

IMBERHORNE FARM, EAST GRINSTED

HIGHWAYS TECHNICAL ADDENDUM

REPORT REF.
2206781_C-XX-00-RP-C-0103

May 2026

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IMBERHORNE FARM, EAST GRINSTED
HIGHWAYS TECHNICAL ADDENDUM
Document Control Sheet

2206781_C-XX-00-RP-C-0103

May 2026

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	DRAFT	JS	DH	DRAFT	23/04/2026
-	2 nd DRAFT	JS	JS	DRAFT	11/05/2026
-	FINAL	JS	SR <i>SR</i>	BS <i>BS</i>	19/05/2026

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1. Introduction

- 1.1. This Highways Technical Addendum has been produced by Ardent Consulting Engineers (ACE) on behalf of Vistry Group to provide a response to the highways consultation response to the reserved matters application for the Imberhorne Farm development.
- 1.2. The Local Planning Authority (LPA) is Mid Sussex District Council (MSDC) while the Local Highways Authority (LHA) is West Sussex County Council (WSCC).
- 1.3. The Imberhorne Farm development was permitted under MSDC planning application DM/23/2699 (the 'Hybrid Application'), which was a hybrid application for full planning permission for the development spine road (among other elements) and outline planning permission for 550 general residential dwellings, a care village of up to 150 dwellings, a 2 form entry primary school and a mixed use neighbourhood centre.
- 1.4. A reserved matters application subsequent to the residential aspect of the above outline permission was submitted under MSDC planning reference DM/26/0131, with WSCC Highways providing their consultation response to the submission on the 11th February 2026.
- 1.5. While it is notable that the WSCC Highways consultation response was 'Advice', as opposed to a formal objection or request for additional information, this Addendum has nonetheless been produced to set out how the development layout now incorporates the advice within the WSCC Highways consultation response. The revised site layout is provided at **Appendix A**.
- 1.6. This Addendum is structured to quote the advice from WSCC Highways followed by how this has been incorporated into the proposed development for ease of cross reference by WSCC officers.

2. Response to WSCC Highways Advice

WSCC Highways Advice – Safety Audit

"4. As the Principal Road is to provide access to a school, in accordance with the current WSCC Road Safety Audit Policy, a Stage One Road Safety Audit would be required. The Audit needs to cover only the Principal and Secondary roads relevant to access the school site; the Audit does not need to cover the entire site."

- 2.1. A combined Stage 1 / 2 Road Safety Audit of the spine road has been conducted as part of the S38 approval process. Noting that traffic calming measures have been added to the spine road (see response to WSCC Highways Advice #3) the safety audit process will be revisited as part of the update to the S38 approval process in due course.

WSCC Highways Advice – Shared Footway / Cycleway

"7. The layout includes a shared use foot/cycle way along the Principal Route. Given the anticipated level of use, shared use rather than a fully segregated is considered suitable. There is the anticipation that the majority of confident users will cycle on-carriageway in any case. Whilst the shared foot/cycle way is referred to, there doesn't appear to be any plan that clearly identifies the shared use cycle route along the Principal Route. It would be useful for this to be clearly indicated on the Planning Layout. This comment is more to ensure the route is designed as a shared surface as part of the detailed design/adoption process."

- 2.2. The shared footway / cycleway route along the Principal Road has now been highlighted on the updated site masterplan at **Appendix A**.

WSCC Highways Advice – Traffic Calming

"8. Whilst there are no issues with the widths along the Principle Route, this is indicated to be 6 metres wide with 2 metre wide verges and 3 metre foot/cycle ways on both sides. This results in a visually wide corridor. Given the gentle carriageway alignment, good forward visibility, and overall length, there is a concern as to how this will influence vehicle speeds. WSCC consider that the design will need to incorporate additional measures (e.g. raised tables and changes in surfacing) to calm vehicle speeds. This is especially so around the 'mixed use' and 'primary school' areas."

- 2.3. The Principal Road now incorporates a series of traffic calming measures, including raised table junctions, LTN 1/20 compliant raised pedestrian / cycle crossings, and buildouts which incorporate pedestrian / cycle crossings. Where possible, traffic calming features have been located to help enhance the permeability of the site by providing opportunities for pedestrians and cyclists to cross the Principal Road, particularly in the vicinity of the school & mixed-use areas.
- 2.4. Traffic calming features have been positioned to comply with the maximum distance between features of 100m as set out in the Traffic Signs Regulations and General Directions 2016 and Local Transport Note 1/07.
- 2.5. The updated traffic calming features are shown on **ACE Drawing 2206781-ACE-XX-00-DR-C-0001D** and on the updated masterplan provided at **Appendix A**.

