

E Land Use and Development Control Statement

E.1 Executive Summary

This report presents the Route Management Strategy (RMS) developed for the A259 / A2070 South Coast route between Hastings and Ashford.

The A259 and A2070 are part of the south coast route from the south Hampshire conurbation surrounding Southampton and Portsmouth to Ashford and the Channel Tunnel.

This RMS proposes a set of Route Outcomes that promote studies and interventions to improve the operation and maintenance of the A259 / A2070.

This RMS addresses the recommendations from the South Coast Corridor Multi-Modal Study (SoCoMMS). Further details can be found in Appendix C.

This report, which forms Appendix E, contains the Land Use and Development Control Statement for the A259 / A2070. This report highlights the relationship between communities and the transport network anticipated to serve it. The report gives details of the planning policies and guidance pertinent to the route as well as current and proposed major developments likely to impact on the future operation and function of the route.

Traffic and congestion data, and plans showing problems and actions, route sections and development locations for this RMS are provided in the main report.

Following a period of public and stakeholder consultation, this Route Management Strategy has been formally published and adopted. A Route Management Plan will be developed by the Highways Agency to plan and carry out actions to fulfil the Route Outcomes over the next ten years.

E.2

Introduction

This planning statement was originally prepared during 2004 and updated in January 2006.

E.3

National Procedures and Policy

Planning Policy Guidance Note 13 (PPG13) sets out national planning policy in respect of transport. In accordance with Annex B of PPG13 the Highways Agency (HA) encourages local planning authorities (LPAs) to consider alternatives to the use of the private car in devising access to local developments. The HA will take these alternatives into account, providing they have been agreed and secured, when it assesses the scale of or need for relevant highways works.

The Planning & Compulsory Purchase Act 2004, together with associated revised secondary legislation and emerging guidance, is changing the way in which planning is carried out in England. Among its key objectives are to create a more holistic planning framework to deliver a wider spatial planning approach rather than simply guiding land use.

The new system puts Regional Spatial Strategies (RSS) on a statutory basis; abolishes Structure Plans (after a transitional period); and introduces Local Development Frameworks (LDF) to replace Local Plans and Unitary Development Plans. LDFs will comprise a set or 'folder' of Local Development Documents which together will guide development in the local authority's area.

The LDF will be made up of a Core Strategy (consistent with the RSS); a series of other Development Plan Documents (outlining policies within themes); Supplementary Planning Documents (similar to current Supplementary Planning Guidance); and a Statement of Community Involvement (SCI) formally setting out the consultation and engagement processes throughout the life of the LDF. Most LDFs will also include local area action plans. In addition they will include a Local Development Scheme which sets the timetable for developing, monitoring and reviewing the LDF. The Highways Agency is a statutory consultee.

It is envisaged that Land Use and Development Control Statements from this and other RMSs could inform parts of the LDF and the HA will seek to engage with Local Authorities to consider how best this can be achieved.

Under the system replaced by the Planning and Compulsory Purchase Act County Councils produced Structure Plans and LPAs produced Local Plans. These will

remain valid for three years until LDFs are put in place. In the South East of England these, and the Local Development Frameworks (LDFs) brought forward under the new system, are set in the strategic context of Regional Planning Guidance 9 (RPG 9). RPG9 should be read in the context of the Government's ten-year plan for transport (Transport 2010) published in July 2000.

As part of an update of RPG9, the Regional Planning Body, the South East England Regional Assembly (SEERA) has prepared a Regional Transport Strategy to replace the transport chapter (Chapter 9) of RPG9. The adopted version of the Regional Transport Strategy was published in July 2004. Following the implementation of the Planning and Compulsory Purchase Act this now forms part of the Development Plan. The Regional Transport Strategy provides regional priorities for transport investment and management across all modes to support RPG9. The new Regional Spatial Strategy (the South East Plan) is currently under preparation and will replace RPG9 once published.

County Councils are responsible for Structure Plans, which will, until they are abolished, continue to set the strategic framework for development within each county. County Councils are also currently responsible for the production of Mineral and Waste Plans. Similarly District Councils will continue to be responsible for Local Plans which set out the locations in which particular types of development should take place; an indication of the overall density of that development; together with policies that govern development within their area. The HA will continue to respond to these as appropriate.

Developers will continue to submit planning applications with detailed proposals for individual sites. In addition, local highway authorities still prepare Local Transport Plans (LTPs) that look specifically at transport issues and set out authorities' proposals in this field over a 5-year period. These are currently being produced for the period 2006 – 2011.

