



Nunthorpe Grange Design Code

Middlesbrough Council

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Revision: DRAFT 5

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Introduction

Purpose of Design Code

Foreword

Nunthorpe has a unique presence and community in the Middlesbrough area and this design code has been created to ensure this is protected and enhanced by the successful delivery of Nunthorpe Grange. This is an exceptional opportunity to deliver high quality new homes in a highly desirable location.

The strong sense of community is seen in the results of a 2010 survey of Nunthorpe Residents and their opinions of their neighbourhood. It found that 45% of the residents had lived in the area for 30 years or more and that 90% of the respondents stated that they were proud to live in Nunthorpe. A survey of local school children also showed that 88% agreed that Nunthorpe was a good place to live. (Source: Nunthorpe Design Statement SPD)

With roots that can be traced back to the Doomsday Book, Nunthorpe has a long-standing reputation for setting the standard. With an expanding 19th Century community based around a new train station, the development of a high quality suburb of Middlesbrough emerged under covenants which defined qualities such as tree lined roads and houses with large rooms. The developments that have followed since have been respectful to the high quality and spacious nature of Nunthorpe.

Purpose

The purpose of this document is to ensure that the development of Nunthorpe Grange becomes a positive extension to Nunthorpe, providing both high quality homes for new residents and additional facilities for existing residents.

The guidance in this document should ensure that a high quality development is created at design stage which is then retained throughout the approval and construction process. If done successfully Nunthorpe Grange should have a unique character whilst also incorporating some of Nunthorpe's existing features that make it a desirable place to live.

This document is not intended to restrict good design or innovation. It has been structured to deliver guidance of what will be received well and meet the needs and aspirations of Middlesbrough Council and the residents of Nunthorpe. Each section is accompanied by images or annotated sketches to illustrate the concepts, which have been selected or created specifically for this design code, to be used by architects, engineers, planners and developers. Taking a positive approach to using this document to inform the building and landscape character of Nunthorpe Grange is intended to provide a streamlined approach to obtaining the necessary approvals to successfully deliver a high-quality development which brings additional value and interest to Nunthorpe.



St Mary's Church



Roseberry Topping

The Vision

The vision for Nunthorpe Grange is to create a unique and distinctive extension to the community of Nunthorpe. Nunthorpe Grange is to take a contemporary approach to maintaining and promoting the high quality standards of Nunthorpe which have been in place for over a hundred years.

Community and Connectivity

To be successful Nunthorpe Grange must be well connected to the existing homes and community in Nunthorpe. A meandering network of footpaths and cycleways cross the site linking the new green spaces, connecting back to the existing Nunthorpe community. These paths will be separated from the road traffic to promote safety and encourage walking and cycling to and around the new village green, nature reserve and beyond.

The location of the Nunthorpe Grange site at the edge of Nunthorpe and in close proximity to major transport routes could lead to an isolated development if the concepts of community and connectivity are not integrated into the development.

Homes & Streets

Nunthorpe Grange will consist of high quality, contemporary and spacious homes set within and around green spaces. Through well thought out design, homes will be located and orientated to best capture views of green spaces within the site and, wherever possible, views across the open countryside to the Cleveland Hills.

The impact of roads will be minimised and designed to encourage low vehicle speeds. The hierarchy of roads within the site will create a variety of different characters. To reflect the character of Nunthorpe the principal roads within the site will feature a landscaped verge with native tree species. From the principal roads, streets will change to block paved surfaces where pedestrians and cyclists will have priority over vehicle.

Nunthorpe Grange must display a commitment to incorporating the best of 21st Century contemporary home design and place making. This follows the aspirations of the very first development in Nunthorpe, where high quality standards delivered the first part of a successful new community.

Cars & Parking

Adequate parking provision will be provided away from the street. This will mean the new street scenes will be dominated by greenery and homes rather than cars. The density of the development will allow ample space to provide unobtrusive parking to all homes at the front or side, avoiding the needs of parking courts. Visitor parking will be integrated into the landscape strategy.

Landscape & Nature

The principle green space will be a Village Green that connects across the site linking from Guisborough Road, past the playing fields and to the open countryside beyond. This new green will create a space for families, informal gatherings and public events. Another significant new open space will be the Wildlife Habitat area located in the flood zone, where pathways and boardwalks will meander past ponds and wetlands supporting native wildlife and planting.

Within the centre of housing areas, development will be interspersed with pocket parks that create the focus for the surrounding homes and create semi-private open space for the residents.

Summary

The significant concepts which have been identified are:

- A contemporary residential development.
- Impact of roads and parking minimised.
- Incorporation of good walking and cycle connections.
- Integrate Nunthorpe Grange within the community.
- A high-quality focussed approach to materiality.
- The creation of exceptional public realm.
- A safe and welcoming development.



Existing Nunthorpe

The Nunthorpe Design Statement SPD provides a thorough review of the development and character of Nunthorpe and should be consulted by any potential developer. The brief analysis below is focussed only on the residential areas of Nunthorpe in close proximity the site.

Development of Nunthorpe first occurred around Nunthorpe Train Station and initially spread along Guisborough Road and to the North West. Large housing estates built in 1950, 60 & 70 dramatically expanded the town and form the majority of the current Nunthorpe. Nunthorpe has recently started expanding again with the Grey Towers Estate to the south of Dixons Bank.

Each growth stage has created an area with an individual character which largely reflect the design styles of the period, however there are a number of features that appear largely consistently across the town:

Streets

- The road network in the earlier development is predominantly interconnected streets.
- Increased number of cul-de-sacs in more recent development.
- Majority of main streets have the pavement separated from the road by a grass verge, sometimes planted with trees.
- Older homes have wall or hedges against the street edge.
- Housing layouts are linear in design.
- Parking is predominantly to the front or side of houses.

Housing Typology

- The majority of properties are detached houses with large gardens.
- The only terraced properties, approx. 30, are located near the train station.
- Significant number of bungalows included in 1970's developments.
- Most of the older large properties have had additional homes built in the large rear gardens.
- Houses predominately use brick as their main cladding. Some render on older properties and extensive use of hanging tiles on 70's properties.

Existing Densities

1. Mallowdale	20 homes per hectare density
2. Gypsy Lane	10 homes per hectare density
3. The Avenue	21 homes per hectare density
4. Connaught Road	15 homes per hectare density
5. Nunthorpe Gardens	11 homes per hectare density
6. Guisborough Road	6 homes per hectare density
7. Grey Towers Drive	10 homes per hectare density
8. Ellerbeck Avenue	16 homes per hectare density



Site Analysis

The following pages review the key features of the site and identify the constraints and opportunities that are applicable to the development of the site for residential use.

Constraints & Opportunities

Only by identifying the site's constraints and opportunities can a design approach be created that minimises the affect of the constraints and maximises the opportunities. As a developer progresses a detailed design, additional constraints and opportunities may be identified that must be addressed and incorporated into the final design.

The site comprises 26.5 hectares of green field land and one dwelling. The land is currently in 3 separate ownerships as noted on the plan:

- Sir Colin Harrison
- L Thompson
- Middlesbrough Council (part of which is leased to Marton & Nunthorpe Playing Fields Association)



Housing Local Plan

Policy H29 outlines the following requirements:

Land is allocated at Nunthorpe, South of Guisborough Road for a maximum of 250 predominantly three and four bedroom detached and semi-detached dwellings, and associated access arrangements.

Development proposals will be expected to:

- Provide a residential development that reflects the housing types within the surrounding area.
- Take account of the topography, features and views of the site in the design process.
- Provide a new vehicular access arrangement off the A1043.
- Ensure that there is no vehicular access onto Guisborough Road.
- Retain and integrate existing mature trees and hedgerows, where possible.
- Retain and integrate existing footpaths, which should be combined with additional cycle and footpath routes.
- Retain and enhance the planting buffer alongside the A1043 and the railway.
- Retain the existing play pitches on the site.
- Set-aside approximately 3 hectares of land for public open space/recreational purposes.
- Provide any necessary off-site improvements to transport infrastructure to ensure traffic generated by the development does not have a significant detrimental impact upon the highway network.
- Provide 15% on site affordable housing or an equivalent off-site financial contribution.
- Provide off-site improvements to school provision to accommodate the educational needs of future residents.
- Create an approximate 3.5 hectare wildlife habitat in that part of the site designated within flood zone 2-3.
- Maximise any potential use of SUDS and/or de-culvert, along watercourses and natural pond areas, where appropriate.

A noise assessment will be required to take account of traffic noise from the A1043 and railway line.

