

ASHILL DEVELOPMENTS

Ashill Developments was launched in June 2008 by former Linden Homes Chief Executive Philip Davies, to deliver high-quality and forward-thinking residential schemes on Brownfield sites in exclusive locations throughout London and the south east of England. Although Ashill is a new operation, the team benefits from a collective wealth of knowledge from working within the house building industry delivering developments ranging from relatively small scale niche developments to large landmark community projects. A combination of extensive internal expertise and a strong working relationship with specialist external consultants enables the Ashill team to deliver their goal of creating bespoke design-led development, with a focus on sustainability and energy saving initiatives, and a dedication to community consultation. Ashill are committed to high quality design and the use of high quality construction materials on all their projects.

Below are examples of schemes the team has been involved in.

LIME LODGE, ENGLEFIELD GREEN

This plan shows the site layout for the redevelopment of the existing listed building and the creation of 18 new family houses, while retaining the ecological and arboricultural characteristics of the site. Designed by Omega, planning permission was granted by Runnymede Borough Council in August 2009 with construction due to begin imminently.



CATERHAM BARRACKS, SURREY

The former Guards Barracks in Caterham, Surrey is a 16 hectare redevelopment comprising 366 homes, facilities for leisure and sport, a reinstated village green, offices, supermarket, nature reserve and enhancements to public transport.

The scheme was awarded the Building For Life Gold Standard Award, the RTPI Award for Planning for the Whole Community, the BURA Community Award, the (ECTP) The European urban and regional planning awards for conversion, and was a finalist for The Deputy Prime Minister's Award for Sustainable Communities.



OMEGA PARTNERSHIP

Omega Partnership is a multi disciplinary architectural practice specialising in the planning and design of new housing and have been responsible for the design of residential projects ranging from single houses to schemes of over 1000 dwellings throughout Surrey, Sussex, Kent and the London Boroughs. Omega has built up a reputation for producing carefully considered design solutions leading to high quality residential schemes.

Omega believes that team work is one of the key signs to good design. This is achieved by working closely with their clients, landowners and the rest of the design team. Omega Partnership has developed a strong working relationship with the members of the Ashill team from experience on a number of projects for Linden Homes and more recently for Ashill.

Recent years have seen the completion of a number of high profile projects ranging from medium sized infill schemes to large scale master planning of communities for many of hundred of new homes and community facilities. Below are two examples of landmark development projects that Omega has been involved in recently.

QUEEN MARY'S PLACE, LONDON

Queen Mary's Place, SW15, is a development of newly built and refurbished apartments and houses set within the distinguished grounds of Roehampton House, a prestigious Grade I listed building.

Classic street scenes comprising new houses and apartment buildings have been sensitively designed to empathise with the development's timeless heritage and architecture. Many of the units are now completed and occupied.

