

4.0 Design Analysis

4.7 Transport

Motion have compiled a comprehensive Transport Assessment (and Travel Plan) which advises that the site is highly accessible by all modes of transport and will not result in a material increase in queuing on any junction assessed.

The proposals are considered based on the following design criteria:-

Access Arrangements

- Access to the site will be achieved via Victor Beamish Avenue. Victor Beamish Avenue will enable access to the proposed northern section of the site, with further cul-de-sacs towards the southern section of the site. There will also be a limited number of properties with direct access onto Victor Beamish Avenue.
- Due to the 30mph speed limit along Salmons Lane West, SCC have requested that visibility splays of 2.4m x 43m are shown from the junction between Victor Beamish Avenue and Salmons Lane West. These visibility splays are shown in the drawing attached at Appendix B.
- Pedestrian access will also be achieved via Victor Beamish Avenue. The existing footway along the western side of the road will be retained, with sections of footway being provided on the western edge of the carriageway where it serves access to properties. Informal pedestrian crossing points, provided with tactile paving will enable pedestrians to safely cross between the footways.
- Two pedestrian accesses into the site will be constructed from the north, enabling pedestrian and cycle access to the outskirts of Kenley Aerodrome, a popular dog walking location for local residents. These accesses will be located where historic accesses to the site are located.

Internal Layout

The internal layout adheres to the following design principles, as set out in Surrey's Design Guide:

- 5.5m internal road width, reducing in width where provision is made for a cul-de-sac. The Surrey Design Guide requires 5.5m wide carriageways for schemes of 51-300 units;
- 2 metre internal footways;
- Car parking spaces will be a minimum of 2.4m by 4.8m; and,
- Maximum 25 metres from refuse collection vehicle to bin store.

Parking Provision

Car parking will be provided on site in line with the standards provided in the 'Tandridge Parking Standards' Supplementary Planning Document (SPD) as set out in Section 2 of this report. The aforementioned site layout plan seeks to provide appropriate car parking in line with the following:

- All 2 and 3 bed houses will benefit from two parking spaces per unit;
- Many 3-bed units will benefit from a garage, which could be used to either store a car or for general
- All 4-bed dwellings will benefit from three spaces per unit, in addition to a garage; and
- Visitor car parking is provided on site in excess of 1 space per dwelling to assist in avoiding any overspill parking on surrounding roads.