WSCC Highways Advice – Junction Crossings

"9. With further reference to the Principal Route and the foot/cycle ways along it, the Planning Layout indicates a continuation of the foot/cycle way surfacing across the junctions, as indicated in the snip below. From this, it's unclear whether priority is intended for those crossing over vehicular traffic. It's also unclear whether these are intended to be raised crossings. It would be useful to have a section or detail showing what exactly is intended at junctions on the Principal Route."

- 2.6. It can be confirmed that all junctions from the Principal Road will incorporate suitable pedestrian priority and be raised crossings in line with LTN 1/20 requirements. Details of these crossings will be provided as part of the S38 approval process.

WSCC Highways Advice – Parking Restrictions

"10. Again, relating to the Principal Route, it's appreciated that neither the 'mixed use' or 'primary school' areas form part of the current application. However, the roads, foot and cycle ways are within the current proposals, and as such these must be designed with these two areas in mind. With the primary school in particular, consideration will be required as to how parking associated with the school will be managed. Whilst WSCC would not wish to see 'School – Keep Clear' type markings included within the current application (these can form part of any details proposals with the school), the proposals should still include no waiting at any time restrictions for junctions in the immediate vicinity. Installing enforceable parking controls at an

early stage and ahead of dwellings and the school being occupied would be more straightforward than to wait for issues at a later stage."

- 2.7. Double yellow lines have been shown indicatively at junctions local to the school, and along the principal route within the vicinity of the school. As noted above, the expectation is for these restrictions to be amended/confirmed as part of the reserved matters application for the school.

WSCC Highways Advice – Connectivity to Care Home

"1. It's not clear what connectivity is proposed to the care community. Again, its accepted that this lies beyond the red edge but foot/cycle links to this will seemingly form part of the current application. It's not unreasonable to expect some foot/cycle trips from the care community northwards to the proposed mixed use area or to continue through the development northwards.

- 2.8. Connectivity to the care home is provided via the crossing points located on proposed access roundabout as shown in **Figure 2.1** below.



Figure 2.1: Pedestrian / Cycle connection to Care Home Parcel

- 2.9. As noted above, further connectivity enhancements can be included as part of the application for the care home.

WSCC Highways Advice – Visitor Parking

"2. As an overarching comment, there are no general issues with the proposed level of parking with these complying with the WSCC Parking Guidance. With more detailed matters, there are no visitor parking spaces along the Principal Route. The route is though of adequate width to accommodate on-street parking, which would be no different from any other residential area. As already suggested, the Applicant may still wish to consider no waiting at any-time restrictions to control how and where parking can take place."

- 2.10. Space has been identified for a total of six visitor parking spaces on the Principal Route, which are envisioned to be primarily used for pick-up / drop-off for the school area. These spaces are shown on the updated masterplan at **Appendix A** and on **ACE Drawing 2206781-ACE-XX-00-DR-C-0001D**.

WSCC Highways Advice – Overrun Areas

"3. There appear to be a number of locations where over-run areas are intended for larger vehicles (e.g. adjacent to plots 246, 250, and 388). The material/construction of these isn't indicated on the submitted Planning Layout drawings. This aside, these are considered unnecessary. Where widening is needed, this should be constructed from the material used for the nearby carriageway. This is especially so in shared use areas."

- 2.11. All overrun / widened areas within the development have been amended to be the same material as the nearby carriageway, as requested.

WSCC Highways Advice - Bellmouths

"4. There are several tertiary streets on the edges of the development that join the secondary roads via bellmouths. Given the very low number of dwellings served from the tertiary streets, the junctions with the secondary streets could be constructed as crossovers rather than bellmouths. This would then provide a continuous footway and prioritise pedestrian movements. There are several bellmouths along the Principal Route that could also be constructed as crossovers."

- 2.12. For consistency across the site and to maintain suitable kerb radii for refuse collection, junctions between secondary and tertiary streets have been converted to Copenhagen crossings. This enables the desired continuous footway and pedestrian prioritisation across the site.