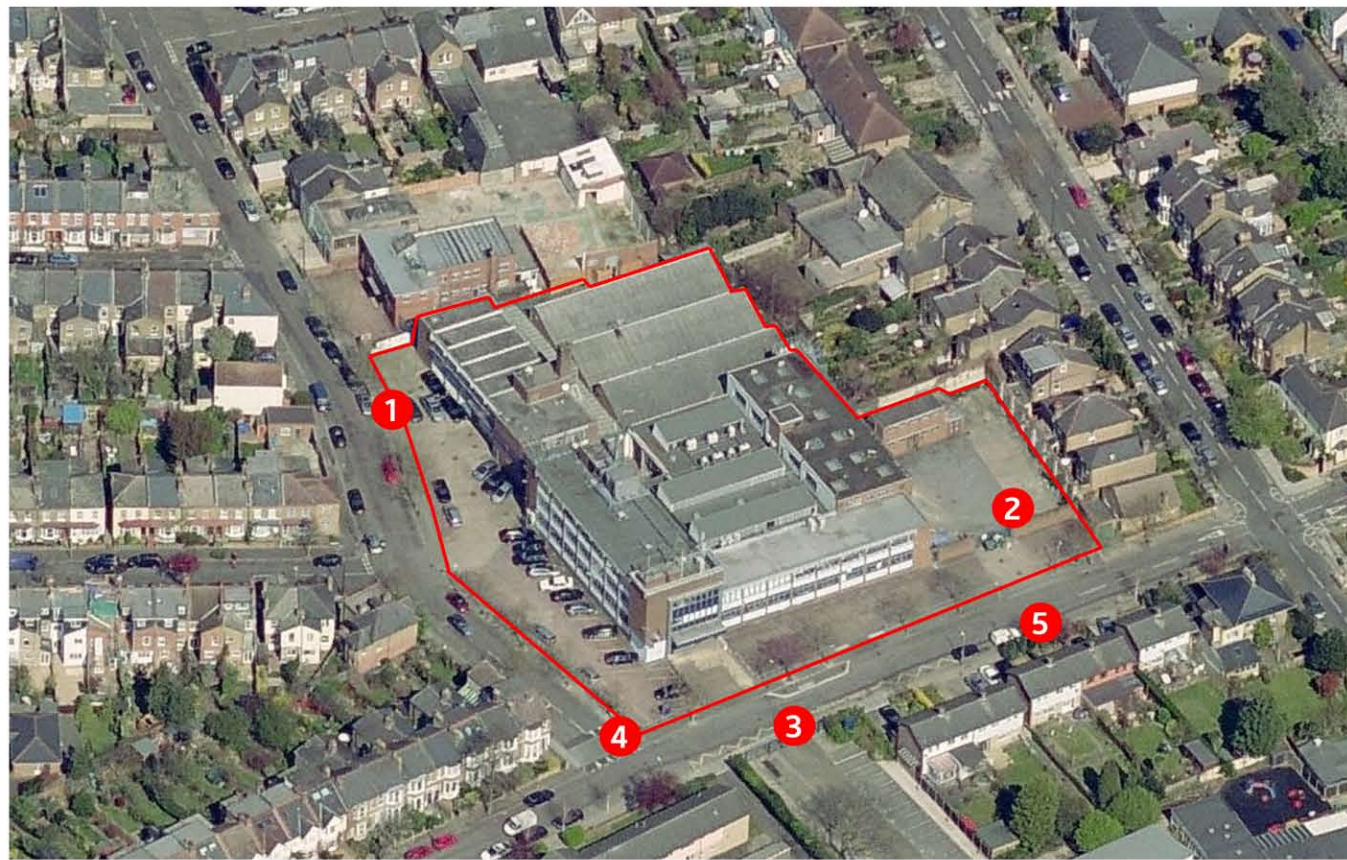


BOLNORE VILLAGE, WEST SUSSEX

This major development project involves the erection of housing on over 80 hectares of land to the South West of Haywards Heath.

"The Village" is the heart of the development with shops, the village hall, health centre and housing with the village square. The project is now in its 6th phase of construction





The site is located in the northern part of Teddington - a vibrant town located in the south-west of Greater London in the historic county of Middlesex on the north bank of the River Thames, between Hampton Wick and Twickenham. The Teddington settlement stretches inland from the River Thames to Bushy Park, in the London Borough of Richmond upon Thames.

The site is approximately 0.3 miles walking distance to the town centre where there is a wealth of high quality shops, restaurants, bars and other amenities. Further afield are the town centres of Kingston and Richmond. The River Thames and the famous Teddington Lock lies approximately 0.6 miles to the east of the site, and the open spaces of Bushy Park and Richmond Park are close by.

The site is approximately 0.5 miles walking distance from Teddington Railway Station (regular services to London Waterloo – 35 mins), with Fullwell Train Station and Strawberry Hill Train Station also within walking distance. The District Line of the London Underground can be accessed at Richmond Station. Access to the road network is good with the A316 nearby linking to the M3 and the A4 linking to the M4. A selection of bus routes operate nearby. The site is approximately 8 miles by car from Heathrow International Airport.



