

Bugle Nurseries Upper Halliford Road

A12146 GR2001PI – Design and Access Statement

Outline Planning Application

Angle Property (RLP Shepperton) LLP



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<b>Project:</b>	A12146 Bugle Nurseries
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	Name/title:	Signature:	Date:
Lead author:	Salvatore Testa		14.11.2022
Checked:	Nick Hirst		14.11.2022

Professional Team	
tp bennett	Architect
Montagu Evans	Planning Consultant
Delta Simons	Environmental Consultant
Aspect	Landscape Architect
Mayer Brown	Transport Consultant
Local Dialogue	Public Relations Consultant

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## I. Introduction



# I. Introduction

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## I.1 Locating the Site

Bugle Nurseries is a 4.8 Hectare site located just North of the centre of Upper Halliford.

The site is contained between the existing railway to the West (connecting Shepperton and Upper Halliford Station) and Upper Halliford Road (A244) to the East.

The site is located within the designated greenbelt in the borough of Spelthorne. Following the consent for 31 dwellings in mid-2021, part of the Bugle Nurseries site has received a draft allocation for release from the Green Belt. The draft Site Allocation HS1/009 in the emerging Local Plan is currently at the Regulation 19 consultation stage. The Council is supportive of an alternative form of housing development to comprise approximately 79 units (houses and flats) including 50% affordable housing on 2.28ha and provision of 4.83ha public open space that would include a minimum 50m gap between new housing development and the built up area to the north. This would make an important contribution to the current housing land supply shortfall, providing housing across a range of tenures to meet identified needs.

This planning application seeks permission for a residential scheme of up to 80 units, which is to be concentrated on the southern part of the site, as well as an upgraded access/junction and improvements to Upper Halliford Road.

The additional information pertaining to the extent, character and design of the development is for supporting illustrative purposes only. This only serves to evidence that such a development of this scale and nature would be appropriate and deliverable to a high standard, exceeding the quality parameters set out within Spelthorne’s design guidance documentation.



Existing Aerial View



# I. Introduction





# I. Introduction

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## I.2 Summary

Both the location of the site and character of the land lend themselves to various opportunities and constraints which have helped to inform the design approach taken within the illustrative layout submitted as part of this outline application. These are as follows:

- ☞ Opportunity to replace the existing incompatible uses with something more sympathetic to the immediate context.
- ☞ Removal of existing vehicle storage and scrap metal vehicles
- ☞ Reconfiguration of the mounds of earth bunds in the South West corner of the site to make a positive contribution to the landscape.
- ☞ Opportunity for new publicly accessible green space, for existing and new residents alike
- ☞ Formalise the hither-to ad-hoc development of the site within the allocated built-up area to the south (Part A) as indicated in the Site Allocation Map.
- ☞ Opportunity to retain the strategic green space between settlements (of Bugle Nurseries application site and land to the east of Halliford Road).

The proposal seeks to demonstrate exactly how the site could be developed in an appropriate way that would deliver the benefits listed previously whilst according in full with the emerging Local Plan policy objectives and Draft site Allocation as follows:

Policy Requirement	Compliance
A mixed development of dwelling - houses and apartments on Part A	✓
Provision of a publicly accessible open space on the remainder of the site (Part B)	✓
The creation and maintenance of a buffer along the northern boundary of the site to retain and enhance the Green Belt function. The buffer should be no less than 50 meters and remain open and free of development. This should be continuous with the public open space to the rear of the site.	✓
Provision of a pedestrian crossing adjacent to the site on Upper Halliford Road	✓
50% Affordable Housing (75% Affordable Rent : 25% Affordable Home Ownership)	✓
The enhancement of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans	✓
Strengthening of the adjacent Green Belt boundaries to retain its performance and strategic role adjacent to the site	✓
Remediation of the existing waste transfer use on site	✓
Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site- specific Travel Plan and Transport Assessment	✓
Provide or contribute to any infrastructure as set out in the IDP and/or identified at the application stage which is necessary to make the site acceptable in planning terms	✓
Maximise the use of Climate Change measures and renewable energy sources, in accordance with Policy DS2 to make buildings zero carbon where possible	✓



Site Location



Site Allocation Map



# I. Introduction

☞ The illustrative scheme set out within this document proposes the following accommodation:

- 80 Residential Units, in the following mix:
  - 18 no. 1 bed maisonettes
  - 6 no. 2 bed maisonettes
  - 11 no. 2 bed houses
  - 34 no. 3 bed houses
  - 11 no. 4 bed houses
- The site will provide 7 acres approx. of newly landscaped public open space with a new play area.
- The site will accommodate a small electrical enclosure.











## 2. Assessment



# 2. Assessment

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## 2.1 Description of Existing Site Boundaries

The site is defined by significant boundary relationships of varying character.

The railway (connecting Shepperton and Upper Halliford Station) runs along the sites Western boundary with an existing pedestrian level crossing located in the North West corner.

The railway crossing is accessed from a footpath that runs along the full length of the existing site, between a heavy palisade fence and a wooden fence facing onto the existing site paddocks. These two fences essentially form the sites Northern boundary separating the proposal site from the lake further to the North. The footpath ties into the existing access road for the adjacent site known formerly as the Bugle Returns (to the North East). Bugle Returns, formally a public house has now been demolished following acquisition by Spelthorne Borough Council. The site has completed construction in 2020 to provide residential accommodation in a 3 storey development.

The site's main access is via a bell mouth junction on Upper Halliford Road to the sites East. There are also two other properties (not within the curtilage of the sites boundary) accessible from this road, which are set into the site on its South-eastern edge (House No.'s 137 & 139). Grange Farm Estate is located on the opposite side of Upper Halliford Road (East) and has been developed into a residential area for semi-permanent housing.

To the South, the existing residential areas of Upper Halliford are long established. An existing allotment also shares its boundary with the proposal site at the site's South Western corner.



Existing Footpath to Site's North



Existing Railway Crossing to Site's North West



Upper Halliford Road to Site's East



Existing aerial photo of the site looking South East



## 2. Assessment

### 2.2 Immediate Site Context

A new visually prominent Waste Transfer Facility is located on the previously open land just beyond the railway line to the West. This facility is accessed from Charlton Lane.

Further afield (to the West) lies the M3.

The wider area is defined by mixed development types, peripheral to longer established settlements, such as Upper Halliford. The wider landscape is characterised by large areas of open water, including Queen Mary reservoir located a short distance beyond the M3 to the North West.

The containment of the site provided by the Railway boundary and Upper Halliford Road boundary isolates the proposal site from the wider area.

The site is designated Green Belt but so heavily constrained between existing boundaries, that it arguably plays no role in the wider area.



Waste Transfer Facility to Sites West



Existing aerial photo of the site looking South West

# 2. Assessment

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## 2.3 Description of Core Site

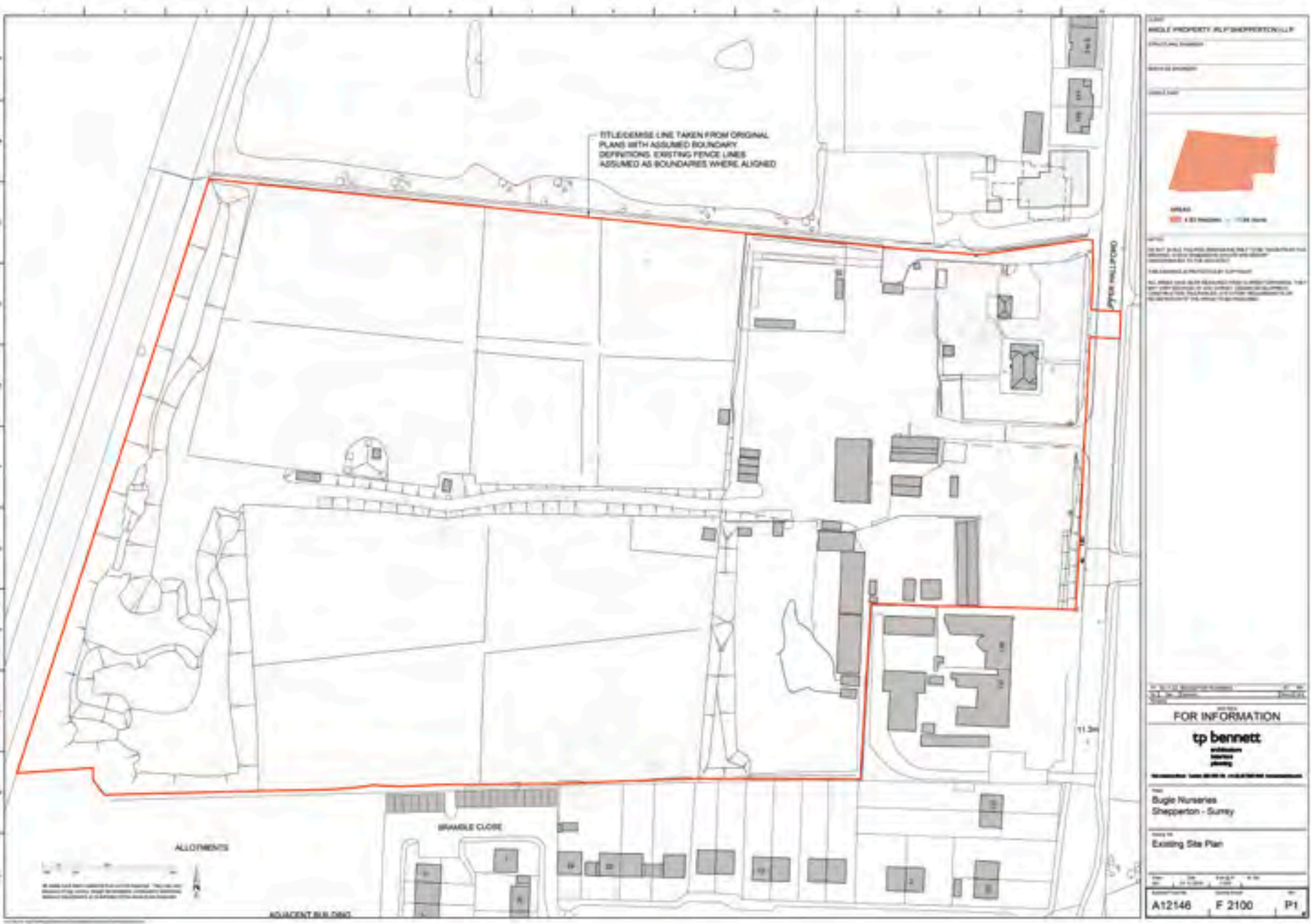
The existing site is given over to a number of varying uses. The remains of the Nursery use are still evident on site, appearing in the form of derelict greenhouse structures positioned to the South of the main entrance.