WSCC Highways Advice – Pedestrian Connections at Tertiary / Private Drives

"5. There seems no reason why the permeability between tertiary/private drives on the periphery of the site couldn't be improved through the provision of footpath connections between these. It's appreciated that a footpath runs around the perimeter of the site. Access to this isn't particularly convenient compared with the very short distances between the ends of the private drives. The justification for such improvements would be with respects to access for servicing as set out within paragraph 117d of the National Planning Policy Framework and paragraph 88 of the National Design Guide."

- 2.13. Connections between private drives would have a limited effect on permeability, particularly considering the footpaths already provided within the site, and would

negatively affect the provision of greenspace within the site. On this basis, additional footpaths have not been included within the proposed masterplan.

WSSC Highways Advice – Cycle Connections to PRow

"6. Bridleway 44bEG runs outside the red edge along the southern edge of the development. The bridleway will permit access for those on foot, cycle, and equestrians (which is less relevant for the development). The Planning Layout drawings indicate that only pedestrian links are intended onto the bridleway. Connections onto the bridleway should be such that these permit pedestrians and cyclists. There seems no reason why the perimeter route could not in its entirety accommodate cyclists albeit the surfacing would be in a self-binding gravel.

- 2.14. Cyclists can informally connect into the PRow via the pedestrian footpaths, noting that LTN 1/20 suggests that the typical space profile of a cyclist measures 1m in width, meaning that occasional cycle use could be accommodated for the short distance between shared spaces and the PRow.

WSSC Highways Advice – Swept Path of Coach

"7. Has tracking been undertaken to ensure the proposed junction leading to the approved area of car parking associated with the school to the north is adequate to accommodate a bus/coach? This is highlighted as the car parking area includes two oversized spaces."

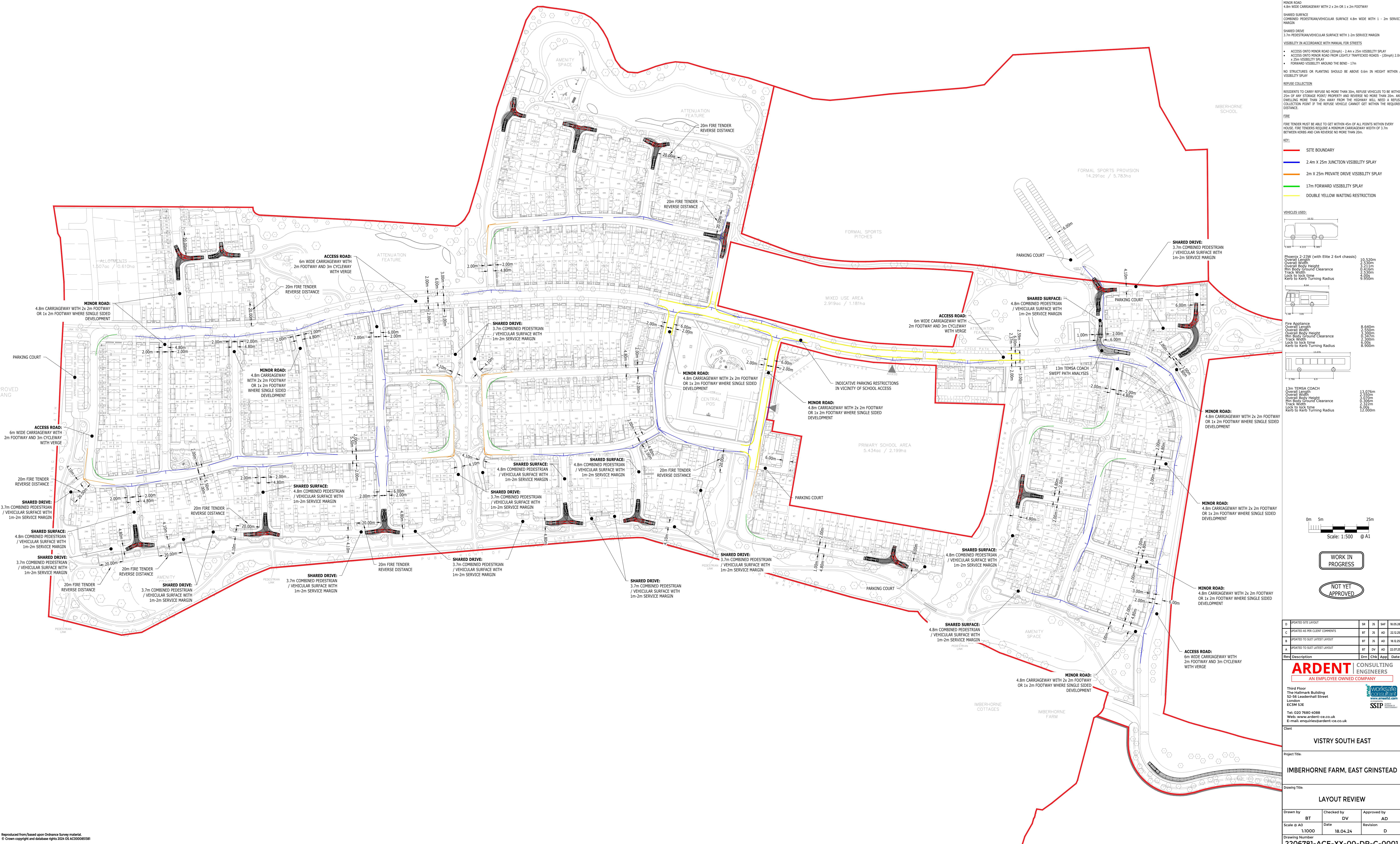
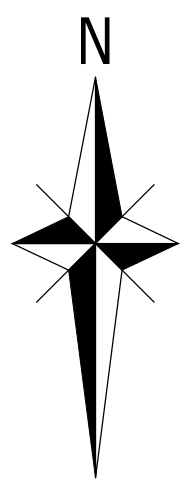
- 2.15. Swept path analysis of the junction to the area of car parking associated with the school to the north has been conducted using a 13m long Temsa coach. As shown on **ACE Drawing 2206781-ACE-XX-00-DR-C-0001D**, a coach can enter and exit the junction suitably.

