APPENDIX J

LAND SOUTH OF HOREBEECH LANE, HORAM

Residential Development

Framework Travel Plan

Prepared on behalf of

Chailey Homes

CHHO/17/3547s

August 2018

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1 INTRODUCTION

1.1.1 This Framework Travel Plan (FTP) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of Chailey Homes to support a planning application for a proposed residential development on land to the south of Horebeech Lane, Horam.

1.1.2 This TP has been designed to mitigate any long-term effect of traffic impacts associated with the development and to encourage residents to use sustainable travel methods as an alternative to private car use. This TP sets out a number of 'hard' infrastructural and 'soft' information-led initiatives, which would be implemented prior to occupation of the proposed dwellings.

1.1.3 In developing this Travel Plan, RGP has reviewed ESCC's document "*Guidance on Travel Plans for New Development*" (September 2008) as well as relevant national guidance and best practice. In addition, the production of this TP meets the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credit TRA5: Travel Plan, as well as contributing towards TRA1: Public Transport Accessibility, TRA2: Proximity to Amenities, TRA3: Cyclist Facilities and TRA4: Maximum Car Parking Capacity.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan is a package of measures tailored to the needs of an individual site and aimed at promoting greener, cleaner travel choices by reducing reliance on the use of the private car. The development of such measures can enable individuals to reduce the impact of travel and transport on the environment, whilst providing a range benefits to individuals and the local community, including financial savings.

1.2.2 Travel Plans are introduced predominantly for regular journeys, such as journeys to or from work and help to raise awareness of the impacts of travel decisions. In some instances, it is not practical to achieve modal shift from single occupancy car to a more sustainable mode, however by promoting existing transport options and providing a range of alternatives, there are opportunities for individuals to contribute to improving the local environment and their own personal health and well-being.

1.2.3 In addition, the key lifetime event of buying a new home represents an ideal opportunity for future residents to evaluate their travel patterns and behaviour, particularly if this is combined with the provision of relevant / up-to-date travel information.

1.2.4 For **residents**, a TP can:

(i) improve access to essential services and employment opportunities;

(ii) help provide less stressful options for travel, particularly in relation to regular commuter journeys;

(iii) present opportunities to incorporate physical exercise into daily routines;

(iv) reduce journey times to local destinations;

(v) reduce the cost of travel, or eliminate the need to buy a car; and

(vi) provide a more vibrant community to live in.

1.2.5 For the **local community**, a TP can:

(i) make local streets less congested, less dangerous, less noisy and less polluted;

(ii) enhance public transport services and associated infrastructure;

(iii) improve the environment and the routes available for cycling and walking; and

(iv) help create a place which is better to live in, work in and visit and which attracts investment.

1.2.6 For **developers**, a TP can:

(i) satisfy the requirements of local planning and highway authorities, permitting development; and

(ii) enhance an development's image ('green credentials' and 'social corporate responsibility').

1.3 The "Life Cycle" of a Travel Plan

1.3.1 A Travel Plan is an evolving strategy and process, which requires continuous input and monitoring, as well as commitment from residents. **Figure 1.1** below illustrates the "life-cycle" of the Travel Plan from its inception, through to the implementation and monitoring stages.

