

<b><u>No:</u></b>	BH2011/03861	<b><u>Ward:</u></b>	MOULSECOOMB & BEVENDEAN
<b><u>App Type:</u></b>	Removal or Variation of Condition		
<b><u>Address:</u></b>	American Express Community Stadium, Village Way, Brighton		
<b><u>Proposal:</u></b>	<p>Application for variation of conditions 39 and 43 of approved planning application BH2001/02418 and variation of conditions 35 and 38 of approved planning application BH2008/02732. Condition 39 of application BH2001/02418 and condition 35 of application BH2008/02732 seek to reduce the minimum number of car parking spaces from 2000 to 1500 and increase the maximum number from 2200 to 3000 and to read as follows - “Unless otherwise agreed in writing with the Local Planning Authority, no use of the Stadium for Outdoor Events shall occur unless a minimum of 1500 car parking spaces and a maximum of 3,000 car parking spaces at Sussex University and land at the former Falmer High School or at alternative locations within 1.5km of the Stadium as shown on the car parking plan within Document 6 of the Addendum to the Transport Assessment (Appendix 2.1 of Environmental Statement) which was received on the 15 March 2012, are made available for use by persons attending the said Outdoor Event. Any proposed change to the approved aforementioned parking would need to be submitted to and approved in writing by the Local Planning Authority.” Condition 43 of application BH2001/02418 and condition 38 of application BH2008/02732 seek to increase the maximum number of people in attendance from 22,500 to 30,750 (additional 8,250) and to read as follows – “No event shall take place at the Community Stadium with an attendance in excess of 30,750 people”.</p>		
<b><u>Officer:</u></b>	Kate Brocklebank	<b><u>Valid Date:</u></b>	09/01/2012
<b><u>Con Area:</u></b>	N/A	<b><u>Expiry Date:</u></b>	30 April 2012
<b><u>Listed Building Grade:</u></b>	N/A		
<b><u>Agent:</u></b>	DMH Stallard, Gainsborough House, Pegler Way, Crawley		
<b><u>Applicant:</u></b>	Brighton & Hove Albion Football Club Ltd, Mr Martin Perry, American Express Community Stadium, Village Way, Brighton		

## 1 RECOMMENDATION

That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and in section 7 of this report and resolves it is **MINDED TO GRANT** planning permission subject to:

- the Highways Agency withdrawing the holding direction dated 23 March 2012 under the Town and Country Planning (Development Management Procedure) (England) Order 2010,
- the applicant entering into a s106 Planning Obligation,
- deed of variation to the s106 Brighton 1 Agreement dated 23 October 2003,

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- confirmation from Lewes District Council that variations to Lewes Unilateral Obligation dated 22 April 2009 have been agreed in accordance with the terms set out in this report, and;
- to the following Conditions and Informatives:

### Section 106 Heads of Terms:

#### **New Planning Obligation**

Signatories: Brighton & Hove City Council (as Local Planning Authority) Network Rail, Brighton & Hove Albion Football Club and The Community Stadium PLC (Company).

The following improvements at Falmer Station to be implemented;

- Creating a second exit from Platform 1 at the Brighton end
- Upgrade of palisade fencing to stretch beyond the Brighton end of Platform 1 and other minor fencing improvements
- Increasing the width of the operable platform at the Lewes end of Platform 1 through clearance and stabilisation works.

The above improvements to be funded by the Company (up to the value of £200,000).

Stewarding Plan to be submitted and agreed prior to the Proposed Development being brought into use for the Interim Period (prior to the station works being implemented).

#### **Deed of variation to Brighton Agreement 1 (23 October 2003)**

Signatories: Brighton & Hove City Council (as Local Planning Authority and landlord); University of Brighton, Brighton & Hove Albion Football Club and The Community Stadium PLC (Company).

#### Variation: Clause 1 Schedule 2 and Schedule 4 - Green Transport Plan

Replace with requirement for Staff Travel Plan for Event Days and Non-Event Days to be agreed by the Council and the University prior to the Proposed Development being first brought into use.

a to f paragraph 2 of Schedule 4 to be replaced with:

- (a) promote and enable increased use of walking, cycling, public transport use, and car sharing as alternatives to sole car use
- (b) increase awareness of and improve road safety and personal security
- (c) undertake dialogue and consultation with adjacent/neighbouring tenants/businesses
- (d) identify targets focussed on reductions in sole car use on Event Days and non-Events Days
- (e) identify a monitoring framework, based on annual surveys taken on both Event Days and Non-Event Days for at least five years, or until such time as the targets identified in section (d) above are met, to enable the Travel Plan to be reviewed and updated as appropriate
- (f) following the annual staff surveys, an annual review will be submitted to the Local Planning Authority to update on progress towards meeting the targets identified

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- (g) identify a nominated member of staff or post to act as a Travel Plan Co-ordinator.

### Variation: Clause 13 Schedule 2 - Artistic Component

Within 6 months after the First Phase of the Proposed Development being brought into use to provide the Artistic Component.

Artistic Component to the value of £12,000.

### Variation: Clause 6 Schedule 2 and Schedule 6 - Stewarding Plan

The following provisions to be added to matters to be addressed by the Stewarding Plan:

- Stewarding of and access to the proposed car park at the Former Falmer High School BH2012/00384.

Updated Stewarding Plan to be agreed in writing by the Council and Brighton University prior to the Proposed Development being brought into use.

### Variation: Clause 9 Schedule 2 - Liaison Group

Requirement for the contractors for the Proposed Development and the contractors for the proposed car park at the former Falmer High School (BH2012/00384) to attend the Resident Liaison Group during the construction of the Proposed Development and the Proposed Car Park.

### Variation: Clause 10 Schedule 2 - Monitoring of Spectator Traffic (Moulsecoomb)

#### Replace with new schedule requiring match/event day CPZ

- Replace with the requirement for the Company to fund the implementation costs for a Match Day Residents Only Parking Scheme for Moulsecoomb and Coldean (estimated to be £153,000 to be paid prior to the Proposed Development first being brought into use).
- Council to pay back unused implementation costs if either of the Match Day Resident Only Parking Schemes are not implemented within 3 years, or if such Scheme is implemented and there are monies left over.
- Company to fund the ongoing annual maintenance and permit costs (estimated to be £25,000 for maintenance, enforcement and labour and £32,000 for permit administrative costs). Any revenue profit would be deducted from the annual costs.
- Company to submit a Parking Management Strategy for Moulsecoomb and Coldean (increased signage and stewarding) for the time period prior to any Match Day Residents Only Parking Scheme being brought into use; and if after 3 years, the Council decides not to bring in such a Scheme for either area, for the time period after such decision.
- Monitoring of Spectator Traffic for both Coldean and Moulsecoomb to be undertaken prior to any Match Day Resident Only Parking Scheme being implemented; and if the Council decides not to bring in a Match Day Resident Only Parking Scheme for either area, the Monitoring of Spectator Traffic will continue and the original penalty charges based on percentage increases in parking, will apply to either area, starting the next football season after any such decision by the Council.

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### Variation: Clause 2 Schedule 2 and Schedule 3 - Travel Management Plan (TMP)

The following provisions to be added to matters to be addressed by the TMP:

- Revised parking, pricing and operation strategy for car parks within 1.5km.
- Monitoring of cycle parking usage and provision of additional cycle parking provision if necessary.
- Monitoring of motorcycle parking usage and provision of additional motorcycle parking provision if necessary
- Monitoring of disabled parking usage and provision of additional disabled parking provision if necessary.
- Strategy to address private drop off in the vicinity of the Stadium.
- Annual report to the Transport Management Group (TMG) after the end of each football season regarding progress/issues related to each of the matters to be addressed by the TMP.

Amended TMP to be agreed by the Council prior to the Proposed Development being first brought into use.

### New Schedule – A27 Permanent Traffic Regulation Order (TRO) Clearway

- Within 3 months of signing this agreement, the Company to enter an agreement with the Highways Agency for the provision of works to implement a permanent TRO to impose a clearway along the A27 (A27 between points 200m west of the road leading to the A270 at Coldean and 200m east of Housedean Farm over-bridge east of Falmer, including slip roads leading to and from the B2123).
- Company to fund the cost (estimated to be £50,000)

### New Schedule – Controlling the use of parking in Bennett's Field

- 70 of the 680 approved car parking spaces at Bennett's Field shall be occupied no later than 3 hours before the start of any outdoor event at the stadium.

### New Schedule – maximum 1,000 parking spaces - former Falmer High School and Brighton Aldridge Community Academy sites

#### Conditions:

1. Of the additional 8,250 capacity hereby approved, only 6,005 seats of the additional capacity shall be brought into use for the 2012/2013 football season.  
**Reason:** As a phased approach to the increase in capacity is proposed, and in order to ensure that transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR18 and TR19 of the Brighton & Hove Local Plan.
2. The Transport Interchange as approved by the application to Lewes District Council ref: LW/02/1595, the development proposed in Applications C & D (ref: BH2003/02499 & LW/03/1618) and other means of access and parking for vehicles and cyclists and pedestrian facilities which form part of this permission which have been laid out, constructed and provided, including the Transport Interchange, access, parking and

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other facilities shall be retained as such at all times.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in compliance with policies TR1, TR2, TR4, TR6, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

3. Any trees or plants which within 5 years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

**Reason:** To enhance the appearance of the development in the interests of the amenity of the area in compliance with policies QD1 and QD15 of the Brighton & Hove Local Plan.

4. Notwithstanding the submitted details, the additional capacity hereby approved shall not be brought into use until a scheme for the integrated provision of suitable secure covered bicycle parking facilities has been submitted to and approved in writing by the Local Planning Authority and the approved scheme has been fully implemented and retained as such thereafter.

**Reason:** To ensure that satisfactory facilities are provided for the parking of bicycles and to encourage travel by means other than private motor vehicle in compliance with policy TR14 of the Brighton & Hove Local Plan.

5. The external lighting, pitch floodlighting, security fencing and CCTV cameras as set out in the approved scheme - NG Bailey titled 'The Community Stadium – Brighton – Pitch Lighting' ref: 68708/DOC/026 Rev P01 and 'The Community Stadium – Brighton - CCTV Technical Submittal' ref: 68708/DOC/028 Rev C and security fencing shall be retained as such.

**Reason:** In order to ensure that the stadium operates in a safe manner and that crime prevention measures are incorporated in compliance with policy QD7 of the Brighton & Hove Local Plan.

6. The pitch floodlighting shall not be used other than for an Outdoor Event and shall be turned off after each Outdoor Event no later than 11.00 pm.

**Reason:** In order to minimise light pollution and avoid any harmful impact on the amenity of occupiers of adjoining properties in compliance with policies QD26 and QD27 of the Brighton & Hove Local Plan.

7. No events involving motor vehicles (including static vehicles) shall take place within the Stadium.

**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in the countryside in compliance with policies NC6 and QD27 of the Brighton & Hove Local Plan.

8. There shall be no laser and/or firework displays at the Stadium.

**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in the countryside in compliance with policies NC6 and QD27 of the Brighton & Hove Local Plan.

9. All external lighting, including pitch floodlighting and lighting for the Falmer High School car park, shall be of a nature and design having a zero upward lighting requirement so as to eliminate upward glare.

**Reason:** In order to minimise light pollution and avoid any harmful

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amenity impact on occupiers of adjoining properties in compliance with policies QD26 and QD27 of the Brighton & Hove Local Plan.

10. Notwithstanding the provisions of the Town and Country Planning (General Development) Order 1995 (as amended) (or amendments or re-enactment thereof) the elevations of the building(s) hereby permitted shall not be painted other than in such colours as shall be agreed in writing by the Local Planning Authority.

**Reason:** The Local Planning Authority considers that any changes in the colours of the materials hereby approved could cause harm to the character and amenity of the area and would wish to control future changes in compliance with policies QD1, QD27 and NC6 of the Brighton & Hove Local Plan.

11. Amplified sound from outdoor concerts within the Stadium shall be controlled in accordance with the guidance provided by the Code of Practice on Environmental Noise Control at Concerts, The Noise Council 1995, such that noise levels do not exceed 75 dB LAeq 15 min, 1 metre from the façade of any noise sensitive premises, which for the avoidance of doubt shall include all the University of Brighton's Falmer Campus, residential dwellings at Falmer Village and the University of Sussex's academic and residential buildings.

**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies SU9, SU10, NC6 and QD27 of the Brighton & Hove Local Plan.

12. At least 28 days prior to any outdoor music concert a detailed feasibility study examining the likely propagation of music noise from the proposed event shall be submitted in writing for the approval of the Local Planning Authority. The study shall have reference to the guidance of The Noise Council's Code of Practice on Environmental Noise Control at Concerts (1995) or any subsequent alternative guidance and shall include, though not necessarily be restricted to, information on timing, programme and duration of the music entertainment and sound checks the proposed maximum music noise levels within the Stadium bowl audience area and at any front of house mixing desks; the likely music noise levels at LAeq and Leq, 15 min at the 63 Hz and 125 Hz octave bands, 1 metre from the façade of the nearest noise sensitive property, which for the avoidance of doubt shall include all the University of Brighton's academic and residential buildings at the University of Brighton's Falmer Campus, residential dwellings at Falmer Village and the University of Sussex's academic and residential buildings; the location, type and directionality of all sound systems associated with the event; the measures and steps that will be in place to manage music noise levels to ensure that the music noise level criterion of 75 dB L Aeq, 15 min is unlikely to be exceeded 1 metre from the façade of the nearest noise sensitive property.

**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies SU9, SU10, NC6 and QD27 of the Brighton & Hove Local Plan.

13. All Outdoor Events within the Stadium shall only take place between 9.00 am and 11.00 pm Monday to Saturday, and between 9.00 am and 10.30 pm on Sundays and Bank Holidays.

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- Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies NC6 and QD27 of the Brighton & Hove Local Plan.
14. The total number of Outdoor Events within the Stadium shall not exceed in any period of 12 months 50 of which not more than two shall be music concerts. Any proposed events in addition to these shall be subject to the prior written approval of the Local Planning Authority.  
**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution and disturbance in compliance with policies NC6 and QD27 of the Brighton & Hove Local Plan.
15. All events within indoor bars and indoor function areas shall only take place between 8am and midnight Monday to Saturday and 8am and 11pm on Sundays, unless otherwise agreed in writing by the Local Planning Authority.  
**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies NC6 and QD27 of the Brighton & Hove Local Plan.
16. The Public Address (PA) system (both internally and externally) shall be operated such that its Rating Level, measured or calculated at 1m from the façade of the nearest noise sensitive premises, shall not exceed a value 5 dB(A) above the existing  $L_{A90}$  background noise level. The Rating level of the PA noise and existing background noise levels shall be determined as per the guidance provided in BS4142:1997.  
**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies SU9, SU10, NC6 and QD27 of the Brighton & Hove Local Plan.
17. The use of the PA system shall be limited to between 9.00am and 11.00pm Monday to Saturday and 9.00am and 10.30pm Sundays and Bank Holidays, and the use of the external PA system (outside the stadium) shall be restricted to public safety announcements and shall not be used for general crowd entertainment.  
**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies SU9, SU10, NC6 and QD27 of the Brighton & Hove Local Plan.
18. No car park to the west of the stadium shall be used for events finishing after 11.00 pm.  
**Reason:** In order to protect the amenity of nearby residents and to minimise noise pollution in compliance with policy QD27 of the Brighton & Hove Local Plan.
19. Noise associated with plant and machinery used at the development shall be controlled such that the Rating Level, measured or calculated at 1m from the façade of the nearest existing noise sensitive premises, shall not exceed 5 dB (A) below the existing  $LA_{90}$  background noise level. Rating Level and existing background noise levels shall be determined as per the guidance provided in BS4142: 1997.  
**Reason:** In order to protect the amenity of adjoining occupiers and to minimise noise pollution in compliance with policies SU9, SU10, NC6 and QD27 of the Brighton & Hove Local Plan.
20. Refuse collection and deliveries shall only take place between the approved specified hours except at those parts of the application site

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forming part of the campus of the University of Sussex and Falmer School.

**Reason:** In order to protect the amenity of adjoining occupiers and to avoid vehicle congestion at peak hours in compliance with policies NC6 and QD27 and TR7 of the Brighton & Hove Local Plan.

21. a. The Link Road between Stanmer Park Road and the University of Sussex as shown on Plan No. HED/307. VWN.PP.002.REV B shall continue to be made available at all times to provide vehicular access and egress to the University of Sussex;
- b. The previous access to the University of Sussex from the A27 to Falmer House Road shall continue to be closed to all vehicular traffic.
- c. Vehicular access to the Stadium and the University of Brighton from the westbound A27 on slip shall be restricted to emergency vehicles by a locked gate or demountable bollards.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4 and TR6 of the Brighton & Hove Local Plan.

22. The new pedestrian footway/cycleway from Falmer High School (from the new junction on the A270) to the Stadium shall continue to be made available for use by the public at all times.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR11, TR12, TR14 and TR15 of the Brighton & Hove Local Plan.

23. The approved access ramp located at the western end of the footway/cycleway from the former Falmer High School to Stadium and the transportation method for people with limited mobility, shall be fully constructed and carried out in accordance with the details previously approved (by letter on 14 October 2010) and as shown on drawing nos. N71041 – FL (01) revision D, N71041 – FL (01) revision G submitted on 8 October 2010, and drawing ref: 220 submitted on 29 March 2012 by the 31 December 2012 and retained as such thereafter.

**Reason:** In order to provide an accessible route between the car park and the American Express Community Stadium and to comply with policy TR1 of the Brighton & Hove Local Plan and Supplementary Planning Guidance Note No.4 'Parking Standards'.

24. The additional capacity hereby approved shall not be brought into use until a scheme detailing the interim methods of transportation and the routes from the car park at the former Falmer High School (ref: BH2012/00384) to the Stadium, for people with limited mobility has been agreed in writing with the Local Planning Authority. The details shall include a timeframe for implementation and specification for the temporary ramp and access route along with the temporary access route which will be in place while the permanent ramp detailed in condition 21 is under construction. The scheme shall be implemented fully in accordance with the approved details.

**Reason:** In order to provide an accessible route between the car park



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and the American Express Community Stadium and to comply with policy TR1 of the Brighton & Hove Local Plan and Supplementary Planning Guidance Note No.4 'Parking Standards'.

25. No use of the Stadium for Outdoor Events shall occur unless Park & Ride facilities within a total minimum capacity of 1,300 car parking spaces are available for use by persons attending Outdoor Events at the Stadium and such spaces shall be maintained for use in accordance with the Travel Management Plan.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR18 and TR19 of the Brighton & Hove Local Plan.

26. Unless otherwise agreed in writing with the Local Planning Authority, no use of the Stadium for Outdoor Events shall occur unless a minimum of 1500 car parking spaces and a maximum of 3,000 car parking spaces at Sussex University and land at the former Falmer High School or at alternative locations within 1.5km of the Stadium as shown on the car parking plan within Document 6 of the Addendum to the Transport Assessment (Appendix 2.1 of Environmental Statement) which was received on the 15 March 2012, are made available for use by persons attending the said Outdoor Event. Any proposed change to the approved aforementioned parking would need to be submitted to and approved in writing by the Local Planning Authority.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR18 and TR19 of the Brighton & Hove Local Plan.

27. No event shall take place at the Stadium with an attendance in excess of 30,750 people.

**Reason:** In the interests of public safety and to avoid excessive noise and disturbance in accordance with policies NC6 and QD27 of the Brighton & Hove Local Plan.

28. No indoor or outdoor event(s) (which for the avoidance of doubt will include conferences and banquets) with an anticipated individual or cumulative attendance at any time of 250 or more shall take place at the Stadium other than in accordance with the Travel Management Plan or such separate Travel Management Plan as shall have been submitted to and approved in writing by the Local Planning Authority specific to that Event.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

29. The Stadium shall operate at all times in accordance with the approved Stewarding Plan. No event with an anticipated attendance of 500 or more shall take place at the Stadium other than in accordance with the Stewarding Plan or such separate Stewarding Plan as shall have been submitted to and approved in writing by the Local Planning Authority specific to that Event.

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**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

30. The car parking within the stadium itself shall only be available for use by occupiers and users of the stadium.

**Reason:** In order to prevent increasing the general availability of car parking spaces in the area and to meet sustainable transport objectives in compliance with policies TR1, TR2, TR19 of the Brighton & Hove Local Plan.

31. No use of the Stadium for Outdoor Events shall take place unless in accordance with the approved Outdoor Event day Controlled Parking Zone which shall be brought into operation for the duration of each Outdoor Event and for three hours either side of the start and finish times of each Outdoor Event. The area covered by the Controlled Parking Zone is identified in Application No BH2001/02418/FP inquiry documents BHA 251/253 and 252 at Plans 3 and 2 respectively, but for the avoidance of doubt shall include the village of Falmer, The Controlled Parking Zone will in every case operate to prevent visitors to the Outdoor Event from parking their vehicles within the area controlled by the Controlled Parking Zone.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

32. The Stadium shall continue to make the following accommodation available within the Stadium building:

1. A study support centre to be operated jointly with the Learning and Skills Council or with any such other agency or agencies as may be agreed in writing with the Local Planning Authority of not less than 81 square metres.
2. A Skills Training Centre which may be operated in conjunction with such commercial or educational agencies as may wish to participate to provide such range of courses as may be agreed in writing with the Local Planning Authority of not less than 1224 square metres.
3. Such internal space as may be reasonably required and subject to the prior needs of the Company's football and other commercial activities to be provided on a not for profit basis for the agreed periods of use by the local residents and other groups to be agreed in writing by the Local Planning Authority.

**Reason:** In order to ensure the delivery of the community educational benefits by the club which partly enabled the tests to be met for allowing an exception to policy to be made under policies NC6, NC7 and NC8 of the Brighton & Hove Local Plan.

33. Unless otherwise agreed in writing by the Local Planning Authority, the chalk re-profiling aftercare measures shall be carried out in accordance with the Soil Handling and Agricultural Land Restoration Method Statement set out in Appendix 7.3 of the Environmental Statement on

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BH2008/2732.

**Reason:** In order to ensure the satisfactory handling of soils and restoration of agricultural land in accordance with policies NC6, NC7 and NC8 of the Brighton & Hove Local Plan.

34. Unless otherwise agreed in writing by the Local Planning Authority, the chalk re-profiling and soil restoration 5 year aftercare programme shall be carried out in strict accordance with the details set out in the Agricultural Method Statement.

**Reason:** In order to ensure the satisfactory handling of soils and restoration of agricultural land in accordance with policies NC6, NC7 and NC8 of the Brighton & Hove Local Plan.

35. The additional capacity hereby approved shall not be brought into use until details of a minimum provision of 80 motorcycle parking spaces has been submitted to and approved in writing by the Local Planning Authority. The motorcycle parking shall be implemented fully in accordance with the approved details prior to the additional capacity being first brought into use and retained as such thereafter.

**Reason:** In order that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

36. When the 650 space temporary car park on land to the east of the Stadium (planning application reference LW/11/0466) ceases to be in use, of the additional 8,250 capacity hereby approved, only 6,005 seats of the additional capacity shall continue to be in use. None of the remaining capacity of 2,245 seats shall be brought into use unless details of a permanent park and ride solution to replace the 650 space temporary car park, has been agreed in writing by the Local Planning Authority and until the permanent park and ride solution has been implemented.

**Reason:** As the capacity of the Stadium will need to be restricted unless a permanent Park and Ride solution to replace the 650 space temporary car park and to ensure that the transport arrangements in respect of the use of the Stadium are capable of operating effectively and safely and meet sustainable transport objectives in accordance with policies TR1, TR2, TR4, TR6, TR8, TR14, TR18 and TR19 of the Brighton & Hove Local Plan.

37. The development hereby permitted shall be carried out in accordance with the approved drawings referenced 05099 201 Rev C, 11566 300 Rev B, 11566 301 Rev C, 11566 302 Rev B, 11566 303 Rev B received on 19 December 2012 and 11566 150 Rev E received on 09 January 2012, 11566 001 Rev D, 11566 003 Rev A (Phase 1), 11566 003 Rev A (Phase 2), 11566 004 Rev A, 22082 220, 'taxi drop off and collection point plan' received 29 March 2012, 'disabled parking plan' received on 5 April 2012.

**Reason:** For the avoidance of doubt and in the interests of proper planning.

Informatives:

1. This decision to grant Planning Permission has been taken:

(i) having regard to the policies and proposals in the Brighton & Hove Local Plan set out below, including Supplementary Planning Guidance and Supplementary Planning Documents:

(Please see section 7 of the report for the full list); and

(ii) for the following reasons:-

The application is accompanied by an Environmental Statement, which addresses impact. It is considered to be complete and has been used as part of the overall assessment of this application. Impacts on the surrounding road junctions will be within the levels predicted in the TA for the original application with the exception of B2123/Village Way junction where an increase of 60 vehicles will occur, which is considered acceptable. With an increased financial sum secured through an amended legal agreement with Lewes District Council, concerns regarding the impacts on the heavily used A27/B2123 junction are considered acceptable. The improvements to increase rail, cycle, bus, car parking capacity, coupled with maximising the existing capacity at the racecourse park & ride and implementing the temporary parking at the former Falmer High School will adequately meet the increased demand created by the additional 8,250 seats. The introduction of a match day/event day Controlled Parking Zone will mitigate the harm caused to neighbouring amenity by displaced parking. The increased crowd capacity, use of the associated PA system to serve a capacity crowd of 30,750, or noise arising from transport would result in significantly greater noise levels and would not have an adverse impact on nearby occupiers and residents. There will be no adverse impact on air quality and with the imposition of conditions and recommended legal agreements the impact of the proposal is acceptable and adequately accords with Development Plan Policies.

## **2 THE SITE**

The application site as defined by the red line boundary comprises agricultural land to the south of Village Way extending east to the City boundary with Lewes District Council. The western boundary of the site abuts the University of Brighton campus and the Westlain Plantation, an area of woodland which borders the field south of Village Way. The northern boundary of the site is formed by the north edge of the field adjacent to the Brighton – Lewes railway line on its northern edge. The A27 Trunk Road runs parallel on the north side of the railway. Village Way is the access road divides the site and runs east-west into the University of Brighton from the B2173 (The Drove). The land immediately east of the application site is known as Bennett's Field and contains car parking used in connection with the stadium, approved on a temporary basis until 2014. South of Bennett's Field on the north side of Village Way is within Lewes District and has consent for a Transport Interchange to serve the Stadium – this area is contained within the blue edge as it does not form part of the application site but is within the Club's control. The main stadium building is situated to the north of Village Way and south of

the railway line which runs east to west. There is a car park known as Park Wall Farm to the north of the railway line and the south of the A27 which is predominantly used by match officials and players, it also contains some disabled and cycle parking.

Further to the west of the main site is the remainder of the Brighton University campus, the Brighton Health and Racket Club and Falmer High School. Beyond the B2123 to the east is the village of Falmer, a designated Conservation Area; and to the south is open downland which falls within the South Downs National Park. The land north of Village Way has been excluded from the National Park. To the north of the A27 is the Sussex University campus, containing one Grade I and eleven Grade II\* listed buildings.

Stanmer Park, to the west of Sussex University, itself is a Historic Park of Grade II listed status. It contains the Grade I listed Stanmer House and several other listed (Grade II\* and II) listed buildings, including the Grade II Lower Lodges at the entrance to the Park, and is within the Stanmer Conservation Area and proposed Local Nature Reserve.

Beyond the immediate surroundings of the stadium building the red edge includes the footbridge and ramps at Falmer Station which were improved as part of the original permission. The site then continues west adjacent to the railway line to include a footpath/cycle path which leads to the Brighton Aldridge Community Academy (BACA) and land at the former Falmer High School. The site area includes an area of the BACA planning field where 1,000 parking spaces were intended to be provided under the original planning permission. The site then extends north under the railway bridge where it meets A270/A27 junction improvements. Beyond A27 the site includes the link road to Sussex University and a number of areas which are utilised for parking in connection with the stadium.

The stadium has been in operation at full capacity (22,500) since August 2011.

### **3 RELEVANT HISTORY**

#### **Overview of main stadium development**

Full planning permission was granted in July 2007 by the Secretary of State for Communities and Local Government for a Community Stadium together with junction alterations to the A27/A270, a link road between Stanmer Park and the University of Sussex, parking at Falmer School and improvements to Falmer Station (Application A; Ref: BH2001/02418/FP)). Planning permission was also granted for a transport interchange on the land south of Village Way which falls under Lewes District Council (Application B Ref: LW/02/1595). Two further approvals (Applications C & D) were granted for the widening of Village Way itself and junction improvements with the A270 Droveaway (Ref: BH2003/02449/FP & LW/03/1618). These two applications straddled both authorities.

**History of applications**

**BH2011/01906:** Display of internally-illuminated totem sign, halo-illuminated fascia signs and internally-illuminated fascia signs with exterior LED halo lighting to facade of stadium. Display of non-illuminated totem, banner and post-mounted signs of varying sizes to stadium approach and concourse, including double-sided totem sign with LED screen. Approved 5/01/2012.

**BH2010/03905:** Change of use of part of ground floor of East stand from educational space to medical centre. Approved 15/2/2011.

**BH2010/03838:** Display of internally-illuminated totem sign, halo-illuminated fascia signs and internally-illuminated fascia signs with exterior LED halo lighting to facade of stadium. Display of non-illuminated totem, banner and post-mounted signs of varying sizes to stadium approach and concourse, including double-sided totem sign with LED screen. Approved 06/05/2011.

**BH2010/03817:** Reduction in height to the landscape bund adjacent to the east stand. (Part retrospective). Approved 11/03/2010.

**BH2010/02808:** Non material amendment to BH2008/02732 for external elevational changes to the north, east and west stands. Approved 22/09/2010.

**BH2010/02013:** Non material amendment for the reduction in chalk spoil levels and amendment to profile of contours on land south of Village Way. Amendment to scheme approved under BH2008/02732 for community stadium. Approved 28/07/2010.

**BH2010/01976:** Proposed revision to the North stand approved under planning application BH2008/02732 to include increased floor area for the club shop, new staff restaurant, new floor area for club offices, new museum, new floor area for storage and minor revisions to the North stand elevations. Approved 5/05/2011.

**BH2008/02732:** Revision to stadium permitted under 2001/02418/FP including change in roof design and elevational treatment, increase in useable floor area and amendments to use of internal floorspace. Proposed re-contouring of land south of Village Way with chalk and soil arising from excavations required to construct community stadium. Granted 22 April 2009.

**BH2001/02418FP:** A Community Stadium with accommodation for Class B1 business, educational, conference, club shop merchandise, entertainment and food and road works, pedestrian and cycle links, coach/bus park and set down area, shared use of existing car parking space at the University of Sussex and shared use of land for recreation and parking at Falmer High School. Granted 23 July 2007.

Associated applications:

Land East Of American Express Community Stadium Village Way, Falmer (Bennett's Field)

**(Lewes District Council)**

**LW/11/0466:** Planning Application for Temporary change of use of land for car parking (up to 650 spaces) for outdoor events at the American Express Community Stadium (to be used no more than 50 times per year). Approved for 3 years until 30 June 2014.

Brighton Racecourse, Race Hill

**BH2011/01152:** Proposed use of land for park and ride facilities for up to 700

cars in conjunction with outdoor events (no more than 50 per year) at the American Express Community Stadium Falmer. Approved 8/07/2011 for a temporary period of two years expiring on 30 June 2013.

**Concurrent applications**

**BH2012/00384:** Construction of a temporary car park (4 years) accommodating 680 parking spaces and accessed via the A270 junction and existing tunnel under the railway-line, for use up to 50 times in any 12 month period in connection with events taking place at the American Express Community Stadium, along with erection of a temporary building (4 years) to accommodate The Bridge Community Education Centre. Under consideration.

**BH2012/00455:** Prior approval for demolition of Former Falmer High School Buildings. Under consideration at the time of writing this report. Prior approval granted 11 April 2012.

**4 THE APPLICATION**

Planning permission is sought for the variation of two conditions on both implemented permissions for the stadium; the original permission BH2001/02418 and the subsequent 'housekeeping' permission BH2008/02732. If this application were to be approved and in accordance with best practice, a new permission for the stadium would be issued which would combine all relevant conditions under a single permission.

An Environmental Statement has been submitted with the application as required under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

It is proposed to vary conditions 43 of planning permission BH2001/02418 and 38 of planning permission BH2008/02732 to increase the maximum attendance capacity from the existing maximum of 22,500 to a maximum of 30,750 attendees (an increase of 8,250). It should be noted that the wording to these conditions are identical.

The amended condition would read as follows:

*"No event shall take place at the Community Stadium with an attendance in excess of 30,750 people".*

The physical alterations proposed to which include alterations to some of the external openings, the installation of the seating to facilitate the increased capacity and the internal hospitality areas within the stadium do not require planning permission; bringing the seats into use to accommodate the additional capacity does.

It is also proposed to vary conditions 39 of BH2001/02418 and 35 of BH2008/02732 to allow a reduction of the minimum number of car parking spaces required in connection with the stadium within 1.5km of the site from 2,000 down to 1,500 and to increase the maximum number from 2,200 to 3,000. It should be noted that the wording to these conditions are identical.

The amended condition would read as follows:

*“Unless otherwise agreed in writing with the Local Planning Authority, no use of the Stadium for Outdoor Events shall occur unless a minimum of 1500 car parking spaces and a maximum of 3,000 car parking spaces at Sussex University and land at the former Falmer High School or at alternative locations within 1.5km of the Stadium as shown on the car parking plan within Document 6 of the Addendum to the Transport Assessment (Appendix 2.1 of Environmental Statement) which was received on the 15 March 2012, are made available for use by persons attending the said Outdoor Event. Any proposed change to the approved aforementioned parking would need to be submitted to and approved in writing by the Local Planning Authority.”*

Linked to this current application is an application for temporary planning permission for a car park for 680 car parking spaces at the former Falmer High School site to be used in connection with the stadium a maximum of 50 times a year and a temporary building for use by The Bridge Community Education Centre for a temporary period of 4 years – BH2012/00384.

## 5 CONSULTATIONS

### External

**Neighbours: Two thousand nine hundred and eight (2908)** letters of representation have been received supporting the application for the following reasons:

The majority of representations of support and comments referred to demand for match tickets, the difficulties of obtaining match tickets, the season ticket waiting list and the need for a larger capacity if the club reached the Premier League. Many responses also referred to the economic benefits and status for the City. The general themes of the messages are summarised as follows and a full list of the addresses are appended to this report:

- Good for the City’s economy and business
- Need to build upon the success of the stadium for the benefit of the whole City and its inhabitants
- Needed to meet demand for tickets by spectators
- Good for the City
- Stadium has given such a boost and pride to the City that this must be built upon
- Will further increase the numbers of tourists and visitors to the City
- Stadium has already hugely transformed the Falmer and Moulsecomb areas for the better
- Car parking and train provision must continue to be fully considered
- Will enable the club to fund further work in the community
- Will bring money and prosperity to Moulsecomb
- BHAFC is a vibrant essential community venture providing great social value
- Club have proved that they can cope with transportation of fans in a quick and efficient way
- Ensure this volume of crowd can be served and dispersed safely in reasonable time.



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- Should use extra parking at Southern Water and Universities
- Park and Ride facilities function superbly
- Withdean never had any problems when the club played there so any gripes will be far outweighed by the benefit to the space.
- Proud that BHA takes its travel plan seriously and am happy to pay compulsory travel levy.
- The club have great facilities for disabled spectators and their helpers
- Extra capacity won't cause any problems
- Good for business. Other local firms, such as 'Harveys' and 'Piglets Pantry' are profiting from the success of Brighton & Hove Albion
- This should only happen if work is done on Falmer Station which is too small.

**Thirty three (33)** letters of representation have been received objecting to the application. Objections raised referred to difficulties travelling to matches, traffic congestion and problems for local residents on match days from on street parking. The general themes of the messages are summarised as follows and the full list of addresses are appended to this report:

- Getting to and from stadium is a nightmare. Wait ages for special bus, missed start of games and one game altogether. (Long time season ticket holder)
- Supported new stadium but congestion on match days particularly weekdays for commuters is unacceptable.
- No consultation with North Moulsecoomb. Residents ignored.
- Parking in Moulsecoomb and Coldean is unacceptable and dangerous club seem to be unsympathetic
- Providing more parking will encourage more people to drive and park on street.
- No alternative routes planned if A27 closed for an accident
- Train services need to be improved.
- 2 years ago some crowds were less than 5000. After the excitement has worn off expanded stadium will be 5 times bigger than needed.
- The minimum parking level should not be reduced – there are too few already.
- The stadium should not be permitted to expand until the transport infrastructure can cope – the impacts are substantial from the existing attendance.
- Objection to parking at Court Farm in Falmer Village.
- Traffic congestion is severe already and will be exacerbated by any expansion.
- Existing measures are inadequate.
- Public transport is hindered by inappropriate displaced parking.
- The road network is already at capacity.
- Match tickets should include the cost of travel on sustainable modes.
- Park & Ride should be maximised.
- There have been increased incidences of crime since the stadium opened.
- The area is already experiencing problems with displaced parking from Varley Halls.

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- Concern is raised regarding the proposed increase in capacity and the likelihood that crowd numbers will drop once the initial excitement has worn off.

**One hundred and fifty six (156)** letters of representation have been received commenting on the application for the following reasons and a full list of addresses are appended to this report:

- Hope the club bring pleasure to fans and work in the community.
- More chance of getting a ticket
- More revenue and more employment
- Helps continued success of the club
- Needed to help facilitate the progress of the club
- Will help to create more noise
- Need bigger stadium to match fan base.
- One of the best grounds visited and impressive environmentally friendly travel arrangements.
- Need more seats.
- Lack of sports facilities in Brighton makes this an opportunity to have one of the best grounds in the country.
- Need to be prepared for Premier League
- New stadium has been a success so far and increased capacity will add to its reputation.
- Feel sure that the club will work closely with the community to make this possible with the minimum of disruption
- Extra revenue for pubs, clubs, restaurants and hotels
- BHA have kept all their promises in terms of encouraging fans to utilise public transport to gain access to the ground. This is continuing in 2012
- 30,000 attended the Goldstone in 1979 with no car park, no coach park, just one station.
- More innovative proposals from the club and the city / county councils, for example a combined, lit cycle path / pedestrian footpath from Woodingdean are needed.
- The transport especially the rail after some initial teething problems works like a dream and the supporters respect the neighbourhood the environment and the club.
- More signage in Coldean.
- Stewarding and enforcing restrictions in Coldean.
- Regular reports on the scheme and appropriate changes deemed necessary should be taken.

