

During Issue Specific Hearing 10, the Applicant reiterated the approach set out in the Wider Network Impacts Management and Monitoring Plan (WNIMMP) [APP-545]. It is understood that mitigations are to be delivered through the Road Investment Strategy (RIS) process, which is for the Strategic Road Network only.

As stated in Issue Specific Hearing 1 [REP1-257], M2 junction 1 requires an improvement scheme to accommodate committed development.

The WNIMMP and the RIS process do not provide certainty for local plan-making, specifically funding sources in an accompanying Infrastructure Delivery Plan (IDP). Medway Council's Local Impact Report [REP1-258] set out a reasoned justification for National Highways to be a funding source in an IDP for proportionate contributions due for local mitigations. However, this was rejected by the Applicant in a Deadline 2 submission, "Comments on LIRs Appendix G" Medway Council' [REP2-061].

Medway Council is relying on the outcome of the RIS process for M2 junction 1. For the local road network, Medway Council is concerned that the Applicant's position will result in a funding gap in the IDP.