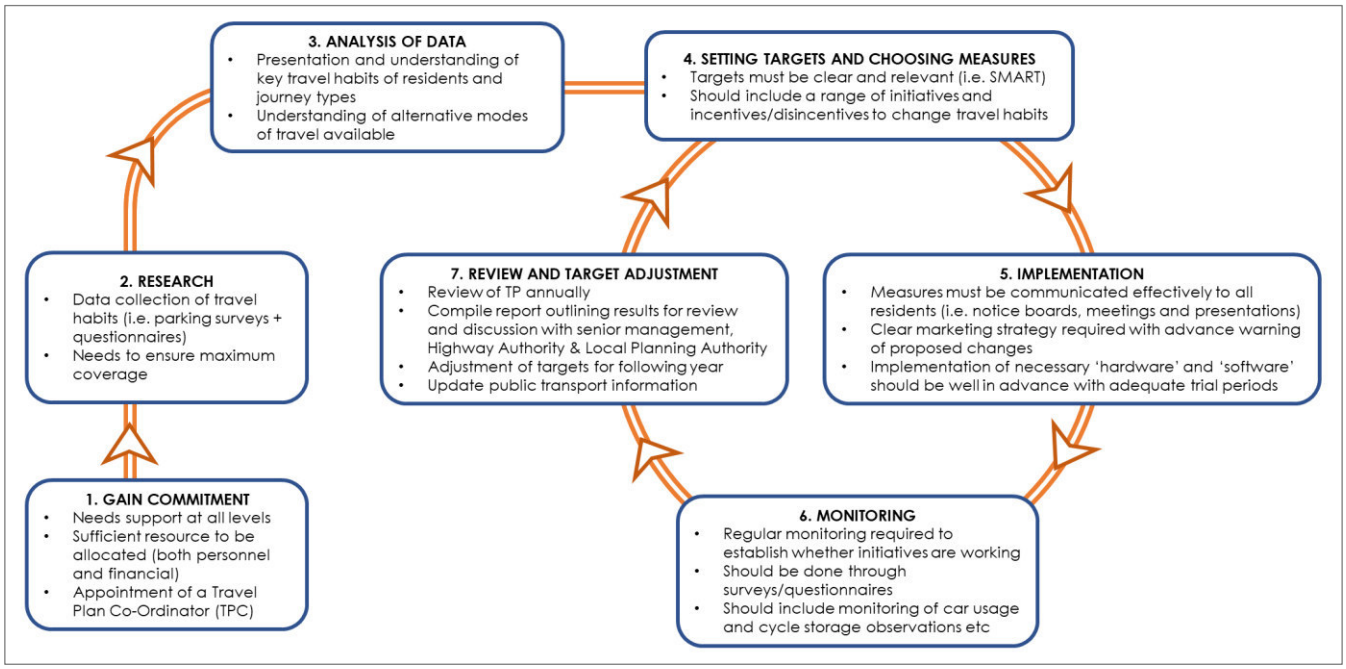


Figure 1.1: Travel Plan 'Life Cycle'

1.3.2 As illustrated by **Figure 1.1**, there are 7 principal stages required to effectively implement a Travel Plan. These are discussed in greater detail within the relevant sections of this document.

1.4 Travel Plan Coordinator

1.4.1 One aspect that will be vital to the success of the Travel Plan is the role of Travel Plan Coordinator (TPC). The role of the TPC is imperative to the success of the Travel Plan and is further discussed in **Section 6** of this report.

2 SITE DESCRIPTION AND ACCESSIBILITY CREDENTIALS

2.1 Introduction

2.1.1 This section reviews the existing provision of pedestrian, cyclist and public transport infrastructure, situated within the vicinity of the site.

2.2 Site Location and Description

2.2.1 The application site covers an area of 2.535ha on the southern side of Horebeech Lane circa 800m to the east of Horam village centre. Horam provides access to local bus stops as well as convenience shopping facilities. The site is bordered by Horebeech Lane to the north, open fields to the east, residential properties to the west, and The Cuckoo Trail and a small stream to the south. The site context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

2.3 Accessibility Credentials

Pedestrian Accessibility

2.3.1 Pedestrian access to the site is currently served from a narrow footway flanking the northern side of Horebeech Lane, running into Horam village centre and to the Cuckoo Trail. The footway is set back from the carriageway by a grass verge and widens to c.1.5m approximately 80m to the west of the site. The pedestrian footway is shown in **Figure 2.2**.



Figure 2.2: Pedestrian Footway Flanking Horebeech Lane

2.3.2 In addition, there are a number of Public Rights of Way (PROW) in the vicinity of the site as shown in **Figure 2.3**. Most significant of which is The Cuckoo Trail bridleway which runs north-south and borders the south of the application site. The Cuckoo Trail provides an off-road route between Eastbourne and Heathfield, and is currently accessed via the footway flanking Horebeech Road approximately 150m to the west of the site.