3. Summary

Summary

- 3.1. This note has been produced to detail how the advice provided by WSCC Highways in their consultation response have been incorporated into the development where appropriate.
- 3.2. The layouts and designs have been suitably updated to reflect the comments provided and it is therefore considered that the designs should be acceptable to WSCC Highways.

DRAWINGS



NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
- ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
- NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
- ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.

GUIDANCE USED

MANUAL FOR STREETS (MVS)

WSDC: LOCAL DESIGN GUIDE SUPPLEMENTARY GUIDANCE FOR RESIDENTIAL DEVELOPMENT PROPOSALS

ACCESS ROAD
6.0/5.5m WIDE CARRIAGEWAY WITH 2 x 2m FOOTWAYS AT ACCESS JUNCTION

MINOR ROAD
4.8m WIDE CARRIAGEWAY WITH 2 x 2m OR 1 x 2m FOOTWAY

SHARED SURFACE
COMBINED PEDESTRIAN/VEHICULAR SURFACE 4.8m WIDE WITH 1 - 2m SERVICE MARGIN

SHARED DRIVE
3.7m PEDESTRIAN/VEHICULAR SURFACE WITH 1-2m SERVICE MARGIN

VISIBILITY IN ACCORDANCE WITH MANUAL FOR STREETS

- ACCESS ONTO MINOR ROAD (20mph) - 2.4m x 25m VISIBILITY SPAY
- ACCESS ONTO MINOR ROAD FROM LIGHTLY TRAFFICKED ROADS - (20mph) 2.0m x 25m VISIBILITY SPAY
- FORWARD VISIBILITY AROUND THE BEND - 17m

NO STRUCTURES OR PLANTING SHOULD BE ABOVE 0.6m IN HEIGHT WITHIN A VISIBILITY SPAY

REFUSE COLLECTION

RESIDENTS TO CARRY REFUSE NO MORE THAN 30m, REFUSE VEHICLES TO BE WITHIN 25m OF ANY STORAGE POINT, PROPERTY AND REVERSE NO MORE THAN 20m. ANY DWELLING MORE THAN 25m AWAY FROM THE HIGHWAY WILL NEED A REFUSE COLLECTION POINT IF THE REFUSE VEHICLE CANNOT GET WITHIN THE REQUIRED DISTANCE.

FIRE

FIRE TENDER MUST BE ABLE TO GET WITHIN 45m OF ALL POINTS WITHIN EVERY HOUSE. FIRE TENDERS REQUIRE A MINIMUM CARRIAGEWAY WIDTH OF 3.7m BETWEEN KERBS AND CAN REVERSE NO MORE THAN 20m.