DTLR Circular 4/2001 sets out national development control policy for the trunk road and motorway network. In order to maintain safety and free flow of traffic, policy in the past has been to discourage the formation of new accesses to trunk roads. In keeping with the objectives of an integrated transport policy, the HA has adopted a graduated policy on the provision of new connections to trunk roads or the intensified use of existing ones. However access will continue to be most severely restricted in the case of motorways and high standard routes of the greatest strategic importance.

Paragraph 6 of Circular 4/2001 states ‘Of particular importance is that trunk roads should not be regarded as a convenient means of dealing with local problems, for example by proposing additional junctions on them simply in order to relieve traffic pressures within the local area.’

Circular 4/2001 also applies to developments near existing trunk road junctions where the effect of development would be material on the junction.

The HA is responsible to the Secretary of State for the implementation of his policies and the fulfilment of his duties in respect of the trunk road network. In this context the HA may exercise the Secretary of State’s powers to direct LPAs in respect of planning applications.

The Town and Country Planning (General Development Procedure) order 1995 requires County Councils and LPAs to consult the HA about planning applications that may affect the operation of the Trunk Road network and or that may result in a material increase in the volume of traffic entering or leaving the trunk road and motorway network. Guidance on which applications to consult on is given in DTLR Circular 4/2001.

Paragraph 23 of PPG13 expects planning applications to be accompanied by a Transport Assessment, where the development will have significant transport implications. The HA will expect the developer to provide a Transport Assessment in such cases. The HA is likely to direct the LPA not to permit an application where the developer has not supplied an adequate Transport Assessment and the HA believes one is necessary to establish the effect of the development on the trunk road. The HA will withdraw this ‘holding direction’ when the developer supplies adequate information and the HA has had the opportunity to assess it.

In some cases proposed development will only be acceptable if measures are required on the trunk road network to mitigate the impact of the proposed development. Circular 4/2001 gives guidance on the operational life required of these measures, how developers should agree them with the HA, how they will be conditioned into planning permissions and how developers should pay the HA for them.

Measures required to accommodate development, including measures on trunk roads, may be delivered more effectively if they are funded on a joint basis by a number of developers in an area. The HA encourages LPAs to draw up

development briefs where appropriate to identify these measures. The HA will help LPAs to incorporate any measures on trunk roads into these briefs. The HA will also seek to facilitate mechanisms to collect and distribute payments for the measures needed. However the HA would not expect to be a 'purse holder' and for legal reasons cannot be a party to agreements under Section 106 of the Town and Country Planning Act 1990. A joint fund would have to reimburse the HA using Section 278 of the Highways Act 1980 for any measures on the trunk road or motorway.

The HA encourages developers to discuss development proposals with the HA at an early stage. This will help both parties to understand the full implications of the proposals and avoid unnecessary cost, delay and disappointment.

E.4

Impact of Development

The Government's Ten Year Plan for Transport has a target 'to reduce road congestion on the inter-urban network and in large urban areas of England below current levels by 2010 by promoting integrated transport solutions and investing in public transport and the road network'. In particular, the A2070 around Ashford falls into this category, and the HA encourages local planning and highway authorities to include policies and/or measures that ensure traffic leaving the M20 at J10 can exit without tailbacks on to the main carriageway.

Two of the Highways Agency's strategic objectives are to "take action to reduce congestion and increase reliability of journey times" and "to contribute to sustainable development by maintaining, operating and improving the trunk road network in support of the Government's integrated transport and land use policies". In the context of the A259 / A2070, this implies sustaining manageable economic growth in the Ashford area whilst maintaining and continually improving the strategic access to the Priority Area for Economic Regeneration of which Hastings is a part.

E.5

Display of Advertisements

The Highways Agency will oppose applications for the display of advertisements that could constitute a hazardous distraction to drivers and road users.

The HA also strongly suggests that it should be consulted on applications for signs, advertisements and other structures, such as wind farms or earth mounds which are in the vicinity of, or visible from a trunk road.

E.6

E.6.1

Development Proposals on the A259 / A2070

Introduction

For the purposes of assessing development proposals for Route Management Strategy, the route falls into to sections: the A2070 in Kent, and the A259, which falls mostly in East Sussex. The appropriate local authorities are Ashford in Kent, and Rother and Hastings in East Sussex.

