Plot Capacity Testing

The IPM illustrative masterplan generates a number of plots which can come forward for development in a flexible manner. Indicative building heights and land use of each plot have been used to define the development capacity of the site.

The associated parameter plans set out in section 8 allow the flexibility for different stakeholders to come forward for feasibility testing of plots with decision makers able to test development proposals against the parameters and a set of design codes to control the design outcomes. Parameters contained in the LDO could become a critical tool for the marketing and branding of the Enterprise Zone as it will provide confidence that the site would be developed with a consistent approach.

The illustrative masterplan for IPM presents a robust plan for the key structuring elements that define the fundamental infrastructure corridors and spaces that will not only facilitate the marketing of serviced plots but also, crucially, provide a signpost of the quality of place that will emerge.

The framework is underpinned by a robust layout of the key structuring elements such as the linear 'Runway Park' and the points of access and movement corridors whilst allowing plots to be designed and developed in a flexible manner as interest from the market emerges during the lifetime of the LDO.

Future development proposals for plots will be set within this robust framework that ensures quality and continuity. This approach will allow development parcels to come forward in a phased manner, within a robust masterplan accompanied by design codes that will secure the intended placemaking objectives.



	B1	Business							Parking Requirement]	
	B2	General Inc Decked mu	lustrial Ilti-storey car park					1 bay per	B1 30	B2 50	m2 floorspace	
Parcel	Plot	Plot Area	Building footprint m2	Height	GEA m2	Use Class and Size	Local Authority /	Parking requirement	Total parking required	On plot deck parking	On street car park	Notes
				0		Categoty	ownership	(bays)	(bays)	provision (bays)	provision (bays)	
N11	N1.1	2479	1,500	2	3,000	B2 1000-2000	MC	60	-			
N1	N1.2 N1.3	1800 2705	500 2,000	6	3,000 6,000	B1 500-1000 Deck carpark	MC MC	100	240	228	12	
	N1.4	1581	800	3	2,400	B1 500-1000	MC	80				
	N2.1	2925	1,500	2	3,000	B2 2000+	MC	60	321	304	17	
	N2.2	2250	1,698	2	3,396	B2 2000+	MC	68				
N2	N2.3 N2.4	2100 2400	1,500 500	2	3,000	B2 1000-2000 B2 1000-2000	MC MC	60 20				
	N2.5	2700	2,000	4	8,000	Deck carpark	MC					
	N2.6 N2.7	1950 1500	1,200 1,000	2	2,400	B1 500-1000 B1 500-1000	MC MC	80				
	INZ.7	1300	1,000	T	1,000	B1 300-1000	IVIC					
				-		D4 500 1555		50				
	N3.1 N3.2	1127 2249	800 800	2	1,600 1,600	B1 500-1000 B1 500-1000	MC MC	53	4	228		
N3	N3.3	1348	800	2	1,600	B2 1000-2000	TMBC	32	1			
CNI	N3.4	2689	2,000	3	6,000	Deck carpark	TMBC	10	243		15	
	N3.5 N3.6	2690 2251	1,000 800	2	2,000	B2 1000-2000 B2 1000-2000	TMBC TMBC	40 32	1			
	N3.7	1823	800	2	1,600	B2 1000-2000	TMBC	32	-			ļ
		<u> </u>										
	N4.1	1375	1,000	2	2,000	B1 500-1000	MC	67				
	N4.2	2475	2,000	2	4,000	B2 2000+	MC	80]			
N4	N4.3 N4.4	1750 2100	800 500	2	1,600 1,000	B1 500-1000 B2 1000-2000	MC TMBC	53 20	-	380		
	N4.5	2750	2,000	5	10,000	Deck carpark	MC-TMBC	20	404		24	
	N4.6	2925	2,400	2	4,800	B2 2000+	TMBC	96]			
	N4.7 N4.7	4081	600 1,600	2	1,200 3,200	B2 2000+ B2 2000+	TMBC TMBC	24	-			
			1,000	-	5,200	52 2000	inibe	01				
	NF 1	2550	400	1	400	P2 up to 1000	MC	0				
	N5.1 N5.2	3550 3954	400	1	400	B2 up to 1000 B2 1000-2000	MC MC	8 20	-			
	N5.3	2198	450	2	900	B1 500-1000	TMBC	30	132			
N5	N5.3	2400	1,050 400	2	2,100	B2 1000-2000	TMBC	42				
ND	N5.4	2499		1	400	B2 up to 1000	MC					*Potential for these two plots to be either development plots or extension of the runway park and reserved for a later phase.
	N5.5*	2243	400	1	400	B2 up to 1000	MC	8				
	N5.6*	2176	400	1	400	B2 up to 1000	MC	8				
	N5.7	3607	400	1	400	B2 up to 1000	MC	8				
	N6.1	5525	600	2	1,200	B1 500-1000	MC-BAE	40	318	304	14	
	N6.1		3,900	1	3,900	B2 2000+	MC-BAE	78				
N6	N6.2 N6.2	8974	1,200 2,400	2	2,400 2,400	B1 500-1000 B2 2000+	MC-BAE MC-BAE	80 48				
	N6.3	4048	2,000	4	8,000	Deck carpark	MC-BAE	40				
	N6.4	3548	1,800	2	3,600	B2 2000+	MC-BAE	72				
								+	+			
	N7.1	1750	800	2	1,600	B1 500-1000	MC-BAE	53				
N7	N7.2	5366	2,778	2	5,556	B2 2000+	MC-BAE	111		201		
	N7.3 N7.4	2700 4881	2,000 1,500	4	8,000 3,000	Deck carpark B2 2000+	MC-BAE MC-BAE	60	312	304	8	
	N7.4	4188	2,198	2	4,396	B2 2000+	MC-BAE	88				
S1	S1.1*	4558	2,000	4 Up to 6	8,000	Deck carpark	мс		359	304	55	*Flexibility in height for up to 6 storeys but woul require reduction in floorspace on adjacent plots and would need to consider alternative parking arrangements (Can be outside of the LDO/masterplan area). *4 storey car park with the potential to explore employment space (B1/B2) of up to 6 storey subject to plot developer's requirements.
	\$1.2*	1829	1,000	2 Up to 4	2,000	B2 1000-2000	мс	40				Flexibility in height for up to 4 storey.
	\$1.3	2961	2,000	2	4,000	B2 2000+	MC	80				
S2	S2.1 S2.2	4043 2163	2,800 1,500	2	5,600 3,000	B2 2000+ B2 2000+	MC-WWCP MC-WWCP	112 60				
52	\$2.2 \$2.3	3299	1,000	2	2,000	B1 500-1000	MC-WWCP MC-WWCP	67				
								0				
					154,648.00		I	2,329	2329	2052	277	1

