



Croydon and District Education Trust Kenley Campus

Statement of Community Involvement

May 2023

1. Executive Summary

In March 2023, Croydon and District Education Trust (the applicant) carried out a public consultation regarding the proposed development of 87 homes on land at Kenley Campus, Victor Beamish Avenue, within the district of Tandridge.

The applicant instructed Cratus Communications to organise and implement the public and political engagement in support of the emerging planning application.

This Statement of Community Involvement summarises the activities to have taken place as part of the consultation process, presents the feedback received from community stakeholders and members of the public, and the response from the applicant to the main themes to emerge from this feedback.

The consultation process comprised two of public exhibition events at the OneSchoolGlobal building on the Kenley Campus, on 15 & 22 March 2023. Owing to the impact of rail strikes which were scheduled during the consultation period, the second of these events was re-arranged from Saturday 18 to Wednesday 22 March. Leaflets announcing both the original and the re-arranged event details were issued to local households in advance.

The consultation was also supported by a dedicated consultation website, which allowed members of the public to read relevant information on the proposals to the same level of detail as was available at the public exhibition.

A two-week consultation period was opened on the day of the event, in which people were invited to submit feedback online.

At all times during the consultation process, the project team complied with policy at both national and local level. Having fully considered the feedback presented by relevant stakeholders, an amended version of the proposed development has been submitted as a planning application to Tandridge District Council. The project team will seek to continue engaging with elected representatives and community stakeholders throughout the planning process.

2. Introduction

2.1 Site overview

The proposed development is on land off Salmons Lane West in Caterham. The allocation is immediately to the south of the historic Kenley Aerodrome itself, which lies within the London Borough of Croydon.

The site is comprises three parcels of land, all currently owned by the OneSchoolGlobal Kenley Campus:

- The northern parcel of land is grassland except for a single dilapidated workshop.

- The southern parcel of land is open space which does not form part of the school grounds and is outside of the site that received planning permission for the lawful use of the former NAAFI building and parade ground as a school. Sporadically the land is used by OneSchoolGlobal for informal recreation but does not form part of the school's formal grounds, and has no lawful basis for such a use.
- The third parcel of land that is located to the west of Victor Beamish Avenue and to the east of Halton Road. The land is also currently unused grassland however it was previously used by the MOD. Full detail of the site's history are set out in the accompanying Heritage Statement.

The site is currently located within the Metropolitan Green Belt. A draft allocation in the emerging Tandridge Local Plan (HSG06) proposes that the site is removed from the Green Belt and allocated for the development of housing. The site is currently surrounded by development to the south, east and west.

The site lies within the Kenley Aerodrome Conservation Area, and forms part of the setting of the Grade II-listed Former Dining Room and Institute at former RAF Kenley, which is currently in use by OneSchoolGlobal.

Before OneSchoolGlobal occupied the site in 2016, the land was owned by the Ministry of Defence and not publicly accessible.

2.2 Summary of proposals

The proposals for the Kenley Campus site are for 87 new homes, of which 34 are proposed to be affordable. The proposals will deliver homes at a density of 20 units per hectare. A total of 200 private parking spaces will be provided, in addition to 22 visitor parking spaces which are located around the development.

The mix of home sizes among the homes built for private sale is proposed as follows:

- 11 2-bed homes
- 24 3-bed homes
- 12 4-bed homes
- 5 5-bed homes

Among the affordable homes, the following size mix is proposed:

- 9 2-bed homes
- 25 3-bed homes

The proposals seek to preserve the special interest of the Grade II-listed Former Dining Room and Institute at former RAF Kenley, and preserve the special character of the Conservation Area.

The proposed layout and density have been designed in order to preserve the character and the appearance of the Kenley Conservation Area and to protect the special interest of the Grade II listed building. For example, the layout will maintain the sightline from the Navy, Army and Air Force Institutes (NAAFI) and the RAF Kenley parade ground through to the airfield. This sightline will be incorporated into the landscape design for the site and retain the sense of the site's former military use of the site, as required by policy.

3. Policy context

3.1 Local policy framework

Tandridge District Council's Statement of Community Involvement was adopted in September 2020, and sets out both the commitments of the local authority around how it intends to consult on planning applications and its own plan-making activities; and the expectations placed on applicants around their own consultation activities.

Cratus' public consultation has met and exceeded the principles set out in TDC's SCI around pre-application engagement, primarily the following:

"8. Early discussion between applicants, the Local Planning Authority, local elected representatives and the community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community.

"Applications that can demonstrate early, proactive and effective engagement with the community will usually be benefitted by such engagement and may be looked upon more favourably than those that cannot as set out in statutory guidance (NPPF 2019, 128). This is particularly beneficial in the cases of major or complex applications and we would expect the findings of any early engagement with the community and stakeholders, to be made available to us as the earliest opportunity e.g. if a pre-application meeting or advice is requested of the Council"

3.2 Localism Act 2011

Cratus' community engagement work has likewise met the consultation principles established within the Localism Act for consulting the public. Principally, these are:

1. The publication of the proposed application widely, to an extent that can be reasonably said to bring the proposed application to the attention of the majority of persons who live at, or otherwise occupy, premises in the vicinity of the land.
2. To make clear how interested persons may contact the applicant team should they wish to comment or collaborate in relation to the proposed development.
3. To give such information about the timetable to ensure that persons wishing to comment on the proposed development may do so in good time.
4. To have regard to the responses to consultation that have been made following the consultation process.

3.3 National Planning Policy Framework (NPPF)

Consultation work has complied with the National Planning Policy Framework (2021) in relation to pre-application engagement and front-loading consultation. These principles are outlined below:

“Pre-application engagement and front-loading

39. Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

40. Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they offer.

They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.

41. The more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits. For their role in the planning system to be effective and positive, statutory planning consultees will need to take the same early, pro-active approach, and provide advice in a timely manner throughout the development process. This assists local planning authorities in issuing timely decisions, helping to ensure that applicants do not experience unnecessary delays and costs.

42. The participation of other consenting bodies in pre-application discussions should enable early consideration of all the fundamental issues relating to whether a particular development will be acceptable in principle, even where other consents relating to how a development is built or operated are needed at a later stage. Wherever possible, parallel processing of other consents should be encouraged to help speed up the process and resolve any issues as early as possible.