**Cllr Meadows & Cllr Marsh for Moulsecomb & Bevendean and Cllr Lepper for Hollingdean & Stanmer** wrote to comment on the application, their joint letter is appended to this report.

**Coldean Residents Association:** Object – A zero figure was entered for Coldean Lane in the displaced parking counts for the area. Coldean Lane is residential with a slip road running adjacent to Coldean Lane and is classified as Coldean Lane – this cannot be accurate, the issue is worse than reflected in the surveys. The figures are further alerted by the displaced parking from

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Varley Halls of Residence making the increase in parking numbers on match days appear lower than they would be without the building contractors and student cars parking in Coldean. The dates of the survey and the numbers returned do not reflect the usual daily count of Residents.

**Sussex Enterprise: Support** – The stadium has had a positive impact on the city both in sporting and employment terms, the proposed expansion will further enhance its beneficial economic and social impact.

**University of Brighton: Object** – The Club are in breach of Clause 7.1 of the s106 agreement as the University have not given its agreement to the submission of this application required by the Clause. The Club need to address the unauthorised access to the University campus, ensure that authorised University persons/users/occupiers access, operation, amenity and enjoyment is not hampered by the operations at the stadium. Concern is raised regarding the potential for existing disruption to be exacerbated by any expansion. The expansion is premature. The potential impacts need to be properly assessed, noise impacts fully assessed and appropriate mitigation measures sought to ensure no increased disturbance and the legal agreements need to be varied to ensure the Universities objectives are preserved.

**Falmer Parish Council: Comment** – Concern is raised regarding the impact on the surrounding road network and the capacity to cope with more vehicles. A condition should be placed on the parking at Bennett's Field to ensure that all vehicles parking there arrive 1 hour before kick off to ensure the neighbouring junctions are not overloaded and stay within the limits expressed in the TA. Queues on the A27 eastbound slip are of a significant hazard to road safety. Additional funds should be sought to pay for studies and funding of potential improvements to the worst affect junctions. Displaced parking in Coldean and Moulsecoomb needs to be addressed. Planning permission should not be granted until a new park and ride is identified and brought into use on the A23/A27 junctions. The post code data should be assessed to ascertain the most appropriate type of transportation provision. Pick up and drop off in the Falmer Village entrances is of major concern and needs addressing thought increased signage and stewarding. Official drop off points should also be provided. There is a lack of up to date data statistics in the TA. The stadium causes a significant amount of noise disturbance, traffic congestion and the light pollution from the grass growing lights.

**Brighton Aldridge Community Academy (BACA), Lucraft Road: Comment** – Street lighting along the former Falmer High School site should be provided. Support is given for the provision of a Pupil Referral Unit for the BACA students. It is hoped that the site will be landscaped and that traffic mitigation measures will not impact adversely on the Academy or any of the activities.

**Bricycles: Comment** – It is disappointing that the parking provision is being increased. Better signage and advertising of cycle routes to/from the stadium should be explored as well as better maintenance. The existing facility should be upgraded and increased in numbers – Sheffield stand and covered. The

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park and ride buses block the cycle lane when waiting and should be instructed not to. Concern is raised regarding the impact of the proposed parking at Falmer High School on air quality which is already poor along Lewes Road.

**County Archaeology:** No objection - Although this application is situated within an Archaeological Notification Area, it is not considered that any archaeological remains are likely to be affected by these proposals.

**UK Power Networks:** No objection.

**Southern Gas Networks:** No objection – A Low/Medium/Intermediate Pressure gas main is present in the proximity of the site. No mechanical excavations are to take place above or within 0.5m of the Low pressure and medium pressure system and 3m of the intermediate pressure system. The position should be confirmed using hand dug trial holes.

**Natural England:** No objection – This proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils. The proposed amendments to the original application relate largely to design, and are unlikely to have significantly different impacts on the natural environment than the original proposal.

**East Sussex Fire & Rescue:** No objection – the Fire Service no longer need the emergency access route for the Sussex University.

**Southern Water:** No objection

**Environment Agency:** No objection

**Highway Agency:** Objection – *Initial comment received 3/2/12 -*

In relation to this particular development our major concern is with the level of traffic using the eastbound off-slip from the A27 and taking the right hand lane, in order to route south along the B2123. Traffic making this movement in the peak hours is queuing back onto the A27 and is a potential safety issue for the eastbound traffic on the main carriageway. The safety issue is exacerbated by the proximity of the A27/A270 junction. When queuing extends back towards the section where the A270 traffic enters onto the A27, the merging of traffic is disrupted. Under the current traffic conditions we would have concerns over any proposed development, which after mitigation, would risk exacerbating the existing problems by attracting additional traffic to make this movement at peak times.

### *Queuing on the A27*

We have analysed the queue length survey data that is provided in Appendix 3 and 4. It is evident that there is a problem with the queuing back on the A27 eastbound off-slip at the B2123 junction on the evenings of fixtures at the Amex Stadium. Whilst the queuing is at its greatest in the 1730hrs-1800hrs time period on both the evenings that were surveyed, we note that the level of queuing in the right hand lane of the off-slip does remain substantial right up

to kick off time.

*Bennett's Field Car Park*

The TA proposes that the 70-100 car parking spaces that are currently unoccupied at Bennett's Field would be able to cater for between 190–270 of the additional spectators. It is estimated that approximately one third of these vehicles would arrive in the hour before kick-off and that this would result in 30 additional vehicles joining the A27 eastbound off-slip queuing in the right hand lane during this time period. Table 8.2 in the TA shows that at least a third of the arrivals to Bennett's Field car park arrive in the previous hour (1745-1845hrs); this would add at least 30 vehicles to the A27 off-slip queue in this peak period. Therefore, the proposed development would add approximately 60 trips to the queuing in the right hand lane of the A27 eastbound off-slip during the 2 hour pre-match period. Given the current level of queuing in the right-hand lane of the off-slip, this quantum of additional trips is considered material and, as such, we would require the applicant to demonstrate efforts in mitigating these trips down to 'nil detriment'.

The TA considers that the full stadium capacity increase would be dependent upon either retaining the Bennett's Field car park on a permanent basis or delivering a replacement facility/park and ride. In our letter dated 18th May 2011 we accepted the planning application for 650 spaces at Bennett's Field on the condition that "*The proposed temporary car park shall only be used for the life of the temporary planning permission*". Due to our concerns regarding the current level of queuing experienced in the right-hand lane of the A27 off-slip at the B2123 junction, we would oppose extending the permission for use of Bennett's Field car park beyond its current lifespan, which we understand will come to and end in June 2014.

*Park and Ride*

The TA proposes an additional Park and Ride site as a potential alternative solution to the Bennett's Field car park. Whilst we agree that a Park and Ride site is a possible transport solution, we would like to emphasise that such a development would require a TA that considers the impact of the site on the SRN, as well as any mitigation measures required to accommodate it. Park and Ride sites must be considered carefully so that they do not have a detrimental impact on the operation of the SRN.

Due to our concerns outlined within this letter we will issue a holding direction to ensure planning permission is not granted until after 29 March 2012 on the planning application to allow time to resolve the highlighted issues.

*Additional comment received 9/3/12* – Following discussions with the Club is it recommended that 70 of the spaces in Bennett's Field car park are limited to staff parking which shall be in place 3 hours before kick off to keep the traffic in peak time at the current level and deal with concerns over the existing problems at the junction. A permanent Traffic Regulation Order for a clearway and signage along the A27 is also sought.

*Amended comment received 29/3/12* – Holding direction extended to ensure

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planning permission is not granted until after 23 April 2012.

**Sussex Police:** No objection – *initial comment date 6/2/12* - Sussex Police have concerns that the increase in capacity at the stadium of 8,250 persons will be reflective in the number of vehicles attending the stadium for the football and outdoor events. In consultation with our Road Policing department which at present has high concerns over the illegal parking problems that arise along the A27, in particular from cup matches, late start Saturday games and mid-week fixtures, we feel a solution to this problem is that the temporary measures that have been put in place by the Highways Agency to address the issues be made permanent. Therefore in an attempt to control the instances of illegal parking it is felt that consent for this application is conditional so that funding for the sourcing and installing of permanent signs for the A27 is met by the applicant.

It is noted that the new wording to remove condition 35 of BH2008/02732 and 39 of BH2001/02418, which states; “remove reference to the minimum number of 2,000 car parking spaces and increase the maximum number from 2,200 to 3,000”, makes no mention to or includes, a minimum number of car parking spaces. Sussex Police ask for clarification that there will still be an obligated minimum number of parking spaces to be made available for football and other outdoor events that are to be held at the stadium, otherwise the fear is that illegal parking throughout the city on match days or outdoor event occasions will be severe, accompanied with the associated problems that illegal parking on such a scale will bring. A solution to this may be to introduce an attendance limit which once an audience at the community stadium exceeds an agreed capacity, the park and ride facilities would be introduced. This would allow the parking facilities within the footprint of the stadium to facilitate any event below the predetermined figure.

Sussex Police understand that the car parking facilities at Bennett’s Field are privately leased but would like to see the parking facilities at Bennett’s Field remain, either through an extension of the temporary planning permission beyond 2014, or if it were a feasible option becoming a permanent fixture.

*Additional comment received 2 March 2012* – Sussex Police are satisfied with the operation of the new link road between Stanmer Park Road and the University and have no objection to the proposal for the complete closure of the emergency access point from the A27.

*Amended comment following discussions with the Club received 5 March 2012* –

Three areas will be made available to Sussex Police to use on match days which include an interview room, refreshment area and a large briefing room enabling the briefing of officers to be carried out and the storing of kit if required. Extra interview facilities will also be made available as the situation dictates.

The development will also include an area which will be allocated to the Force's Football Liaison Officer to work from.

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With regards to our previous comments about the A27 we understand that the club and the Highways Agency are in negotiations towards making the temporary signs permanent, and we would welcome this from a public safety perspective.

In relation to our previous comments about Bennett's Field, Sussex Police recognise that this arrangement is a private arrangement and accept the club cannot provide any guarantees of its continual existence.

**Sport England:** No objection

**Brighton & Hove Bus and Coach Company:** No objection – *Initial comment received 27/2/12* - The Brighton & Hove Bus and Coach Company have been a part of the discussions about the implications of application BH2011/03861 to discuss the feasibility of transporting additional football fans as a consequence of an expansion in the seating capacity so that there will be minimal adverse effect to the surrounding highways and the local environment.

The Company are confident the expected extra 800 fans can be accommodated within the transport provision both pre and post games. This would be accomplished pre game as the buses currently used are not full and have spare capacity due to the slow build up of passengers travelling to the Stadium. Passengers have three hours of Park and Ride facilities and so there is no risk of overloading or overcrowding.

Post game there is a mix of buses, some with capacities of 87 passengers and others with capacities of 147 passengers. 42 buses are currently operated after each game carrying an average of 6,000 fans. Almost every bus currently operates an average of three return trips to the outer destination. The additional 800 people will be accommodated on either the second trip, where there is already some capacity, or certainly on the third trip where there is considerable capacity and enough to cater for this additional demand. Consequently overall queuing times will not increase as the current standard we work to achieve is to clear the ground within three return trips.

As additional buses will not be required, there is no need to change or redesign the layout of the area at the stadium used exclusively for buses. The Company are happy with the arrangements that have been made since the stadium opened and the provision that has been made for our buses. Regular Health and Safety meetings and regular Risk Assessment meetings are held in conjunction with the Football Club and over a period of time facilities have been adjusted to be safe and practical with the maximum efficiency.

We have discussed contingency plans with the football club for adverse weather and failure of the rail network and feel we are well equipped to cover either of these eventualities despite the increase in numbers.

*Additional comment received 29/3/12* – Together with sub-contractors, the Company will be able to cater for a potential of 500 people across the three

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special routes. The season ticket holder/waiting list postcode analysis at the football club shows that the majority of additional supporters will come from areas served by all three special bus routes. As noted in paragraph 8.6.3 of the Transport Assessment, Brighton & Hove Bus Company will work with the club to provide additional buses on the special routes as future demand dictates. Route amendments are something that we already undertake in consultation with the club, for example, as noted in paragraph 8.6.4 we have already amended the route of service S because of its popularity.

**East Sussex County Council: No objection** - The primary concern of this highway authority is that the sustainable modal split achieved thus far by the Football Club cannot be continued should consent for an additional 8250 supporters be granted. In particular, the impact of additional traffic along the A27, the B2123, Village Way and Falmer village itself is not to be underestimated. As mentioned within the submitted TA, a Unilateral Undertaking under Section 106 of the Town and Country Planning Act in relation to the original stadium consent included an obligation towards the funding of a study and potential works at the A27 / B2123 junctions. The relevant application is LW/2002/1595 and if agreed by all parties should supersede the existing Schedule 6 detailed in the signed Unilateral Undertaking. ESSCC recommend that Schedule 6 be amended to include an additional £90,000 contribution towards potential road improvements in the vicinity of the A27 / B2123 junctions. The additional funds are considered to be directly proportional to the proposed stadium capacity increase (36%).

While it cannot just be assumed that the successful sustainable transport use will be continued, it is evident that there is potential for the Football Club to build on and enhance their existing transport strategy.

Having assessed the individual modes of transport above, it is considered that there is significant potential to increase the capacity of the existing sustainable modes of transport.

Therefore, while this highway authority does not wish to formally object to the proposal, we would wish to ensure that the following provisions are in place to allow the Football Club to continue to improve access to sustainable modes of transport as well as help reduce the desirability of car based options which will ensure that there is no unacceptable adverse effect on A27 / B2123 interchange, Village Way and Falmer village:

- To vary the existing Section 106 obligation as described above to take into account the increased impact of any stadium expansion;
- The retained land at Falmer High School should be conditioned as part of any grant of consent for the purposes of car parking;
- That the requirement for a minimum number of car parking spaces is not completely removed. A reduction of the existing 2000 car parking spaces is considered appropriate and is to be determined by Brighton & Hove City Council;
- Cycle parking is increased and improved to ensure that covered and secure facilities are available;
- A formalised Motorcycle parking area should be introduced as there is an



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- existing demand;
- Until a suitable additional park and ride location has been identified and is available for use to the Football Club or the long term future of Bennett's Field has been agreed then it would be sensible to limit the usage of the extended capacity;
- To formalise a drop off / pick up along Village Way (ideally next to the stadium) to cater for the existing demand, as this already occurs and is difficult to control and enforce.
- To increase stewarding coupled with additional signage to prevent supporters from dropping off / picking up within Falmer Village and the roads that adjoin it.

**Lewes District Council:** No objection – *Initial comment received 14/3/12* – The District Council considers that the Transport Assessment (TA) submitted with the application has not yet satisfactorily dealt with all the transport issues associated with the proposed development. The following comments focus on the matters still requiring further work.

### *Additional car parking provision*

The Transport Assessment (TA) highlights that approximately 16.5% of attendees travel to the stadium by car. When considering the extra 8,250 additional seats proposed, this equates to a total of 1,361 additional attendees travelling by car. However, only 800 additional car parking spaces are proposed in the varied planning condition, which suggests an immediate shortfall of 561 parking spaces. If the original estimates of 29% of attendees were to travel by car, this would equate to a shortfall of 1,592 car parking spaces. Either shortfall is significant and may lead to further issues of unlawful or undesirable parking in nearby off site areas.

It is noted that the TA does not highlight this additional car parking demand as a significant issue, as it is assumed that any additional attendees may car share or that a greater number of attendees may travel by sustainable transport modes. However, these assumptions are based on the number and habits of existing attendees and not based on the reality of a larger capacity stadium. This reality is important due to the rail network being unable to accommodate any further significant increase in visitor numbers, which in turn may result in greater car use, especially to mid week games. Furthermore, the reality of controlling existing off site parking may displace these vehicles to other areas, rather than prevent car use.

For these reasons, it is considered that the TA should be based on more accurate data to provide more detail on the potential number of additional parking spaces required, and where these may need to be located (e.g. to the east or west of the stadium). This will alleviate concerns over inadequate parking provision and potential off site parking in inappropriate nearby locations.

### *Existing car parking provision*

As a combined measure, it is also suggested that additional car parking demand could be better accommodated on existing BHAFC sites; especially

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as section 8.8 of the TA identifies how some of these sites are under utilised (e.g. University of Sussex and Bennett's Field. Lewes District Council would therefore encourage a revised pricing and parking strategy at these sites, in order to maximise their use and reduce undesirable parking elsewhere.

### *Park and Ride facilities*

Section 8.5 of the TA relates to park and ride facilities used in connection with the stadium. We are very concerned to see the reference in paragraphs 8.5.9 to 8.5.14 of the TA to the possible development of a 1,000 space Park and Ride site to the east of the stadium, toward Lewes, if Bennett's Field is not available in the longer term.

Existing or proposed sites to provide a Park and Ride facility for 1,000 cars in this area are not known and there may well be great difficulty in securing such development as almost all the land in this direction is part of the South Downs National Park. Indeed, it is hard to see how such a proposal would accord with statutory National Park purposes.

Furthermore, the TA provides no evidence that a Park and Ride facility is required to the east of the stadium or would be fully utilised, as no detail is given in the TA of the geographical spread of demand for Park and Ride. The TA leaves this matter "up in the air" and it clearly needs to be resolved as part of the consideration of the current application.

Notwithstanding the above, should Brighton & Hove City Council be minded to approve the application in its current form, it is considered essential to attach a condition limiting stadium capacity until alternative Park & Ride facilities are provided. This will prevent unlawful parking in nearby areas. However, the location of any Park & Ride facility should not be dictated in any condition.

On an associated matter, it should be noted that an Appendix Plan to the TA highlights land at Court Farm, Falmer as a parking area for 185 cars. This is incorrect and reference to this should be removed from the plan. We have previously received assurances from Martin Perry of BHAFC that the Football Club do not intend to pursue any such proposal (e-mail, 9 August 2011).

### *Additional traffic*

The increase in the number of attendees to the stadium, and the associated increase in parking provision, will undoubtedly result in additional traffic on the local highway network. Section 8.11 identifies an existing issue with queues on the A27 eastbound, at the B2123 slip road, during mid week matches. Although some of this traffic is caused by commuters, there are concerns that queuing will increase with increased car usage; any potential park and ride to the east (especially if facilitated under Permitted Development Rights); and the staggered arrival times for attendees. It is therefore requested that this potential issue be carefully monitored and a study of potential works be undertaken as part of the original Section 106 Agreement, as set out in section 8.11.7 of the TA.

East Sussex County Council have indicated, in their comments on these

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proposals that, if planning permission is granted in this case, the existing Section 106 agreement should be varied to bring forward this study, and to provide dedicated funds should it be necessary to implement highway improvements to cope with additional traffic at the A27/B2123 junction. LDC supports this request.

### *Use of Village Way and Falmer areas for drop off/pick up*

A number of concerns are raised that Village Way and Falmer village are being used as drop off and pick up points before and after matches. Sections 9.3.9 and 9.3.10 of the TA highlight 115 drop offs in these areas one hour before a match, even with the areas being policed and stewarded. It is therefore requested that this matter be fully addressed in the current application and that an appropriately sited drop off/pick up point (that is desirable and will therefore be used) be created. It is also requested that the recommendations set out in sections 9.3.11 to 9.3.14 of the TA be adopted. Please also note that if local taxi firms are to be written to and notified of the drop off/pick up arrangements, taxi companies in the Lewes District (specifically Lewes, Seaford, Newhaven, Peacehaven and Saltdean) should also be notified.

### *Conclusion*

There are concerns that the proposed increase in stadium capacity will result in an increase in the percentage of spectators travelling by car. It cannot be assumed that the existing high level of sustainable transport use will be continued, due to problems of rail capacity; desirability of existing transport measures; and displacement of existing off site parking.

It is therefore requested that further work be undertaken to demonstrate that the additional 800 car parking spaces are all that is required, and also to outline a set of measures to encourage greater use of the existing BHAFC car parking sites, or less popular public transport modes.

Other concerns remain that there is too much reliance in the TA on the provision of a new 1,000 space Park and Ride facility, when details on the need and location of such a facility are unknown.

Finally, there remain some outstanding issues with the existing stadium use (queuing and drop off/pick up) which will be exacerbated by the proposed stadium extension.

The District Council asks the applicants to work with the City Council and other parties to resolve these outstanding transport issues before the application is determined.

The existing Stadium Transport Management Group provides a suitable forum for discussion, as this includes representatives of the Football Club, City Council, Highways Agency, East Sussex County Council, Lewes District Council and Falmer Parish Council.

*Additional comment received 30/3/12 – No objection*

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### *Additional car parking provision*

The Transport Assessment (TA) highlights that approximately 16.5% of attendees travel to the stadium by car. When considering the extra 8,250 additional seats proposed, this equates to a total of 1,361 additional attendees travelling by car. However, only 800 additional car parking spaces are proposed in the varied planning condition, which suggests an immediate shortfall of 561 parking spaces. If the original estimates of 29% of attendees were to travel by car, this would equate to a shortfall of 1,592 car parking spaces. Either shortfall is significant and may lead to further issues of unlawful or undesirable parking in nearby off site areas.

### *Additional car parking provision*

The inclusion of a minimum number of parking spaces is welcomed, as this provides some assurance that the increased parking pressure associated with an increased size stadium can be accommodated in the local area in a managed and controlled way. This is especially important given the new evidence submitted that the existing inappropriate parking in Coldean and Moulseccomb areas is used by approximately 1500 spectators, all of which need to be accommodated elsewhere, notwithstanding the stadium expansion. It is pleasing to note that the land at the former Falmer High School is now proposed for 684 parking spaces, which will again address some parking needs.

It is noted that Southern Rail have withdrawn their previous objection to the stadium expansion, as 3500 additional spectators can now be accommodated on the rail network due to revised matchday charges and improvement works. Whether Brighton & Hove City Council choose to restrict stadium capacity until this extra capacity is available is a matter for your consideration. It is also noted that the local bus operator can accommodate additional capacity. Both of these updated consultation responses give further assurance that sustainable transport modes can be offered.

It is noted that the original permission for the Stadium, based on projected transport impacts, included a specific monitoring programme of spectator traffic under Paragraph 6, Schedule 2 of the Unilateral Obligation dated 22<sup>nd</sup> April 2009 (as varied). As the proposal now increases stadium capacity, and potentially parking within Monitored Parking Zones, it is recommended that the existing monitoring programme be transferred to any varied obligation, and fully enforced, should approval be granted for stadium expansion. Brighton & Hove City Council may wish to consider increasing the threshold percentage or penalty amount set out in this original obligation if justified.

Overall, Lewes District Council *support the range of measures proposed to address car parking provision*. It is recommended that all matters be jointly considered and controlled to ensure effective measures are in place to meet the car parking demand created.

One issue to note is that various car parking areas used in connection with the Stadium are proposed or allowed on a temporary basis only. If the minimum number of car parking spaces is approved at 1500 in the varied

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condition applied for, this would suggest that either Bennett's Field or former Falmer High School Land must be retained in the long term to meet the this minimum parking requirement, unless an application is submitted to vary the condition or extend the temporary planning permissions. Given that Bennett's Field only has planning permission for this use and development until June 2014, a long term solution to parking provision must be considered. Lewes District Council would welcome early consideration of this issue and discussion with all parties, should planning permission be approved for an increased size stadium. We would welcome an informative to this affect on any planning permission.

### *Existing car parking provision*

Within my previous response of the 13<sup>th</sup> March 2012, it was suggested that a revised pricing and parking strategy at existing car parking sites may be beneficial in ensuring they are used to maximum capacity. This matter has not been addressed in the additional information submitted. However, it is considered that this matter can be resolved in any varied unilateral obligation, under the existing Schedule 3 requirements.

### *Park and Ride facilities*

There remain strong planning concerns over the need for an additional Park and Ride facility, especially if this is to be provided to the east of the Stadium, where most land is within the designated South Downs National Park. The post code information now submitted highlights that there is limited demand for season tickets from the east, as the majority of existing and waiting ticket holders are located to the north and west.

Notwithstanding the above, should Brighton & Hove City Council be minded to approve the application in its current form, it is still considered essential to attach a condition limiting stadium capacity as highlighted in Page 6 of the Vectos report 'Consideration of Recent Changes to the Projected Transport Contributions.' Again, Lewes District Council would welcome early consideration of this issue and discussion with all parties.

### *Additional traffic*

The additional information submitted does not address the issue of additional traffic on the A27 and B2123 slip road, as identified in my previous response. This issue therefore remains outstanding and Lewes District Council support East Sussex County Council in requiring the additional survey, and potential financial contribution, as set out in Schedule 6 of the Unilateral obligation and suggested revision in the East Sussex County Council response dated 21<sup>st</sup> February 2012.

### *Drop off/pick up areas*

It is noted that the additional information includes a proposed taxi drop off area at the approved transport interchange. Whilst this is welcomed, there remains concern that no provision is made for a public drop off and pick up area, when there is clearly an identified need for this given the amount of activity at Village Way and Falmer village. This remains an outstanding concern and something that should be addressed under the current

application. At the very least, the matter should be considered and secured in the revised unilateral obligation.

### *Conclusion*

The revised wording of the proposed condition does provide some assurance that a minimum number of car parking spaces will be retained to address any increased demand. This proposal *is therefore welcomed*, in combination with other measures such as car parking on former Falmer High School Land and increased capacity on the railway network. Notwithstanding this, a long term parking strategy must be considered by all parties due to the temporary nature of approved parking provision in the locality.

Other concerns identified in my response of the 13<sup>th</sup> March remain. However, it is considered that the majority of these issues can be resolved by the imposition of conditions or a variation to the existing unilateral undertaking as follows:

- A *condition to limit stadium capacity* to a maximum of 28,505 spectators should Bennett's Field parking no longer be available, until an additional Park and Ride facility for 1000 cars (in an appropriate location to be decided) or other alternative transport improvements are undertaken
- An *informative* be added to any permission, advising the applicants that a *long term parking strategy* must be considered and negotiated between all parties, prior to cessation of any existing temporary planning permission(s)
- That the existing Unilateral Obligation (dated 22<sup>nd</sup> April 2009) be varied to secure:
  - a) A *survey of traffic conditions* at the junction of the A27 and B2123 roads, at the end of the first year of operation of the stadium, with the financial contribution increased to £340, 000 should the traffic conditions have deteriorated (Amendment to Schedule 6);
  - b) A requirement that the *existing monitoring programme* set out in Paragraph 2 of Schedule 6 *be reimposed* to monitor the impact of the larger capacity stadium, with any Monitored Parking Zone, Threshold or Penalty reassessed as Brighton & Hove City Council consider necessary (Amendment to Schedule 2);
  - c) A *revised parking, pricing and operation strategy for existing car parks and Park and Ride sites*, to ensure these are used to full capacity before other development options are considered (Amendment to Schedule 3, paragraphs 3 and 8); and
  - d) Further detail on an appropriately located *drop off and pick up point for visitors*, to overcome existing problems caused by use of Village Way and Falmer village (Amendment to Schedule 3, paragraphs 4 and 6 and 8). The applicant should also be notified that should any pick up/drop off point be located outside of the existing stadium area, this may require separate permission.

Subject to the above conditions being imposed and the existing Unilateral Obligation being varied, the proposal to increase stadium expansion raises *no objection* in principle.

**Southern Railway & Network Rail: Objection – *Initial comment received 20/2/12*** - Network Rail and Southern objection to the application is on the basis that the expansion will pose a safety and operational risk to the railway.

Transport Statement sets out a number of assumptions about remaining rail capacity and about the demand for rail use from the potential additional 8,000 plus fans. Network Rail and Southern have not been involved in the assessments that led to the production of these numbers.

Key concerns are:

1. As acknowledged in the Transport Assessment, actual usage of rail has turned out to be substantially higher than the assumptions used in the original stadium planning application. In practise this has lead to several thousand more fans per game using the station than was originally envisaged.
2. This original under estimate of rail usage has already created challenges for Network Rail and Southern in accommodating existing fan numbers by rail.
3. We do not believe the Transport Assessment assumption of a significant decrease in the proportion of passengers from the new development seeking to use rail compared to the current split is realistic, nor is the assumption that demand will simply be spread over a longer period of time.
4. Even if rail usage from the additional development of 8000 seats were to be as low as the circa plus 2,000 predicted, Network Rail and Southern are jointly of the view that the following mitigation measures will be essential.

*On train capacity:*

Southern have already operated a number of 8 car services into Falmer to ease overcrowding on matchdays. Currently these services have to use Selective Door Opening (SDO) as the platforms are not 8 car in length. Use of this system leads to delays in passengers alighting that can knock on to following services and adversely affect performance on the route. In order to support more regular use of 8 car formations to meet existing and projected demand from the new development, small extensions to the platforms are required.

Class 313 units which operate a proportion of trains on the route (particularly to and from Seaford) generally only run in 3-car formations which is not ideal at peak times immediately before and after matches. To allow 6-car operation, Southern require additional engineering resources to ensure that the units can be split and attached correctly (this activity only normally takes place in fleet depots). This is a small incremental cost which will allow for a significant increase in rail capacity for the stadium.

*Station Capacity:*

A number of relatively minor modifications to the station are required to meet current and projected demand safely on the station itself:

- Increasing the width of the operable platform at the Country end of Platform 1 through clearance and stabilisation works
- Creating a second exit from Platform 1 at the Brighton end

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- Upgrade of Palisade fencing to stretch beyond the Brighton end of platform 1 + other minor fencing improvements

The value of platform extension works and the minor station capacity works listed above is likely to be in the region of £350k-750k. Network Rail is currently refining these estimates.

### *Southern matchday charge:*

Southern Railway currently operate additional services and deploy longer trains on matchdays. Provision of additional services and staff for match events has been costing Southern approximately £12k per match in addition to the normal cost of service operation on the route. Southern would expect the existing ticket funding arrangements to be re-negotiated to be more reflective of the requirements placed on the TOC on matchdays with current and projected rail usage from the expansion. In any case, the assumption of a longer period of time when passengers will travel, will require even more additional resources to be made available. This issue is particularly acute after weekday matches where all of Southern's available trains and train crew are heavily utilised for evening peak services from London.

### *Conclusion:*

The objection and reasons given demonstrate that the transport assessment provided in comparison to the reality of customers using Falmer station on match days are far apart and need to be addressed. It is the opinion of Network Rail and Southern that the application does not comply with the Brighton Local Plan 2005 and therefore should be refused. The suggested mitigation measures within the objection will make the application BH2011/03861 acceptable as well complying with planning policies TR1 and QD28. Should the applicant seek to implement the measures Network Rail and Southern have suggested then both parties would welcome to work together with Brighton & Hove Albion Football Club in order to implement these measures and withdraw the objection.

**Southern Rail: No objection - Amended comment received 9/3/12** - Southern is the operator of Falmer railway station and operates all train services that use the station. Southern and Network Rail wrote to you jointly objecting to the proposed variation of conditions application by Brighton & Hove Albion Football Club ("BHAFC") in relation to the American Express Community Stadium ("AMEX Stadium") – The original objection is now withdrawn.

Following further discussions with BHAFC agreement has now been reached with respect to a revised matchday charge to meet the significant additional cost to Southern from the additional supporters expected to travel. This was one of the main points of concern we had previously raised.

Further discussions have also been arranged regarding changes to the train service provided when events are taking place at the AMEX stadium. On the basis of these discussions and on satisfactory completion of works proposed by Network Rail discussed below, it is expected that Southern services will be able to safely accommodate up to 3,500 additional supporters for events at



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the AMEX Stadium if the increase in the capacity of the stadium is approved.

Further discussions are also taking place between Network Rail and BHAFC regarding some minor amendments to the platforms at Falmer Station including, increasing the operable length of Platform 1 by clearance and stabilisation works, creating a second exit from Platform 1 at the Brighton end and upgrading and extending the palisade fencing to stretch beyond the Brighton end of Platform 1. Network Rail will require that these works are implemented as soon as reasonably practical. In the meantime however it has been agreed between the Club and British Transport Police that the additional supporters using the rail services can be managed until such time as the works are complete and on this basis no objection is raised to the application to increase the capacity of the American Express Community Stadium.

**Network Rail:** Support - Following discussions with the applicant Network Rail and Southern Railway Ltd wishes to withdraw their objection. Concerns regarding the Transport Assessment, Train Capacity, Station Capacity and the Southern Railway Ltd Matchday charge have now been addressed by the applicant and both Network Rail and Southern Railway Ltd support the application.

Brighton & Hove Albion FC (BHAFC) have agreed to fund minor improvements to Falmer railway station up to a maximum of £200,000 pounds. The works will include:

- Creating a second exit from Platform 1 at the Brighton end
- Upgrade of Palisade fencing to stretch beyond the Brighton end of Platform 1 + other minor fencing improvements
- Increasing the width of the operable platform at the Country end of Platform 1 through clearance and stabilisation works

**British Transport Police:** No objection - On completion of works outlined by Network Rail it will be possible for at least an extra 3500 passengers to be carried on the railways. The British Transport Police believe that this extra capacity can be safely managed in the interim period whilst the works are being undertaken, on the agreed basis that Brighton & Hove FC will supply additional stewards.

**Environment Agency:** No objection

**Internal:**

**Sustainable Transport:** No objection – *Amended comment received 5/4/12*  
Current modal split- The applicants have carried out substantial surveys and these demonstrate that the proportion of spectators using sustainable modes and cars are higher and lower respectively than those expected at the time of the original stadium consent and compared to other football stadia. However a difficulty arises from this work in that the surveys did not acknowledge the existence of displaced parking in Moulsecomb and Coldean, but a substantial body of anecdotal evidence indicated that this occurs and causes problems. Those parking in these areas were recorded as walking to the ground which will distort the estimates of mode proportions. Additional parking

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counts and analysis have been requested and carried out and counts carried out on matchdays and otherwise comparable non-matchdays have been compared. Counts commissioned by BHAFC suggest that about 530 supporter vehicles may be displaced into North Moulsecomb and Coldean on Saturdays and about 650 on weekdays. Counts carried out by ESCC on behalf of the stadium transport management group suggest the additional matchday parking in (north and south) Moulsecomb alone is about 300 on Saturdays and 325 on weekdays. These counts are not exactly comparable but it is clear that a significant problem of displaced parking has arisen.

### *Displaced parking*

The proposed expansion would be expected to worsen the problem of displaced parking. The applicants propose a number of measures to offset this- a publicity campaign to discourage parking in residential areas, the inclusion of travel vouchers with match tickets, the extra car parking on Falmer Academy retained land, and a reduction in prices at off street car parks. Although these are clearly positive measures, it is unlikely that the problem will be entirely resolved by them, as clearly parking free will always be preferable to paying. It is therefore considered that, in accordance with policy TR2 the applicants should be required to fund the implementation and operation of a matchday residents parking scheme to be implemented, if operationally possible and subject to public consultation, at the start of the 2012/2013 season. It is estimated that such a scheme would cost £113,000 approx to set up and would involve additional first year costs of £40,000 and annual operating costs in later years of £57,000 minus revenue. This would be funded by the applicants as the stadium parking is the source of the problem. The cost estimates would be expected to reduce once the detailed boundary of parking controls was determined as the estimates are for a larger area than the parking counts referred to above. The nature of the scheme would be a 'light touch' scheme with the minimum effective signing and lining consistent with effective operation rather than a comprehensive Controlled Parking Zone.

### *Sustainable modes capacity*

The TA identifies the means by which the additional trips will be made to the stadium. The applicants have subsequently provided information from Southern Railway and Brighton & Hove Bus and Coach Company which confirms that they will be willing and able to provide the extra capacity identified. Network Rail has confirmed that they will carry out improvement works which will increase capacity at Falmer Station and the British Transport Police have agreed that pending the completion of these works the additional number of spectators can be managed. The capacity will be increased to enable an extra 3500 supporters, rather than the 2000 identified in the TA, to use trains. The other provision largely consists of the use of spare capacity in existing car parks and the proposed car park in the Falmer Academy retained land which is the subject of a separate application. A condition should be attached to any consent formally requiring the provision on a trial basis of a shuttle bus between the City Centre and near The Keep (the car park at The Keep itself cannot be used for matchday parking) as suggested by the applicants.

*Car parking*

The applicants have suggested that condition 35 of the existing consent should be varied so that the maximum acceptable amount of parking near the stadium increases to 3000 spaces, approximately in proportion to the increased number of seats, and the minimum requirement removed. However, it is very unlikely that car travel could be completely replaced and a lower limit of 1500 parking spaces has subsequently been agreed. The proposed upper limit is accepted to be appropriate as otherwise it may be possible to use some extra local parking on matchdays without planning control and reduce the proportion of use of sustainable modes. Although reference is made in the TA to possible future additional park and ride provision no site for this is identified. In order to ensure that adequate transport capacity remains available regardless of this and the possible future loss of availability of Bennett's Field the applicants have proposed a condition that no more than 6005 additional seats should be brought into use should Bennett's Field parking not continue to be available unless additional park and ride capacity or other transport improvements are delivered. (The number includes allowance for the extra 1500 train journeys referred to above). This is appropriate and this condition should be attached to any consent. For clarification, although information within the TA identifies a Falmer village car park this is not in use and it is acknowledged by the applicants and the Council that this information is mistaken and there is no proposal to provide parking in Falmer village.