BASED ON:

Use Class and S
B1 500-1000
B2 up to 1000
B2 1000-2000
B2 2000+
Total Floorspace

Plot Capacity Testing

INDICATIVE LAND USE STRATEGY (Page 60) INDICATIVE BUILDING HEIGHT STRATEGY (Page 61)

Footprint	GEA
10,950	23,700
2,000	2,000
10,450	19,900
30,674	55,048
54,074	100,648
	10,950 2,000 10,450 30,674

The quantum 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 decked parking structures and servicing areas. Based on expected accumulation of parking bay demand by reference to similar science park developments there may be potential to decrease the number of parking spaces required in the future.

Indicative Land Use Strategy

USED TO DETERMINE CAPACITY

SEE SECTION 8 FOR PARAMETER PLANS

The IPM illustrative masterplan follows a strategy of delivering an over arching framework that is robust, with the runway park and primary access corridor underpinning the structure of the site. Around these fundamentals, plots can come forward in a flexible manner. The land use strategy is indicative and has been used to determine the development capacity of the site, but it is important to note that the specific land use of each plot remains flexible with all plots identified as 'Development Parcels' in the parameter plans set out in section 8.

Feedback from market testing has informed the mix of land uses proposed. In addition, the case studies used for the Innovation Environment benchmarking exercise suggest that one of the key success factors is the mix of commercial office and R&D (B1) uses alongside B2 industrial activities. This mix, alongside a flexible mix of plot sizes, is critical to creating an ecosystem for innovation where firms can grow and develop; and innovations (the ideas that actually create value) can transfer from the R&D and theoretical space (B1) to the operational space (B2).

IPM proposes a mix of B1 and B2 space to capture as much of the innovation value chain as possible. The indicative land use strategy seeks to propose a logical distribution of land uses in order to reinforce the intentions of the vision and deliver a place of quality. A range of B1 and B2 land uses are proposed but specific layouts for interested parties can emerge as interest is received. A key feature is the proposed distribution of B1 Business employment spaces along the primary gateway spine that accesses the northern site. The intention is to promote active frontages onto key routes in order to create natural surveillance of well used pedestrian routes to encourage a feeling of safety at all hours.

Summary of land use floorspaces proposed within the illustrative masterplan:

Land use		Building size range (m²)	Total GEA (m2)	
B1		500-1000	23,700	*
B2		up to 1000	2,000	e n t
B2		1000-2000	19,900	
B2		2000+	55,048	
Multi-store carpark	y 📃		54,000	



4-storey car park with the potential to explore employment space (B1/B2) of up to 6 storeys subject to plot developer's requirements.

Note: it is anticipated that a range of ancillary uses such as A3 land uses could be provided in strategic locations (such as along the Runway Park) to deliver shared facilities that would benefit the wider employment community. This could be included within buildings as detailed development proposals come forward and might include food and beverage, small scale retail, and community / leisure facilities.