The site has two existing vehicular access points. Primary access is located centrally on Upper Halliford Road, with the secondary entrance located towards the North East corner (sharing a road with the Bugle Returns site). This gate allows access to the footpath and to the Northern yard area. The gate is not immediately visible from the highway or used regularly, and as a consequence has been subject to fly tipping on several occasions.

The Eastern half of the site is given over to development with numerous buildings of poor quality and varying character, gathered around areas of hardstanding. There is one existing residential property set apart from the other located structures close to Upper Halliford Road. Some of these buildings take the form of derelict greenhouses. A telecoms mast also currently stands within the sites centre. This part of the site contains no planting of merit, and is separated from the Western half of the site by a line of conifers.

A track/unmade road extends across the paddocks on the Western half of the site, allowing vehicles to access the former Transfer Station in the sites South Western corner. A small well lies along this route to the North side, which allows access to an existing temporary telecoms mast, and associated generator.

The Transfer Station is not in operation but was served by oversized heavy equipment. Over time this has resulted in the formation of several very high mounds of earth and building debris, set against both the Western boundary along the railway (ending just before the existing railway pedestrian crossing NW corner), and the Southern boundary against the allotments. These mounds of earth form a visually dominant structure in this otherwise flat landscape.



Existing Site Plan



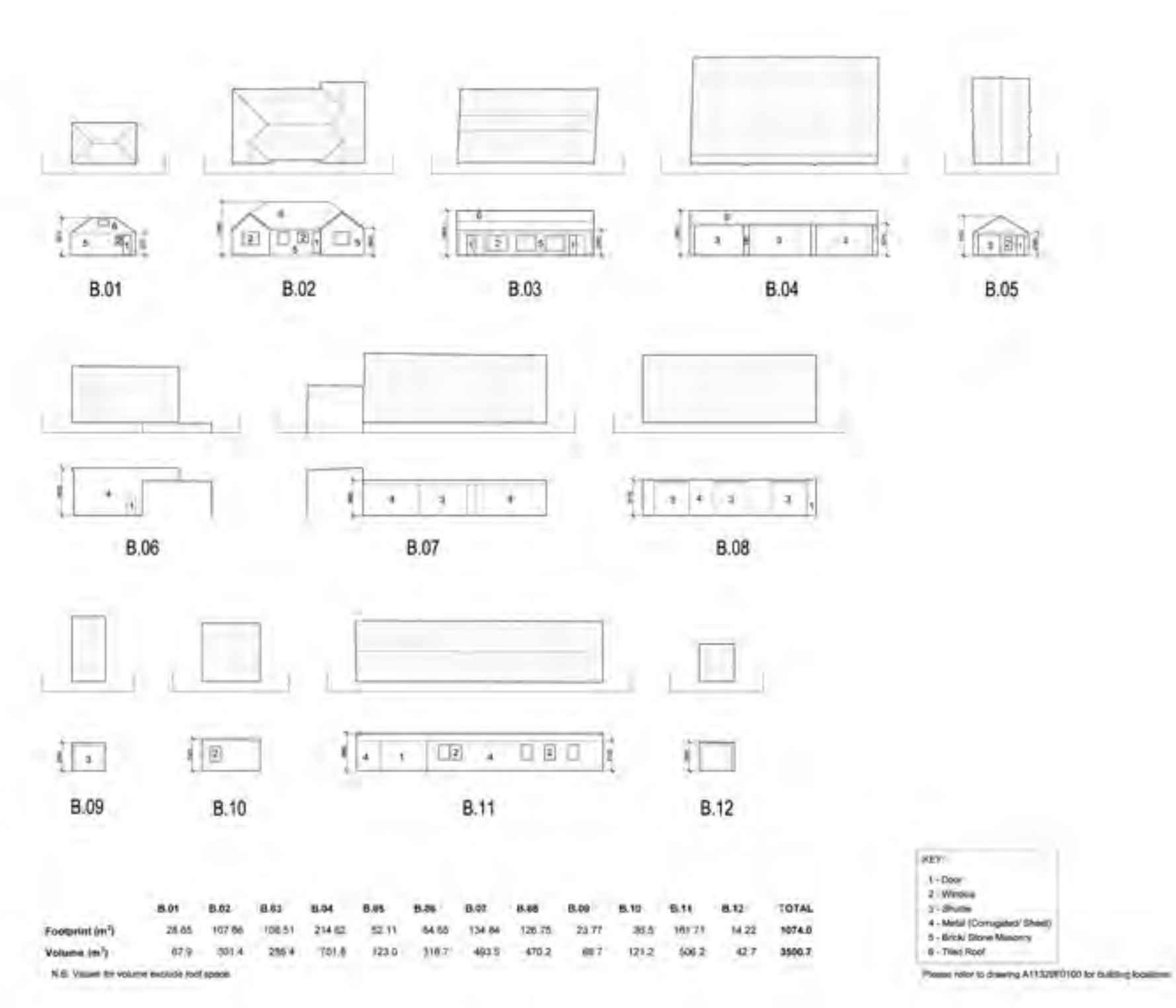
2. Assessment

2.4 Existing Buildings

- ☞ The existing buildings are varied in nature. A number of different materials are evident, and the buildings are generally utilitarian in style.
- ☞ These buildings have been drawn and measured as a part of the assessment of the quantum of existing building floor space and volume. This drawing is presented opposite.
- ☞ The site contains one residential property standing to the North side of the primary site entrance, taking the form of a detached bungalow
- ☞ All of the existing buildings are single storey, with a mix of roof forms. The tallest built structure lies within the building compound, within the parking area and is approximately 2 storey in height with building materials stored.
- ☞ Architecturally, the site has no buildings of particular merit or age, however there are some noteworthy buildings of character located in the wider context.
- ☞ In heritage terms, the closest Conservation Area is the Upper Halliford Conservation Area, approximately half a mile to the South.



Aerial Views of Existing Site



Existing Site Building Elevations

2. Assessment

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2.5 Existing Land Uses

Most of the Eastern half of the site (particularly the Southern half), is made up of a series of single storey industrial units of varying types and orientation, some secured within their compounds. Notably there is also a considerable amount of parked/stored vehicles on the site, and the visual impact of these vehicles is far greater than the buildings. Whilst some of these parking areas are clearly used regularly, a large number of the vehicles have not moved for some time and should be considered as semi-permanent storage/scarp storage.

The site also harbours one residential property standing to the North side of the primary site entrance, taking the form of a detached bungalow. This building is set apart from the other existing structures and set back from the Upper Halliford frontage, contained within well defined boundaries and half height brick walls. Access to this building is from within the site, rather than typically through the front elevation of this plot. The building lacks architectural merit and character and should not form the basis of a precedent for an architectural style going forward.

These areas (noted above) are isolated from the Western half of the site by a line of conifers running North South. Beyond these conifers lies a series of open paddocks accessed by a central gravel track/unmade road. These paddocks have some associated stabling buildings, and are dominated visually by a temporary telecoms installation in the centre of the site, powered by a diesel generator. A well is also positioned centrally.

A large not-operative waste transfer facility is located to the Western end of the site. Mounds of earth created over time are visually dominant in this otherwise flat landscape.

Architecturally, the site has no buildings of particular merit or age.

Buildings

Existing Land Type Areas in M<sup>2</sup>

Existing Land Type	Buildings	Hardscape	Softscape	Works	Agriculture/HV
Area Code	1	2	3	4	5
1	55	248	1,835	5,028	282
2	92	793	1,890		
3	110	173	1,100		
4	218	290	15,633		
5	51	892			
6	55				
7	180				
8	153				
9	15				
10	37				
11	150				
12	31				
13	9				
TOTAL M <sup>2</sup>	1,187	9,503	32,428	5,028	282
TOTAL TOTAL					48,518

Schedule of Existing Land Uses

As a part of this application, the areas of green space and hard standing across the wider site have been measured to allow for comparisons to be made with the developed proposals. The existing buildings have also been drawn, and measured in terms of footprint and floor space.



Aerial View of Existing Site



**Key**

- Softscape
- Hardscape
- Building Footprint
- Works
- Adopted Highways



Plan of Existing Land Uses



2. Assessment

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2.6 Photographic Survey of Site



Bird's Eye View of Site & Key Plan





## 2. Assessment





# 2. Assessment

18 2.6 Photographic Survey of Site Cont'd



Key Plan  
Eastern Boundary



Photos of existing boundary conditions



## 2. Assessment

Southern Boundary



Western Boundary



Photos of existing boundary conditions



# 2. Assessment

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## 2.7 Historic Context and Historic Development

The earliest map of this area of greater London is Rocque’s Map of Middlesex dating from 1754, which identifies the proposal site as lying at the Southern end of Sunbury Common.

The 1804 Ordnance Survey mapping identifies the site with some development established at the Eastern edge, along the road boundary.

By 1864, a single track railway line has been introduced, now forming the western boundary of the proposal site. By 1912 the railway has been upgraded to two lines, although there is still no evidence of mapped development on the site. The arable uses continue through 1945 and 1960 maps and photographs. But in 1960 the gravel workings to the West are now evident, as is the residential growth to the South of the site.

In the 1975 maps, buildings are now evident on the Eastern edge of the site. The gravel pits to the North of the site have already become disused and become water filled. Greenhouses were added before 1991.

Between 1991 and 2010 the site is evidently in use as a metal recycling centre with the nursery use having ceased.

Examining the gathered evidence above, there would appear to be little evidence of historic development of note, that should be considered in determining a new use or design approach to the site.

As noted above the site does not possess any heritage characteristics of note. To establish a character for the architectural forms proposed for the site, any developer must therefore look further afield.

The site lies North of Upper Halliford, at the heart of which lies the Upper Halliford Conservation Area. Defined in 1994, this Conservation Area is defined by the historic centre of Upper Halliford.

The Conservation Area contains 7 buildings dating from before 1800, and is centred around an open Green Space.

A review of these spaces at the heart of the Conservation Area can lead to the identification of some patterns which can be used more widely and on the proposal site, to reinforce a sense of place locally, and tie the proposal site to local area more closely.



Conservation Area Photographs

Clockwise from top left: Pedestrian Link, Public Space, Architectural Detail, Period Detail, The Goat Public House and An older property in the Conservation Area.