43. The right information is crucial to good decision-making, particularly where formal assessments are required (such as Environmental Impact Assessment, Habitats Regulations assessment and flood risk assessment). To avoid delay, applicants should discuss what information is needed with the local planning authority and expert bodies as early as possible.”

4. Consultation activities

4.1 Pre-application correspondence with local stakeholders

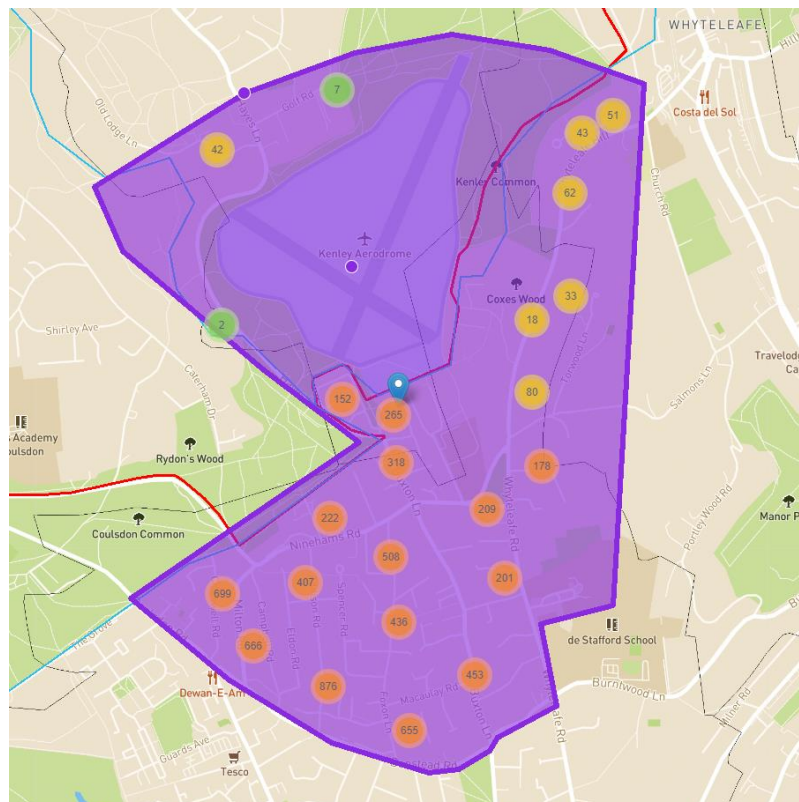
Prior to the commencement of the public consultation period, letters were issued to local political and community stakeholders informing them of the intention to consult the community and inviting them to contact the project team in the event they wished to ask questions related to the proposed development.

Stakeholders contacted as part of this phase of the engagement programme included, but were not limited to the following:

- Ward councillors for Portley ward within Tandridge District Council
- Ward councillors for Kenley ward within the London Borough of Croydon
- Tandridge District Council political leadership
- Stakeholder groups associated with the use of RAF Kenley
- Local business, educational and civil society groups
- Ministry of Defence stakeholders associated with the Statutory Safeguarding Zone for RAF Kenley

4.2 Leaflets

Leaflets announcing the intention to consult the public on the Kenley Campus proposals were issued by post to homes within a defined distribution zone. The distribution zone is depicted below and is reproduced in Appendix 1.



In addition to providing details about the public consultation period, the leaflets offered an overview of the proposals and contained information regarding how residents could contact the project team regarding the proposals, by post or through online means.

The first of these leaflets was delivered on Tuesday 28 February 2023, and publicised two exhibition events on Wednesday 15 and Saturday 18 March 2023.

However, due to the disruptive impact of rail strikes in March 2023, the decision was taken to reschedule the second of these events to a date less impacted by industrial action.

Following this decision, a second leaflet was issued by post to the same homes as received the initial mailout, announcing the amended exhibition dates of Wednesday 15 and Wednesday 22 March 2023. Information regarding these changes was also issued by email to relevant local stakeholders and placed on the dedicated consultation website.

Both of the leaflets are reproduced in Appendices 2 & 3.

4.2 Consultation website

A dedicated consultation website was designed and launched to accompany the proposals. The website was initially launched on Tuesday 28 February to coincide with the delivery of the first consultation leaflet. The web address is <https://kenleycampusdevelopment.com/>, and the website was update with additional information and documents as the consultation period progressed as follows:

- Tuesday 7 March 2023: Textual updates informing users of the amended public exhibition dates
- Friday 17 March 2023: Launch of new pages providing additional information about the site and the proposed development, in addition to uploading the exhibition boards which had been developed for the public events

In total, between 28 February and 12 April 2023, the website was viewed by 1,090 unique users. During this period, 10 feedback forms were submitted via the website, in addition to the 42 physical feedback forms which were completed and submitted at the two public exhibitions.

4.3 Public exhibition events, March 2023

Two public exhibition events formed the centrepiece of the public consultation campaign. These events were both held in the school hall of OneSchoolGlobal within the Former Dining Room and Institute at RAF Kenley.

The events ran from 4–8pm on consecutive Wednesdays (15 & 22 March 2023) and included members of the project team who were available to answer questions regarding the proposals from attendees. Project team members attended the event from the following companies:

- Cratus Communications (communications & engagement consultants)
- Daniel Watney LLP (planning consultants)
- OSP Architecture (architects)
- Motion (transport consultants)

- Montagu Evans (heritage consultants)



In total, 120 people attended the events – including 74 on Wednesday 15 March, and 46 on Wednesday 22 March.

4.4 Feedback form

A feedback form was drafted and designed to accompany the consultation activities. The form was printed and used for anonymous feedback submission at the public events, while a form with identical questions was uploaded to the dedicated consultation website.

The form asked respondents the following information about themselves:

- Email address
- Postcode
- Current age range (tick-box question)
- Reason for participating in the consultation (tick-box question)

The main body of the feedback form consisted of four questions asking respondents to what extent they approved of various aspects of the proposed development, with options ranging from ‘strongly approve’ to ‘strongly disapprove’, including a ‘neutral’ option.

