#### Lower Rainham meeting note App Ref: MC/19/1566

## 22.01.2020

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| Attendance | |
| **Hannah Gunner (HG)** | **Medway – Planning Officer** |
| **Rob Neave (RN)** | **Medway – Highways Officer** |
| **Nick Brandreth (NB)** | **Lambert & Foster - Surveyor** |
| **Simon Tucker (ST)** | **DTA – Highways Consultant** |
| **Jacqueline Aggiss (JA)** | **DTA – Highways Consultant** |
| **Duncan Parr (DP)** | **Rapleys – Planning Consultant** |
| **Michael Birch (MB)** | **Rapleys – Planning Consultant** |

Highways

HG explained a report had been prepared by an external consultant in respect of third party comments. A committee date in April was discussed, depending on resolving the outstanding matters.

DTA asked for clarification of the outstanding points following the previous meeting. These were confirmation of the trip generation and the use of the sites in TRICS.

RN confirmed the use of the TRICS sites is accepted, subject to a check on the rates removing bungalow sites. DTA to remove and re-issue.

RN had concern with overall trip generation in comparison to the modelling work undertaken by Sweco on behalf of Medway. RN to confirm brief provided to Sweco for modelling.

DTA explained the work is based on an agreed methodology and provided in considerable detail within the TA. Subject to two outstanding points (now resolved – education and bungalows), this has been agreed throughout the process. The Sweco modelling showed significantly higher person trip rates with no explanation of how the figures had been derived. DTA requested further detail in this regard. RN to provide methodology for trip generation forecasts, traffic distribution and future growth projections input to Sweco modelling.

The model is made up of 7 subnetworks. 3 of the networks have been presented (2, 3 and 7). DTA asked for clarification that the tested networks are those that Medway consider are impacted by the development. RN confirmed this was the case and the other subnetworks (1, 4, 5 and 6) do not experience significant impact and are therefore not included in the model output. Medway confirmed they do not require any assessment on the wider network.

DTA asked for the results of subnetwork 1 (trunk road) to assist in responding to Highways England. RN to provide modelling results for subnetwork 1.

DTA queried the title of the modelling report which reads ‘Sensitivity Tests 1, 2 and 3’. RN confirmed there is only 1 test and that is in fact the development test. DTA requested the title be amended accordingly as the run is not a sensitivity test. RN to confirm Sensitivity tests 2 and 3 do not relate to this application site and that Sensitivity Test 1 is in fact the development test.

DTA queried the level of forecast development traffic on Lower Rainham Road which appeared incorrect. RN will seek further explanation of methodology from Sweco.

RN requested mitigation (Nil detriment) at the relevant junctions identified in the modelling report. These are set out in DTA Technical Note 3. RN to review to junctions highlighted in Technical Note 3 and confirm these are the only junction that require assessment.   RN to confirm if modelling on additional junctions are necessary.

RN will provide traffic flows for each of the junctions from the Sweco model.

DTA will then review and provide comment on need for and extent of mitigation.

There are currently 5 junctions which require improvements, RN noted, if these all could illustrate ‘nil effect’ then it would be difficult to justify an objection. However, there may be a balancing exercise if some junctions could show improvements while others a negative effect.

RN to discuss internally re. S106 contribution against s278 works. DTA outlined that pooling money will allow the authority to direct work where necessary when considering not only the application site but other developments within the authority.

Comments received from Network Rail requesting a review of additional rail passengers and car parking provision. DTA will review forecast rail passengers for the AM peak period (06:00-09:00). DTA will respond to Network Rail comments.

It was agreed a further meeting be held in 3-4 weeks for a progress update.

Planning

HG noted that further consultation responses have been received from Historic England, Conservation Officer and Rural Planning and she would provide these to Rapleys in due course.

HG noted that informal landscape comments have been received which indicate an objection, albeit she is waiting for formal comments before sending to Rapleys.

HG outlined she would chase to understand the comments from leisure/recreation and Natural England to understand the contributions sought.

HG will liaise with NHS to understand their position regarding possible doctors on site. However, in principle DP outlined there is no issue in providing this.

It was agreed by all that an April committee was a sensible target.