## 2. Assessment



Site Plan 1871



Site Plan 1914



Site Plan 1920



# 2. Assessment

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## 2.8 Land Form and Landscape

- ☐ The existing landscape is unremarkable. Existing mounds of earth separate the parking areas from the paddocks (East and West), presumably created by moving the topsoil before laying hard standing material.
- ☐ The presence of the large lakes to the sites North are not apparent as one stands on the site. The visual separation created by the existing palisade fencing, prevents a viewer from reading these landscapes together. In the long term it is hoped that this relationship may soften and improve.
- ☐ The existing trees within the site are of poor quality. The (tree) boundaries to the existing residential properties to the South and East are well established but poorly maintained. Nevertheless they represent a good visual boundary between the current development uses and the adjacent residential areas.
- ☐ The trees however along the Northern boundary (flanking the lake) are of a markedly higher quality, and they add character and screening to the Northern half of the site. Whilst these trees lie outside the site boundary, measures will be taken to ensure that the development proposed causes no harm.
- ☐ The most dominant landforms are the existing mounds of earth. Whilst standing out of character with the existing landscape patterns, they currently serve as a useful acoustic bund to the railway, protecting the proposal site and adjacent residential areas. The proposals should seek to retain this acoustic performance.



Aerial views of existing site

## 2.9 Pedestrian Movement

- ☐ There is little existing pedestrian movement on the current site. The only exception is the existing footpath that runs East-West along the Northern boundary. The footpath is difficult to use due to it currently being trapped between the boundary palisade fence and wooden fencing encircling the existing paddocks.
- ☐ However pedestrian access crossing over the railway is a valuable gateway to the West for residents and dog walkers.
- ☐ There are no other pedestrian access points to the site, although there are opportunities to improve this lack of accessibility.
- ☐ Whilst footways exist along both sides of Upper Halliford Road, crossing the road is difficult.



## 2.10 Vehicular Movement

- ☐ Existing vehicular movement is limited, as the site has limited wider access. As previously mentioned, there are 2 existing points of access. In the centre of the site, a central junction provides access to the residential and industrial units, whilst also providing access for the very large vehicles getting to the waste transfer facility.
- ☐ The secondary access to the site is through the Northern boundary, however the access gate is set back from the Upper Halliford Road resulting in poor natural surveillance, and the vulnerability to fly tipping.
- ☐ This roadway also provides access to the land behind the Bugle Returns development site. This northern access also provides pedestrian access to the footpath on the northern boundary. However for the reasons noted above this access is of poor quality and poorly overlooked.



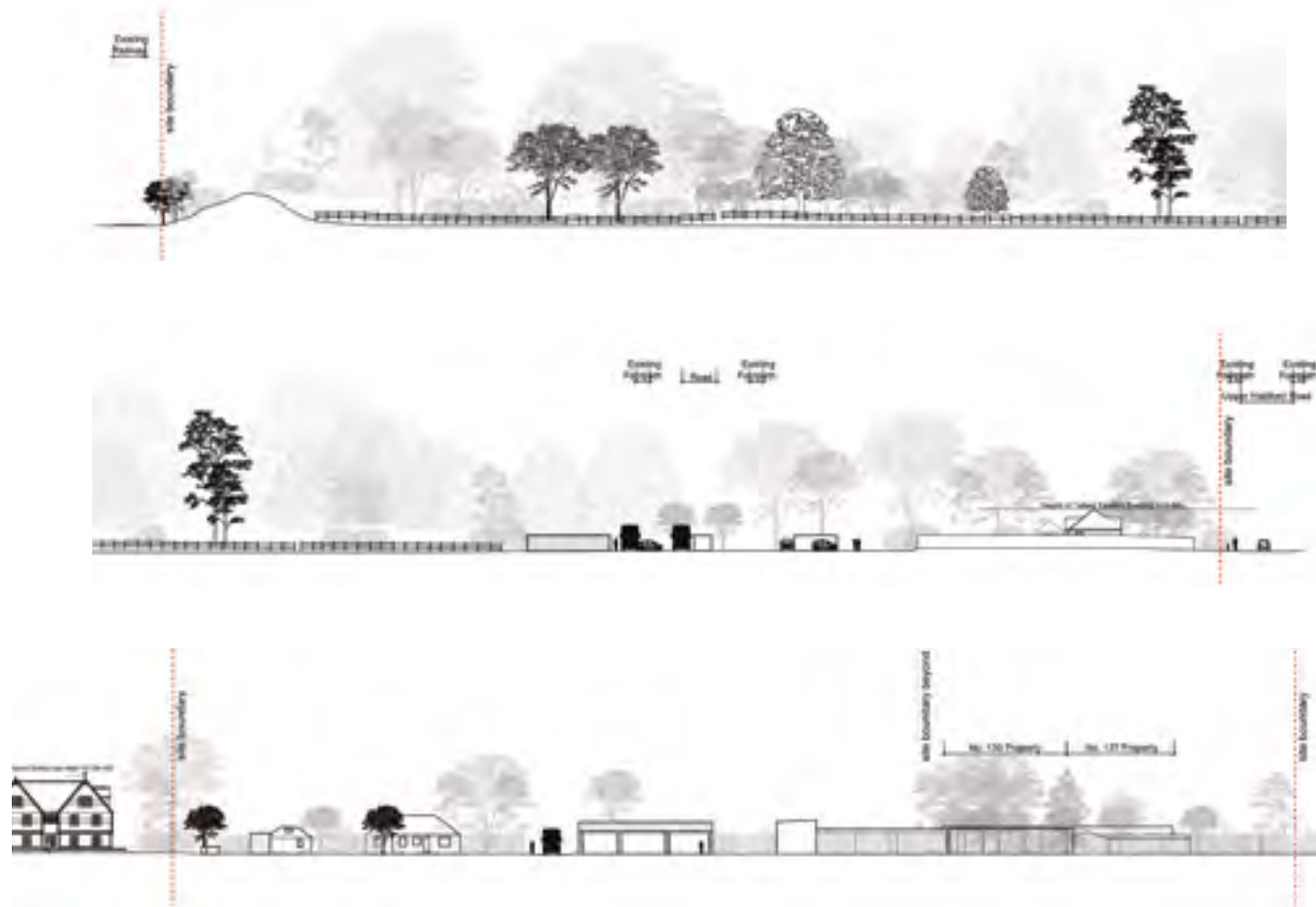


## 2. Assessment

### 2.1 | Existing Contours & Landscape

The site is generally flat with little/ no undulation across it.

It is proposed to remodel the existing earth mounds to form an acoustic bund within these proposals.



Existing site sections



Existing site plan









### 3. Design



# 3. Design

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## 3.1 Introduction

This outline planning application seeks to create a new community with a distinct identity that references elements of Spelthorne's traditional character where appropriate. Several proposals have been the subjects of extensive pre-application consultations with Council Officers, local stakeholders and the general public.

The illustrative scheme set out in this document proposes the following accommodation:

- 80 Residential Units, in the following mix:
  - 18 no. 1 bed maisonettes
  - 6 no. 2 bed maisonettes
  - 11 no. 2 bed houses
  - 34 no. 3 bed houses
  - 11 no. 4 bed houses
- The site will provide 7 acres approx. of newly landscaped public open space with a new play area.
- The site will accommodate a small electrical enclosure.

The proposed illustrative scheme draws inspiration from the local vernacular buildings, and architectural heritage of the area in the design of the variety and character of the streets, and the individual buildings. The routes proposed within the site are consciously varied in character, inspired by the formal and informal layouts found within semi-agricultural developments.

To better inform the design of the illustrative masterplan, and in support of the outline planning application, a number of reports addressing key issues have been commissioned and submitted as a part of this application.



Proposed indicative street elevation sketch



Proposed indicative view small housing clusters



## 3. Design

### 3.2 Vision

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Indicative Aerial View from West



# 3. Design

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## 3.3 Existing Developed Areas and PDL

To the Western boundary, the existing Waste Transfer facility dominates the immediate area, and is separated from the long standing development areas that have evolved on the sites Eastern half. The open spaces are therefore trapped between these two zones, and are constrained by them.

The design brief has looked to identify a consolidated development layout that utilises an extent of the existing areas of Previously Developed Land and to reorganise them in such a way to improve the edge of development in relation to the existing open space.

As the diagram illustrates, we have combined the area of the Waste Transfer Use with the broadly defined areas of development within the Eastern half of the site. From this, we have then looked at development options and layouts that combine these areas in a sympathetic order. In order to unify existing open parcel of green spaces together, the proposal will look to concentrate the development area onto the south of the existing vehicular access from Upper Halliford Road

The new boundary between open space and development area can then be further improved by developing and enhancing an ecological boundary relationship, where natural surveillance becomes possible over this new area of publicly accessible green space.

The relationship between the allotments and the green space is retained. With the potential remodelling of the waste transfer mounds of earth, the allotment areas should now connect better into the proposal site, extending the benefit of this open space to existing and new residents alike.