There were also a series of four free-text response boxes, which allowed respondents to include additional information in their answers. The final of these was the most open-ended, asking ‘Do you have any additional comments on our plans for the site?’

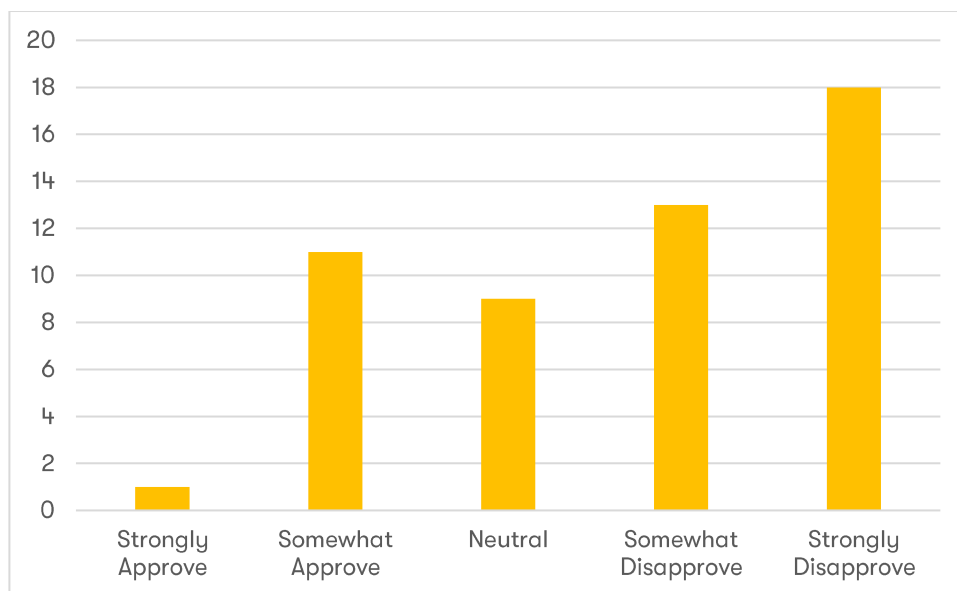
5. Response to consultation

5.1 Summary of findings – feedback form

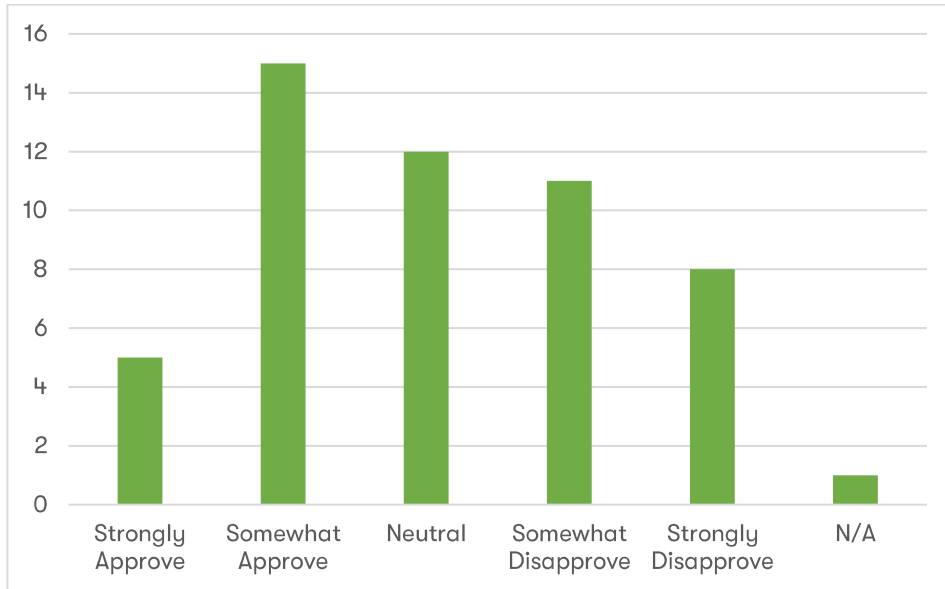
As referenced in Section 4.4, the feedback form was divided between ‘open’ and ‘closed’ questions on the proposed development, alongside a small number of questions asking respondents about their postcodes, email addresses, age range and reason for taking part in the consultation.

5.1.1 Closed questions

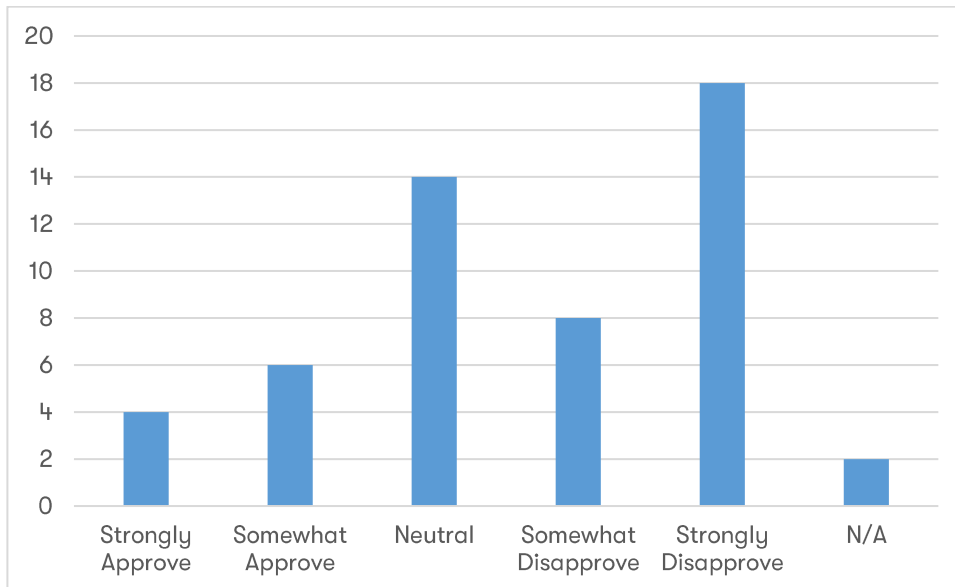
Q2. To what extent do you approve of our plans to build 87 homes on land at Kenley Campus?