KEY:

- SITE BOUNDARY
- 2.4m X 25m JUNCTION VISIBILITY SPAY
- 2m X 25m PRIVATE DRIVE VISIBILITY SPAY
- 17m FORWARD VISIBILITY SPAY
- DOUBLE YELLOW WAITING RESTRICTION

VEHICLES USED:

Phoenix 2-23W (with Elite 2 6x4 chassis)	10.520m
Overall Length	10.520m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.535m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.950m

Fire Appliance	8.640m
Overall Length	8.640m
Overall Width	2.500m
Overall Body Height	3.340m
Min Body Ground Clearance	0.416m
Track Width	2.535m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.900m

13m TEMSA COACH	13.076m
Overall Length	13.076m
Overall Width	2.500m
Overall Body Height	3.070m
Min Body Ground Clearance	0.416m
Track Width	2.535m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	12.000m

0m 5m 25m
Scale: 1:500 @ A1

WORK IN PROGRESS

NOT YET APPROVED

D	REPEATED SITE LAYOUT	SR	JS	S&P	18.03.25
C	UPDATED AS PER CLIENT COMMENTS	BT	JS	AD	23.10.21
B	UPDATED TO SUIT LATEST LAYOUT	BT	JS	AD	18.12.25
A	UPDATED TO SUIT LATEST LAYOUT	BT	DV	AD	22.07.25
Rev	Description	Dwn	Chk	App	Date

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Client

VISTRY SOUTH EAST

Project Title:

IMBERHORNE FARM, EAST GRINSTEAD

Drawing Title:

LAYOUT REVIEW

Drawn by	BT	Checked by	DV	Approved by	AD
Scale @ A0	1:1000	Date	18.04.24	Revision	
Drawing Number	2206781-ACE-XX-00-DR-C-0001				

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Drawing: 2206781-ACE-XX-00-DR-C-0001