In order to promote an efficient transport network it is necessary to fully integrate transport planning and land use planning. In this way the delivery of sustainable transport solutions will be enhanced. One of the governments' strategic aims is to develop policies to minimise the distance people need to travel. It is already established that in general the proportion of long distance through traffic on this route originating west of Hastings is very small, and therefore any proposals should recognise this. However, this may not always be the case in future, as parts of the M20, M26 and M25 increasingly suffer from regular daily congestion.

In particular, the potential additional traffic generated by concentration of development proposals along the A2070 to the south of Ashford is a matter of concern in terms of potential impact on M20. Proposals for actions to help reduce the impact include the creation of a new junction to the east of the existing J10 that could replace wholly or in part. The HA is contributing to these studies.

One of the key areas that form the framework for the development of this RMS is the interaction with development plans. In particular, these presently comprise the Regional Transport Strategy, Structure Plans and Local Plans. Route objectives, which set out the future role of and aims for the route, take recognition of these plans (see Appendix F). They are informed and influenced by a detailed review and consideration of the plans, and the inherent implications of their output. This is in line with the current procedures set out in both DTLR Circular 4/2001 and PPG13, and is likely to progress a future relationship with the development plan process.

E.6.2

Examination of Development Plans

Many existing Structure Plans and Local Plans have gone through the time-consuming process of deposit, review and public inquiry before reaching the stage of formal adoption, although their time-span has been affected by the changes contained in the Planning and Compulsory Purchase Act, 2004. Under the new Act, existing development plans that have reached the stage of adoption may be 'saved' for a period up to September 2007 in the absence of an adopted LDF

prepared in accordance with the new Act. However, LDFs will still contain within their ‘folders’ two elements that are most important in developing route objectives, viz. site-specific policies and a proposals map.

A review of existing Regional, County and District development plans has been undertaken, to identify, as far as possible, potential development sites along A259 / A2070 that are significant in terms of their size or proximity to the route, and could give rise to significant additional traffic on the trunk road, working east to west along the route. The plans consulted are listed in Table E1 below.

The information gathered as a result of these actions is shown for individual sections on drawing TH/RMSC/E/002 attached to this statement.

In addition, relevant staff within the HA have been consulted in order to identify major potential or actual developments that may or will give rise to additional traffic on the route.

In view of recent changes to the planning process, it is assumed that close liaison with the relevant local authorities will allow a more up-to- date analysis to be incorporated into the RMS in the future and will ensure that any other committed or proposed developments not appearing as planned are also taken into account.

Authority	Document	Status
South East England Regional Assembly [www.southeast-ra.gov.uk] [www.go-se.gov.uk]	Revised Regional Planning Guidance for the South East (RPG9), March 2001	
	Draft Regional Transport Strategy, ‘From Crisis to Cutting Edge’, January 2003 Proposed Alterations to RPG, South East – Ashford Growth Area, July 2003	Published as Final Regional Transport Strategy, July 2004, and forming basis of transport strategy for South East Plan (Draft Plan programmed for Spring 2006).
South East England Development Agency [www.seeda.co.uk]	Draft Regional Economic Strategy 2002 Regional Economic Strategy for South East England 2006 – 2016, Towards a masterplan for Hastings and Bexhill	

Authority	Document	Status
Kent County Council [www.kmsp.gov.uk] [www.kent.gov.uk]	Kent and Medway Structure Plan, Deposit Plan, September 2003	Proposed modifications, June 2005
	Local Transport Plan 2001 – 2006 2003 Annual Progress Report	Superseded by Provisional Transport Plan for Kent 2006 – 2011 (LTP2)
Ashford Borough Council [www.ashford.gov.uk]	Ashford Borough Local Plan Written Statement, June 2000 Providing for transport needs arising from the South of Ashford Transport Study, July 2001 (SPG6)	Local Plan adopted 2006 Ashford Local Development Framework: Local Development Scheme, March 2005
East Sussex County Council [www.eastsussex.gov.uk]	East Sussex and Brighton & Hove Structure Plan 1991 – 2011	Adopted December 1999
	Local Transport Plan Annual Progress Report 2003	LTP2 consultation under way
	Rye Local Area Transport Strategy, April 2003	
Rother District Council [www.rother.gov.uk]	Rother District Local Plan, Revised Deposit, November 2003	Inspectors report, December 2005 Local Development Scheme, March 2005
Hastings Borough Council [www.hastings.gov.uk]	Hastings Local Plan, Revised Deposit Draft, December 2000	Adopted April 2004 Local Development Scheme adopted January 2005
	Hastings Borough Plan, Draft Schedule of Modifications, 2003	
South East and Anglian Ports Local Authority Group (SEAPLAG)	South East England, London and East of England Regional Ports Study, Final Report, June 2002	
Department for Transport [www.aviation.dft.gov.uk]	South East and East of England Regional Air Service Study, Stage Two Appraisal Findings Report	

