

LEGEND

Reference numbers in the key refer to policies and proposals in the Written Statement. Certain proposals relate to named locations where exact site boundaries will be determined at the detailed design stage. General policies apply throughout the plan area.

GENERAL

- Land outside the Local Plan Area
- Local Plan Boundary
- Boundary of Urban Area/Rural Settlement
- Striped notation indicates Overlapping Designation

STRATEGY

- Medway's 'City' Centre S5
- Rochester Riverside Action Area S7
- Chatham Maritime S8
- Chatham Historic Dockyard S9
- Strood Waterfront Action Area S10
- Rochester Airfield S11
- Kingsnorth S12
- Isle of Grain S13
- Ministry of Defence Estate, Chattenden S14

BUILT AND NATURAL ENVIRONMENT

- Existing Conservation Areas BNE12, BNE13, BNE14, BNE15
- Scheduled Ancient Monuments BNE20
- Small Scheduled Ancient Monuments BNE20
- Boundary of Metropolitan Green Belt BNE30
- Strategic Gap BNE31
- Kent Downs Area of Outstanding Natural Beauty BNE32 and North Downs Special Landscape Area BNE33
- North Kent Marshes Special Landscape Areas BNE33
- Areas of Local Landscape Importance BNE34
- Site of Special Scientific Interest/National Nature Reserve BNE35 (excluding areas below Mean High Water)
- Classified or potential Special Protection Area/RAMSAR site BNE36 (excluding areas below Mean High Water)
- RAMSAR site only BNE35
- Sites of Nature Conservation Interest and/or Local Nature Reserves BNE36 (existing and proposed)
- Proposed Conservation Park BNE40
- Proposed Community Forest or Woodland BNE44

- Undeveloped Coast BNE45
- Developed Coast BNE46
- Rural Lanes BNE47

ECONOMIC DEVELOPMENT

- Existing Employment Areas ED1, ED4
- Proposed Employment Areas ED2, ED5
- Proposed Tourist Facilities ED12
- Proposed Hotel Sites ED13

HOUSING

- Residential Allocations H1
- Mobile Home Parks H13

TOWN CENTRES AND RETAILING

- Retail Allocations R1, R4, R5, R6
- Core Retail Areas R1, R2, R3, R4, R5, R6, R8
- Hempstead Valley Shopping Centre R7
- Proposed Local Retail Facilities R9
- Local Centres, Village Shops and Neighbourhood Centres R10

LEISURE

- New Leisure Facilities L2
- Proposed Open Space L6
- New Playing Fields L7
- Proposed Water-based Leisure Facilities L13
- Protection of Open Space L3
- NB: Sites are only identified on the Proposals Map if over 0.25 ha. in area.
- Designated Country Park L9
- Proposed Country Park L9

TRANSPORTATION

- Bus Preference Measures T5
- Channel Tunnel Rail Link: safeguarded route T8
- Existing Wharves T10
- Transport Policy Area T15
- Proposed New Parking Facilities T16
- Proposed Park & Ride Facilities T17
- Proposed Road Schemes T19, T20 (including safeguarded corridor of M2 widening)

COMMUNITY FACILITIES

- Proposed Local Healthcare Facilities CF3
- Proposed Primary School CF6
- Proposed Extension to Cemetery CF8
- Boundary of Tidal Flood Area CF13
- NB: Only shown on Proposals Map outside the urban boundary

3.0 Context

3.3.3 Parking Standards

The following vehicle parking standards for private cars and commercial vehicles were adopted in May 2001 through the Medway Council Parking Standards policy document. These standards are referenced as a maximum to guide the parking provision of IPM.

Minimum number of parking spaces for motorists with a disability		
Land use category	Car park size	
	Up to 200 spaces	Over 200 spaces
Business premises - employees	One for each registered disabled employee	One for each registered disabled employee.
Business premises - visitors	Two or 5% of the maximum parking standard (whichever is greater)	Six or 2% of the maximum parking standard (whichever is greater)

Land use category	Parking standards			Threshold for transport assessment
	Maximum no. of car parking spaces	Minimum no. of commercial vehicle parking spaces	Minimum no. of cycle parking spaces	
B1 Business				
Offices, research and development of products and processes, industrial processes	One per 30m ² GFA	(refer to note 1)	One per 400m ² GFA for staff	2500m ²
B2 General industrial				
General industrial	One per 50m ² GFA	(refer to note 1)	One per 500m ²	3000m ²

Note 1. Space for deliveries off the public highway required.



