LAND TO THE SOUTH OF HOREBEECH LANE, HORAM

Residential Development

Transport Statement

Prepared on behalf of Chailey Homes

CHHO/17/3547s

January 2018

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1 INTRODUCTION

1.1.1 This Transport Statement (TS) has been prepared by the Russell Giles Partnership Ltd (RGP) on behalf of Chailey Homes to support an application for a proposed residential development on land to the south of Horebeech Lane, Horam. The site encompasses an area of 2.535ha located on the southern side of Horebeech Lane approximately 800m to the east of Horam village centre. The location of the application site is demonstrated in the attached **Plan 01** and in **Figure 1.1**.



Figure 1.1: Site Location

1.1.2 The existing site comprises a large open field bordered hedgerows and trees, and includes a pond surrounded by trees in the north-east corner of the site. The proposed development would involve the construction of 58 residential dwellings with a new access adjoining the southern side of Horebeech Lane.

Planning Context and History

1.1.3 A recent application for 123 dwelling development on the land located to the north of Horebeech Lane (known as Rosemead Farm) has recently been granted planning permission in December 2016 (Ref: WD/2016/2071/MAO). The development would include a new access adjoining Horebeech lane as well as improvements to pedestrian footways, traffic calming, and an extension of the 30mph speed limit to the east.

1.1.4 The Rosemead Farm site is allocated for development within the Wealden District Council's (WDC) proposed Local Plan (14th March 2017). The application site on the land to the south of Horebeech Lane (to which this TS relates) is allocated as a contingency site for a development up to 60 houses. The Rosemead Farm masterplan is attached at **Appendix A** for reference.

Transport Statement Overview

1.1.5 This document has been prepared in accordance with the relevant national and local planning policies including the National Planning Policy Framework and Wealden District Council's Local Plan. All design work has been undertaken in accordance with the Design Manual for Roads and Bridges (DMRB) and the Manual for Streets (MFS).

1.1.6 The remainder of this report is comprised of the following:

(i) **Section 2** sets out the baseline transport conditions in the local area and highway network, and provides a review of highway safety;

(ii) **Section 3** provides an assessment of the proposed access and internal layout's design against relevant design guidance;

(iii) **Section 4** considers the anticipated traffic impact on the local highway network supported by a trip generation assessment;

(iv) **Section 5** provides a summary of the TS conclusions.

2 BASELINE CONDITIONS

2.1 Site Location and Description

2.1.1 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

2.1.2 Vehicular access to the site is currently via a gated field access at the north-west corner of the site. The access adjoins the southern side of Horebeech Lane and takes the form of a c.3.5m wide access with a gate set back approximately 3m from the carriageway. The sites existing access is demonstrated in **Figure 2.2**.



Figure 2.2: Existing Site Access

2.2 Local Highway Network

2.2.1 The application site fronts onto Horebeech lane which provides an east-west route into Horam village centre. Horebeech Lane is a two-way carriageway c.5.5m wide in the vicinity of the site access. Horebeech lane is subject to a 30mph speed limit in the vicinity of the existing site access which transitions to a national speed limit (60mph) approximately 30m to the east of the access.

2.2.2 Horebeech Lane is flanked by on its northern side by a narrow footway, set back from the carriageway edge by a grass verge. The southern side of the carriageway way is flanked by a hedgerow that runs along the frontage of the application site. The carriageway characteristics are demonstrated in **Figure 2.3** and **2.4**.



Figure 2.3: Horebeech Lane Heading East



Figure 2.4: Horebeech Lane Heading West

2.2.3 A water equipment plant is located at the north-west corner of the site. The water plant provides a service layby for operatives visiting the plant. The layby is restricted and not for public use, and is accordingly signed. The water plant is shown in **Figure 2.5**.

2.2.4 The proposed developments visibility requirements have been considered within the context of the existing speed limit on Horebeech Lane based on design speeds recorded during the 7-day ATC speeds surveys detailed in **Section 2.6**. The visibility assessment is therefore not dependent upon the implementation of the Rosemead Farm TRO application for a speed limit reduction or the associated traffic calming measures.

Consented Alterations to Horebeech Lane

2.2.5 The Rosemead development to the north of the site includes a new access and alterations to Horebeech Lane. Access to the site would be via a 3-arm mini roundabout located approximately 40m to the west of the proposed site.