This Brownfield site is approximately 1.4 acres with approximately 60% building coverage, with the rest of the site hard surfaced yard and parking. The site is largely level with a slight incline toward the northern boundary.

The southern part of the site (marked A on the plan opposite) comprises a 1960's office block known as 'Somerset House' of approximately 25,000 sq ft over two and three storeys, with associated car parking and vehicular access at three points from Somerset Road. The accommodation is inefficient and outdated and currently experiencing very low occupancy rates.

The northern part of the site (marked B on the plan opposite) comprises a 1960's industrial warehouse known as '14 Elmtree Road' with ancillary offices arranged over two floors, comprising approximately 15,500 sq ft in total. The property has previously been used as a motor trade aftersales repair centre, but has been vacant since March 2008, despite an ongoing marketing campaign.

Original Conceptual Layout



Constraints:

- Sloping Site
- Impact on Existing Trees near the boundaries
- Surrounding Building Height
- Impact on Neighbour Amenity
- Narrow Residential Streets

Opportunities:

- Continuation of Existing Urban Grain
- Creation of Central Open Space
- Use of Topography to Conceal Parking
- High Wall on South East Boundary to Protect Existing Houses Outlook
- Restore Streets to Residential
- Removal of unneighbourly use and unsightly buildings
- Reduction in traffic generation compared with commercial uses
- Remove phone mast

The site at Somerset Road offers a great opportunity to return the urban grain of this area to its predominant residential scale and pattern. The present commercial use's are out of character with the surrounding residential area. By proposing residential development there is the possibility to complete and enhance existing street scenes. Further to this, in terms of scale, it is proposed that the new houses and apartments would continue the massing and rhythm of the existing housing via the use of vertical elements such as bay windows and stair cores. There is no overriding style to the surrounding housing so it was felt that something following a contemporary design approach, which responded to existing scale, massing and issues of sustainability would be appropriate.

Contemporary Design within the Borough



THE EDGE APARTMENTS, STRAWBERRY HILL



BAMBU, WALDERGRAVE ROAD



ONE EIGHT ONE, UPPER RICHMOND ROAD



BAMBU, WALDERGRAVE ROAD



BAMBU, WALDERGRAVE ROAD

The scheme involves the complete demolition of existing buildings and the construction of 62 high quality residential homes and 74 associated car parking spaces, comprising:

A 7 x Private 4 bedroom townhouses over 3 storeys fronting Somerset road, with private gardens and two off street parking spaces.

B 4 x Private 3 and 4 bedroom townhouses over 3 storeys overlooking the new central open space, with private gardens and off street parking spaces.

C 8 x Private 3 bedroom townhouses over 3 storeys, with private gardens and off street parking spaces.

D 5 x 3 and 4 bedroom townhouses over 3 storeys managed by a Housing Association as affordable housing, with private gardens and off street parking spaces, and 1 x 2 bed townhouse for Shared Ownership with private garden and off street parking space.

E 20 x 1, 2 and 3 bedroom apartments over 3 storeys managed by a Housing Association as affordable housing with semi-basement parking. Many apartments have balconies and all apartments have access to communal amenity areas.

F 5 x 1 and 2 bedroom apartments for Shared Ownership and 12 x 1 and 2 bedroom Private apartments over 3 storeys with small setback penthouse floor on the corner of Somerset Road and Elmtree Road, with semi-basement parking. Many apartments have balconies and all apartments have access to communal amenity areas.



