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Medway

Innovation Park Medway
Environmental Statement
Vol. 3. Non-Technical Summary

For

INNOVATION PARK MEDWAY

Project Number:

12841

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1.0 WHAT IS AN ENVIRONMENTAL STATEMENT AND ENVIRONMENTAL IMPACT ASSESSMENT?

1.1.1. An Environmental Statement (ES) reports the findings of the Environmental Impact Assessment EIA) process, which itself is a mechanism by which likely significant environmental effects are assessed. The purpose of this is to ensure that the appropriate information about likely environmental impacts of a project or proposal is available for consideration by the Local Planning Authority (LPA), statutory consultees and the public. Using this information the LPA can then make an informed decision about the proposals.

1.1.2. The EIA process can identify ways in which the project can be modified, or significant impacts mitigated (that is, reduced) to avoid adverse negative impacts, and enhance positive, beneficial impacts.

1.1.3. The EIA has been undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (Statutory Instrument 2017:571), as amended (referred to in this report as 'The EIA Regulations').

1.1.4. This document provides a summary of the findings of the ES in, as far as is practical, non-technical language, and forms Volume 3 of the ES.

2.0 PROJECT LOCATION AND SITE DESCRIPTION

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

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

3.0 PROJECT BACKGROUND – 2014 MASTERPLAN AND 2018 MASTERPLAN STATEMENT

3.1.1. Medway Council and Tonbridge and Malling Council are seeking to establish Local Development Orders (LDOs) for the site in accordance with section 61A of the Town and Country Planning Act 1990. There will be an LDO for each planning authority and the objective of the LDOs is to enable a simplified approach to development consent within the defined area of the site, and in doing so to provide support for economic development and job creation.

3.1.2. The LDOs establish a set of fixed criteria (referred to as 'parameters') for subsequent development within the site, including the total area of built development that would be permitted, the type of development that would be permitted and maximum building heights. The EIA assesses the likely significant impacts of the maximum amount of potential development within the site based on these parameters.

3.1.3. Rather than applying for planning permission, an applicant wanting to develop a plot at the site can apply to the relevant Local Planning Authority using a self-certification form detailing the proposed development scheme, in accordance with the LDO parameter. This approach is both cost and time effective to the applicant.

3.1.4. The development proposals are based upon the original Rochester Airport Masterplan, which was adopted by Medway Council as a Supplementary Planning Guidance document in 2014.

3.1.5. This envisaged creating a hub for knowledge-based employment, whilst preserving the function of the airport. The 2014 Masterplan proposed the closure of one of the runways in order to release land for the creation of up to 1000 jobs.

3.1.6. Further detail on the proposed development was provided in 2018 in the Innovation Park Masterplan Statement, which forms the basis for the current LDO applications. This comprised two stages; an Interim Draft, and a Consultation Draft, which added the conclusions of the technical studies that had been undertaken to support the masterplan.

3.1.7. The key change in the 2018 Masterplan was the addition of the "runway park", an area of open space sitting on the alignment of a runway that is to be closed to aviation uses. The aim of this area is to provide a high quality open space at the heart of the development. It also provides opportunities to integrate sustainable drainage features into the design.

3.1.8. The Masterplan Statement also fixed the aspirational size of development of the site at approximately 101,000 sqm.

4.0 PROJECT DESCRIPTION

4.1.1. Medway Council and Tonbridge and Malling Council aim to strengthen the performance of the local economy, create jobs to secure growth and prosperity and to retain skills from within a strategic location within the Thames Gateway.

IPM looks to attract businesses within the following sectors:

- Technology;
- Advanced manufacturing; and
- Knowledge-intensive businesses.

4.1.2. The ambition for both Medway Council and Tonbridge & Malling Borough Council is to develop a high quality commercial environment of employment land uses that can attract high value businesses, offering skilled employment opportunities, building upon the success of the current Innovation Centre on the eastern side of the Airport. The overall aim of the proposed development is to enable entrepreneurial growth, strengthening links between local academic schools, universities and industrial partners.

4.1.3. The LDOs will permit the erection of up to 101,000sqm of buildings providing employment uses including offices, research and development, light industrial uses and general industrial uses. The focus of development within the site is envisaged to be on innovative or high-technology businesses.