*Highway capacity*

The TA estimates additional traffic volumes arising from the additional parking identified in the analysis reported above allowing for an addition for other committed developments e.g. The Keep in the area. This approach is generally acceptable although it is incomplete in failing to consider the potential consequences of traffic growth. Concerns have been expressed regarding existing matchday congestion at the A27/B2123 junction but these roads are managed by the Highways Agency and ESCC respectively and therefore no formal comment need be made by this Council on this subject. It is pointed out in the TA that funding is available in the original S106 for the stadium to improve the junction and this is positive but this Council is not a signatory to that agreement. The applicants have submitted supplementary survey results and analysis which demonstrates that expected traffic levels at the Lewes Rd. / Coldean Lane and A270/ Stoneymere Way/BACA access road junction will be below those accepted at the time of the original stadium application and this is satisfactory.

*Cycle parking*

The TA refers to cycle parking only in general terms although it is estimated that an additional 70 spectators will use bikes to access the stadium. Plans submitted show only the locations and not the numbers of cycle parking spaces for stadium use and also show that some spaces are uncovered. The number proposed has not been justified. A condition should be attached to any consent requiring that (1) The proposed numbers are justified- this can be an increase which is pro rata to the numbers approved in the original stadium consent (2) Plans are submitted and once approved implemented which show

the required number of spaces and meet the requirements of policy TR14.

*Disabled parking*

Extra disabled parking will similarly be required pro-rata to that agreed with the original stadium consent. Additional parking is proposed in the retained land car park but the amount proposed is insufficient and a condition is proposed for the retained land application requiring an increase from 24 to 35 disabled spaces. A condition should be attached to the expansion application requiring the provision of 35 spaces at the retained land or elsewhere.

*Taxi provision*

The proposal to provide a shared taxi facility at the Falmer Academy bus stop does not seem to have worked well in practice. This reflects the distance between this point and the stadium and the expectation of taxi passengers that they will be dropped close to their destination. A taxi drop off facility is provided within the stadium car park. There is an acknowledged though reduced problem with taxis and other vehicles setting down in Village Way and Falmer Village. The TA discusses this issue and recommends further signing and publicity to discourage the use of Village Way and Falmer village as set down points by taxis and other motorists. Given that approved facilities are available, there seem to be no other clear measures available which are proportionate to the scale of the problem and it is accepted that the measures proposed should be pursued within the continuing stadium travel management plan. Additional measures which could be considered if problems persist include a clearway order on Village Way and/or provision of a setting down bay on Village Way if this can be done safely.

*General*

The independent transport strategy review prepared by PBA Consultants has been considered in the preparation of this analysis. The issues raised by PBA are consistent with those of concern to officers. Most of the main concerns arising from the PBA review of the TA have been the subject of supplementary information submitted by the applicants and the main content and implications of these submissions are discussed above.

No objection, subject to a S106 agreement enabling the provision of a matchday residents scheme and conditions as described in the text requiring (1) Continued provision of at least 1500 and at most 3000 car parking spaces for the stadium (2) That no more than 6,005 new seats are made available if Bennett's Field parking becomes unavailable until new park and ride or alternative transport facilities are made available (3) Details and provision of cycle parking (4) Details and provision of disabled parking.

*Additional comment received 11/4/12* – the amendments to the Lewes Unilateral Obligation in respect to updating schedule 3 and 6 are reasonable. The proposed variations the Travel Management Plan (schedule 3) to include:

- Revised parking, pricing and operation strategy for car parks within 1.5km.
- Monitoring of cycle parking usage and provision of additional cycle parking provision if necessary.
- Monitoring of motorcycle parking usage and provision of additional cycle

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- parking provision if necessary.
- Monitoring of disabled parking usage and provision of additional disabled parking provision if necessary.
- Strategy to address private drop off in the vicinity of the Stadium.
- Annual report to the Transport Management Group (TMG) after the end of each football season regarding progress/issues related to each of the matters to be addressed by the TMP.

The updates to schedule 6 to include:

- A study of the traffic conditions of the A27 and B2123 roads at the end of the first year of operation with the increased capacity. If they are found to have deteriorated since the opening of the stadium, the Club shall contribute a sum not exceeding £340,000 (*replaces £250,000*) to the cost of road improvements in the vicinity of the said junction.

**Public Art:** No objection – To make sure the requirements of Policy QD6 are met at implementation stage, it is recommended that an ‘artistic component’ schedule be included in the Section 106 agreement.

The level of contribution is based on the additional floor area created by the additional seating (in this instance approximately 4,750 sq m). It is suggested that the public art element for this application is to the value of £12,800.

**Environmental Health:** No objection – *updated comments received 14/3/12*  
*Chapter 9: Noise from Crowd and PA*

Further to my comments of 23<sup>rd</sup> February 2012, additional information has been supplied in the Environmental Statement (ES) regarding Noise from the Crowd and PA. A Technical Appendix was also provided.

In the new ES (dated 15<sup>th</sup> December 2011, DMH Stallard LLP Ref: BRI464-59 and supplied by email on 6<sup>th</sup> March 2012), it has been confirmed that the optimal way to assess the impact of increased crowd capacity and PA noise on sensitive receptors is by modelling. This is acceptable because noise measurements taken on the ground are variable depending on weather conditions and in particular, wind strength and direction. Modelling also enables comparisons to be made for crowd noise from the stadium with and without acoustic cladding (which has not actually been installed as approved). It has been explained in the ES how the modelling is performed – for example, it assumes a mild downwind propagation and it is stated that the assumptions used regarding source noise levels are consistent with previous acoustic reports for the AMEX Community Stadium.

The choice of noise levels used in the modelling have been shown to be robust because they have been compared to noise levels measured before and during matches inside the stadium. As requested, the choice of position for this monitoring was also explained (for example, the North Stand was chosen because it was thought to represent the most vocal home support). It is stated that the noise in the modelling for the PA noise alone is likely to be an overestimate because it is always accompanied with crowd noise. It was also explained that PA noise levels will not increase: the PAs are angled

down into the crowd but the direction of the speakers may be adjusted to optimise the levels in audience areas.

With respect to what effect the cladding would have if it was installed, this is now clear: with the current crowd capacity, if the cladding had been installed, the noise levels from the stadium at some of the receptors outlined in the report would be lower (University of Sussex (UoS), Caxton Court (CC) and The Old Rectory (OR)) whilst for some it would be the same (Ringmer House and Mayfield House). The modelling shows that if the crowd capacity was then increased the noise levels from the stadium at Ringmer House, Mayfield House and OR would remain the same, whilst those levels at UoS and CC would increase by 1dB. However, it should be noted that an increase of 1dB would not be perceptible by the receptors at those locations and therefore, there would actually be no perceived difference in noise if there was an increase in crowd capacity. It should also be noted that the consultants have highlighted that there is also variation in noise levels from the stadium at various receptors due to weather and wind conditions and background noise can be dominated by traffic noise from the A27.

However, as the cladding has not been installed, the modelling shows that when the extra seating is added, there would be a drop in noise levels from the stadium at UoS, CC and OR, whereas noise levels at the other receptors would remain the same. Therefore, if compared to the current situation without the acoustic cladding, there would either be no difference, or an improvement in noise levels from the stadium at some receptors when the extra seating is added to enable the crowd capacity to be increased.

Finally the consultants recommend a condition for the PA for announcements. The suggestion is: *“the noise from the PA for announcements and music prior to and during football matches should not exceed the ambient noise level (without the PA in use) by more than 5dB(A) over 1 hour at the nearest residential dwellings”*.

Having researched the history of the PA noise condition it is suggested that the original PA noise conditions recommended in 2002 are applied to this application. The first of these conditions is similar to the condition suggested by the consultants but refers to British Standards and is a bit more specific in its detail. The second condition relates to operating times.

*Air Quality* – No objections on grounds of air quality.

**Planning Policy:** No objection - policy comments not required.

## 6 MATERIAL CONSIDERATIONS

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

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The development plan is the Regional Spatial Strategy, The South East Plan (6 May 2009); East Sussex and Brighton & Hove Minerals Local Plan (1999); East Sussex and Brighton & Hove Waste Local Plan (February 2006); Brighton & Hove Local Plan (21 July 2005).

### **7 RELEVANT POLICIES & GUIDANCE**

#### National Planning Policy Framework

- Section 1. Building a strong, competitive economy
- Section 4. Promoting sustainable transport
- Section 7. Requiring good design
- Section 8. Promoting healthy communities
- Section 10. Meeting the challenge of climate change, flooding and coastal change
- Section 11. Conserving and enhancing the natural environment

#### Brighton & Hove Local Plan:

- TR1 Development and the demand for travel
- TR2 Public transport accessibility and parking
- TR4 Travel Plans
- TR5 Sustainable transport corridors and bus priority measures
- TR7 Safe development
- TR8 Pedestrian routes
- TR14 Cycle access and parking
- TR18 Parking for people with a mobility related disability.
- TR19 Parking standards
- SU2 Efficiency of development in the use of energy, water and materials
- SU3 Water resources and their quality
- SU4 Surface water run-off and flood risk
- SU5 Surface water and foul sewage disposal infrastructure
- SU9 Pollution and nuisance control
- SU10 Noise nuisance
- SU13 Minimisation and re-use of construction industry waste
- SU14 Waste management
- SU15 Infrastructure
- QD1 Design – quality of development and design statements
- QD2 Design – key principles for neighbourhoods
- QD4 Design – strategic impact.
- QD6 Public art
- QD7 Crime prevention through environmental design
- QD15 Landscape design
- QD16 Trees and hedgerows
- QD17 Protection and integration of nature conservation features
- QD18 Species protection
- QD19 Greenways
- QD25 External lighting
- QD26 Floodlighting
- QD27 Protection of amenity
- QD28 Planning obligations
- EM18 University of Brighton

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EM19	University of Sussex
SR16	Major sporting and recreational facilities
SR23	Community Stadium
NC4	Sites of Nature Conservation Importance and Regionally Important Geological Sites.
NC5	Urban fringe
NC6	Development in the countryside/downland
NC7	Sussex Downs Area of Outstanding Natural Beauty
HE3	Development affecting the setting of a listed building.
HE6	Development within or affecting the setting of conservation areas.
HE11	Historic parks and gardens
HE12	Scheduled ancient monuments and other important archaeological sites.

### Supplementary Planning Guidance Notes (SPGs):

SPG BH4 Parking Standards

### Supplementary Planning Documents (SPDs):

SPD 03 Construction and Demolition Waste

SPD 06 Trees and Development Sites

SPD 08 Sustainable Building Design

SPD 11 Nature Conservation and Development

## **8 CONSIDERATIONS**

The main considerations in the determination of this application relate primarily to the impact on the highway network, noise and disturbance from the increase crowd capacity and impacts on neighbouring amenity.

### **Environmental Impact Assessment**

An Environmental Statement (ES) has been submitted with this planning application. Prior to the submission of the planning application, a screening exercise was undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. The Environmental Statement has the component parts required by the 2011 Regulations and is considered robust. The ES includes assessment of:

- Transport, Accessibility and Movement
- Air Quality
- Noise and Vibration resulting from Transportation
- Noise from Crowd and Public Address System

### **Background**

When the original planning permission was granted for the American Express Community Stadium (BH2001/03861/FP), a playing field to the north east of the remaining part of the Former Falmer High School, was included within the application boundary and it was considered at the time that the playing field would operate in a joint use between parking for 1000 spaces for the Football Club and sports for Falmer School. However, ownership of this area has passed to the Academy and the option of a shared space for parking and sport is no longer considered to be a viable option. This parking area would



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have been accessed via the A270 junction and the railway tunnel. The Club have therefore sought to apply for planning permission on land adjacent to the BACA site, the former Falmer High School. Planning application BH2012/00384 is for temporary planning permission and is on this agenda prior to consideration of this application. It is for a car park with 680 parking spaces to be used in connection with the stadium as a replacement of the originally approved parking on the adjacent playing field. The access to the proposed parking would remain the same – via the A270 junction and the railway tunnel.

Existing parking conditions (which are the subject of this application) require that a minimum of 2,000 and a maximum of 2,200 car parking spaces are provided within 1.5 km of the Stadium (condition 39 of BH2001/02418/FP and condition 35 of BH2008/02732).

In order to address the shortfall in parking spaces that has arisen as a result of the playing field no longer being available for use the Club secured a temporary permission for a car park at land to the north of the Stadium's Bus and Coach Park at land known as 'Bennett's Field'. 650 car parking spaces are accommodated within this car park, which was granted consent by Lewes District Council for a three year period (expiring 30 June 2014).

The car park currently proposed under the concurrent application on the former Falmer High School site BH2012/00384, if approved, would be in place for a further 2 football seasons beyond that of the temporary car park at Bennett's Field.

Car parks at the University of Sussex provide the majority of the remaining parking. On weekends 1,100 spaces can be provided at the University, however, on weekdays only 900 can be provided. Other parking is provided within the car park at the Stadium known as Park Wall Farm (119 spaces) Falmer Academy Road site (111 spaces) and Copse Car Park at the University of Brighton (35 spaces). The car parking at the Falmer Academy Road site has never been brought into use. If this currently proposed car park was brought into use, it is unlikely that parking on the road side should be encouraged as this could conflict with the movement of vehicles to and from the car park and stewarding.

The current overall weekend parking provision equates to 2015 spaces, where the weekday provision equates to 1815 spaces. Therefore, there is a shortfall of 185 spaces in the minimum number of spaces the Club can provide for weekday games. When the Bennett's Field permission expires, without this car park currently proposed, the shortfall would be significant with a total of 1,165 spaces provided on a weekday (shortfall of 835 spaces) and 1,365 spaces on a weekend (shortfall of 635 spaces).

Existing conditions relating to the Stadium permission also restrict the maximum number of spectators at any outdoor event to a maximum 22,500 (condition 43 of BH2001/02418/FP and condition 38 of BH2008/02732 which are also the subject of this application).

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This application seeks to vary the above conditions and the car parking provision conditions, to allow an increase in the maximum spectator capacity from 22,500 to 30,750 and to allow for a minimum of 1,500 car parking spaces and a maximum of 3,000 car parking spaces within 1.5 km.

Even if the minimum number was lowered to 1,500 spaces, when the permission for Bennett's Field expires, without the currently proposed Flamer High School car park, there would still be a shortfall in the minimum number of parking spaces. (Total car parking for a weekday would be 1,165 - shortfall of 335 spaces and weekend total would be 1,365 - shortfall would be 135 spaces).

The predicted modal split for this application to allow an increase in capacity of up to 30,750 takes account of the contribution that this currently proposed at former Falmer High School (BH2012/00384) car park would make. Based on 2.7 fans sharing a car, the 680 spaces would provide for 1850 spectators.

The Transport Assessment submitted in support of this application states that the remaining 320 spaces of the 1,000 which were originally granted permission (BH2001/02418/FP) could be provided elsewhere on the new Brighton Academy (BACA) site. If this is the case, then the two sites (BACA and the adjacent former Falmer High School application site) could accommodate an additional 2,700 spectators utilising 1,000 car parking spaces. This could therefore account for 2,700 of the additional 8,250 spectators the Club is seeking permission for under this application.

When the permission for Bennett's Field expires, there would again be a shortfall in parking provision. The Club propose to address this through the provision of a Park and Ride site (location of site not yet known). This is discussed later in this report.

The Section 106 Agreement and subsequent Deed of Variations along with Condition 46 of permission BH2001/02418/FP required a Travel Management Plan (TMP), although the exact requirement of the TMP was later amended through condition 42 of permission BH2008/02732, which stated that:

*"The Stadium shall not be brought into use unless and until a Travel Management Plan prepared in consultation with the Travel Management Group has been submitted to and approved in writing by the Local Planning Authority. The Travel Management Plan shall include details of:*

- 1) Match ticket sales points;*
- 2) Provision of Transport Voucher or equivalent and journeys/modes to be covered by the same;*
- 3) Capacity location management and operational arrangements of Park and Ride sites and the Bus and Coach Park;*
- 4) Provision of Signage directing vehicles, pedestrians and cyclists to Stadium and Parking;*
- 5) Public Transport arrangements to be provided including (but not limited to) additional public transport capacity for indoor and outdoor events;*
- 6) A Parking Management Strategy for the Controlled Parking Zone as*

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*defined in Condition 48 below;*

- 7) *Methodology for assessment of additional traffic impacts;*
- 8) *Publicity arrangements in respect of parking restrictions within the Stadium complex and in the vicinity of the Stadium including (but not limited to) restrictions on parking on the Falmer Campus of the University of Brighton in Falmer Village and in the Stanmer Park and the use of non-car travel modes (to include away supporters);*
- 9) *Pedestrian routing to and from the Stadium;*
- 10) *Management of Pedestrian Routes;*
- 11) *An Information Strategy for publicity of travel details and advice of spectator behaviour;*
- 12) *Mechanism for monitoring and review of the Travel Management Plan.*

*No indoor or outdoor event(s) (which for the avoidance of doubt will include conferences and banquets) with an anticipated individual or cumulative attendance at any time of 250 or more shall take place at the Stadium other than in accordance with the Travel Management Plan or such separate Travel Management Plan as shall have been submitted to and approved in writing by the Local Planning Authority specific to that Event.”*

A TMP was approved by the Local Planning Authority prior to the Stadium being opened. A key element of the TMP is that it is a ‘living document’ that will change and adapt to any problems or issues which later arise. The Travel Management Group was consulted with regarding the TMP, and their comments were incorporated into the final version. The Travel Management Group (TMG) will continue to meet quarterly, although any member of the Travel Management Group can call a meeting with one weeks notice if an immediate problem needs to be resolved. Members of the TMG include representatives from Brighton & Hove City Council, the Universities of Sussex and Brighton, bus and train companies, East Sussex County Council, Lewes District Council, Falmer Parish Council and Sussex Police.

The TMG is the forum for raising and resolving issues and to identify any appropriate research or surveys to identify problems and to mitigate adverse traffic impacts. The Group issued a study brief in late December 2011 to Peter Brett Associates (PBA) Transport Consultants who were commissioned to undertake an independent assessment of the transport arrangements adopted by the Stadium. The study brief sought an independent analysis of available data and report to assess the robustness of the Club’s Transport Strategy and to assist the Council in its consideration of this application and that of the temporary car park application at the former Falmer High School (BH2012/00384). The document has been used by the Highway Authority to inform their technical response on each of the applications.

Subsidised travel for spectators is available for the park and ride buses, and the trains and buses within certain geographical areas. At Withdean, this was included within the purchase of a match ticket. However, for the first season at the new Stadium, fans were entitled to purchase a £1 travel voucher per game direct from the Club. For the next season (2012/13) the Club will revert back to the system whereby the season ticket (or match ticket) entitles fans to

park and travel for free on all Park and Ride buses and to travel for free on buses and trains within the subsidised zones. It is considered that this is a better system and this change is welcomed.

### Transport

Local Plan policy TR1 requires development proposals to provide for the demand for travel they create and maximise the use of public transport, walking and cycling. Policy TR2 requires development proposals to determine the level of accessibility to public transport and use this to ascertain an appropriate level of parking. Policy TR7 relates to ensuring developments do not increase danger to users of adjacent pavements, cycle routes and roads.

#### *Predicted modal split*

The predicted modal split as set out in the TA submitted in support of BH2001/02418/FP and as considered by the Planning Inspector as follows:

#### *Predicted modal split from 2001 TA, for Saturday matches and midweek matches*

<b>Mode</b>	<b>Saturday 2001 TA</b>	<b>Weekday 2001 TA</b>
Park & ride	16%	18%
Walking/drop-off & walk/bus & Walk	21%	19%
Car parking	32%	29%
Rail	14%	14%
Coach park	16%	15%
Cycle	1%	1%
Total	100%	96%

The above predicted split considered that a total of 52% (11,700) of supporters travelling to the stadium via sustainable modes of transport on a Saturday and 49% (11,025) on a weekday. The weekday total is for 96% occupancy of the full 22,500 seats, this percentage was agreed as the likely attendance at the time of the original application.

#### Existing modal split based on surveys undertaken since the stadium came into operation August 2011

##### *Sustainable modes:*

Since the stadium opened (first full capacity event August 2011), the Club have undertaken their own surveys to ascertain the current modal split. The results of the surveys as detailed in the TA show that 66% - 68% (14,850 - 15,300) supporters travelling by means of Walking/Drop-off & Walk/Bus & Walk, Rail, Coach Park and Cycle) of supporters travel to the stadium by sustainable modes compared with the previously predicted 49% - 52% (11,025 - 11,700 supporters).

These figures do not however take into account the potential level of supporters parking inappropriately in the neighbouring residential areas of Coldean and Moulsecomb and walking to the Stadium – the impact of which

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is discussed later in this report.

The Club's surveys show the greatest increase beyond that predicted in 2001 TA is in rail travel to the stadium which was predicted at 14% (3,150) and the Club's surveys have revealed up to 45% (10,125) of supporters are using the train.

Cycling has however had a poor uptake, with between 0.3% and 0.4% (67 - 90) of supporters cycling compared with the predicted 1% (225).

### *Park & Ride:*

The level of supporters using the park and Ride facility is generally consistent with that predicted in 2001 TA – between 16% – 18 % (3,600 – 4,050) was predicted and the surveys showed that between 15.3% – 18.7% (3,442 – 4,208) are using the various sites.

### *Park and walk:*

The surveys undertaken by the Club show that those supporters using the designated parking areas within 1.5km of the stadium was much less than predicted in 2001, with surveys showing between 14.6% - 16.5% (3,285 – 3,713) of fans are using the parking areas compared with the predicted level of between 29% – 32% (6,525 – 7,200).

### Impact on the surrounding road network

An assessment of the impacts of the development on the highway network have been made which includes making comparisons with the projected impacts and levels of traffic agreed as being acceptable at the time of considering the original application.

The predicted traffic levels have assumed a hypothetical situation where the Bennett's Field car park and the addition of a 1,000 space park and ride facility (not yet permitted) are both in operation at the same time, to assess the worst case scenario.

The following table sets out the comparison levels between the survey data taken on 24/10/11 pre-match peak surveyed flows (i.e. worst case scenarios) combined with the proposed development predicted flows.

<b>Junction</b>	<b>Original Stadium Consent</b>	<b>'With Dev' 24-10-11</b>
A270 / Stoney Mere Way	2134	1739
A270 / Falmer Academy	1095	1049
A27 / B2123 (northern r/b)	1614	1377
A27 / B2123 (southern r/b)	2242	2007
B2123 / Village Way	2117	2177
Woodingdean Crossroads	2380	1535

The above table shows that on all the junctions assessed in the 2001 TA, predicted in-flows for each junction for the worst case scenario (with Bennett's Field and the potential for an additional 1000 space park and ride) were

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higher than the 2011 surveys show. The only exception is for the B2123/Village Way junction. The impacts on this junction may be greater as a result of the Bennett's Field car park permission which did not form part of the original permission or predicted traffic flows.

The applicant has also submitted additional surveys during the course of the application which demonstrate that expected traffic levels at the Lewes Road/Coldean Lane and A270/ Stoneymer Way/BACA access road junction will be below those accepted at the time of the original stadium application and this is acceptable

Concern has however been raised by the Highways Agency (HA), East Sussex County Council Highway Authority (ESCC HA) and Lewes District Council (LDC) Planning Department in relation to the impact on the A27/B2123 junction. The level of traffic using the eastbound off-slip from the A27 then taking the right hand lane, in order to route south along the B2123, is causing queuing back onto the A27 and is raised as a potential safety issue. The concern is that the proposed development would exacerbate these existing problems at peak times.

The HA issued an initial holding direction stating that planning permission should not be granted until 29 March 2012 which they have since renewed and is due to expire 23 April 2012 whilst negotiations between the parties continue.

It is noted and acknowledged in the TA that queuing currently occurs on the A27 during peak traffic periods, particularly on the eastbound junction with the B2123. This is a particular issue during weekday matches between 17:00 and 18:00 when commuter traffic is at a peak.

The HA, ESCC HA and LDC have recommended that the existing Unilateral Undertaking between the Club and LDC in relation to the original stadium permission is updated to mitigate against the impact of the increased capacity.

They recommend that the Obligation should be amended to require the Club to fund a study of the traffic conditions that impact the A27 and B2123 and if the study demonstrates that traffic conditions have deteriorated at the said junctions since the stadium opened, the Club should have to contribute towards the cost of road improvements in the vicinity of the said junctions. It has also been recommended that the contribution originally sought is increased on a pro-rata basis (increased by 36%) by £90,000 to a total of £340,000.

The Lewes Unilateral Undertaking also contains a requirement for a Travel Management Plan (TMP), which is identical to the TMP requirement within the Brighton Agreement 1, except that LDC and ESCC do not have to approve the TMP. LDC recommended that it be updated to include details of a revised parking, pricing and operation strategy for existing car parks and park & ride sites and further details regarding an appropriately located drop off and pick

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up point for visitors. However, In order to be consistent with the additional clauses recommended within the Brighton Agreement 1 Deed of Variation, the following new clauses are also proposed for the Lewes Agreement TMP:

- Revised parking, pricing and operation strategy for car parks within 1.5km.
- Monitoring of cycle parking usage and provision of additional cycle parking provision if necessary.
- Monitoring of motorcycle parking usage and provision of additional motorcycle parking provision if necessary.
- Monitoring of disabled parking usage and provision of additional disabled parking provision if necessary.
- Strategy to address private drop off in the vicinity of the Stadium.
- Annual report to the Transport Management Group (TMG) after the end of each football season regarding progress/issues related to each of the matters to be addressed by the TMP.

LDC have also requested that the existing monitoring programme within the Lewes Unilateral Undertaking, be re-imposed to monitor the impact of the larger capacity stadium with any Monitored Parking Zone (Falmer Village), Threshold or Penalty reassessed as Brighton & Hove consider necessary. However, as the monitoring requirements along with the threshold and penalty charges detailed within the Lewes Unilateral Undertaking are still relevant and applicable, it is not considered necessary that they be re-imposed.

The other proposed amendments (A27/B2123 junction and TMP) are considered reasonable and agreement of the proposed amended Obligation is linked to the recommendation set out in Section 1 of this report. For clarity, Brighton & Hove City Council, as Local Planning Authority, is not a signatory of this obligation but would expect confirmation from LDC that the Unilateral Obligation has been agreed between the parties prior to releasing any decision.

The HA have also sought agreement from the Club regarding the use of Bennett's Field in order to limit the impact on the above issues. The HA have recommended that 70 parking spaces in Bennett's Field are restricted to being occupied up to 3 hours before kick-off or start of any event. Bennett's Field is however within the Lewes District Council's boundary and the land is not owned by the Club and is not therefore within the red/blue edge of the application. As such it is recommended that this measure is secured via the s106 instead of a condition.

The HA have also expressed experiencing difficulties with displaced parking along the A27 prior to the temporary clearway being introduced along the nearby stretch. The temporary order will however expire in May 2013 and the HA have recommended that a permanent order and associated signage is secured and is paid for by the Club to prevent the inappropriate parking along the A27 reoccurring. It is recommended that this is sought via a legal agreement.

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Travel Management Plan capacity and proposed measures to increase capacity

The TA sets out an assessment of the existing travel characteristics of supporters, this information has been used to identify where capacity exists in their existing Travel Management Plan and therefore where additional capacity could be realised.

The following tables are extracts from the TA addendum which details how the capacity for the additional 8,250 seats is proposed to be realised:

*Prior to Bennett's Field car park temporary planning permission expiring - 2012/13 and 2013/2014 season:*

<b>Transport Mode</b>	<b>Number of Supporters</b>
Increase by cycle	70
Increase by bus	800
Football specials (bus)	500
Increase by rail	3500
Racecourse park & ride	1100
University of Sussex parking	1240
Retained land (680 spaces)	1836
Displaced on-street parking (Moulsecoomb and Coldean)	-1500
<b>Sub-total</b>	<b>7546</b>
Remaining consented BACA parking (320 spaces)	864
<b>Total</b>	<b>8410</b>

*Once Bennett's Field car park temporary planning permission expires – 2014/15 season onwards:*

<b>Transport Mode</b>	<b>Number of Supporters</b>
Increase by cycle	70
Increase by bus	800
Football specials (bus)	500
Increase by rail	3500
Racecourse park & ride	1100
University of Sussex parking	1240
Retained land (680 spaces)	1836
Displaced on-street parking (Moulsecoomb and Coldean)	-1500
Removal of Bennett's Field	-1555
<b>Sub-total</b>	<b>5991</b>
Remaining consented BACA parking (320 spaces)	864
<b>Total</b>	<b>6855</b>

The 'Retained Land Parking' referred to above relates to the current application at the Former Falmer High School BH2012/00384 and the 'Remaining Consented Academy Parking (320 spaces)' is with reference to



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the remaining spaces from the original 2001 application which were approved on the Falmer High School Playing field and is at present hypothetical. As such, the subtotal is the worst case scenario and realistic position when considering this application.

### *Cycle parking*

Policy TR14 relates to cycle access and parking and requires new development to provide facilities for cyclists in accordance with parking guidance to ensure they are conveniently located, secure, and where possible covered.

As noted above and as predicted in the 2001 TA cycling has had the lowest uptake at the stadium. It has however been somewhat lower than the predicted 1% (225) on both weekday and weekend matches with only 0.3% - 0.4% (67 – 90) of fans cycling (between 55-65 cycle stands were occupied). A contributory factor to the poor cycle patronage could be as a result of the standard of the cycle parking provided at the stadium. At present, the TA describes the stands as a '*temporary parking facility*' and they are not up to the standard expected by Local Plan Policy TR14 – covered, conveniently located and secure. A number of the stands are uncovered and are a 'compact' style where the front wheel is chained to a couple of loops rather than the larger more secure Sheffield stands. A total of 230 cycle stands were approved to be implemented on the site under the existing permission however not all have been provided.

The TA states that the Club intend to upgrade the existing '*temporary*' cycle parking to be permanent and covered, and provide additional stands on Village Way with the aim of at least doubling the number of supporters cycling to the stadium. In addition the Club intend to provide inducements to encourage travel by cycle.

On assessment of the original TA whilst acknowledging that cycling is popular in Brighton & Hove and on assessment of other stadia, a provision of secure, covered cycle parking to cater for 1% of the total capacity (a total of 308 stands) is considered reasonable. Further detail on the existing provision and details of the proposed provision are recommended to be secured via condition. It is recommended that the level use should also be monitored through the Travel Management Plan to ensure the Club cater for the demand appropriately should it increase beyond 1%.

### *Stage Carriage Bus and Special Bus Services (football specials):*

The Club have been in consultation with the Brighton & Hove Bus & Coach Company regarding capacity on the existing the scheduled bus services and the additional services ('football specials') to the stadium.

The Bus Company have confirmed that there is sufficient capacity on the existing scheduled bus services both pre and post game to accommodate an additional 800 supporters. The Company have also stated that they are confident that together with their sub-contractor that they can also accommodate an additional 500 supporters on the special services, the

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routes for which can also be adapted to meet demand where necessary. In addition the Company have advised that they regularly discuss contingency planning with the Club and that there are numerous plans in place to address emergencies such as broken down trains, ice and collisions on the road network.

### *Shuttle bus:*

The Club have indicated in the TA that they will trial a shuttle bus service from 'Brighton City Centre to The Keep'. However, the Bus Company is confident that an additional 800 supporters can be accommodated on the scheduled bus services and an additional 500 on the special services. In addition the Bus Company has stated that they will continue to work closely with the Club and adapt the special services to meet any increased demand as appropriate in the future by adapting the services.

Meeting the predicted demand by using the Bus Company rather than a separate Shuttle service is also supported by the Peter Brett Associate (PBA) independent report which states that the Shuttle service should only be considered if additional local bus services are ineffective in meeting additional demand and advise that additional local service buses should be considered first, with the Level to the Keep (or alternative route) shuttle buses as a secondary option. PBA Report also raises concern regarding the physical capacity of The Keep bus stop to accommodate a Shuttle service and concern is raised over using the Transport Interchange off Village Way for the same reasons. As such it is not considered necessary or appropriate to formally secure the Shuttle bus trial as part of this application.

### *Railway Capacity:*

As noted above the railway service has experienced the greatest increase in demand beyond that predicted by the 2001 TA and is at present deemed to be nearing capacity.

On the basis of the application as submitted, Southern Railway and Network Rail raised an objection to the proposal in their initial response. Their key areas of concern related to the substantially higher uptake of the train service beyond that predicted by the TA which they note lead to several thousand more fans per game using the station than was originally envisaged. This has led to notable challenges for Network Rail and Southern in accommodating the exiting fan numbers by rail. Neither supported the assumptions made within the TA, which state that a significant decrease in the proportion of passengers from the new development would be seeking to use rail compared with the current split. Nor did they support the assumption that demand will be spread over a longer period of time and raised concerns about the additional pressure increased periods of use could also cause on resources. Their joint consultation response noted that even if the additional usage were as low as predicted in the TA (2,000) mitigation measures would be essential.

The difficulties Southern face with capacity relate primarily to the length of the platform at Falmer Station which means that the 8 car services can only open

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some of the doors to allow passengers to embark/disembark as the platform is too short to open all 8 doors. This system causes long delays as passengers alight which is having knock on effects for other services on the route.

Following receipt of the objection from the railway providers, the Club met with Southern and Network Rail to discuss the recommended improvements which could support the existing and projected demand from the stadium. The Club has agreed to fund platform extensions and other station improvements up to a maximum of £200,000 and the ticket funding arrangements have also been resolved between the parties.

Southern and Network Rail have since confirmed that they withdraw their objection on this basis and have confirmed that they will carry out the works as soon as reasonably possible and indicated that they would be comfortable with increased stewarding to cope with the interim. As a result of the agreed works, Southern and Network Rail have confirmed that they can cater for an additional 3,500 passengers. British Transport Police have confirmed that they are comfortable that with additional stewarding provided by the Club in the interim, before the works have been completed, that the additional passengers can be accommodated. These measures are recommended to be secured via a legal agreement.

### *Park & Ride:*

As noted above the level of supporters using the Park and Ride facility is generally consistent with that predicted in 2001 TA – between 16% – 18 % (3,600 – 4,050) was predicted and the surveys showed that between 15.3% – 18.7% (3,442 – 4,208) are using the various sites.

The Club is required by condition to provide a minimum of 1,300 parking spaces at Park and Ride sites. Mithras House, Lewes Road and Mill Road were used in connection with games played at Withdean Stadium, and have been continued to be used in connection with the new Stadium. At Mithras House 350 cars can be accommodated, and at Mill Road 520 cars can be accommodated. At the Racecourse up to 700 spaces can be used for 35 matches/events per year and 500 spaces for the remaining 15 matches/events per year (total 50). Therefore, for 35 times a year 1,570 parking spaces at Park & Ride sites are provided and 1,370 spaces are provided for 15 times a year. It is un-likely that the Football Club would play more than 35 games at home in a season, so for all of the football matches the minimum provision of 1,300 is exceeded. However, it is important to note that planning permission for the Racecourse site is temporary and is due to expire at the end of the 2012/13 football season.

Surveys within the submitted TA have shown that the Mithras House and Mill Road sites are operating at full capacity. However, surveys of the Racecourse site have shown that the average number of spaces used is 284. On average there are 416 spaces which are not being used. Based on an average car occupancy rate of 2.7 people per car, if the additional 416 spaces were used, this could equate to an additional 1,123 spectators. The

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TA predicts that the Racecourse could provide for an additional 1,100 spectators. Whilst this approach is considered to be acceptable, the full use of the Park & Ride would also be dependant on it being in a convenient location for spectators, with better publicity and advertising of the available spaces to spectators. The TMP would be the appropriate mechanism by which to secure further promotion of this site.

Prior to the use of the 650 temporary car park at Bennett's Field ceasing, an alternative transport solution needs to have been found. The TA is proposing that this would be an additional 1,000 space Park & Ride site (based on 2.7 car occupancy this could provide transport provision for 2,700 spectators). The TA has proposed that although a site has not yet been identified it is likely to be to the east of the Stadium and within the administrative boundaries of Lewes District Council.

Lewes District Council have raised concerns that it has not been demonstrated that the Park and Ride site should be located within their administrative boundary and as much of this area is within the National Park it is difficult to see how such a proposal would accord with statutory National Park purposes. The Club have submitted the post code data for season tickets holders and those fans which are on the waiting list for season tickets. Lewes District Council have analysed this data and consider that it shows that there would be demand for a Park & Ride site from the north and west but not from the east.

Additional possible Park and Ride sites within Brighton & Hove are limited. Whilst it is recognised that there will be a need in the future for an additional site, it is also recognised that this could well be outside the administrative boundaries of both Brighton & Hove and Lewes. It is worth noting that when the original consents were granted for the Stadium, although the condition specified a minimum number of 1,300 spaces, there were no firm plans or planning permission in place for the Racecourse Park & Ride.

Whilst it would be preferable to know the location of the additional Park & Ride site at this stage, the Bennett's Field permission will not expire until 30 June 2014. The Club therefore has two years to locate and bring into operation an additional park and ride site. Recommended condition 36 proposes that the second phase of seating of 2,245 capacity cannot be used until an additional Park & Ride site has been found, agreed in writing with the Local Planning Authority, and implemented. It is considered that this condition provides adequate control over the requirement for an additional Park and Ride site to be provided within the next 2 years.

### *Car parking*

As noted earlier in this report, the Club utilise a number of locations around the stadium to meet their car parking requirement. The parking numbers located at Sussex University however differs between weekday and weekend matches as a result of their own staff and students using the parking during the week. As such, the parking provision at Sussex University totals 900 spaces during the week and 1100 at the weekends. The maximum parking

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numbers during the week at present total 1815 spaces and 2015 at the weekend spread across the car parks as follows: (please note FFHS relates to the Former Falmer High School in the lists below)

University of Sussex:	900 Spaces weekday and 1100 weekends
North Car Park:	119 Spaces
Bennett's Field:	650 Spaces
Copse Car Park:	35 Spaces
FFHS Road Side:	111 Spaces (not brought into use)
<u>Total:</u>	1815 Spaces weekdays 2015 weekends

Conditions 39 and 35 of applications BH2001/02418 and BH2008/02732 respectively set out a maximum of 2200 and a minimum of 2000 car parking space requirement within 1.5km of the stadium. As can be seen from the above figures, the Club have been struggling to achieve the minimum car parking spaces as required by the conditions. This is as a result of not being able to implement the approved 1,000 car parking spaces on the BACA site.