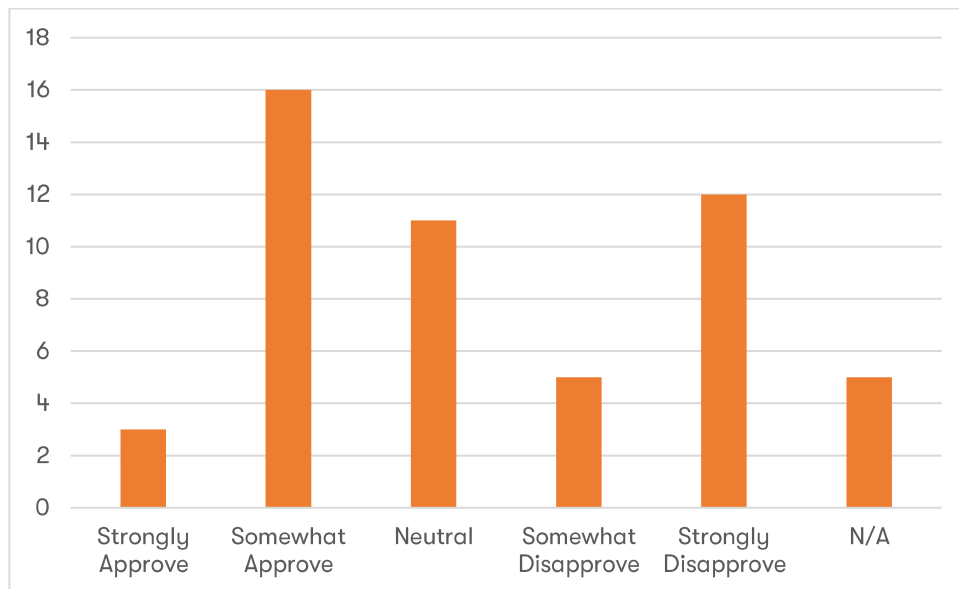
Q3. We have sought to design the scheme in a way that reflects the military history of the site and the wider area. To what extent do you approve of the design of the development?



Q4. The proposed development will include 200 private parking spaces, and 21 additional spaces for guests. To what extent do you approve of this proposed parking provision?



Q5. We have set out our plans for the landscaping, green space and public space around the proposed development. To what extent do you approve of this landscape strategy for the site?



5.2 Summary of findings – Other consultation responses

5.2.1 Free-text responses

There were four free-text response boxes on the feedback form, which allowed residents to answer as they saw fit to questions about various aspects of the development.

The main response categories, along with a number of non-typical responses are covered below:

Do you have any other comments on the design of the development?

- Conservation & heritage issues – 11 responses
- Disapproval of design – 10 responses
- Objection to principle of development – 6 responses
- Impact on the site's trees – 6 responses
- Traffic & highways issues – 4 responses
- Biodiversity issues – 4 responses

Sample responses

"Too many houses in such a small place, Threat to over 70 mature trees..."

“That the road names reflect Kenley Aerodrome's past as on the Hinden and Barratt estates”

“Could you link up the footpaths with the other development (Fenemore Road side) with the new development?”

Do you have any other comments on the proposed parking provision?

- Not enough parking spaces – 9 responses
- Too many parking spaces – 5 responses
- Impact on local traffic – 7 responses
- Happy with the parking provision – 4 responses
- Parking provision should not compromise green space – 4 responses

Sample responses

“Looking at the surrounding developments there is never enough parking. The airfield is used heavily and if people can not park nearby it will block adjoining roads.”

“The parking should not be at the expense of soft landscaping. Electric charging points should be provided. Reduce housing number would reduce the parking”

Do you have any other comments on the landscape strategy for the site?

- Comments on impact on trees – 9 responses
- Provision of green space – 7 responses
- Green Belt development – 6 responses
- Conservation issues – 5 responses
- Maintenance of the site – 3 responses

Sample responses

“I would hope that the landscapers would be taking advice from the City of London who manage the National Nature Reserve Kenley Common Spaces in keeping with the local area”

“Only once access road will put a great strain on Salmons Lane West residents”

Do you have any additional comments on our plans for the site?

- Disapproves of the development – 17 responses
- Lack of infrastructure provision – 11 responses
- Green Belt – 9 responses
- Traffic & highways issues – 7 responses
- Conservation & heritage – 5 responses

Sample responses

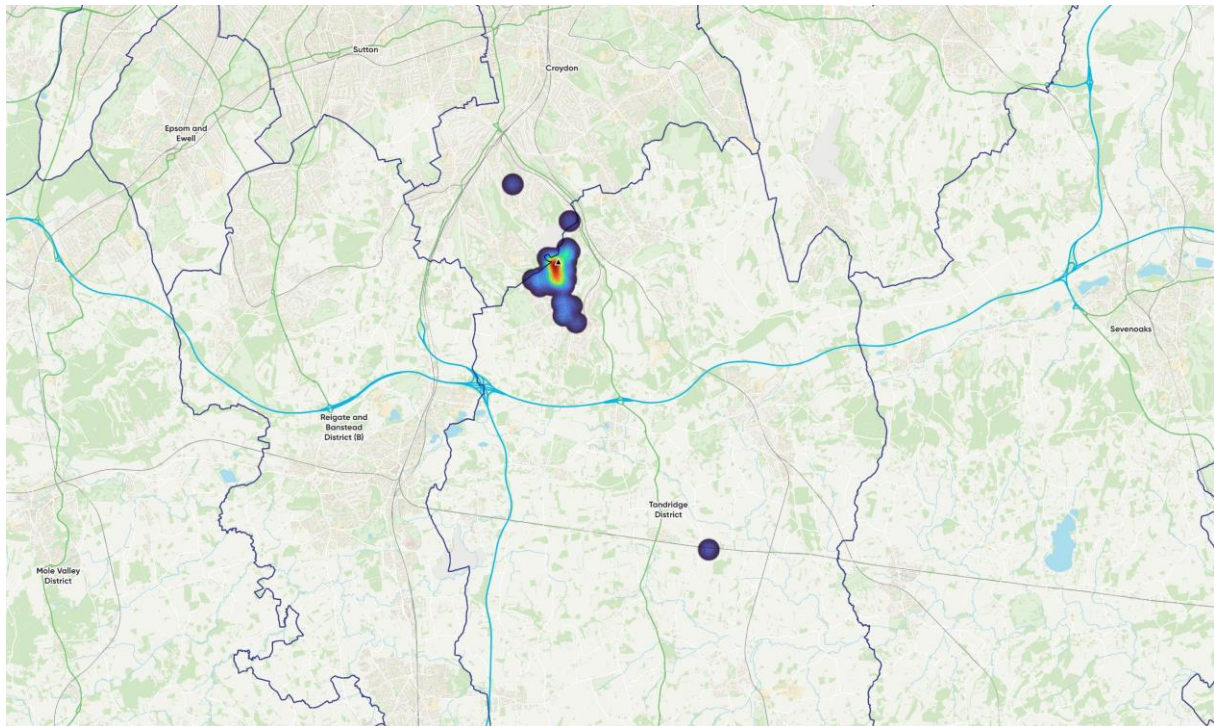
“Once again a development in Caterham on Hill bringing no contribution to infrastructure. Doctors? Sport? Drainage?”