4.1.4. The employment buildings within the site are to be provided with associated means of access, distributor and service roads, multi-storey parking facilities, footpaths and cycle ways, sustainable drainage systems and landscaping. The masterplan is shown in **Figure NTS2.**

4.2. Parameter Plans

4.2.1. Parameter plans provide the basis upon which the LDOs can proceed. They provide both guidance and limitations to the development that can take place on the site. In this instance,

the proposals fix the parameters for building height, access and movement, and landscape and open spaces. These are described below:

Building heights

4.2.2. Building heights will generally vary from 2-6 storeys. The operation of Rochester Airport places height restrictions over a large proportion of the northern area of the site, therefore development closest to the remaining runway in the northern area is limited to up to 2 storeys. The remaining heights for development in the northern area are mainly limited to up to 3 or 4 storeys, with development in the centre up to 5 storeys and the key landmark building up to 6 storeys.

4.2.3. In the southern area, development is anticipated to be up to 4 storeys with a 2 storey building in the south east of the southern area. The parameters for the building heights are illustrated on **Figure NTS3**.

Access and movement

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

Landscape and Open Spaces

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

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

5.0 SCOPE OF THE ENVIRONMENTAL STATEMENT

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

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

5.1.3. The need for EIA has been determined following a request to Medway Council for a screening opinion. In this case, the request also incorporated a request for a scoping opinion as to the scope of the ES. This 'Request for a Screening and Scoping Opinion' was submitted on 5th

October 2018 and subsequently updated and re-submitted on 2nd May 2019. As a result of this request, Medway Council sought comment on this request from:

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

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

Air Quality

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

Community, Social and Economic

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

Human Health

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

Ground Conditions

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

Landscape and Visual

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

Natural Heritage

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

Traffic and Transport

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

Risk of Major Accidents and Disasters

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

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

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

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

6.1. Air Quality

6.1.1. This assessment has been completed in order to determine whether the proposed development achieves compliance against the National Air Quality Objectives (NAQOs), along with National and Local Planning Policy. This assessment has been undertaken in accordance with the Department for Environment, Food and Rural Affairs' (DEFRA) current Technical Guidance on Local Air Quality Management (LAQM.TG16) and covers the effects of local air quality on the development.

6.1.2. The overall pollutant concentrations of nitrogen dioxide and particulates (PM_{10} and $PM_{2.5}$) are assessed at sensitive residential and ecological receptors in the near to the development.

6.1.3. The effects of dust nuisance without any mitigation would be temporary, short term, local in effect and of negligible to medium risk. In respect of dust impacts during construction (subject to best practicable means mitigation) the impacts at sensitive receptors will be reduced to a negligible effect.

6.1.4. The main source of potential air quality impacts from the development, (after taking into account standard mitigation measures that will be implemented during the construction and operational phases), will be its additional traffic generation onto the local road network.

6.1.5. During the operational phase, the modelling predicts that there will be negligible to small increases in nitrogen dioxide and particulate matter at nearby residential and ecological sensitive receptors as a result of the cumulative effects of the proposed development and neighbouring development. Pollutant concentrations will remain significantly below the UK air quality objective levels and therefore, no specific mitigation is required.

6.1.6. Current Kent County Council and Medway Council guidance requires quantification of the 'air quality damage costs' as a result of impact of the development on the local Air Quality Management Areas. This is based on a comparison between predicted emissions associated

with a development and guidance on costs that should be directed towards mitigation measures. For the proposed development, a total of £1,544,660 will need to be directed towards mitigation of air quality effects. This will be paid proportionally by future developers acting in accordance with the conditions attached to the LDOs.

6.2. Community, Social and Economic

6.2.1. Community, Social and Economic effects were assessed with reference to the Medway Travel to Work Area and employment statistics related to the local Rochester South and Horsted ward.

6.2.2. Economic activity in Medway is higher than the national average (77.7% vs 76.8%), with levels of 80.2% in the local ward. In terms of educational attainment, 14% of the local population have no qualifications (England and Wales average: 15%), with attainment rates of higher qualifications (NVQ Level 4/5) lower in Medway than across England and Wales (20.8% vs 29.7%). Local contrast is provided by Tonbridge and Malling, where 35.2% of the population hold higher qualifications.

6.2.3. Unemployment levels are generally lower in the area than nationally, with the majority of employment provided in health and social care, wholesale and retail trade, and education. Professional, scientific and technical employment (3.3%) lags someway behind England and Wales as a whole (8.7%).

6.2.4. The Index of Multiple Deprivation shows the ward to be in the 30% least deprived neighbourhoods, but areas adjacent to Medway are in the most deprived 10%.

6.2.5. The local economy and the local community are sensitive receptors considered to be of medium sensitivity.

6.2.6. During construction, 21 jobs (based on the Full Time Equivalent - FTE) are expected to be created within the ward, 410 jobs within a wider 'Travel to Work Area', and 756 jobs in the south-east region.

