

Land to the West of St Leonards-on-Sea: Transport Deliverability

Ref: JCB/WF/ITB18628–005 TN
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SECTION 1 Introduction

1.1 Paragraph 115 of the NPPF identifies three key transport tests for new development:

- Can the opportunities for sustainable travel be prioritised appropriately?
- Can safe and suitable access be provided?
- Will the traffic impacts be acceptable?

1.2 This note responds to these questions to seek to assist Hastings Borough Council's *Draft New Local Plan* consultation. The Land to the West of St Leonards-on-Sea site is being promoted for a residential-led development of c.400 homes.

SECTION 2 Access

2.1 Vehicular, pedestrian and cycle access will be provided onto A2100 Hastings Road. Topography, speed and volumes have been surveyed along this road to inform site access junction modelling, design and visibility.

2.2 The site access would operate well within capacity as a simple priority T-junction. Initial modelling has been undertaken based on observed traffic flows and traffic generation of the proposed scheme. A summary of the junction model outputs in **Table 1** demonstrate that a simple T-junction would operate with ample spare capacity.

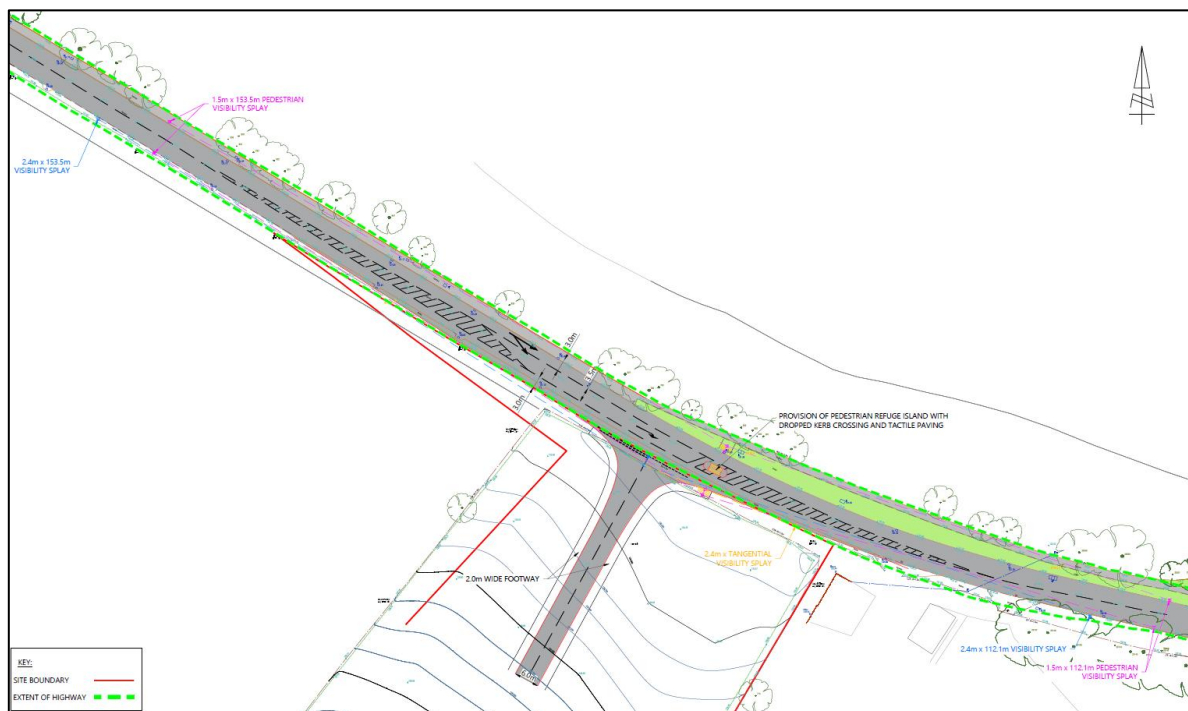
Table 1: Site Access Capacity Assessment – Simple Priority T-junction

Arm/Movement	AM Peak Hour		PM Peak Hour	
	Max RFC	Max Queue (Vehicles)	Max RFC	Max Queue (Vehicles)
Site Access to A2100 (West)	0.18	0	0.03	0
Site Access to A2100 (East)	0.32	0	0.08	0
A2100 (West) to Site Access	0.06	0	0.39	2

2.3 Although not necessary for capacity purposes, a ghost island arrangement can also be accommodated with very minor road widening and would enable an improved pedestrian and cycle crossing arrangement over the A2100 Hastings Road.