This site will not be brought forward until an agreement on the provision of a park and ride facility has been secured or the Landlands Road to Ladgate Lane road have been secured and a timetable for implementation agreed.

Development will be required to make a contribution to the provision of the transport infrastructure requirements identified within the Infrastructure Delivery Plan.

The following documents should also be consulted:

- Middlesbrough's Urban Design Supplementary Planning Document
- Tees Valley Design Guide & Specification
- The 2011 Nunthorpe Design Statement Supplementary Planning Document

Site Views

View 1

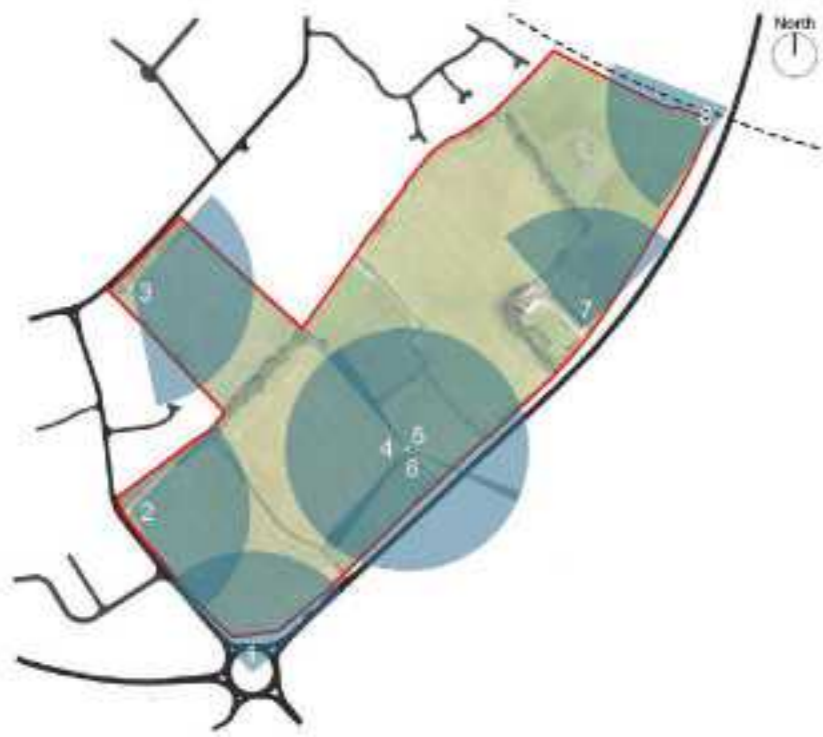
The view of the site from Poole Roundabout is very important as this will be the first view of the development for any cars approaching the site from the south or east. Features:

- Site is relatively open to the roundabout.
- Slight screening provided by a low hedge and half a dozen small trees.
- Long views to Flatts Lane Woodland Country Park.
- Mature trees screen the edge of Nunthorpe.

View 2

Taken from just within the site boundary. There is currently a mature hedge at the site boundary which limits any views into the site. Features:

- Relatively flat topography of this part of the site.
- Line of mature trees, on the left of the photo.
- St Mary's Church can be seen through the trees.



Site Views

View 3

This photo is taken from just off Guisborough Road at an existing field gate access.

Features:

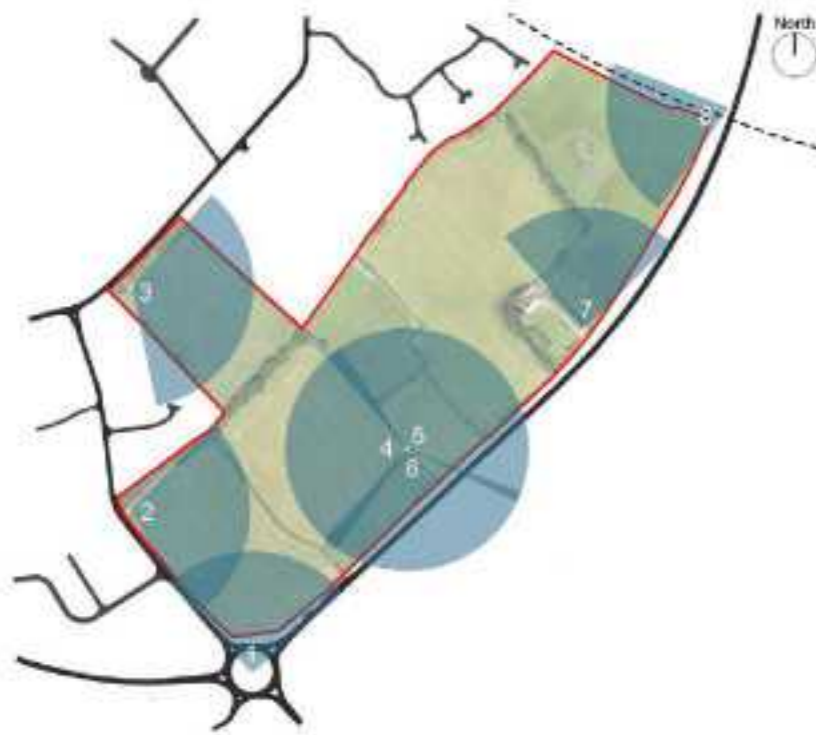
- Existing house, on the right of image, has windows overlooking the site.
- Mature line of trees crossing the site.
- Long View of Roseberry Topping. This a significant view that can be seen from all along Guisborough Road.
- Partly obscured view of St Mary's Church can be seen through the trees although it will not be viable when the trees have leaves.
- On the left of image, part of the bank of tree cover that front Guisborough Road.



View 4

View looking from the centre of the site towards Stokesley Road. Features:

- Two of the main hedgerows that cross the site.
- Mature trees on the edge on the site boundary and crossing the site.



Site Views

View 5

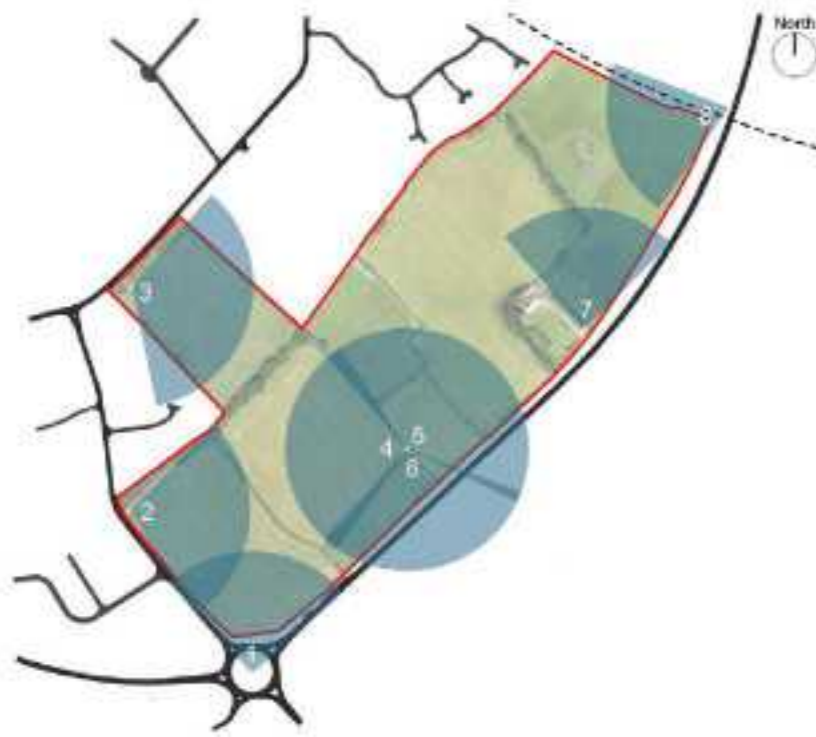
View looking from the centre of the site towards the playing fields and north part of the site. Features:

- The existing playing fields surrounding by low hedges.
- Houses on Nunthorpe Gardens.
- Evergreen greens round Field House.
- Deciduous trees along the A1043.
- Long views to Flatts Lane Woodland Country Park.

View 6

View looking from the centre of the site towards the A1043. Features:

- Deciduous trees along the A1043.
- Partly obscured View of St Mary's Church can be seen through the trees although will only be partly viable when the trees have leaves.