- Introduction of Central Open Space in the heart of the development, potential to include dedicated play space for young children if required.
- Reduction in vehicle access points into the site from 5 to 2 allowing for the introduction of 2 x Car club parking spaces for the use of new residents and the local community.
- Semi-basement car park allowing for a good provision of parking for the development and allowing more of the site as green space. Cycle parking provision for all units.
- Creation of active and enhanced street frontage involving works to improve the public footpath around the site and retention of street trees where possible. The removal of 3 existing street trees to obtain adequate sightlines at vehicle access points will be mitigated by the replanting of trees on the street frontage where possible, and the introduction of trees and landscaped areas within the development.
- Improved permeability through removal of large buildings and tarmac and introduction of soft landscaping and permeable surfaces
- Contemporary and sustainable design with use of high quality construction materials and an attractive landscaped internal environment



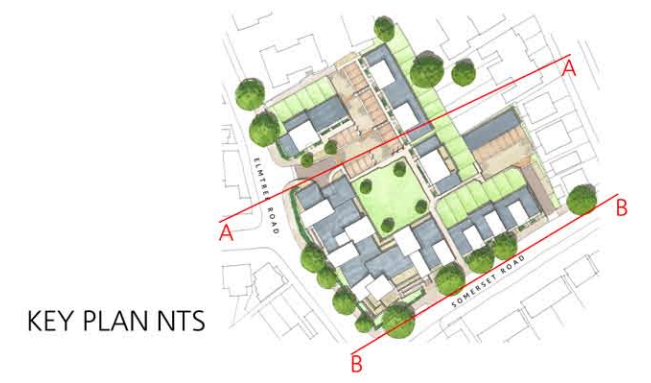
ELEVATION TO CENTRAL GREEN (A-A)

1:200



ELEVATION TO SOMERSET ROAD (B-B)

1:200





BIRDS EYE VIEW AS PROPOSED

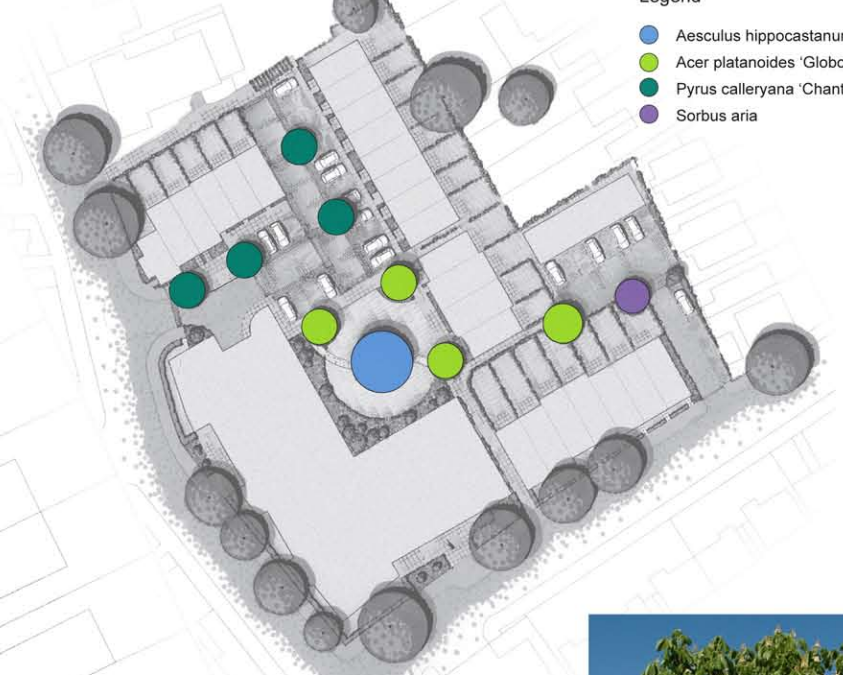


Legend





-  Existing trees
-  Proposed trees
-  Proposed shrub planting
-  Proposed hedge
-  Private amenity space/gardens
-  Public realm open space
-  Bitumen macadam
-  240 gauge Tegula block paving
-  160 gauge Tegula block paving
-  Conservation rumble strip
-  Conservation flag paving
-  Trees to be removed