2.4 **Image 1** demonstrates the proposed site access arrangements designed to DMRB standards with visibility suitable for observed traffic speeds.

Image 1: Access Arrangement – With Ghost Island Right Turn Lane



2.5 There is also sufficient frontage along A2100 Hastings Road to provide an emergency access, which would loop in to join the main site road.

SECTION 3 Sustainable Transport

3.1 Existing Opportunities

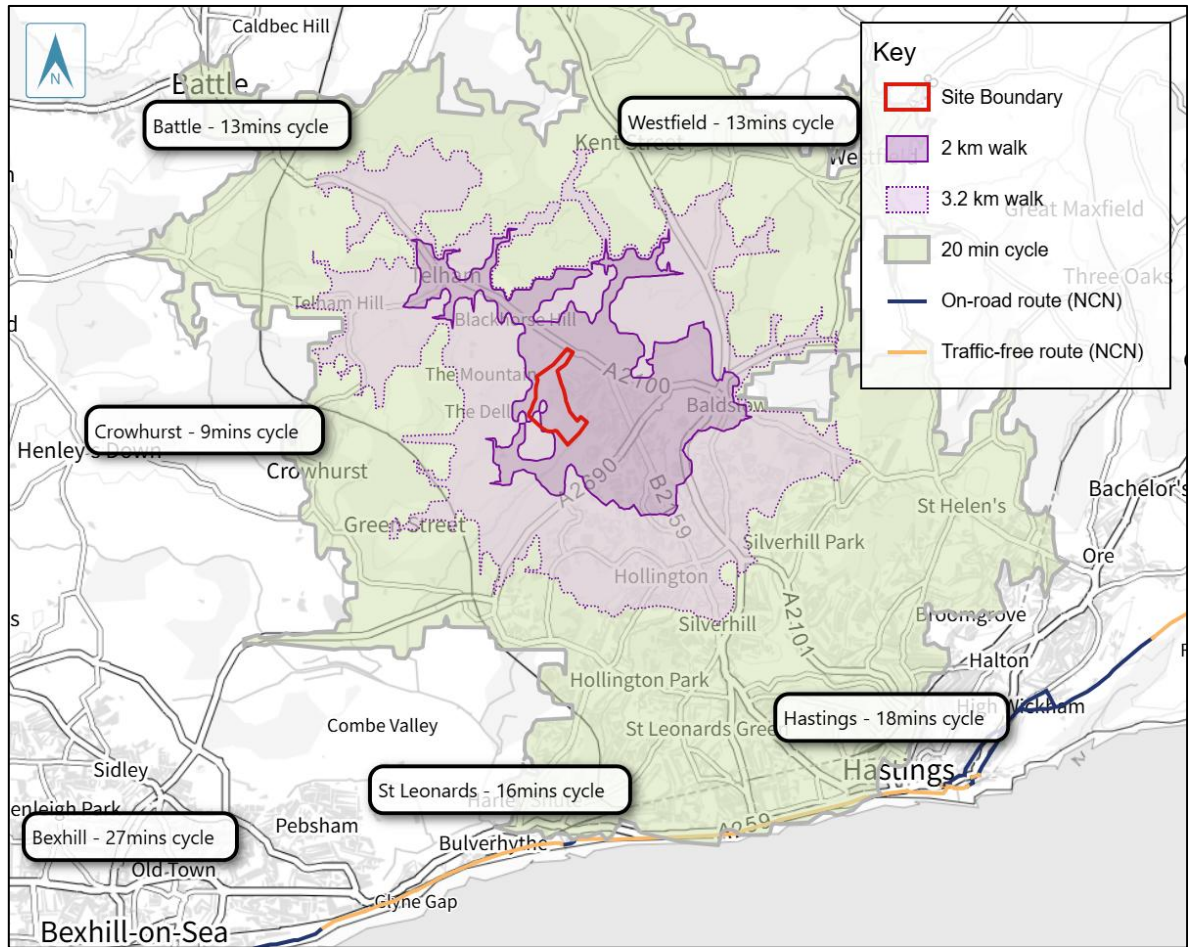
Walking and Cycling

3.1.1 The site is located on the western edge of Baldslow with access onto A2100 Hastings Road. There is good footway provision on the northern side of the road, with a wide verge for much of its extent to the Battle Road / Stonebeach Rise / The Ridge West roundabout, where road speeds drop to 30mph making the local roads from this point more suitable for on-street cycling.

3.1.2 From the roundabout, pedestrian routes continue east towards the amenities on Sedlescombe Road and south along Battle Road towards Hastings and St Leonard's.

- Sainsbury's and Aldi supermarkets, as well as a number of other shops/superstores and eateries can be accessed within a 25-minute walk or 8-minute cycle from the site.
- Many other amenities are available within a reasonable walking and cycling distance east of the site, including a health club and gym, Conquest Hospital, Ark Alexandra academy and Castleham Industrial Estate.
- In the opposite direction towards Battle, pedestrians can reach a pub, church and Crowhurst Park Cricket Club within 15-20 minutes.
- Cyclists will be able to reach Crowhurst Station within 9-minutes, which provides services between Hastings and London Charing Cross.
- Public Bridleway HAS/37/2 runs along Breadsall Lane on the western boundary of the site. It starts at Hastings Road and continues south to Swainham Lane.
- The bridleway connects to public footpath HAS/34/1, which is located to the south of the site. This footpath runs eastwards through woodland and emerges at the A2690 Queensway providing a more direct walking route to Castleham Industrial Estate and Tesco.