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3.3.4 Planning Approach

The selected approach for delivering IPM through the planning system is to use a LDO. An LDO is a planning mechanism that was introduced by the Planning and Compulsory Purchase Act 2004 which allows Local Planning Authorities to extend permitted development rights for certain specified forms of development. This means rather than applying for planning permission, which can include protracted discussions and negotiations often delaying development and increasing expense, an applicant wanting to develop a plot at IPM can apply to the Local Planning Authority using a self-certification form detailing the proposed development scheme. This process is both time and cost efficient to an applicant, and subject to details according with the requirements of an LDO, it will enable the plot(s) and wider development to unlock the potential of the site and drive forward its rapid delivery. Alternatively, if a proposal does not fulfil the requirement of an LDO, the applicant will be needed to apply for planning permission. Put simply, an LDO provides a clear guide from the outset as to what is acceptable to each Local Planning Authority.

LDOs have been successfully implemented elsewhere including Ebbsfleet and Harlow and have assisted in the delivery of office, R&D and light industrial development which has stimulated economic activity in the local area.

In line with the requirements of Planning Practice Guidance both Medway Council and Tonbridge & Malling Borough Council will be adopting their own separate LDOs for the parts of IPM that lie within their respective authorities.

An LDO mechanism has been chosen by the councils as the means of progressing development at IPM through the planning system as it demonstrates their positive and strategic approach to planning, supporting business and encouraging economic growth. An LDO will promote and communicate a clear planning framework for IPM and ensure the delivery of a successful place by giving developers greater certainty on what they are able to build.

3.3.5 Planning Background

IPM forms part of the wider Rochester Airport site, which has a long and illustrious history of aviation use. In recent years there have been a number of proposals to enhance the Airport. In 2014, planning permission was granted for the erection of two hangars and the erection of a new hangar for the Medway Aircraft Preservation Society. In 2017, planning permission was granted for the new headquarters of the Kent, Surrey and Sussex Air Ambulance Trust. Plans are currently being progressed to replace some of the existing buildings onsite with a new control tower and hub including the provision of a family viewing area.

The first iterations of Medway Council's new Local Plan continue to safeguard the Airport as an enhanced aviation facility and supports the development of a strategic gateway and economic hub: IPM. The ambition for such a hub is to develop a very high quality commercial environment of predominantly B1 and B2 uses that can attract high value businesses offering skilled employment opportunities. This ambition is in line with the current iteration of Tonbridge & Malling's Draft Local Plan which allocates B1 and B2 use for the site (Policy LP36 (j)). It would include workspace for advanced manufacturing, R&D and prototyping and aims to be a focus for entrepreneurial growth to strengthen links between local academic and industrial partners.