Replacement of removed trees to be discussed with the local authority


Tree Location Plan



Legend

-  Aesculus hippocastanum 'Baumannii'
-  Acer platanoides 'Globosum'
-  Pyrus calleryana 'Chanticleer'
-  Sorbus aria



 Aesculus hippocastanum 'Baumannii'

Plan

Scale 1:250



Elmtree Road





Properties 26 - 62

Somerset Road

Replacement of removed trees to be discussed with the local authority

Proposed Trees

Trees - all trees are to be supplied in air pots/containers or can be rootballed if planted in winter. Trees for rear gardens must be supplied in containers

Species	Girth (cm's)
 Aesculus hippocastanum 'Baumannii'	50-60
 Acer platanoides 'Globosum'	25-30
 Pyrus calleryana 'Chanticleer'	30-35
 Sorbus aria	16-18



 Sorbus aria



 Acer platanoides 'Globosum'



 Pyrus calleryana 'Chanticleer'



Site Layout Design and Passive Solar gain

1) Solar orientation

- Layout based on a south-west to north-east and north-west to south east grid with roof pitches designed to accept solar thermal and photovoltaic panels

2) Overhangs, Shutters and Screens

- Provide shade and protection to openings during summer

- Protection and shelter from prevailing winds

3) Use of landscaping to;

- provide shade and protection during summer with deciduous planting absorb carbon dioxide

Economic Sustainability

- During construction works on the site, Ashill Developments will pursue a local employment and purchasing policy, by offering suitably qualified companies the opportunity to tender.

- The homes will be designed to encourage home working.

Social Sustainability

- The development proposes a mix of housing size and tenure which enables local people of varying circumstances to remain in the locality.

Energy Efficiency

- The homes may be constructed from a timber frame system to minimise waste reduce material deliveries and enhance the energy efficiency of the homes.

- The air tightness of the homes will demonstrate at least a 20% improvement over the minimum required by the Building Regulations

- The insulation will exceed the requirement of the Building Regulations.

- All homes will be connected to a Green Electricity supplier.

- Photovoltaic panels and micro combined heat and power units will be provided to specific properties to provide for a reduction in CO2 emissions of at least 20% when compared with an equivalent 'standard' site.

- All homes will be fitted with dedicated low energy lighting fittings (at least 75% by number)

- All white goods, where supplied will be A+ and A rated (washer dryers will, where fitted be to the highest available environmental standard)

Water

- Water reducing bathroom appliances will be fitted and the daily water consumption per person will be less than 105 litres.

- Water meters will be fitted to all homes.

- Rainwater harvesting will be installed to all homes to provide water for landscape maintenance and the use of sustainable drainage techniques will be employed where practical.

- Semi-permeable materials with slow-release properties will be specified to landscaped areas.

Materials

- Materials will be selected for their environmental rating and preference will be given to those materials which score an A+, A or B rating in the 'Green Guide to Specification'.

Code for Sustainable Homes

- All homes will achieve an overall Code for Sustainable Homes rating of at least level 3* rating and will emit 25% less carbon dioxide than equivalent new homes built to the current Building Regulation standards.