Image 2: Active Travel Connectivity



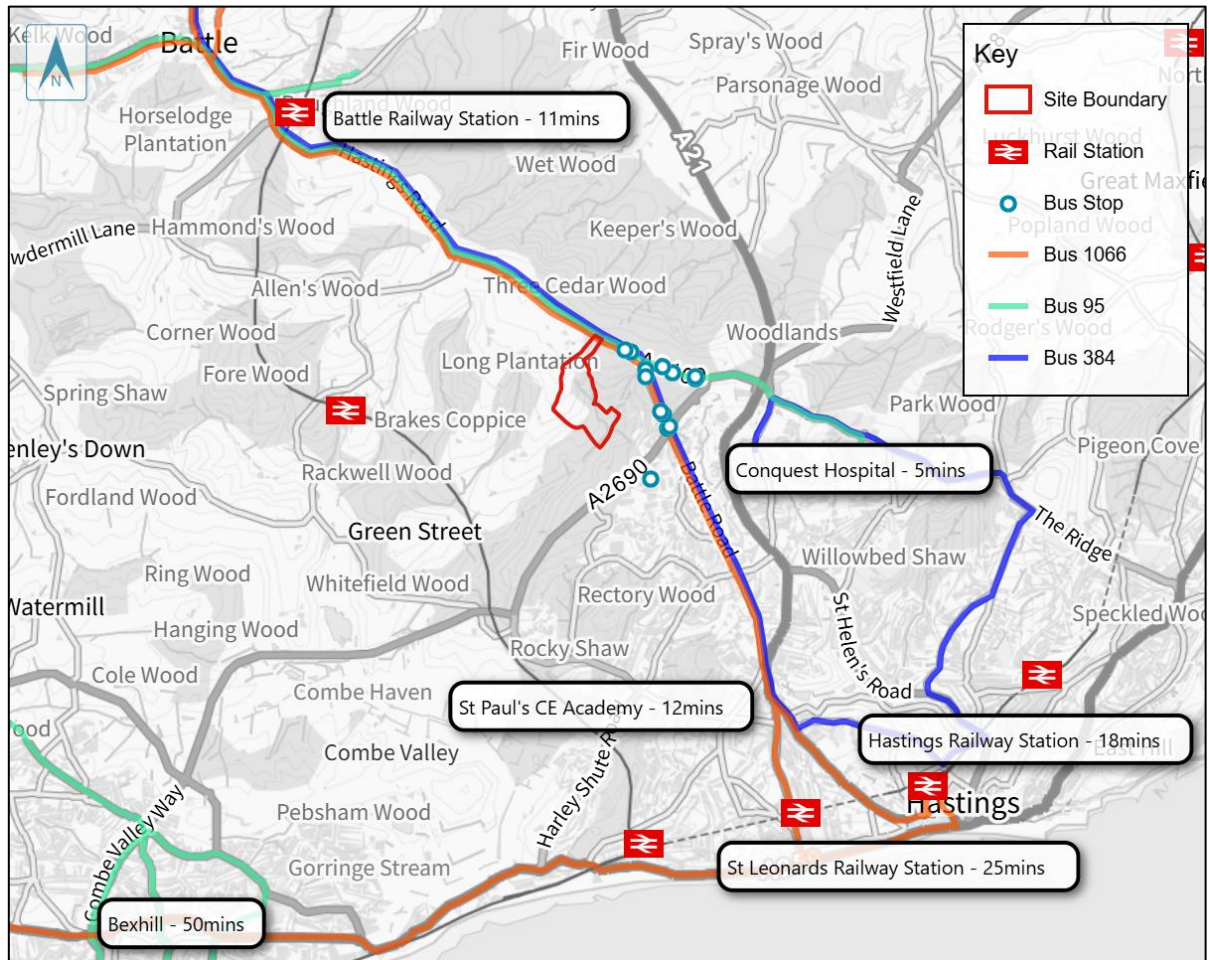
Public Transport

3.1.3 The closest bus stop is Stonebeach Rise, located just 250m east of the proposed site access junction, and is served by the 384, 95 and 1066 buses, as well as Battle Area Community Transport buses B72 and B75 services:

- The 1066 is an hourly service which routes south from the site to Hastings (within 20-minutes) and St Leonards (within 25-minutes) providing good sustainable access to schools, workplaces and railway stations in these areas, before continuing to Bexhill. To the north, the bus service offers connection to Battle and other villages enroute to Tunbridge Wells.
- The 95 bus is a bi-hourly service, providing quick connections east to Sedlescombe Road retail units and the local hospital. To the west the service route to Battle and south to Bexhill, accessing the villages of Catsfield and Ninfield on the way.
- Bus accessibility at the site is supplemented by the 384 which provides a weekday morning service between the Site and Battle, useful for onward commuting purposes.

3.1.4 The site is very well located to frequent buses that will take people to where they want to go. In addition, the quantum of development offers the opportunity to materially these services enhance, as well as improve local bus infrastructure.

Image 3: Bus Connectivity



3.2 Transport Vision

3.2.1 Given the opportunities, and in accordance with the NPPF, development of the site will adopt a 'vision-led' approach.

3.2.2 The Transport Vision for the site is as follows:

"The delivery of a future proofed urban extension to the west of Baldslow, Hastings incorporating high quality development with associated infrastructure that contributes to a sustainable, serviced neighbourhood. Infrastructure will be designed within the scheme and the surrounding network that engenders a sustainable transport hierarchy: prioritising opportunities to internalise trips and reducing the need to travel, encouraging pedestrian and cycle trips and capitalising on, and improving the excellent local bus network."

3.3 Sustainable Transport Strategy

3.4 To achieve this Vision, the key aspects of the Sustainable Transport Strategy are outlined below, with prioritising active and sustainable travel being the focus. This reflects and adopts wider aspirations to improve health, reduce carbon, and other environmental impacts, as well as reducing transport and access inequalities.