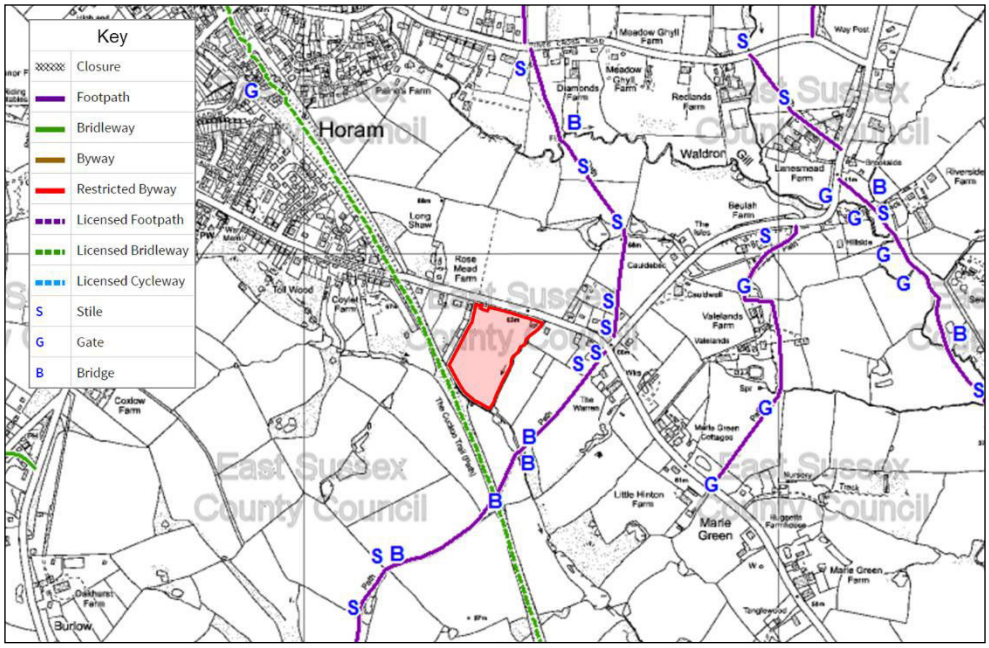


Figure 2.3: Extract from ESCC's Public Rights of Way Map

2.3.3 Additionally, the adjacent Rosemead Farm proposal includes widening of the footway flanking Horebeech Lane and the addition of a footway on the bridge to the west of the site. These works would provide improvements to pedestrian connectivity, safety and convenience.

2.3.4 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown in the **Plan 01**, a range of services and amenities within Horam are accessible on-foot and by bicycle from the application site, based on CIHT guidance.

Cycle Accessibility

2.3.5 The Cuckoo Trail, accessed c.150m to the west of the site, forms part of the National Cycle Route 21, providing an off-road route to Heathfield and Hailsham. To the north, the route provides a traffic-free route to Maynards Green Community Primary School and St Mary's Special School. Cycle routes in the vicinity of the site are shown in **Plan 01**.

2.3.6 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8 kilometres to workplace destinations. The settlements of Heathfield and Hailsham are therefore accessible by bicycle from the site.

Accessibility by Bus

2.3.7 The application site is within walking distance of both northbound and southbound bus stops approximately 850m west of the site. The stops are served by 4 bus services providing frequent access to Hailsham and Eastbourne as well as to local colleges. Details of all bus services including frequency and route summaries are presented in **Figure 2.4**.

Service	Route Summary	Typical Frequency	Operating Hours
51	Heathfield – Hailsham – Eastbourne – Sovereign Harbour	1 every 30 mins	07:01 – 20:10
267	Hailsham – Horse Bridge - Heathfield College	2 per day	07:36 – 08:15 15:29 – 15:59
268	Boreham Street – Heathfield College	2 per day	07:52 – 08:30 15:20 – 15:55
269	Hailsham – Horam - Heathfield College	2 per day	07:36 – 08:15 15:29 – 15:59

Figure 2.4: Bus Services Available from Former Merrydown Winery Bus Stop

Accessibility by Taxi

2.3.8 The following taxi firms operate within the Horam area and can be pre-booked in advance.

(i) Diamond Cars Heathfield

(ii) XL Cars

(iii) Simpsons Private Hire

Summary

2.3.9 The site is located within a desirable walking distance of local services and amenities available within Horam and The Cuckoo Trail provides a traffic-free cycle route to Heathfield and Hailsham. Local bus stops provide frequent services to a Heathfield, Hailsham and Eastbourne as well as local schools and colleges.

3 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 The proposed development would involve the construction of 58 dwellings and a new access adjoining the southern side of Horebeech Lane. The proposed accommodation schedule is show in **Figure 3.1** and the proposed layout is attached at **Appendix A**.

Unit Type	Number of Units
1 Bed Apartment	8
2 Bed House	14
3 Bed House	30
4 Bed House	6
Total	**58**

Figure 3.1: Accommodation Schedule

3.2 Vehicular Access

3.2.1 The site would be served from a new access adjoining the southern side of Horebeech Lane, flanked by 1.5m wide footways.