Site Views

View 7

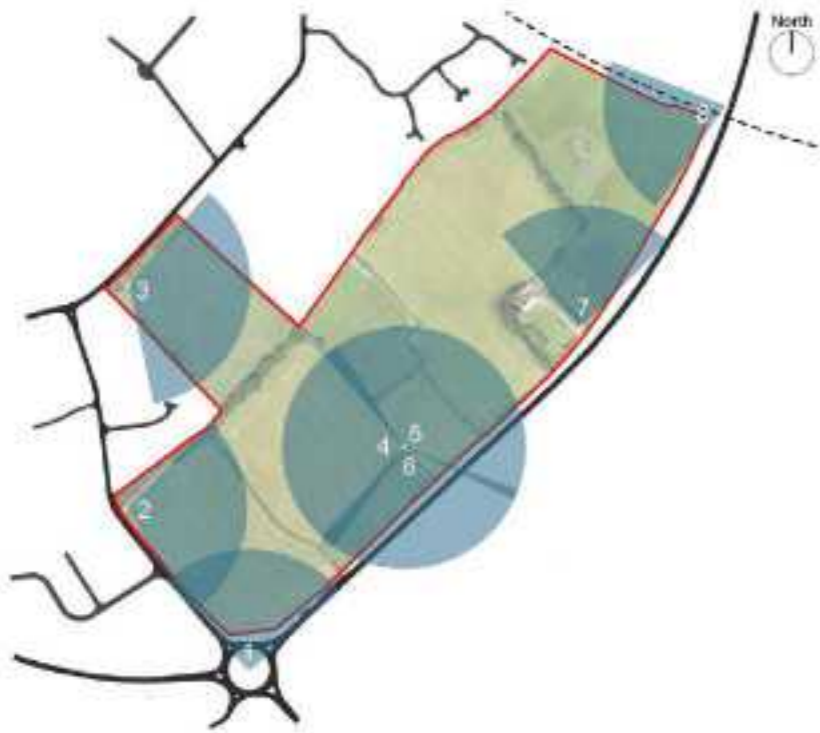
View from near the entrance of Field House looking north. Features:

- Undulating levels of site.
- Mature trees adjoining the A1043 and crossing the site.
- Long views to Flatts Lane Woodland Country Park.

View 6

View looking south over the site from the road bridge crossing the railway line. Features:

- Elevation of the A1043 is significantly higher than the site. Approx 6m higher at this point.
- Natural Pond that has formed in the area of the flood zone 3.
- Mature line of trees crossing the site.
- Houses on Nunthorpe Gardens that directly adjoin the site.
- Railway close to site boundary and at the same elevation.



Topography & Flood Risk

The topography of the site is gently undulating ground. No significant ground features have been identified. There is approximately 6m between the highest and lowest parts of the site.

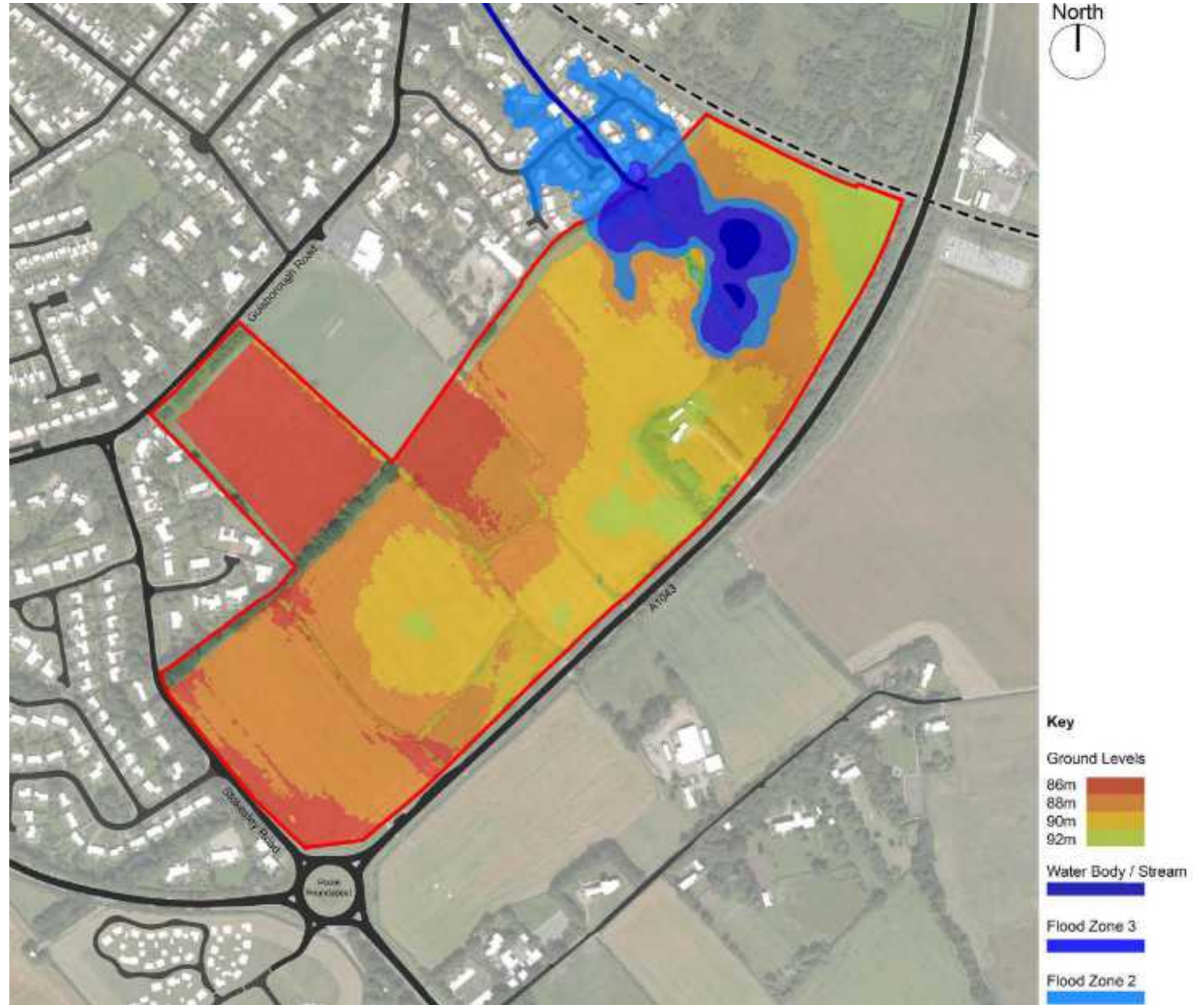
The highest parts of the site are generally close to the boundary with the A1043 with a couple of higher points within the centre of the site and in the north east corner

A significant part of the north of the site (approx 2.5 hectares) is classified as flood zone 2 & 3. In the lowest part of this flood zone area a natural pond has formed, surrounded by boggy ground. This area is recognised as the source of Ormesby Beck which flows off the site to the North West through the housing in Nunthorpe Gardens. Any development in this area must take into account how it will affect the flood zone and Ormesby Beck and mitigate against any negative impact.

The rest of the site does not feature any other significant streams, drainage ditches or permanent standing water. During the winter small areas do become waterlogged but it is not anticipated that this would have any effect of the ability to develop these areas.



View of Existing Pond on Flood Zone



Site Access

There is currently no access road into the site suitable to serve a new housing development. Therefore at least one new access will be required. A significant part of the site boundary adjoins surrounding roads, however the potential points where new junctions can be safely created is limited due to existing junctions, visibility lines and topography. A new junction from the A1043 has been designed by Middlesbrough Highways and potentials for junctions from others roads determined.

An assessment has been made by Middlesbrough Highways of suitable locations for new site access junctions. The exact location and type of junction to be provided will be established by the developer with guidance from Middlesbrough Council.

A1043

A new roundabout has been designed by Middlesbrough highways to access the site at the location show on the plan. This roundabout provides access to Nunthorpe Grange and to the future park and ride station to the south and includes safe crossing points for pedestrian and cycles.

No other junction can be created from the A1043.

Stokesley Road

The Stokesley Road access will most likely be a T-Junction with appropriate offset from Grey Towers Drive. The creation of a crossroads with the junction of Grey Towers Drive is prohibited, however a mini-roundabout may be appropriate.

Guisborough Road

Access from Guisborough Road can only be created to serve a single row of houses facing Guisborough Road. This access should ideally be shared drive(s). There can be no vehicular link from Guisborough Road to other parts of the development.



Rights of Way & Connections

Right of way

There is one Public Right of Way footpath that crosses the site from Guisborough Road to the A1043. For the majority of the path's route it runs along the edge of the sports field and is separated from the rest of the site by trees and hedges, only the southern end of the path is across open fields. As you walk southwards from Guisborough Road there is a very clear view of Roseberry Topping and the surrounding countryside.