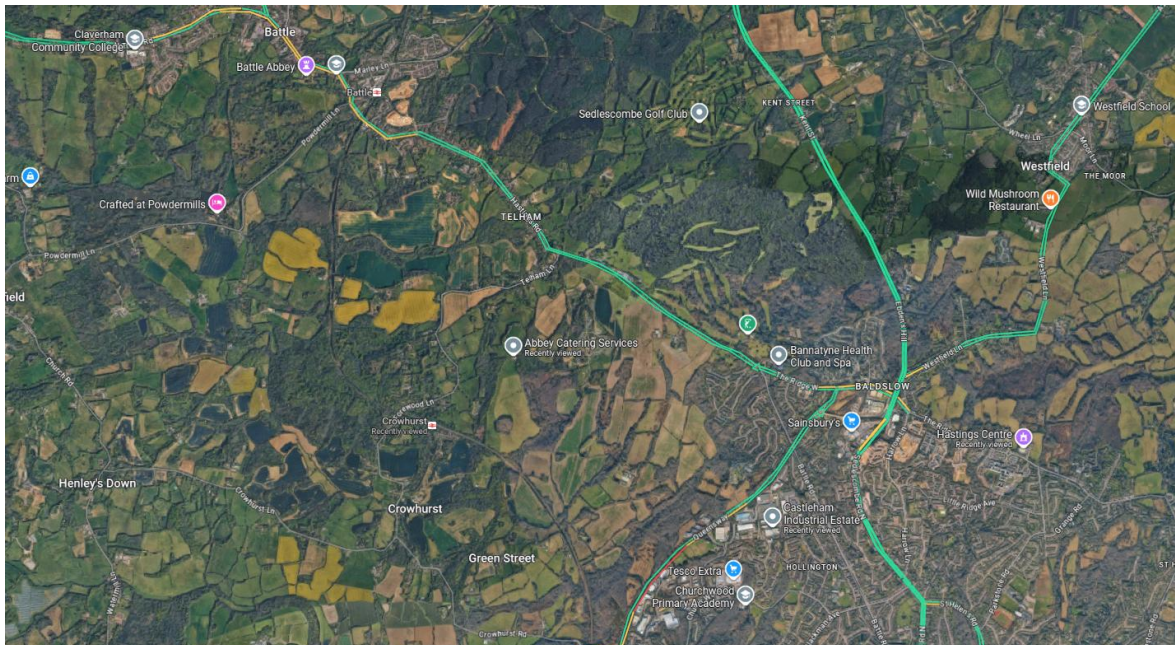
- A community building (class E) will encourage a proportion of everyday journeys to remain internal to the site.
- A mobility hub to be provided including the following:
 - A car club space will be provided from the outset, with the potential for additional spaces if there is demand.
 - Cycle charging facilities.
 - Cycle toolbox station.
 - Electric vehicle charging facilities.
 - Travel Plan information.
- A permeable street layout designed with pedestrian priority in mind, with opportunities to stop and rest or socialise or play, with intended maximum 20mph vehicle speeds
- Capitalise on the location of the site in the context of the draft allocation and unlock opportunities for connectivity between new local communities through a collaborative approach to masterplanning and transport strategy with neighbouring land promotor.
- Prioritising cyclists and pedestrians within the site through considerate masterplanning and a continuous pedestrian/cycleway north to south and pedestrian/cycle priority at internal junctions.
- Contributing to cycle improvements in accordance with ESCC's LCWIP, most notably HS19 and HS23 along The Ridge West and Battle Road respectively.
- Residents able to walk or cycle to a range of local facilities along pleasant, sociable routes.
- Residents able to travel by bus and rail to a range of destinations, in turn supporting the viability of local bus and rail services. This includes children being able to access a range of schools within a 20-minute bus ride.
- The footway width along Hastings Road east of the site will be widened/improved.

- Dropped kerb crossing facilities at the site access with a central refuge island to offer safer crossing for pedestrians and cyclists to access the existing footway.
- Dwellings on the site will be provided with EV charging infrastructure in accordance with prevailing Building Regulations.
- Effective Travel Planning - encouraging the uptake of active and sustainable modes of travel through initiatives and information.

