John Thompson & Partners is a practice of urbanists and architects. We are passionate about good buildings and the spaces in between. But we know that unless they answer the real needs of those who use them every day, they become inert, unloved and engage no one.

John Thompson & Partners has a well-established reputation for participatory masterplanning or ‘community planning’ and over the past decade we have developed innovative techniques for engaging residents and other stakeholders in the creative process. We have applied these skills in urban, suburban and rural settings, and on commissions ranging in scale from small urban infill schemes to residential developments of up to 10,000 homes. We take this matter very seriously and have a dedicated team in the office which is responsible for the development and management of these processes alongside individual project teams.

Our unique approach has also received high praise: John Thompson & Partners is the only architecture practice in the UK to have won eight Building for Life awards, the national benchmark for well-designed homes and neighbourhoods.

4 Gold
- The Village at Caterham, Surrey
- Queen Elizabeth Park, Guildford
- Charter Quay, Kingston upon Thames
- Angel Town, Lambeth, London

4 Silver
- Water Colour, Redhill, Surrey
- The Manor, Lower Earley
- Putney Wharf, Putney, London
- Gunwharf Quays, Portsmouth

Caterham
John Thompson & Partners’ work at Caterham Barracks in Surrey with Linden Homes and The Guinness Trust has been acclaimed as a model for achieving sustainable development and received the BURJAK2000 community award and the RPS2000 award for Planning for the Whole Community. Project delivery included:
- A Community Planning Weekend attended by over 1,000 local people, with follow-up forums and topic working groups which helped to develop the masterplan.
- Transformation of the barracks into a vibrant and sustainable new mixed-use neighbourhood with carefully planned public spaces and buildings incorporating 361 homes with a range of housing tenures.
- Prioritisation of pedestrians and cyclists within the public realm.
- Creation of a Community Development Trust to manage business, leisure and community facilities on the site.

Watercolour
- A new mixed-use neighbourhood close to Redhill, Surrey, including 600 houses and apartments, a convenience store, health and fitness centre, children’s nursery, community surgery and business units, workshops and an elderly people’s home.
- A linear wildlife corridor along the watercourses to increase bio-diversity, provide a natural habitat for wildfowl and link to the wider ecological area managed by Surrey Wildlife Trust.
- A variety of housing designs to relate to individual landscape and water character. Maximisation of views from homes to the lagoons through the masterplan’s south-east/south-west orientation.
- Homezones to encourage pedestrian-friendly environments with car barns and courts allowing car free frontages.

Ashill Developments
- A relatively new company created by former Linden Homes Chief Executive Philip Davies
- Ashill is managed by a team of experienced professionals who previously worked for Linden Homes and bring a wealth of knowledge in creating successful residential developments.
- Ashill specializes in buying brownfield sites.
- The team take a responsive and pro-active approach to making the best opportunities from brownfield sites.
- Ashill pride themselves on creating new places through community consultation and bespoke design.
- There are currently no Ashill developments under construction, these have each been carried out in association with a Development Partner. Ashill remain involved in every project throughout the construction to ensure the commitments that are made during the application process are carried through into the development.

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Ashill Developments
WHY THIS SITE?

The opportunity to explore development opportunities on this large and exciting site on Holland Road offers the chance to establish a layout that will complement the surrounding context and form an important part of the village of Hurst Green and its community.

SITE HISTORY

- The 1937 map has the first evidence of buildings on the site with just one large shed in the centre of the site.
- The 1990 map shows a site layout roughly similar to as it today – with the exception of the Windmill Manor Care Home at the front of the site.
- These maps show that the site has always been of a commercial use, and out of kilter with its surroundings.

- The proposed development of this site to provide residential accommodation would ensure the mass of the buildings would be more in keeping with the urban grain of Hurst Green as a whole.

BIRDS EYE VIEW OF EXISTING SITE

- A large portion of the site at present is ‘hardstanding’ – roads, footpaths and car parking areas.
- Apart from around the edge of the site there are not many trees on the site at present.
- There is also a lack of ‘green space’ on the site at present.