Developed Area Concept Approach



# 3. Design

## 3.4 Site Opportunities & Constraints

The character of the site lends itself to various opportunities and constraints which have informed the design approach taken as part of this outline application. Some of these key principles are as follows

- ⌘ To form a principal vehicle access to the site, safely located on Upper Halliford Road, with appropriate traffic calming features.
- ⌘ The opportunity to remove incompatible industrial and commercial uses away from existing residential uses.
- ⌘ Replace the existing built industrial buildings with high quality architecture, more akin to the local residential environment.
- ⌘ To build housing groups appropriate to established local patterns & character
- ⌘ To design an appropriate scale and appearance of the proposed dwellings within the local context.
- ⌘ To integrate residential units with the proposed public green space, ensuring they provide natural surveillance to create a successful landscape recreation space & buffer zone to neighboring properties.
- ⌘ To convert existing poor quality site features into a new landscaped design which will enhance this new residential environment.
- ⌘ To create a new green open space easily accessible not only to the future resident but also to local visitors.
- ⌘ To encourage better links for existing residents to a wider pedestrian and cycle network and through a new pedestrian crossing, linking to the existing park land and recreational areas.
- ⌘ To improve both the accessibility and quality of the existing footpath that runs along the sites Northern boundary (currently restricted in width and difficult for users to enjoy) towards & providing access to the railway crossing.
- ⌘ Develop and landscape an acoustic bund along the railway boundary, reducing the impact of the railway on existing and proposed residential areas to the East of the track.
- ⌘ To incorporate the required parking standards, in line with the local policy. These can be identified by a mixture of car ports, on-plot parking and secured parking courts.
- ⌘ The opportunity to help make a positive contribution to local housing needs in a sympathetic way



Site Constraints Diagram



Site Opportunities Diagram



# 3. Design

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## 3.5 Design Strategy

- ☞ The developed area within the current site is split between the East and West boundaries, leaving a poor quality residual open space in the middle.
- ☞ The sum of the previously developed land areas (measured from the site survey), encompassing the waste transfer facility in the South Western corner, generate an area of approximately 5 acres. The proposal is laid out upon a similar extent of development area, this was considered a critical design parameter to minimise the impact of the residential development upon the openness of the Green Belt.
- ☞ We have looked closely at where the developed areas are positioned within the immediate context of the existing site. Locating the proposed development in the south-eastern area of the site allows the creation of a green open space that acts as a strategic 'corridor' among residential developments to the east of Harrow Road, the railway crossing (Farm land to the west), the more recent development to the north and the existing residential areas to the south.
- ☞ Along the Southern boundary, the Eastern edge is developed with private gardens sharing their boundaries with the Application Site whilst the Western edge lies adjacent to a shared accessible area of garden allotments. The proposed residential area will end circa in line with the existing development to the south. This strategy reinforces the relationship with the neighboring allotment area and encourages the open nature and character of the site. New houses will share the gardens boundaries with existing houses.
- ☞ A new pedestrain link is envisaged through a gap between southern existing houses in order to favour the access to the new green space for current residents.
- ☞ Along the northern boundary, the wooden fence will be removed to open up the exiting footpath that runs along the length of the site to the railway crossing. The path will be extended to the highway along the adjacent site known formerly as the Bugle Returns to mitigate fly tipping.
- ☞ It is also crucial to use the proposed development to improve and enhance the character of the accessible green space to the West. Properties proposed along the Western edge of the development have been orientated maximizing surveillance of the open space.
- ☞ A play area for children of different ages is envisaged within the development area to maximise passive surveillance from the surrounding properties.
- ☞ As noted above the, site entrance will be upgraded. The road will delimit the development area from the open space to the norh.



Design Strategy Strategic Corridor



### 3. Design

- ⌘ 1 - Existing Site Layout
- ⌘ 2 - Open space and connectivity
- ⌘ 3 - Redefined Development Boundary and proposed residential aspect
- ⌘ 4 - Development Zones



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# 3. Design

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## 3.6 Indicative Layout

The illustrative masterplan has been developed with the aim of concentrating the proposed new scheme in the south-eastern area of the site to enhance the accessibility of the new open space by the local community and to promote pedestrian connectivity.

The Western portion of the site allows for the opportunity to make best use of this excess material (obtained from the earth mound reconfiguration) along this boundary that could be integrated into the landscape design proposal.

A preliminary arboricultural assessment has found no trees of merit within the site. There are trees of merit in close proximity to the site, particularly along the northern boundary, and these will be protected from damage. As a part of this proposed development, there is a great opportunity to enhance the landscape quality.



Proposed illustrative site plan



# 3. Design

## 3.7 Assessment of Boundaries

We have carried out a detailed visual analysis of the various boundary conditions around the site. Our findings have allowed us to assess and refine both the general illustrative layout and the orientation of the buildings closest to these boundary conditions.

- ☞ The boundary relationships within the site have been given careful thought. Along the Southern boundary, it is visioned for the house plots to be organised so that gardens share the site boundary with other gardens – promoting a sympathetic relationship. Further along the Southern boundary, existing allotments look onto the open space within the proposal site, creating future opportunities.
- ☞ To the West, the railway boundary is strongly defined. The existing Waste Transfer facility has created a significant mounding of material along this edge, notably in the South West corner of the site. The proposals for the remodelling and cleansing of this material has been outlined elsewhere in this application. However we see this residual feature as providing a significant opportunity for the site and surrounding area.
- ☞ Whilst this application is not defining the remodelling of the waste transfer we can see the following potential
  - 1) An activity space within the publicly accessible area, which could serve as an extension of play.
  - 2) A visual feature in an otherwise very flat site.
- ☞ Along the Northern boundary the site is largely publicly accessible open space. This offers the opportunity to widen the benefits of the existing lake in the future to a wider group of residents locally.
- ☞ The elevation of Upper Halliford Road at present is poorly defined with poor quality self set planting, and an inconsistent building line. The new landscape design will clearly mark the entrance to the new open space in line with the proposed pedestrian crossing on Upper Halliford Road.
- ☞ The scale of the development along Upper Halliford Road is also worth noting. As one looks at the site's Eastern elevation, the Bugle Returns residential development is 3 storeys in height, with the uppermost accommodation partly set within the roof planes. At the southern end of the site, the adjacent property is a bungalow in marked contrast.

- ☞ It is considered for developments within this site to typically have a height of up to two stories with pitched roofs. It is intended for the proposal to make reference to the elevation patterns within the existing local vicinity, in their scale, proportion and materiality. Specific elements have been interpreted to enrich new buildings and tie the site together visually and architecturally.
- ☞ At the North Eastern edge of the existing site, there are two properties accessed from Upper Halliford Road, which have been carefully considered. To the rear of these two sites is an area laid to commercial buildings and parking which forms a visual constraint between the residential use and the existing commercial uses behind. The shape and configuration of the proposed permits the opportunity for a large number of units to enjoy double aspect vistas, offering a variety of views through to the open landscape and high levels of natural daylight.
- ☞ External spaces have been designed to complement the spaces that they look into and adjoin, tying into the wider landscape reinforcing the shared amenity benefits.
- ☞ It is also worth noting the existing building lines of the properties along this elevation. The Bugle Returns development is aligned to the residential properties immediately to its North, whilst the Southerly bungalow is set back from the road edge behind a driveway, and fenced boundary.



Bugle Returns Development



### 3. Design

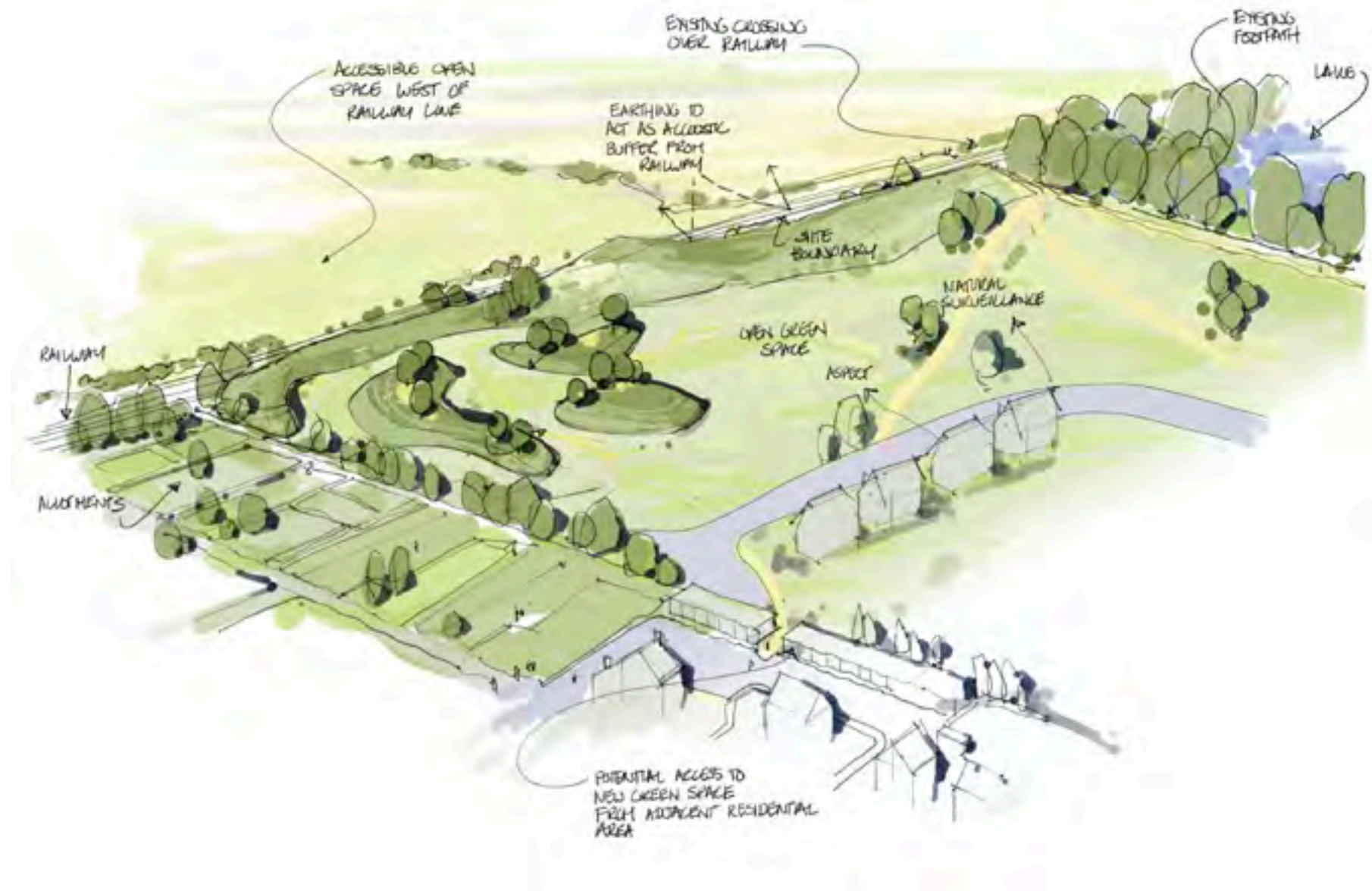
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#### 3.8 Public Space and Access

The existing footpath running along the Northern edge of the site is restricted and difficult to use, with a narrow, inconspicuous entrance at its Eastern end, with poor public surveillance, and a history of fly tipping. The proposed design looks to positively enhance this pedestrian route, by knitting the footpath with the landscape and giving it an identity.

It is proposed to retain the generous green open space to the sites West and North-East, integrating this with attenuation features. This will form an open area which could serve as an extension of play areas, pedestrian connections between existing and new residential areas, routes for dog walkers and an enhanced wildlife habitat.