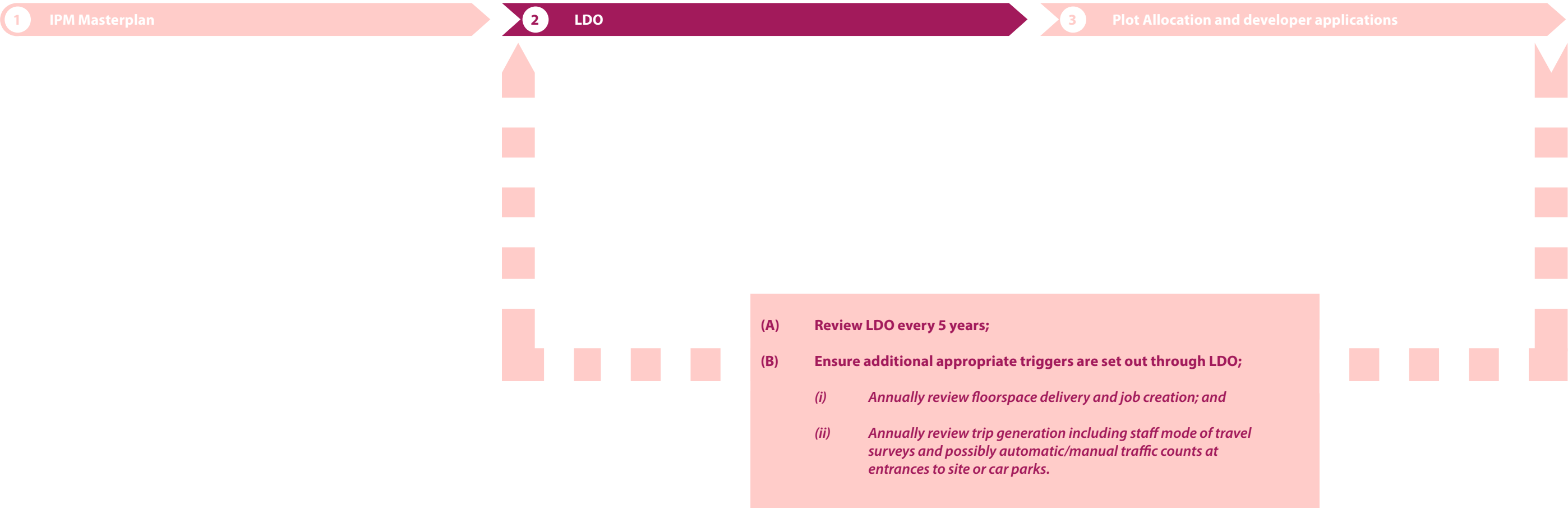
To the north of the Airport is the BAE Systems Rochester Campus and the Rochester Airport Industrial Estate. These are both identified in planning policy terms as existing employment sites with current policy restricting land use on these sites to Use Classes B1, B2 and B8. Also to the north of the airport and granted planning permission in 2013 is a new fire station for use by the Kent Fire and Rescue Service which incorporates a state of the art Road Safety Centre. To the north-east of the Airport is Horsted Park, a new residential development built on the former site of MidKent College.