2.2.6 The Rosemead Farm application also proposes a traffic calming feature to the west of the site in the form of a build out on the northern side of the carriageway. The footway would reduce traffic to a one-way flow and uses a priority arrangement requiring eastbound vehicles to give way to westbound traffic.

2.2.7 Additionally, the Rosemead Farm application proposes an extension of the existing 30mph limit circa 250m to the east. The proposed location of the speed transition would be at the north-east corner of the application site, extending the 30mph speed limit along the entire frontage of the site. The off-site infrastructure associated with the Rosemead Farm development is shown in **Appendix B**.

2.3 Wider Highway Network

2.3.1 To the west of the site, Horebeech Lane meets the A267 which provides a north-south route between Hailsham and Tunbridge Wells, running through the centre of Horam village. The A267 facilitates access to Hailsham to the south where it meets the A22 which provides a route into Eastbourne. Additionally, the B2203 runs from the north of Horam and facilitates access to Heathfield. The wider highway network is demonstrated in **Figure 2.6**.



Figure 2.6: Wider Highway Network

2.4 Accessibility Credentials

Pedestrian Accessibility

2.4.1 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 2.7**.



Figure 2.7: Pedestrian Footway Flanking Horebeech Lane

2.4.2 In addition, there are a number of Public Rights of Way (PROW) in the vicinity of the site as shown in **Figure 2.8**. 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.

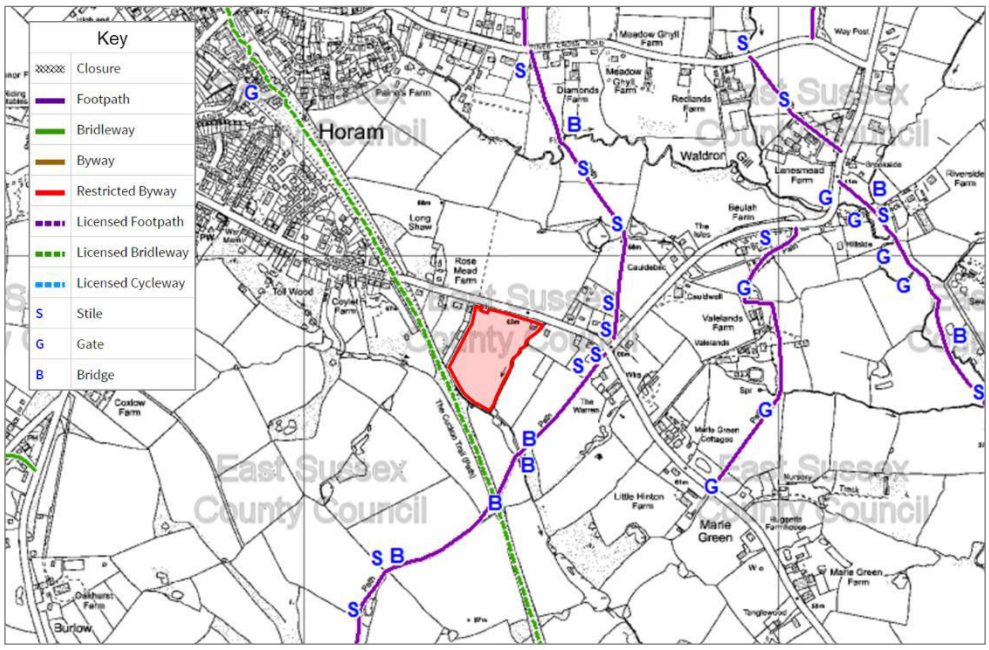


Figure 2.8: Extract from ESCC's Public Rights of Way Map

2.4.3 Additionally, the aforementioned 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.

2.4.4 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

2.4.5 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**.

2.4.6 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

2.4.7 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 2.9**.

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 2.9: Bus Services Available from Former Merrydown Winery Bus Stop

2.5 Accident Data

2.5.1 To determine highway safety on the local road network (LRN) an assessment of Personal Injury Accidents (PIAs) has been undertaken for a five-year period between March 2012 and February 2017 using police accidents reports obtained from Sussex Safer Roads Partnership online data portal. PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained.