Rear gardens are private spaces for individual households, secured with robust attractive boundary treatments with a suitable threshold into public space where appropriate. Where fencing is used within the public realm, this can be enhanced with native trees and planting (on the public side). Rear gardens should be predominantly laid to grass to allow occupants to make their own mark. Front gardens are semi private spaces forming an area of defensible space to the immediate front of dwellings. These may take the form of an area of planting and may possibly be bounded with a low fence or wall. Public areas including the play area are defined with soft edges and include varied planting of local species for users to experience scent, colours and textures.



Illustrated Landscape Vision



### 3. Design

#### 3.9 Movement, Circulations and Connections

- ⌘ The existing site entrance will be upgraded to accommodate the new uses and road connections.
- ⌘ Additionally it is proposed to create a new pedestrian crossing, North of the sites primary entrance providing a safe passage for pedestrians along Upper Halliford Road.
- ⌘ The existing secondary site access to the sites North Eastern corner will be closed for vehicles as part of these proposals. However the connection to the footpath will be retained and improved along the site edge and it will only be for pedestrian and cycle access. Furthermore, it will benefit from the passive surveillance generated by the new openness of the area and visibility from the main road.



Proposed illustrative site plan



Aerial view of proposed layout



# 3. Design

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## 3.10 Roads, Routes & Parking

Within the proposed site, the layout of road network is very simple and does not provide access beyond the site itself.

The existing site entrance position has been retained as the principal site access position, with widths adjusted to reflect the more formal nature of the junction in the future. The existing site entrance is well positioned in regard to other entrances on Upper Hallford Road providing good visibility.

Upon entering the site, the primary circulation road defines the residential development from the open space. Secondary roads connect from the main spine to allow access to residential clusters and parking facilities.

The proposals demonstrate that the scheme can meet SCC guidance and Spelthorne Design Guidelines.

It is recognised that the design of car parking in a development such as this is crucial in defining character and quality of the public space and street scene. Parking areas are clearly defined and well supervised by natural surveillance.

In all cases, vehicular servicing has been considered within these layout proposals. The movement of larger, delivery and refuse vehicles have been tested by Mayer Brown to ensure that they comply with highways requirements, and are presented within the Transport Assessment that accompanies this application.



Proposed Roads on Site



## 3. Design

### 3.1 | Amount of Accommodation

☐ The illustrative scheme set out within this document proposes the following accommodation:

- 80 Residential Units, in the following mix:
  - 18 no. 1 bed maisonettes
  - 6 no. 2 bed maisonettes
  - 11 no. 2 bed houses
  - 34 no. 3 bed houses
  - 11 no. 4 bed houses
- The site will provide 7 acres approx. of newly landscaped public open space with a new play area.
- The site will accommodate a small electrical enclosure.

Key;

- Maisonette
- 2Bed House
- 3Bed House
- 4Bed House



Proposed Illustrative House Types



# 3. Design

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## 3.12 Scale and Appearance

### Scale

The scale of the development has been designed to minimise the impact of a development of this scale on the openness of the surrounding Green Belt.

The maximum heights of the buildings may vary according to the geometry of the roof forms and presence of roofspace accommodation but will not exceed the Site Parameter Height. The site has very little variation in level upon it.

☞ The proposed development parameter height is +21.30 AOD



Indicative -section and elevation of typical proposed dwelling



Proposed Parameter Plan - Developable Plot Heights



# 3. Design

## 3.13 Appearance

- Although this application is outline in form and the proposed development is presented for illustrative purposes only, consideration has been given to the ways in which an architectural style can be developed that will complement and reinforce the character of the local area.
- The local architectural style is rather mixed without an overriding style prevalent, however the illustrative scheme draws inspiration from the local vernacular, and architectural heritage .
- Attention has also been given to the quality of the local conservation area, within Upper Halliford, half a mile to the South. It is a relatively small conservation area with approximately 10 buildings dating from before 1900.
- Of these, the most prominent are The Goat PH and Frith Cottage. Attention should be paid to the details and architectural character of these building groups, as the final layouts for the proposal site area developed.
- Within the Conservation Area, boundary treatments between the buildings and the green area at the heart of the Conservation Area are varied in character, with a mix of hedges walls and timber. The treatment to the edge of the proposed developed area on the proposal site should be consistent and considered carefully in its design, to enhance the character of the publicly accessible open space.
- The indicative design of the proposed buildings utilise a number of principles which should be applied to the final scheme.
  - Variety of roof form and orientation. To achieve a satisfactory and naturalistic character for the development it is necessary, to vary roof form and orientation.
  - Materials. The palette of roof materials and brickwork type must be appropriate to suit the typical character of developments in this area. Reference to the character of the Upper Halliford Conservation Area would be of benefit. The illustrative design identifies a mix of slate, tile, facing brickwork, render and hung tile.
- It is envisaged that the new residential buildings will be able to combine references to the wider vernacular context of the site, whilst also presenting more contemporary details developed from traditional materials, in a contemporary way.
- It should be noted that the scale of the proposed massing of the dwellings is traditional in nature. The layout comprises 2-storey houses with traditional pitched roofs, in detached, semi-detached and terraced formats. The apartment buildings should be broken down with recesses and projections to reduce their visual impact among the rest of the development and neighbouring properties.



Proposed indicative street sections



Proposed indicative view of internal street



Proposed indicative view of internal street



# 3. Design

## 3.14 Landscape

### Introduction

Aspect landscape have been appointed to develop an illustrative landscape proposal in support of this outline planning scheme. Their proposals have been enclosed below.

### The Existing Site

The existing site possesses a number of different characteristics. The Eastern boundary to the Upper Halliford Road is largely hardstanding with a number of buildings separated by areas of parking and abandoned buildings. The ground is generally flat and the existing trees are generally around the boundaries. These are typically poorly maintained. The planting to the site boundary with Upper Halliford Road is of poor quality and largely self set.

To the North the site shares a boundary with a large lake, surrounded by substantial well established trees. These trees have been identified within the Arboricultural survey as being of a high quality and these are therefore proposed for retention. Whilst some of these trees lie within the neighboring property, the proposed scheme will accommodate the necessary protection zones. There are a couple of trees adjacent to the southern boundary which will be similarly protected.

The central part of the existing site is open paddock, separated from the developed areas by a line of existing conifers of poor quality. A low hedge flanks the existing central access road, with much of the remaining planting reserved to the boundaries.

The western boundary of the site is dominated by the earth mounds formed as result of the waste transfer use. As live heaps these areas have not had the chance to develop any planting of note, but with the intention of cleaning and retaining this material on the site, this area provides a great opportunity to develop some significant landscape features.

### The Proposed Site.

The indicative landscape proposals for the site can be divided into 3 areas.

#### The Developed Areas

In these areas, the proposals are to maximise the opportunity for natural planting within the spaces flanking the proposed roadways. These planted areas will seek to balance the presence of parking in front of the properties and create individual characteristics to areas of the site.

The proposed planting will be a mixture of native and ornamental tree, hedge and shrub species. This is to ensure that the sites ecological credentials can be enhanced within the residential area, whilst also achieving an attractive setting for the new development through the combination of existing and proposed landscape proposals.

Example planting species to help achieve a sympathetic and sensitive approach to fully integrate the new proposals are: Aucuba japonica, Choisya ternata, Euonymus fortunei, Hebe ‘Red Edge’, Lavandula angustifolia, Perovskia ‘Blue Spire’, Potentilla ‘Red Ace’, Vinca minor.

#### The Publicly Accessible Open Spaces

The planting will aim to create an open recreational space, with a number of defined routes linking the pedestrian rail crossing in the North-West corner to the existing and proposed residential areas also thanks to the proposed pedestrian crossing along Upper Halliford Raod.

The species and planting patterns will include a mixture of native and ornamental shrub and tree planting.

Parkland style tree species will consist of, Acer campestre, Betula pendula, Fagus sylvatica, Malus sylvestris, Prunus avium, Quercus robur, Sorbus aucuparia, Tilia cordata. They will define the boundary between the proposed residential development and the public open space.

#### The Western Boundary

The landscape proposals for the existing mound structures warrant particular attention. These mounds are proposed to be developed into the proposed landscape, and to serve as an acoustic buffer to the existing railway.

The existing mounds are in a reverse J-shape with the hook close to the Southern boundary and this form is proposed for retention. It is suggested that the hook element of this landform might be made accessible. The land topography provides opportunity for MTB trails, natural play mounds & features, viewing mounds. However, the final design will be developed following a full proposed contour plan of the final landforms.

The species and planting patterns for this land feature would be made up of native tree, shrub and wildflower planting, which will assist in enhancing the sites ecological value and assist in acting as an acoustic barrier from the railway to the west.

### Summary

In summary, although the landscape proposals remain illustrative, there is clearly an opportunity demonstrated above to develop an exciting landscape, beneficial to existing and new residents alike. With a site of limited existing ecology and bio-diversity there is also opportunity to enhance these aspects of this site, and provide a wider ecological benefit to the area.



### 3. Design



Illustrative Landscape Masterplan



# 3. Design

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## 3.14 Sustainability

- ⌘ The development of Bugle Nursery offers a wide range of opportunities to incorporate sustainable design and construction methods into a coordinated redevelopment combining a number of contrasting uses.
- ⌘ The character of the existing Bugle Nursery site is generally piecemeal, incrementally developed buildings, surrounded by areas of informal storage of vehicles and equipment, and hard stranding.
- ⌘ The natural assets of the site are focussed on the Western half of the plot.
- ⌘ The site has sustained some damage from the existing uses on the site including pollutants within the upper ground levels. Angle property have already commenced the cleaning of these hydro-carbon based pollutants from the site. Removal of the uses that have contributed to these spillages will protect the site and its environmental quality in the long term.
- ⌘ Development of this site offers significant advantages over development on 'green field' sites. These include
  - An opportunity to enhance the poor ecological value of the current site, with a comprehensive landscape scheme.
  - An opportunity to close the existing Waste Transfer facility on the site, and consolidate the developed area into one part of the site.
  - Replacement of non-existent or outdated sustainable features with new technological solutions eg: Photovoltaics, and SUD Systems.



Condition of Existing Site



Condition of Existing Site

In addition to the sustainable opportunities realised by developing previous developed land, the proposals outlined also represent additional opportunities to build a sustainable and long lasting development which would also offer a good quality of living environments for residents, whilst reducing its environmental impact. Such opportunities include:

- The development of Lifetime Homes Compliant Dwellings
- The inclusion of Sustainable Urban Drainage Systems to reduce the risk and impact of flooding and surface run-off.
- The reduction of CO<sub>2</sub> emissions through passive design measures and specification of energy efficient fixtures.
- The specification of equipment with low water consumption rates, and
- The implementation of construction and operational measures and procedures to minimise waste and maximise recycling opportunities.