6.2.7. During operation of the proposed development, estimated FTE's are 88 jobs in the local ward, 1,426 jobs in the Travel to Work Area, and 3,292 jobs in the south-east region.

6.2.8. As a result of the proposals, it is expected that impacts on employment and community will be positive and significant.

6.3. Ground Conditions

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

6.3.2. A Ground Investigation (GI) was undertaken during March and April 2019 to determine the potential for contamination to be present on the site. The GI covered the whole site and included a combination of mechanically-excavated 'trial pits' and boreholes. Samples were

taken of soils and ground gas, which were analysed in a laboratory. No groundwater was encountered during the GI and hence no analysis of groundwater was required.

6.3.3. The test results confirmed that there were no significant concentrations of contaminants recorded within soil samples across the site and that ground gas concentrations were within levels where no gas protection measures would be required.

6.3.4. A desk-based assessment for the potential for Unexploded Ordnance (UXO) has taken account of the history of site use and records of bombing raids during the Second World War. The site is considered to present potential for German air-dropped weapons (e.g. bombs and shells) to be present, and also for shells associated with British Anti-Aircraft activities during the Second World War to be present on the site.

6.3.5. The construction of the proposed development has potential for contaminants (e.g. oils and fuels) associated with construction vehicles to cause contamination. The likely quantities of such spills and leaks will be small and it is likely that these would be localised. Through the application of best-practice construction practices regarding the storage of materials, the refuelling and maintenance of vehicles and measures to be taken in the event of spills and leaks, there would be no significant contamination effects during the construction phase.

6.3.6. The nature of the proposed development (i.e. predominantly office and research and development / high tech uses) is such that the potential for significant contamination is considered to be low. The proposed approach to management of surface water runoff from buildings, roads and car parking areas on the site will ensure that any pollutants in runoff can be appropriately managed prior to this water being returned to the ground. No significant effects are therefore predicted to ground or groundwater once the development is occupied and operational.

6.3.7. Construction of the proposed buildings and other infrastructure on the site has the potential to encounter UXO and therefore, detailed risk assessments will be undertaken as each area of the site is developed and where necessary, UXO Risk Mitigation Strategies will be prepared and implemented.

6.4. Landscape and Visual

6.4.1. The site is located on a plateau of high ground within an urban area, beyond which to the west and south is a wooded ridge that constitutes part of the Kent Downs Area of Outstanding Natural Beauty (AONB). The AONB is separated from the urban area and the site by a steep valley within which runs the M2 motorway. To the north and east, the urban area extends across an undulating landscape with valleys that descend towards the River Medway.

6.4.2. The two areas of land (north and south) that constitute the site fall within an area of townscape characterised by Rochester Airport and its surroundings. This area of townscape is distinct from the residential areas to the north, east and south. The Rochester Airport character area comprises an open airfield and buildings of a larger grain and scale than the surrounding urban area.

6.4.3. Parcel 1, within the northern area, is part of the wider airfield to the east. Parcel 2 is similar in character to numerous areas of hardstanding within the commercial areas surrounding the airfield. The northern area is open in character, which contrasts with the more enclosed and wooded character of the southern site. Parcel 3 of the southern site is an area of brownfield land and Parcel 4 is a caravan park surrounded by a dense tree belt. The area immediately to

the south and east of the southern site is predominantly characterised by residential development, with occasional larger scale commercial uses, such as the ASDA to the east of the A229.

Impacts on local landscape character

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

Impacts on wider landscape character

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

Impacts on quality of views out of the AONB

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

Impacts on the quality of views into the AONB

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

Impacts on Tranquillity and Remoteness

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

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

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

6.5. Natural Heritage and Ecology

6.5.1. The focus of the Natural Heritage and Ecological assessment is on the likely impact of emissions from road traffic associated with the proposed development on the North Downs Woodland Special Area of Conservation (SAC) / Wouldham to Detling Escarpment Site of Special Scientific Interest (SSSI).

6.5.2. The assessment undertaken has confirmed that the proposed development would not increase traffic flows on roads within 200m of the SAC / SSSI above the thresholds likely to trigger impacts related to nitrogen deposition. Therefore there will be no adverse impact on these ecological assets.

6.6. Traffic and Transport

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

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

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

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

6.6.5. During operation the movement strategy for the Proposed Development seeks to maximise pedestrian and cycle permeability. The significance of impact on pedestrians and cyclists is assessed as being moderate to major beneficial. The Site layout allows for bus routes to serve the Proposed Development. The significance of impact on the public transport network is assessed to be moderate beneficial.

6.6.6. The traffic change on key roads falls below thresholds of significance. However, due to the existing congested network, the addition of the Proposed Development traffic is likely to increase queuing and delay on links and junctions which currently experience congestion.