This application as originally submitted, proposed to remove the minimum parking level completely, however it is very unlikely that car travel could be completely replaced by use of sustainable modes and a lower limit of 1,500 parking spaces has subsequently been negotiated. The application also seeks to increase the maximum number of spaces to 3,000. The proposed upper limit is accepted to be appropriate as otherwise it may be possible to use some extra unofficial local parking on match days without planning control and potentially discourage or reduce the proportion of use of sustainable modes.

This application is closely linked to a concurrent application at the former Falmer High School (BH2012/00384) and if planning permission for the proposed 680 car parking spaces is successful, the car parking until 2014 (when Bennett's Field expires) is proposed as follows:

University of Sussex:	900 Spaces weekday and 1100 weekends
North Car Park:	119 Spaces
Bennett's Field:	650 Spaces
Copse Car Park:	35 Spaces
FFHS:	680 Spaces
<u>Total:</u>	2,384 Spaces weekdays 2,584 spaces weekends

The Club are proposing to phase the introduction of the additional seats. They intend to bring an additional 5,540 seats into use by August 2012 for the start of the football season. They intend to bring the remaining 2,720 seats into use the following August 2013.

In order to ensure that adequate transport capacity remains available beyond

## PLANS LIST – 25 APRIL 2012

the expiry of the Bennett's Field car park permission, it is recommended that the use of some of the seats are limited beyond the expiry date (30 June 2014). The Clubs intended phasing is noted however they have demonstrated that even without Bennett's Field car parking, an additional 6,005 spectators can be accommodated on the various modes of transport as demonstrated in the capacity tables above. In line with the Park & Ride section and recommended condition 36, it is recommended that the use of the additional 2,245 seats is restricted unless or until the Club have made suitable alternative provision elsewhere for the additional capacity as there is no guarantee that the temporary permission will be extended. Such a condition is recommended to secure a permanent alternative to the car park before the additional seats can be brought into use.

### *Displaced on-street parking*

Policy QD27 seeks to ensure that any new development will not cause material nuisance and loss of amenity to the proposed, existing and/or adjacent users, residents, occupiers or where it is liable to be detrimental to human health.

A clause in the existing s106 relating to monitoring of spectator traffic set out a requirement for monitoring of parking levels within Moulsecoomb on both match days and non match days, during the week and at weekends to ascertain the level of displaced parking. The agreement requires that independent traffic surveys are carried out, the results of which are reported to the Club and Brighton & Hove Highway Authority. A threshold of a 10% increase in parked vehicles on match days compared to non match days was also imposed. At the end of each the season the parking counts are to be scrutinised to ascertain the % increase in parked vehicles on match days when compared with non match days, a penalty clause of £5,000 is sought for 10% increase and a further £5,000 per percentage point increase beyond 10%. The funds are then proposed to be put towards the cost of implementing a Controlled Parking Zone (CPZ) in this area.

The stadium is yet to be in operation for a full season however a number of parking surveys have been carried out and based on the information received, a penalty clause of approximately £75,000 is likely to be sought at the end of the season if the Club were to continue operations under the current approval.

The counts undertaken can be broken down as follows:

#### *Weekday:*

Average taken from 4 non-match day weekdays (16/01, 31/01, 16/02, 29/02) – North and South Moulsecoomb – including off highway 1,288

Average taken from 2 match day weekdays – N and S Moulsecoomb including off highway (14/02, 07/03) 1,626

Difference +338

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### *Weekend:*

Average taken from Saturday non match days (21/01 18/02) N & S – including off highway – 1,132

Average taken from Sat match days (14/01, 04/02, 25/02) - N & S – including off highway - 1,446

Difference +314

It is apparent from breaking these counts down further that the majority of the displaced parking occurs in North Moulsecoomb.

The counts however only relate to Moulsecoomb, as Coldean was never included in this monitored area at the time of the original permission. Since the stadium opened, a number of local residents in the Coldean area have reported significant levels of displaced parking on match days which have been reported as causing significant disruption to the residents. The Club therefore agreed to carry out additional counts on the Coldean Estate in order to establish the likely levels of displaced parking occurring in the area. The Club's counts on 7/03/12 in Coldean show an increase of 282 cars. It is noted that the counts do not appear to include any vehicles for Coldean Lane, Chalvington Close, and Poadger Way which at the time of writing this report has not been explained. However, without any figures showing for these roads the increase in parking figures is still substantial.

On assessment of the counts carried out, it is clear that a significant level of displaced parking is occurring on match days in both Coldean and Moulsecoomb.

In order to address this issue, the Club have stated that they intend to introduce a number of remedial measures that seek to address inappropriate supporter parking in both Moulsecoomb and Coldean which can be summarised as follows:

- A publicity campaign advising spectators of the official match-day parking facilities that are currently available and promoting the need to be 'good neighbours' and avoid parking within local residential streets;
- Travel vouchers will be combined with the match tickets to encourage the use of Public Transport. Each ticket sold incorporates free travel to and from the stadium on match days on both buses and trains used within a wide zone in Sussex;
- If the application is successful – additional parking for 680 cars at the former Falmer High School;
- Amended car park pricing policy to reduce the cost of parking within the official match-day car parks;
- Officially extend the 'monitored parking zone' to include Coldean with retention of the current temporary signage.

The above measures are noted and supported in principle. However it is evident that a problem of displaced parking from the stadium exists and is impacting directly on the neighbouring residential areas. It is not considered that the above measures are sufficient to combat the problem and it is acknowledged that free parking in such close proximity to the stadium will

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very often be a more attractive option than paying for official parking unless firm controls are put in place. The impact of the displaced parking in both areas has given rise to significant disruption and disturbance to the residents which is considered to have caused demonstrable harm to neighbouring amenity and ease of movement.

As such it is recommended that the introduction of a Match Day Resident Only Parking Scheme through a Controlled Parking Zone (CPZ) should be secured by the current application which relates to both Moulsecoomb and Coldean by means of a financial contribution from the Club. The agreement should include the implementation costs, resident's permits and the annual running costs of a CPZ. It is considered that the area should cover Coldean and the whole of Moulsecoomb as there is a significant likelihood that if the area covered only included North Moulsecoomb the displaced parking issue would simply move over to South Moulsecoomb as a result.

The estimated set up costs for the first year are therefore as follows:

- Set up cost – £113,000
- Costs 1<sup>st</sup> year not including (-£17,000) maintenance of signs etc – £8,000
- Permit costs per annum - £32,000

Total - £153,000

This total includes the consultation to residents, when residents will have the choice of whether to opt in or out of the scheme, as well as the set up costs for installing the signage and running costs for the first year. A total of £17,000 has not been sought for the first year as this sum relates to lines and signs maintenance and wear and tear which would be negligible for the first year.

For the following years the estimated annual running costs would total £57,000. This sum includes maintenance, enforcement costs and the cost of resident's permits. For legal reasons, any profit made from the fines resulting from unauthorised parking could not be passed onto the Club, as they would be funding the CPZ. However it has been agreed that the revenue earned could be used to off-set the costs associated with the running of the scheme. It is estimated that the potential fine revenue could be in the region of £20,000 for the first year.

### *Coach capacity*

The use of the coach park as surveyed and detailed above is somewhat lower than originally predicted in the 2001 TA. The surveys show between 7% - 9% (1,575 – 2,025) of spectators are using the coach park compared with the predicted 15% - 16% (3,375 – 3,600). The current TA states that there is potential within the coach park to accommodate additional coaches or mini-buses and notes that passenger numbers continue to increase. It is anticipated that a similar proportion of new spectators would use coaches as



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existing – between 7% - 9% (between 2,363 – 3,038 spectators).

### *Disabled parking*

Local Plan Policy TR18 seeks to secure parking for people with mobility related disability closest to the main or most suitable access to the development. There are however operational difficulties with meeting this requirement for all of the disabled parking spaces at the stadium. Due to safety reasons relating to the volume of pedestrian activity on the concourse at peak times, the concourse is shut to cars.

The only permanent car park adjacent to the stadium is Park Wall Farm car park to the north of the site adjacent to the A27. This car park contains 22 disabled spaces, the rest (97 spaces) are used by match officials and players. This car park is however closed approximately 1 ½ hours before kick-off for the aforementioned safety reasons as detailed in the TMP. As such it would be unreasonable to insist that all those needing to park in a disabled bay arrive a minimum of 1 ½ hours before kick-off. The next closest car park to the stadium is Bennett's Field which has only a temporary permission until 2014 and contains 24 disabled spaces. The rest of this car park (626 spaces) is for general parking and is primarily used by hospitality guests/1901 Club. As the provision is only on a temporary basis with no guarantee of the permission being extended, it is not considered appropriate to provide all of the disabled parking in this location either. A further 3 disabled spaces are also provided at the nearby University of Brighton Cope car park (the remaining 32 are used by VIPs). The main provision is at Sussex University where 73 disabled spaces exist, these spaces are served by a mini bus/shuttle service operated by the Club to the stadium.

The Club propose to increase the existing disabled parking spaces by 42. This equates to a provision at Sussex University of an additional 18 spaces. In addition, linked to the current expansion application is the nearby former Falmer High School temporary car park application (BH2012/00384) where 24 disabled parking spaces are proposed. The spaces at this site will also be served by a shuttle service along the approved cycle/pedestrian access which runs parallel with the railway line from the former Falmer High School land to the stadium. As a result of the delays in the construction of part of the sporting facilities at the BACA site, it has not been possible to construct the approved permanent access ramp to the south of the railway underpass adjacent to the former Falmer High School which will serve the cycle/pedestrian access to the stadium. As such details of interim measures have been sought from the Club which are shown on drawing no. 220 received 28/3/12 and are proposed as follows:

- Route 1 – which will be used whilst the Kier temporary access is in use to construct the multi use games area (MUGA) at BACA (which is due to be completed in August 2012) will involve using the existing construction vehicles access on the BACA site which runs parallel and is adjacent to the cycle/pedestrian access, and then where the levels are equal a section of the fencing is to be removed to allow access onto the path and up to the stadium.

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- Route 2 – which will be used whilst the permanent ramp is constructed, will use the existing emergency access which runs along the north side of the BACA building and through the University of Brighton up to the stadium. Construction of the permanent ramp will take place after August 2012 and be completed before the end of September 2012.
- Route 3 – is the permanent route, which will be used following construction of the permanent approved ramp from 31 December 2012 onwards.

Given the operational constraints and lack of permanent parking adjacent to the stadium, the existing and proposed parking facilities combined with the proposed shuttle services are considered acceptable. It is however considered important to monitor the provision by including a monitoring clause to the TMP to ensure an appropriate level and service is maintained, particularly given the temporary nature of Bennett's Field and the former Falmer High School site.

### *Motor cycle parking*

Although not considered under the original application for the stadium, it has been observed since its opening that a number of spectators are also travelling to the stadium on motorcycle/scooters. PBA observed some 40 scooters and motorcycles parked in the Transport Interchange and coach park. Additional information received during the course of the application shows a total of 80 motorcycle parking spaces split between the Transport Interchange and the coach park, the details of which are recommended to be secured by condition.

### **Public Art**

Policy QD6 seeks the inclusion of an element of public art in all major development schemes or a financial contribution towards the provision of public art. The previous approvals sought a provision of public art to the sum of £75,000. Based on the additional floor area being brought into use by the additional seating (in this instance approximately 4,750 sq m), it is suggested that the public art element for this application is to the value of £12,800.

### **Noise**

Policy SU10 of the Local Plan requires development to minimise the impact of noise on the occupiers of proposed buildings, neighbouring properties and the surrounding environment. Developments which are likely to generate significant levels of noise will only be permitted where appropriate noise attenuation measures are incorporated.

The submitted ES contains an assessment of the noise arising from the crowd and PA and the noise and vibration which would arise from transportation.

The nearest occupiers are both Universities and residential properties at Station Approach and Falmer Village.

### Noise from Crowd and PA system

Details of the PA system were agreed as part of condition 24 of BH2008/2732

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and condition 28 of BH2001/02418/FP.

The volume of the PA speakers is not expected to increase as a result of the need to service additional spectators. The PA speakers are angled down into the crowd, and the direction of the speakers may need to be adjusted to serve the new areas of seating, however, it is not anticipated in the ES that additional speakers would need to be installed.

Recommended condition 16 would control the noise level of the PA system, so that it would not exceed a value of 5 dB above existing background noise levels at the façade of the nearest noise sensitive premises.

Existing conditions control the use of the PA to between 9am to 11pm Monday to Saturday and between 9am to 10.30pm on Sundays and Bank Holidays. It is proposed that this condition be retained.

It is considered that the use of the PA system to serve a capacity crowd of 30,750 would not result in significantly greater noise levels and would not have a significantly adverse impact on nearby occupiers and residents.

The ES also contains an assessment of crowd noise from within the Stadium and the impact this may have on surrounding receptors.

The original ES also contained an assessment of the predicted noise levels from a capacity crowd of 30,750 and compared this to the baseline situation of a 22,500 capacity crowd. However, there is currently a gap between the top of the wall of the East Stand and the bottom of the roof, where acoustic cladding should have been installed. It is proposed that this area would be in-filled with the upper tier of seating in the East Stand. As a result of this 'gap' being in-filled with the upper tier of seating, the ES predicted that at receptors in the vicinity of the Stadium, the noise levels would either be improved or stay the same.

However, the original ES did not take account of the sound insulation effect that the acoustic cladding would have had. This issue has now been addressed through the submission of an amended chapter of the ES which contains an assessment of the 3 situations.

1. Existing Stadium situation (22,500 capacity with a gap above the East Stand wall).
2. Stadium as approved (22,500 with acoustic cladding installed in the 'gap').
3. Stadium proposed (30,750 capacity with the 'gap' in-filled with the upper tier of seating).

This amended assessment showed that with the current crowd capacity, if the cladding had been installed (2 above), the noise levels at the University of Sussex, Caxton Court and the Old Rectory would be lower whilst for Ringmer House and Mayfield House it would be the same; when compared against the existing situation (1 above). The modelling shows that if the crowd capacity was then increased (3 above), the noise levels at Ringmer House, Mayfield

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House and The Old Rectory would remain the same, whilst the noise levels at the University of Sussex and Caxton Court would increase by 1 dB, when compared against the approved scheme (2 above).

The Council's Environmental Health Officers have commented that an increase of 1dB would not be perceptible by the receptors at those locations. It is therefore considered, that the increase to a 30,750 capacity crowd would not be of detriment to surrounding residents/occupiers by reason of increased noise levels.

### Noise and Vibration from Transportation

The submitted TA has demonstrated that the only location where traffic flows as a result of the increase in capacity would be above the traffic flows estimated as part of the original consent (BH2001/02418/FP) is at the B2123/Village Way junction.

There are no residential properties which directly front onto the B2123 (The Drove) or Village Way. However, there are properties located nearby on Park Street within Falmer Village.

The increase of 60 vehicles in the pre-match period at the B2123/Village Way junction, would equate to a percentage increase in traffic flow of 3%. This is predicted to lead to an increase in noise levels of less than 0.1 dBA. This is considered in the ES to be a negligible/neutral change. It is therefore considered that the increase in capacity to a 30,750 crowd would not have a significant impact on residents/occupiers in terms of noise arising from transportation.

There is a noise and disturbance impact as a result of spectators parking in the residential areas of Coldean and Moulsecoomb which has not been assessed in the ES. Whilst any increase in noise levels may not be such to warrant a significant impact, there are concerns regarding the disturbance caused and adverse impacts on amenity. The mitigation measures required to prevent spectator parking in Coldean and Moulsecoomb have been previously mentioned in this report under the transport section under the car parking section. They relate to the introduction of a Match Day Resident Only Parking Scheme. As well as mitigating the parking problems, it is considered that such a scheme would also help mitigate the impact of the Stadium and proposed increase in capacity on the amenity and living conditions of residents in these areas.

### **Air Quality**

Policy SU9 of the Local Plan will only permit development which may cause pollution, when human health is not put at risk and it does not reduce the Local Planning Authority's ability to meet the Government's air quality targets.

The site is not within or near to an Air Quality Management Area, either declared by Brighton & Hove City Council or Lewes District Council. The ES has included an assessment of the likely impact on local air quality levels as a result of emissions of the additional vehicles the proposed development could

generate when operational. Vehicles related to the recently approved car park at Bennett's Field were also included within the assessment. These trips would only occur on Match/Event days and for a couple of hours occurring before and after a Match/Event day. The ES has used a worst case scenario based on this increase on traffic occurring every day not just 50 times per year. Even with this extreme worst case scenario, the predicted air quality levels as a result of vehicle emissions are still predicted to be negligible.

As previously mentioned within the noise section of this report, the submitted TA has demonstrated that the only location where traffic flows as a result of the increase in capacity would be above the traffic flows estimated as part of the original consent (BH2001/02418/FP) is at the B2123/Village Way junction.

The ES concludes that the proposal would not result in a significant change in air quality, the Council's Air Quality Officer has no objections on grounds of air quality, and it is considered that the ES is robust in this making this prediction.

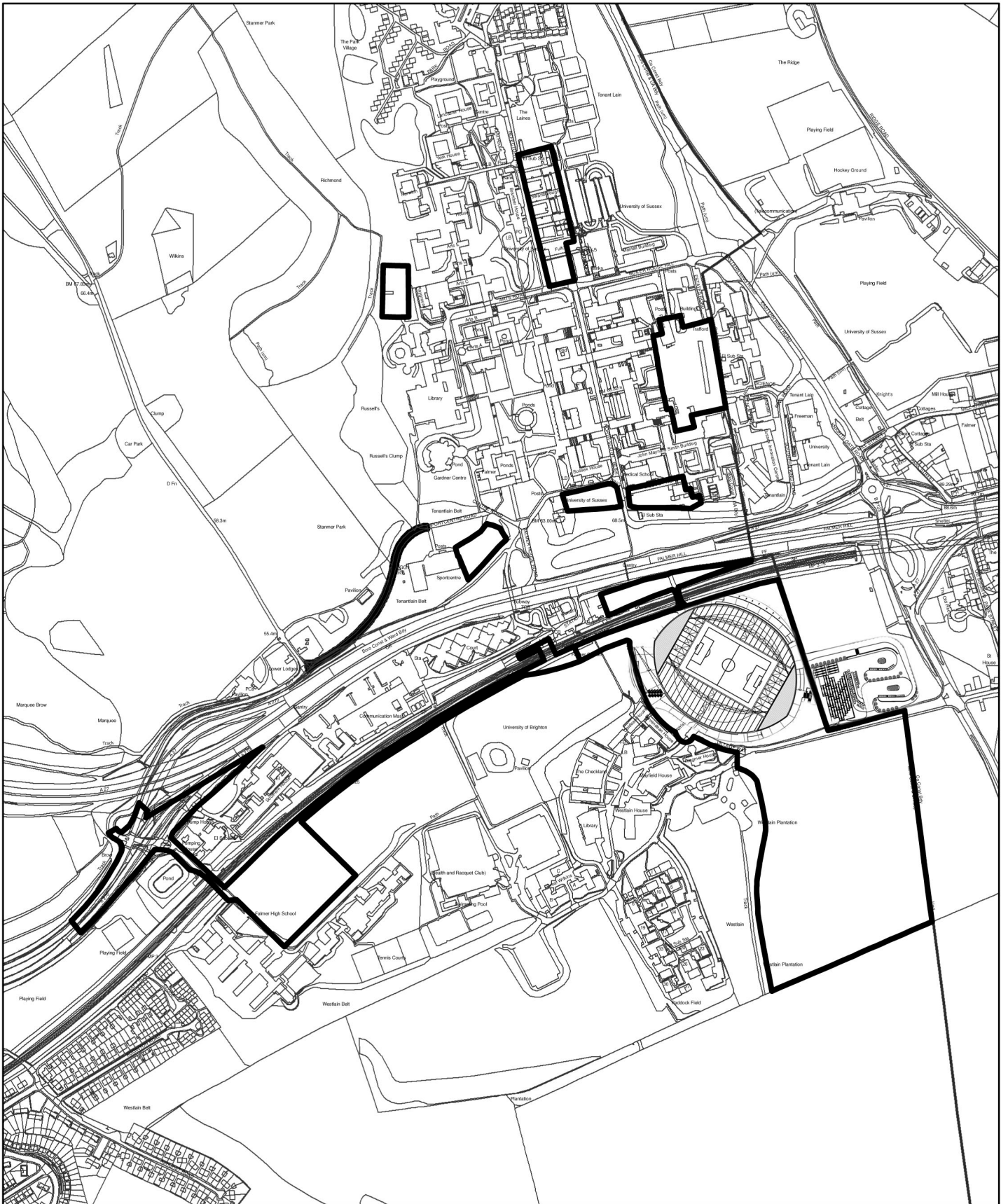
## **9 CONCLUSION**

The application is accompanied by an Environmental Statement, which addresses impact. It is considered to be complete and has been used as part of the overall assessment of this application. Impacts on the surrounding road junctions will be within the levels predicted in the TA for the original application with the exception of B2123/Village Way junction where an increase of 60 vehicles would occur, which is considered acceptable. With an increased financial sum secured through an amended legal agreement with Lewes District Council, concerns regarding the impacts on the heavily used A27/B2123 junction are considered to be resolvable. The improvements to increase rail, cycle, bus, car parking capacity, coupled with maximising the existing capacity at the racecourse park & ride and implementing the temporary parking at the former Falmer High School will adequately meet the increased demand created by the additional 8,250 seats. The introduction of a match day/event day Controlled Parking Zone would mitigate the harm caused to neighbouring amenity by displaced parking. The increased crowd capacity, use of the associated PA system to serve a capacity crowd of 30,750, or noise arising from transport would not result in significantly increased noise levels and would not have an adverse impact on nearby occupiers and residents. There will be no adverse impact on air quality and with the imposition of conditions and recommended legal agreements the impact of the proposal is acceptable and adequately accords with relevant policies.

## **10 EQUALITIES IMPLICATIONS**

Implications for equalities have been considered as part of this application.

# BH2011/03861 The American Express Community Stadium.



**Brighton & Hove  
City Council**



**Scale: 1:8,000**



**Brighton & Hove  
City Council**

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COUNCILLOR REPRESENTATION

Martin Randall  
Planning and Development Control  
Brighton & Hove City Council  
Kings House  
Grand Avenue  
Hove  
BN3

26<sup>th</sup> January 2012

*Kwte*

Dear Martin Randall

**Planning Application No: BH2011/03861 – American Express Community Stadium**

This is a joint letter from Councillors Anne Meadows, Mo Marsh and Jeane Lepper. Like most people we welcome the Stadium and the contribution which it and Brighton & Hove Albion make to life in the city. This application is a sign of the success of the Club this season.

However, since the Stadium opened in August we have received complaints regarding inconsiderate parking on home match days from residents in Moulsecoomb and Coldean. Complaints have been raised with the police as many residents, when asking drivers to move on, have faced abuse from football fans attending the games. Even Steve Reeves the Club's Transport Officer has faced abuse and admitted retreating back to the Stadium. This is clearly not acceptable as residents cannot retreat when dealing with these problems. The application has supporting documentation which does not adequately deal with car parking in the surrounding areas of Moulsecoomb and Coldean which have also seen a significant increase of anti social behaviour.

We noticed in the application that 10% of car parking (3,000 cars) must be accommodated on allocated sites like Park & Ride, the University and at the Stadium ground. However there is another 40% of all parking which is on street and not properly accounted for in the application. This is not acceptable for residents. It should be required that 25% of **ALL** car parking must be accommodated, before this application is dealt with.

Residents have also complained about bus services having to stop at the south end of Moulsecoomb Way and not going any further into the estate as the bus drivers say they cannot get through because of inconsiderate parking by fans. This inconveniences many elderly and vulnerable residents as they face an extra fifteen minute walk on to the estate just to get home on match days. It also means that emergency vehicles would not be able to access large parts of Moulsecoomb when matches are on.



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**Brighton & Hove** COUNCILLOR REPRESENTATION  
**City Council**

In Coldean, the most persistent complaints have been about dangerous parking at junctions, parking on grass verges and across driveways which in some cases has made it impossible for residents to get their own cars on the road. A further problem has been double parking and blocking of narrow Forest Road which has meant emergency re-routing of buses because they could not get through. Obviously this causes hardship and inconvenience to bus users travelling into Coldean as well as to residents.

We welcome the acknowledgement by the Club that there is a problem which needs addressing and the proposals for Coldean in the Transport Assessment Document (Section and accompanying Plan 4). However, as the use of temporary signage has shown, signage in itself, even of the kind proposed, is not likely to be enough to deal with the problem.

Many residents have said that "Resident Parking Only" signs are in the wrong places and do not deter fans from parking where they will, and the lack of stewarding has left many residents facing angry fans when they are confronted. The police are working with ward councillors to try and mitigate these problems but until they are resolved we believe that, before this application is approved, there should be robust conditions attached. Therefore we call for :

1. More signage to be displayed in all roads that access Moulsecoomb and Coldean and throughout these two areas.
2. Robust stewarding to take place before and during matches and until one hour after matches are over.
3. A Section 106 notice for funding so that any highway and parking issues can be dealt with quickly and not be dependant on council budgets.
4. That the Council should regularly monitor and receive reports on the effectiveness of residents' only parking on match days, and retain the right to require more effective measures by the club should these be necessary.

We also request that one of the signatories of this letter from each of the two wards affected, be allowed to speak to this application when it comes before the Planning Committee.

Yours sincerely

***Anne Meadows***

Anne Meadows  
Councillor for Moulsecoomb & Bevendean

***Mo Marsh***

Mo Marsh  
Councillor for Moulsecoomb & Bevendean

***Jeane Lepper***

Jeane Lepper  
Councillor for Hollingdean & Stanmer



## Appendix A - Letters of Objection

Property Name / Number	Street	Town	Postcode
23	Hartington Terrace		
53	Boleny Road		
3, 4, 9, 15, 22 & 26	Eggington Road		
23, 44 & 63	Coldean Lane		
56 & 2	Rushlake Close		
Old School House	South Street	Falmer	
45	Glynde Road		
18	Lucraft Rd		
12, 40, 47, 63 & 65	Park Road		
10	Heighton Road		
26 & 60	Beatty Avenue		
66	Ashurst Road		
18	Hawkhurst Rd		
10	Littlemead	Lewes	
37	The Martlet		
1	Chyngton Lane	Seaford	
12	Windmill View (2 x letters)		
27	Barcombe Road		
79	Denton Drive	Brighton	

## Appendix B - Letters of Support

Property Name / Number	Street	Town	Postcode
34	Upper Bevendean Avenue	Brighton	BN2 4FF
12	Brentwood Crescent		BN1 7EU
50	Falmer Avenue	Saltdean	BN2 8FG
1	Rowan Close	Heathfield	TN21 8BX
24	High Street	Brighton	BN2 1RP
63	Chesswood Road		BN11 2AB
6	Bale Close		TN39 4JT
11	Silverdale Road		BN3 6FE
14	North Farm Road	Lancing	BN15 9BS
27	Rangemore Drive	Eastbourne	BN212TY
84	Wick Hall, Furze Hill		BN3 1NG
15	Sparrow Way	Burgess Hill	RH15 9XU
39	Downsview Road		BN25 4PU
16	Ashburnham Road		BN21 2HX
111	Offington Drive	Worthing	BN14 9PT
20	Midhurst Drive	Goring By Sea	BN12 5BD
	Muir		BN86BW
23	Thorndyke Close		RH10 7WL
1	Barn Cottages	Piltdown	TN22 3YE
19	Bourne Court		BN18QQ
1b	Warleigh Road		BN1 4NT
The Old Rectory,	Church Rd	Catsfield	TN3 39BG
St Richards	Spencers Place	Horsham	RH12 2EZ
1	Danworth Lane		BN6 9LN
1	Wood Lane	Small Dole	BN5 9YE
20	The Gardens		BN42 4AN
20	The Gardens		BN42 4AN
62	Mandalay Court		BN1 8QW
27	Withdean Court Avenue	Brighton	BN1 6YF
113	Test Road		BN15 0EP

57	Beuzeville Ave	Hailsham	BN273PB
Flat 7, 63	Sackville Road	Hove	BN3 3WD
43	Coldean Lane		BN1 9GE
26	Hangleton Valley Drive		BN3 8AP
19	College Road	Ardingly	RH17 6TU
66	Pelham Rise		BN10 8BD
16	Yewens		GU8 4SD
56	Gordon Road	Fishersgate	BN411PT
12	Lowther Road		BN1 6LF
39	Freshfields Close		BN15 9LU
2	Oakdene Close		BN41 2RN
21	Waldegrave Road		BN1 6GR
26	Churchdale Road		BN22 8PS
3	Sandringham Drive		BN3 6XD
86c	Milward Road		TN34 3RS
132	Whitley Road		BN22 8LT
18	Wolstonbury Court	Burgess Hill	RH15 9DP
7	Hurst Rd		BN6 9NJ
9	Hayes Close		BN8 5HN
Byways	Berry Lane	Littlehampton	BN17 5HD
110	Hartington Road		BN2 3PB
13	Edburton Avenue	Brighton	BN1 6EJ
17	Southdown Road,	Newhaven	BN9 9JH
Dalrowen	Jolesfield	Partridge Green	RH13 8JT
89	Browns Lane		TN22 1UW
2	Belgrave Place		BN2 1EL
67	Rocks Park Road	Uckfield	TN22 2AU
157	Hangleton Way		BN3 8EY
45	King George V1 Drive	Hove	BN3 6XF
	Freshfield Road		BN2 9YD
82	Fermor Way		TN6 3BJ
54	The Ridgway		BN26PD
8	Kenilworth Close		BN2 4LF
13	Westdene Drive		BN1 5HE

112	Haynes Road	Worthing	BN14 7LA
36	Llantrisant Road		CF37 1LP
The Bungalow	Springbok Estate	Alfold, Surrey	GU6 8EX
50	Faulkner Gardens		BN17 6GS
50	Summersdeane	Southwick	BN42 4QU
4	Shenstone	Lindfield	RH16 2PU
24	Queens Road	Haywards Heath	RH16 1EB
29	Cricketers Drive	Meopham	DA13 0AX
12	Pear Tree Close		GL55 6DB
14	Langdale Gardens	Hove	BN3 4HG
34	Upper Bevendean Ave		BN2 4FF
8	Windermere Crescent	Eastbourne	BN22 8PR
	Lank		BN6 9XU
48	Ryecroft		RH16 4NW
7	Manor Rd	North Lancing	BN15 0PH
39	Sun Street	Lewes	BN7 2QB
26	Craigweil Lane	Aldwick, Bognor Regis	PO21 4AN
7	Leybourne Gardens		TN37 7HU
50	Falmer Avenue	Saltdean	BN2 8FG
7	Tanfield Court, Guildford Road,	Horsham	RH12 1TR
10	The Dell	Pinner, Middlesex	HA5 3EW
The White House	West St		BN15 0AP
2	Freckleton Close		WA5 2TH
17	Stream Farm Cottages, Netherfield Road		TN33 0HH
6	Roughmoor Farm Close, Swindon, Wiltshire		SN5 5PW
11	Coolhurst Lane		RH13 6DH
Flat 48	Hillview Court, Packham Way,		RH15 8PE
134	Rowe Avenue	North Peacehaven	BN107QR
38	Charleston Road		BN21 1SF
	Kinsella		BN3 8AN
48a	Inwood Crescent	Brighton	BN1 5AQ

102a	Lesbourne Road		RH2 7JX
50	Chates Farm Court, John Street	Brighton	BN2 9JS
61	Bernard Rd		BN2 3ER
23a	Atlingworth Street		BN21PL
14	Vicarage Drive	Eastbourne	BN20 8AR
63a	Wickham Hill		BN6 9NR
18	Deans Farm, The Causeway	Caversham	RG4 5JZ
1	Lancaster Cottages	Henfield	BN5 9RB
1	Lancaster Cottages	Henfield	BN5 9RB
22b	Park Crescent		BN2 3HA
168	Croxden Way		BN22 0UL
12	Montpellier Street		BN13DJ
13	Virgins Croft	Battle	TN33 0JJ
79	Parkway, Ratton Manor,	Eastbourne	BN20 9DZ
24	Queens Road	Haywards Heath	RH16 1EB
33	Armada Road		PO19 7NR
Magnolia Cottage	Knockholt		TN14 7JU
Flat 3, 11	The Cliff		BN2 5RF
33	Penwortham Road		SW16 6RF
20a	Richardson Road		BN3 5RB
			BN41 2TF
43	Haynes Road	Worthing	BN14 7JY
Flat B	The Warehouse, Prince George Road	London	N16 8DL
35b	Maygrove Road	London	NW6 2EE
22	St Peters Road		BN25 2HP
		Haywards Heath	RH16 3SB
	Carabiner Cottage		RH177HZ
60	Becket Road	Worthing	BN14 7ET
122	Balfour Road		BN1 6ND
	Carden		BN26 5RF
34a	Clyde Road, Brighton		BN1 4NP
3	Buckingham Close	Brighton	BN1 3TW
19	Ashwalk		BN9 9XH

Oldwood	Clapers Lane	Fulking	BN5 9NJ
Mapsedge	Cross In Hand		TN21 0TA
The Vicarage			SY7 8AU
16	Hall Close	Camberley	GU15 2EB
29	Stephens Road		TN4 9JD
58	Wordsworth Street	Hove	BN3 5BH
22	Mildmay Road		BN7 1PJ
26	Phoenix Way	Southwick	BN42 4HP
19	Vernon Terrace		BN1 3JG
23	Penfold Road, Maidenbower	Crawley	RH10 7HU
266	Plumstead, Common Road		SE18 2RT
19	Bonington Crescent	Stafford	ST16 1AY
8	Ridge Close	Portslade	BN41 2YH
36	London Road	Hailsham	BN27 3BW
32	Reynolds Road		BN23 7NW
132	Marine Crescent		BN12 4HP
8	Yeomans Meadows	Sevenoaks, Kent	TN13 2LS
51	Harding Avenue		BN22 8PL
123	Queens Crescent		BN23 6JP
67	Houndean Rise	Lewes	BN7 1EH
	Payne		BN1 5FH
20	Church Lane		BN7 2HT
Trentham	Eastbourne Road	Seaford	BN25 4NS
63	Anderida Road		BN22 0QA
12	Juniper Close		BN13 3PR
23	Offers Court		KT1 3GQ
39	Bramber Way		RH15 8ES
45	Arundel Drive	West Saltdean	BN2 8SJ
1	Paythorne Close	Southwick	BN42 4YB
3	Clayton Walk	Worthing	BN13 2QW
110	Hartington Road		BN2 3PB
23	Denton Drive Holdingbury		BN1 8LR

14	Wilkinson Court, Henderson Road		RH11 9JQ
22	Queens Road		BN42 4RQ
141	Rowe Ave North		BN10 7QP
21	Orchard Close		BN42 4NJ
46	Snell Drive	Saltash	PL12 4UB
6	Lilac Close	Worthing	BN13 3PZ
Noordwijk	Pound Lane		BN44 3JB
Drove Cottage	Earlswood		NP16 6AN
Pump House	The Street, Kingston	Lewes	BN7 3PA
51	Cradle Hill Road	Seaford	BN25 3JA
21	Gosden Road	Littlehampton	BN17 6DY
Crabtree Manor	Meres Lane	Five Ashes	TN20 6JS
1	Bank Buildings, High Street,	Horam	TN210EH
7	Brincliffe, St Johns Rd	Crowborough	TN6 1RW
216	Watford Road	Harrow Middx.	HA1 3TY
67	Sandown Road		BN2 3EH
3	Fairhurst, 400 South Cost Road	Telscombe Cliffs	BN10 7AB
45	Cavell Ave		BN10 7NR
155a	Rowlands Road	Worthing	BN11 3LH
50	Priory Rd	Burgess Hill	RH15 9HB
1	Millers Rise		BN27 3XE
	Forster		BN42 4YH
Quy Hall	Stow Cum Quy	Cambridgeshire	CB25 9AJ
9	Blackthorns, Lindfield	Haywards Heath	RH16 2AX
8	Bricklands	Crawley Down	RH10 4LA
70	Longfield Road	Horsham	RH12 1LE
16	Fairfield Way		RH16 1UT
15	Park Road	Shoreham By Sea	BN43 6PF
3	Pilgrim Gardens	Fishtoft Boston	PE21 0DD
24	Crest Way		BN41 2EY
7	Waldron Avenue		BN1 9EF
19	Brickfields Avenue		CB8 7RX

21	Beach Court		BN43 5RG
	Cowley Drive		BN2 6TH
6	Bellmead, Holland Road	Hove	BN3 1JQ
11	Sherborne Lodge, 92-96 Grand Avenue	Worthing	BN11 5BH
20	Silverdale Drive	Sompting	BN15 9SB
	Mountain		RH16 1TF
	Bettles		BN41 2LP
46	Rosslyn Road	Shoreham By Sea	BN43 6WP
51	Warwick Gardens		BN11 1PF
Foxlea	Hunters View, Western Road	Newick	BN8 4LF
60	Park Drive Close	Newhaven	BN9 0RR
199	Elm Drive		BN3 7JD
67	The Priory, London Road Patcham	Brighton	BN1 8QT
52b	Nesbitt Road		BN2 4BL
Flat 1, 7	Osmond Gardens	Hove	BN3 1TE
21	Gayhurst House		MK16 8LG
51	Northeast Drive		BN3 8PP
27	Jubilee Way		RH20 3NZ
2	Vine Farmhouse, Knowle Lane	Halland	BN8 6PR
Flat 4, 13	Port Hall Road	Brighton	BN1 5PD
23	Trafalgar Drive	Flitwick, Bedfordshire	MK45 1EF
50	Ridgeside Ave		BN1 8WB
6	Parkfield Court	Worthing	BN13 1EW
58	Harrington Road		BN1 6RF
8	Cherry Road, Long Ashton	Bristol	BS41 9DU
19	Park Close		BN41 2BL
160	Mile Oak Road, Portslade	Brighton	BN41 2PL
48			BN14 8DF
8	Preston Grange, Grange Close	Brighton	BN1 6BH
3	De Monfort Terrace		BN71RX