Management

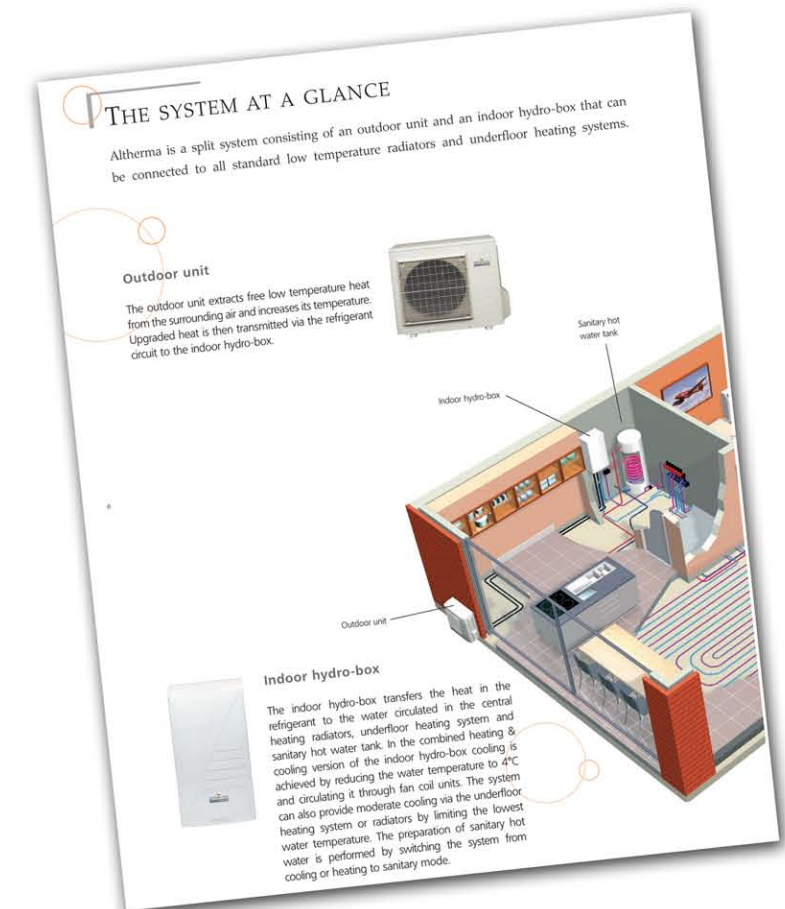
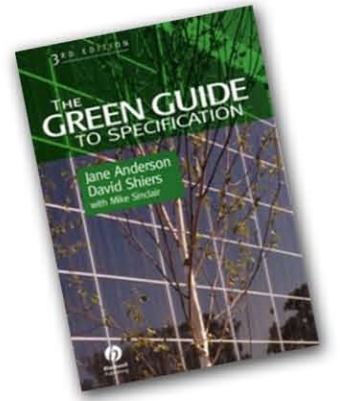
Construction Management

- The site will be registered with the Considerate Constructors scheme to ensure the construction of the development minimises impacts on surrounding occupiers.

- All construction waste will be minimised through the use of a Site Waste Management Plan and on site water and energy use will be monitored.

Post Occupational Estate Management

- A resident's management company will be set up to maintain the landscape within the development to ensure there is a consistent quality of appearance across all tenures



KEY CONSIDERATIONS

Proposals would remove an existing commercial building within a predominantly residential area, thereby reducing on street parking and Heavy Goods Vehicles from the public highway.

Due to the nature and character of the surrounding area the site is considered better suited for residential use. The site is well placed for residential development due to its close proximity to local schools, shops, amenities and public transport links for onward commuting journeys.

The existing commercial site would attract traffic and trips from a relatively wide area, potentially outside the M25.

PARKING PROVISION

The proposals would provide 74 parking spaces, including 8 disabled parking spaces, which is within the maximum standards set out in Richmond Borough Council's residential parking standards. The proposals would provide an average 1.19 spaces per unit, whilst average car ownership in the Ward is 1.09 cars per household.

In addition by closing surplus existing vehicular access points to the site the proposals would also provide 2 Car Club spaces on Somerset Road, which could be used by prospective residents of the development as well as surrounding residents in the area.

Each dwelling would also have access to a secure cycle parking space.

TRAFFIC GENERATION

Traffic generation figures calculated through the TRAVL* database, as required by Richmond Borough Council.

Existing site traffic generation derived from TRAVL* database and survey data of a comparable site (the Tearfund offices on Church Road, Teddington) to demonstrate the trip generation levels with the site in full occupation.

Proposed residential development would result in a significant reduction in traffic generation when compared against the site's existing use:

- Reduction of **92 vehicle movements** during AM (0800-0900 hours) peak.
- Reduction of **114 vehicle movements** during the PM (1700-1800 hours) peak.