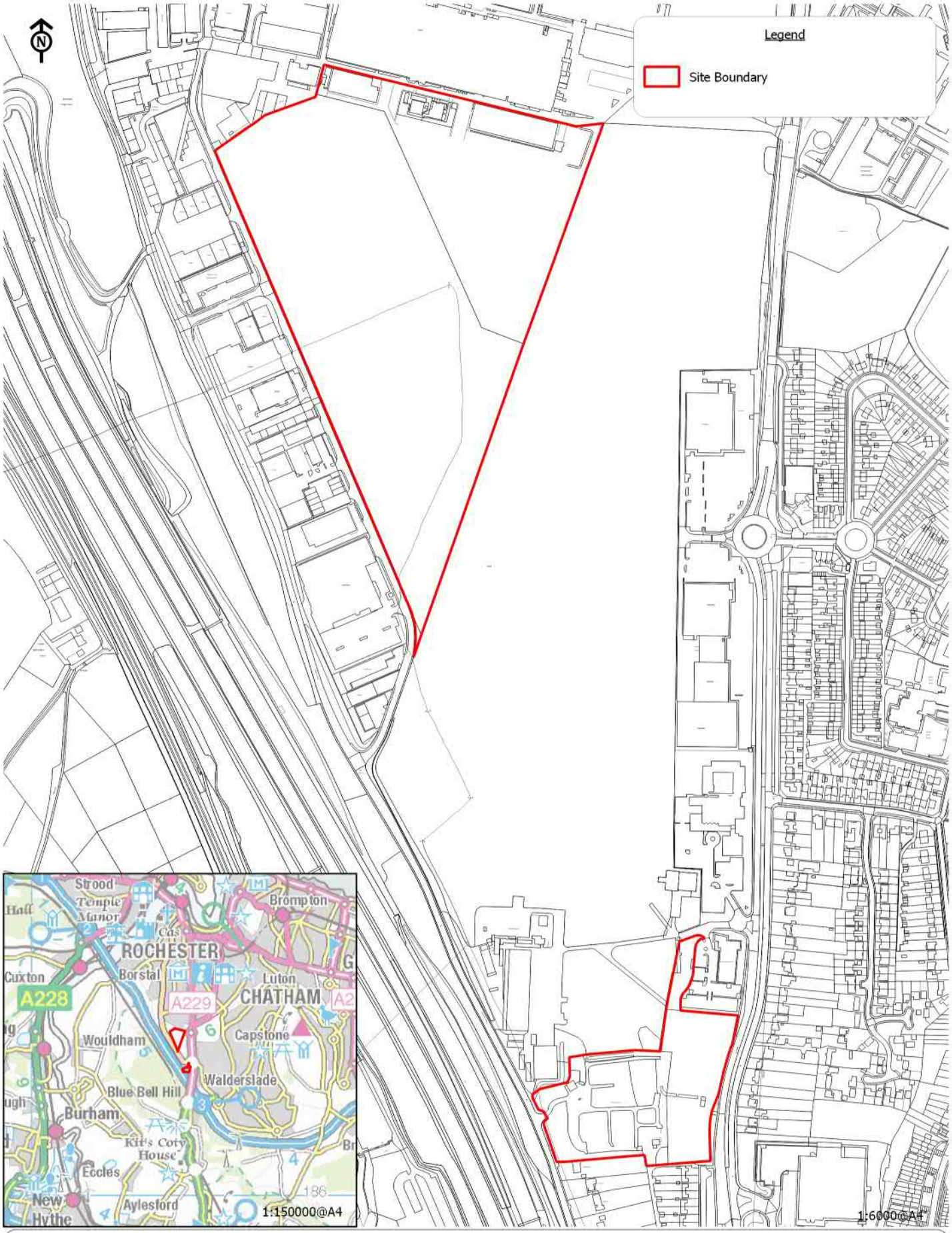
6.6.7. Mitigation measures such as the implementation of a Construction Environmental Management Plan will be prepared in order to minimise any environmental impact during the construction period. Other mitigation measures include encouraging use of sustainable modes of transport in particular walking and cycling as part of the Travel Plan.

6.6.8. A number of highway mitigation measures are proposed as part of the Fore Consultants Limited modelling exercise. The extent and nature of these potential mitigation measures are subject to detailed modelling and design. Initial modelling of mitigation measures at Bridgewood roundabout shows significantly reduce queue lengths and journey times on the B2097 as well as improved conditions on the A229 north approach and Waldersalde Woods approach. The mitigation measure at this junction would have moderate to major beneficial impact based on the studies undertaken to date.