3.3 Cuckoo Trail Link

3.3.1 A secondary pedestrian/cycle access would be located to the south of the site linking with The Cuckoo Trail. The link would provide an attractive pedestrian/cycle route to Horam village centre as well as to local schools.

3.4 Car and Cycle Parking Provision

Car Parking

3.4.1 The site would provide car parking in line with the anticipated parking demand as established using ESCC's residential Car Parking Demand Calculator tool. The proposed parking provision is shown in **Figure 3.2**.

	Proposed Parking Provision
Allocated	94
Unallocated for Residents	17
Unallocated for Visitors	16

Figure 3.2: Proposed Parking Provision

Cycle Parking

3.4.2 Cycle parking has been provided in accordance with ESCC residential cycle parking standards at a ratio of 1 space per 1-2 bed house, and 2 spaces per 3+ bed house. Cycle parking would be provided within the curtilage of the proposed properties within garages or in storage within the rear gardens of properties. Communal cycle stores would be provided for the proposed flats.

4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

4.1.1 It is now widely accepted that it is not possible to build our way out of congestion. Instead the approach has to be to reduce the need to travel by increasing travel choice.

4.1.2 Research has shown that modal shift is most effective when targeting regular journeys, which are short in length, such as the daily commute. In addition, it is known that once travel patterns of individuals have been established it is more difficult to encourage them to change. A vital element is therefore to encourage future residents to consider the benefits of using sustainable transport prior to moving in to a new home by providing information (i.e. public transport timetables and walk/cycle route maps) and incentives.

4.1.3 The overall aim of this Travel Plan therefore is to reduce the long-term reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable transport.

4.1.4 This is most effectively achieved through the provision of clear and concise information, including:

(i) routeing, timetable and ticketing information for bus and train services;

(ii) cost data comparing public transport and private car journeys;

(iii) the health benefits of walking and cycling, safety advice and recommended routes; and

(iv) details of East Sussex's Car Share scheme.

4.1.5 Without such information, the car is often perceived to be the easiest travel option, even if from a cost and duration of journey perspective this may not be the case. Similarly, if residents are unaware of the availability of local services then they may choose to travel a greater distance than they need to, which would undoubtedly impact upon their modal choice.

4.1.6 The objectives of this TP can therefore be summarised as follows:

(i) To minimise the number of residents travelling as single occupancy car drivers for various journey purposes to and from the development site;

(ii) To identify a range of 'hard' and 'soft' measures that would facilitate a reduction in the generation of private car trips to and from the site, thereby leading to a corresponding increase in the proportion of residents travelling by sustainable modes such as public transport, car sharing, walking and cycling;

(iii) To promote the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;

(iv) To address the everyday needs of residents with regards to accessing a full range of facilities and services providing retail, medical, and leisure opportunities;

(v) To promote the TP and encourage participation amongst residents within national travel awareness events such as 'Bike, Walk and Liftshare' week.

4.2 Targets

4.2.1 Targets are important since they give the Travel Plan direction from its inception, providing a measurable goal to aim for. The DfT's 'Making Residential Travel Plans Work: Guidelines for New Development' (2007) document, states that targets are required as they provide the TP with a clear and measurable direction over the initial 5-year lifecycle.

4.2.2 Site specific targets have been based on the DfT's "SMART" criteria so that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made.

Specific
Measurable
Achievable
Realistic
Time-bound

4.2.3 The principal target for this TP will be to achieve a 12-hour weekday vehicle trip rate that is 10% lower than that predicted for the site in RGP's Transport Statement over the initial 5 years of operation, assuming a Travel Plan were not implemented.

4.2.4 RGP's Transport Statement anticipated a 12-hour trip generation using TRICS database (version 7.5.1). The anticipated trip generation is provided in **Figure 4.1**.

TRICS Trip Rates per Dwelling (58 Dwellings)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.104	0.311	0.415
PM Peak Hour	0.302	0.142	0.444
Daily Traffic	2.052	2.039	4.091
TRICS Vehicle Trip Generation			
AM Peak Hour	6	18	24
PM Peak Hour	18	8	26
Daily Traffic	119	118	237

Figure 4.1: Anticipated Trip Generation

4.2.5 As demonstrated above, the proposed development is anticipated to generate 237 daily two-way vehicle trips with 24 trips in the AM peak hour and 26 trips in the PM peak hour. This TP would seek to achieve a trip rate 10% below this figure over a 5-year period, resulting in 24 fewer trips over the course of a day, and 1-2 fewer trips in each of the AM and PM peak hours.