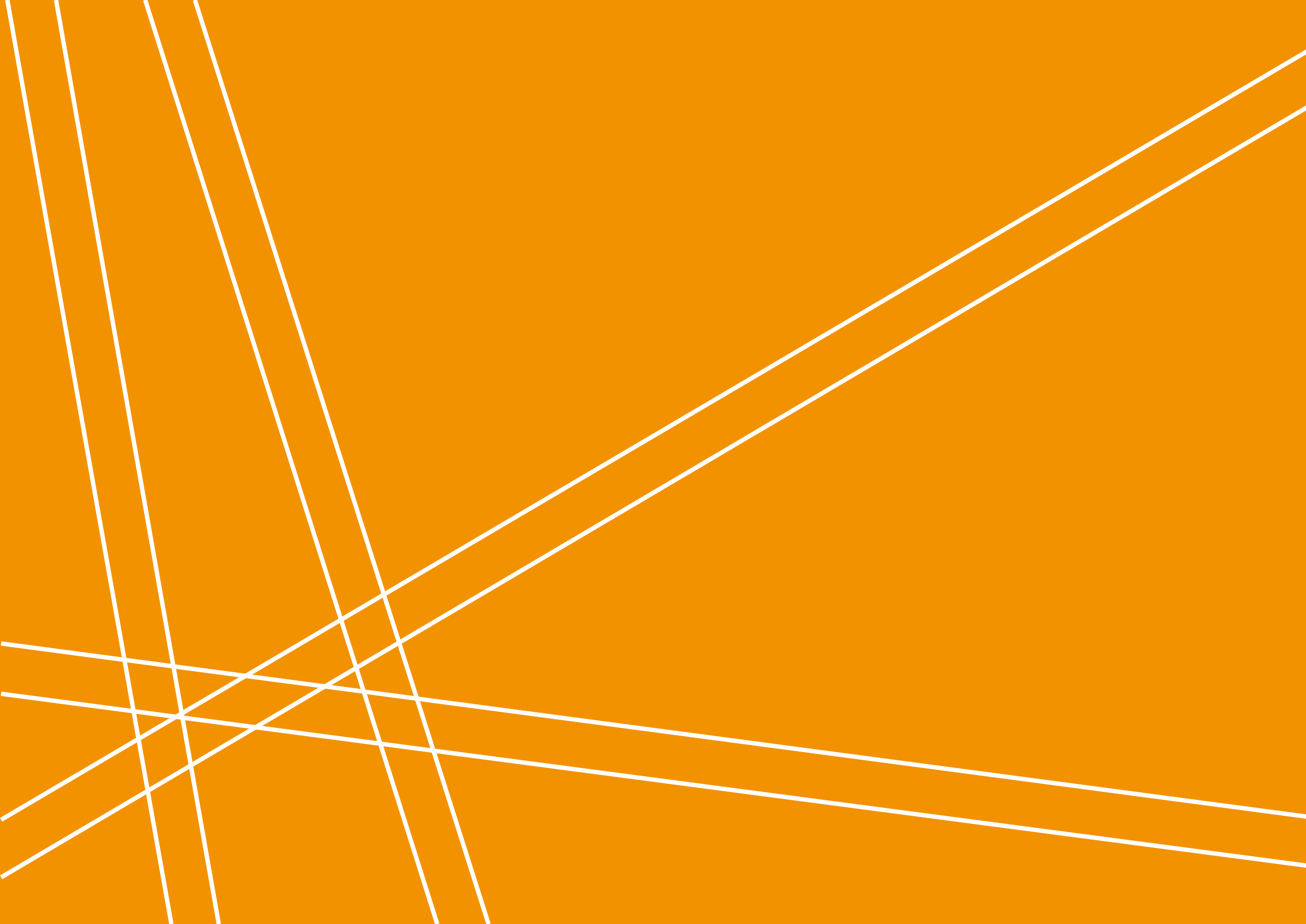


The benefits of a LDO

- Encourages employment and economic growth;
- Businesses and developers save time and cost when planning investment, and have greater certainty on what they can build;
- Enables businesses to react quickly to growth opportunities;
- Proactive collaboration between Medway and Tonbridge & Malling;
- Promotes and communicates a clear planning framework to interested investors.

Planning, delivery and review mechanism for IPM:







4.0

SITE APPRAISAL

4.0 Site Appraisal

4.1 Site Area

The site is split into 2 separate areas, to the north and the south of the existing airport site. Overall, the area is 18.54 hectares

4.1.1 Land Parcels

Northern Area:

The Northern Area consists of two distinct parcels.

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

Southern Area:

The Southern Area also consists of two distinct parcels.

- * The eastern parcel, *Parcel 3*, has concrete remnants of structures that have previously been demolished on the site. Part of the site is currently being used as overflow parking for the Innovation Centre, to the north. Within Parcel 3 is a single storey brick structure and fenced compound. It is thought that both are related to utilities supplies within the site and the wider area.
- * The western parcel, *Parcel 4*, is the site of the Woolmans Wood Caravan Park. The site is currently operational as a caravan park and has space for approximately 100 – 125 caravans.