## 3. Design

### 3.15 Flood Risk & Drainage

The planning application for the site comprises a scheme to provide up to 80 residential units. A surface water drainage strategy and preliminary drainage network design are provided as part of this application.

The strategy and network design, including SUDS features, provide for attenuation of run-off from the increased impermeable area of the greenfield rates. An allowance for future climate change is also applied to the design. This will ensure that flood risk is reduced for the development site, and for downstream watercourses, water bodies and properties.

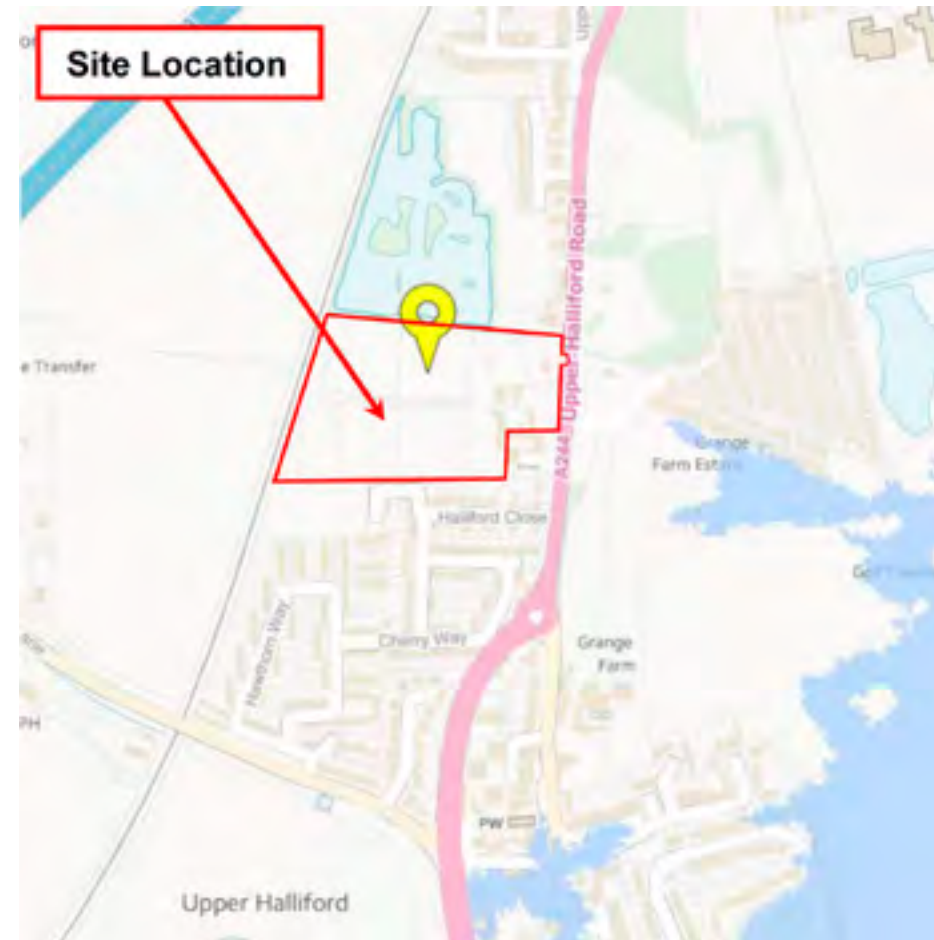
The SUDS features incorporated in the drainage strategy will provide for treatment of run-off to ensure water quality is maintained.

There will be no interference to any known flood paths by the proposed development.

All of the sources of flooding that could be caused by the proposed development have been considered. It can therefore be concluded that the potential flood risk from the development is very low.

The EA have a preference for SUD Systems that address issues relating to water quality as well as attenuating peak flows. The SUDS proposed can also provide a habitat benefit to local ecology, and it is these SUDS solutions that are considered of the highest quality.

Please refer to the flood report that accompanies this application for full detail of the analysis carried out.



Flood Map



Surface Water Flood Map









## 4. Access



# 4. Access

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## 4.1 Introduction

Please refer to the ‘Transport Assessment’ supplemented with this application for greater detail regarding access to the site.

Primary access into the site is achieved via Upper Halliford Road.

The site is well served by Upper Halliford Road, providing connections to Upper Halliford, Sunbury and the wider road network. The proposed spine road connects the development within, with a spur road providing access to the a small cluster of houses to the North. There are currently no connections through the site for vehicular traffic, due to the presence of the railway on the Western boundary preventing wider vehicular links.



Site in Relation to the Local Highway Network

## 4.2 Walking and Cycling

Upper Halliford Road is well lit with street lighting and possesses footways on both sides for most of its length. These routes allow access to the nearby stations of Shepperton and Upper Halliford.

Upper Halliford Road is a difficult road to cross for a pedestrian or cyclist, largely as a consequence of the continuous nature of the traffic flowing in both directions. This observation has led the applicant to propose a new pedestrian crossing on Upper Halliford Road, to facilitate existing residents accessing the parkland to the North East, and the residents of the Grange Park Estate to access the land to the West across the railway crossing. This crossing has been discussed with Surrey County Council, and has been illustrated within our proposed layouts within this application.

A network of footways and cycle ways will be provided through the development area and open space, connecting Bugle Nurseries to its North and South. The main road has been designed with footways on either side to accommodate this.

Covered and secure cycle parking has been introduced in a number of locations providing facilities for both residents and visitors to the site.

## 4.3 Public Transport

Upper Halliford Station is the closest station to the site, and is approximately a 9 minute walk from the site entrance (0.75km). Upper Halliford is on the Shepperton branch line, and allows users to connect into the South Western Rail network, and into London Waterloo with a regular service.

The site is also served by a number of bus routes, described in detail in the accompanying transport Assessment. The 557 service operates hourly, Monday to Saturday, and provides users with means to access all of the local railway stations.

## 4.4 Cars and Car Parking

Car users on the site have excellent access to the wider Motorway network through the connections to the M3 to the North, whilst the local road network allows easy travel in all directions.

Car use is expected on the proposal site, and the illustrative layout has incorporated the required parking standards, as set out by Surrey County Council and Spelthorne Borough Council.

The total number of parking spaces proposed on the site is 152 (of which 6 are for visitors) and more details have been noted within the Transport Assessment.



# 4. Access

## 4.5 Servicing

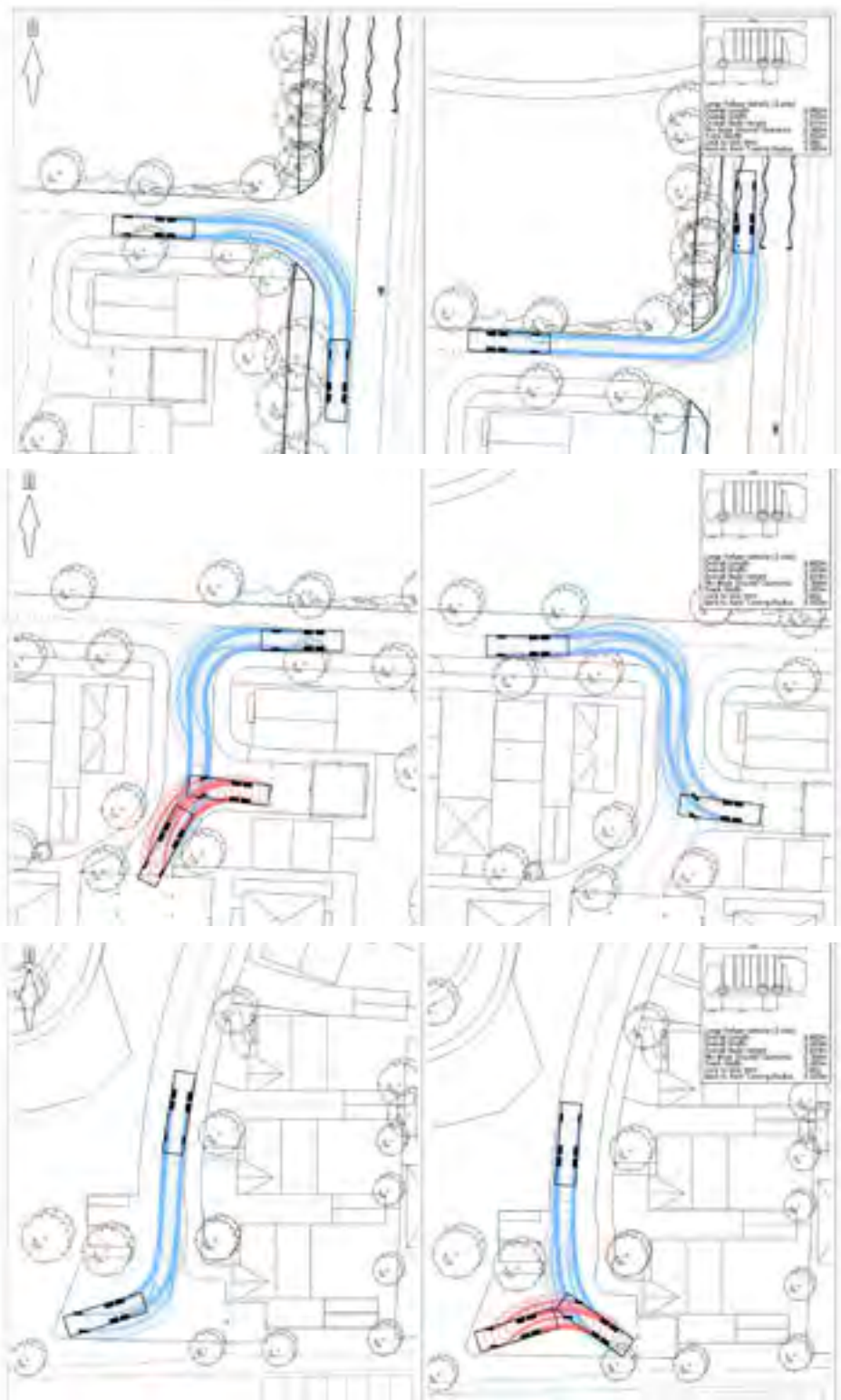
The road layout within the proposals has been tested to ensure they can accommodate the servicing needs of the proposed development. This includes delivery/emergency and Spelthorne refuse vehicles.

Mayer Brown, the appointed Highways Consultant has set out these tracked solutions within their report accompanying this application, and these areas have been accommodated within this illustrative masterplan.

