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.

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

<table>
<thead>
<tr>
<th>Land use category</th>
<th>Parking standards</th>
<th>Threshold for transport assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Maximum no. of commercial vehicle parking spaces</td>
<td>Minimum no. of cycle parking spaces</td>
</tr>
<tr>
<td>B1 Business</td>
<td>One per 30m² GFA (refer to note 1)</td>
<td>One per 50m² GFA (refer to note 1)</td>
</tr>
<tr>
<td>B2 General industrial</td>
<td>One per 50m² GFA (refer to note 1)</td>
<td>One per 500m² (refer to note 1)</td>
</tr>
</tbody>
</table>

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

1. IPM Masterplan

2. LDO

- Review LDO every 5 years;
- Ensure additional appropriate triggers are set out through LDO;
  (i) Annually review floorspace delivery and job creation; and
  (ii) Annually review trip generation including staff mode of travel surveys and possibly automatic/manual traffic counts at entrances to site or car parks.

3. Plot Allocation and developer applications

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.