This Right of Way across the site must be retained and ideally enhanced. Depending on the development layout it may be appropriate to slightly alter the route however the open aspect and views to Roseberry Topping must be retained.



View of Public Footpath

Existing Connections

There is an existing shared pedestrian & cycle route to the south of the site along the Dixons Bank (A172). This route connects with the wider cycle network. A safe connection to this route from the site should be established.

Nunthorpe train station is located on Guisborough Road 0.3 miles north of where the site boundary where the public footpath meets Guisborough Road. This station provides a link to Middlesbrough and beyond.

Potential Connections

The potential location for a new Park & Ride train station has been identified to the east of the site. This must be considered when designing the new road junction required on the A1043 and the incorporation of appropriate pedestrian & cycle routes across the site.



Trees & Hedges

The site is predominantly agricultural fields with hedges as the majority of the fields boundaries. As part of any new development, the most important hedge boundaries that must be retained are those on the site boundary where it adjoins the surrounding roads.

Given the size of the site and number of trees in the surrounding area, there are relatively few mature trees located within the site. The mature trees that are located within the site are mainly located in two rows that cross the site where site ownerships change. There are a significant number of trees on, or just outside, the site boundary that will also have an impact on any development.

All mature trees within and adjoining the site must be retained and protected. An indicative 10m root protection zone has been shown at this stage, the exact size of the required root protection zones will need to be determined by the developer based on detailed survey of tree location and size. No construction will be permitted within the designated root protection zones. The only exception to the above would be for the creation of access roads where no other route is possible.

In addition to the root protection zone, to avoid oppressive overshadowing of new homes, the following additional buffer zones are proposed. A developer will need to provide proof that overshadowing will not occur if they want to construct housing in these areas.

- 20m buffer from habitable buildings to tree trunks, where trees are to the South.
- 15m buffer from habitable buildings to tree trunks, where trees are to the North.



Air Quality & Easements

The most significant issues regarding air quality are anticipated to be traffic noise from the surrounding roads and railways. There a number of areas that have been identified as likely to have higher road noise issue:

- The area Poole roundabout has a high intensity of traffic use and vehicles accelerating away from the roundabout will generate greater noise.
- The A1043 north of Field House rises in elevation to cross the railway bridge. This will allow noise from the road to travel further into the site and make noise attenuation more difficult.

Appropriate solutions to mitigate any noise pollution will need to be incorporated into the design.

There are limited services crossing the site. A water pipe (size unknown) crosses the site as shown. This however could be easily diverted, if required, to suit a development layout.

A set of underground High Voltage electrical cables are located to the south of the A1043. The easement associated to these may affect the location and design of any proposed junction from the A1043.

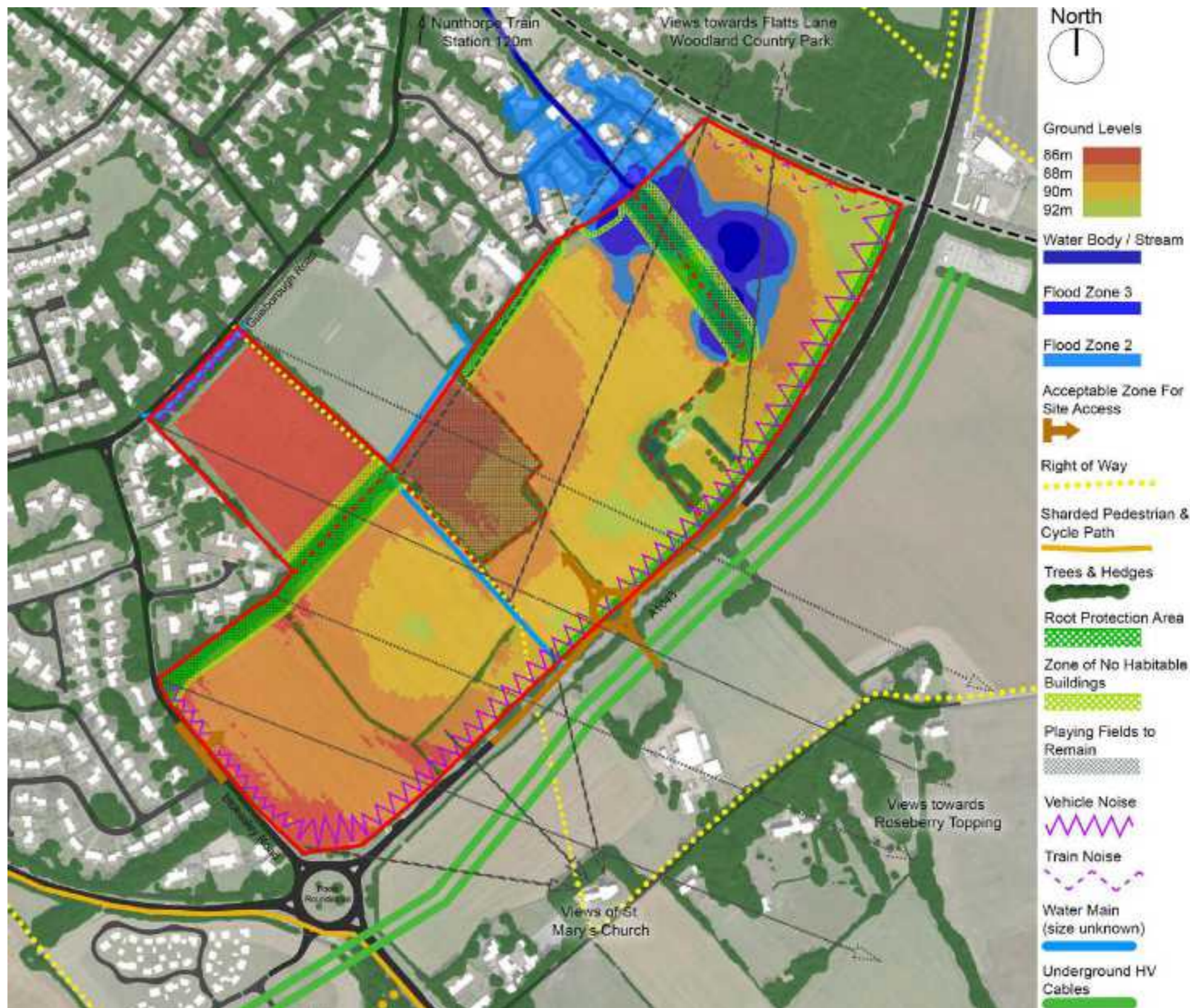


Summary

All the previous site analysis diagrams have been brought together in this image to give an overall appreciation of the site constraints and opportunities.