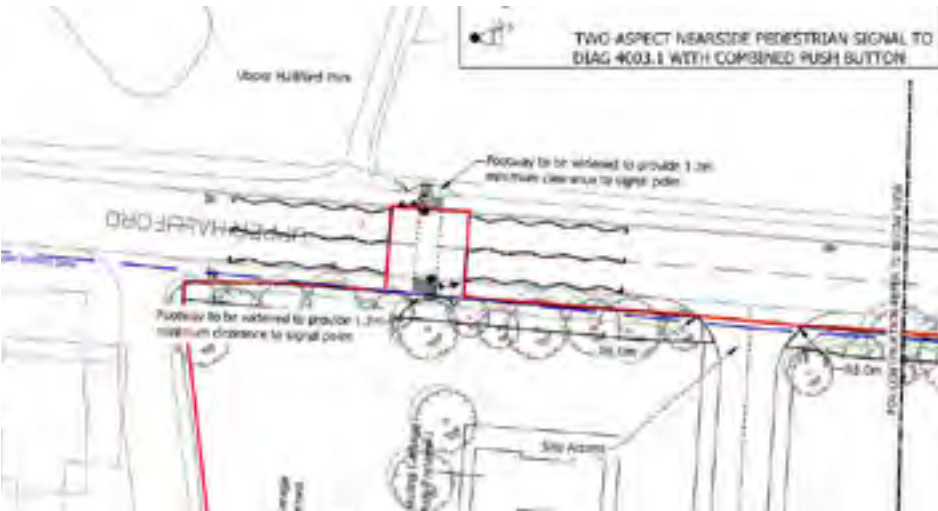
## 4.6 Improvements to Upper Halliford Road

In addition to improving the boundary between the site, and the Upper Halliford Road, a new crossing has also been proposed and illustrated. Whilst discussions have yet to be formalised with SCC, this crossing will provide substantial benefits for existing residents and users of the wider area, connection residential areas to the East with the footpath to the rail crossing and the open land to the West.

In addition, all the existing fences within the site along the northern boundary will be removed to open up the exiting footpath that runs along the length of the site to the railway crossing. The path will be extended to the highway along the adjacent site known formerly as the Bugle Returns to mitigate fly tipping.



Refuse Vehicle Tracking



Proposed Pedestrian Crossing on Upper Halliford Road



Existing fences to be removed









## 5. Involvement



# 5. Involvement

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## 5.1 Community Involvement

Angle Property have undertaken an extensive pre-application consultation on its proposal to redevelop Bugle Nurseries.

Following the consent for 31 dwellings in mid-2021, part of the Bugle Nurseries site has received a draft allocation for release from the Green Belt and a development of approximately 79 new homes. Angle Property has been working on a more detailed scheme for 80 units which reflects the draft allocation. These proposals will see the removal of commercial buildings, hardstanding and the existing house.

- New sletters distributed to 1,019 nearby residents, stakeholders and businesses outlining the proposals and inviting residents and stakeholders to attend a public engagement event. Residents and stakeholders were also given an opportunity to complete and return a slip on the invite with initial feedback.
- A stakeholder preview engagement event was organised and briefing meetings were offered to key stakeholders, senior councillors and planning committee councillors.
- A local public and stakeholder engagement event was organised on Friday 10th June 2022 at the Alan Freeman Trust Hall, Upper Halliford, Shepperton, TW17 8SE. Information on the proposals was available for attendees to review. Members of the consultant team were available to answer questions and feedback forms were available for attendees to complete.
- A dedicated freephone consultation line, freepost address and email address were also available to ensure stakeholders and the public could easily contact the development team.

A total of 28 people including three councillors attended the consultation event. 23 expressions of feedback were received before, during the exhibition and afterwards by post or email.

In the new proposed Masterplan, the residential development area is similar in dimension to the proposal submitted previously.



Consultation Event - 10th June 2022

The proposed Masterplan presents the opportunity to remove incompatible industrial and commercial uses away from existing residential uses and build housing groups appropriate to established local patterns and character within the local context.

Also, the proposal allows for a direct connection between the main road and the green space that will increase the benefit of re-developing the site for the local community with an improved accessibility to the surrounding open space and connections between residential areas.



# 5. Involvement



Consultation Event Boards









## 6. Schedule of Proposed Accommodation



## 6. Schedule of Proposed Accommodation

### Accommodation

Indicative Proposed Schedules of Accommodation

Total Number of Private Units	40
Total Number of Affordable Units	40
Total Number of Units	80
Percentage of Private Units (%)	50%
Percentage of Affordable Units (%)	50%

Indicative Unit Mix

Unit Type	No of Units	Ratio
1bed maisonette	18	22%
2 bed maisonette	6	8%
2 bed house	11	14%
3 bed house	34	42%
4 bed house	11	14%
Total unit no.	80	100%

Proposed Footprint (sqm)

Unit Type	Total Floor Space (sqm)
Maisonette building	67 sqm approx
2 bed House	48 sqm approx
3 bed House	58 sqm approx
4 bed House	81 sqm approx

Proposed Footprint (sqm)

Total Area of Residential Footprint	4084 sqm approx
-------------------------------------	-----------------

Indicative Proposed Unit Size (Floorspace sqm)

Unit Type	Total Floor Space / Unit (sqm)
1 bed Maisonette	51 sqm approx
2 bed Maisonette	63 sqm approx
2 bed House	73 sqm approx
3 bed House	92 sqm approx
4 bed House	133 sqm approx

Indicative Total Floor space (sqm)

Proposed Residential Floorspace	6948 sqm approx
---------------------------------	-----------------



Existing and Proposed Areas and Volumes

	Existing	Proposed
Footprint**	1087 sqm	4147 sqm
Floor space	1087 sqm	6948 sqm
Volume***	3500.7cbm	25234 cbm
Hardstanding area****	9503 sqm	8541 sqm
Green space	33110 sqm	35337 sqm
Waste transfer	4346 sqm	0 sqm
Adopted Highways	283 sqm	283 sqm

\*'Floor space', 'Volume', 'Hardstanding area' and 'Green space' are indicative and approximate.

\*\*Footprint includes any residential buildings and garages.

\*\*\*Volume calculation includes houses, maisonettes and garages but excludes car ports, substation and all roof spaces.

\*\*\*\*Hardstanding area includes roads, paths, car parking and driveways, cycle stores and substation.



Existing Site Aerial









## 8 Appendix



# 8.I Application Drawings

Drawing Title	Drawing Number
Site Location Plan	A12146F2001
Existing Site Plan	A12146F2100
Existing Land Types	A12146F2101
Existing Site Sections	A12146F2300
Existing Site Buildings - Elevations	A12146F2500
Indicative Proposed Site Plan	A12146D2100
Indicative Proposed Coloured Site Plan	A12146D2600
Proposed Land Use Parameter Plan	A12146D2001
Proposed Developable zone Heights Parameter Plan	A12146D2002
Proposed Site Access / Egress Parameter Plan	A12146D2003
Proposed Parameter Siting Plan	A12146D2005
Indicative Proposed Site Elevations	A12146D2300
Indicative Typical House Layouts	A12146D2500



NOTES:  
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PROPERTY LINE

**tp bennett**  
architecture  
interiors  
planning

Project  
Bugle Nurseries  
Shepperton - Surrey

Drawing Title  
Site Location Plan

One Arundel Street London SE1 1NE UK +44 (0) 20 7596 9000 www.tpbenett.com

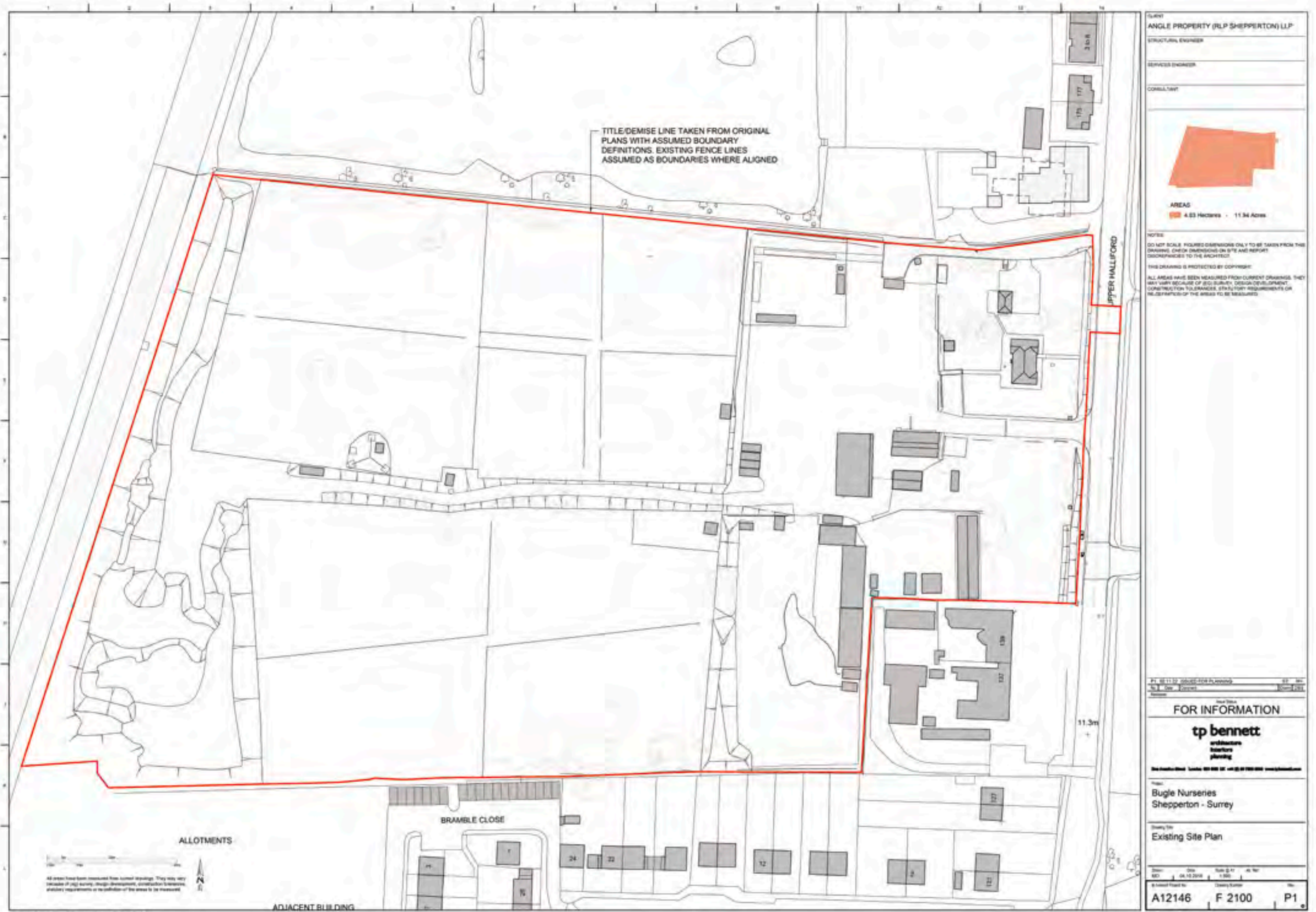
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tp bennett Project No.	Drawing Number	Rev
A12146	F2001	P1