Proposals would also remove a number of HGV movements from the local highway network of between 2 and 6 visits per day associated with the sites existing use.

*TRAVL (Trip Rate Assessment Valid for London) is a unique, multi-modal trip generation database designed specifically for use in the capital. It is used to estimate the effect of proposed developments on transport patterns and, in particular, on the amount of road traffic in an area.

Existing Office/Industrial

B1/B2	Arrivals	Departures	Two-Way
AM Peak	50	0	102
PM Peak	0	59	121
Daily	123	124	247

Existing Storage Use

B8	Arrivals	Departures	Two-Way
AM Peak	5	1	6
PM Peak	1	5	6
Daily	19	18	36

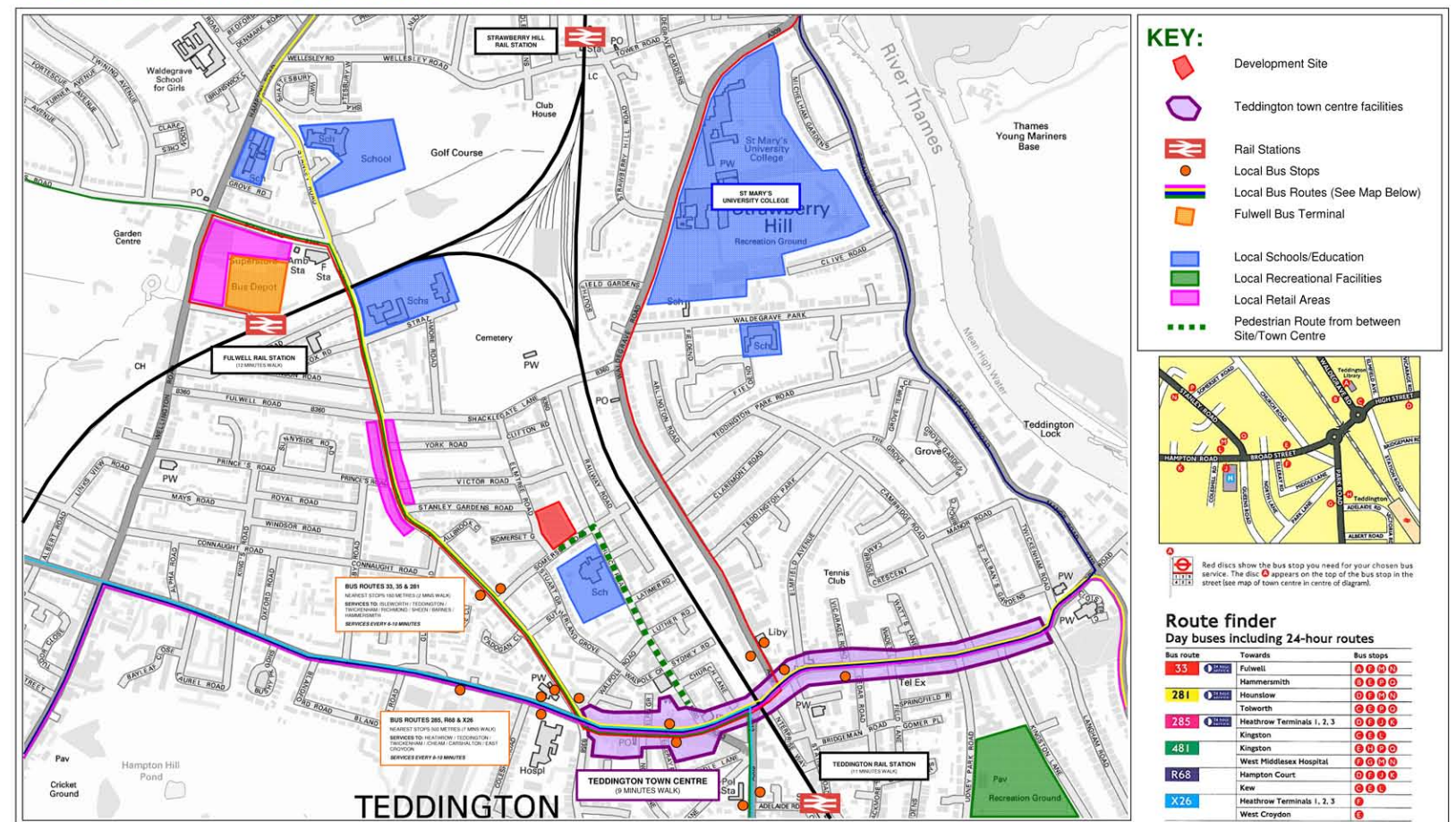
Proposed Residential (62 dwellings)