APPENDIX A



VISTRY HOMES LAND WEST OF IMBERHORNE LANE, EAST GRINSTEAD

420

VSTY PRIVATE TOTAL								
REF	NAME	DESCRIPTION	HEIGHT	SQFT (GROSS)	SQFT (NET)	SQFT (NET)	TOTAL NO.	TOTAL SQFT (G)
2 BED	1	1 BEDROOM HOUSE	1.0	879	814.3	864	30	25929
3 BED	1	1 BEDROOM HOUSE	2.0	1028	954.8	1013	10	10130
4 BED	1	1 BEDROOM HOUSE	2.0	1144	1048.0	1097	20	21968
5 BED	1	1 BEDROOM HOUSE	2.0	1262	1152.0	1207	20	24040
6 BED	1	1 BEDROOM HOUSE	2.0	1380	1256.0	1309	20	26180
7 BED	1	1 BEDROOM HOUSE	2.0	1500	1352.0	1407	20	28140
8 BED	1	1 BEDROOM HOUSE	2.0	1619	1448.0	1501	20	30020
9 BED	1	1 BEDROOM HOUSE	2.0	1738	1544.0	1597	20	31900
10 BED	1	1 BEDROOM HOUSE	2.0	1857	1640.0	1693	20	33780
11 BED	1	1 BEDROOM HOUSE	2.0	1976	1736.0	1789	20	35660
12 BED	1	1 BEDROOM HOUSE	2.0	2095	1832.0	1885	20	37540
13 BED	1	1 BEDROOM HOUSE	2.0	2214	1928.0	1981	20	39420
14 BED	1	1 BEDROOM HOUSE	2.0	2333	2024.0	2077	20	41300
15 BED	1	1 BEDROOM HOUSE	2.0	2452	2120.0	2173	20	43180
16 BED	1	1 BEDROOM HOUSE	2.0	2571	2216.0	2265	20	45060
17 BED	1	1 BEDROOM HOUSE	2.0	2690	2312.0	2365	20	46940
18 BED	1	1 BEDROOM HOUSE	2.0	2809	2408.0	2457	20	48820
19 BED	1	1 BEDROOM HOUSE	2.0	2928	2504.0	2557	20	50700
20 BED	1	1 BEDROOM HOUSE	2.0	3047	2600.0	2653	20	52580
21 BED	1	1 BEDROOM HOUSE	2.0	3166	2696.0	2745	20	54460
22 BED	1	1 BEDROOM HOUSE	2.0	3285	2792.0	2841	20	56340
23 BED	1	1 BEDROOM HOUSE	2.0	3404	2888.0	2937	20	58220
24 BED	1	1 BEDROOM HOUSE	2.0	3523	2984.0	3033	20	60100
25 BED	1	1 BEDROOM HOUSE	2.0	3642	3080.0	3129	20	61980
26 BED	1	1 BEDROOM HOUSE	2.0	3761	3176.0	3225	20	63860
27 BED	1	1 BEDROOM HOUSE	2.0	3880	3272.0	3321	20	65740
28 BED	1	1 BEDROOM HOUSE	2.0	3999	3368.0	3417	20	67620
29 BED	1	1 BEDROOM HOUSE	2.0	4118	3464.0	3513	20	69500
30 BED	1	1 BEDROOM HOUSE	2.0	4237	3560.0	3609	20	71380
31 BED	1	1 BEDROOM HOUSE	2.0	4356	3656.0	3705	20	73260
32 BED	1	1 BEDROOM HOUSE	2.0	4475	3752.0	3801	20	75140
33 BED	1	1 BEDROOM HOUSE	2.0	4594	3848.0	3897	20	77020
34 BED	1	1 BEDROOM HOUSE	2.0	4713	3944.0	3993	20	78900
35 BED	1	1 BEDROOM HOUSE	2.0	4832	4040.0	4089	20	80780
36 BED	1	1 BEDROOM HOUSE	2.0	4951	4136.0	4185	20	82660
37 BED	1	1 BEDROOM HOUSE	2.0	5070	4232.0	4281	20	84540
38 BED	1	1 BEDROOM HOUSE	2.0	5189	4328.0	4377	20	86420
39 BED	1	1 BEDROOM HOUSE	2.0	5308	4424.0	4473	20	88300
40 BED	1	1 BEDROOM HOUSE	2.0	5427	4520.0	4569	20	90180
41 BED	1	1 BEDROOM HOUSE	2.0	5546	4616.0	4665	20	92060
42 BED	1	1 BEDROOM HOUSE	2.0	5665	4712.0	4761	20	93940
43 BED	1	1 BEDROOM HOUSE	2.0	5784	4808.0	4857	20	95820
44 BED	1	1 BEDROOM HOUSE	2.0	5903	4904.0	4953	20	97700
45 BED	1	1 BEDROOM HOUSE	2.0	6022	5000.0	5049	20	99580
46 BED	1	1 BEDROOM HOUSE	2.0	6141	5096.0	5145	20	101460
47 BED	1	1 BEDROOM HOUSE	2.0	6260	5192.0	5241	20	103340
48 BED	1	1 BEDROOM HOUSE	2.0	6379	5288.0	5337	20	105220
49 BED	1	1 BEDROOM HOUSE	2.0	6498	5384.0	5433	20	107100
50 BED	1	1 BEDROOM HOUSE	2.0	6617	5480.0	5529	20	108980