2	Willow Wood Close	Angmering	BN16 4BA
Flat 1, 4	Staubyns Gardens	Hove	BN3 2TA
119	Grand Avenue	Seaford	BN25 2QY
31	Dellney Avenue		RH16 3LX
160	Thornhill Rise, Mile Oak		BN41 2YL
17	Chatfield Road	Cuckfield	RH17 5BB
135	Nevill Avenue		BN3 8NE
62	Hangleton Road		BN3 7JA
8	Tollgate		BN10 8ED
46			BN148EP
24	Shanklin Court, 132 Hangleton Road		BN3 7SB
Flat 43	Elliott Court, Crestway, Portslade		BN41 2EY
43	Westway	Hove	BN3 8LS
14	Bridge Road	Emsworth	PO10 7DS
	18 Woodland Way		TN35 4AU
	Chitty		BN8 5HB
84	Valley Drive	Brighton	BN1 5FD
21	Effingham Close		BN2 8FX
23	Newick Road		BN1 9JL
20	New Road	Hellingly	BN27 4EW
19	Broomfield Road	Worthing	BN14 7RY
14	Millcroft, Westdene		BN1 5HB
35	Edward Road	Haywards Heath	RH16 4QJ
19	Greenway	Horsham	RH12 2JT
5	Sea Spray Avenue		BN43 5PR
18	Elwood Cl		RH15 9RE
12	Foxhill	Peacehaven	BN10 7SE
15	Endsleigh Close		CH2 1LX
103	Birling Rd	Snodland	ME6 5EA
8	D'aubigny Road		BN2 3FT
6	Braybon Avenue		BN1 8EA
27	Elder Close, Portslade		BN41 2ER
9	Church Close, Patcham	Brighton	BN1 8HS

23	Regency Close		TN22 1DS
42	Kings Quarter, 80 Orme Road		BN11 4FG
33	Sandringham Drive		BN3 6XD
23	The Ridings	East Horsley	KT24 5BN
1	Downside	Lewes	BN7 1EE
56	Whichelo Place		BN2 9XF
14	The Willows	Burgess Hill	RH15 8HU
75	Mackie Avenue		BN1 8RD
37	Linchmere Avenue	Saltdean	BN2 8LE
14	Gervis Crescent	Poole	BH14 0HY
64	Shakespeare Road		BN11 4AT
7	Hobart Close	Worthing	BN13 3HL
The Barton	Maudlin Lane	Bramber	BN44 3WX
Woodlawn	Cagefoot Lane	Henfield	BN5 9HD
4	Highbank, Westdene	Brighton	BN1 5GB
71	Batemans Road, Woodingdean	Brighton	BN2 6RD
16	Auckland Avenue	Ramsgate	CT12 6HY
Fairhaven	Henfield Road	Cowfold	RH13 8DW
26	Sullington Way		BN43 6PJ
14	Rife Way, Felpham	Bognor Regis	PO22 7BW
73	Berriedale Avenue		BN3 4JG
16350	Rosewood Street		BN25 4NE
11	Acorn Close, Miskin	Pontyclun	CF72 8SQ
12	Essenhigh Drive		BN13 3SW
41	Woodruff Avenue	Hove	BN3 6PH
47	Wolseley Road Portslade		BN41 1SS
1	Seymour House, Seymour Square	Brighton	BN21DU
15	Downside Drive		LE65 2QU
40	Aldsworth Avenue		BN12 4XF
71	Islingword Street		BN2 9US
Flat 3, 4	Wakefield		SE22 8EH
	Denton Rd	Eastbourne	BN20 7SU
Ryebank	Mill Lane		BN13 3DH

168	Elm Drive		BN3 7JE
11	Westergate Close		BN12 5DB
15	Cherry Tree Close	Worthing	BN13 3QJ
2	Friston Close		BN2 4PU
43			RH19 3XS
37	Totland Road		BN2 3EP
100	Wick Hall, Furze Hill	Hove	BN3 1NH
25	West Quay	Newhaven	BN9 9DQ
34	Keats Close	Horsham	RH12 5PL
52	Beaumont Rise,	Fareham	PO15 6HU
8	The Green Walk	Willingdon	BN22 0RB
17	Fromondes Road		SM3 8QP
8	St Johns Hill		BN7 2DP
7	Overhill Gardens	Brighton	BN1 8ND
25	Lyndhurst Road		BN3 6FB
154	Cowley Drive		BN2 6TD
50	Ainsty Road		LS22 7QS
14b	Hangursvegen		TN22 4LP
23	Newlands Avenue	Bexhill	TN39 4HA
Reedwood	College Road		RH16 1QS
25			BN15 8LX
40A	King Arthurs Drive	Rochester, Kent	ME2 3NB
128	Essex Place, Montequ St	Brighton	BN2 1LL
49	Beeding Avenue		BN3 8GS
11	Rochester Street		BN2 0EJ
11	Rochester Street		BN2 0EJ
1	Longhill Road, Ovingdean	Brighton	BN2 7BF
Bmt Flat, 2	Devonshire Place	Brighton	BN2 1QA
34	The Mount		E5 9DR
1	Princes Field, Berwick	Nr Polegate	BN26 6TB
9	Highbank		BN1 5GB
111	Beaconsfield Villas		BN1 6HF
145	Hangleton Way		BN3 8ES

23	Eaton Mews North	London	SW1X 8AR
28	The Broadway	Lancing	BN158NY
Tregarth	London Lane	Cuckfield	RH17 5BD
	Taylor		BN27 3WE
	Huffer		SO5 32AZ
	Hill		BN2 4FF
61	Sharps Lane	Ruislip	HA4 7JD
5	Lucastes Avenue	Haywards Heath	RH16 1JE
118	Ember Lane		KT10 8EJ
26	Hollington Old Lane	St.Leonards-On-Sea	TN389DT
25	Mill Road	Steyning	BN44 3LN
41	Langridge Drive, Portslade		BN41 2JB
2	Dillingburgh Road	Eastbourne	BN20 8LY
11	Regents Place,	Eastbourne	BN21 2XY
23	Berriedale Avenue		BN3 4JF
39	Stone Street		TN1 2QU
72	Cedar Drive	Southwater	RH13 9UW
7	Leatherhead Gardens		SO30 2TY
Dilkushamaskelldilkusha	Woodride	Haywards Heath	RH16 4NJ
Flat 2, 51	Cromwell Road		BN3 3ER
87	Livingstone Road	Hove	BN3 3WN
2	Vine Farmhouse		BN8 6PR
9	Highbank		BN1 5GB
Park Gate	Old Uckfield Road,	Ringmer	BN8 5RW
3	Queen Street		BN14 7BL
55	Cattswood Lane		RH16 4GF
29	Long Park Corner	Ditchling	BN6 8UX
7	Kedale Road		BN25 2BY
39	Fogwell Road	Oxford	OX2 9SB
		Hove	BN3 4JJ
40	Raleigh Crescent	Goring By Sea	BN12 6EE
10	Payton Drive	Burgess Hill	RH15 9UU
One Way House	Whealers Lane,	Betchworth,	RH3 7LA

	Brockham	Surrey	
1	Stoneham Close	Lewes	BN7 2ET
5	Beechings, Henfield		BN5 9XB
4a	Hodder Avenue		BN10 7JB
10	Sheppard Way, Portslade		BN41 2JD
151	Vale Avenue		BN1 8YF
35	The Blatchen	Littlehampton	BN17 5HF
Vipers Wharf		Lewes	BN7 2AQ
357	Kingsway		BN3 4PD
16	Childs Hall Road		KT23 3QG
Flat 4	Priory Court, 24 Star Hill	Rochester	ME1 1GB
13	St Crispians	Seaford	BN25 2DY
16	First Avenue		BN15 9QG
2	Curds Farm Cottages. Handset Road	Barcombe	BN8 5TQ
Manora	158 Ringwood Road, Roselands	Eastbourne	BN22 8TT
32	Glynde Road		BN2 9YJ
2	The Drive	Shoreham By Sea	BN435GA
85	Doods Road		RH2 0NT
4	The Thatchings	Polegate	BN26 5DT
21	Arundel Road		BN2 5TE
19	Broomfield Roa.	Worthing	BN14 7RY
Hidcote	Stonepound Rd	Hassocks	BN6 8PR
60	Manor Way		BN2 5EF
5	Seaview Road	East Preston	BN16 1LX
13	Nursery Way		TN21 0UW
54	Brookway	Burgess Hill	RH15 0LN
132a	Lustrells Vale	Saltdean	BN2 8FB
168	Croxden Way		BN22 0UL
21	Paxmead Cr x	Worthing	BN14 8QF
63	Green Ridge		BN1 5LU
43	Kingstone Close	Shoreham By Sea	BN43 6LP
23	Hedgerow Close	Felpham	PO22 8BP

15a	Clarendon Road	Bristol	BS6 7EX
3	Lyndhurst Close, Woodmancote	Cheltenham	GL52 9SQ
19	Tidebrook Gardens		BN237AH
	16b St Josephs Way,	Haywards Heath	RH16 3QY
Flat 30	Southdown House		BN3 1RW
10	Allcard Close		RH12 5AJ
219	Goldstone Crescent		BN3 6BD
52	Beresford Road		BN9 0LY
Flat 1, 39	High Street Shoreham		BN43 5DD
6	Bignor Close		BN16 3LJ
9	Gleton Avenue		BN3 8LN
35	Wenlock Edge	Stubshill	RH4 2QF
30	St Michaels Way		RH13 8LB
Burnt Hill House		Ringwood	BH24 3QB
24	Kipling Avenue	Worthing	BN12 6LJ
Flat 13	Ebenezer Apartments, 25 Ashton Rise		BN2 9AA
34	Leconfield Road		BN15 9JB
54	Ridley Road		SW19 1EU
	Denyer		BN2 4LF
	Coulson		NE23 3FX
19	Greenway		RH12 2JT
19	Brickfields Avenue		CB8 7RX
64	Flowery Field, Woodsmoor	Stockport	SK2 7ED
3b	Castle Square		BN1 1EG
100	Widdicombe Way		BN2 4TJ
80	Hill Farm Way	Southwick	BN42 4YG
3	Tottington Drive, Small Dole	Henfield	BN5 9XY
5	St Wilfrids Road	Burgess Hill	RH15 8BE
4	Angus Road	Goring By Sea, Worthing	BN12 4BL
104	Hallyburton Road		BN3 7GN
7	Sharpthorne Crescent, Portslade		BN41 2DP

100	Widdicombe Way		BN2 4TJ
1	Peace Close		BN1 7AX
1	Grassmere Close	Littlehampton	BN17 6TA
142	Ringmer Road	Worthing	BN13 1EA
69a	Central Avenue		BN10 7NB
33a	Crescent Way		SE4 1QL
14	Cleveland Road		BN1 6FF
	Stone Quarry Road	Chelwood Gate	RH17 7LS
28	Eastern Avenue		BN43 6PD
18	Elwood Close		RH15 9RE
175	Old London Road	Hastings	TN35 5LU
8	Fitch Drive, Lower Bevendean	Brighton	BN2 4 HX
Flat 1, 119	South Street	Eastbourne	BN21 4LU
Linndale	Crossways Park	West Chiltington	RH202QZ
8	Edith Avenue	Peacehaven	BN10 8LJ
137	Elm Drive		BN3 7JA
1	Sussex Terrace	Glynde	BN8 6RT
8	Westmoreland Terrace		SW1V 4AF
19	Pipit Meadow,	Uckfield	TN22 5NG
6a	Charlton Avenue		KT12 5LF
White House Farm	The Common Mellis		IP23 8EB
22	Brabourne Rise		BR3 6SG
26	Chatham Road		BN11 2SP
Norfolk House	Tanyard Lane	Steyning	BN44 3RJ
44	Long Mead	Yate	BS37 7YT
83	Croxden Way		BN22 0UH
54c	Coombe Road		BN2 4EA
Apt. 19	City Heights, 1 Samuel Ogden Street		M1 7AX
16	Hall Close		GU15 2EB
13	Westdene Drive		BN1 5HE
51	East Hill Drive Portslade		BN41 2FD
South Coast Hydraulics			BN43 5LE
29a	Telscombe Cliffs Way		BN10 7DX

149	Ditchling Road	Brighton	BN1 6JA
197	Elm Drive, Hove		BN3 7JD
			RH16 2SF
57	Wellend Villas		BN1 6BT
4	Wood Croft	Littleover, Derby	DE23 1DR
28	Southampton		BN2 9UT
40	Cypress Avenue	Worthing	BN13 3PS
114	Rectory Road		BN14 7PN
Flat 5, 3	Denmark Terrace	Brighton	BN1 3AN
9	Ardale Close		BN11 5HW
20	Northdown Close		BN9 9HJ
Yes Tree Cottage	Broyle Lane	Ringmer	BN8 5PG
Basement Flat, 3	Denmark Villas	Hove	BN3 3TR
34	King Edward Avenue		FY2 9TA
17	Hawth Park Road	Seaford	BN25 2RE
	Nash		BN42 4EJ
	Prince		BN3 3NF
	Johnson		RH13 9GR
9	Stroykins Close	Grimsby	DN34 4NF
Flat 4			BN1 6FN
40	Southview Road	Southwick	BN42 4TT
5	Grosvenor Mansions, Osborne Villa	Hove	BN3 2RX
73	Lansdowne Place		BN3 1FL
39	Tavistock Down	Brighton	BN1 7FN
98	Fuscia Court	Feltham	TW13 4SF
43	Haynes Road	Worthing	BN14 7JY
Flat 7, 38	Brunswick Square		BN3 1EE
Flat 1, 26	Addison Road	Hove	BN3 1TP
116	North Way		BN25 3JW
23	Gordon Road	Hailsham	BN27 3JB
8	Lenham Road West	Rottingdean	BN2 7GJ
83	West Way	Lancing	BN15 8LZ
43	Preston Park Avenue		BN1 6HG
163	New Church Road	Hove	BN3 4DB



9	Winchester Way		BN22 0JP
5	Dawn Crescent, Upper Beeding	Steyning	BN44 3WH
8	The Wickets		RH15 8TG
	39 Micklefield Way	Seaford	BN25 4EU
	5 Foxglove Close	Ringmer	BN8 5PB
Parsons Farm			RH13 9BB
6	Shawcross House, 235 Preston Road	Brighton	BN1 6SW
2	Grove Farm Cottages	Chesham	HP5 3QQ
Rylands	Linkinhorne, Callington,	Cornwall	PL17 8QP
7	The Cedars		BN2 3RU
89	Taylor's Field	Midhurst	GU29 9PJ
11	St Nicholas Court, Penstone Park	Lancing	BN15 9AN
Beulah	Orchard Way	Warninglid	RH 17 5ST
26	Kingston Lane	Shoreham-By-Sea	BN43 6YB
22	Montefiore Road	Hove	BN3 6EP
17	Orchard Close	Southwick	BN42 4NJ
Daisey Cottage			BN7 3HS
4	Beatty Road	Eastbourne	BN23 6DZ
5	Tor Road		BN10 7SX
22	Hill Farm Way	Southwick	BN42 4YJ
Turnstones, 37	Beacon Drive	Selsey	PO20 0TW
102	Wick Hall		BN3 1NH
32	Ticehurst Rd		BN2 5PU
16	Dudley Road		TN35 5JP
Field View	Chelwood Gate		RH17 7LY
58	Hallyburton Road,	Hove	BN3 7GW
15	Windover Crescent		BN7 1DR
115	Thornhill Rise		BN41 2YJ
4	Braybon Avenue		BN1 8EA
267	Mile Oak Road Portslade	Brighton	BN41 2RB
73	Chalky Road, Portslade		BN41 2WF
8	Bovarde Avenue, Kings Hill		ME194EF

11	Martha Gunn Road		BN2 4BX
	Isaac		BR1 4TA
	Hassett		BN42 4LD
2	Tresillian Way		GU21 3DL
5	Henley Close, Maidenbower	Crawle	RH10 7QU
123	Britten Road, Brighton Hill	Basingstoke	RG224HN
24	Chester Terrace		BN1 6GB
21	Grantham Bank		BN8 5DJ
21	Tangmere Road		BN1 8TJ
Flat 6, 8	Hickling Close	Long Eaton, Nottingham	NG10 3TH
105	North Road		BN41 2HD
25	Barnwood Court		GU2 8UX
25	Barnwood Court		GU2 8UX
39	Eastbrook Road		BN41 1LN
15	Blackheath Grove		SE30DQ
25	Southdown Road Portslade		BN41 2HL
34	Avondale Road	Eastbourne	BN22 8JW
32	Edward Street		TN4 8RP
14	Slindon Road	Worthing	BN14 9LJ
Flat 102	Primrose Hill Court, King Henry's Road	London	NW3 3QT
24	Anguilla Close		BN23 5TS
7	East Kent Avenue		DA11 9HU
13	Highlands Drive		RH15 8JH
14	West Way		BN3 8LD
49	Spences Lane	Lewes	BN7 2HF
12a	The Martins Drive	Leighton Buzzard	LU7 2TQ
12a	The Martins Drive	Leighton Buzzard	LU7 2TQ
16	Downland Avenue	Southwick	BN42 4RG
17	Cheshire Close		PO21 1YA
51	Maresfield Road		BN2 5ES
3	Riddens Lane	Plumpton Green	BN7 3BH

Apartment 45, Building 50	Argyll Road	London	SE18 6PG
Sandpiper	Kingston Road	Lewes	BN7 3ND
87a	Mile Oak Road		BN412PJ
29	Applesham Avenue		BN3 8JJ
133	Preston Drove		BN1 6LE
92	Vaughan Williams Way	Brentwood, Essex	CM14 5WT
68	Osborne Villas		BN3 2RB
Flat 6, 33	Brighton Road		RH10 6AZ
8	The Willows, Sylvan Hall		BN2 3RQ
37	Hallett Road	Brighton	BN2 9ZN
15	Dinsdale Gardens	Rustington	BN16 3NH
25	West Common	Lindfield	RH16 2AJ
11	Wealden Way	Haywards Heath	RH16 4AF
17	Stanford Road		SW16 4PZ
78	Western Road		BN7 1RP
36	Cumberland Avenue	Goring By Sea , Worthing	BN12 6JX
6	The Highway		BN2 4GB
36a	Saffrons Road	Eastbourne	BN21 1DT
Heatherlea	Five Ash Down		TN22 3AP
131a	Colemansmoor Road Woodley	Reading	RG5 4DB
1	Holmbush Way	Southwick	BN42 4YA
10	Shirley Drive	Worthing	BN14 9AX
11	Brooker Street		BN3 3YX
2	Turners Close	Harpenden	AL5 5HY
Riverbank Cottage	Blacksmiths Lane	Staines, Middlesex	TW18 1UB
6	Gableson Avenue		BN1 5FG
73	Egmont Road		BN3 7FN
Littlepark Farmhouse	Ham Lane	Lewes	BN8 5SE
22	Blackpatch Grove	Shoreham By Sea	BN43 5GT
39	Harrington Place		BN1 7HL
29	Bramble Rise	Brighton	BN1 5GE

56	Withdean Court, Varndean Road	Brighton	BN1 6RP
48	Wanderdown Road, Ovingdean	Brighton	BN2 7BT
12	Gilpin Avenue East Sheen	London	SW148QY
44	Ethelburt Ave		SO16 3DD
123	Woodland Avenue		BN3 6BJ
2	The Wilderness		RH16 2JD
67	Shirley Drive		BN14 9BB
3	Kingsland Road		BN14 9EB
1	Ridgeside, Three Bridges	Crawley	RH10 1PB
20	Woodview Park, Station Hill	Curdrige	SO30 2DN
1	Roberts Close		RH13 9BJ
18	The Gattons		RH15 9SW
3	Lower Roedale Cottages Brentwood Road	Brighton	BN1 7HR
Holly Cottage	Lowfield Road		RH16 4DW
2	Gresham Place	Henfield	BN59QJ
66	Brook Way, Lancing		BN15 8DH
60	Charlock Way	Southwater	RH13 9GZ
56	Coombe Road	Croydon	CR0 5SG
67	Wingfield Road		KT2 5LR
17	Laburnum Lane	Hale, Cheshire	WA15 0JR
14	Ringwood Close		RH10 6HH
79	Batemans Road		BN2 6RD
4	Nursery Close Portslade	Brighton	BN41 2SA
179	Lower Church Road		RH15 9AA
5	Myrtle Crescent		BN15 9HY
Haresfield	Moor Lane	Aston On Trent	DE72 2AG
1	Clarence Court, Weaving	Maidstone	ME14 5UP
Flat 3	Kings Quarter, 80 Orme Road		BN11 4FG
48	Spences Lane		BN72HE
6	Craig Meadows		BN8 5FB
26	Bowmonts Road		RG26 3SA

7	Leatherhead Gardens	Hedge End	SO30 2TY
13	Bluebell Close		RH12 5WB
Flat 43	Elliott Court Crestway Portslade		BN41 2EY
7	St Helens Drive		BN3 8EA
11	Chesley Close		BN13 2TN
67	Westmeston Avenue	Saltdean	BN28AL
5	St Helens Crescent		BN3 8EP
408	Wokingham Road, Earley	Reading	RG6 7HX
3	Hazelwood Road	Partridge Green	RH13 8EX
5	The Elms		BN8 5EZ
	9 Gaisford Road	Worthing	BN14 7HP
54	Southview Road	Southwick	BN42 4TT
44	Carden Avenue, Patcham		BN1 8NE
34a	Harrow Road		BN11 4RB
57	Upper Abbey Road, Kemp Town		BN2 0AD
70	Goldstone Road		BN3 3RH
64a	Compton Road	Brighton	BN1 5AN
24	Cousins Way, Emersons Green		BS16 7DG
24	Harlands House, Harlands Road	Haywards Heath	RH16 1LA
87	Milner Road	Brighton	BN2 4BR
15	Mill Lane Portslade Brighton		BN41 2DF
167	Greenways Crescent	Shoreham-By- Sea	BN43 6HP
444	Falmer Road		BN2 6LG
58	St Peters Rd	Burgess Hill	RH15 8JL
47	South Way		BN7 1LY
126	Caroline Way		BN23 5AY
137	Elm Drive		BN3 7JA
84	Lewes Road		BN6 8TY
7	Santos Wharf	Eastbourne	BN235UR
7	Beckett Way		RH19 4SF
15	Broomfield Drive, Mile		BN41 2YU

	Oak, Portslade		
Elphinstone	Terrace Road North	Binfield, Berks.	RG42 5JG
4	The Crescent, Aldershot Road	Guildford	GU2 8AL
17	Church Street		BN251HD
104	Roedale Road		BN1 7GD
124	Sutton Ave North	Peacehaven	BN10 7QL
14	Hillside Way		BN1 5FE
Fair Meadow	Broxmead Lane	Cuckfield	RH17 5JH
39	Lanvanor Road		SE15 2BT
36	Lucksfield Way	Angmering	BN16 4GX
83	Broomfield Avenue		BN14 7SD
10	Larch End		RH20 2QE
7	Dean Way		RH20 4QN
111a	Church Road		BN3 2AF
6, 52	New Church Road		BN3 4DN
6, 52	New Church Road		BN3 4DN
1	The Mount		TN20 6AS
47	Offington Lane		BN14 9RG
46	Bayham Road	Hailsham	BN27 2NH
13	Pembroke Avenue		BN3 5DA
Boston House, 212-214	High St	Boston Spa, West Yorkshire	LS23 6AD
15	Shermanbury Road	Worthing	BN14 7HR
	Suggett		BN12 5JA
	Gillingham		RG4 8SZ
58	Peacock Lane		BN1 6WA
130	Ditchling Road		BN1 4SG
18	Grovehill Road	Redhill, Surrey	RH1 6PJ
	Russetts		TN2 5JX
44	Tretower, Buller Clos	Crowborough	TN6 2YE
2	Evelyn Road	Worthing	BN14 8AY
115	Selmeston Road	Eastbourne	BN21 2TL
25	The Beeches		CH2 1PE
4	Council Cottages, Henfield Road	Albourne	BN6 9DS

46	Furze Hill Court, Furze Hill	Hove	BN3 1PG
54	Newick Road		BN1 9JH
40a	Old London Road,	Brighton	BN1 8XQ
44	Montgomery Street	Hove	BN3 5BE
3	Birch Close	Crawley Down	RH10 4UR
Stonecroft	Stone Quarry Rd	Chelwood Gate	RH17 7LS
4	New Row, Tanyard Lane	Steyning	BN44 3RN
Whitewood Cottage	Swife Lane, Broadoak	Heathfield	TN21 8UR
40	Redhill Drive	Brighton	BN1 5FH
4	Hammonds Ridge	Burgess Hill	RH15 9QQ
16	Kingscote Way		BN1 4GJ
Ockley Manor	Ockley Lane	Hassocks	BN6 8NX
1	Wood Lane	Small Dole	BN5 9YE
15	Purbeck Close	Eastbourne	BN23 8EX
139	College Lane	Hurstpierpoint	BN6 9AF
Tillershaw	North Common Rd	Wivelsfield Green	RH17 7RJ
Flat 23	High Pines, St Botolphs Road	Worthing	BN11 4JU
63	Oathall Road		RH16 3EL
28	Hartwood Avenue	Reigate, Surrey	RH2 8ET
1	Lomax Drive		PE28 4UP
15	Sparrow Way est Sussex	Burgess Hill	RH15 9XU
8	Elmhurst Close		BN16 4BT
26	Harrington Villas		BN1 6RG
20	Redhill Drive		BN1 5FH
1	Roche Close	Yeovil	BA21 3UR
158	Goring Road,	Worthing	BN12 4PH
9	Lamberhurst Walk, Furnace Green	Crawley	RH106SN
49	Potters Lane	Burgess Hill	RH15 9JT
5	Southdown Place		BN1 6FP
33	Longdon Wood	Keston	BR2 6EN
2	Glenfield Cottages		RH6 0EH
5	Easthill Way		BN41 2FB

Ashwood		Mayfield	TN20 6HY
19	St Richards Road		BN41 1PA
37	Wish Road Sussex		BN3 4LN
200	Braeside Avenue	Brighton	BN1 8SP
34	Willingdon Road		BN21 1TJ
Teok	Stone Quarry Road	Chelwood Gate	RH17 7LS
14	Lark Hill		BN3 8PB
28	Poplar Avenue	Putnoe, Bedford	MK41 8BL
11	Vantage Walk		TN38 0YP
38	Gatton Road	Reigate	RH2 0HF
72	Aylesbury Avenue	Eastbourne	BN23 6EJ
Ditton Farm Annexe			TN26 3SX
12	Rogate Road		BN132DS
52	Strathmore Road,	Worthing	BN13 1PG
26	Horsham Avenue		BN10 8HX
30	Church Lane Southwick	Brighton	BN42 4GB
15	Kings Drive	Hassocks	BN6 8DX
121, Flat 21	Windlesham Close		BN41 2AA
26	Bushy Grove Kingswood	Maidstone	ME17 3QL
140	Northumberland Street	Norwich	NR2 4EH
56a	Valley Drive		BN1 5FD
The Hurst			TN22 4AE
3	Hurst Gardens		BN6 9ST
85	Fairway Crescent, Portslade		BN41 2FN
7	Acacia Avenue	Hove	BN3 7JT
63	Anderida Road	Eastbourne	BN22 0QA
12	Mill Stream Meadow	Haywards Heath	RH16 1TH
7	Wantley Hill Estate	Henfield	BN5 9JR
17	Highview Close		BN27 4TR
15	Park Road	Shoreham By Sea	BN43 6PF
Flat 2, 1	Market Street	Worthing	BN11 1BW
7	Mile Oak Crescent	Southwick	BN42 4QP
41	Inholmes Park Road	Burgess Hill	RH15 0JH



24	Dunlop Close		BN6 9SL
8	Overhill		BN42 4WN
10	Wanderdown Way,Ovingdean		BN2 7BX
Rivendell	The Driftway	Upper Beeding	BN44 3JX
37a	Stafford Road	Brighton	BN1 5PE
11	Heron Close Lavant	Chichester	PO18 0DR
186	Freshfield Road		BN2 9YD
34	Erica Way	Copthorne	RH10 3XQ
21	Teville Road		BN11 1UD
6	Coppice View	Heathfield	TN21 8YS
2	West Dean Rise	Seaford	BN25 3HN
9	Tophill Close, Portslade		BN41 2QB
44	Fererrers Road		BN7 1PZ
24	Glebeside Avenue		BN14 7PR
2	East Lynn Muddles Green	Chiddingly	BN8 6HP
21	Waldegrave Road		BN1 6GR
5	Barnes Wallis Ave	Christs Hospital	RH13 0TJ
53	Saltdean Vale	Saltdean	BN2 8HE
42	Windmill View		BN1 8TU
89	Coleridge Street	Hove	BN3 5AA
Flat 2, 11	Bath Street	Brighton	BN1 3TB
117	Pine Hill		KT18 7BJ
19	Tideway	Littlehampton	BN17 6PP
14	Victoria Avenue		RH15 9PX
The Laurels			RG4 9AN
7	Highgrove Road		ME5 7QE
11	Mill Way		BN26 5NH
11	Wicklans Avenue	Saltdean	BN2 8LN
	Myrtle Crescent		BN15 9HY
25	Brangwyn Drive		BN1 8XB
12	Ariel Court, Brighton Road	Lancing	BN15 8RQ
100	Eldred Avenue Westdene	Brighton	BN1 5EH

13	Comfrey Way	Thetford	IP24 2UU
69	Rushams Road		RH12 2NX
Brackenbury			RH10 3HF
45	Shakespeare Rd		BN11 4AT
92	Westfield Avenue North		BN2 8HQ
1	West View Villas, North Lane	West Hoathly	RH19 4QG
64	St Andrews Road		BN411DE
41	Penland Road		RH16 1PP
30	Haleybridge Walk, Tangmere	Chichester	PO20 2HG
17	Harvey Road	Worthing	BN12 4DS
11	Medway Lane	Stone Cross	BN24 5PH
45	Minster Road		GU7 1SR
29	Selden Road		BN11 2LN
24	Thenford Street	Northampton	NN1 5QT
14	Hollingbury Rise		BN1 7HJ
17	Ashmore Close	Peacehaven	BN10 8AQ
12	Linchmere, Swanbrough Drive		BN2 5QD
10	Valley Drive	Brighton	BN1 5FA
50	Graham Avenue, Portslade		BN41 2WL
23	Hawkins Crescent		BN43 6TN
44	Withdean Court		BN1 6RP
12	Chiltington Close	Burgess Hill	RH15 8SH
26	Churchdale Road	Eastbourne	BN22 8PS
91	Wayland Avenue		BN1 5JL
20	Silverdale Drive	Sompting	BN15 9SB
8	Beauly Crescent	Wishaw, Lanarkshire	ML2 8EG
116	Chanctonbury Road		RH15 9HA
50	Newick Road		BN1 9JH
13	Southdown Place, Shepherds Lane		SO21 2FE
73a	Messina Avenue		NW6 4LG
73a	Messina Avenue		NW6 4LG

21	King George Vi Drive		BN3 6XF
1	Undermill Road, Upper Beeding	Steyning	BN44 3JG
24/12	Lorne Street		EH6 8QP
14	Farm Close	Henfield	BN5 9JE
67	Pembroke Crescent	Hove	BN3 5DF
31	Kipling Avenue		BN12 6LQ
5	Syresham Gardens		RH16 3LB
32	Warmdene Rd	Brighton	BN1 8NN
32	Warmdene Rd	Brighton	BN1 8NN
Greenbanks	Hurston Lane	Storrington	RH20 4HH
115	Western Road	Haywards Heath	RH16 3LW
The Coach House	Holly Hill	Colemans Hatch	TN7 4EP
9	The Martlet		BN3 6NT
1	Ockley Way		BN6 8NE
39	Windlesham Close		BN41 2LL
28	Windlesham Close		BN41 2LJ
65	Bolsover Rd		BN13 1NR
The Old Store House, 11	Church Street	Shoreham By-Sea	BN43 5DQ
3	Tyne Rd	Tonbridge	TN10 3JP
90a	Borstal Rd		ME1 3BD
91b	Lorna Road	Hove	BN33EL
8	Upper Boundstone Lane	Lancing	BN159QX
34	Buckingham Place		BN1 3PJ
24	Mayfield Crescent		BN1 8HQ
11	Mount Pleasant	Uckfield	TN22 5AY
Flat 4, 19	Norron Road	Hove	BN3 3BE
55	The Grange		BN6 9FD
66	Lime Tree Avenue		BN14 0DP
Sunhaven	Mill Lane		BN13 3DJ
16	Brasslands Drive		BN41 2PN
44	Belle Vue Gardens	Brighton	BN2 0AA
22	Riddens Lane	Plumpton Green	BN7 3BH
60	Newland Road		BN11 1JX

77	Vale Road Portslade		BN41 1GE
2	Manor Road	Rustington	BN16 3QT
11	Challow Close		BN6 8JW
2	Balmoral Drive		G32 8DW
2	Perry Hill	Saltdean	BN2 8FT
2	Albany Villas		RH17 5AZ
11	Stafford Rd		BN1 5PE
	Fox		B44 9PL
62	Parkside Ave	Littlehampton	BN17 6BJ
17	Hazelwood Road		RH13 8EX
18	Goldstone Crescent		BN3 6BA
285	Dyke Road	Hove	BN3 6PD
1	Lawrence Avenue,	Rustington	BN16 3HU
3	Palmyra Place	Eastbourne	BN23 5AD
10	Elder Close		BN41 2ER
Magalan	Long Barrow, Chipping Warden	Banbury, Oxfordshire	OX17 1JR
337	Ditchling Road	Brighton	BN1 6JJ
38	Adur Valley Court, Towers Road	Upper Beeding	BN44 3JN
20	Hangleton Valley Drive		BN3 8AP
10	Manaton Close	Haywards Heath	RH16 3HS
34	Wilbury Crescent		BN3 6FJ
89	Browns Lane		TN22 1UW
61	Galsworthy Road		BN12 6LW
20	Middle Road	Brighton	BN1 6SR
119	Petersfield Road		TW18 1DQ
11	Hellingly Close		BN2 5 GW
7	Sovereign Close		BN25 3EP
19	Rosebay Gardens		CB7 5YU
2	Perry Hill	Saltdean	BN2 8FT
41	Ladysmith Road	Brighton	BN2 4EH
2	Holmbush Close	Haywards Heath	RH16 4RS
181	Ditchling Road		BN1 6JB
18	The Gattons	Burgess Hill	RH15 9SW

112	Longhill Road, Ovingdean	Brighton	BN2 7BD
	Ayre		BN2 3LP
85	Birdham Road	Brighton	BN2 4RY
9	Meadows		BN6 8EH
43	Rudyard Road, Woodingdean	Brighton	BN2 6UB
15	Skylark View,	Horsham	RH12 5EA
68	The Droveay	Hove	BN3 6PR
2a	Seaside Avenue		BN158BY
7	Ferry Waye Court, Ferry Road	Shoreham By Sea	BN43 5SE
16	Dolphin Court	Rustington	BN16 2EN
10	Elsted Crescent		BN1 8GE
165	London Road, Dunton Green	Sevenoaks, Kent	TN13 2TA
Bridleway Cottage	Green Lane,	Blackboys	TN22 5LA
8	Park View Close	Stoke On Trent, Staffs	ST3 2BF
50	Barons Down Road		BN7 1ET
50	Barons Down Road	Lewes	BN71ET
6	Northlands Avenue	Haywards Heath	RH16 3RT
30	Graham Avenue		BN1 8HA
267	Old Shoreham Rd		BN42 4LP
132	Whitley Road		BN22 8LT
28	Honey Croft	Hove	BN3 8EZ
70	Longfield Road	Horsham	RH12 1LE
21	Clarke Avenue		BN3 8GD
10	Shirley Drive	Worthing	BN14 9AX
56	Oakcroft Gardens,	Littlehampton	BN17 6LT
94	Old Shoreham Rd		BN3 6HL
Southbrook	Littleford Lane	Shamley Green	GU5 0RH
1	The Nightingales	Uckfield	TN22 5ND
16	Widewater Court	Shoreham By Sea	BN43 5LS
18	Bramble Rise		BN1 5GF
12	Wakefield Wa	Bognor Regis	PO21 3RS

1	Brigden Street	Brighton	BN15DP
62	Sangers Drive		RH6 8AL
8	Coombe Road,	Lewes	BN7 2HP
West Lodge	Pollards Wood Hill	Oxted	RH8 0QX
6	Singleton Road		BN1 8TH
15	Butlers Close	Long Compton	CV36 5JY
42	Livingstone Road	Hove	BN33WP
13	Mill Mead,	Ashington	RH20 3BE
13	Mill Mead,	Ashington	RH20 3BE
Flat 1	Warden Lodge, Winchester Road, Bishops Waltham,	Southampton	SO32 1NT
45	Coolham Drive	Brighton	BN2 5HU
2	Foxleigh Flats, Bishopston, Bristol		BS7 8AJ
9	Lewes Road, Ridgewood,	Uckfield	TN22 5SL
61	Gibbon Road		BN9 9EP
3	Fairplace South Rd	Wivelsfield Green	RH17 7QR
28	Waterside East Grinstead		RH19 3XS
Meldawn	Horsham Road,	Handcross	RH17 6DB
8	Fairlight Field		BN8 5QP
Springbank	Slugwash Lane	Wivelsfield Green	RH17 7RG
36	Chyngton Road	Seaford	BN25 4HP
8	Hillside		BN41 2DG
70	Bernard Road	Brighton	BN2 3EQ
Soucale	Seyre	France	BN1 9BL
10	St Richards Road	Fishersgate	BN41 1PA
24	Windlesham Gardens		BN43 5AD
28	Mill Lane	Shoreham By Sea	BN43 5 AG
The Oaks			RH13 8JF
21	Brunswick Terrace	Hove	BN3 1HJ
The Barn	Grindfield		TN22 3RP
St Richards	Spencers Place	Horsham	RH12 2EZ