6.7. Cumulative and In-combination effects

6.7.1. The assessment have where possible considered cumulative and in-combination effects. These are based on the effect of increases of traffic as a result of the development of the site. Traffic data used has made allowance for traffic growth as a result of development additional to the development proposals. No significant cumulative or in-combination effects are predicted.

Figures



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NTS - 1:
Site Location and LDO Boundary

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NTS - 2:
IPM Proposed Masterplan

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LDA Design Illustrative Masterplan, drg no 6278_MP_002 (July 2018)
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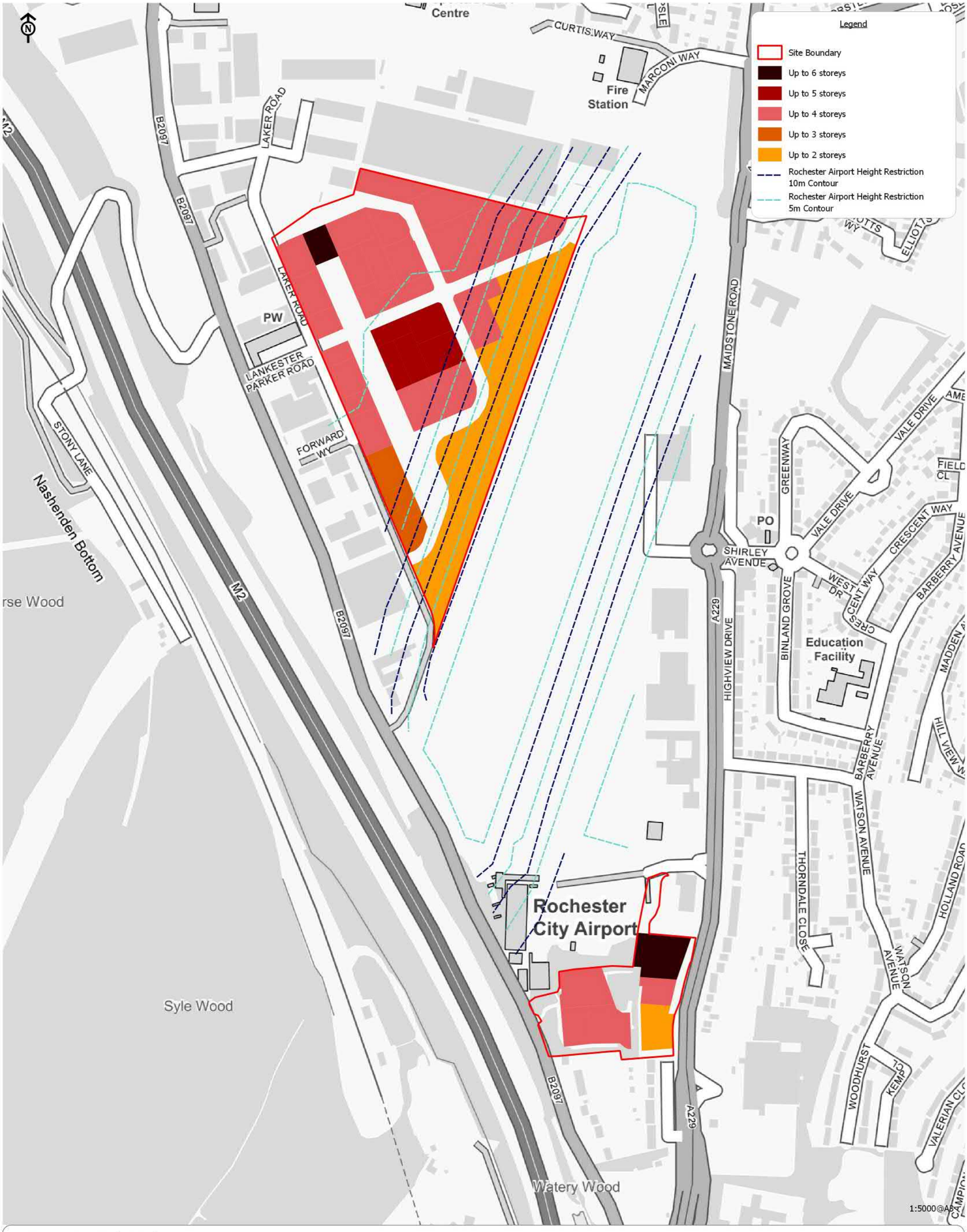

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NTS - 3:
Building Heights Parameter Plan

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Access Parameter Plan

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NTS - 5:
Landscape Parameter Plan

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