5 MEASURES AND INITIATIVES

5.1 Introduction

5.1.1 To assist in achieving these targets this section considers the Travel Plan initiatives that will be introduced, refined and expanded upon during the initial 5-year life of the TP.

5.1.2 As with any Travel Plan, it is important to identify a range of measures which will actively encourage residents to travel by alternatives to the private car for a variety of journey purposes. It is also necessary to ensure that selected measures are appropriate to the site's location, having regard to the existing provision of transport infrastructure/ services within the surrounding area.

5.1.3 The implementation of 'hard' measures relate to the provision of on-site facilities to support sustainable travel behaviour. 'Soft' measures generally involve the distribution of travel information including health and financial benefits.

5.2 Measures and Initiatives

Travel Information

5.2.1 Research has demonstrated that modal shift away from single occupancy vehicles to more sustainable forms is more effective when targeting regular journeys, which are short in length. Furthermore, the lifetime event of moving in to a new home, which is of relevance to new residents, represents a change in the situational context, providing a 'window of opportunity' for enabling previous habitual travel behaviour (i.e. private car use) to be reconsidered.

5.2.2 When this is combined with the provision of information on sustainable alternatives (e.g. public transport timetables and walking/cycling maps), it is likely that residents will be more preconceived to changing their travel behaviour towards the use of sustainable modes such as public transport, walking and cycling.

5.2.3 In order to raise awareness of the TP and associated measures, information pertaining to all sustainable travel modes will be provided to residents within a Travel Welcome Pack. The information will include:

(i) An outline of the main aims / objectives of the TP, the reasons for implementing the TP, and the role of individuals in achieving the aspirations of the TP;

(ii) Details of the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;

(iii) Local walking and cycling route maps (i.e. Cuckoo Trail)

(iv) Map showing the location of the nearest bus stops and up-to-date service timetables;

(v) Information for public transport fares including a cost comparison with car travel;

(vi) Details of local facilities / services within the surrounding area; and

(vii) Contact details of the appointed Travel Plan Co-ordinator.

Car Sharing

5.2.4 Car sharing involves two or more people travelling together for all or part of a journey. It represents a relatively convenient, flexible and cost-effective mode of travel if car sharers live and work in similar locations.

5.2.5 To encourage residents to car share with one another, East Sussex's car sharing website, eastsussexcarshare.liftshare.com, part of www.liftshare.com (the UK's largest car share database) will be promoted. This service is free to sign up to and aims to facilitate car sharing on a regular basis by enabling users to contact others who they could potentially share with.

5.2.6 Liftshare is the UK's largest car share database with over 400,000 registered members. Liftshare operates over 1200 car share schemes around the UK. Typically, around 45% of registered members regularly car share, often as part of their journey to and from work.

5.2.7 The Liftshare website provides a 'savings calculator' to enable members to work out the cost savings of car sharing as part of a regular journey. It is noteworthy that for journeys comprised of 5 miles, an individual can potentially save in the order of £350 per annum if travelling within a standard sized vehicle (i.e. between 1.4 and 2.0 litres).

Public Transport

5.2.8 To promote the use of existing public transport services, up-to-date and relevant timetable / route map information would also be sought from bus operators and provided within Travel Welcome Packs. This would include a list of services and destinations available from local stops.

5.2.9 Information would be provided detailing public transport fares including a cost comparison with car travel.

5.2.10 The developer could also consider providing short-term 'taster' tickets to enable residents to try commuting via public transport.

Walking and Cycling

5.2.11 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for short journeys (i.e. less than 2 kilometres in length) to be undertaken by car, thus reducing the level of traffic on the surrounding highway network.

5.2.12 To encourage travel on-foot, information on local walking routes, including approximate journey times, will be promoted together with events linked to annual national travel awareness campaigns such as 'Walk-to-Work Week'. Similarly, campaigns such as 'Bike Week' would be promoted to encourage travel by cycle.

5.2.13 The Travel Welcome Pack would also provide details of adult cycle training courses would be provided to help those with a lack of confidence and safety concerns to encourage residents to consider cycling as a viable method of travelling to work.