“Would like to see it reduced in size with a less crowded feel, we are short of school places in the area and doctors are over-crowded with the nearest shop at least 30 minutes away and virtually no buses. Therefore the roads will be even more congested.”

5.3 Location of feedback respondents

The postcodes listed by respondents who took part in the public consultation have been mapped in the below image.

As indicated by the concentration of respondents in the area immediately adjacent to the site, the consultation exercise has succeeded in having engaged the site’s immediate neighbours.



5.4 Main feedback themes and responses

In keeping with the consultation findings outlined in Sections 5.1-5.2, the below section contains the applicant’s responses to each of the main themes to arise from the public exhibition, online feedback forms, and additional consultation submissions.

Conservation and heritage issues

Summary of issue:

- Development of new homes on the site is not in keeping with the heritage of RAF Kenley
- Impact on the Kenley Aerodrome Conservation Area

Applicant response:

The applicant considers that the design of the proposed 87 homes aligns well with the military heritage of the site and respects the legacy of RAF Kenley.

It is important to remember that while in operation as an active RAF airfield, Kenley was in the past the site of far more intensive development than is currently the case, and the number of buildings on site peaked during the mid-20th century.

In addition, the layout, density and micro-design of the homes seeks to pay homage to the military history of Kenley, while key sightlines into the aerodrome are to be maintained, as is required by policy.

Principle of Green Belt development

Summary of issue:

- The site has until now been part of the Green Belt, and should be protected from development
- Developing homes at Kenley Campus will open the door to further Green Belt development on neighbouring sites in years to come

Applicant response:

While the application site is currently contained in the Metropolitan Green Belt, an allocation (HSG06) in the emerging Tandridge Local Plan makes clear that the site is considered appropriate for the future development of housing.

Despite its designation as Metropolitan Green Belt, it is important to point out the distinction between this designation and the much broader category of a 'green field' site. The land at RAF Kenley has been previously developed, and indeed the pattern of development on site during the peak of the airfield's activity was of a higher density than is proposed in the current application.

Rather than 'opening the door' to further Green Belt development, the proposed development will instead result in a new Green Belt boundary which is clear, 'defensible' and coherent. As it is already surrounded by development to the west, south and east, development on the site completes the urban footprint of Caterham and will reduce the case for any additional construction on land which remains in the Metropolitan Green Belt.

Parking and transport impacts

Summary of issues:

- There are not enough parking spaces – both private and visitor – in the proposed development
- There are too many parking spaces in the proposed development
- 87 homes will lead to additional traffic on local roads, to the detriment of residents

Applicant response:

The level of parking provision on site – both visitor and private – has been proposed with the intention of complying with Tandridge District Council's Parking Standards.

The parking provision contained in the application is for 210 spaces, including 22 spaces for visitors. This figure exceeds the minimum requirement of policy by four spaces.

The proposed layout of the parking has been designed to reduce the reliance on double-stacked parking spaces, and will ensure maximum accessibility and mobility around the site for visitors and residents.

Comprehensive transport modelling has been undertaken and the result of this research accompanies the present planning application. It is not considered likely that the development will result in significant impacts on the local highway network.

Impact on social infrastructure

Summary of issues:

- The proposed development will increase the pressure on local schools, GP services and other services, many of which are already under pressure

Applicant response:

The impact on social infrastructure such as schools and GP services of an 87-home development on infrastructure is capable of being managed and mitigated, decisions about the allocation of school places and the funding of local healthcare services are not made by the developers of new housing, and are often decisions for regional and national agencies rather than the relevant local authority.

Impact on drainage and flooding

Summary of issues:

- The local sewer network has been proven incapable of handling waste from existing developments, so the proposed development will exacerbate local flooding

Applicant response:

We thank those members of the local community who raised the issue of drainage and flood impacts with the project team at the public consultation events.

The application will be accompanied by a detailed Flood Risk Assessment and SUDs strategy, which is being prepared in consultation with the Caterham Flood Risk Action Group. The results of this analysis accompany the present planning application. Sustainable Urban Drainage Systems (SUDS), which are designed to eliminate the impact of a development on the neighbouring drainage network, will be installed in the denser northern parcel of the site.

Impact on trees and biodiversity

Summary of issues:

- The proposed development would result in an unacceptable number of trees being removed
- The proposed development would impact the presence of rare orchids on the site
- Local biodiversity would suffer as a result of the proposed development

Applicant response:

We have sought to take a retention-first approach to the existing trees on site, and recognise that the retention of the majority of trees will enhance the character of the site. As a result all Category A trees will be retained.

A large number of the trees on site have been assessed as being self-seeding and of low quality, but nonetheless most of the higher-quality trees are planned to be retained —every one of the Category A trees on the site.

The application is accompanied by a full Tree Survey.

When assessing the proposed development as a whole, the application will result in a Biodiversity Net Gain of in excess of 10% as required by policy, and will introduce green connections across the site. The landscaping strategy for the application. Green pockets will be predominantly located to the south and east of the site as part of a diverse array of habitats which seek to enhance the overall character of the site and integrate the development with the surrounding community.

