

5.0 Design Process

5.4 Public Consultation - Spring 2023

A public consultation was convened at the school on 15th and 22nd March 2023, with a dedicated consultation on site website set up, and leaflet distribution to hundreds of local homes.

The presentation boards cover the lead in work as set out in this DAS. Cratus have produced a Statement of Community Involvement (SCI)- the matters raised primarily related to:-

- Conservation, Heritage and Green Belt
- Parking and Transport
- Social Infrastructure
- Drainage and Trees



Introduction
Welcome to this consultation session. Thank you for coming. The Croydon and District Education Trust is delighted to present proposals for the development of land at Kenley Campus for 98 new homes in accordance with Tandridge District Council's Draft Local Plan 2019 allocation HS006. Tandridge District Council has identified land at Kenley Campus (described as Land off Salmons Lane West) as suitable for delivering housing. The draft allocation seeks to remove the site from the Green Belt through an alteration of the Green Belt boundary.

The draft allocation requires:
• The provision of 98% affordable housing
• Development will conserve and enhance the conservation area and the setting of nearby heritage assets, including the Grade II listed former Institute Building and the Grade II listed former Officers Mess, and the Grade II listed former Officers Mess and the former Officers Mess.
• In keeping with the heritage value of the site and the character of the Conservation Area, the design and materials used in any development should be sympathetic to the historic setting of the site and the Conservation Area.
• The proposed development should be designed and built to high standards of sustainability, including energy efficiency, water efficiency and air quality.
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Consultant Team
The consultant team present today to answer any questions and describe the proposals in further detail are:
OP Architecture
Manning Evans LLP
Mellor
moion
Daniel Wainwright
Cratus

Feedback...
Your views are important to us and will inform the proposals.
We have provided a feedback form for you to fill out. If you have any comments you may have, please take time to view the exhibition and then complete a form before you leave.

Site Constraints
The proposed development is situated on a site of 1.2 hectares, bounded to the north by the Grade II listed former Institute Building and to the south by the Grade II listed former Officers Mess. The site is currently used as a parking area for the former Officers Mess and the former Officers Mess. The site is currently used as a parking area for the former Officers Mess and the former Officers Mess.

Heritage
The History of RAF Kenley
Open the curtains of the First World War, and as the aerodrome on the potential for aeroplanes as successful flying machines grew, a mass production process became essential. With the Ministry of Aircraft Production at the War Office embarking upon a policy of increasing standardisation, designs from smaller manufacturers and contractors were used to complete war previously associated with aviation. To cope with the increasing numbers of aircraft entering the Royal Flying Corps, new aeroplanes and aircraft accessories had to be produced in large quantities. Kenley was chosen as a site for an aircraft manufacturing plant in 1916. Building work began in early June 1917, and the camp quickly became comprised of eighteen two-storey hangars to portable, tent-like structure and a series of staff, mess, and other portable buildings. On completion, it was known as 'No. 17 Kenley Aircraft Acceptance Park'. By 1918, hangar blocks and seven double hangars had been completed to the south of the camp, where manufacturers and planes for both road and air for assembly were located. Single engine bombers were located first above an aircraft, and then later to a station in France and Belgium for duty within the Royal Flying Corps. Upon the birth of the RAF on 01 April 1918, one of the first RAF Squadrons to be based at Kenley was the No. 1 (Communications) Squadron, responsible for the forwarding of telegrams and from the Peace Conference in Versailles, Paris, after the Armistice of 11th November 1918.

Heritage
The History of RAF Kenley
The RAF expanded its facilities at a number of aerodromes in the early 1920s, with Kenley being one. The new building programme at the aerodrome undertaken by J.B. Edward, which would establish Kenley purely as a fighter station, with the construction of barracks blocks, officers' and sergeant's messes, stores, workshops and an institute. Kenley accepted training aircraft from Belgium and France, which it also shared an integral part in providing cover for the evacuation of Dunkirk in June 1940.

Heritage
The History of RAF Kenley
In 1941, Kenley operated against enemy targets across the English Channel and allied forces were based at the station, including two Polish Squadrons, as well as Czech, Australian and New Zealand airmen. On the aerodrome, aircraft maintenance was carried out in the last remaining hangar. With the coming of D-Day on 06 June 1944, and with the war now focused on the last remaining hangars owned by Britain, Kenley's role diminished significantly.

