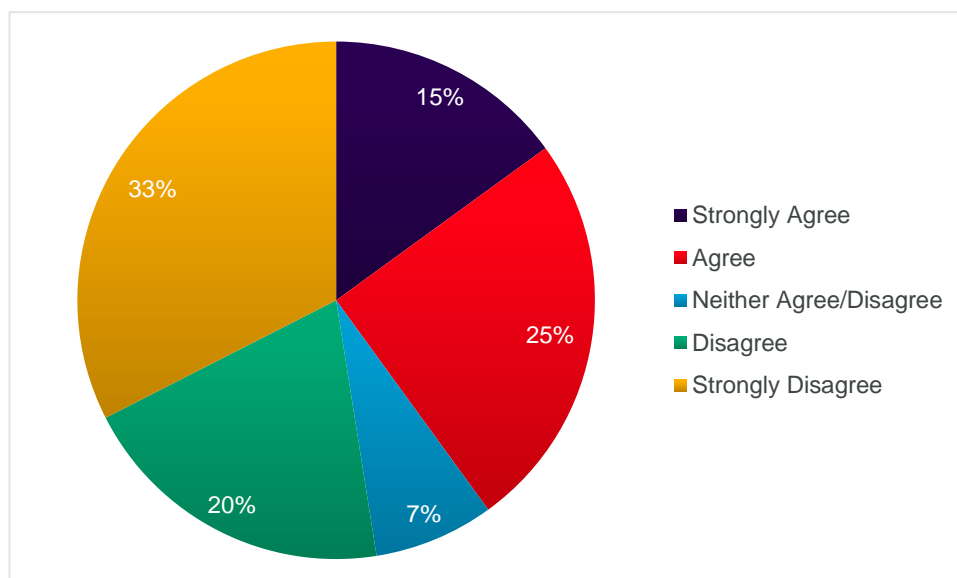
Question: Do you agree or disagree with the vision for Innovation Park Medway?



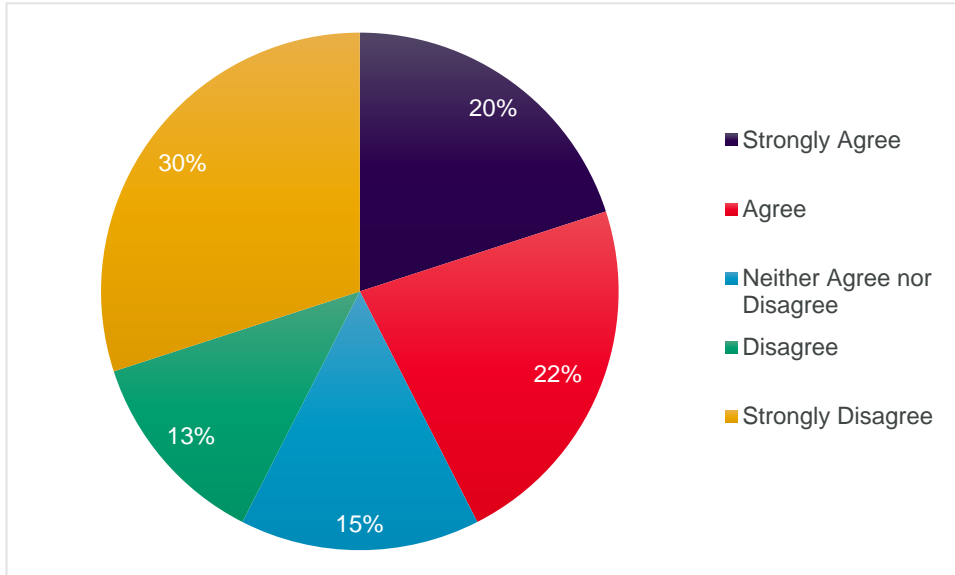
**Question: Do you agree with the proposed land uses for Innovation Park Medway?**



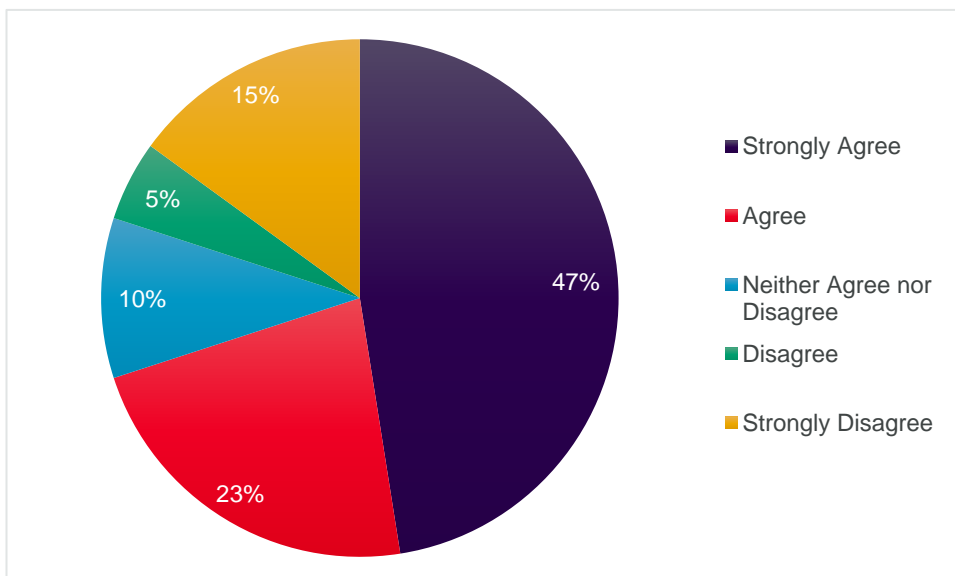
**Question: The draft Masterplan proposes buildings ranging in height from 1-6 storeys. Do you consider the site and its location are suitable for buildings of this height?**



**Question: The draft Masterplan proposes additional buildings of employment use in the southern parcel of land alongside the existing Innovation Centre site. Do you agree with development in this location?**



**Question: The draft Masterplan proposes a range of open spaces including a runway park for cycling, jogging and a place for collaboration, space for flexible outdoor activities together with woodland walks, boulevards, orchards and meadows. Do you think it is important to provide these within the scheme?**



**Question: The design principles are based around achieving a healthy environment for the business community, promoting social unity, access to greenspace and minimising energy usage. Do you think creating a healthy environment for everyone should be a key design principle?**