6. Conclusion

Having set out the activities undertaken as part of the public consultation, and having considered the feedback offered by local stakeholders on the proposed development on Land at Kenley Campus, Cratus is satisfied that the public consultation aligned with the principles of local and national policy.

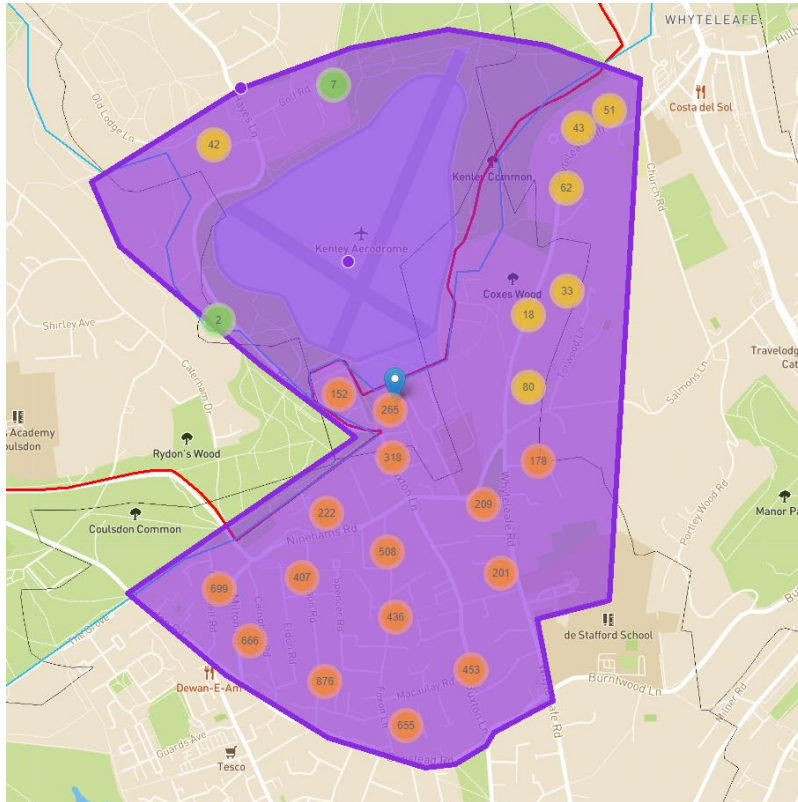
Following two well-attended public exhibition events, two leaflets distributed to thousands of local homes, and a website which saw a high level of traffic over the course of the consultation period, it is clear that neighbours of the proposed development were offered the chance to comment on and shape the emerging proposals in advance of the submission of a planning application.

Following feedback received from members of the public, both online and at the exhibition events, the project team has carried out further work to ensure that the proposals would not result in adverse effects on the local drainage and sewage networks.

In addition, further amendments have been made to the design of the proposed development, in order to further emphasise how the project connects with the military history of Kenley, and provides landscaping, green space, parking and public access in a way that meets the needs of both new and established communities.

7. Appendices

7.1 Leaflet distribution zone



7.2 First consultation leaflet

Public Consultation Invitation

Land at Kenley Campus, Victor Beamish Avenue, CR3 5FX

Croydon and District Education Trust (CADET) is pleased to be bringing forward plans to develop 88 high-quality homes on land at Kenley Campus, Victor Beamish Avenue in Caterham which is allocated for housing in the emerging Tandridge Local Plan.

Of the 88 homes included in the proposals, 36 will be earmarked as affordable housing.

The proposals are being designed to echo Kenley's proud military history, and to fit seamlessly into the existing neighbourhood.

We look forward to discussing the proposals with you at our upcoming public consultation (details overleaf).



Scan here to learn more



We are launching a public consultation on the proposals, which will run from **15 – 29 March**.

As part of this consultation, we are pleased to invite you to a pair of public exhibition events where members of the project team will be on hand to answer any questions you may have regarding the proposals. The details of the events are as follows:

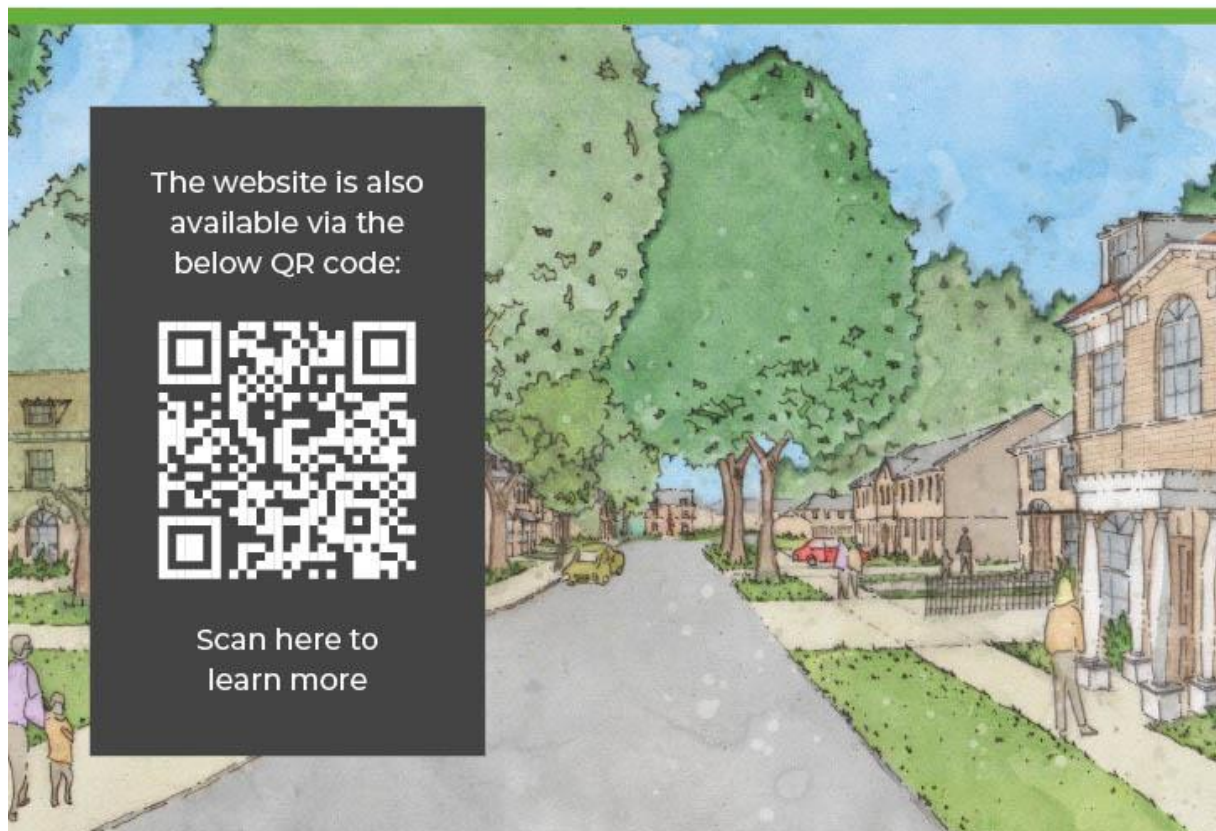
📍 OneSchoolGlobal Kenley Campus, Victor Beamish Ave, Caterham, CR3 5FX