Public Consultation Banners

Heritage
The History of RAF Kenley
For many years, flying activity remained at Kenley, with the runway now almost completely obscured by modern buildings. From the 1920s, a steady number of activities, with the station becoming little more than a dormitory area for Ministry of Defence personnel stationed elsewhere. Several early buildings were consequently demolished on the southern portion of the site to make way for Married Quarters, taken over by the army in 1977. The Station was closed in 1974, although an RAF galler which remained situated on the aerodrome. The Officers Mess became vacant and subject to vandalism, though it was later bought by the Home Office for conversion into a radio technology laboratory. It is a Grade II listed building, which is the last of the original Officers Mess and the final Bomber hangar was subsequently demolished.

Site Opportunities
The proposed development is situated on a site of 1.2 hectares, bounded to the north by the Grade II listed former Institute Building and to the south by the Grade II listed former Officers Mess. The site is currently used as a parking area for the former Officers Mess and the former Officers Mess. The site is currently used as a parking area for the former Officers Mess and the former Officers Mess.

The Proposals
The proposals comprise 98 residential dwellings across the site including 98 affordable dwellings. The mix is as follows:
Private ownership mix:
• 11 x two bedroom dwellings
• 24 x three bedroom dwellings
• 12 x four bedroom dwellings
• 5 x five bedroom dwellings
Affordable homes mix:
• 6 x two bedroom dwellings
• 30 x three bedroom dwellings
Building heights & density:
• Dwellings to be between 1-3 storeys high
• Density near best site area of 4.0ha = 20 units/ha.

Access & Parking
Access
• The development will be accessed via Victor Summit Avenue to all vehicles including servicing and emergency services.
• The pedestrian layout has been designed to accommodate refuse, service vehicles and the emergency services.
• Pedestrian access is also proposed via the north of the site.
• The proposal has been modelled in order to ensure that it will not have any unacceptable impact upon the wider highway network.

Landscaping
The proposed landscaping strategy will include:
• Sustainable Urban Drainage (SUDS) and streetlights in the dormer area of the development of the northern period.
• The underpinning aim of the landscaping strategy is to maintain the historic character of the site and introduce green connections throughout the site.
• Wooded fringes and woodland grassland along the eastern boundary of the site with existing extensive planting.
• Green pockets predominantly located to the north and west of the site.
• Green connections throughout the site.

Next Steps...
Following this exhibition the consultant team will...
• Carefully consider the consultation responses received through the consultation process.
• Refine the proposals accordingly.
• Prepare the planning application.
A planning application will be submitted in Summer 2023.

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5.5 Emerging Figure Ground

The figure ground is used to continually “test” the emerging proposals.

The layout continued to evolve on the themes presented at pre-application and public consultation. The sense of arrival is an area which has been reconsidered on the basis of:

A: The curved figure ground replaced with more formal ‘gate house’ buildings in the same linear north / south orientation

B: The terrace is ‘handed’ with access to the east enabling the avenue of trees to be retained. In the final layout the terrace is centred on the courtyard.

C: The rectilinear orientation and the formality are homed as a balance with retaining trees within the structure of the layout.

D: The setting of the listed building and the terraces theme are reconsidered to the northern site.

E: The built forms along the avenue are more regularly positioned, respecting the existing tree line.



Emerging Figure Ground

5.0 Design Process

5.6 Emerging Proposals - Summer 2023

The southern courtyard is further formalised by centrally locating the terrace building to the southern site.

This layout is for 87 dwellings - Plot 21 is removed (Layout not renumbered - Plot 21 omitted) to further rationalise the configurations of this courtyard area.

The CAD base layout is honed to respect tree protection zones (TPZ) and to reinforce vistas of the layout. Victor Beamish Avenue retains its 'avenue' appearance with mature trees interspersed with detached dwellings in contrast to the courtyard and 'quadrangle' dispositions of the southern and northern sites.

This sense of arrival emphasises the linear north-south orientation of the layout as advocated by the neighbourhood plan with an "end stop" building and subtle deflection to access the northern residential.



Proposed Layout