On-Site Infrastructure

5.2.14 In accordance with local planning policy, secure and sheltered cycle storage would be provided for all dwellings. The provision of secure storage will increase the likelihood of residents regularly using bicycles. Further information about cycle routes and storage facilities at other local destinations can be included within the Travel Welcome Pack.

5.3 Effectiveness of Travel Plan Measures

5.3.1 The measures and initiatives detailed above would reduce the level of car use associated with the site, consequently increasing the use of sustainable modes and achieving the target set. However, the list is not exhaustive and the appointed TPC is encouraged to investigate other potential initiatives, especially those which would reduce the number of trips made by car.

5.4 Remedial Measures

5.4.1 In the event that the Travel Plan target has not been achieved after the 5th year of Travel Plan implementation, the TPC will initiate the following remedial measures:

(i) Promote car sharing and ESCC's Carshare scheme to all residents; and

(ii) Provide increased funding to the Travel Plan Co-ordinator for the purposes of organising initiatives in conjunction with national travel awareness events.

5.4.2 The remedial measures listed above represent the final attempt to influence travel behaviour and patterns amongst residents.

6 MANAGEMENT, MONITORING AND REVIEW

6.1 Introduction

6.1.1 This section of the report sets out a strategy for managing the implementation of 'hard' and 'soft' measures, as well as a framework for monitoring and reviewing the TP.

6.2 Management

Travel Plan Co-ordinator

6.2.1 The TPC is responsible for implementing and promoting the Travel Plan. This includes carrying out annual travel surveys, ensuring up to date travel information is displayed and communicating with ESCC's Travel Plan Officer.

6.2.2 The Travel Plan Co-ordinator would be responsible for undertaking the following key tasks:

(i) On-going promotion / marketing of the TP and associated measures including the preparation of Travel Welcome Packs to be presented to residents;

(ii) Organising the implementation of TRICS SAM surveys to be undertaken on a biennial basis, following the establishment of baseline travel patterns and behaviour;

(iii) Preparing biennial TP Monitoring reports highlighting the main results of each survey; and

(iv) Acting as the main point of contact for residents, ESCC's Travel Plan Officer and other relevant stakeholders.

6.2.3 To ensure effective communication between residents and other internal / external stakeholders, the contact details of the Travel Plan Co-ordinator including telephone number and e-mail address will be provided within the Travel Welcome Packs.

6.3 Monitoring and Review

6.3.1 The Travel Plan will be monitored on an annual basis for an initial 5-year period. A baseline travel survey will be undertaken with follow up surveys being undertaken on the anniversary of the baseline survey. Data gathered from the surveys will be used to inform future mode share targets.

6.3.2 The travel surveys will be comprised of a number of questions relating to travel patterns (i.e. travel modes, distance and journey times). Respondents to the survey will also be requested to provide their comments on existing TP measures as well as suggest potential improvements. To ensure a reasonable level of response, a paper version of the travel surveys will be distributed to residents of all dwellings.

6.3.3 The Travel Plan Co-ordinator will update the TP and compile a Monitoring Report on an annual basis. The report will outline the results of the annual review and incorporate the findings of on-going monitoring undertaken through the proceeding period. A copy of the report will be issued to ESCC's Travel Plan Officer for comment and discussion as well as being filed for records.

6.3.4 To maintain the emphasis of the TP it is suggested that the results of the monitoring / review process are communicated to all residents. This could be done by displaying data on a development website, including an article in a local newsletter or in conjunction with a Travel Plan event e.g. National Liftshare Week (October), European Mobility Week (September) or Cycle to Work events (June) etc.

6.4 Action Plan

6.4.1 An action plan is presented below in **Figure 6.1**, highlighting relevant measures, timescales and the individuals responsible for ensuring the co-ordination / implementation of the TP.

MEASURES	TIMESCALES
Appoint Travel Plan Co-ordinator to oversee the implementation of sustainable travel measures	Upon acceptance of Travel Plan
Install on-site pedestrian/cycle infrastructure	2 weeks prior to initial occupation
Prepare Travel Welcome Packs containing information on the aims / objectives of the TP, access by sustainable travel modes and contact details of the Travel Plan Co-ordinator	2 months prior to initial occupation and then on-going
Submit contact details of appointed TPC to WSCC	Within the first 3 months of occupation
Conduct baseline TRICS SAM survey	Within the first 6 months of occupation
Update TP with mode share targets and submit to ESCC's Travel Plan Officer for review	Within the first 6 months of occupation
Conduct second TRICS SAM survey	On the anniversary of the baseline survey
Prepare TP Monitoring Report and submit to ESCC Travel Plan Officer	Within 3 months of undertaking the second survey
Continue to conduct TRICS SAM surveys	Annual basis for a minimum 5-years
Organisation of marketing initiatives in association with national travel awareness events	As and when events occur although particularly those events which fall between survey periods.