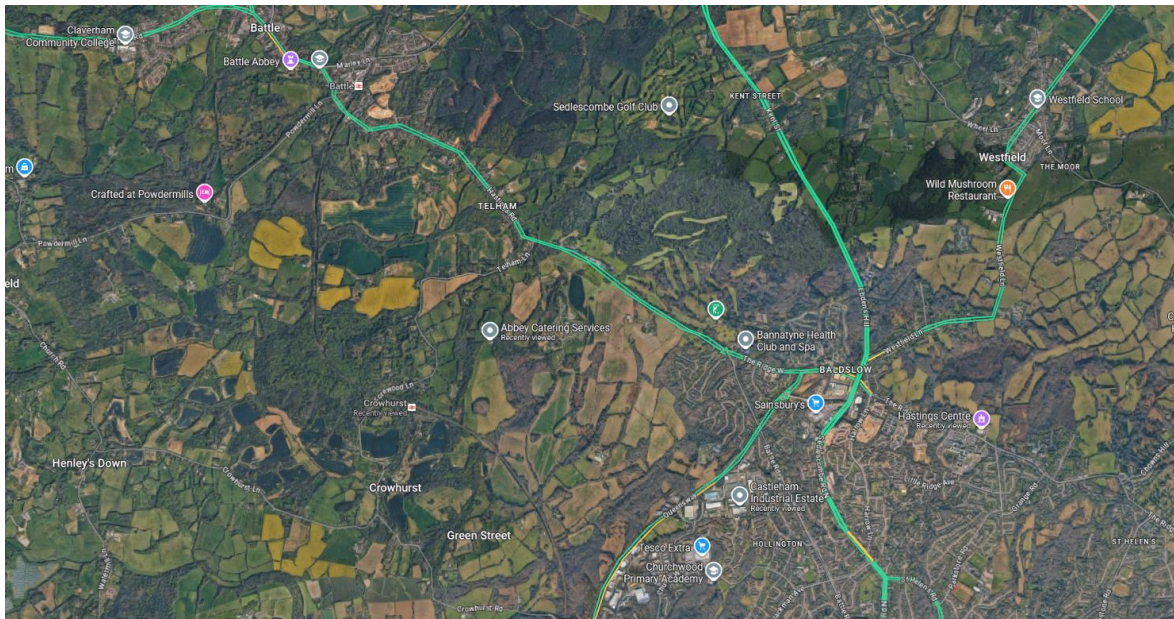
SECTION 4 Traffic Impact

- 4.1 Journey time data suggests that there are no material existing peak hour issues along A2100 Hastings Road towards Battle or Hastings.
- 4.2 There also does not appear to be any constraints at the Battle Road / Stonebeach Rise / The Ridge West roundabout.
- 4.3 In addition, the routes into the centre of Hastings and St Leonards along B2159 Battle Road and A21 Sedlescombe Road, and to Bexhill along Queensway are shown to typically have minimal delays.

Image 4: Typical Tuesday 08:30 AM traffic



Source: Google Maps

Image 5: Typical Tuesday 17:30 PM traffic

Source: Google Maps

- 4.4 The impact on local highway junctions will be assessed robustly through the planning application process. However, it is not expected that the traffic impact will be a significant issue for the scheme. It is not expected that material off-site highway improvements will be needed to stay below the high bar set by the NPPF's 'severe impact' test. The focus of the transport strategy will be sustainable travel improvements.

SECTION 5 Summary

- 5.1 The Land to the West of St Leonards-on-Sea site is being promoted for a residential development of c.400 homes.

Can the opportunities for sustainable travel be prioritised appropriately?

- 5.2 The site is well located to deliver a transport vision that prioritises sustainable travel and internalised trips, with a mobility hub and a community building. Infrastructure will be designed within the scheme and the surrounding network to engender active travel and connectivity to local amenities and the excellent local bus network. There is also opportunity to offer meaningful contributions to ESCC's cycle network aspirations and to improve bus infrastructure and frequency.

Can safe and suitable access be provided?

- 5.3 The scheme is proposed to take access from the A2100 Hastings Road via a ghost island right turn with a refuge island pedestrian crossing. The proposed junction offers safe and suitable access for vehicles and pedestrians, with appropriate visibility and junction capacity. Pedestrian routes are available from the north of the site via the A2100 Hastings Road and to the south via the PROW network.

Will the traffic impacts be acceptable?

- 5.4 The site will generate c.200 peak hour vehicle trips which would be split relatively evenly east towards Hastings and west towards Battle. An initial review does not identify any capacity concerns across the immediate highway network. Local junctions will be robustly reviewed as part of the application process, but it is not anticipated that traffic impact will be a significant issue.