Indicative Building Heights Strategy

USED TO DETERMINE CAPACITY

SEE SECTION 8 FOR BUILDING HEIGHT PARAMETER PLAN

The IPM illustrative masterplan generates a number of plots which can come forward for development in a flexible manner. Building heights proposed within these plots, as illustratively proposed on the indicative building heights plan, have been used to define the development capacity of the site.

Whilst the illustrative masterplan is flexible, any future development proposals for plots will need to adhere to the maximum building heights set out in the Building Heights Parameter Plan (see section 8). The Building Heights Parameter Plan indicates maximum heights proposed, allowing the LDO to retain flexibility as the actual building heights are not yet known. It is likely that a small proportion of the development proposals will be built to the maximum height, and that the development proposals are more likely to reflect the indicative building heights strategy.

The building heights strategy and associated parameter plan work within the parameters set by the requirements of the adjacent continued use of the airport as an operational airport. Airport safeguarding restricts building heights and a height contour is applied with the acceptable height of development increasing with distance from the runway. In the areas immediately adjacent to the airport to single storey structures, with single storey hangar typologies located along the landscaped edge for example.

Elsewhere, the masterplan proposes predominantly 2 and 3 storey buildings, with one strategically located taller iconic building at the north end of the runway park at up to 6 storeys, with potential for iconic building to be located within the southern area along Maidstone Road. Decked car parks are proposed at 4 and 5 storeys.





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Indicative Access & Movement Strategy

SEE SECTION 8 FOR ACCESS PARAMETER PLAN

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

Within each cluster space is allocated for a multi-storey decked parking solution which will allow the clusters to capture vehicles from the primary circulation loop and retain the Runway Park as a pedestrian friendly environment. See sections AA and BB for illustrative cross sections through the primary access corridors.

The quantum 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 decked parking structures and servicing areas. Based on expected accumulation of parking bay demand using Science Park trip rates there may be potential to decrease the number of parking spaces required in the future.





Section BB - Illustrative section through Primary Access 'Woodland Gateway'





Indicative Landscape Strategy

SEE SECTION 8 FOR LANDSCAPE PARAMETER PLAN

The key concept behind the masterplan for IPM is to put in place a 'legacy landscape'. This idea goes beyond a design aspiration for achieving great placemaking.

The legacy landscape, with 'The Runway Park' green spine at its core is inspired by the idea that a place can emerge around this fundamental framework over many years and many phases of development ... a place built around and underpinned by a strong landscape and infrastructure strategy.

The vision for IPM features a 'legacy landscape', a landscape framework that sets out a very robust mechanism which will assist the phased delivery of plots over many years. The landscape framework, thus, will act as a long term generator of place, value and a tool that guides phased delivery of plots.

The landscape framework becomes THE key piece of infrastructure, allowing efficient sequencing of delivery that ensures each subsequent phase 'plugs into' an over arching landscape framework to effectively bring together each parcel and each phase as a cohesive place. This approach delivers maximum flexibility as a framework that guides phasing, assists the delivery of key infrastructure and utilities and delivers a high quality place.





Indicative Drainage Strategy

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.

Typical Swale Detail



Typical Dry Basin Detail



Typical Tree Pit Detail

Typical Below Ground Cellular Storage

KEY:

0

Permeable paving

Cellular storage

Tree pits

Dry basin

Swale





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Landscape Character

The landscape strategy for IPM seeks to deliver places of a range of scales for a variety of activities. The intention is to deliver a series of spaces that can be curated by future users of the site and accommodate a varied programme of activities which will help attract and retain the best staff.

Each component of the landscape framework takes its inspiration from existing landscape conditions and creates a backdrop for development parcels to come forward as distinct parcels with their own identity, under the umbrella of the IPM branding which will be projected by the public realm.

The landscape framework delivers places with distinctive character, creating specific kinds of value. It will create an extraordinary environment within which moments of inspiration will occur and ideas can be exchanged. The distinct character of each landscape element will also elevate architecture to new standards that contribute to IPM becoming a place of distinction - a unique investment opportunity.

Within the framework there are welcoming, civic spaces that work celebrate the sense of arrival. Quieter spaces heightens the senses, whether by unearthing the layers of a site's history or through sound, sight, smell and touch.

The strategy also seeks to deliver open space for each phase of development to create place and build an enterprising, entrepreneurial and innovative community spirit in an environment that is authentic and attractive to its users.

Selection of species in the planting scheme should avoid small berried and nut bearing species in order to minimise attraction of large birds and/or flocks which could contribute to risk of bird strike on the airfield.

Gateway & boulevard Runway Park

'Social Track'

Runway Park 'Events Lawn'

Plaza space for food trucks

Gateway

Potential pedestrian link secured within site boundary

Retained trees as setting for southern woodland cluster

Woodland walk

Pedestrian friendly cores with greenway routes through

Trees of character maintained to appropriate height

Outdoor Room 'Social Track'