104	Havelock Road	Brighton	BN1 6GQ
62a	Maypole Road	Ashurst Wood	RH19 3QY
Flat 2, 11	Wilbury Avenue		BN3 6HR
17	Highcliffe Road		SO23 0JE
39	Hollingbury Rise		BN1 7HH
10	Cokeham Road	Sompting	BN15 0AA
4	Cator Court	Beckenham	BR3 5AQ
20	Upton Road		BN13 1BX
6a	Burwash Road		BN3 8GP
8	Bluebird Close	Shoreham By Sea	BN43 5PL
Flat 1, 28	Freehold Terrace		BN2 4AB
69	Cook Road	Horsham	RH12 5GL
41	Old Shoreham Road	Southwick	BN42 4RD
42	Hamilton Road		BN1 5DL
35	Cissbury Close	Horsham	RH12 5JT
1	Rosebery Avenue		BN12 4EX
26	Greenfield Road	Eastbourne	BN21 1JJ
195	Honor Oak Road	London	SE23 3RP
27	Park Road	Burgess Hill	RH15 8EU
121	The Hornet		PO19 8JQ
79	Downsway	Southwick	BN42 4WE
94	Central Avenue	Telscombe Cliffs	BN10 7NE
94	Central Avenue	Telscombe Cliffs	BN10 7NE
25	Lyndhurst Road		BN3 6FB
10	Rushlake Close, Coldea	Brighton	BN1 9AY
8	Edith Avenue	Peacehaven	BN10 8LJ
69	Heron Ridge	Polegate	BN26 5BL
176	Church Green	Shoreham-By-Sea	BN43 6JW
2	Red Oak Cottages	Henfield	BN5 9PF
78	Heron Court, Swanborough Drive		BN2 5QA
9	Hayling Gardens, Worthing		BN13 3AJ
22	Donnington Road		BN2 6WH

46	Bedford Gardens	Crewe, Cheshire	CW2 6JR
6	Dormans, Gossops Green,	Crawley	RH11 8HZ
104	Hazelwood Avenue	Eastbourne	BN22 0UX
17	Playden Close		BN2 5GH
20	Ribbetts House		BN6 9XE
72	Stoneham Road	Hove	BN3 5HH
49	Manor Road		BN2 5EE
230	Old Shoreham Rd	Hove	BN3 7EG
7	Wilson Court		BN18 0NQ
31	Petworth House		BN3 1WG
10	Harrington Place		BN1 7HL
121	The Hornet		PO19 7JP
40	Foxdown Road		BN2 6TL
25	Hammy Lane		BN43 6GL
1	Elphick Road	Ringmer	BN 8 5PR
121	The Hornet		PO19 7JP
115	Hollingbury Road		BN1 7JN
33	Stafford Way		BN68QG
34	Hillside Avenue	Sheffield	S5 9GL
6	Woodland Walk, Ovingdean	Brighton	BN2 7AR
16	Dartmouth House, Dartmouth Row	Greenwich	SE10 8BF
230	Old Shoreham Rd	Hove	BN3 7EG
121	The Hornet		PO19 8JQ
65	Holmesdale Road		RH159JP
51	Easthill Drive, Portslade		BN41 2FD
121	The Hornet		PO19 7JP
82	Dyke Road		BN1 3JD
63	Blunts Wood Road	Haywards Heath	RH16 1ND
79	Downsway	Southwick	BN42 4WE
38	Stirling Court Road	Burgess Hill	RH150PT
39	Hawkins Road	Shoreham By Sea	BN43 6TH
Wickets Down			RH13 6ET



47	Braeside Avenue		BN1 8RL
7	Wilson Court		BN18 0NQ
36	Roundwood Way	Banstead	SM7 1EF
64	Maltravers Street	Arundel	BN18 9BG
19	Woodpecker Crescent	Burgess Hill	RH15 9XY
8	Downlands	Partridge Green	RH13 8QU
Adastra House	Church Road	Mannings Heath	RH136JE
Top Flat 256	Dominion Road	Worthing	BN148JL
Winters Farm Courtyard	North Common Road	Wivelsfield Green	RH17 7RJ
34	Wickham Avenue, Cheam	Sutton, Surrey	SM3 8DU
31	Petworth House		BN3 1WG
183	Tower Road	Lancing	BN15 9JL
167	Victoria Drive	Eastbourne	BN20 8QG
9	Lime Avenue		RH12 4DZ
21	Charters Towers		TN40 2LY
13	Erroll Road		BN3 4QF
Flat 3, 42	Wesbourne Villas		BN3 4GG
108	Excelsior Drive, Woodville	Swadlincote, Derbyshire	DE11 8DW
12	Devonshire Road	Horsham	RH13 5EF
121	The Hornet		PO19 8JQ
94	Central Avenue,	Telscombe Cliffs	BN107NE
3	Meadowside		BN16 4BW
57	Audley Street	Ashton-Under- Lyne, Lancs	OL6 6RB
2	Hotham Gardens	Bogonr Regis	PO22 8PE
49	Manor Road		BN2 5EE
26	Denton Drive		BN1 8LS
27	Maresfield Road		BN2 5EQ
4	Wickhurst Close		BN41 2TG
65	Orchard Gardens	Hove	BN3 7BH
Flat 3, 29	Buckingham Road	Shoreham By Sea	BN43 5UA
Flat 7, 7	Eaton Gardens	Hove	BN3 3TL
9	Wheatsheaf Lane	Cuckfield	RH17 5TZ

40	St Keyna Avenue		BN3 4PP
School House			NP8 1HA
7	Wilson Court		BN18 0NQ
15	The Lawns		BN15 0DT
152	Southdown Road		BN41 2HJ
6	The Brook	Southwater	RH13 9UY
8	Edith Avenue	Peacehaven	BN10 8LJ
Mallards	Vines Cross Road, Horam	Heathfield	TN21 0HE
121	The Hornet		PO19 8JQ
22	Stanley Ave, Portslade	Brighton	BN41 2WJ
82	Mill Rise,	Brighton	BN1 5GH
29	Margery Road	Hove	BN3 7GQ
5	Seaton Road		BN17 7LG
72	Melrose Ave	Worthing	BN13 1PA
176	Church Green		BN43 6JW
107	Gylepark Gardens		EH12 8NQ
129	Mackie Avenue		BN1 8SG
9	Balmoral Court, 41, Grand Ave	Worthing	BN11 5AX
25	Guildford Road	Brighton	BN1 3LW
59	Pebsham Lane	Bexhill-On-Sea	TN40 2RB
De Burgh Cottage	Westergate St., Westergate	Chichester	PO20 3RH
The Romans	Manir Hall Road	Southwick	BN42 4NG
121	The Hornet		PO19 8JQ
Mandalay, 1	Ancton Drive		PO22 6NA
62	Seamill Park Crescent		BN11 2PN
32	Manning Road	Littlehampton	BN17 7HT
7	Summerheath Road	Hailsham	BN27 3DS
10	Brangwyn Way		BN1 8XA
60	Abbey Close	Peacehaven	BN10 7SD
12	College Close		BN41 2WT
121	The Hornet		PO19 7JP
40	Foxdown Road		BN2 6TL

73	Ridgeway		BN42 4QR
1	Wenslees	Darley Bridge	DE4 2JZ
149	North Lane	Brighton	BN41 2HH
3	Juniper Close, Portslade	Brighton	BN412GS
27	Cissbury Gardens	Worthing	BN14 0DY
21	Roman Road	Steyning	BN44 3FN
	45 Hertford Road		BN1 7GG
Oakdene	Furzefield Road	East Grinstead	RH19 2JL
Oakdene	Furzefield Road	East Grinstead	RH19 2JL
Oakdene	Furzefield Road	East Grinstead	RH19 2JL
56	Hampden Road		HA3 5PR
9	Ash Walk		BN9 9XH
16	Radinden Manor Road		BN3 6NH
7	Park View Terrace		BN1 5PW
8	Edith Avenue	Peacehaven	BN10 8LJ
7	Wilson Court		BN18 0NQ
121	The Hornet		PO19 7JP
121	The Hornet		PO19 7JP
4	Wickhurst Close		BN41 2TG
121	The Hornet		PO19 7JP
121	The Hornet		PO19 7JP
13	Holcombe Green	Bath	BA1 4HT
Bluebell Lodge			RH13 6JU
	Bryan		TN31 6JA
70	Longfield Road	Horsham	RH12 1LE
29	Vallance Gardens		BN3 2DB
16	Western Courtyard, Talygarn Manor	Pontyclun	CF72 9WR
10	Andrew Close	Steyning	BN44 3PA
1	Wickerwood Cottage		TN21 9HJ
Karima	London Road,	Crowborough	TN6 1TB
1	Yew Tree Close	Eaton Bray, Beds	LU6 2ED
44	Kenilworth Road	Fleet	GU513AX
47	George Street		TN34 3EA

44	Bassaleg Road		NP20 3EA
62	Mandalay Court		BN1 8QW
Chelsea	Firgrove Road	Cross In Hand	TN21 0QL
2	Adelaide Close	Seaford	BN25 2XB
15	Kings Drive	Hassocks	BN6 8DX
Summerlea			TN19 7PL
41	Islingword Street		BN2 9UR
The Poppies	Oldcastle,	Malpas	SY14 7AG
143	Birdham Road	Brighton	BN2 4RY
35	Hill Drive	Hove	BN3 6QL
3	Harriet Place, Shoreham Beach	Shoreham By Sea	BN43 5PU
30	Grover Avenue	Lancing	BN15 9RG
4a	Hodder Avenue		BN10 7JB
	Funnell		BN1 8XB
33	East Cliff Road		TN4 9AG
24	Rigden Road		BN3 6NP
Flat 16	French's Court, Steyne Road	Seaford	BN25 1HW
3	Kingsfield, Northcroft	Henfield	BN5 9QE
23	Courtlands		BN2 9QQ
30	Cherry Tree Close		RM13 7QU
22	Oakmede Way,	Ringmer	BN8 5JL
6	Old Wyche Road	Malvern	WR14 4EP
10	Haydock Close	Alton, Hampshire	GU34 2TL
18	Cheviot Close		BN13 2LL
Drake Cottage	Mead Lane	Storrington	RH20 3PJ
7	Southon Close, Portslade		BN41 2RX
23	Harcourt Road		PO12 3NR
Flat 11			BN107QD
		East Preston	BN16 1QL
120	Victoria Road, Portslade		BN41 1XB
147	Hangleton Valley Drive		BN3 8FE
16	Patricia Avenue		BN124NE

16	Anglesey Avenue,	Hailsham	BN27 3BH
50	Wynnstay		RH15 0TD
6	White Hill Drive		TN39 3RN
Flat 4, 197	Kingsway		BN3 4FD
31	Lansdowne Street		BN3 1FS
96	Poplar Avenue	Hove	BN3 8PS
3	Brightling Road	Polegate	BN26 5DB
18	Petworth Road		BN1 8LQ
26	Hillside	Southwick	BN42 4QD
32	Ambleside Avenue		BN10 7LS
73	Waldegrave Road	Brighton	BN1 6GR
13	Ashcroft 100 Kingstone Lane		BN43 6YU
12	Maplehurst Road		BN22 0BA
68	Tangmere Drive	Southampton	SO16 8GZ
11	Cemetery Lane		NR18 0BN
22	Fishers Court		RH12 2RJ
61	Hardwick Road	Hove	BN3 8BR
13	Grafton Road, Selsey	Chichester	PO20 0JH
8	Crocks Dean	Peacehaven	BN10 8JD
6b	Welland Road, Wimborne	Dorset	BH21 2AQ
Pendrells	Blackgate Lane	Henfield	BN5 9HA
19	Padstow Close	Orpington, Kent	BR6 9XL
69	Ladies Mile Road, Patcham	Brighton	BN1 8TB
1	The Parade. Philanthropic Road,	Redhill	RH1 4DN
28	Coombe Road	Steyning	BN44 3LF
265	Hangleton Road		BN3 7LR
29	Bulkington Avenue	Worthing	BN14 7HH
22	The Parks, Portslade	Brighton	BN41 2JF
6	Silver Birches, Small Dole	Henfield	BN5 9YT
24	Meads Ave,	Hove	BN3 8EE
51	Moyne Close		BN3 7JY
2	Viscount Drive		PO21 4PE

45	St Leonard's Avenue	Hove	BN3 4QH
31177	Tollgate		BN10 8ED
	Brighton Road	Lancing	BN15 8JB
	Chekonova		BN44 3DH
Sherlocks Barn	Hooe	Battle	TN33 9HD
16	Pelham Square		BN1 4ET
27	Kings Road		BN15 8EB
3	Windlesham Gardens		BN1 3AJ
64	The Drive	Shoreham	BN43 5GD
37	Port Hall Place		BN1 5PN
	Phillipson		BN5 9DB
	Lee		BN2 0GJ
102	Queens Park Road	Brighton	BN2 0GG
19	Crossways Avenue		PO21 2RY
4	Marlborough Close	Eastbourne	BN23 8AN
6	Chantry Road	Chertsey	KT16 8NH
25	Seafield Road		BN3 2TP
6	Bramber Avenue		BN3 8GW
Flat 45	Tyson Place		BN2 0JQ
26	Manor Park Road		BN27 3AU
16	Woodlea Road		BN13 1BN
3	Tyne Road		TN10 3JP
103	Arundel Drive		NG9 3FQ
126	Westbourne Street		BN3 5FA
40	Marsh Gardens	Hedge End	SO30 2XN
8	Hopground Close		AL1 5TA
2	The Rise		RH19 4DS
6	Rossiter Road	Lancing	BN150NP
25	Varey Road		BN13 3SN
63	Coventry Street		BN1 5PP
15	Carisbrooke Road		BN2 3EF
19	Chrisdory Road		BN41 2WQ
508	Falmer Road, Woodingdean	Brighton	BN2 6LH
44	Lake Court		TN1 2FH

291	London Road		KT17 2BZ
6	Station Road		BN25 2RB
37	Grange Road		BN7 1TS
17	Harrow Road	Worthing	BN114RB
7	Lifchild Close		CM8 1QQ
Daisy Cottage	Mill Lane	Rodmell	BN73HS
30	Monkswood	Littleport	CB6 1JD
81	Durrington Lane		BN13 2QT
10	Willow Park	Haywards Heath	RH16 3UA
	65 Linfield Copse	Thakeham	RH20 3EU
29a	Hill Brow,	Hove	BN3 6QG
10	Mill Hill Drive	Shoreham By Sea	BN43 5TL
56	Hale Grove Gardens		NW7 3LU
7	Higher Newmarket Road	Nailsworth	GL6 0RP
47	Cross Road		BN424HG
8	Abinger Road		BN41 1SB
36	Pelham Rise	Peacehaven	BN10 8BD
50	Janes Lane	Burgess Hill	RH15 0QR
85	Foredown Drive		BN41 2BF
34	Bankside		BN1 5GN
12	Broomfield Drive		BN41 2YU
1	Longhill Road, Ovingdean	Brighton	BN2 7BF
386	Upper Shoreham Road,	Shoreham By Sea	BN43 5ND
8	Highgrove	Tunbridge Wells	TN2 5NF
8	York Mansions East, Temple Gardens	Brighton	BN13AS
17	Alpine Rd	Hove	BN3 5HG
56	Haywards Road,	Haywards Heath	RH16 4JB
10	Mountain View Ballaugh	Isle Of Man	IM7 5EW
41	Riverbank	Shoreham-By-Sea	BN43 5YH
	Forsdyke		BN41 2QA
	Coatsworth		BN1 8SN
8	Swan Close	Storrington	RH204DF

8	Upper Boundstone Lane	Lancing	BN159QX
26	Hereward Way		BN7 2HJ
27	Park Road		RH15 8EU
34	Lenham Avenue	Brighton	BN2 8AG
5	Hartfield Road		BN25 4PJ
3	Scott Road	Hove	BN3 5HN
2	Mill Hill Close		BN43 5TP
1	Bible Cottages	Rodmell	BN7 3HJ
61	Swinton Rise, Ravenshead	Nottingham	NG15 9FS
7	Sovereign Close		BN25 3EP
17	Macmillan Drive	Eastbourne	BN21 1SU
21	Aymer Road		BN3 4GB
75	Hill Crest Rd		BN9 9EG
The Cottage, 148a	Dyke Road,	Brighton	BN1 5PA
2	Franklyn Court		RH16 3PY
118	Holland Road	Hove	BN3 1JR
249	Brighton Road.		BN15 8JP
9	Hamilton Close	Rustington	BN16 3TN
8	Sidehill Drive		BN1 2QA
44	The Meadows	Lewes	BN7 2JJ
11	Sherborne Lodge, Grand Avenue	Worthing	BN11 5BH
25	Cants Close		RH15 0LR
5	Lomond Avenue, Patcham		BN1 8SN
55	Tideway		BN17 6PP
219	Manor Road		S43 1NS
32	Wilton Avenue		BN22 9HZ
15	Earn Place	Denny, Stirlingshire	FK6 5NW
Flat 1	Woodside Lodge, Tivoli Crescent	Brighton	BN1 5ND
	Lawson		BN1 8JD
Flat D 136	Sheen Road		TW9 1UR
15	Field End	Maresfield	TN22 2DJ
Flat 5 Eastfield House	8-10 Selden Road,	Worthing	BN11 2LL



29	Manor Road	Burgess Hill	RH15 0NW
44	Stapley Road		BN3 7FD
11	Peckham Close	Lewes	BN7 2EW
53	Reigate Road,	Brighton	BN1 5AG
	Hill View Crescent	East Preston	BN16 1RG
11	Gibson Court, Spences Lane	Lewes	BN7 2HE
36	Boundstone Lane		BN15 9QW
27	Tongdean Avenue	Hove	BN3 6TL
38	Pinfold Road	London	SW16 2SN
50	Deacon Road	Kingston-Upon-Thames	KT2 6LU
			HP19 0WJ
77	Braeside Avenue		BN1 8RN
19	Ruskin Road	Worthing	BN14 8DY
Fairfields Farm 39	Eastbourne Road	Westham	BN24 5NG
5	Torr Close		SN14 6XE
Little Cobwebs	North Lane	West Hoathly	RH19 4QG
254	St Helen's Road	Hastings	TN34 2NE
6	Harbour Court , Whiterock Place	Southwick	BN42 4BA
171	Witchards, Kingswood	Basildon, Essex	SS16 5BH
47	Marlborough Crescent		TN13 2HL
26	Kingsland Close		BN43 6NQ
9	Dunster Close	Brighton	BN1 7ED
18	Abbey Close		BN10 7SD
Flat 2			BN3 3BA
48	Surrenden Park	Brighton	BN1 6XA
32	Broadwater Way		BN14 9LH
28	Wellington Road		PO21 2RR
71	Leahurst Court		BN1 6UN
111	Windmill Drive		BN1 5HH
Seagull 4,	Cowden Road	Saltdean	BN2 8DD
2	York Road		BN10 8QH
5	Barton Road, West Down	Devon	EX34 8NN

14	Cuthbert Road		BN2 0EN
46	Grassmere Avenue		BN10 7BY
16	Greenoaks	Lancing	BN15 0HN
3	Chelwood Close		BN1 8FN
112	Rowan Avenue	Hove	BN3 7JH
2	Christie Avenue	Ringmer	BN8 5JT
5	Peregrine Drive		IP14 5GG
Legh Manor Barn	Cuckfield Road	Ansty	RH17 5AJ
6	Mariner's Quay, Brighton Marina Vilage		BN2 5UZ
42	Belle Vue Gardens		BN2 0AA
2	Bluebell Drive		BN176UL
5	Brittany Road,	Hove	BN3 4PA
94	The Crestway		BN1 7BN
28	Stanmer Park Road	Brighton	BN1 7JJ
	84a Hythe Road		BN1 6JS
			BN15 8HB
42	Eighth Avenue	Lancing	BN15 9XD
84	Congreve Road		BN14 8EJ
54	Nevill Avenue		BN3 7NA
3	Selmeston Place	Brighton	BN2 5LY
46	Gaisford Road		BN147HW
144	Church Green	Shoreham-By- Sea	BN43 6JW
Flat 43 Elliott Court	Crestway, Portslade		BN41 2EY
4	Smithy Fold		SK11 0SD
234b	Lewisham Way	London	SE4 1XL
9	Sovereign Court		SP2 7SZ
Potters	Sayers Common	Hassocks	BN6 9HT
53	Wilbury Avenue		BN3 6GH
17	Appledore Road		BN24PT
26	Goodwood Close	Burton Upon Trent	DE13 0FP
87	Ewhurst Road		BN2 4AL
59	Beverley Mews,	Crawley	RH10 1UE
8	Oakdene Close		BN41 2RN

137	Chester Terrace,	Brighton	BN1 6GD
21	By Sunte	Lindfield	RH16 2DL
7	Hunters Way		YO17 9EG
	Cocker		BN16 3QT
63	Falmer Road		BN2 7FJ
1	Chyngton Lane		BN25 4BP
West End Cottage	Rounstone Lane	Angmering	BN16 4AX
45	Western Road	Lancing	BN15 8RZ
36b	Adelphi Road	Epsom, Surrey	KT17 1JB
51	Woodland Av, Hove		BN3 6BJ
12	Wakefield Way,	Bognor Regis	PO21 3RS
9	The Martlet		BN3 6NT
17	Whitehawk Crescent		BN2 5FD
11	Hellingly Close		BN2 5GW
21	Limeway,	Heathfield	TN21 8YB
6	Kestrel Close		BN3 6NS
Flat B The Store 10	Western Row	Worthing	BN11 3LS
154	Winterbourne Road	Chichester	PO19 6RS
5	Windsor Court, Windsor Rd	Crowborough	TN6 2HT
16	North Court	Hassocks	BN6 8JS
45	Tolkien Road		BN23 7AL
12	Old Shoreham Road		BN14 0QT
Flat 4, 3	Lake Drive	Peacehaven	BN10 7QD
42	Stonebow Avenue		B91 3UP
13	Eastbrook Road		BN41 1LN
39	Derwent Drive	Purley	CR8 1ER
10	Drake Park		PO22 7QG
7	Pluck Row, Burnham Market		PE31 8DN
40	Caves Farm Close		GU47 8EA
25	Penn Cresent		RH163HW
42	Albany Villas		BN3 2RW
140	Grattons Drive		RH103JP
6	West Heath Rd	Farnborough, Hampshire	GU14 8QH

28	Aldrington Avenue		BN3 7EN
21	Hampstead Rd		BN15NG
9	Highbank		BN1 5GB
36	Ridgeside Avenue		BN1 8WB
18	Tongdean Rise		BN1 5JG
		Uckfield	TN22 5TG
5	St Catherines Terrace		BN3 2RR
75	Chalky Road, Mile Oak	Brighton	BN41 2WF
83	Crescent Drive South		BN2 6SB
64	Shirley Gardens		TN4 8TQ
48	Coachways, Andover		SP10 2SJ
37	Mcwilliam Road, Woodingdean	Brighton	BN2 6BE
60	Hamilton Road		BN1 5DN
102a	Whittington Road		N22 8YH
Glendene Cottage	North Chailey		BN8 4HG
191	Hollingdean Terrace		BN1 7HF
1	Glynn Road		BN10 8AN
11	Longships	Littlehampton	BN17 6SL
35	Pipersfield	Uckfield	TN22 5SD
72	Town Drove, Quading	Spalding	PE11 4QN
6	School Road	Hastings	TN35 5AZ
3	De Montfort Terrace	Lewes	BN71RX
55	Southview Road		BN42 4TS
28	Mill Rise		BN1 5GD
12a	Hova Villas	Hove	BN3 3DF
28	Bedford Square		BN1 2PL
63	Anderida Road		BN22 0QA
54	Oakwood Rise	High Brooms	TN2 3HF
13	Hill Road	Lewes	BN7 1DB
11	Dickens Way	Eastbourne	BN23 7TG
230	Old Shoreham Rd	Hove	BN3 7EG
160	Thornhill Rise, Mile Oak		BN412YL
1	Hickmans Lane	Haywards Heath	RH16 2BQ
94	The Crestway		BN1 7BN

Flat 5 Hollist Court, 1	Hollist Chase	Littlehampton	BN17 6FX
9	Lime Avenue		RH12 4DZ
11	Wicklans Avenue	Saltdean	BN2 8LN
	Parfoot		BN14 7HL
71	Furze Croft, Furze Hill		BN3 1PE
	O'Brien		RH19 4QG
Mockbridge Cottage	Brighton Road	Shermanbury	RH13 8HD
77	Braeside Avenue, Patcham	Brighton	BN1 8RN
50	Harebell Drive		BN41 2UZ
3	Prince Regents Close		BN2 5JP
86	Coulstock Road	Burgess Hill	RH15 9XZ
Flat 3, 2	Bill Sargent Cres	Fratton	PO1 4JP
10	Sheppard Way, Portslade		BN41 2JD
60	Ring Road	Lancing	BN15 0QE
28	Gardeners Hill Road	Farnham	GU10 3HZ
6	Lilac Close	Worthing	BN13 3PZ
6	Trefoil Close		RH12 5FQ
	Hutchins		BN18SE
4	Marlborough Close		BN23 8AN
Flat 5 Davigdor Mansions, 12a	Davigdor Road	Hove	BN3 1GP
1	Longhill Road, Ovingdean	Brighton	BN2 7BF
14	Third Avenue		BN9 9JA
8	Chester Terrace		BN16GB
5	Lomond Avenue, Patcham		BN1 8SN
18	Dundalk Road		SE4 2JL
Malens	Beacon Gardens	Crowborough	TN6 1BG
6	Six Acres Close		RH13 0PL
	Bare		BN2 8FB
236	Chanctonbury Road		RH15 9HN
6	Old Mill Park Bexhill		TN39 4UD
	Chequers		BN5 9AY
10	Dane Heights, Dane Rd	Seaford	BN25 1EA

55	North Farm Road,	Lancing	BN15 9BT
118	Chester Terrace		BN1 6GD
12	Downsview Crescent		TN22 1TX
73	Rectory Farm Road, Sompting,	Lancing	BN150ED
33	Montagu Road	Datchet	SL3 9BN
19	Pipit Meadow,	Uckfield	TN22 5NG
Flat 4, 19	Wilbury Villas	Hove	BN3 6GB
44	Oak Hall Park		RH15 0BX
	Ewan		BN22 0TN
	Coldean	Brighton	BN19GE
74	Westdown Court, Downview Road		BN11 4QY
180a	Old Shoreham Rd	Southwick	BN42 4TR
17	Coldwaltham Lane		RH15 0EL
224	Chanctonbury Road,		RH15 9HN
27	Elder Close, Portslade		BN41 2ER
26	Wroxham Rd		BN23 8DN
80	Ryland Road,	Welton, Lincolnshire	LN2 3LZ
97	Crest Way, Portslade		BN41 2EY
50	Coneyburrow Gardens		TN38 9RZ
Cartref Melys	Pump Lane, Axton	Holywell, Flintshire	CH8 9DJ
30	High Street	Westham, Pevensy	BN24 5LX
174	Carden Ave	Brighton	BN1 8LG
148	Sutton Avenue North		BN10 7QL
28	Buckingham Road		BN1 3RP
6	Hillside, Portslade		BN41 2DG
61	Welbeck Avenue		BN3 4JQ
10	Friar Close		BN1 6NR
29	Finches Close		BN15 8PP
78	Shadwells Rd	Lancing	BN15 9EW
21	King George Vi Drive		BN3 6XF
36	Newick Road		BN19JN
67	Eley Drive		BN2 7FG

43	Coast Road		BN24 6LP
12	Dover Gardens	Carshalton	SM5 2LD
1	Gatesmead	Haywards Heath	RH16 1SN
5	William Walk	Guildford, Surrey	GU29QS
26	Hillside		BN42 4QD
55a	Brunswick Place		BN3 1NE
108	Barrington Road	Worthing	BN12 4RS
33	Franklin Road	Worthing	BN13 2PG
Flat, 83a	Rowlands Road	Worthing	BN11 3JN
132	Whitley Road		BN22 8LT
	Condra		BN2 9PA
5	Mountfields, Hollingdean	Brighton	BN1 7BT
55	Grove Road	Worthing	BN14 9DQ
Flat 11 Horatio House,	Blackman Street	Brighton	BN1 4DY
32	Hammonds Ridge		RH15 9QQ
21	Newbury Gardens	Epsom	KT190NS
6	Mckerchar Close	Lancing	BN15 9EX
6	Mckerchar Close	Lancing	BN15 9EX
61	Downview Road	Barnham	PO22 0EF
46	Surrey Road	Seaford	BN25 2NR
20	Withdean Road		BN1 5BL
117	Hangleton Roan	Hove	BN3 7SF
58	Tyson Place	Brighton	BN2 0JQ
		Coldean	BN1 9AG
90	Adur Avenue,	Worthing	BN13 3ND
135	Chesswood Road	Worthing	BN11 2AE
32	Edward Street		TN4 8RP
138	Birdhanm Road		BN2 4RR
4	St Michaels Road		BN41 1LR
6	Wayfield Avenue		BN3 7LW
8	Prince Charles Close	Southwick	BN42 4PR
6	Applesham Avenue		BN3 8JF
5	Beech Grove, Old Salts Farm Road	Lancing	BN15 8PZ

70	Westfield Avenue North		BN2 8HS
	Rowans		TN22 5XB
35a	Bolney Avenue	Peacehaven	BN10 8HG
6	St Mary's Square	Brighton	BN2 1FZ
Dyalls	Broad Street		RH175DL
16	The Frenches	Redhill	RH1 2HF
11	Wadlow Close	Salford	M3 6WD
25A	South Street		RH17 5LB
5	Chester Avenue	Lancing	BN15 8PU
187a	Heene Road	Worthing	BN11 4NN
113	Stanmer Park Road		BN1 7JH
21	Cissbury Avenue	Worthing	BN14 0DU
1a	Sudeley Terrace	Brighton	BN2 1HD
11	Peckham Close	Lewes	BN7 2EW
4	Swift Lane	Crawley	BN15 8RB
54	Newick Road		BN1 9JH
7	Greenfields		BN177JF
26/8	Eildon Terrace		EH3 5LU
130	Framfield Road	Uckfield	TN22 5AU
55	Hornbill Street, St Lucia, Kzn,	South Africa	BN11 4NE
3	Millcroft Gardens		BN42 4RW
1	Brigden Street	Brighton	BN1 5DP
120	Craven Road		BN2 0FG
34a	Sutherland Road		BN2 0EQ
1	Gote Lane		BN8 5HP
	Jackson		BN23 8EH
151	Dudeny Lodge		BN1 7GT
9	Parkview, 7/8 Highcroft Villas		BN1 5PS
Garden House	Ivy Dene Lane	Ashurst Wood	RH19 3TN
80	St Leonards Gardens		BN3 4QB
7	Kingsland Close	Shoreham By Sea	BN43 6NQ
97	Steyne Road	Seaford	BN25 1AL
9	Dale Close,	Horsham	RH12 4JD



52	College Crescent, Oakley	Aylesbury, Bucks	HP18 9RA
448	Falmer Road		BN2 6LG
15	Annignton Gardens,	Shoreham By Sea	BN43 5GS
8	Lindum Road		BN13 1LX
3	Mulberry Close		BN12 4QX
23	Alder Close	Heathfield	TN21 8BY
33	Hallsland	Crawley Down	RH10 4XZ
62	West Lane	Haworth	BD22 8EN
20	Scrumpy Way		NR15 2SU
165	London Rd, Dunton Green	Sevenoaks, Kent	TN13 2TA
102a	Upper North Street	Brighton	BN1 3FJ
48	North Gardens	Brighton	BN1 3LB
48	Eastern Avenue	Shoreham-By- Sea	BN43 6PD
Flat 3, 3	Buckingham Road		BN1 3RA
3/17a	Denmark Road		BN41 1 GJ
3/17a	Denmark Road		BN41 1 GJ
16a	Ash Lane	Rustington	BN16 3BZ
134	Auckland Drive		BN2 4JG
100	Hurdis Road		BN25 2TQ
3	Birch Road	Sedgley	DY3 1LP
74	Friars Oak Road		BN6 8PY
79	Heathfield South		TW2 7SR
56	Queens Cotrages	Wadhurst	TN5 6RW
		London	E16 1BT
23	Midhurst Rise		BN1 8LP
28	Windmill View		BN1 8TU
1	Barn Cottages	Piltdown	TN22 3YE
10	Warnham Garden	Bexhill On Sea	TN39 9SP
12	Burns Close		RH12 5PE
58	Lincoln Road		BN13 1BG
7	Beesch Grove Old Salts Farm Road		BN15 8PZ
142	Norwich Drive	Brighton	BN2 4LL

18a	Rose Hill Terrace		BN1 4JJ
Flat 4			PO2 0LH
319	West End Lane	London	NW6 1RN
124	Sutton Avenue North	Peacehaven	BN10 7QL
4	Broomden Cotts, Burnt Lodge Lane	Ticehurst	TN5 7LA
56	Woodland Avenue	Hove	BN3 6BN
14	Hampden Ave		BN22 9PH
Holmdale	The Close	Brentwood, Essex	CM14 4JA
3	Kingsmead Ed Bbh	Horsham	RH123LL
Teok	Stone Quarry Road,	Chelwood Gate	RH177LS
28	Monterey Court	Brighton	BN1 6TE
5	Timberley Road,	Eastbourne	BN22 0AX
8	Ribblesdale Road, Tooting	London	SW16 6SE
118	Whitehawk Road		BN2 5FJ
	Jackson		SO17 1AW
43	Lincoln Street		BN2 9UG
1	Highbank		BN1 5GB
1	Barn Cottages	Pitdown	TN22 3YE
			SG2 9HB
	2 Chrisdory Road, Portslade		BN41 2WQ
Tregarth	London Lane	Cuckfield	RH175BD
61	Graham Avenue		BN1 8HB
306	Upper Shoreham Road	Shoreham-By-Sea	BN43 6BA
6	Middle Road		BN43 6PP
63	Vale Road		TN376PT
55	Carlisle Avenue	St Albans, Hertfordshire	AL3 5LX
30	The Hooe		BN17 6PS
Sandhills Farmhouse	Bodle Street Green		BN27 4QU
127	Stoneleigh Avenue	Worcester Park	KT4 8XZ
Pendyke	Kingston Road	Lewes	BN7 3ND
14	Chanctonbury Road	Burgess Hill	RH15 9EY

25	Dawn Lane, Kings Hill	West Malling, Kent	ME19 4DH
Flat 2, 20	Cornfield Road	Eastbourne	BN21 4QE
Flat 3, 1	Sillwood Place		BN1 2LH
17	Long Acre		BR6 7RD
1	Southfields Road	Littlehampton	BN17 6AF
41	Parklands		BN43 6NN
26	Brigden Street		BN1 5DP
14	Cranmer Avenue	Hove	BN3 7JQ
9	North Road, Portslade Old Village		BN412HA
7	Sovereign Close		BN25 3EP
2	Downside	Brighton	BN1 5EQ
56	Mill Lane		BN41 2DE
4	Galliers Close		BN1 8TR
5	Undermill Road		BN44 3JG
17	Crabtree Avenue		BN1 8DE
	Verrall		BN10 8BS
	Bayfield		RH15 0UF
25	Gorse End	Horsham	RH13 5XW
Tudor House	Lower Station Road	Henfield	BN5 9UR
198	Freshfield Road	Brighton	BN2 9YD
45	Stonehurst Road	Worthing	BN13 1ND
1	Pearce Manor	Chelmsford	CM2 9XH
92	Stafford Road	Seaford	BN251UA
11	Greenways Crescent		BN43 6HR
9	Hayling Gardens	Worthing	BN13 3AJ
15	Varndean Drive	Brighton	BN1 6RS
19	Finham Brook,	Didcot	OX11 7YE
6	Petlands Road	Haywards Heath	RH16 4HH
19	Vallance Close		RH158TY
38a	Compton Road	Brighton	BN1 5AN
Stablecroft	Croft Road	Crowborough	TN6 1DS
2	Madeira Avenue		RH12 1AB
4	Broad Road		BN20 9QS

38b	Meeching Road		BN9 9RG
89	Offington Drive		BN14 9PS
109	Shooting Field	Steyning	BN44 3SW
10	Arnside Cl;Ose		BN159TR
45	Watersmead Drive	Littlehampton	BN17 6GH
51	Sandringham Drive	Hove	BN3 6XD
277	Hangleton Road		BN3 7LR
Woodhorn Farm	Oving	Chichester	PO20 2BX
82	Beech Road		RH12 4TX
65	Old Shoreham Road		BN3 7BE
5	Aston Rise	Pulborough	RH20 2JA
8	Beechwoods	Burgess Hill	RH15 0DF
39	South Way	Lewes	BN7 1LY
29	Oakleigh Road	Bexhill-On-Sea	TN394PY
9	Hillside		BN20 0HE
7	Garrick Road		BN14 8BB
1	Rosemary House		NW5 2UX
39	Montacute Road		BN7 1EP
22	Laurel Close,	Crawley	RH10 6QE
		Ditchling	BN6 8UN
102	Hopton Road		SG1 2LG
54	Barfield Park	Lancing	BN15 9DF
20	The Gardens		BN42 4AN
20	The Gardens		BN42 4AN
22	Milton Drive	Southwick	BN42 4NE
8	Gromenfield		TN3 9RS
6	Wayfield Avenue	Hove	BN3 7LW
38	Victoria Avenue		RH15 9PX
Flat 46, 4	Grand Avenue	Hove	BN3 2LE
22	Bodiam Avenue	Brighton	BN2 4LQ
Flat 9, 4	Grand Avenue,	Hove	BN3 2LD
17	Crouch Close	Eastbourne	BN20 9EL
32a	Southover High Street		BN7 1HX
42	Woodhouse Road		BN3 5NE