Key Opportunities & Constraints

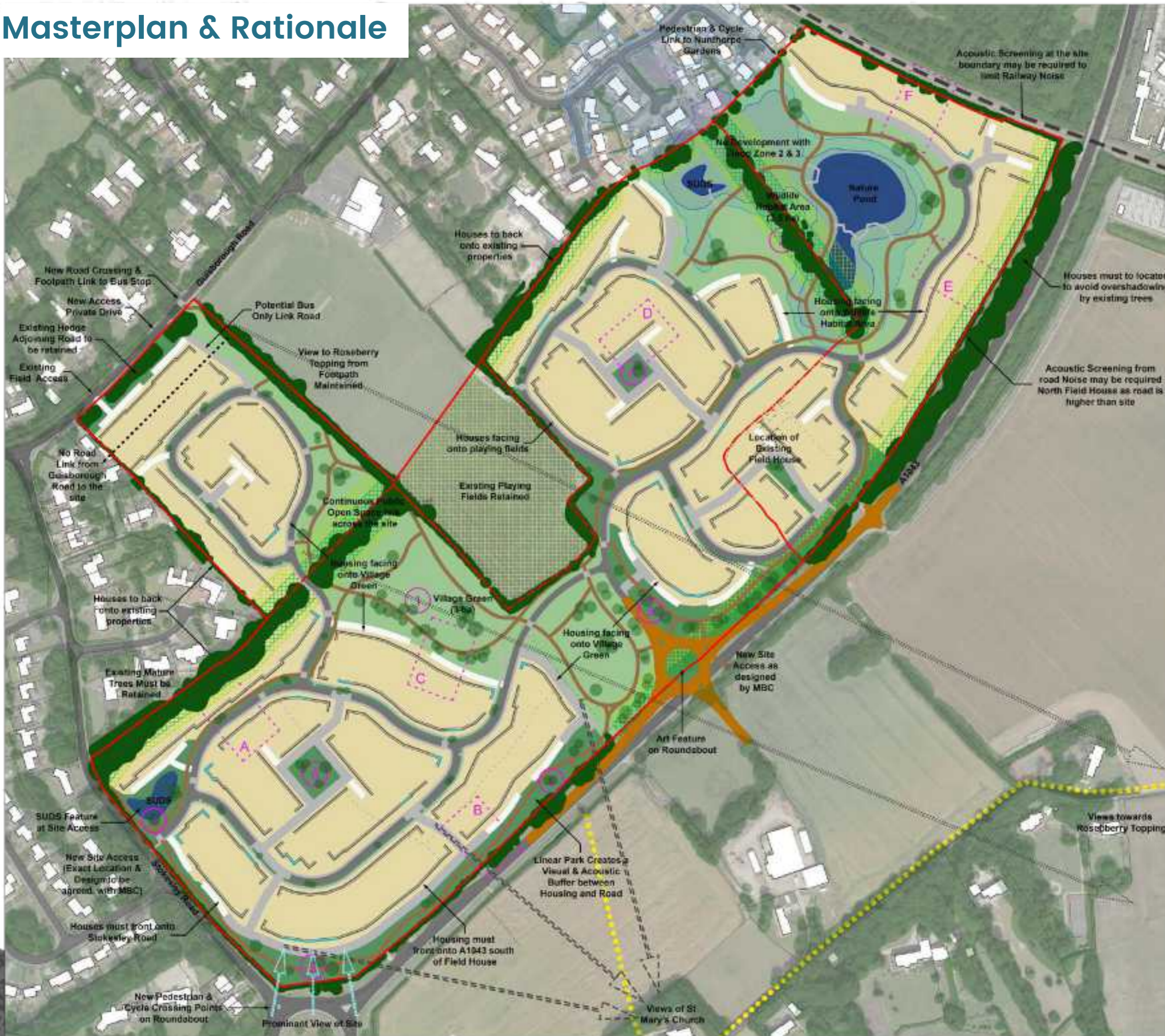
- Relatively flat site does not limit layout options but does limit the ability to create site views over properties.
- Views of Roseberry Topping, St Mary's Church and Flatts Lane Woodland Country Park can be incorporated into the development. Views from some locations will be obstructed by tree foliage in the spring/summer.
- Housing can be created to face onto desirable open space.
- Areas of mature trees can be incorporated without being excessively restrictive to development potential but root protection zones will be required and the impact of trees overshadowing mitigated against.
- Site is not part of the Conservation Area.
- No easements crossing the site.
- Links back to Nunthorpe and public transport are possible but are limited to only a couple of places.
- Noise from surrounding roads and railway will need to be mitigated.
- Flood Zone 2 & 3 in the northern part of the site restricts development area but can be used to create an attractive wildlife habitat area.
- No existing road access to site.
- Limited feasible access site point for new road access.
- Limited surrounding properties overlooking the site.



Indicative Masterplan

The following masterplan as been produced in response to the site analysis and the requirements set out in the Housing Local Plan. The masterplan shows the essential elements to be incorporated into any design.

Masterplan & Rationale



- Key**
- Site Boundary
 - Ownership Boundary
 - Developed Area
 - Village Green & Wildlife Habitat Area
 - Other Public Green Space
 - Type A Road
 - Type B Road
 - Shared Drive
 - Shared Surface Path
 - Line of House Frontage
 - Feature Elevations
 - Sample Area Location
 - Landscape Area Location
 - Pond / SUDS
 - Edge of Flood Zone 3
 - Edge of Flood Zone 2
 - Tree Root Protection Area
 - No Habitable Buildings Area

DRAFT

Nunthorpe Grange - Masterplan & Rationale
 25 June 2018
 Revision 3

Urban Design

The following pages cover the guidance and rules that have been developed specifically for Nunthorpe Grange.

Roads

Roads within the site must be designed with a hierarchy of highways which become more informal as they step down/get further into the development. Manual for Streets should be used as a basis to inform the internal layout.

Wherever possible the impact of roads should be minimised and methods to naturally encourage slower vehicle speeds must be incorporated into the road design. The whole development must have a maximum design speed of 20mph. The road types within the development have been classified into 2 categories, Type A & B.

Type A Road

These are the principal circulation roads through the development and should generally be through roads. On one side of the road the pavement must be separated from the road by a landscaped verge a minimum of 2m wide. This verge must be protected to prevent cars parking on it. This landscape feature is seen throughout Nunthorpe and forms a significant part of the street character.

A change in road surface and height must be incorporated where a minor road joins and at all crossing points. Where this road crosses the Village Green the road surface should change to the same surface treatment used for the Type B roads.

Type B Roads

These roads will have a non-tarmac road surface and be designed to encourage shared use. Through roads are encouraged and cul-de-sacs limited to a maximum of 10 dwellings with shared drives used to reduce road lengths.

The streets should be designed to reduce traffic speed to around 10mph utilising the principles of Home Zones, although they do not necessarily need to be formally designated as such. These streets will be more formal in design at the centre of the development, around the pocket parks, and more organic in design around the Village Green, Wildlife Habitat and the towards the edge of the site.

Bus Route

Consultation must be undertaken to establish how best to integrate existing bus routes through Nunthorpe Grange. The bus routes may access the site through the main site entrances on the A1043 or Stokesley Road or a dedicated bus only access from Guisborough Road.

A1043 Site Access

A new roundabout has been designed by Middlesbrough highways to access the site at the location shown on the plan. This roundabout provides access to Nunthorpe Grange and to the future park and ride station to the south and includes safe crossing points for pedestrian and cycles. Consideration should be given to a localised reduction in speed limit from the Poole Roundabout to just beyond the proposed access. No other junction(s) can be created from the A1043.

Stokesley Road Site Access

The site access can either be a roundabout at the junction with Grey Towers Road or a T-Junction to the north, with appropriate offset from Grey Towers Drive. Visibility is hindered by a sharp right hand bend north of the Grey Towers Drive junction. Sight lines of at least 2.4 x 43m must be provided at the new access point.

Guisborough Road Site Access

Access from Guisborough Road can be created for shared drives to serve a single row of houses facing the road. There can be no vehicular link from Guisborough Road to other parts of the development except for a bus only road link.

Required Off-Site Works /Contributions

The following off-site works will be required as part of the development:

- Provision of choice of a free bicycle / bicycle accessories or bus pass to the maximum value of £200 to first residents in order to promote sustainable travel.
- Connection of shared surface path, within the site along Stokesley Road & A1043, to the existing A1043 roundabout and creation of crossing points on all arms of the roundabout. Such works are likely to consist of extension to the kerbed islands to incorporate dropped kerbs and tactile paving with any necessary extension to footways.
- Improvements to the 2 local bus stops on Guisborough Road consisting of Kassel kerbs, shelters and necessary hard standing.
- A footpath must be created along Guisborough Road (min 2m width) with a safe crossing point. The new footpath must link to the existing bus stop further along the road.
- Local strategic road improvements- £159,295 per net developable Ha
- Green infrastructure- £140,015 per net developable Ha



Change in road surface at junction with side roads



Block paved road surface with attractive landscaping

Shared Paths

The development has a network of shared surface paths to connect within and to surrounding areas. This network of paths is integral to the scheme and location and routes of required paths are indicated on the Indicative Masterplan.

All shared surface paths need to be clearly defined and be a minimum of 3m wide and will become Public Rights of Way. Any point where a shared surface path crosses or meets a road there must be a raised table top crossing in a different material to the road and anywhere where the shared surface path runs next to a road there must be a minimum 2m wide landscaped verge.

Acceptable material for shared paths:

- Block paving
- Resin bonded surface
-

Unacceptable materials for shared paths:

- Tarmac
- Gravel



Continuations Path Surface at Crossing



Raised Crossing & Change of Material



Swale creates Verge between Path & Road



Planted Verge between Path & Road

Parking

All properties must be provided with parking in accordance with the Tees Valley Design Guide & Specification. In addition to these guidelines the following rules apply:

- Regardless of size all houses must have a minimum of 2 designated parking spaces.
- Garages cannot be counted as a parking space.

Parking must be designed to have a minimal impact on the street scene. The solution to achieve this will vary depending on the house type and plot location on the site. Principally parking should be accommodated in-curtilage, to the front or side of properties. Integrated / under-croft parking may also be appropriate in some locations.

Where parking is provided to the front of the house there must be a minimum of 8m from the property boundary to the elevation closest to the road and a minimum 1m deep planting zone must be provided between the driveway and front of house.

In all cases the width of the driveway at the point where it meets the footpath or road cannot be greater than 50% of this property boundary.