Cycle Parking

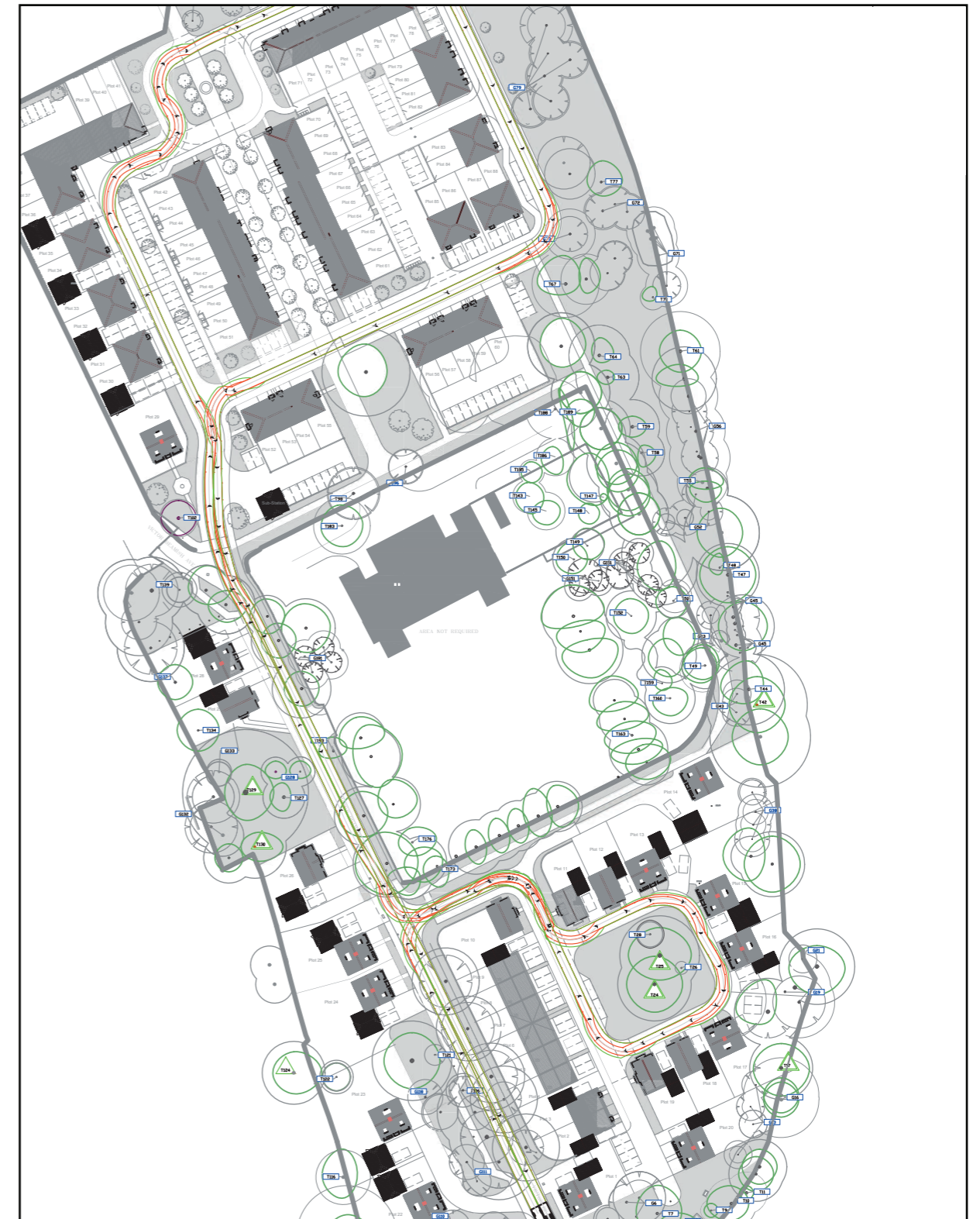
- Cycle parking will be provided in accordance with the standards set out in SCC's 'Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development' guidance document. This guidance requires the following:

House Size	Minimum Number of Spaces
Flats or 1/2 Bedroom Houses	1 Space
3+ Bedroom Houses	2 Spaces

SCC Cycle Parking Standards

Servicing and Refuse Collection

Servicing and refuse collection will occur within the site, with the layout designed to allow for a large refuse vehicle to manoeuvre without impacting on passing vehicle movements. Guidance has been sought from MfS in this respect, where it is recommended that a carriageway width of 5.5 metres is provided for roads that require an HGV to pass a car.



Sweep Path Analysis

4.0 Design Analysis

4.8 Flood Risk & Drainage

The existing site condition is analysed at sections 1-7 of the report by Elliotwood, which concludes at Section 8 that only limited physical mitigation measures are required:-

Historically the site was used by the Royal Air Force (RAF) with various buildings and hard standing. Most of the buildings have since been demolished, although much the northern part of the site is still underlain by concrete surfacing.

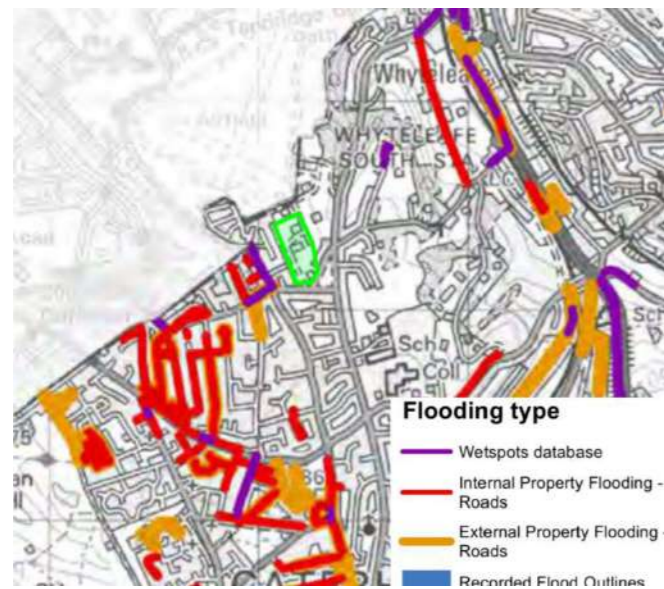
Historical imagery from 2003 shows the extents of hard surfacing prior to overgrowth which is seen in more recent imagery. The southern part of the site is currently used a grass field.