📅 Wednesday 15 March
4 – 8pm

📅 Saturday 18 March
11 – 3pm

A dedicated consultation website has been set up at www.kenleycampusdevelopment.com

If you have any questions regarding the development, please contact the team at info@kenleycampusdevelopment.com, or by post at **FREEPOST CRATUS COMMUNICATIONS – KENLEY CAMPUS**.



7.3 Second consultation leaflet

PUBLIC CONSULTATION UPDATE

Land at Kenley Campus, Victor Beamish Avenue, CR3 5FX

We were recently in touch with you about an upcoming public consultation, regarding plans to develop 88-high quality homes on land at Kenley Campus, Victor Beamish Avenue.

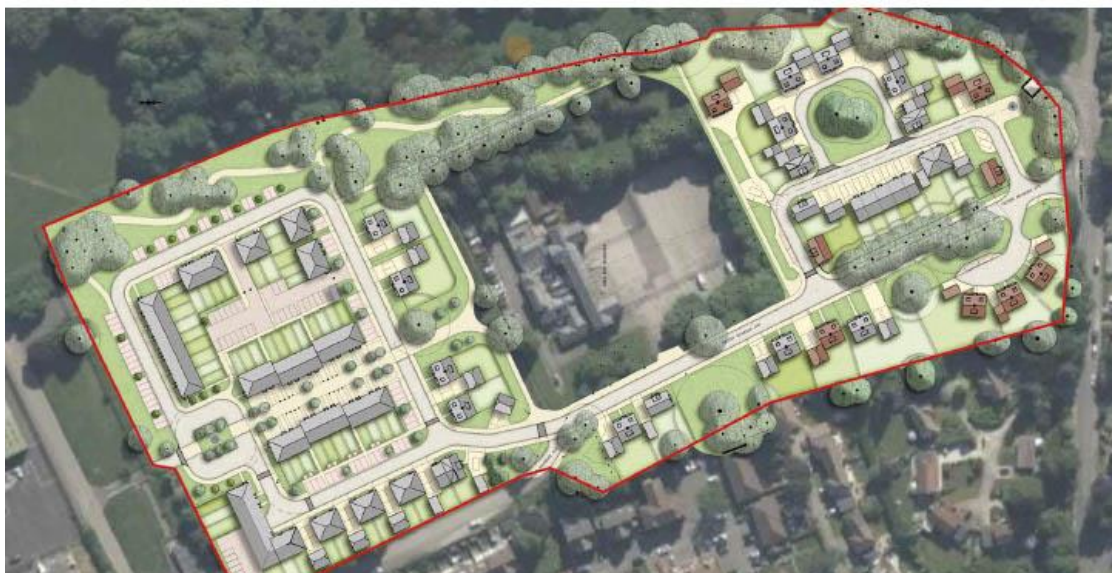
This update leaflet is being circulated to let you know that the exhibition planned for Saturday 18 March has been rescheduled for **Wednesday 22 March, 4-8pm** due to the disruption caused by planned rail strikes.

We apologise for any inconvenience this causes. Full details of the public exhibitions are overleaf.

We look forward to discussing the proposals with you at our upcoming public consultation (details overleaf).



Scan here to learn more



We are launching a public consultation on the proposals, which will run from **15 – 29 March**.

As part of this consultation, we are pleased to invite you to a pair of public exhibition events where members of the project team will be on hand to answer any questions you may have regarding the proposals. Please note that one of the exhibition events has been rescheduled to **Wednesday 22 March, 4-8pm**.

UPDATED EXHIBITION DATES

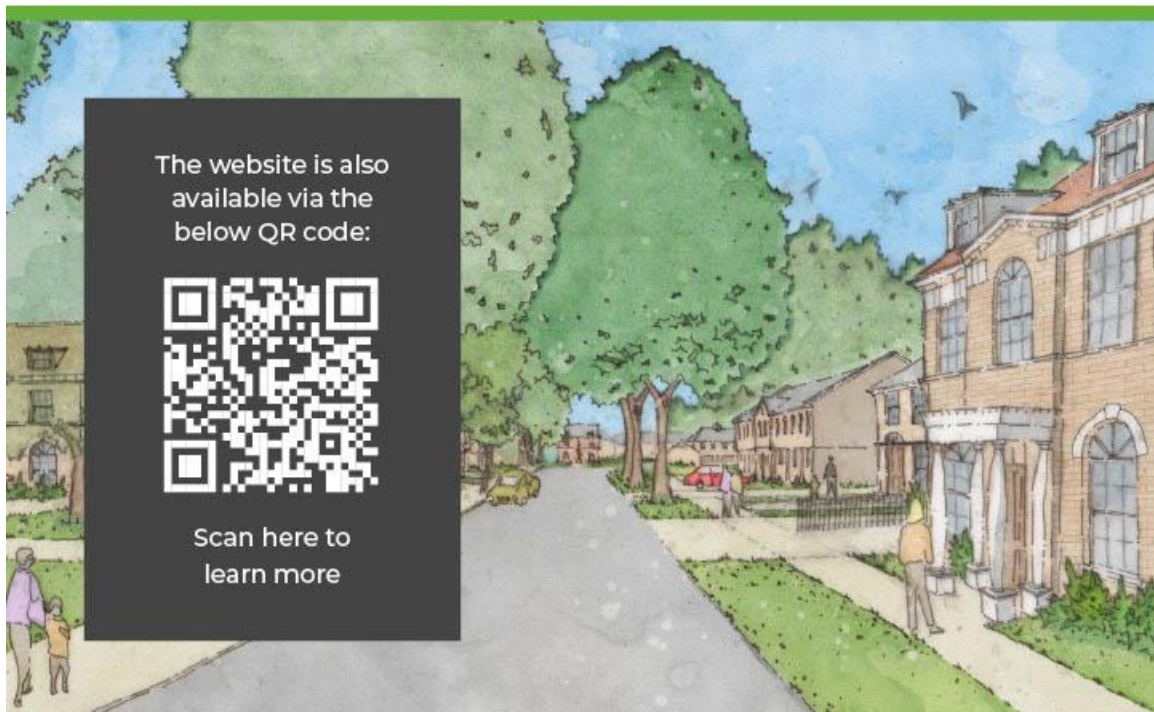
📍 OneSchoolGlobal Kenley Campus, Victor Beamish Ave, Caterham, CR3 5FX