Parking in parking courts (either to the front or rear) may be appropriate in some locations but should be limited only to where in-curtilage parking cannot be accommodated. Where a parking court is used it must be softened with areas of planting and be the same surface material as driveways. A maximum of 6 houses can use the same parking court and parking spaces must be broken with a planting pocket every 4 spaces.

Parallel parking adjacent to the road can only be used to accommodate visitor parking. It cannot be counted towards the parking provision for a property. Parallel parking bays should accommodate a maximum of 3 parallel spaces and be screen with landscaping at each end.

Driveways should be constructed from a material that contrasts in type or colour from the adjoining road and pavement to clearly delineate between public and private space.

Acceptable Driveway Materials

- Block Paving
- Stone sets
- Cobbles
- Bonded resin

Unacceptable Driveway Materials

- Tarmac



In-curtilage Parking



Parallel Parking



Shared Court Parking



Integrated Parking

Boundary Treatment

Boundary treatments are an important element of the street scene and help to define private space.

All front gardens adjoining a Type A road must have a low boundary feature (max 1m high) at the pavement edge. This could either be a wall, fence or hedge. Brick walls should have an element of brick detail or a tile creasing to add interest. Knee rails cannot be used to define a property boundary, but can be used around public space if desired.

Front gardens on others streets may use any of the options above or low planting to help define the edge of the front garden at the pavement edge.

Any back garden boundary that adjoins a Type A street, for example on a corner-turner house, must have a minimum 1.8m high wall constructed in the same material as the adjoining house.

Regardless of location, any fence over 1.8m high should incorporate trellis at the top to minimise it's impact while maintaining the same security as a higher fence.



Low Planting at Front Boundary



Low Wall at Front Boundary with Brick Details



Fences with Trellis on the Top



Rear Garden Walls match House

Housing Mix & Layout

The development must tie together as one cohesive place while also incorporating the variety of design approaches that will be required across the site in relation to the site features. The mix, style and layout of the houses must create a high quality and spacious development.

The site should be predominantly three and four bedroom detached and semi-detached homes to reflect the housing in Nunthorpe. The inclusion of bungalows and/or high quality low-rise flats, to support an aging population, is also supported.

Based on the density of other areas of Nunthorpe the maximum permitted density for whole of Nunthorpe Grange is 20 dwellings per hectare for the developed areas. Therefore the maximum number of new homes will be circa 350.

The appropriate building layout will vary depending on where it is located on the site and character of that area. There are however some principles that will be relevant to housing across the whole site. Streets must have either; house frontages on both sides or for single sided streets house frontages facing green space. At the corner of street junctions a specific corner-turning house type must be used which has windows facing both streets.

Six sample areas shown over the following pages demonstrate appropriate principles of development across the site.

Affordable Housing

If 5% affordable housing is to be provided on site, the off site financial contribution will be calculated equivalent to providing 10% of the total dwellings being provided on site.

If no affordable housing is to be provided on site, the off site financial contribution will be equivalent to 15% of the total dwellings to be provided on site.

Any affordable housing that is provided on-site must be incorporated individually or in small groups spread across the whole development. These groups should be no larger than 8 homes.



Contemporary Homes facing a Green Space



High Quality Landscape Planting & Materials



Feature Corner-Turner House



Shared Surface Street

Sample Area A

This area covers a typical Type A road where housing is located on both sides of the road. There will also be situations where there is only single-sided housing on a Type A road. In this location, in the centre of Nunthorpe Grange, the housing density will be in the range of 19-21 homes per hectare and have an ordered layout.

The road has a standard 2m wide footpath (1) to one side and on the other side a minimum 2m wide landscaped verge (2) featuring grass, low planting and trees. The verge must be protected from vehicles by small bollards along the road edge. These bollards are to be a custom design and not generic bollards. Visitor parking bays are accommodated within the verge (3) minimising the impact on the street scene. Next to the landscaped verge is a 3m wide bonded resin shared surface pedestrian & cycle path (4). Roads that do not have a shared surface path will have a 2m wide footpath instead.

Houses on the street side with the landscaped verge (5) must be located close to the pavement. To ensure this, the maximum depth of front gardens in this situation is 3m. Driveways & parking will therefore need to be provided to the side of these homes.

There is more flexibility with the front garden depth of houses on the street side with no landscaped verge (6). Houses may be close to the pavement edge, as long as 21m separation is provided between habitable room windows to houses across the street, or set further back with larger front gardens.

The front property boundaries on both sides of the street are delineated by a low boundary feature (7), as required on all Type A roads.



Sample Area B

This area is an edge of site location where homes face the A1043. This condition exists on the A1043 from Field House south to Poole Roundabout and also along Stokesley Road. The housing along the site boundary is slightly less formal in layout than in the centre of the development.

The road access to these homes is either a Type B road (1) or shared drive (2). In this area the road and pavement share the same surface and the street design incorporates features to encourage shared use and reduced vehicle speeds. To retain a safe pedestrian route and prevent cars parking in this area the pavement zone is delineated to by timber bollards (3) or landscaping. The design of the bollards varies across the development to give each area a slightly different character. As part of the traffic calming strategy, the road is narrowed in places by pockets of landscaping (4) and other suitable features.

Houses must be located close to the pavement with a maximum front garden depth of 4m. Low level planting is incorporated at strategic points on the pavement edge to define the property boundary (5). Where the back garden of the corner property adjoins the street the rear garden boundary wall (9) matches the house materials.

There will be good views of the countryside from the front of these properties, the houses must be designed and orientated to make the most of these views without compromising privacy. The house on the street corner (7) must be designed to have windows facing both streets.

Between the site boundary and the street is a landscaped linear park. This park provides a visual and acoustic buffer to the surrounding roads. Where it adjoins the A1043 it must be a minimum of 12m wide and 8m wide along Stokesley Road. The width is measured from the site boundary to the edge of the nearest road, private drive or property boundary, whichever is closest.

The linear park will feature a continuous shared surface pedestrian / cycle path (8) with seating and features to support the transient nature of the park such as trim trail activity stations or art trail. The existing hedge site boundary (9) must be retained and enhanced.



Sample Area C

In this area homes accessed from a shared drive adjoin the Village Green. Similar principles apply in other locations where the homes facing the Village Green are accessed from a Type A or B road. The roads / private drives that adjoin the green avoid using straight lines, instead they are a series of gentle curves to create a softer edge to the Village Green with homes orientation following the curves.

Homes must face into the Village Green as this will create the best visual appearance and provide natural surveillance of the Green. There does not need to be a physical barrier between the shared drive and the Green (1), however a low protection, such as a knee rail, will be required where it adjoins the Type A and B roads.

The view and impact of parked cars must be minimised around the Village Green. To achieve this, parking to the front of properties is not permitted and parking to the side of properties (2) is the preferred approach. Low level planting (3) is incorporated at strategic points on the pavement edge to define the property boundary.

The Village Green will be a mainly grassed area that allows for a variety of uses. The park is surrounded and crossed by a network of shared surface pedestrian / cycle paths (4) that will link the key areas of the Green, such as a children's play area (5) and a village band stand. New native trees and shrub planting (6) will complement the existing mature trees that are retained.



Sample Area D

This area is a corner of a pocket park located in the centre of the development. These areas will have the highest density of Nunthorpe Grange, above the 20 homes per hectare average, and is an ideal location for the affordable housing.

A Type B shared surface road wraps around the park. The road and pavement share the same surface and the street design incorporates features to encourage shared use and reduced vehicle speeds. Where the road completely circles the park it can be made a one-way system to minimise the road size and increase safety. Timber bollards (1) or planting (2) separate the path from the road to create a safe pedestrian walkway and prevent cars parking in the path zone. visitor parking (3) must be carefully incorporated into the landscape to minimise its impact on the street scene.

The buildings have a formal layout with homes facing onto the park and located close to the pavement with a maximum front garden depth of 3m. Low level planting is incorporated at strategic points on the pavement edge to define the property boundary (4). The homes in the corner of the square are accessed from a shared drive (5) and a small parking court is screened by landscaping. This is an example of how a parking court can be successfully incorporated into the design without compromising the visual appeal.

The pocket parks must be well landscaped with places incorporated to sit and relax. Each pocket park must have a different design character.



Sample Area E

In this area the homes are located between the A1043 and the Wildlife Habitat Area. The houses in this part of the site are starting to reduce in density from areas in the centre of the development and will be predominately detached homes.