Authority	Document	Status
Office of the Deputy Prime Minister [www.odpm.gov.uk]	Sustainable communities in the South East	

Table E1 List of development plans consulted

*Significant Development Proposals***A2070 Ashford to Brenzett**

In July 2003 SEERA produced **Proposed Alterations to RPG, South East – Ashford Growth Area**. It is proposed that the Ashford Growth Areas should seek to deliver 13,100 dwellings over the period 2001 – 2016, through urban intensification and the development of new sustainable urban extensions integrated with the provision of new and enhanced bus based public transport. Key elements of local transport infrastructure include M20 J10 upgrade; Park and Ride; and a south Ashford orbital road linking the A2070 to the A28. These proposals are now approved by the Secretary of State.

Strategic policy is set by **Kent and Medway Structure Plan**. Major development is identified at Ashford in the immediate vicinity of A2070, which provides a direct link onto M20 at J10. The impact of Ashford developments will be felt mainly around Ashford and the M20. Access to the south from Shepway District is facilitated by the existence of a good quality link at least as far as Brenzett, and provides sufficient capacity over the period of the RMS.

Ashford Local Plan identifies a number of major residential and industrial development sites (S13 to S17 inclusive on the proposals map) in a southern arc around Ashford, and serviced by A2070. The proposed development sites identified are all of sufficient scale to generate additional traffic on the A2070 and its junctions. Additional junctions will be required to complete these developments, and longer-term measures, requiring a new junction on M20, will be needed to reduce congestion at the existing J10. Table E2 below lists key development plan policies, and identifies major development sites. These are also show on drawing TH/RMSC/E/002

In summary, development pressures are likely to result in an increase in congestion, particularly at peak times, unless measures are taken by the HA, County Councils and LPAs to prevent this. In the latter years of the 10-year timescale of the RMS, and certainly beyond 2014, the demand for new development in the Ashford area will put considerable pressure on key accesses onto A2070 Bad Munstereifel Way towards M20 J10. This is recognised by the HA in the development of a longer term strategy for highways that includes schemes to relieve M20 J10 and the encouragement of sustainable modes of transport.

Plan	Plan Status and Period	Drawing Ref	Development Plan Ref	Topic	Location / Possible effect on A2070
Kent and Medway Structure Plan	Deposit Plan, September 2003 Proposed modifications, July 2005	ASH01, ASH04	FP3	Fostering prosperity	Identifies priority locations of strategic importance for business, industrial or distribution uses. Those in Ashford are Eureka Science Park (adjacent to M20 J9); and Orbital Park, Waterbrook and Cheeseman's Green (all served by A2070)
			FP15b	Development for core comparison goods shopping	Development will be supported in the sub-regional and principal town centres, including Ashford. The scale of development in Canterbury should not prejudice investment in, and strengthening of, the principal towns in East Kent and development of Ashford as a sub-regional centre.
			CC1	Ashford	Ashford is identified as a regional centre for growth. Expansion will be focussed on high quality and sustainable development in and around central Ashford, and where further Greenfield development is required, in an arc to the south of the town (<i>using A2070 as a spine road</i>). Provision will be made for up to 40 ha of additional land for business development to meet requirements beyond 2011. Major transport investments will be required, including enhanced junction capacity at or near M20 J10 (and in the longer term J9), and quality bus corridors, Park & Ride facilities and a new centrally located bus interchange possibly linked to the International Passenger Station.
Ashford Borough Local Plan, 2006	Written Statement, June 2000	ASH04	Site S13 on Proposals Map	Mixed new development	Cheeseman's Green: allocation of 700 dwellings and 40 ha of employment land to 2006, and an additional 800 dwellings and some further land for employment up to 2011. Requires additional access onto A2070 west of existing Orbital Park roundabout access.
		ASH01	Site S14 on Proposals Map	New development	Waterbrook: 16.5 ha allocated for B1/B2/B8 industrial use in period to 2006. New access onto A2070 shared by Cheeseman's Green development.