Figure 6.1: Action Plan

PLANS

BUS SERVICES (Former Merrydown Winery Bus Stop)			
Service	**Route Summary**	**Typical Frequency**	**Operating Hours**
51	Heathfield – Hailsham – Eastbourne – Sovereign Harbour	1 every 30 mins	07:01 – 20:10
267	Hailsham – Horse Bridge - Heathfield College	Two a Day	07:36 – 08:15 15:29 – 15:59
268	Boreham Street – Heathfield College	Two a day	07:52 – 08:30 15:20 – 15:55
269	Hailsham – Horam - Heathfield College	Two a Day	07:36 – 08:15 15:29 – 15:59

Godfrey Julian Engineering
Little London Electronical
Parkside Primary School
Little London
The Runt In Tun
Kingsline Solutions
LIONS GREEN
Maynards Green Community Primary School
St Mary's Special School
Horam Service Station
Wessons Cafe
Horam Post Office
News and Food
Former Merrydown Winery Bus Stop
Manor Pharmacy
Horam Manor
Horam Village Hall
Horam Pre School
Horam Scout & Guide HQ
Horam Bowls Club
Horam Tennis Club
Manor Oak Surgery
Woodland View Touring Park
Hidden Spring Vineyard
Redlands Farm Shop
The Brewers Arms
Summersbrook Farm
Dernwood Farm Wild Camping
Whitehouse Ln
Ragged Dog Ln
Whitethorn Ln
Hangling Birch Ln
Cambridge Ln
Sandy Ln
W St Ln
Tubwell Ln
Sicklehatch Ln
Dern Ln
Furnace Ln
Little London Rd
Theobalds Green
Sandy Cross Ln
Weavers
Vines Cross Rd
Nettlesworth Ln
Ballsocks Ln
Laundry Ln
Horebeech Ln
Chiddingly Rd
A267
B2203

LEGEND

- SITE LOCATION
- RAIL STATION
- RAILWAY
- BUS STOPS
- CYCLE ROUTES
- NATIONAL CYCLE ROUTE
- 2KM WALK ISOCHRONE
- PROW
- RETAIL
- EDUCATION
- LEISURE
- HEALTH CARE
- INDUSTRIAL

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Client: Chailey Homes

Project: Horebeech Lane, Horam, East Sussex

Title: Site Location & Accessibility Plan

Plan No:	Job No:	Date:	Scale:
Plan 01	3547	April 2017	NTS
Drawn By:	**Checked By:**	**Approved By:**	**Rev:**
SMO	ALB	PMR	-

APPENDIX A



Accommodation Schedule

HT Code/ Sq.m.	Accommodation	QTY	Total Sq.m.	Social units
50 S (gf)	1 Bedroom 2 person apartment	4	200	4
50 S (ff)	1 Bedroom 2 person apartment	4	236	4
79	2 Bedroom 4 person house	6	474	
79 S	2 Bedroom 4 person house	8	632	8
84	3 Bedroom 5 person house	2	168	
93	3 Bedroom 5 person house	9	837	
93 S	3 Bedroom 5 person house	5	465	5
95	3 Bedroom 5 person house	9	855	
96	3 Bedroom 5 person house	5	480	
132	4 Bedroom 7 person house	4	524	
131	4 Bedroom 8 person house	2	268	
		58	5139	21

Note:- Social units are indicated with * on site layout

KEY

- DCP Refuse bin collection point
- RSA Refuse bin storage area
- b Refuse bin storage location
- s Shed for bicycle storage
- c Bicycle shelter/store

revision	
p : amended	30/08/18
o : schedule amended	20/04/18
n : schedule amended	13/04/18
m : red line amended	06/04/18

client: Chailey Homes

project: Horebeech Lane, Horam, East Sussex

title: Site Layout 1:500 @ A2

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date	06/09/17	scale	1:500
drawn	DCC	checked	RH
dwg no	3278:01	revision	p