51 BED	1	1 BEDROOM HOUSE	2.0	6736	5576.0	5625	20	110860
52 BED	1	1 BEDROOM HOUSE	2.0	6855	5672.0	5721	20	112740
53 BED	1	1 BEDROOM HOUSE	2.0	6974	5768.0	5817	20	114620
54 BED	1	1 BEDROOM HOUSE	2.0	7093	5864.0	5913	20	116500
55 BED	1	1 BEDROOM HOUSE	2.0	7212	5960.0	6009	20	118380
56 BED	1	1 BEDROOM HOUSE	2.0	7331	6056.0	6105	20	120260
57 BED	1	1 BEDROOM HOUSE	2.0	7450	6152.0	6201	20	122140
58 BED	1	1 BEDROOM HOUSE	2.0	7569	6248.0	6297	20	124020
59 BED	1	1 BEDROOM HOUSE	2.0	7688	6344.0	6393	20	125900
60 BED	1	1 BEDROOM HOUSE	2.0	7807	6440.0	6489	20	127780
61 BED	1	1 BEDROOM HOUSE	2.0	7926	6536.0	6585	20	129660
62 BED	1	1 BEDROOM HOUSE	2.0	8045	6632.0	6681	20	131540
63 BED	1	1 BEDROOM HOUSE	2.0	8164	6728.0	6777	20	133420
64 BED	1	1 BEDROOM HOUSE	2.0	8283	6824.0	6873	20	135300
65 BED	1	1 BEDROOM HOUSE	2.0	8402	6920.0	6969	20	137180
66 BED	1	1 BEDROOM HOUSE	2.0	8521	7016.0	7065	20	139060
67 BED	1	1 BEDROOM HOUSE	2.0	8640	7112.0	7161	20	140940
68 BED	1	1 BEDROOM HOUSE	2.0	8759	7208.0	7257	20	142820
69 BED	1	1 BEDROOM HOUSE	2.0	8878	7304.0	7353	20	144700
70 BED	1	1 BEDROOM HOUSE	2.0	8997	7400.0	7449	20	146580
71 BED	1	1 BEDROOM HOUSE	2.0	9116	7496.0	7545	20	148460
72 BED	1	1 BEDROOM HOUSE	2.0	9235	7592.0	7641	20	150340
73 BED	1	1 BEDROOM HOUSE	2.0	9354	7688.0	7737	20	152220
74 BED	1	1 BEDROOM HOUSE	2.0	9473	7784.0	7833	20	154100
75 BED	1	1 BEDROOM HOUSE	2.0	9592	7880.0	7929	20	155980
76 BED	1	1 BEDROOM HOUSE	2.0	9711	7976.0	8025	20	157860
77 BED	1	1 BEDROOM HOUSE	2.0	9830	8072.0	8121	20	159740
78 BED	1	1 BEDROOM HOUSE	2.0	9949	8168.0	8217	20	161620
79 BED	1	1 BEDROOM HOUSE	2.0	10068	8264.0	8313	20	163500
80 BED	1	1 BEDROOM HOUSE	2.0	10187	8360.0	8409	20	165380
81 BED	1	1 BEDROOM HOUSE	2.0	10306	8456.0	8505	20	167260
82 BED	1	1 BEDROOM HOUSE	2.0	10425	8552.0	8601	20	169140
83 BED	1	1 BEDROOM HOUSE	2.0	10544	8648.0	8697	20	171020
84 BED	1	1 BEDROOM HOUSE	2.0	10663	8744.0	8793	20	172900
85 BED	1	1 BEDROOM HOUSE	2.0	10782	8840.0	8889	20	174780
86 BED	1	1 BEDROOM HOUSE	2.0	10901	8936.0	8985	20	176660
87 BED	1	1 BEDROOM HOUSE	2.0	11020	9032.0	9081	20	178540
88 BED	1	1 BEDROOM HOUSE	2.0	11139	9128.0	9177	20	180420
89 BED	1	1 BEDROOM HOUSE	2.0	11258	9224.0	9273	20	182300
90 BED	1	1 BEDROOM HOUSE	2.0	11377	9320.0	9369	20	184180
91 BED	1	1 BEDROOM HOUSE	2.0	11496	9416.0	9465	20	186060
92 BED	1	1 BEDROOM HOUSE	2.0	11615	9512.0	9561	20	187940
93 BED	1	1 BEDROOM HOUSE	2.0	11734	9608.0	9657	20	189820
94 BED	1	1 BEDROOM HOUSE	2.0	11853	9704.0	9753	20	191700
95 BED	1	1 BEDROOM HOUSE	2.0	11972	9800.0	9849	20	193580
96 BED	1	1 BEDROOM HOUSE	2.0	12091	9896.0	9945	20	195460
97 BED	1	1 BEDROOM HOUSE	2.0	12210	9992.0	10041	20	197340
98 BED	1	1 BEDROOM HOUSE	2.0	12329	10088.0	10137	20	199220
99 BED	1	1 BEDROOM HOUSE	2.0	12448	10184.0	10233	20	201100
100 BED	1	1 BEDROOM HOUSE	2.0	12567	10280.0	10329	20	202980
101 BED	1	1 BEDROOM HOUSE	2.0	12686	10376.0	10425	20	204860