Their report concludes:-

The site is located solely in Flood Zone 1, and it is deemed to be at low risk from tidal and fluvial flooding, sewers, and artificial water bodies.

The east of the Site is noted from the SFRA as being at risk of ground water flooding for subsurface structures and there are areas of low to medium risk at surface water flooding.

Limited mitigation measures are required however ground floor levels for buildings shall be elevated a minimum of 150mm above ground levels and surface water will be managed through the inclusion of SuDS as outlined in a separate report referenced 2230131-8/1/P-II-XX-RP-C-0002 SuDS Report.



Historical Flooding



Historical imagery from 2003

4.0 Design Analysis

4.9 Opportunities

The design team analysis is considered in an 'opportunities' plan which provides a diagrammatic concept basis to consider redevelopment. The landscape led strategy is based on the Neighbourhood Plan guidance regarding linear north-south orientation with connecting roads running perpendicular. The principle opportunities are:-

1. Reference the military heritage of the site to create formal residential blocks
2. Military heritage provides a strong architectural language.
3. There is the axis of the listed Dining and Institute Building (now One School Global) to create formal avenues through the site to the original flagpole location to the south and a monument/ square to the north where views to the airfield are obscured.
4. Enhanced views through the site and significantly improving visual and physical permeability.
5. Retain all Grade A trees and as many Grade B trees as possible and create formal and informal Public Open Space around them.
6. The removal of the dilapidated workshop (which will be recorded prior to demolition).
7. The opportunity to create public open space and improve the quality of the landscaping around the site, removing poor quality self-seeded, diseased trees, and some which detracted from the formality as advocated by the design framework.
8. The opportunity to enhance existing paths and green spaces to improve accessibility and footpath links through the site and beyond.
9. Improve access through the site for cyclists.
10. The opportunity to strengthen and integrate the landscaping on the east and west boundaries of the site in a cohesive new community.



Longest view looking past airfield buildings



Existing mature trees



5.0

Design Process



5.0 Design Process

5.1 Initial Concept Plan

The opportunities diagram is evolved into a concept plan which considers a regimented disposition of built forms, framing spaces and views. The north-south orientation is strongly evident in this initial concept with the emerging layout integrating retained trees as a balance formality and the relative informality of the landscaping.

North Site

- Formal, pedestrian-only avenue, created to the north and on the central axis of the Dining and Institute Building with 'barracks blocks' terraces each side and a monument square at its end
- Larger, 'family and officers' housing located between 'barracks blocks' and the listed building
- Mature trees and open space retained to the east to create Public Open Space linking southern parcel to the north and beyond to the airfield
- Existing houses to the west and airfield buildings to the north addressed with formal, linear houses & terraces

South Site

- Public park formed around the two Grade A cherry trees with houses around forming a 'square'
- Access lane created to the south and on the central axis of the Dining and Institute Building, running past the park to the east with housing to the west, to adjoin a small, formal POS centred on the original, reinstated flagpole
- Houses dotted informally amongst retained trees to the west boundary
- The tree lined avenue of Victor Beamish Avenue is retained and reinforced with a formal brick boundary wall to the east and detached houses and POS to the east

Connectivity

- The eastern and western flanks of the Institute / NAAFI building provide vehicular, cycle and pedestrian connectivity, with a parkland concept considered to the eastern perimeter, retaining existing trees.

Architectural precedent/reference images



5.0 Design Process

5.2 Initial Pre-Application (Summer 2022)

The concept plan was developed into an initial sketch layout for first pre-application engagement sent to Tandridge District Council on 7th June 2022. An initial DAS accompanied the submission and a subsequent officer meeting was convened which was informative as a basis to consider redevelopment of the site.

As clarity, the school currently use the grassland to the south but have no ownership or rights over this part of the allocation site(s). The conservation officer emphasised that the wartime character should be the driver of any development, encouraging the design team to work up the initial concept.



Initial Concept Layout - SK04 - May 2022