2.5.2 Patterns displayed in the PIA data can be assessed with regard to the proximity, frequency and severity to establish whether there are any potential underlying highway design issues on the local road network that may require a more detailed investigation. The study area considered includes Horebeech Lane for approximately 800m in both directions of the site. This includes the junction between Horebeech Lane and the A267. A map demonstrating the extent of the study area and each recorded PIA is provided in **Figure 2.10**.

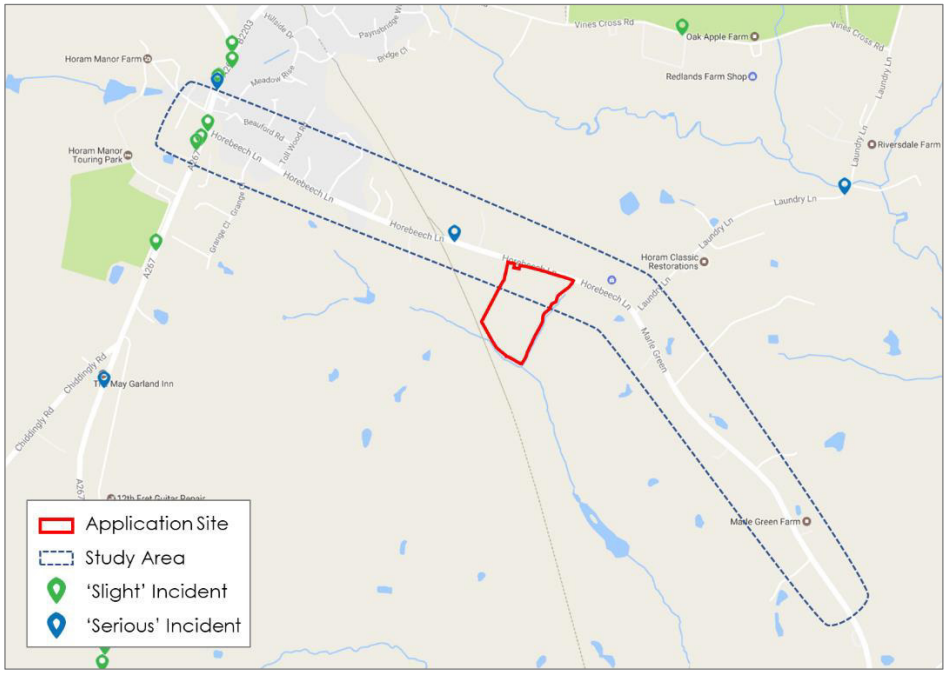


Figure 2.10: Distribution of PIAs

2.5.3 The study identified a total of 4 incidents comprised of 3 'slight' incidents, and 1 'serious' incidents over the 5-year period. The incidents show no pattern in terms of distribution, frequency or severity that would be of concern in terms of highway safety on the local road network.

2.6 Traffic Survey Data

2.6.1 To establish traffic volumes and vehicles speeds on the Horebeech Lane, the Auto Traffic Count (ATC) survey undertaken as part of the assessment of the Rosemead Farm development (planning ref: WD/2016/2071/MAO). The 7-day survey was undertaken by 'Traffic Watch' from 6th – 12th February 2016 at the speed transition to the west of the site. A summary of the ATC data is provided in **Figure 2.11**.

	Annual Average Daily Traffic	HGV Percentage	Average Speed	85th Percentile Design Speed
Southeast Bound	826	2.3%	47mph	54mph
Northwest Bound	834	2.6%	48mph	55mph

Figure 2.11: Summary of ATC Survey Data

3 PROPOSED DEVELOPMENT

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 C**.

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 Site Access

3.2.1 The site would be served from a new access adjoining the southern side of Horebeech Lane. The access would take the form of a T-junction with a simple priority arrangement, flanked by 1.5m wide footways and crossing facilities. The proposed access design is demonstrated in **Drawing 2016/3547/001**.

3.2.2 The access would have a combined lane width of 6.0m, supported by 6.0m bellmouth radii. The access geometries allow two cars to concurrently pass at the junction and can accommodate large refuse vehicle movements through the access (the largest service vehicle). A vehicle swept path analysis demonstrating these manoeuvres is shown in **Drawing 2017/3547/007**.