1	Hartwell Cottages		TN7 4JS
Windmill Cottage	Rye Road	Sandhurst, Kent	TN18 5JQ
53	Overstrand Avenue	Rustington	BN16 2JS
14	Coney Rd	East Wittering	PO20 8DA
71	Brighton Rd	Newhaven	BN9 9NG
95	Windmill Drive		BN1 5HH
12	Wilkie Road	Wellingborough	NN8 4SZ
6	St Marys Villas	Battle	TN33 0BY
Flat 64, Britannia Court	The Strand, Brighton Marina Village		BN2 5SF
10	Downside	Shoreham-By-Sea	BN43 6HG
Lyndon Annex	Reeds Lane	Sayers Common	BN6 9JG
25	Hazeldown Road		SO168DJ
41	Downview Rd	Worthing	BN114QH
40	Foredown Drive, Portslade		BN41 2BB
135	Loder Road	Brighton	BN1 6PN
1	Channel Grange		BN10 8HT
10	Rushlake Close		BN1 9AY
107	Western Road		BN6 9SY
54	Dean Way	Storrington	RH20 4QS
Flat 6 Dubarry House	Hove Park Villas		BN3 6HP
Flat 2, 219	Holtwhites Hill		EN2 8BX
The Cottage			RH20 2PA
86	Cowley Drive		BN2 6WD
39	Woodhouse Road		BN3 5NA
8	Torton Hill Road	Arundel	BN18 9HE
57	Fairlight Avenue	Telscombe Cliffs	BN10 7BS
40	Wilbury Crescent		BN3 6FJ
43	Friday Street	Eastbourne	BN23 8AR
21	Hillside Road	Sompting	BN15 0JY
19	Hendon St		BN2 0EG
48	Collier Road, Hastings		TN34 3JS
25	Stapley Road		BN3 7FE
15	Brangwyn Court,	Brighton	BN1 8XT

	Brangwyn Way		
1	Plashett Park Gates		TN22 5UG
4	New Road		RG14 7RU
6	Gableson Avenue		BN1 5FG
Tillershaw	North Common Rd	Wivelsfield Green	RH17 7RJ
44	Carden Avenue, Patcham		BN18NE
1	Chartfield Way, Woodland Drive		BN3 7RB
44	Carden Avenue		BN1 8NE
37	Milner Flats, Kingswood Street		BN2 9QG
	Forward		BN1 3FD
	Milton Court	Polegate	BN26 5RJ
63	Green Ridge		BN1 5LU
89	Upper North Street		BN1 3FL
120	Craven Road		BN2 0FG
2	Meadow Road		TN9 2SX
1	Miller Court, 12 Swynford Gardens	London	NW4 4XN
31	Warrenne Road	Hove	BN3 8EG
8	Old School Close,	Ringmer	BN8 5RA
12	Oak Tree Court		TN22 1TT
8	Holliers Hill		TN40 2DY
36	Bellwood Street	Glasgow	G41 3ES
2	Arun Close Stone Cross	Pevensy	BN24 5PP
367	Ditchling Road	Brighton	BN1 6JU
28	Harsfold Road	Rustington	BN16 2QE
57	Beuzeville Ave	Hailsham	BN273PB
70			ME14 2QF
6	Lilac Close	Worthing	BN13 3PZ
27	New Church Road		BN3 4AD
17	Harrow Road	Worthing	BN114RB
1	Chyngton Lane		BN25 4BP
80b	Endlesham Road		SW12 8JL
6	Greenway		PO22 7TJ

132	Whitley Road		BN22 8LT
10	Bembridge Street		BN2 3LN
6	King Edward Avenue		BN14 8DD
2	Evelyn Road		BN14 8AY
17	Hamelsham Court	Hailsham	BN27 3EL
15	Harbour View Road	Newhaven	BN9 9TT
4	Alder Close	Heathfield	TN218BY
43	Willow Park, Otford	Sevenoaks, Kent	TN14 5NE
77	Hallyburton Road		BN3 7GN
42	Victoria Road	Southwick	BN42 4DH
4	Arun Close	Durrington	BN13 3HT
214	Gibbon Road	Seaford	BN9 9EU
85	Alfriston Road		BN25 3QH
		Peacehaven	BN10 8EZ
45	Hambro Road, London		SW16 6JD
63	Green Ridge		BN1 5LU
18	Gladstone Road, Portslade,	Brighton	BN41 1LJ
28	Coombe Road	Steyning	BN44 3LF
	Hetherington		BN3 1PU
109	Ingleside Crescent	Lancing	BN15 8ER
4	Sussex Cottages, Bluebell Lane, Sharpthorne	East Grinstead	RH19 4PF
22	Brasslands Drive		BN41 2PN
	Stonecroft Stone Quarry Rd	Chelwood Gate	RH17 7LS
11	Manvers Road	Eastbourne	BN20 8HH
1656	Pershore Road	Cotteridge	B30 3BH
12	Sheppard Way, Portslade		BN41 2JD
The Old Railway Station	Bishopsbourne	Canterbury	CT4 5JD
Flat 3, 4	Alexandra Villas		BN1 3RE
52	Malmesbury Road	Southampton	SO15 5FR
29	Westfield Crescent	Brighton	BN1 8JB
308	Brodrick Road,	Eastbourne	BN22 0DL

19	Plaistow Close		BN2 5HR
59	Ringmer Drive		BN19HW
1	Rowan Close, Portslade	Brighton	BN41 2PT
93	Winton Drive		WD3 3QS
26	The Dene		TN22 1LB
36	Ravenswood Drive, Woodingdean	Brighton	BN2 6WN
3	Tower Road		BN15 9JR
34	Gordon Road		BN1 6PD
	Moore		BN18WR
25	Mount Harry Road	Lewes	BN7 1NU
3	Hammy Close	Shoreham-By- Sea	BN43 6BL
10	Littlemead		BN8 4SY
5	Longfellow Road		BN11 4NU
394	Upper Shoreham Road		BN43 5ND
Flat 3 Number 15	Winchester Road	Worthing	BN11 4DJ
1	Davis Close		TN39 5DT
87	Brompton Road	Southsea	PO4 9AJ
Claymoor House	Drakelands	Plymouth	PL7 5BS
5	Vicarage Road	Eastbourne	BN20 8AT
27	Sunny Close		BN12 4BD
29	Station Road		BN41 1GB
Thakeham Lees	High Bar Lane	Thakeham	RH20 3EQ
18	Browning Road		BN15 0PY
56	Bevendean Crescent		BN2 4RA
1	Kymer Gardens	Hassocks	BN6 8QZ
56	Stonefield Way	Burgess Hill	RH15 8SG
27	Wickhurst Rise		BN41 2PP
12	Westdene Drive	Brighton	BN1 5HF
41	Saxby Road	Burgess Hill	RH15 8UL
130	Oaklands Avenue	Saltdean	BN2 8PD
60	Rackham Road		BN13 1LW
104	Winchcombe Road	Eastbourne	BN22 8DF
802	Antonine Heights, City Walk	London	SE1 3DF



59	Central Avenue		BN107NB
31	Thornash Road		GU21 4UW
5	Downland Avenue		BN42 4RF
15	Mayo Road		BN2 3RJ
30	Mcwilliam Road		BN2 6BE
43	The Crescent,	Southwick	BN42 4LB
25	Mountfields		BN1 7BT
332	Old York Road,	London	SW18 1SS
71	Ringmer Drive		BN19HW
18	Blakenen Drive	Claygate, Surrey	KT10 0JR
			BN1 6EB
12	Longfellow Rd,	Worthing	BN11 4NU
2	Corner House		RH16 4NJ
27	Blandys Hill	Kintbury, Berkshire	RG17 9UF
7	Tredcroft Road		BN3 6UH
Flat 2, 22	Wilbury Road	Hove	BN3 3JP
17	Ashmore Close	Peacehaven	BN10 8AQ
94	Addison Road	Hove	BN3 1TR
2	Lewesdon Close		SW19 3DP
1	Meadowlands Avenue		BN22 0DS
12	Rose Walk		BN25 3DH
9	Kennett Close, Stone Cross	Pevensy	BN24 5PN
37	Wilbury Villas		BN3 6GB
30	Pratton Avenue		BN15 9NU
30	Pratton Avenue		BN15 9NU
9	The Burrells	Shoreham	BN43 5HF
9	Greenwell Close		BN25 3SG
8	Halland Road	Brighton	BN2 4PF
43	Quebec Street	Brighton	BN2 9UZ
15	Windover Crescent		BN7 1DR
26	Orchid View		BN1 8GP
8	Valley Road		BN41 2TQ
	St Andrews Road		BN1 6EN
57	Beuzeville Ave	Hailsham	BN27 3PB

1a	Pine Walk		TN22 1TU
7	Penn Close		UB8 3AW
7	Waldron Avenue, Coldean		BN1 9EF
31	Westfield Avenue North		BN2 8HS
7	Balcarres Place		PR25 2FH
21	Hangleton Close Hove		BN3 8LT
12	Greenacres, Preston Park Avenue	Brighton	BN1 6HR
	Nawrath		BN2 4PZ
	Licoln Street		BN2 9UG
	High Hurstwood		TN22 4AB
41	Slonkhill Road	Shoreham By Sea	BN43 6HY
27	Trafalgar Road		BN411LD
Pilgrim Cottage			BN44 3LN
35	Mill Lane		BN43 5NA
10	Hartington Villas	Hove	BN3 6HF
130	Malines Avenue	Telscombe Cliffs	BN10 7RZ
77	Braeside Avenue, Patcham	Brighton	BN1 8RN
54	Nevill Avenue		BN3 7NA
15	Varndean Drive	Brighton	BN1 6RS
	Hunt		BN1 5HA
32	Wickham Close		RH16 1UH
7	Hillrise, High Street	Heathfield	TN21 8LU
15	Chelston Avenue	Hove	BN3 5SR
51	Freshfield Road		BN2 0BL
56	Hangleton Road		BN3 7GF
291	Worplesdon Road	Guildford	GU2 9XN
16	Downside	Hove	BN3 6QJ
46	Slonk Hill Road	Shoreham-By- Sea	BN43 6HY
24	Park Rise	Hove	BN3 8PG
17	Rosebarn Close	Burgess Hill	RH150HN
67	Glaisdale Court		DL3 7AE
130	Crescent Drive South	Brighton	BN2 6SA

13	Millbank	Burgess Hill	RH15 8DD
Flat 1 17	St Botolphs Road	Worthing	BN11 4JP
15	Elm Drive		BN3 7JS
Hayreed Cottage	Bayley's Lan	Wilmington	BN26 6RS
15	Coburn House	Crawley	RH10 7SS
30	Livingstone Road		RH15 8QP
90a	South Street		BN14 7NB
91	Applesham Avenue		BN3 8JN
62	Parham Road	Worthing	BN14 0BN
4a	Panwell Road		SO18 6BJ
45	King George V1 Drive	Hove	BN3 6XF
67	Halsbury Road		BS6 7ST
7	Brunel Close		SO30 2TA
129	Broomfield Avenue	Worthing	BN14 7SF
52	Petworth Drive	Burgess Hill	RH15 8JY
8	Barming Close	Eastbourne	BN23 7JP
21	Coleman Street	Brighton	BN2 9SQ
42	Withdean Crescent		BN1 6WH
25	Hammy Lane		BN436GL
Linndale	Crossways Park, West	Chiltington	RH20 2QZ
5	Seaview Road	East Preston	BN16 1LX
44	Leeward Road		BN17 6PQ
Pinecone	Upper Crabbick Lane	Denmead, Hampshire	PO7 6HQ
12	Parkmore Terrace	Brighton	BN1 6AL
3	Wrenway	Portchester, Hampshire	PO16 8HQ
34	Western Gardens	Crowborough	TN6 3EB
54	Brookway	Burgess Hill	RH15 0LN
22	Carisbrooke Road		TN38 0JN
Twynham	New Place Close	Uckfield	TN22 5DR
24	Court Farm Road		BN9 9DH
31	Sunnywood Drive		RH16 4PE
3	Knepp Close	Brighton	BN2 4LD
Brooksbank			BN44 3YW

43	Blakefield Road	Worcester	WR2 5DR
5	Patcham Grange		BN1 8UR
7	Saxons	Shoreham-By-Sea	BN43 5JE
32	Fernhurst Crescent		BN1 8FD
26	Careebong Road, Frenchs Forest, Nsw	Australia	BN42 4LJ
61	Old Malling Way		BN7 2EP
26	Mill Hill	Shoreham-By-Sea	BN43 5TH
17	Kings Road		BN15 8EB
2	Perry Hill	Saltdean	BN2 8FT
11	Wealden Way	Haywards Heath	RH16 4AF
8	Thornton Avenue		NG5 8PA
19	Pipit Meadow	Uckfield	TN22 5NG
Ramsay Hall	Maple Street	London	W1T 5HB
Bruce's Mill	Manningford Bruce		SN9 6JW
75	Mill Rise		BN1 5GJ
1	Princes Field, Berwick	Nr Polegate	BN26 6TB
4	Reba Court, Tye Close,	Saltdean	BN2 8DY
Flat 10	Merle Court Gardens		PO20 1QL
	21 Mill Rise		BN1 5GD
19	Grasmere Avenue		CV3 6AY
Flat 3, 65	Lewes Road	Brighton	BN2 3HZ
	19 Ashwalk		BN9 9XH
19	Ashwalk		BN9 9XH
49	The Quadrant		BN6 8BS
	Faulkner		BN1 8DD
1	Barn Cottages	Piltdown	TN22 3YE
	Silk		BN1 5GH
	Hartley		BN14 7RF
55	The Grange	Hurstpierpoint	BN6 9FD
14	York Road		BN21 4ST
61	Graham Avenue		BN1 8HB
99	Valley Drive		BN1 5FF
55	Findon Road	Worthing	BN14 0BB

	Dawn Mill Lane	Worthing	BN13 3DE
9	Gleton Avenue		BN3 8LN
24	Rigden Road		BN3 6NP
18	Newton Grange		DL14 7RP
22	Westway		TN2 4EX
98	Valley Drive	Brighton	BN1 5FF
1	Allington Road	Newick	BN8 4NA
5	Firle Terrace, South Heighto	Newhaven	BN9 0HQ
36	Haverhill Road		SW12 0HA
10	Gleaners Close	Maidstone	ME145ST
5	Winfield Avenue	Brighton	BN1 8QH
	Goodman		BN13 3NG
145	Hangleton Way		BN3 8ES
21	Heathfield Crescent Portslade	Brighton	BN41 2YS
14	Clifton Place		BN1 3FN
22	Brasslands Drive		BN41 2PN
82	Hawth Park Road	Seaford	BN25 2RQ
39	Friar Road		BN1 6NH
296	Findon Road	Worthing	BN14 0HD
9	Hayes Close		BN8 5HN
32	Sharpthorne Crescent		BN41 2DP
1	The Burrells	Shoreham By Sea	BN43 5HF
9	Eastcourt Rd	Worthing	BN14 7DA
101	Mackie Ave		BN1 8SG
69	Highlands Road, Portslade	Brighton	BN41 2BN
93	Howlett Drive		BN27 1QW
60	Manor Way		BN2 5EF
28	Cooper Drive	Bexhill On Sea	TN39 5EF
35	Upper Boundstone	Lancing	BN159QX
1	Highlands Road		BN412BN
17	Wood Lane		TN23 3AQ
10	Wychwood Avenue	Thornton Heath, Surrey	CR7 8AQ

59	Dumbrills Close	Burgess Hill	RH158RT
4	South Lynn Drive		BN21 2JF
7a	Old Shoreham Road		BN41 1SP
141	Church Green	Shoreham	BN4 36JW
9	Poynings Close	Seaford	BN25 4EP
21	Belvedere Avenue		BN15 9QN
15	Leeward Road	Worthing	BN13 1NA
3 Beverley Court, 16-18	West Town Road, Backwell,	Bristol	BS48 3HH
5	Oaklands Close	Chessington	KT91NT
6	Pound Gate Lane		CV4 8HJ
77	Athelstan Park, Bodmin,	Cornwall	PL31 1DT
57	Natal Road		SW16 6JA
5	Canterbury Road		BN13 1AQ
40	Shalfleet Close		BN23 8DU
4	Hurst Road		BN6 9NJ
99	Abinger Road Portslade		BN411SD
44	Mackie Avenue	Brighton	BN1 8RB
35	Oakwood Rise	Tunbridge Wels, Kent	TN2 3HD
23	Semley Road		BN6 8PD
21	Waterfurs Drive		FK2 7GB
33a	Crescent Way		SE4 1QL
	Windsor		BN2 3PA
7	Old Harrier Close	Bexhill On Sea	TN39 4FE
21	Kernham Drive		RG316GB
62	Smallfield Rd	Horley, Surrey	RH6 9AT
19a	Grantham Road	Brighton	BN16EE
94	The Crestway		BN1 7BN
2	Holmbush Close,	Haywards Heath	RH16 4RS
41	Ladysmith Road	Brighton	BN2 4EH
Fairlight	Off School Lane	Pyecombe	BN45 7FQ
11	Martha Gunn Road		BN2 4BX
3	Wheat House, Bramber Road	Steyning	BN44 3QJ
	Mathews Halland East		BN8 6PL

	Sussex		
26	Barn Rise		BN1 5EE
51	Woodbourne Avenue		BN1 8EQ
	Amberley Drive	Hove	BN3 8JS
44	Lake Court		TN1 2FH
79	Noel Rise		RH15 8BU
21	Limeway	Heathfield	TN21 8YB
57	Carter Road, Maidenbower,	Crawley	RH10 7NY
19	Mulberrygardens	Goring-By-Sea	BN12 4NU
27	Lynchmere Avenue	Lancing	BN15 0PD
86	Barcombe Road	Brighton	BN1 9JR
19	Pipit Meadow		TN22 5NG
3	Cromer Way	Hailsham	BN27 3DW
8	Charles Kingston Gardens		BN1 8NB
6	Albert Road		BN1 3RL
16	Brighton Road,	Lewes	BN 71EB
9	Thyme Close		BN43 6JJ
8	The Ridings	Bramber	BN44 3PX
14	Stalbridge House, 231 Hampstead Road	London	NW1 3EB
14	Stalbridge House, 231 Hampstead Road	London	NW1 3EB
2a	Vernon Avenue, Woodingdean		BN2 6BF
Streele Farm	Five Ashes Road,	Rotherfield	TN6 3RW
65	Braeside Avenue		BN1 8RN
16 B	Pelham Road,	Lindfield	RH16 2ER
4	Serrin Way,	Horsham	RH12 5YN
11	Colnbrook Street	London	SE1 6EZ
9	Chalkers Lane,	Hurstpierpoint	BN6 9LR
	Thomas		BN5 9AW
	Rowden		BN2 7FH
11	Ashburnham Road		TN35 5JN
9	Sadlers Way,	Ringmer	BN8 5HG
Southways	28 Stone Road	Eccleshall,	ST21 6DJ

		Staffordshire	
5	Aldrington Avenue		BN3 7EL
Dodson's Cottage	Hooe		TN33 9ER
12	Iden Street		BN22 9HF
1	Ruskin Road		BN14 8DY
6	The Driveway	Shoreham By Sea	BN43 5GG
6	Woodpecker Drive		BN273EZ
1	Telscombe Road	Peacehaven	BN10 8AH
11	Mile Oak Road, Portslade	Brighton	BN41 2PF
88	Ladysmith Road		BN2 4EG
Avenue Cottage	Park Lane	Ashtead, Surrey	KT21 1HF
43	Charlock Way, Southwater	Horsham	RH13 9GS
12	Lansdowne Crescent	Hailsham	BN27 1LN
10	Westmeads		RH6 9AF
Sunny Corner	Nesbitt Road	Brighton	BN2 4BL
44	Eshton Road		BN22 7ER
21	Kings Avenue	Eastbourne	BN21 2PE
12	Sheppard Way, Portslade		BN41 2JD
67	Norwich Drive		BN2 4LB
12	Glebe Close		BN7 1LB
21	Hangleton Close Hove		BN3 8LT
37	Lower Station Road		RH14 9SU
35	Quebec Street		BN2 9UZ
91	Eldred Avenue		BN1 5EF
10	Warnham Gardens	Bexhill On Sea	TN39 3SP
4	Berberis Court	Shoreham By Sea West	BN43 6JA
189	New Church Road		BN3 4DA
2	The Hooe	Littlehampton	BN17 6PS
40	Westbrook, Lustrells Vale, Saltdean	Brighton	BN2 8EZ
251	South Farm Road		BN14 7TN
11	Winterbourne Close	Lewes	BN7 1JY



Mapleleaf House	Canterbury Rd	Worthing	BN13 1AW
14	Silbury Avenue		CR4 3SQ
1	Princes Field, Berwick	Nr Polegate	BN26 6TB
39	Chates Farm Court, John St	Brighton	BN2 9JS
97	Victoria Rd	Bletchley	MK2 2PD
9	Montholme Road		SW11 6HX
53	Saltdean Vale	Saltdean	BN2 8HE
27	Larkfield Way	Brighton	BN1 8EG
10	Village Close, Portslade		BN41 2GT
26	Phoenix Way,	Southwick	BN42 4HP
32	Edward Street		TN4 8RP
230	Old Shoreham Rd	Hove	BN3 7EG
9	Downsview Ave		BN2 6BP
10	Harrington Place		BN1 7HL
4	Penn Gardens		RH20 3AR
12	Tivoli Crescent		BN1 5ND
27	Roman Way	Southwick	BN42 4TN
116	Lustrells Crescent		BN2 8FL
4d	Wellington Road		BN2 3AB
15	St Antonys	Ringmer	BN8 5LW
9	Kennett Close, Stone Cross,	Pevensy	BN24 5PN
40A	King Arthurs Drive,	Rochester, Kent	ME23NB
6	Gableson Avenue		BN1 5FG
108	New Church Road		BN3 4JB
14	New Road,	Uckfield	TN22 5TG
5	Pelham Rise	Peacehaven	BN10 8BD
94	London Road		BN27 3AH
2	Squirrels Close	Bishops Stortford	CM23 2SA
32	Sanyhils Avenue		BN1 8UN
Flat 1	Cloister Garth		EX1 1JS
27	Semley Road		BN6 8PD
77	Braeside Avenue Patcham		BN1 8RN

2	Hurdles Way	Cambridge	CB22 4PA
88			RH20 4QS
208	Honeydown Cottages		GU28 9JD
39	New Dorset Street		BN1 3LL
Ground Floor Flat, 67	Goldstone Road	Hove	BN3 3RG
2	Queens Approach	Uckfield	TN22 1RU
38	Meadow Lane		RH15 9JA
53	The Ridgway, Woodingdean	Brighton	BB2 6PD
29	Mill Mead		BN8 5JG
7	Elm Close		BN8 6BW
20	Queen's Park Rise		BN2 9ZF
19	Grasmere Avenue		CV3 6AY
52	Downsview		BN5 9YB
Basement Flat, 2	Devonshire Place		BN2 1QA
Little Pook Hill	Heathfield Road	Burwash Weald	TN19 7LA
98	Upper Brents	Faversham, Kent	ME137DL
41	Pashley Road		BN20 8DY
90	Peacock Lane		BN1 6WA
34	Flaxley Close,	Redditch Worcestershire	B98 0QS
Hartswood House			RH20 3LY
49	Marland Way	Stretford, Manchester	M32 0NQ
15	Chelston Avenue	Hove	BN3 5SR
Henfield Lodge	Woodmancote,	Henfield	BN5 9SU
11	Adversane Road		BN14 7QJ
14	Ringwood Close		RH10 6HH
48	Court Farm Road		BN3 7QR
29	Finches Close		BN158PP
83	Stanshawe Crescent	Yate	BS37 4EE
39	Emerald Crescent		ME10 5JJ
189	Arundel Road Central		BN10 7NT
Coatsworth			BN1 8SN
Flat 5 Gladstone House, 70	Stroudley Road	Brighton	BN1 4BH

Orchard Cottage	High St	Hartfield	TN7 4AA
Flat 33 Perrymount Court	Meliden Way	Stoke-On-Trent	ST4 5DD
	Dorfstr. 117, D 59581 Warstein	Germany	BN3 2LS
14	Mcwilliam Road	Brighton	BN2 6BE
171	London Road	Hailsham	BN27 3AN
Flat 14, 34-36,	Cliffe High Street		BN7 2AN
2	Denmark Road, Portslade		BN41 1GJ
8	Grafton Drive	Sompting	BN15 9SW
58	Chanctonbury Close	Burgess Hill	RH15 9EY
149	Middle Road	Shoreham-By-Sea	BN43 6LG
22	Brabourne Rise		BR3 6SG
40	Bishopstone Drive	Saltdean	BN2 8FF
40	Third Avenue	Bexhill On Sea	TN40 2PA
C/O 7	Belbourne Ct. Bread St		BN1 1TT
119	Mile Oak Road, Portslade		BN41 2PJ
Lower Shades	South St	Cuckfield	RH17 5LB
27	Bannings Vale	Saltdean	BN2 8DB
Flat 2, Arundel House, 22	The Drive	Hove	BN3 3JD
34	The Chase	Reigate, Surrey	RH2 7DH
13	Westdene Drive		BN1 5HE
32	Blackthorns	Hurstpierpoint	BN6 9TF
12a	Cairo Avenue		BN10 7HW
Flat 43 Elliott Court	Crestway, Portslade		BN41 2EY
21	Hangleton Close	Hove	BN3 8LT
6	Amherst Crescent		BN3 7ER
7	Birling Close		BN2 4DH
	Snowball		BN14 8AY
6	Becket Court		BN14 7PQ
46	Gateford Drive	Horsham	RH12 5FW
12	Powis Grove		BN1 3HF
	The Old Post House		TN33 0JN

34	King George Vi Mansion		BN3 7QW
103	Holland Road	Hove	BN3 1JP
23	Truleigh Drive, Mile Oak		BN412YQ
36	Harmers Hay Road		BN27 1SU
31	St.Keyna Avenue		BN3 4PN
8	Balmoral Close	Rustington	BN16 3UT
55	Balfour Road	Brighton	BN1 6ND
22	Woodland Avenue	Hove	BN3 6BL
18	Croshaw Close	Lancing	BN15 9LE
162	Court Lane	Hove	SE21 7ED
126	Sackville Road		BN3 7AA
35	Pipersfield	Uckfield	TN22 5SD
1	Millers Rise		BN27 3XE
The Bungalow	Wootton Manor	Polegate	BN26 5RY
28	Windlesham Close		BN41 2LJ
26	Lansdowne Road	Angmering	BN16 4JX
88	Fallowfield Crescent		BN3 7NN
103	The Chase		RG31 7DE
11	Deans Close		BN2 6RN
39	Outwoods Road		LE11 3LX
45	Chapel Street	Hemel Hempstead	HP2 5AA
31	Elm Rd		BN41 1SA
13	Pensford Drive	Eastbourne	BN23 7NX
3	Acacia Avenue		BN3 7JT
Flat 29	Park Royal		BN13BL
4	Fishersgate Close, Portslade		BN41 1QR
2 Marlow Court,10-14	Park Crescent Place		BN2 3HF
12	Clover Way, Portslade		BN41 2ET
11	Cookson Gardens		TN35 5QH
9	Walden Lodge Close	Devizes	SN10 5BU
30	Harrington Villas	Brighton	BN1 6RG
12	Tarragon Way		BN43 JG
8	Green Bank		SK13 6XT

3	Dawn Crescent		BN44 3WH
21	Hampstead Road	Brighton	BN15NG
13	Delius Walk	Waterlooville	PO75HU
136	Valley Drive	Brighton	BN1 5FF
29	Stoney Lane	Shoreham By Sea	BN43 6LA
	8 La Villette 79240 St Paul En Gatine	France	BN41 2WT
14	Saunders Close	Uckfield	TN22 2BK
63	Hawkers Close		SO40 3GG
3	Oak Bank	Lindfield	RH16 1RR
28	Silverdale Road	Burgess Hill	RH15 0EF
4	Ashover Road, Allestree	Derby	DE22 2PZ
31	Frobisher Way		BN16 2BB
Flat 3, 7	Grove Avenue	T Wells	TN1 1UP
14	Sheridan Mansions, Sheridan Terrace	Hove	BN3 5AJ
406	Upper Shoreham Rd		BN43 5ND
51	Nassau Drive	Crowborough	TN6 GT
28	Wellington Road		PO21 2RR
54	Surrey Street	Brighton	BN1 3PB
86	Coulstock Road	Burgess Hill	RH15 9XZ
73	The Martlets, Rustington	Littlehampton	BN162UG
37	North Road		BN1 6SP
130	Carden Hill		BN1 8DD
30	Horsham Avenue	Peacehaven	BN10 8HX
807	Masson Place	Manchester	M4 4AQ
Flat 6, Royal Court, 8	Kings Gardens,	Hove	BN3 2PF
	Collifields		BN1 8ZH
68	Sandgate Road Brighton		BN1 6JQ
68	Sandgate Road	Brighton	BN1 6JQ
3	Pipers Close	Hove	BN3 8FG
124	Amberley Drive		BN3 8JQ
5	Farncombe Road		BN11 2BE
122	Hurst Road		BN21 2PW
	Westdown Farm		TN19 7JT

1	Winkworth Place, Bolters Lane	Banstead, Surrey	SM7 2AA
66	Offington Avenue	Worthing	BN14 9PP
63	Green Ridge	Brighton	BN1 5LU
75	Arundel Drive		BN17 7PY
36	The Crescent		BN15 8PJ
34	Threadcutters Way,	Shepshes, Leicesteshire	LE12 9JY
129	Goring Road,	Worthing	BN12 4AZ
Flat 2, 9	Mill Hill Road	Norwich	NR2 3DP
9	Kennett Close, Stone Cross	Pevensey	BN24 5PN
77	Wilmington Way Patcham	Brighton	BN1 8JG
133	Parker Road		TN34 3TP
43	Newhaven Heights		BN9 9HD
39	Overhill	Southwick	BN42 4WH
87	Downside	Shoreham-By-Sea	BN43 6HF
70	George V Avenue	Worthing	BN1 15RL
35	Temple St	Brighton	BN1 3BH
15	Carronade Court, Eden Grove	London	N7 8EP
21a	Ferndale Road	Burgess Hill	RH15 0HB
17	Heathfield Avenue	Saltdean	BN2 8QB
19	Downsview Crescent		TN22 1TX
18	Tidy Street	Brighton	BN1 4EL
16	Euston Street	Huntingdon	PE29 3QS
3	Middle Road		SO41 9HE
37	Celandine Mead		TA1 3XF
31	Crescent Grove		SW4 7AF
13	Mile Oak Crescent	Southwick	BN42 4QP
5	Willow Close	Storrington	RH20 4RQ
24	Clarendon Villas	Hove	BN3 3RB
15	Lower Drive	Seaford	BN25 3AT
11	Porters Way		BN26 6AP
46	Beechwood Avenue		BN1 8EE

30	Eastbourne Road, Westham	Pevensey	BN24 5NF
11	Croft Road		SN1 4DG
40	Fontygary Road		CF62 3DS
17	Radway Road	Southampton	SO15 7PN
7	Holmes Avenue		BN3 7LA
81	Ladies Mile Road		BN1 8TB
77	Davey Drive, Hollingdean	Brighton	BN1 7BJ
23	Sandown Close		BN23 8EF
	Innisfree		BN14 0RD
26	Delves Close	Ringmer	BN8 5JW
105	Harbour View Road		PO21 4RJ
185	Wiston Road	Brighton	BN2 5PT
145	Downside Avenue	Worthing	BN14 0EY
25	Saltworks Lane	Stafford, Staffs	ST18 0LW
33	Claymoor Park		SL7 3DL
12 B	Roundhill Crescent	Brighton	BN2 3FR
22	Overdown Rise, Portslade		BN41 2YG
23	Petworth House, Davigdor Road,	Hove	BN3 1WG
23	Petworth House, Davigdor Road,	Hove	BN3 1WG
3	Lindisfarne Road		SW20 0NW
11	Mansfield Close	Worthing	BN11 2QR
7	Westmoreland Close	St. Leonards On Sea	TN38 9LF
76	Valley Drive	Brighton	BN1 5FD
104	Hazelwood Avenue	Eastbourne	BN22 0UX
23	Roman Way	Southwick	BN42 4TN
6	Alan Way		BN2 5PF
22	Chesham Close		BN12 4BJ
24	Cousins Way	Emersons Green	BS16 7DG
39	Horsecastle Close		BS49 4AZ
71	St Anthony's Avenue		BN23 6LN
27	Osborne Road		BN1 6LR

25	Hammy Lane	Shoreham By Sea	BN43 6GL
51	Balfour Road	Brighton	BN16NB
20	Bramley Road	Worthing	BN14 9DR
2	Stoaches Cottages Freshfield Lane	Danehill	RH17 7HQ
9	Addison Close	Petts Wood, Kent	BR5 1DS
42	Meeching Rise	Newhaven	BN9 9LD
69	Oakdene Crescent, Portslade		BN41 2RP
15	Windover Crescent		BN7 1DR
	Hughes		SW62JP
2	Lenham Road West		BN2 7GJ
99	Valley Drive		BN1 5FF
1	Sackville Way		BN14 8BJ
15	The Park, Rottingdean		BN2 7GQ
15	Beechers Road, Mile Oak		BN41 2RG
1	Vermeer Gardens		SE15 3AY
4	Ferring Court, Newick Road		BN1 9JY
41	Highfield Crescent		BN1 8JD
38	Hammonds Ridge		RH15 9QQ
7	Southon Close, Portslade		BN41 2RX
13	Prince Avenue	Lancing	BN15 8NH
125	Terringes Avenue	Worthing	BN131JN
38	Tivoli Crescent		BN1 5ND
12	Brentwood Crescent		BN1 7EU
24	Priory Way	Haywards Heath	RH16 3LT
6	Rossiter Road		BN150NP
8	Charlotte House, Station Road	East Preston	BN16 3AG
134	Auckland Drive		BN2 4JG
42	Chichester Drive West	Saltdean	BN2 8SH
45	Rushlake Road		BN1 9AE
22	Kiln Road,	Ringmer	BN8 5PJ
Flat 5 61c	High Street,	Lewes	BN7 1XG



13	Upper Lewes Road	Brighton	BN2 3FJ
28	Waldron Thorns	Heathfield	TN210AB
27	Ophir Road		BN11 2SS
46a	Bridge Road		BN14 7BX
29	Sunningdale Court, Jupps Lane,	Worthing	BN12 4TU
Flat 2, 36	Central Road		M20 4ZD
9	Thornhill Close	Hove	BN3 8JL
24	Barton Road		PO19 3LJ
5	Monument View	Brighton	BN2 0FR
Reading Room Cottage		Worthing	BN14 7NL
Flat 1, 16	Vernon Terrace	Brighton	BN1 3JG
Basement Flat, 20	Castlewood Road	London	N16 6DW
2	Elwood Close	Burgess Hill	RH15 9RE
4	Sherborne Road		BN3 8BB
Gamelands Farm Cottage			TN21 0LE
2	Perry Hill	Saltdean	BN2 8FT
Fir Cottage	The Avenue	Kingston	BN73LL
16	Liverpool Road		PO1 5DZ
35	Cowley Drive		BN26WB
28	Warren Avenue		BN2 6BJ
33	Powis Square		W11 2AY
Gavelacre	Pook Reed Lane	Heathfield	TN21 0XP
10	Harrington Place		BN1 7HL
	Clancy		BN2 3QG
Flat 6	The Curve, Carlton Hill	Brighton	BN2 0GX
Brigden	Waldron,	Heathfield	TN21 0RE
8	Franklin Road, Marsh	Brighton	BN2 3AD RH15 8JP
3	Grace Court, Pavilion Close,	Hassocks	BN6 9DQ
1	Ferndale Walk		BN16 4DB
21	By Sunte	Lindfield	RH16 2DL
16	Graham Road	Worthing	BN11 1TL

23	Downs Way		KT18 5LU
174	Carden Ave	Brighton	BN1 8LG
Wingle	Tye Road		RH15 9HR
77	South Street		BN15 8AP
56	Gordon Road	Fishersgate	BN41 PT
Kirkstone	Mayfield Lane,	Wadhurst	TN5 6HX
	Ullswater Drive		BN1 6SS
212	Elder Close, Portslade	Brighton	BN41 2ER
Edmundsbury	Cowbeech		BN2 7JF
9	Pilgrims Walk	Worthing	BN13 1RJ
40	Mill Hill	Shoreham-By-Sea	BN43 5TH
48	Oak Tree Way	Horsham	RH13 6BF
17	Lansdowne Road	Hove	BN3 1FE
13	Sandringham Drive		BN3 6XD
11	Modena Road	Hove	BN3 5QF
17	Coley Avenue	Reading	RG1 6LJ
134	Auckland Drive		BN2 4JG
87	Carlisle Road	Eastbourne	BN20 7EN
24	Clermont Terrace		BN16 SH
2	Hollingbury Gardens		BN14 0EF
33	Chalcraft Lane		PO21 5TZ
2	Fenwick Road	Oadby, Leicester	LE2 4UF
19a	Hartington Road		BN2 3LJ
8	Warren Crescent		BN16 1BH
11	Fishers Close		MK44 3JL
17	Greenway	Horsham	RH12 2JT
61	Graham Avenue		BN1 8HB
129	Old Shoreham Road		BN3 7AQ
2	Willow Wood Close	Angmering	BN16 4BA
13	Berriedale Avenue	Hove	BN3 4JF
22	Scotland Street	Brighton	BN2 9WA
68	Anglesey Road		PO12 2DX
21	Hangleton Close	Hove	BN3 8LT