C2	Arrivals	Departures	Two-Way
AM Peak	3	13	16
PM Peak	9	4	13
Daily	93	84	177

TRAFFIC CHANGE

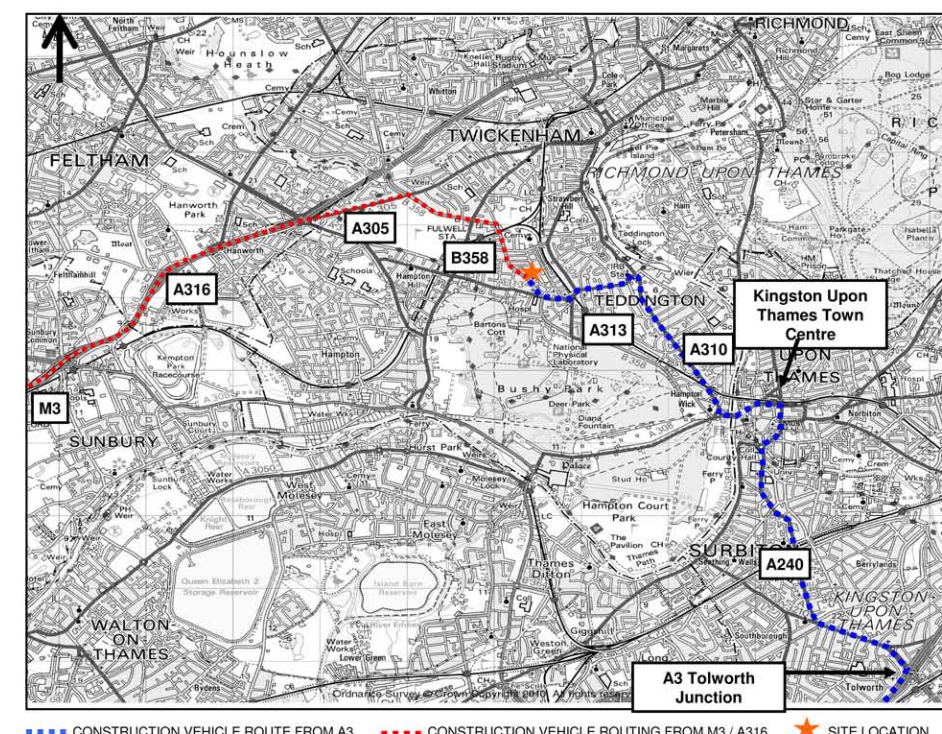
Net Change	Arrivals	Departures	Two-Way
AM Peak	-52	12	-92
PM Peak	8	-60	-114
Daily	-49	-58	-106

ACCESSIBILITY AND SITE LOCATION PLAN



CONSTRUCTION TRAFFIC MANAGEMENT MEASURES

- All construction vehicles to arrive and depart at Stanley Road
- Construction vehicles permitted between 0700 and 1800 hours
- No HGV's between 0830 and 0915 and 1500 and 1545 to avoid school drop off and pick up periods
- No reversing on to or off the public highway – all vehicles required to access and egress in a forward gear



Construction Vehicle Routing Plan