3.2.3 The AADT on Horebeech Lane and the proposed site's trip generation is such that a right turn lane facility would not be necessary to support the proposed access. The Design Manual for Roads and Bridges (DMRB) TD 42/95 guidance identifies that simple junctions that are not supported by right lanes shall be used when:

"*the design flow in the minor road is not expected to exceed about 300 vehicles 2-way AADT, and that on the major road is not expected to exceed 13,000 vehicles 2-way AADT.*"

3.2.4 The 2-way AADT on Horebeech Lane of 1659 and the site's anticipated daily trip generation of 280 vehicle movements (see **Section 4.1**) does not exceed the thresholds set out in TD42/95 to provide a right turn lane facility.

Visibility

3.2.5 The proposed developments visibility requirements have been considered within the context of the existing speed limit on Horebeech Lane based on design speeds recorded during the 7-day ATC speeds surveys detailed in **Section 2.6**. The visibility assessment is therefore not dependent upon the implementation of the Rosemead Farm TRO application for a speed limit reduction or the associated traffic calming measures.

3.2.6 The 85th percentile design speeds recorded in 7-day ATC survey on Horebeech Lane identified design speeds of 54mph south-eastbound and 55mph north-westbound (see **Section 2.6**).

3.2.7 Using the 'desirable minimum' calculation coefficients set out in the DMRB TD 9/93 a stopping site distance (adjusted for bonnet length) of 172.4m looking south-east and 167.0m looking north-west would be required. Visibility from the access accordingly achieves the necessary sight lines in both the primary (looking south-east) and secondary (looking north-west) directions as demonstrated in **Drawing 2016/3547/001**.

3.3 Emergency Access

3.3.1 The geometric design of the primary access would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed access. A vehicle tracking exercise demonstrating manoeuvres in and out of the site by less manoeuvrable refuse vehicles serves to demonstrate that fire tenders can negotiate the access in **Drawing 2017/3547/007**.

3.3.2 The proposed development would provide access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles. A minimum carriageway width of 3.7m is maintained throughout the site in accordance with Building Regulation requirements.

3.4 Pedestrian Access

3.4.1 The site's pedestrian access would be provided via 1.5m wide footways flanking both sides of the site access. The footways would tie in to the existing infrastructure on Horebeech Lane via crossing facilities to the west of the access. Pedestrian movements across the site access would be facilitated by a dropped kerb crossing facility at the bellmouth supported by tactile paving. The proposed pedestrian access and facilities are demonstrated in **Drawing 2017/3547/001**.

3.4.2 Footways on the northern side of Horebeech Lane would be widened to 2.2m for a 50m stretch tying in with the widened footways associated with the Rosemead Farm site.

3.5 Stage 1 Road Safety Audit

3.5.1 The proposed vehicle and pedestrian access arrangements have been subject to a Stage 1 Road Safety Audit (RSA). The Safety Forum (TSF) were appointed by RGP to conduct the Stage 1 RSA in May 2017. The audit considered the access arrangements with and without the Rosemead Farm development.

3.5.2 The Stage 1 RSA identified 4 issues and recommendations based on **Drawings 2017/3547/001** and **2017/3547/002**. A summary of the audit is shown in **Figure 3.2** and a copy of the Stage 1 RSA including the 'Designer's Response' is attached at **Appendix D**.

Location	Summary	Description	Recommendation
At the development access	Pedestrian to vehicle collisions, or pedestrian trips / falls	There may be a pedestrian desire line between the proposed development and adjacent site. The lack of pedestrian crossing facilities on the likely desire line may mean that some users have difficulty negotiating the crossing and/or full upstand kerbs and this may lead to pedestrian injury.	It is recommended that appropriate dropped kerb pedestrian crossing facilities are provided on likely pedestrian desire lines to cross Horebeech Lane.
On Horebeech Lane	Pedestrian to vehicle collisions, or pedestrian trips / falls	The existing footway, on the north side of Horebeech Lane, is narrow and uneven, may present a hazard to some pedestrians or wheelchair users, should they have to use the carriageway to pass other users (see Problem 2.1.1 above). This may a particular issue during the hours of darkness, when some users may not be able to see any footway hazards.	It is recommended that appropriate footway widths are provided on likely pedestrian desire lines. The footway surface should minimise the possibility of trips or falls. The need for street lighting the section of footway between the site access and adjacent proposed mini roundabout should be investigated.
Horebeech Lane, at the proposed speed limit gateway	Inappropriate approach speeds to the site access and priority give way feature	Forward visibility to the proposed gateway, from the east, may be restricted by a combination of the horizontal alignment of Horebeech Lane and property hedge boundaries. Poor forward visibility may lead to high approach speeds to the priority give way feature. This may lead to failure to give way type collisions at the priority give way feature.	It is recommended that the speed limit give way feature is relocated to the east of the Laundry Lane junction, to improve forward visibility to the feature.