- The reason for this is the large size of buildings on the site – a ‘figure-ground’ drawing which shows all buildings in black and all other space white, shows how this site stands out compared to the rest of Hurst Green.

- When looking at the urban form and context of Hurst Green, the site stands out as being rather out of character in form and footprint with the residential nature of the locality.

SITE PHOTOS

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- These maps show that the site has always been of a commercial use, and out of kilter with its surroundings.
OUR VISION

• Provide a comprehensive development across the site
• Create a positive & sensitive addition to the village
• Form a frontage to Holland Road
• Provide a clear route within the site linking a series of high quality landscaped green spaces
• Adapt local architectural cues for the building design
• Provide an attractive setting for new properties

KEY AIMS

A NEW RESIDENTIAL DEVELOPMENT THAT PROMOTES INTEGRATION WITHIN THE EXISTING COMMUNITY OF HURST GREEN

THE PROVISION OF A HIGH QUALITY AREA OF GREEN SPACE FOR PUBLIC USE

AN ATTRACTIVE DEVELOPMENT THAT RESPECTS THE EXISTING BUILT ENVIRONMENT OF HURST GREEN

NEW BUILDINGS THAT SEEK TO USE KEY HISTORICAL CHARACTERISTICS FROM THE EXISTING HOUSING STOCK IN HURST GREEN

A SCHEME THAT RESPECTS & ADDRESSES THE NEW BUILDING HOUSING THE WINDMILL MANOR CARE HOME

IMPROVE THE ECOLOGICAL VALUE OF THE SITE AND INTRODUCE SITE BIODIVERSITY

The provision of a new quality area of green space for public use

WITh The Existing Community Of Hurst Green

HursT Green

New Holland Green
SITE ANALYSIS

SITE CONSTRAINTS

SITE OPPORTUNITIES

A STUDY OF LOCAL AREA

ELEVATIONAL STUDY

FEATURES

MATERIALS
New Holland Green

KEY CONSIDERATIONS

• Proposals would remove existing poorly located industrial buildings within a predominantly residential area, thereby reducing the number of heavy goods vehicle from the public highway.
• Accessing the site from the nearest strategic route the A23 is not suitable for heavy goods vehicles, with narrow winding lanes and numerous areas with parked car reversing access for HGVs. There are no suitable routes to this site for HGVs.

SITE ACCESSIBILITY

• Building accessibility to site by bus and rail modes is good with bus stops located opposite the site, providing services to Oxted, Godstone and Redhill approximately every 30 minutes (Mon-Sat).
• Access to the site by red is good, with Hurst Green Railway Station an 11 minute walk. Services are ideal for commuters with regular services to London, Oxted, East Grinstead and Uckfield.
• To encourage travel to and from the site by non-car modes a Travel Plan will be provided to promote sustainable alternatives to driving by private car, especially when accessing Hurst Green Railway Station.
• Pedestrian and cycle access local to the site is adequate, with footpaths and numerous cycle routes in close proximity to the site.
• As part of these proposals funding will sought by Surrey County Council to improve pedestrian and cycle links between the site and Hurst Green Railway Station (see plan). Connections are likely to go towards:
  • Existing bus stop improvements (e.g. a shelter)
  • Footway widening towards Hurst Green Railway Station (for use by pedestrians and cyclists)
• Improved pedestrian/cyclist road signs.

CONTRACTION MANAGEMENT MEASURES

(To be agreed with Tandridge DC and Surrey CC)

• All construction vehicles to arrive and depart via Woodhurst Lane to the A23.
• Construction vehicles permitted to the site between 0700 and 1800 but with potential restrictions during peak hours and school drop off / pick up times.
• No vehicle reversing permitted onto the public highway, with all vehicles required to access and egress the site in a forward gear.