The houses are accessed from a Type A road with housing to just one side. The road only requires a pavement on the housing side of the road. Where a path from the Wildlife Habitat Area meets the road a table top crossing point will be created (1) in a contrasting material to the road. The edge of the Wildlife Habitat Area will be protected by a timber fence (2) to prevent any verge parking.

The front line of the houses is informal with the depth of front gardens varying. This allows for a mix of in-curtilage parking with some to the front of the house (3) and some to the side (4). A low front boundary treatment is required (5).

The rear gardens of these properties end at the bottom of the tree lined embankment of the A1043 (6). Houses must be located to avoid the root protection zone and overshadowing from these trees. An assessment of appropriate noise attenuation is required to mitigate traffic noise from the road.



Sample Area F

In this area homes are located on the northern edge of the site with the railway to the rear and facing onto the Wildlife Habitat Area. The houses in this area are the lowest density of the development, below 18 homes per hectare, with large homes on generous plots. This is a desirable area of the site where homes have an open aspect to both the front and rear. The low density ties in with the adjoining low density Nunthorpe Gardens and minimises traffic movement around the Wildlife Habitat Area.

The houses in this area are accessed from a Type B road, and a shared drive further along, with housing to just one side. The road has the same features as other Type B roads, such as; shared surface road (1), protected pedestrian zone (2) and landscaped traffic calming (3).

Detached houses are set away from the road edge in an informal arrangement. A mix of house types must be combined so that each home does not look like a copy of it's neighbour.

The rear gardens of these properties adjoin the railway (4). Appropriate noise attenuation must be provided to minimise noise disturbance from passing trains.

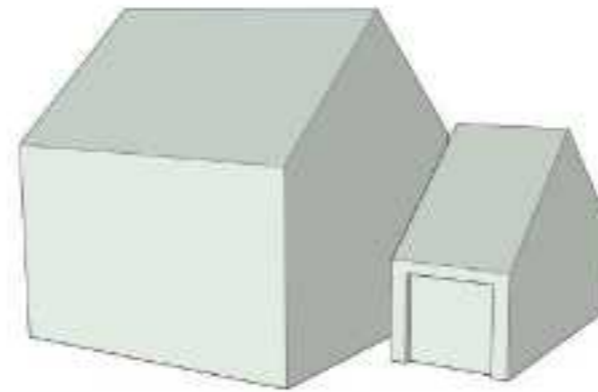


Garages

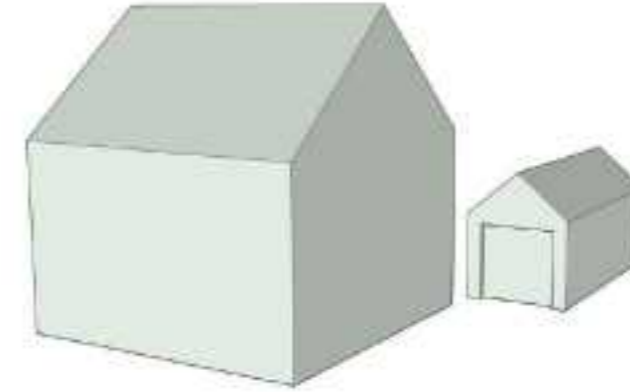
Further to the advice provided on the previous pages, where a garage is to be provided the preference is for a detached garage to the side or rear of the house. The garage can be accessed from the street to the front, or side for a corner turner, of the property but not from the rear. Where the detached garage is to the side of the house it must be set back at least 3m from the house elevation that faces the street.

Integral garages may be appropriate in some areas but should not be the predominate type of garage. They must be designed to appear as an addition to the main body of the house. The garage doors cannot be flush or set forward of the main house elevation, they must be set back at least 1m from the front elevation.

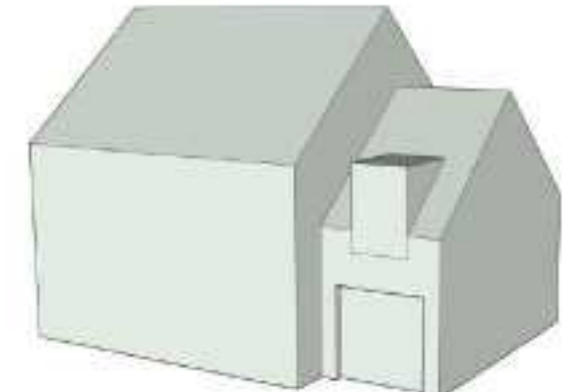
Examples of Acceptable Garages



Detached garage located to the side of the property.
Set back 3m from the front elevation

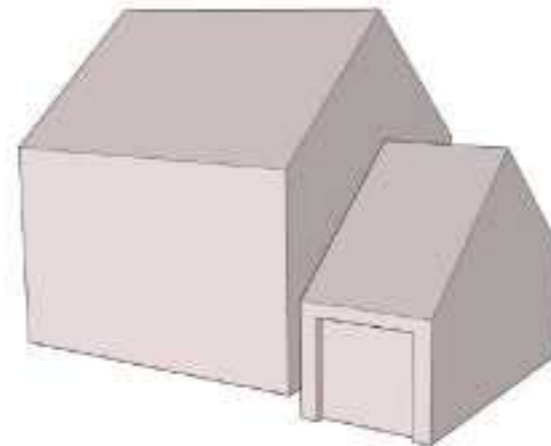


Detached garage located to the rear of the house

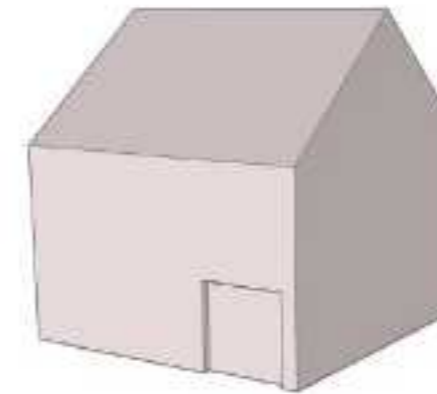


Integral garage set back at least 1m from front elevation and with eaves lower than the main house

Examples of Unacceptable Garages



Detached garage located forward of the front elevation of the house



Integral garage located within the front elevation of the house



Integral garage set forward of the main elevation of the house

Elevations

The correct design and materials quality for the house elevations is essential to creating the required high quality and contemporary feel for Nunthorpe Grange.

There are many ways to approach the elevation design that may be appropriate but a few basic principles should be incorporated regardless of the specific design. The focus is placed on good quality, durable & low maintenance materials to ensure the building quality of Nunthorpe Grange does not degrade over time.

In general an elevation should be restrained in design and consist of a maximum of 2 materials used over large areas. Small areas of contrasting materials on elevations should be avoided, instead more subtle elements such as brick detailing are encouraged as an alternative. If appropriate, contemporary use of traditional materials and/or details will enhance the sense of place and connection to the surrounding area.

Acceptable Materials

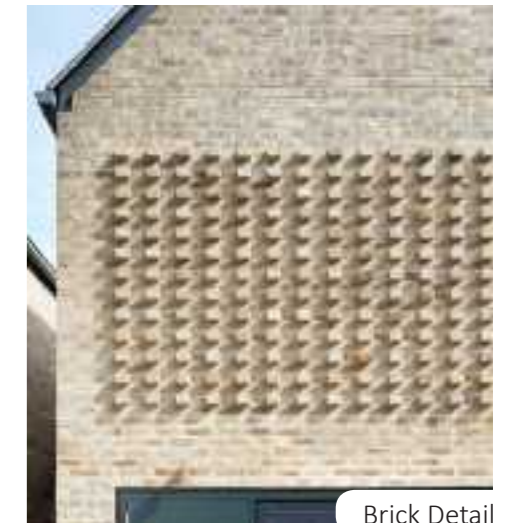
- Brick
- Hardwood Timber
- Natural Stone
- Render (in white or off-white only)
- Standing seam metal panels
- Copper
- Lead
- Some Imitation Timber Cladding may be acceptable depending on the quality and proposed use/location.