102 BED	1	1 BEDROOM HOUSE	2.0	12805	10472.0	10521	20	206740
103 BED	1	1 BEDROOM HOUSE	2.0	12924	10568.0	10617	20	208620
104 BED	1	1 BEDROOM HOUSE	2.0	13043	10664.0	10713	20	210500
105 BED	1	1 BEDROOM HOUSE	2.0	13162	10760.0	10809	20	212380
106 BED	1	1 BEDROOM HOUSE	2.0	13281	10856.0	10905	20	214260
107 BED	1	1 BEDROOM HOUSE	2.0	13400	10952.0	11001	20	216140
108 BED	1	1 BEDROOM HOUSE	2.0	13519	11048.0	11097	20	218020
109 BED	1	1 BEDROOM HOUSE	2.0	13638	11144.0	11193	20	219900
110 BED	1	1 BEDROOM HOUSE	2.0	13757	11240.0	11289	20	221780
111 BED	1	1 BEDROOM HOUSE	2.0	13876	11336.0	11385	20	223660
112 BED	1	1 BEDROOM HOUSE	2.0	13995	11432.0	11481	20	225540
113 BED	1	1 BEDROOM HOUSE	2.0	14114	11528.0	11577	20	227420
114 BED	1	1 BEDROOM HOUSE	2.0	14233	11624.0	11673	20	229300
115 BED	1	1 BEDROOM HOUSE	2.0	14352	11720.0	11769	20	231180
116 BED	1	1 BEDROOM HOUSE	2.0	14471	11816.0	11865	20	233060
117 BED	1	1 BEDROOM HOUSE	2.0	14590	11912.0	11961	20	234940
118 BED	1	1 BEDROOM HOUSE	2.0	14709	12008.0	12057	20	236820
119 BED	1	1 BEDROOM HOUSE	2.0	14828	12104.0	12153	20	238700
120 BED	1	1 BEDROOM HOUSE	2.0	14947	12200.0	12249	20	240580
121 BED	1	1 BEDROOM HOUSE	2.0	15066	12296.0	12345	20	242460
122 BED	1	1 BEDROOM HOUSE	2.0	15185	12392.0	12441	20	244340
123 BED	1	1 BEDROOM HOUSE	2.0	15304	12488.0	12537	20	246220
124 BED	1	1 BEDROOM HOUSE	2.0	15423	12584.0	12633	20	248100
125 BED	1	1 BEDROOM HOUSE	2.0	15542	12680.0	12729	20	250000
126 BED	1	1 BEDROOM HOUSE	2.0	15661	12776.0	12825	20	251900
127 BED	1	1 BEDROOM HOUSE	2.0	15780	12872.0	12921	20	253800
128 BED	1	1 BEDROOM HOUSE	2.0	15899	12968.0	13017	20	255700
129 BED	1	1 BEDROOM HOUSE	2.0	16018	13064.0	13113	20	257600
130 BED	1	1 BEDROOM HOUSE	2.0	16137	13160.0	13209	20	259500
131 BED	1	1 BEDROOM HOUSE	2.0	16256	13256.0	13305	20	261400
132 BED	1	1 BEDROOM HOUSE	2.0	16375	13352.0	13401	20	263300
133 BED	1	1 BEDROOM HOUSE	2.0	16494	13448.0	13497	20	265200
134 BED	1	1 BEDROOM HOUSE	2.0	16613	13544.0	13593	20	267100
135 BED	1	1 BEDROOM HOUSE	2.0	16732	13640.0	13689	20	269000
136 BED	1	1 BEDROOM HOUSE	2.0	16851	13736.0	13785	20	270900
137 BED	1	1 BEDROOM HOUSE	2.0	16970	13832.0	13881	20	272800
138 BED	1	1 BEDROOM HOUSE	2.0	17089	13928.0	13977	20	274700
139 BED	1	1 BEDROOM HOUSE	2.0	17208	14024.0	14073	20	276600
140 BED	1	1 BEDROOM HOUSE	2.0	17327	14120.0	14169	20	278500
141 BED	1	1 BEDROOM HOUSE	2.0	17446	14216.0	14265	20	280400
142 BED	1	1 BEDROOM HOUSE	2.0	17565	14312.0	14361	20	282300
143 BED	1	1 BEDROOM HOUSE	2.0	17684	14408.0	14457	20	284200
144 BED	1	1 BEDROOM HOUSE	2.0	17803	14504.0	14553	20	286100
145 BED	1	1 BEDROOM HOUSE	2.0	17922	14600.0	14649	20	288000
146 BED	1	1 BEDROOM HOUSE	2.0	18041	14696.0	14745	20	289900
147 BED	1	1 BEDROOM HOUSE	2.0	18160	14792.0	14841	20	291800
148 BED	1	1 BEDROOM HOUSE	2.0	18279	14888.0	14937	20	293700
149 BED	1	1 BEDROOM HOUSE						