Plan	Plan Status and Period	Drawing Ref	Development Plan Ref	Topic	Location / Possible effect on A2070
	Supplementary Planning Guidance, July 2001 (SPG6)	ASH02	Site S16 on Proposals Map	New development	Bushy Royds: 275 new dwellings in period to 2006. Access through Orbital Park
		ASH03	Site S17 on Proposals Map	New development	Park Farm: Large part already built. Indicative capacity of remaining development is 1200 of which 500 are proposed as an extension to the area that is built or has planning permission. Second phase requires additional access onto A2070 south of A2042 junction.
		ASH01	Site S15 on Proposals Map	Employment	Orbital Park: 49 ha has permission for mixed industrial use: not yet complete. Access off A2070.
			Policy TP19	Development	This policy requires new developments to finance the creation of the capacity needed within the local transport system to cater for the needs arising as a result of the development for 15 years from the date of planning permission. Contributions will need to provide for as large a proportion of all trips generated as practical to be made by foot, cycle or public transport. This applies to all developments identified in Ashford District.
			Policy EN27	Environment	A large area south of Ashford through which A2070 passes is designated a Kent Special Landscape Area and contains an SSSI. This section is thus protected against development pressures with emphasis on conservation and enhancement of natural beauty.

Table E2 Key development plan policies and major development sites relating to A2070 from Ashford to Brenzett

A259 Brenzett to Hastings

The **East Sussex and Brighton & Hove Structure Plan** contains transport policies (T20) that looked forward to the provision of the Bexhill and Western Hastings and Eastern Hastings Bypasses. However, since then, The A21 Access to Hastings Study and SoCoMMS have reported, and consequently these bypass proposals have been deleted. In response, a task force of local and regional bodies has commissioned a Master Plan for Bexhill and Hastings which is consulting on alternative approaches to policy in this area.

East of Hastings, the route passes through protected landscape areas of the High Weald AONB (Structure Plan policies S4, EN2, EN3, TR43) and Areas of International Importance for Nature Conservation (Structure Plan policies S1, EN17), effectively prohibiting any large scale development. Even so, policy TR23 urges the government "...to implement, at the earliest opportunity, appropriate solutions to transport problems along ... the A259 corridor east of Hastings...".

The **Rother District Local Plan** applies to the whole of the route in East Sussex east of Hastings. Key policies relate to housing in Bexhill, where most of the district allocation is to be provided. These developments are closely linked to the **Master plan for Hastings and Bexhill**, which, with the rejection of the Hastings Bypass is seen as the focus for developing an alternative approach to traffic problems on A259 in the two towns, through the creation of 'country avenues' to assist local access to development. A number of developments are also proposed in the **Hastings Local Plan**, some of which may impact to a small extent on A259 east of the town.

Reuse of brown-field sites at Rye Harbour and in the town will impact on the A259 and improvements to junctions will need to be considered even where nothing is currently programmed (see Rother Local Plan policies RY4 to RY8). East Sussex CC has produced a 'Rye Local Area Transport Strategy' that sets out a programme of works in the area. It is expected that developers would provide contributions towards junction improvements.

Table E3 below lists key development plan policies, and identifies major development sites

Plan	Plan Status and Period	Drawing Ref	Development Plan Ref	Topic	Location / Possible effect on A259
East Sussex and Brighton & Hove Structure Plan 1991 - 2011	Adopted December 1999		Policies EN2, EN3	Environment	In order to protect the High Weald AONB, development will be carefully controlled and strictly limited. This applies to A259 between Hasting and Rye
			Policy EN17	Environment	The existing natural resources of species, habitats and other sites of demonstrable geological, landscape or wildlife importance will be protected from damage. This applies to most of the remainder of A259 crossing the levels not covered by policies EN2 and EN3. This effectively precludes development except the small amounts allowed in towns and villages along the route.
		ROT01	Policies S27, S28, and T42	Rye and Rye Harbour	Policies aim to maintain role of Rye town as a local centre, develop tourism, whilst preserving its unique character. Port activities at Rye Harbour are encouraged consistent with environmental, port capacity and road traffic constraints. Possible impact on A259 particularly in relation to quality of design for highway works and junction improvements.
Rother District Local Plan	Revised Deposit, November 2003 Inspectors Report, December 2005		Appendix 5	Housing	Commitment for 152 dwellings at Brookside Farm, Camber. Additional traffic could impact on junction with A259 at East Guldeford.
			Policies DS2 (p.22), BX2 (p.69)	Development strategy	Most of Rother's housing allocation will be met in Bexhill. Locations are considered sufficiently far from A259 (east) not to be significant. The Hastings – Bexhill Master Plan contains proposals to improve transport links in the Hastings – Bexhill urban area.