40	Dale View Hove	Hove	BN3 8LB
89	Browns Lane		TN22 1UW
72	Odwin Rpad		BN3 7FR
4a	Wordsworth Street		BN3 5BG
22	Hangleton Manor Close		BN3 8AJ
42	Manor Road		TN40 1SN
97	Mackenzie Road		BR3 4RY
4	Drove Crescent Portslade		BN41 2TA
78	Oakwood Rise, Royal.	Tunbridge Wells, Kent	TN2 3HN
119	Lower Green Road	Tunbridge Wells	TN4 8TT
214	Bannings Vale		BN2 8DJ
68	Wish Hill	Eastbourne	BN20 9HA
Lower Ground Floor Flat, 21	Devonshire Place,	Brighton	BN2 1QA
16	Hillside Way, Withdean,	Brighton	BN1 5FE
57	Hillfarm Way		BN42 4YG
11	Discovery House		BN21 3AG
165	Heene Rd	Worthing	BN11 4NN
30	Osprey Drive	Uckfield	TN22 5PF
56	Wiston Avenue		BN14 7PT
36	Juniper Close Portslade		BN41 2GS
37	Stonecross Road, Moulsecoom	Brighton	BN2 4PQ
27	High Street, Rottingdea	Brighton	BN2 7HE
44	Woodland Avenue	Hove	BN3 6BL
34a	Sutherland Road		BN2 0EQ
14			RH12 3LE
53	Langley Drive		RH11 7TF
55	Reigate Road		BN1 5AG
62	Hannah Road	Sheffield	S13 7RU
92	Northcourt Road		BN14 7DU
The Beechings			BN44 3PD
2	Seaton Park		BN17 7PF
134	Auckland Drive		BN2 4JG

134	Auckland Drive		BN2 4JG
6	Benfield Way, Portslade		BN41 2DA
115	Station Road	Burgess Hill	RH15 9ED
2	Central Road		PO6 1QE
43	Elizabeth Avenue	Brighton	BN3 6WA
154	London Road		BN27 3AP
35	Berrall Way		RH14 9PQ
15	Upwick Road		BN208NB
3	The Courtyard	East Grinstead	RH193XU
61	Stanley Road	Peacehaven	BN107SP
7	Hamilton Close		BN41 2WY
54	Nevill Avenue		BN3 7NA
67	Carden Avenue	Brighton	BN1 8NF
35	Upperton Road		BN21 1LN
1 / 37	Fourth Avenue		BN3 2PN
Seymour House	Landgate	Rye	TN31 7LH
10	Wealden Close		TN6 2ST
183	Dominion Road,	Worthing	BN14 8LH
Amber	Alexandra Road	Heathfield	TN21 8EA
19	Meadow Crescent		BN112SQ
4	Somerset Close		BN14 1NH
23a	Melbourne Road,	Wallington	SM6 8SH
188	Stanley Park Road,	Carshalton	SM5 3JP
66	Wells Road,	Bath	BA2 3AR
28	Cornwall Avenue	Peacehaven	BN10 8SG
45	Summerhouse Lane	Chepstow	NP16 5SP
Stepney Farmhouse	Barcombe	Lewes	BN8 5BB
25	Stapley Rd		BN3 7FE
64	Glendale Avenue	Eastbourne	BN21 1UN
	Nash		BN42 4EJ
61	Graham Avenue		BN1 8HB
8	Upper Boundstone Lane	Lancing	BN15 9QX
9	Henry Burt Way	Burgess Hill	RH15 9UX
Meeching	Burwash		TN19 7JP

11	Howard Terrace	Brighton	BN1 3TR
5	Kipling Drive		ME206UJ
99	Bonchurch Road		BN2 3PJ
35	Kilpin Green	North Crawley, Bucks	MK16 9LZ
27	Chantrey Road, Tilgate	Crawley	RH10 5AJ
50	Saltdean Drive	Brighton	BN2 8SB
30	Becksbourne Close	Maidstone	ME14 2ED
18	The Green	Southwick	BN42 4GF
Flat 93	Wellend Villas, Springfield Road	Brighton	BN1 6BT
6	Morton Terrace		LS20 8BU
119	Tarring Road,	Worthing	BN11 4HE
76	Upper Belgrave Road		BN25 3AY
14	Hallett Road	Brighton	BN2 9ZN
72	Nutley Crescent	Worthing	BN12 4LB
34	Belfast Street,	Hove	BN3 3YS
56	Wiston Avenue		BN147PT
305	Findon Road	Worthing	BN14 0HA
18	Rowan Avenue,	Hove	BN3 7JG
10	Terry Drive		B76 2PT
38b	Newtown Road		BN3 6AB
46	Meadow Lane	Lindfield	RH16 2RL
6	Mercury House		BN43 6EW
9	The Martlet		BN3 6NT
22	Brabourne Rise		BR3 6SG
12	Hollingbury Rise	Brighton	BN1 7HJ
Stablecroft	Croft Road	Crowborough	TN6 1DS
14	Rylstone Road		BN22 7HH
2	Cedar Chase, Cross Lane	Findon	BN14 0US
18	Chiltern Close		BN43 6LE
67	The Priory, London Road		BN1 8QT
13	Orchard Gardens		BN3 7BH
8	York Mansions East, Temple Gardens	Brighton	BN1 3AS

18	Parklands Avenue		BN12 4NH
3	Jacaranda Place, Beecroft, Nsw	Australia	BN10 4EH
46	Down Terrace	Brighton	BN2 9ZH
9	Hillside		BN20 0HE
130	Malines Avenue,	Telscombe Cliffs	BN10 7RZ
14	Frobisher Close	Eastbourne	BN23 6BT
38	Allangate Drive, Rustington	Littlehampton	BN16 3JE
9	Mansfield Drive	Hoghton	PR5 0EJ
'Riley Oaks'	Hayes Lane,	Slinfold	RH13 0SJ
Flat 1, 11a	Palmeira Mansions, Church Road	Hove	BN3 2FA
55	Grampian Way		ME15 8TG
8	Amberley Close		RH20 4JA
15	The Cape	Littlehampton	BN17 6PL
68	Downsway	Shoreham By Sea	BN43 5GN
1	Hartington Villas	Hove	BN3 6HF
Flat 1, 43,	Medina Villas	Hove	BN3 2RP
51	Northeast Drive	Hove	BN3 8PP
8	Seaside Road	Lancing	BN15 8DD
56	Janes Lane		RH15 0QR
61	Little Paddocks Ferring	Worthing	BN12 5NH
Fiesta	The Street	East Preston	BN16 1HZ
Bolsters Gate,	Bardown Road, Stonegate,	Wadhurst	TN5 7EL
149	Shirley Drive	Hove	BN3 6UP
11	Bowmans Drive	Battle	TN33 0LT
6	Hazeldene Meads	Brighton	BN1 5LR
87	Widdicombe Way		BN2 4TH
5	Woodside Avenue	Brighton	BN1 5NF
6	Copperfield Place	Horsham	RH12 2HR
Danella	Treblers Road	Crowborough	TN6 3RL
9	Views Wood Path	Uckfield	TN22 1JL
17	Middleton Drive		BN23 6HD
3	Bridge End, High Street,	Pevensy	BN24 5JU

4	The Ridings	Waltham Chase, Hampshire	SO32 2TS
32	Applesham Avenue		BN3 8JJ
26	Lancing Road	Orpington, Kent	BR6 0QT
Flat 3, 14	Richmond Place	Brighton	BN2 9NA
65	Hillrise Avenue, Sompting	Lancing	BN15 0LU
Amy House	58 Hoblands	Haywards Heath	RH16 3SA
The Clock Tower	Chelwood Gate Road	Nutley	TN22 3HE
53	Saltdean Vale	Saltdean	BN2 8HE
16	The Quay Emerald Quay		BN43 5JP
34	Lenhurst Way		BN13 1JL
3	Armada Way	Littlehampton	BN176QY
19	Glendale Road		BN3 6ES
74	Hertford Road		BN1 7GF
9	Stroykins Close		DN34 4NF
14	Ramsey Close	Heybridge, Essex	CM9 4YZ
9	Kennett Close, Stone Cross	Pevensy	BN24 5PN
68	The Drove Way		BN3 6PR
The Cottage	South Lane,	Hurstpierpoint	BN6 9YD
69	Malvern Way		TN34 3PS
32	Albert Road		BN26 6BS
Flat 4, 3	Lake Drive	Peacehaven	BN10 7QD
9	Stroykins Close	Grimsby	DN34 4NF
6	School Road,	Hastings	TN35 5AZ
29	Vallance Gardens		BN3 2DB
18	Tongdean Rise		BN1 5JG
36	Ravenswood Drive, Woodingdean	Brighton	BN2 6WN
6			TN39 4JT
Flat 2, 32	Christchurch Road,	Cheltenham, Glos	GL50 2PL
7	Beckett Way		RH19 4SF
	Carter		BN15DD
20	Norway Street		BN411GN

8	Curie Avenue		SN1 4GB
56	New England Road	Haywards Heath	RH16 3LD
11	Peckham Close	Lewes	BN7 2EW
8	Watermint Close		TN38 9SZ
8	Watermint Close		TN38 9SZ
54	St Pancras Road	Lewes	BN7 1JG
61	Bevendean Road		BN2 4FN
47	The Seasons, September Way	Stanmore	HA72SE
51	Easthill Drive Portslade		BN41 2FD
24	Haleybridge Walk,	Tangmere	PO20 2HG
5	Jubilee Road		BN41 1SU
21	Dinmont House, Pritchards Road	London	E2 9BW
Flat 12, 3-4	Sillwood Place		BN1 2LH
139	Mill Lane		BN41 2FH
50	Falmer Avenue		BN2 8FG
33	Shirley Drive		BN3 6UA
52	Strathmore Road		BN13 1PG
100	Rugby Road		BN1 6ED
2	Maxwell Cottages, Findon Road		BN14 0RA
114	Pevensey Road		BN22 8AE
16	Lorna Road		BN3 3EN
34	Silver Lane		RH149RJ
6	Penhill Court		BN15 8HE
158	Ringwood Road	Eastbourne	BN22 8TT
	10 Havenside		BN43 5LN
Wyke Oliver	Stable Lane	Findon	BN14 0RR
27	Brownleaf Road		BN2 6LD
160	Mile Oak Rd, Portslade		BN41 2PL
	Hewland		BN1 8BA
24	Rigden Road		BN3 6NP
87	Station Road		BN26 6EB
14	Barrhill Avenue	Brighton	BN1 8UF
9	Garden Road	Tunbridge	TN1 2XJ



		Wells, Kent	
16	Vermont Drive, East Preston, West Sussex		BN16 1LA
15	Fairfield Gardens		BN41 2BJ
36	Torton Hill Road		BN18 9HL
6	Walnut Walk		BN26 5AD
64	St Thomass Road		TN34 3LQ
6	St Margarets Crescent	Bexhill On Sea	TN39 4RE
	25 Gateford Drive	Horsham	RH12 5FW
163	Upper Brighton Road	Worthing	BN14 9JS
74	Orchard Road	Burgess Hill	RH15 9PL
23	Dene Vale		BN1 5ED
40	Fontygary Road		CF62 3DS
72	Town Drove, Quadring,	Spalding	PE11 4QN
7	Princes Road	Eastbourne	BN23 6HS
52	Brangwyn Drive		BN1 8XD
52b	Nesbitt Road		BN2 4BL
70	C00mbe Road		BN2 4EE
25	Fairmead Road		RG2 9DL
22	Ventnor Villas		BN3 3DE
3	Church Terrace, Station Road,	Cowfold	RH13 8DA
17	Minster Road, London		NW2 3SE
331	Dyke Road		BN3 6TE
76	Hardwick Road		BN3 8BT
Cavatina Lodge			BN15 8RB
115	Merrion Avenue	Stanmore, Middlesex	HA7 4RZ
27	Chelation Avenue		BN3 5SR
Thrift Cottage	Station Road	Crawley Down	RH10 4JE
38	Ashenground Road		RH16 4PP
8	Nevill Close		BN3 7QT
336	Dyke Road	Brighton	BN1 5BB
20	Dudley Rd		TN1 1LF
Flat 38	Manhattan Court, Tongdene Lane		BN1 6XZ

125	Nevill Ave		BN3 7NE
10	Saxon Way	Lindfield	RH16 2NT
55	St. Leonard's Gardens	Hove	BN3 4QA
182	Mile Oak Road, Portslade	Brighton	BN41 2PL
141	Old Shoreham Road	Hove	BN3 7EA
10	Clarendon Road	Shoreham By Sea	BN43 6YG
205	Bear Road	Brighton	BN2 4DD
14	North Farm Road		BN15 9BS
295a	Rotherhithe Street		SE16 5EY
126	Hodshrove Road		BN2 4RS
38	Cooper Drive		TN39 5EF
9	Norman Close		BN17 6BY
64a	Sackville Road	Bexhill On Sea	TN39 3JE
6	Little Crossing		HG4 3LG
206	Ham Road	Worthing	BN11 2QJ
Flat 5 Cambridge Mill, 5	Cambridge Street	Manchester	M1 5GF
18	Saxons		BN43 5JE
17	Brackenbury Close, Portslade	Brighton	BN41 2ES
8	D'aubigny Rd		BN2 3FT
12	Friar Road		BN1 6NG
60	Abbey Close	Peacehaven	BN10 7SD
	140 Park Lane	Carshalton, Surrey	SM5 3DT
35a	Bolney Avenue,	Peacehaven	BN10 8HG
21	Hillside Road	Stratford-Upon- Avon	CV37 9EB
Flat 1	Tintagel Court		BN43 6WE
119	Stanford Avenue		BN1 6FA
16	Island Farm Road		KT8 2LH
7	Sovereign Close		BN25 3EP
143	Carden Avenue		BN1 8NH
Flat 1	Woodside Lodge		BN1 5ND
46	Shakespeare Street	Hove	BN3 5AG

Holly Tree Cottage			BN44 3GL
24	Brook Way	Lancing	BN15 8DG
28	The Broadway	Lancing	BN15 8NY
66	Furnace Drive	Crawley	RH10 6JE
Copper Beech	Malthouse Lane		RH15 9XA
71	Sompting Road		BN14 9EU
2	Adversane Road,	Worthing	BN14 7QH
16	Oldfield Road	Eastbourne	BN20 9QD
20	Artesian Grove,	New Barnet, Herts	EN5 5HU
20	Manvers Road		BN20 8HJ
129	Clementine Avenue		BN25 2XG
3	St Marys Cottage, Ridge Rd, Falmer		BN1 9PN
25	Lustrells Crescent	Brighton	BN2 8AS
Flat, 8, 9,	Kings Gardens	Hove	BN3 2PF
	Szypulski		BN2 1LE
	Lewington		LS17 9EZ
	David		BN6 8NU
30b	Mildmay Park		N1 4PH
68	Compton Road		BN1 5AN
63	Abbey Close		BN10 7SD
5	Byron Close	Horsham	RH12 5PA
12	Yardley Street		BN1 4NU
79	Cedar Drive		RH13 9UF
35	Elm Place	Rustington	BN16 3BL
54	Oakwood Rise	High Brooms	TN2 3HF
22	Elizabeth Avenue,	Hove	BN3 6WG
118	Royal George Road		RH15 9SL
23	Semley Road	Hassocks	BN6 8PD
10	Shirley Drive	Worthing	BN14 9AX
7	Sheppard Way, Portslade		BN41 2JD
113a	Marine Parade		BN2 1DD
54	Coleridge Crescent	Worthing	BN126LT
17	Bramble Close	Guildford	GU3 3BQ

Kellington Windmill			DN14 0XT
167a	Old Shoreham Road	Southwick	BN42 4QB
4	Abbey Road	Steyping	BN443SQ
61	Littlehampton Road	Worthing	BN13 1QP
72	Northcote Road		SO17 3AG
32	St Lukes Road		BN2 9ZD
9	Wilkinson Close		BN2 7EG
73a	Portland Road	Hove	BN3 5DP
Top Flat, 74	Highdown Road		BN3 6EB
66a	Northcote Road	London	SW11 6QL
1	Culpepper		RH15 8UB
Flat 16	The Willows		PO21 2AU
30	Fairfield Gardens		BN41 2BH
303	Bexhill Road Woodingdean		BN26QL
70	Marlcroft, Coventry		CV3 3FS
30	Becksbourne Close	Maidstone, Kent	ME14 2ED
27	Ironstone Way	Uckfield	TN22 1XJ
6	Heathfield Crescent, Mile Oak, Portslade		BN41 2YR
9	Braybon Ave		BN1 8EA
99	Ditchling Road	Brighton	BN1 4SE
15	Cobbetts Mead	Haywards Heath	RH16 3TQ
11	Colnbrook Street	London	SE1 6EZ
59	First Avenue	Lancing	BN15 9QF
3	Hanover Road	Eastbourne	BN22 7DG
4	Loxwood Avenue		BN14 7QZ
37	Bernard Road		BN2 3ER
148	Sutton Avenue North		BN10 7QL
The Barn	Polglaze,	Fowey	PL23 1JZ
Jaspe	Western Road,	Burgess Hill	RH15 8QN
16	Burwash Road		BN3 8GQ
31	New Barn Lane	Uckfield	TN22 5EL
9	Larch Close		BN2 6TT
11	Chanctonbury Drive	Shoreham By Sea	BN43 5FR

2	Cleveland Road		BN1 6FF
103	Milton Street	Maidstone, Kent	ME16 8LD
18	Upper Hamilton Road		BN1 5DF
15	Erica Close		BN23 8BT
8	Tamworth Road Hove		BN3 5FJ
57	Beuzeville Ave	Hailsham	BN27 3PB
22	Brabourne Rise		BR3 6SG
2	Kirkstall Close	Eastbourne	BN22 0HQ
5	Lomond Avenue Patcham		BN1 8SN
	Hubbard		BN3 2LF
48	Braybon Avenue	Brighton	BN1 8HE
The Lodge	Denham Mount	Denham Bucks	UB9 4HW
Pilbeams	School Hill		TN19 7DZ
72a	Beaconsfield Road		BN1 6DD
24	Rigden Road		BN3 6NP
24	Clarendon Road		BN43 6YG
68	The Droeway	Hove	BN3 6PR
Studio D, 528	Hornsey Road	London	N19 3QN
24a	Buckingham Place		BN1 3PJ
	Walters		LE67 2ST
	Cowley		BN12 5HZ
19	Hillary Close		RH19 3XQ
5	Princess Court, Gordon Road	Haywards Heath	RH16 1EF
7	Oxford Road		GU1 3RP
20	Upper Abbey Road		BN2 0AD
104	Hodder Ave		BN10 7QU
5	North Court		BN7 2AR
3	Arundel Mews, Southdowns Park,	Haywards Heath	RH16 4SJ
Westands	Grange, Cowfold Road	West Grinstead	RH13 8LZ
57	Hertford Road,	Brighton	BN1 7GG
38	Shepham Avenue	Saltdean	BN2 8LS
66	Eley Drive		BN2 7FG
53	Thornhill Avenue,	Brighton	BN1 8RG

	Beresford Road		BN9 0LX
5	Downs Walk		BN10 7SN
73	Arundel Avenue		KT17 2RN
44	St Nicholas Road		BN1 3LP
85	Sigrist Square		KT2 6JY
32	Edward Street		TN4 8RP
22	The Warren	Burgess Hill	RH15 0DZ
18	Stamford House, Great Heathmead	Haywards Heath	RH16 1FH
67	Stanford Avenue	Brighton	BN1 6FB
56	Anglesey Ave		BN27 3BQ
15	Sherborne Lodge, Grand Avenue	Worthing	BN11 5BH
7	South Grove	Horsham	RH13 5BZ
35	Grenehurst Park, Capel,	Dorking, Surrey	RH5 5GB
30	Church Lane	Southwick	BN42 4GB
6	Ashmore Close	Peacehaven	BN10 8AQ
Highlands	Burwash Road, Broad Oak		TN21 8ST
6	Bloomsbury Street,	Brighton	BN2 1HQ
101	Goldstone Crescent	Hove	BN3 6LS
11	Hertford Rd,	Brighton	BN1 7GG
67	Lark Hill		BN3 8PH
23	Dukes Cl		BN25 2TU
Flat 3 Belle Vue Court 21-22	Preston Park Ave		BN1 6HL
2	Low Common, Bunwell	Norwich	NR16 1TD
7	Elvin Crescent, Rottingdean		BN2 7FF
178	Downside	Shoreham By Sea	BN43 6HD
166	Battle Road	Hailsham	BN27 1UD
73	Brentwood Road		BN1 7ET
Mill House	North Chailey		BN8 4DJ
	Orchard Way	Hurstpierpoint	BN6 9UB
59	Hill Top Road		HD3 3SJ
70	Woodland Drive	Hove	BN3 6DJ

16	Selham Close	Brighton	BN1 9EH
26	Hove Park Road		BN3 6LJ
26	Hove Park Road		BN3 6LJ
14	Whytings	Horsham	RH136JZ
42	Moulsecoomb Way		BN2 4PD
22	Goring Road		BN44 3GF
15	Capel Avenue	Peacehaven	BN10 8NB
415	Upper Shoreham Road		BN43 5NF
2	Prince Drive	Sandhurst	GU47 8LL
Flat E, 139	Marine Parade		BN2 1DF
21	Bath Road		BA15 1SW
26	Githa Road	Hastings	TN35 5JU
289	Queens Park Road	Brighton	BN2 9XL
	Hangleton Road		BN3 7LN
211	Ladies Mile Road		BN1 8TF
24	The Grampians, Shepherds Bush Road	London	W6 7LN
Ripperton	61 Sutton Avenue	Seaford	BN25 4LL
15	Madehurst Close	Brighton	BN2 0YR
46	Egmont Road		BN3 7FP
Honeypot House	Mill Lane	South Chailey Lewes	BN8 4PY
66	Cokeham Lane		BN15 9UR
25	Sycamore Close		BN2 6SJ
16	Rosslyn Road	Shoreham By Sea	BN43 6WP
4	Victoria Street		RH13 5DZ
121	Priory Way		RH163NS
36	Ridgeside Avenue		BN1 8WB
82	Barnmead	Haywards Heath	RH16 1UZ
22	Radford Meadow		DE74 2NZ
33	Upper Perry Hill		BS3 1NJ
16	Southall Avenue		BN2 4BB
200	Ladysmith Road		BN24EF
Flat 4	Stanford Avenue		BN1 6GA
97	Southwick Street		BN42 4TL

41	Castle Bolton		BN23 8NU
10	Terry Drive		B76 2PT
	Thomas		BN9 0SD
105	Beaumont Road	Petts Wood, Kent	BR5 1JG
42	Arundel Road	Peacehaven	BN10 8RY
303	Bexhill Road		BN2 6QL
64	Riverside Road		BN43 5RB
27	Trafalgar Road		BN411LD
28	Manor Road		RH15 0NL
41	Ravensbourne Avenue	Shoreham-By- Sea	BN43 6AA
Newlands Courtlands		Nutley	
29	Judd Road	Tonbridge	
54	Cross Road		
46	Craignair Avenue		
59	Rugby Road	Brighton	
121	Holland Road		
9	Vernon Road	Sheffield, South Yorks	
52	Waldergrave Rd		
4	Alder Close	Heathfield	
6	Amherst Crescent		
73	Chalky Road		
86C	Milward Road	Hastings	
8	Wheatfield Way	Moulsecoomb	
44a	Stanmer Park Road	Brighton	
12	Crown Hill	Seaford	BN25 2XJ
10	Crescent Drive South	Woodingdean	BN2 6RB
4	Muirfield, Aurum Close	Horley	RH6 9DW
29	29 Western Road		RH16 3LR
41	Liptraps Lane		TN2 3BU



68	Penland Road,	Haywards Heath	RH16 1PH
31 Fairlawns	159 Kingsway		BN3 4FZ
10	Branwyn Way		BN1 8XA
12 Priory court		Tonbridge	TN9 2AQ
37	Priory Road		RH15 9HD
47	Dene Vale		BN1 5ED
8	Collingwood		RH20 2JE
Verrall			BN10 7PP
79,	Woodland Avenue,	Hove	BN3 6BJ
1	Ariadne road,	Swindon	SN25 2JJ
33	Chyngton Way		BN25 4JB
		Bury	BN14 7AJ
60	Orleans Road		SE19 3TA
125	Timbermill	Southwater	RH13 9SP
23	Roseveare Close		PL9 8JJ
11	Orchard Gardens	BN3 7BH	
17	Cromer Way,	Hailsham	BN273DW
11b	Eshton Road		BN22 7ES
11	Wynddale Road		E18 1DY
Acacia.	Maudlyn Parkway	Steyning	BN44 3PT
59	Pebsham Lane	Bexhill-on-Sea	TN40 2RB
321	Ditchling Road		BN1 6JJ
1	Wychneperry Road		rh16 1hj

46	Great Innings North		SG14 3TD
37	Park Crescent		BN34 2PP
6	Woodpecker Way	Worthing	BN132TY
58	Coopers Hill		BN20 9JG
17	Erringham Road		BN43 5NQ
Flat 4	8 Cavendish Place		BN1 2HS
26	Clermont Terrace		BN16SH
112	Becket Road		BN14 7ET
97	Northeast Drive		BN3 8LH
19a	High Street Lewes		BN7 2LN
15	Gundreda Rd ,	Lewes	BN7 1PT
7	Church Walk		BN11 2LS
2	Harrington Road		NG33 5SJ
18	Hollingbury Road	Brighton	BN1 7JA
26	St. Lawrence way		BN23 5QE
Updown House			BR7 5PB
94	Sompting Road	Lancing	BN15 9LQ
54	Bodiam Avenue		BN2 4LQ
15	Wigmore Road	Worthing	BN149HH
27	Hudson Close		BN13 2SJ
	Lullington Avenue		BN3 7EQ
North Lodge	Jeremys Lane	Bolney	RH17 5QE
97	Dale Avenue	Hassocks	BN6 8LR

97	Northeast Drive	Hove	BN3 8L
Malvern Cottage	Pondcroft Road		RH16 2HQ
14	Oakdene Close	Wimborne, Dorset	BH21 1TJ
Flat 3, 50	Ditchling Rise	Brighton	BN1 4QP
Flat 3, 4	Medina Villas	Hove	BN3 2RJ
58	Harlands Road	Haywards Heath	RH16 1LS
30	Chichester Way	Burgess Hill	RH15 0RH
Haydown	Foxley Corner	Wiltshire	SN10 3PY
14	Nevill Ave	Hove	BN3 7NA
71	Rolleston Drive	Nottingham	NG5 7JA
41	Hollingdean Terrace	Brighton	BN1 7HB
26	Coleman Avenue		BN3 5NB
83	Shaftesbury Road	Brighton	BN1 4NG
19	Northcourt Close	Rustington	BN16 3HZ
1	Richmond Court		BN3 1TD
37	Harvard Road		BN8 5HH
6	Manor Street	Cleckheaton, W Yorkshire	BD19 6LU
143	Wantley Hill Estate	Henfield	BN5 9JN
33	Hazelwood Avenue		BN22 0SN
	Lower Beach Rd	Shoreham-by- Sea	BN43 5YH
12	Adam Close		SL1 9AR
29	Chippers Close		BN13 1DF
Byworth Rough	Byworth	Petworth	GU28 0HR
5	Fairhaven		BN73AH

29	Overhill	Southwick	BN42 4WL
10	Pine Court	Doune	FK16 6JE
23	Scott Street		ME14 2TA
86	Marine Crescent	Worthing	BN12 4 JH
1	Clark Drive	Melton Mowbray	LE13 1HU
6	Kirdford Road		BN18 9EF
16	St. Giles Close	Shoreham-by- Sea	BN43 6GR
	Jameson Road	Bexhill-on-Sea	TN40 1EJ
14	Combe Rise		BN20 9LG
13	Belton Road	Brighton	BN2 3RE
39	Friars Croft,	Southampton	SO40 2SS
5	Sadlers Way	Ringmer	BN8 5HG
10	Landbury Walk	Ashford	TN254PP
6	Wilmington Close	Brighton	BN1 8JE
142a	Coldharbour Lane	London	SE5 9QH
5	Yardley Street	Brighton	BN1 4NU
65	Bramble Way	Brighton	BN1 8GJ
18	Nevill Road	Hove	BN3 7BQ
		Hammond	RH20 3AR
Copse Cottage,	Chapel Lane	Guestling	TN35 4HP
Montserrat	Kiln Close	prestwood	HP16 9DJ
146	Cowley Drive	Brighton	BN2 6TD
Flat 3	29 Buckingham Road,	Shoreham	BN43 5UA

18	Batsmans Drive	Rushden	NN10 6EW
Rosemount	Elm Grove		BN15 8PD
27	Sunny Close		BN12 4BD
44	Cissbury Crescent		BN2 8RJ
17	Fromondes Road	Cheam	M3 8QP
58	Braybon Avenue	Brighton	BN1 8HG
Flat 9, Bradwell Court	Godstone Road,	Surrey	CR3 0GJ
105	Waldegrave Road	Brighton	BN1 6GJ
29	Grove Road	Seaford	BN251TR
36	New Barn Road		BN43 6HN
27	St. Helens Road	Dorchester	dt1 1sd
44A	Braemore Road		BN3 4HB
60	Montgomery Street		BN3 5BE
74	Norwich Drive	Lincoln	LN4 2TF
226	Old Shoreham Road		BN42 4LT
16	Darlington Walk	Rustington West Sussex	BN16 3GD
Larkspur	Rosemary Lane	Alfold, Surrey	GU6 8EU
7	Lexden Drive		BN25 3BD
14	High Park Avenue		BN3 8PE
76	Davey Drive	Brighton	BN1 7BJ
26	Middleton Avenue	Hove	BN3 4PJ

## Appendix C - Letters of Comment

Property Name / Number	Street	Town	Postcode
14	Ambleside Road, Sompting	Lancing	BN15 9SE
	Croft Road	Hastings	TN34 3PQ
271	Bexhill Road		BN26QL
The White Cottage	Amberley Road	Storrington	RH20 4JQ
5	Finians, Field Barns Green	Horsham	RH13 0JX
15	St Lawrence Way	Hurstpierpoint	BN6 9SH
51a	Foxdown Road		BN2 6TJ
39	Woodland Road	Worcester	WR3 8HH
Flat 155	Cavendish Court, Cavendish Street	Derby	DE1 1UD
43	Overhill	Southwick	BN42 4WH
Flat 10	Murison House		BN1 6SJ
28	Lawrence Rd		BN3 5QB
26	Hever Croft	Rochester, Kent	ME22NN
	Albany Road	Market Harborough	LE16 7QG
118	Havelock Rd		BN1 6GQ
4	Rectory Close	Shoreham-By- Sea	BN43 6EG
47	Church Marks Lane	East Hoathly	BN8 6EQ
11a, Flat 3,	Sillwood Place		BN1 2LH
	Weston Gate, Station Road	Lewes	BN8 4HE
	Upper Chalvington Place		BN2 5GY
6	Meadowridge	Basingstoke	RG22 4QH

1	Clockhouse Wisborough Green	Billingshurst	RH14 0DY
Harbet	Shipley Road Southwater	Horsham	RH13 9BG
	6 Hamilton Road	Horsham	RH12 2JJ
Lasatt	Western Road	Crowborough	TN6 3EH
	Haybourne Road		BN2 5QR
24	Ellis Avenue	Worthing	BN13 3DY
41	Lynchets Cres		BN3 8EL
55	Honey Croft		BN3 8EZ
3	Old Mill Park	Bexhill On Sea	TN394UD
27	Beacon Hill	Brighton	BN2 7BN
61	Sandgate Road		BN1 6JP
15	Glebe Close	Eastbourne	BN20 8AW
67	The Fairway	Newhaven	BN9 9XX
39	Hill Road	Eastbourne	BN20 8SN
46	Surrenden Road		BN1 6PP
77	Lexden Road	Seaford	BN25 3BA
6	Stonery Road	Portslade	BN41 2PQ
The Middle House		Haywards Heath	RH16 1PD
21	Larkspur Grove	Bedworth	CV12 0GZ
27	Hansfield, Navan Road	Republic Of Ireland	Dublin 15
26 Carlton Court	St Lawrence Road	Clontarf, Republic Of Ireland	Dublin 3
44	Middleway	Lewes	BN7 1NL

81	Compton Rd	Brighton	BN15AL
	Albert Mansions, Church Road		BN3 2FS
21	Willow Park	Haywards Heath	RH16 3UA
57	Crest Way		BN41 2EY
2	Lambardes Close	Pratts Bottom	BR6 7QB
143	Royal George Road	Burgess Hill	RH15 9TD
Flat 1a Rufford Court 109	Marine Parade	Brighton	BN2 1AT
6	High Street	Abingdon, Oxfordshire	OX14 4NB
2	Windlesham Cottages		BN16 1GJ
39-41	Vale Road		BN41 1GD
Bluebell Cottage		Plumpton Green	BN7 3FB
119	Chester Terrace		BN1 6GD
15	Gardener Close	Eastbourne	BN23 6DQ
The Honetpot	Honey Lane	Angmering	BN16 4AB
12	Shepherds Croft, Withdean	Brighton	BN1 5JF
No 3	Oak Tree Villas	Crowborough	TN6 2FE
5	Le Clos Des Blanchés	Jersey	JE2 6PB
1	D'Aubigny Road	Brighton	BN2 3FT
39	Ditchling Hill, Southgate	Crawley	RH11 8QJ
Beestons Farm	Vine's Cross		TN21 9HB
Flat 19, 18	The Drive	Hove	BN3 3JB
28	Old Shoreham Road		BN36ET
39	Ripley Road	Worthing	BN115NG
43	Swanfield Drive		PO19 6SS



6	Reaper Rd	Colchester	CO3 4SH
60	Hillside		BN2 4TF
14	Peggotty Place		GU47 0GY
40	Sunnydale Avenue	Brighton	BN1 8NR
96	Elm Grove		BN2 3DD
37	Hexham Close, Worth	Crawley	RH10 7TZ
59	Barn Rise		BN25 3DB
3	Chanctonbury		RH20 3QE
2	Curds Farm Cottages, Handset Road	Barcombe	BN8 5TQ
14	Meadow Views, Eastbourne Road	Ridgwood	TN22 5TL
1	Gleneagle Avenue	Plymouth	PL3 5HL
		Eastbourne	BN237QN
86	Crescent Drive South		BN2 6SA
22	Sharpthorne Crescent,	Portslade	BN41 2DP
50	St Botolph's Road	Worthing	BN11 4JS
24	Ennismore Avenue		GU1 1SR
151	New Church Road	Hove	
Springs,	Spring Lane	Clayton	BN6 9PN
Flat 6	Dubarry House, Hove Park Villas		BN3 6HP
12	Lockwood Close	Brighton	BN2 UJ
27	The Gallops		SS16 6RR
4	Galliers Close		BN1 8TR
Harraway			BN2 9XD

Vanda Mew, 1	Telscombe Road	Peacehaven	BN10 8AH
1	Meadway Court		BN43 4SL
46	Woodland Court	Hove	BN3 6DQ
39	Chailey Avenue	Brighton	BN2 7GH
122	Argosy Way	Newport	NP19 0LN
6	Highdown Close		BN42 4QW
211		Freshfield Road	BN2 9YE
23	Denton Drive		BN9 PU
12	Manor Green, Manor Farm		BN2 5ED
17	Buckingham Road		LE15 6RX
13	Overhill Gardens		BN1 8ND
232b	Queens Park Road		BN2 9XL
31b	Newton Grange	Toronto, Bishop Auckland	DL14 7RP
27	Millcroft		BN1 5HA
19	Gainsborough House		BN3 3UA
7	Sevenfields		RH15 9XE
8	Tollgate		BN10 8ED
63	Powell Gardens		BN9 0PS
Wrenbury			CW5 8HG
	Beaver Close	Horsham	RH12 5GB
13	Orchard Cott, Glebe Road		RH17 5BP
11	Grassmere Close	Felpham	PO22 7NU
10	Ely Road		BN131BD
16	Ashmore Close	Peacehaven	BN10 8AQ

61	Brookway	Lindfield	RH16 2BP
45	Wrestwood Avenue		BN22 0ES
10	Challow Close	Hassocks	BN6 8JW
18	Southampton Street		BN2 9UT
18	Newick Drive, Newick	Lewes	BN8 4PA
4	Eastern Terrace Mews		BN2 1EP
The Old Ranch			RH162QQ
126a	Church Road		BN3 2EA
7	Strathfield Close		RH16 3PF
3	Arun Close, Sompting	Lancing	BN15 0EQ
11	Western Road		BN6 9SU
46	Felmersham Road,	Luton	LU15SG
8	Battle Road,	Hailsham	BN27 1DS
76	Carden Avenue, Patcham		BN18NE
15	Baranscraig Avenue		BN1 8RF
3	Cavendish House		RH16 4SL
37	Regency Court, Withdean Rise	Brighton	BN1 6YG
11	Balcombe Road		BN10 7QF
73	Brambletyne Avenue	Saltdean	BN2 8EL
16	Woodlands		BN3 6TJ
1	Rose Cottage, Green Road	Wivelsfield	RH17 7QA
27	Sussex Square		BN2 5AB
10	Challow Close	Hassocks	BN6 8JW

14	Tophill Close, Portslade		BN412QB
42	Saxon Close	East Preston	BN161DX
9	Montholme Road	London	SW11 6HX
32	Monterey Court		BN1 6TE
7	Whitely Road	Eastbourne	BN22 8NH
35	Hucknall Garth	Bransholme Hull	HU7 4LR
11	Centrecourt Road		BN14 7AG
23	Phelps Close	Chard, Somerset	TA20 1EA
10	Hotham Gardens		PO22 8PE
24	Wimbledon Road		GU15 4AY
39	Bramber Avenue	Peacehaven	BN10 8HR
17	Hill Farm Way		BN42 4YJ
115	Woodland Avenue		BN3 6BJ
112	Lyminster Ave		BN1 8JN
26	Coldean Lane		
Old School House	Falmer		
11	Rushlake Close		