Unacceptable Materials

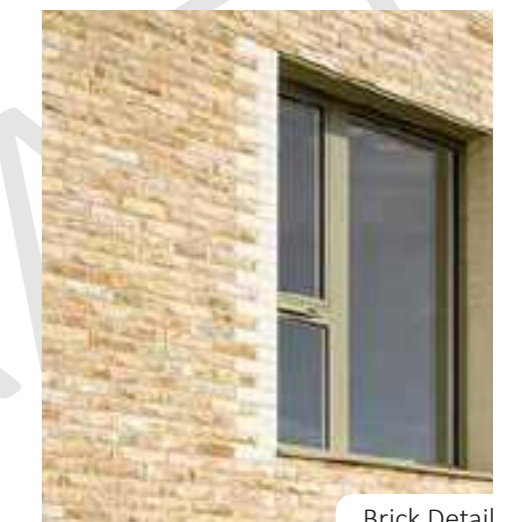
- Reconstituted / Imitation Stone
- uPVC Cladding
- Face Fixed high-density Laminate Panels
- Coloured Render
- Concrete Blockwork
- Softwood Timber
- Coloured Cladding (e.g. Blue)
- Exposed Concrete



Subtle change in brick colour between houses



Brick Detail



Brick Detail



All Render Facade with Brick around Windows



Brick Elevation with Timber to define Entrance



Cladding Detail

Windows & Front Doors

The design of the windows and doors must support the contemporary design approach. Placement of windows should make the most of views while also ensuring privacy. Large and/or full height windows are encouraged to bring maximum natural light into rooms. Bay windows are encouraged as a positive feature to front elevations and should be square in design and flat roofed. Dormer windows should also be flat roofed.

Balconies to the front of properties is generally discouraged, however they may be acceptable in some circumstances where they are making the most of views and/or southern aspect. Any balcony on the front of a house must be designed to still provide privacy from the street and not dominate the front elevation.

Acceptable Window Materials

- Non-white uPVC
- Timber
- Aluminium

Unacceptable Windows Materials

- White uPVC

Front doors are the main feature of the front of property and therefore must be of high quality. A simple porch should be incorporated to create a feature and provide shelter outside the door.

Acceptable Front Door Materials

- Timber
- Aluminium
- Composite

Unacceptable Front Door Materials

- uPVC

Large Windows & Simple Entrance Porch



Large Windows & Recessed Front Entrance



Simple Balcony on House overlooking a Green Space and Square Dormers



Double Bay Windows create an attractive feature and incorporate than Entrance Porch



Feature made of Front Entrance

Roofs

Duel-pitched, mono-pitched and flat roof are all acceptable. There is no restriction on the pitch of Mono-pitch roofs, however duel-pitched roofs should have a minimum pitch of 40 degrees. Roofs should have gable ends, not hipped or any hipped variants.

The types of suitable roofing materials follow the same principles as elevation materials, with the focus on good quality materials and durability.

Acceptable Materials

- Slate
- Clay Pantiles
- Thin Concrete Tiles
- Standing Seam Metal
- Green Roofs
- Integrated Solar Roof Tiles

Unacceptable Materials

- Thick Concrete Tiles
- Thatch
- Wood Shingles
- Asphalt Shingles



Slate



Pan Tiles



Integrated Solar Tiles



Green Roof



Standing Seam Metal

SUDS

A cohesive and sustainable site wide approach must be developed for how surface water will be managed. The appropriate solution should be designed for each part of the site and careful consideration should be given to how the SUDS can be used to enhance the public realm and ultimately increase the desirability of the development.

The following SUDS techniques would all be acceptable:

- Detention basins, purpose built ponds and wetlands
- Green roofs
- Infiltration trenches, filter drains and filter strips
- Permeable surfaces
- Swales

There are many good examples of where SUDS have had a positive impact on a development. Some examples include:

- Grey Towers, Nunthorpe
- Barewood, Waterloooville
- Derwentthorpe, York
- Upton, Northampton



Detention Pond



Dry Swale



Permeable Paving



Wet Swale



Landscape Feature

Landscape

To accompany the urban design section of this document, guidance has been included on the six main landscape areas.

Landscape Area 1 – Village Green

The Village Green is a continuous park that is the main connection of Nunthorpe Grange to existing Nunthorpe. The Green flows through the site from Guisborough Road to the A1043 and countryside beyond. The park will cover a minimum of 3 hectares.

The Green's shape and location incorporates the existing playing fields and is designed to maintain open views across the site to the Cleveland Hills beyond.

It is envisioned the space will be predominantly maintained open grassed areas with a path loop connecting surrounding homes to pathways to other areas of the site and Nunthorpe. The existing mature trees will be retained and complemented with new trees and other planting.

Key features include:

- Flat and welcoming areas to encourage outdoor activities and as a place for community events and informal sports.
- Well defined & safe children's play space.
- Variety of different seating area for resting, relaxing and eating.
- Disability friendly, walking/cycle routes.
- Clearly defined boundaries.
- Public art, bandstand or other focal point.
- High quality planting scheme.



Landscape Area 2 – Wildlife Habitat Area

The Wildlife Habitat Area utilises the area of the site that is designated as flood zone 2 & 3 and is not suitable for housing as it is the source of Ormsby Beck. This 3.5 hectare park is envisioned as a haven for wildlife and an informal area of public open space for residents of Nunthorpe Grange and the wider Nunthorpe area.

The park features a series of informally landscaped areas, wildlife ponds and wetlands areas that are connected by a network of pathways and boardwalks around and cross the park. Some of these ponds may also be utilised as SUDS.

Key features include:

- Wildlife ponds and wetlands with boardwalk access.
- Habitats to support breeding/nesting animals and birds.
- A mix of maintained and long grass areas.
- Wildflower meadows.
- Existing mature trees retained.
- New planting of native British trees and plants.
- Disability friendly, walking/cycle routes.



Landscape Area 3 – A1043 Site Gateway

This site entrance from the A1043 will be the most prominent entrance to Nunthorpe Grange and must present a good first impression of the high quality homes and environment of the development.

Development must be brought away from the road edge on both sides of the road and a landscaped green space created. The landscape strategy should include planting and features that will look good all year round and reflect the contemporary design nature of the development. The focus of the gateway should be a large feature sculpture, ideally designed and manufactured locally and with a theme that has a connection to the local area.

Key features include:

- Large feature sculpture.
- Housing set back from A1043 and entrance road.
- Landscaping that provides interest all year round.



Sculpture- Andrew Mckeown



Landscape Area 4 – Stokesley Road Site Gateway

The site entrance from Stokesley Road is from a much quieter road than other entrances. This entrance should have a less formal design and reflect that this is an extension to Nunthorpe and not the entrance to a stand alone development. The use of formal gateposts and/or walls would be inappropriate. This area of the site has been identified as a good location for a SUDS pond. The pond will be the feature at this entrance and be overlooked by housing.

This section of Stokesley Road is poorly appointed in terms of footpaths and safe cycle routes; additional pedestrian and cycle access points should be provided away from this new junction.

Key features include:

- SUDS Pond.
- Improved Pedestrian and cycle crossing.
- Landscaping that provides interest all year round.



Landscape Area 5 – Linear Park

A visual and acoustic buffer is required where the site adjoins the A1043 and to a slightly lesser extent Stokesley Road. This is also a very prominent view of the site for passing vehicles, especially from Poole Roundabout.

A linear park has been proposed to bring development away from the site boundary and create this visual and acoustic buffer that will transition between open countryside and Nunthorpe Grange. House frontages, trees, hedges and hard landscaping features should be combined to express the qualities of the development to those passing by each day. The existing hedge is to be retained and where appropriate added to, creating a natural sound buffer zone. Any fixed sound attenuation must be sympathetic to the context of the green space.

This park is a key element of the green infrastructure with cycle paths and footways to connect the site to Poole Roundabout. The park will mainly be a transient place that people move through rather than linger in. It should incorporate features to support this such as a trim trial type installation, short stop seating and public sculpture.

Key features include:

- Shared use path.
- Appropriate acoustic treatment.
- Features designed to support transient use.



Landscape Area 6 – Pocket Parks

The Village Green and the Wildlife Habitat Area provide large area of public open space, however pocket parks provide more secluded areas principally for residents surrounding the parks. The small open spaces support a higher density of housing around them and should be highly and creatively landscaped, with each park having its own identity. Roads around the parks should be a shared surface and highly traffic calmed so that the road becomes part of the park not a barrier around it.

Key features include:

- Highly and creatively landscaped areas.
- Adjoining roads to be shared surface a traffic calmed.



NOTE
 Subsoils extracted from excavations provide useful engineering materials for raising levels and in forming and contouring areas of landscaping. Accordingly, the finished surface levels on this development have been designed to incorporate the benefits of this material, either derived on the site, or in other TWM developments.

WORK IN PROGRESS



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PA1D	Bedford	15	4
PA1E	Bedford	15	4
PA1F	Bedford	15	4
PA1G	Bedford	15	4
PA1H	Bedford	15	4
PA1I	Bedford	15	4
PA1J	Bedford	15	4
PA1K	Bedford	15	4
PA1L	Bedford	15	4
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PA1O	Bedford	15	4
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PA1KY	Bedford	15	4
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