Plan	Plan Status and Period	Drawing Ref	Development Plan Ref	Topic	Location / Possible effect on A259
			Policy RY4, RY5 (p.87)	Mixed development	Land north of Udimore Road and on the site of the former Thomas Peacocke Lower School in Rye is allocated for mixed use including approx. 150 dwellings. Likely to increase local movement on A259 in vicinity of Rye.
		ROT01	Policy RY7 (p. 89)	Industrial / residential	Rye Harbour has long established industrial uses, but vacant sites total about 7.9 ha. Proposals for business use will be permitted, but subject to securing of improvements to the Harbour Road / A259 junction. There are now proposals for 250 dwellings, plus a possible 55 on part of the site. In all cases, contributions would be sought towards the improvement of the Harbour Road / A259 junction.
Hastings Local Plan	Revised Deposit Draft, December 2000	HAS02	MOD/5a/6 (p. B12)	Employment	Allocation of up to 5.7 ha of B1/B2/B8 west of Queensway.
	Draft Schedule of Modifications, Autumn 2003	HAS03	MOD/7a/8 (p. B70)	Housing	197 additional dwellings proposed at Holmhurst St Mary.
		HAS01	MOD/7a/8 (p. B70)	Housing	166 dwellings at Ore Valley. Situated on east side of Hastings, this site could impact on western section of A259.

Table E3 Key development plan policies and major development sites relating to A259 from Brenzett to Hastings

E.7

HA response to planning applications

Table E4 below shows how the Agency would respond to various types of planning applications.

Route Section	Strategy Elements	HA Response to Planning Applications	HA Response to Reviews of Development Plans and Local Transport Plans
Whole Route	Safety and efficiency of the network will be maintained and where possible improved.	The HA will oppose applications for the display of advertisements that would constitute hazardous distraction to drivers. The HA will also support local authorities in removing illegal advertisements that constitute hazardous distraction.	
	Developer Contributions will be obtained where appropriate for measures to maintain network integrity.	Where proposed development requires measures to protect the trunk road interest, the HA is likely to direct appropriate conditions that will result in these measures being delivered by the appropriate time.	The HA will encourage LPAs to draw up development briefs where appropriate. The HA will ask that Plans record that for legal reasons it can not be a party to agreements under Section 106 of the Town and Country Planning Act 1990.
	Developer Contributions will be obtained where appropriate to assist with the provision of alternative modes to private motoring		
	Access to alternative modes to the private car will be encouraged and facilitated.	The HA will encourage developers and LPAs to promote access to alternative modes.	The HA will encourage policies and proposals that encourage the use of alternatives to the private car.
	Transport Assessments will be required where appropriate.	The HA is likely to issue a 'holding' direction where the developer has not supplied an adequate Transport Assessment and the HA believes one is necessary to establish the effect of the development on the trunk road.	The HA will expect policies that require Transport Assessments where appropriate.

Route Section	Strategy Elements	HA Response to Planning Applications	HA Response to Reviews of Development Plans and Local Transport Plans
A2070	<p>Safety and efficiency of the network will be maintained and where possible improved.</p> <p>Congestion will be reduced.</p> <p>Appropriate development will be facilitated as far as practicable</p>	<p>The HA is likely to direct refusal of planning applications that would reduce safety, especially those that would cause or increase danger due to exit blocking.</p> <p>The HA will oppose proposals that increase peak demand above the capacity of A2070 / M20 junction over the period extending fifteen years from the implementation of a development unless contributions for required improvements are obtained.</p> <p>The HA will encourage developers to bring forward proposals that reduce peak demand on the A2070</p> <p>The HA will discuss with the LPA at what level an increase in traffic joining and leaving the A2070 as the result of a proposed development should be considered as material. This is likely to be anything other than a minimal increase (not the 5% indicative level referred to in Circular 4/2001).</p>	<p>The HA will expect policies and proposals in revised Plans to keep peak demand at or below capacity during the life of the Plan.</p>

Table E4 Highways Agency response to planning applications and reviews of development plans