PARKING PROVISION

• The proposals would provide parking in accordance with Tandridge Borough Council’s Maximum Parking standards, providing, on average:
  • 1.5 car parking spaces per 1 and 2 bed units
  • 2.4 car parking spaces per 3+ bed units
• The parking provision includes an element of visitor parking which would reduce the likelihood of visitors parking outside of the development.
• 345 parking spaces are provided to serve the 172 dwellings. These are split 135 in-curtilage/210 on-street & parking court.

TRAFFIC GENERATION

• To determine the traffic generation of the existing site a survey was undertaken on a normal weekday recording all traffic movements associated with the industrial estates, excluding traffic associated with the running homes. These figures were then normalised to represent the level of traffic if the existing industrial buildings were fully occupied.
• These figures were then combined with the traffic generation figures approved for the existing permission on the site, comprising offices and light industrial uses. This assessment provided the potential level of traffic generation currently permitted for the site.
• The proposed traffic generation figures for the residential development were calculated using the TRICS® Database, as required by Surrey County Council, using comparable sites to determine the likely traffic generation.
• The proposed residential development would result in a reduction in both overall vehicular traffic as well as LGV/HGV traffic when compared with the level of traffic permitted for the existing site, as follows:
  • Reduction of 15 vehicle movements during the AM (0800 – 0900) peak;
  • Reduction of 20 vehicle movements during the PM (1700 – 1800) peak;
  • Reduction of 156 vehicle movements over a typical day, of which 89 would be LGV and 40 hGV type vehicles.

Traffic Generation Table

<table>
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<th>Time range</th>
<th>Two Way Movements</th>
<th>Vehicles</th>
<th>LGVs</th>
<th>HGVs</th>
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<tr>
<td>AM Peak (8am–9am)</td>
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<td>11</td>
<td>4</td>
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<tr>
<td>PM Peak (5pm–6pm)</td>
<td>105</td>
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<td>Daily (7am–7pm)</td>
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<td>99</td>
<td>40</td>
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<td>PM Peak (5pm–6pm)</td>
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<tr>
<td>Daily (7am–7pm)</td>
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<td>Net Impact</td>
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<td>-4</td>
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<tr>
<td>AM Peak (8am–9am)</td>
<td>-20</td>
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<td>0</td>
<td></td>
</tr>
<tr>
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<td>-156</td>
<td>-89</td>
<td>-40</td>
<td></td>
</tr>
</tbody>
</table>

Key

• In-curtilage parking
• on-street/parking Court

New Holland Green
ARCHITECTURAL STYLE & CHARACTER AREAS

1. ENTRANCE GREEN
- Focus on entrance
- Entry
- Lawn and shrubs
- Rectangular plan
- Vertical planting on walls
- Box trees
- Varieties of trees
- Large areas of planting

2. AVENUE OF ARRIVAL
- Hurst Green character
- Linear streets
- Green corridor
- Big red brick
- Burnt brick
- Tile hanging

3. VILLAGE GREEN
- Central link to village green
- Symmetry of styles
- Pivot point of green link through development
- Vertical cladding
- Slate roof
- Burnt brick base

4. CLUSTER HAMLETS
- Privacy from rest of development
- Form identity
- Asymmetrical facade
- Render
- Slate roof
- Red brick base

5. LANDSCAPED COURTYARD
- Central link to village green
- Symmetry of styles
- Pivot point of green link through development
- Vertical cladding
- Slate roof
- Burnt brick base

6. MEWS TERRACE
- Defined street edge
- Pockets of green space
- Cluster parking enclosed with planting/hedges
- Red brick
- Vertical cladding
- Render

NEXT STEPS

If you have any questions please feel free to contact a member of the project team.
Alternatively please contact Remarkable following the exhibitions.

If you have any feedback from today’s exhibition then please feel free to fill in a comment sheet and leave it in the box provided or take some home and post in the stamped address envelope provided.

Thank you for attending today’s exhibition for our proposals. We hope you found this exhibition useful in understanding the proposed scheme.