At the development access.	Poor side road visibility may lead to failure to give way type collisions.	Visibility to the right from the site access appears to pass across a property hedge outside the highway boundary and/or control of the developer. The property hedge boundary may restrict side road visibility and lead to pull-out failure to give way type collisions. Visibility to the left may be restricted by vehicles parked within the adjacent layby area.	Ensure that vegetation that may obscure side road visibility is removed and visibility splays kept free of any obstruction. Ensure that adequate visibility to the left is provided; this may require the removal or relocation of the adjacent layby.

Figure 3.2: Summary of Stage 1 RSA

3.5.3 All problems identified in the audit were agreed and the recommended measures were incorporated into the access design.

3.6 Internal Layout

3.6.1 The site's internal road layout would feature a primary access road from which six side roads would branch. The primary access road would have a 6.0m width throughout the site enabling two-way movement between cars and large refuse freighters. The side roads would have a variable carriageway width ranging from 4.3m to 6.0m enabling two-way movement between standard car sized vehicles.

3.6.2 A turning head is provided at the southern end of the spine road enabling large service vehicles to turn on-site, and take access and egress in a forward gear. A vehicle swept path analysis has been undertaken demonstrating vehicle passing along internal carriageways and on-site turning manoeuvres in **Drawing 2017/3547/003**.

3.6.3 Visibility requirements from all internal junctions has been based on a 20mph design speed, requiring visibility splays of 2.4m x 25.0m in accordance with MfS calculation coefficients. The necessary visibility splays are achievable from all internal junctions as demonstrated in **Drawing 2017/3547/004**.

3.6.4 A rumble strip traffic calming feature would be provided c.40m from the access to reduce vehicle speeds on entry to the main body of the site. The calming feature in combination with the sinuous nature of the spine road means that vehicle speeds within the site would be low and appropriate to the proposed residential use.

3.6.5 The primary access road would be flanked by 1.5m wide footways, transitioning to a shared surface arrangement to the south of the site. The side roads would use shared surface arrangements. The use of shared surfaces accords with MfS design guidance which identifies that such arrangements are appropriate where carriageways form cul-de-sacs, where the volume of traffic movements are below 100 per hour, and where parking is controlled or takes place in designated areas.

3.7 Service Arrangements

3.7.1 The site's carriageway geometries are such that large service vehicles can negotiate the internal roads and perform turning manoeuvres within the site, allowing service vehicles to safely enter and exit the site in a forward gear. A vehicle swept path analysis has been undertaken demonstrating a large refuse vehicle (the largest service vehicle) negotiating the internal carriageways, and performing turning manoeuvres in **Drawing 2017/3547/003 and Drawing 2017/3547/004**.

3.7.2 Bin carry distances between properties and refuse collectors would be within the maximum thresholds set out in MfS from all properties (25m for collectors 30m for residents).

3.8 Parking Provision

Car Parking

3.8.1 The site's car parking provision has been based on the anticipated demand as determined by ESCC's Residential Parking Demand Calculator tool. A summary of the required and proposed parking provision is shown in **Figure 3.2** and the full calculator output is attached at **Appendix E**.

	ESCC's Residential Parking Demand Calculator	Proposed Parking Provision
Allocated	111	114
Unallocated/Visitor	23	25

Figure 3.2: Car Parking Provision

3.8.2 Car parking would be provided in a mixture of garage, driveways, and on-street parking bays. On-street parking would be comprised of echelon and parallel parking bays. All parking bays would provide minimum dimensions of 2.0m x 6.0m for parallel bays, and 2.4m x 4.8m for echelon bays with at least 6.0m reversing distances to ensure comfortable manoeuvring, in accordance with MfS guidance. A vehicle swept path analysis has been undertaken demonstrating cars manoeuvring to and from parking spaces in **Drawing 2017/3547/004**.