4.1.2 Site Surroundings

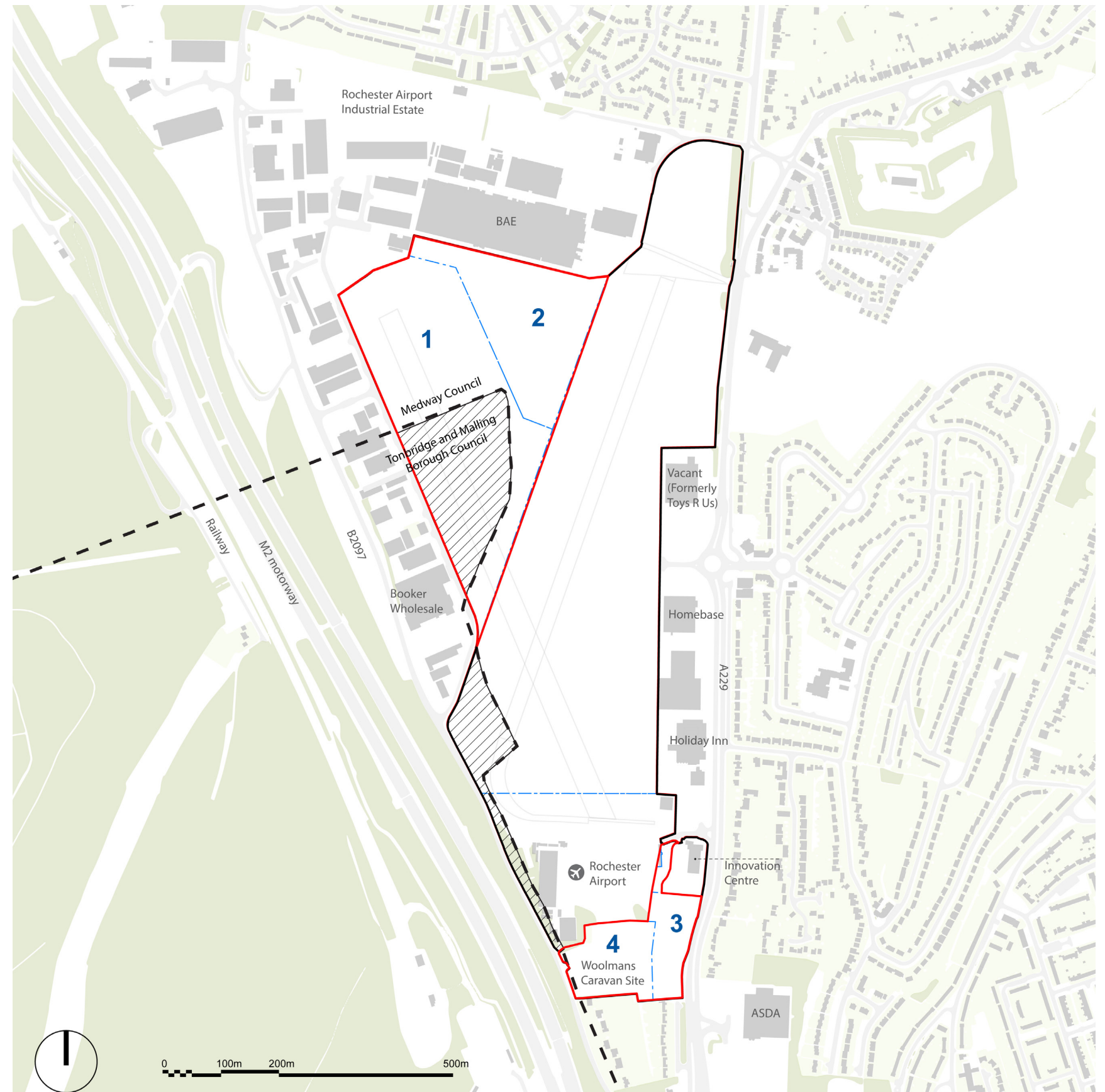
To the north of the northern area, the site is bounded by a complex of buildings occupied by BAE Systems. These comprise a mixture of industrial sheds and office accommodation, between one and five storeys in height. To the north-west is the Rochester Airport Industrial Estate with a variety of building types including offices and industrial. To the west is the Laker Road Industrial Estate comprising a variety of varying office and industrial/manufacturing uses. To the east is the retained Rochester Airport site that is currently the subject of planning application.

To the north of the southern area, the site is bounded by the existing Innovation Centre owned by Medway Council. The site is bounded by the B2097 to the west and the A229 to the east. To the north-west is the retained Rochester Airport site and, to the south, the site is bounded by existing residential developments.

4.1.3 Site Ownership

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

Parcel 4, the site of Woolmans Wood Caravan Park to the south-west of Innovation Centre Medway, is privately owned.





View looking north along the western boundary of Parcel 1



View looking north towards the Innovation Centre from Parcel 3



View looking north along the eastern boundary of Parcel 1 with Parcel 2 to the east



View looking west into Parcel 4