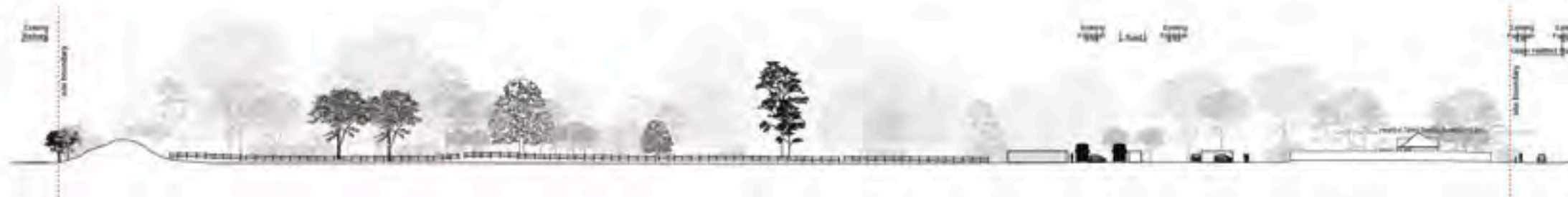








0 Key Plan  
1:100



1 Existing Section AA  
1:100

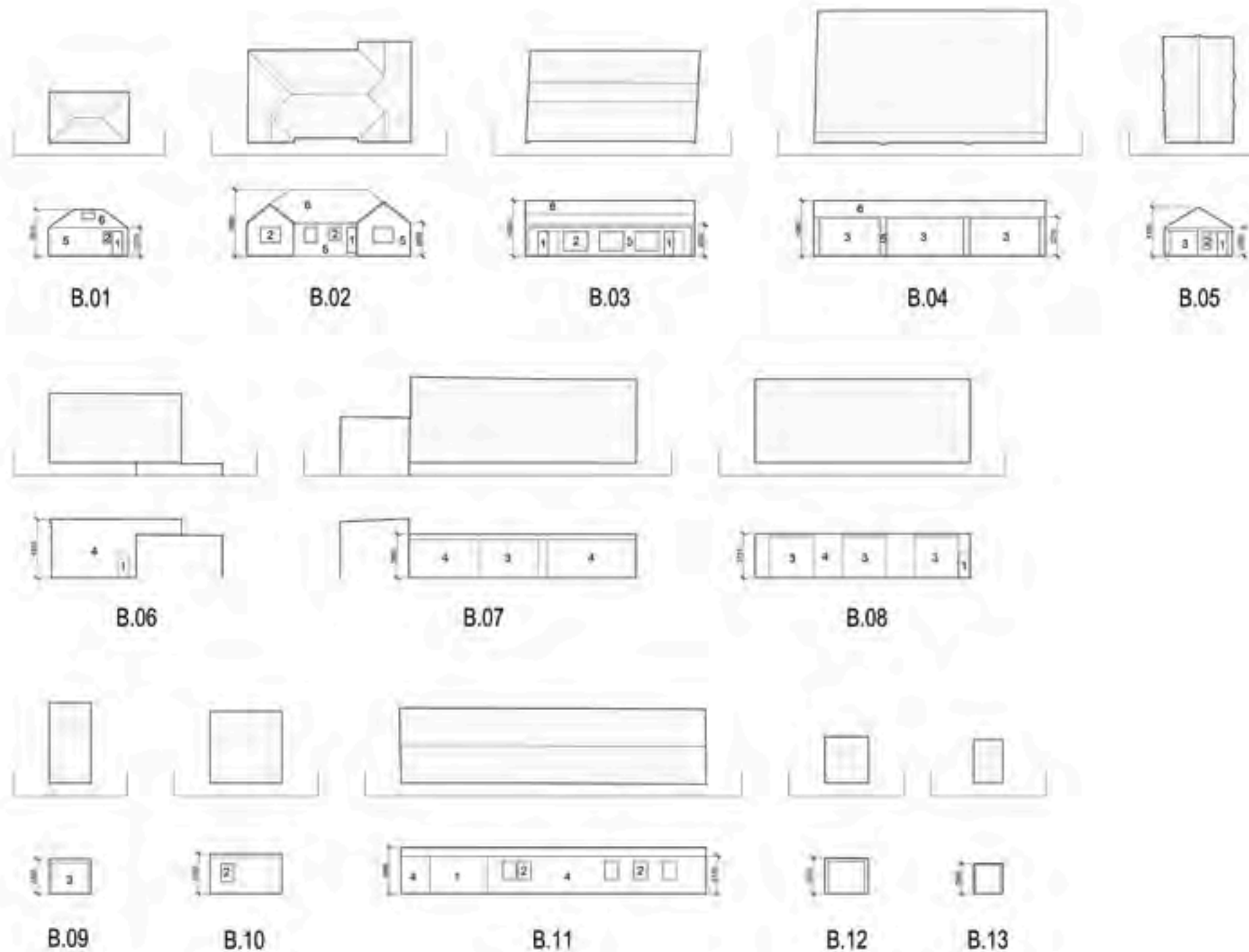


2 Existing Section BB  
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because of (a) survey, design development, construction tolerance,  
existing measurements or availability of the areas to be measured.

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	B.01	B.02	B.03	B.04	B.05	B.06	B.07	B.08	B.09	B.10	B.11	B.12	B.13	TOTAL
Footprint m <sup>2</sup>	29	108	109	215	52	65	135	127	24	37	162	14	9	1086
Volume m <sup>3</sup>	69	302	287	703	123	320	494	471	69	123	507	42	23	3533

N.B. Values for volume exclude roof space.

KEY
1 - Door
2 - Window
3 - Shutter
4 - Metal (Corrugated/ Sheet)
5 - Brick/ Stone Masonry
6 - Tiled Roof

Please refer to drawing A12145F1001 for building locations.

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STRUCTURAL ENGINEER	
REVISIONS	
CONSULTANT	
NOTES	
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FOR INFORMATION	
<b>tp bennett</b> architects interiors planning	
One London Road, London SE1 1AA, UK. Tel: 020 7414 0000. www.tp-bennett.com	
Project: Bugle Nurseries Shepperton - Surrey	
Drawing Title: Existing Site Buildings Elevations	
Date: 08/10/2024	Drawn by: J. Bennett
Checked by: J. Bennett	Approved by: J. Bennett
Drawing Number: A12146	Drawing Scale: F 2500
Drawing Sheet: P1	Drawing Date: 08/10/2024

















CLIENT  
ANGLE PROPERTY (RIP SHEPPERTON) LLP

STRUCTURAL ENGINEER

SERVICE ENGINEER

CONSULTANT

KEY PLAN

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LEGEND

- Development Zone - building height parameter
- Open / Open Space
- Adapted Highway Land (Access to existing highway)
- Pedestrian Crossing (Access to existing highway)

DEVELOPABLE ZONE BUILDING HEIGHTS

ZONE	Maximum Building Height
Zone 1	21.3m AOD

Note: All heights are expressed as AOD (Above Ordnance Datum).

See Drawings A12146/010, A12146/020 and A12146/030 for existing site and existing building levels.

FOR INFORMATION

**tp bennett**  
architects  
interiors  
planning

100, London Road, London E9 6JH, UK. Tel: 020 8996 0000. www.tpben.co.uk

Project  
BUGLE NURSERY  
SHEPPERTON - SURREY

Drawing Title  
PROPOSED DEVELOPMENT ZONE HEIGHT  
PARAMETER PLAN

Drawn: [Name] Date: 20-07-2021 Scale: 1:500 At: [Name]

Approved: [Name] Drawing Number: A12146 D 2002 P1









CLIENT  
ANGLE PROPERTY (RIP SHEPPERTON) LLP

STRUCTURAL ENGINEER

SERVICE ENGINEER

CONSULTANT

KEY PLAN

NOTES

DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.

THIS DRAWING IS PROTECTED BY COPYRIGHT.

ALL AREAS HAVE BEEN MEASURED FROM CURRENT DRAWINGS. THEY MAY VARY BECAUSE OF (B) SURVEY DESIGN DEVELOPMENT. CONSTRUCTION TOLERANCES, STATUTORY REQUIREMENTS OR RE-DEFINITION OF THE AREAS TO BE MEASURED.

LEGEND

- TOWN BUILDING
- GARAGE
- CARPORT
- BUS STATION

NOTE: The shaded areas of this drawing represent the proposed building footprint. The position of buildings within the proposed layout. The proposed layout is based on the location of the buildings. The proposed layout may vary by up to 100mm, as long as there is no interference to the area of the footprint of the structure. All buildings are proposed to be 2 storeys, and all garages and carports are proposed to be single storey structures.

FOR INFORMATION

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planning

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 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500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 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1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 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2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153,



All areas have been measured from current drawings. They may vary because of map accuracy, design development, construction tolerances, statutory requirements or re-valuation of the areas to be measured.

PT: 01 77 22 00 00 (FREE PHONE PLANNING) No. 1 No. 2 Drawing		22 142 1 Sheet of 1
(New Draw) <b>FOR INFORMATION</b>  <b>tp bennett</b> architects interiors planning  (See America Street - London SE1 0SE Tel: +44 (0) 20 7558 8000 <a href="http://www.tpbennett.com">www.tpbennett.com</a> )		
Project: <b>Bugle Nurseries</b> <b>Shepperton - Surrey</b>		
Drawing Title: <b>INDICATIVE PROPOSED</b> <b>SITE ELEVATIONS</b>		
Drawn: MD	Date: 07/01/20	Scale: 1/10 1:500
Approved (Printed) By: <b>A12146</b>	Drawing Number: <b>D 2300</b>	No.: <b>P1</b>