Cycle Parking

3.8.3 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.

4 TRIP GENERATION AND TRAFFIC IMPACT

4.1.1 To assess the traffic impact of the proposed development, the TRICS database (7.4.3) has been interrogated to assess the likely traffic volumes generated by the development proposal. It has been assumed that the existing site will have no trip generation and as such, all trips generated by the development will be considered new to the local network.

4.1.2 For the purposes of this assessment the following parameters have been used to filter the TRICS data:

(i) Land Use – Residential, Houses Privately Owned

(ii) Regions – England (excluding Greater London)

(iii) Scale of Development – 6 - 150 dwellings (10 - 125 Actual)

(iv) Date Range – 01/01/09 - 10/05/17

(v) Count Type – Manual and Automated Traffic Count

(vi) Selected Days – Weekdays

(vii) Selected Locations – Suburban Area, Edge of Town

4.1.3 A summary of the weekday peak hour and daily trips are displayed in **Figure 4.1**. The full results of the TRICS interrogation are provided in **Appendix D**.

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 Traffic Generation

4.1.4 The TRICS assessment suggests that the development will generate an additional 237 daily vehicle trips, with an additional 24 and 26 trips in the networks AM and PM peak traffic hours (08:00-09:00 and 17:00-18:00). The peak trip generation equates to 1 additional vehicle movement accessing/egressing the site every c.2 minutes.

4.2 Trip Impact

4.2.1 The number of daily vehicle trips generated by the proposed development and the number of movements during the local road network AM and PM peak traffic hours would not create a significant impact upon local road network in terms of highway capacity and safety.

4.2.2 As demonstrated in **Figure 4.1** the site's peak trip generation falls below the typical threshold at which a capacity modelling assessment would be required.

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement (TS) has been prepared by RGP on behalf of Chailey Homes to support the proposed development of 58 residential dwellings and associated access on land to the south of the Horebeech Lane, Horam, East Sussex. The findings from this report are as follows:

(i) The site is within walking distance of Horam village centre providing access to local services and amenities including local bus stops.

(ii) An assessment of PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety on the local road network.

(iii) The proposed development would be served from a new access adjoining the southern side of Horebeech Lane. The access would take the form of a T-junction with a simple priority arrangement including a crossing facility for pedestrians.

(iv) Visibility from the access achieves the necessary sight lines in both the primary and secondary directions in accordance with the recorded 85th percentile design speeds calculated using the 'desirable minimum' coefficients set out in the DMRB TD 9/93.

(v) Pedestrian access to the site would be served from 1.5m footways flanking the both sides of the site's vehicle access tying in with the existing footway on Horebeech Lane.

(vi) The proposed development's parking provision has been provided in line with ESCC's Residential Parking Demand Calculator tool. Cycle parking has been provided in accordance with ESCC residential cycle parking standards.

(vii) The proposed access has been subject to an independent Stage 1 RSA which identified 4 problems with the access. All problems were agreed and the recommended changes have been made to the access design.

(viii) The TRICS database has been interrogated to assess the likely traffic volumes that will be generated by the proposed development. The TRICS assessment suggests that the development will generate an additional 237 daily vehicle trips, with an additional 24 and 26 trips in the network AM and PM peak traffic hours respectively.

(ix) The number of daily vehicle trips generated by the proposed development and the number of movements during the local road network AM and PM peak hours would not create a significant impact upon local road network in terms of highway capacity and safety.

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

Little London Electronical
Godfrey Julian Engineering
Parkside Primary School
Little London
The Runt In Tun
Kingsline Solutions
LIONS GREEN
Maynards Green Community Primary School
St Mary's Special School
Maynard's Green
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
Vines Cross Farm Holiday Lodges
Summersbrook Farm
Dernwood Farm Wild Camping
Sandy Cross Ln
Theobalds Green
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
Hanging Birch Ln
Little London Rd
Vines Cross Rd
Horebeech Ln
Laundry Ln
Chiddingly Rd
Ballsocks Ln
Nettlesworth Ln
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	-