📅 Wednesday 15 March
4 – 8pm

📅 Wednesday 22 March
4 – 8pm

A dedicated consultation website has been set up at www.kenleycampusdevelopment.com

If you have any questions regarding the development, please contact the team at info@kenleycampusdevelopment.com, or by post at **FREEPOST CRATUS COMMUNICATIONS – KENLEY CAMPUS**.



7.4 Consultation feedback form

Land at Kenley Campus Consultation Feedback

Many thanks for taking the time to consider the proposals to develop 88 high-quality homes at the site at Kenley Campus, Victor Beamish Avenue in Caterham.

We look forward to receiving your feedback, which we will consider as we look to perfect the proposals ahead of a future planning application.

1. Please tell us a little more about yourself.

Email address:

Postcode:

1.a) What is your current age range?

Under 18 18-29 30-44 45-64 65+

1.b) What is your reason for attending today's event?

I live nearby I work nearby I'm interested in the history of the site

Other (please state)

2. To what extent do you approve of our plans to build 88 homes on land at Kenley Campus?

Strongly approve Somewhat approve Neutral Somewhat disapprove

Strongly disapprove

3. We have sought to design the scheme in a way that reflects the military history of the site and the wider area. To what extent do you approve of the design of the development?

Strongly approve Somewhat approve Neutral Somewhat disapprove

Strongly disapprove

Cratus is collecting and processing your data in respect of the consultation on behalf of Croydon and District Education Trust. Your personal data and comments will only be shared with CADET and with the Planning Authority as part of the statutory planning process.

3.a) Do you have any other comments on the design of the development?

4. The proposed development will include 200 private parking spaces, and 21 additional spaces for guests. To what extent do you approve of this proposed parking provision?

- Strongly approve Somewhat approve Neutral Somewhat disapprove
 Strongly disapprove

4.a) Do you have any other comments on the proposed parking provision?

5. We have set out our plans for the landscaping, green space and public space around the proposed development. To what extent do you approve of the landscape strategy for the site?

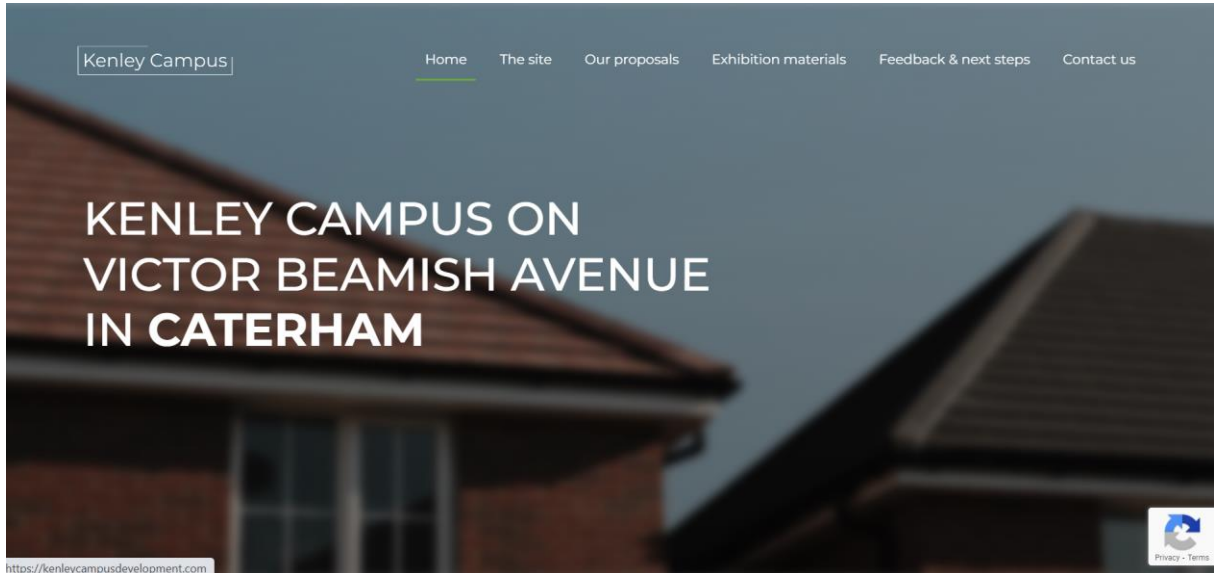
- Strongly approve Somewhat approve Neutral Somewhat disapprove
 Strongly disapprove

5.a) Do you have any other comments on the landscape strategy for the site?

6. Do you have any additional comments on our plans for the site?

7.5 Consultation website

See below screenshots from the homepage of the dedicated consultation website for the project.



88 HIGH-QUALITY HOMES

Croydon and District Education Trust is pleased to be bringing forward plans for 88 high-quality homes on land surrounding the Kenley Campus school buildings. Of the 88 homes included in the proposals, 36 will be earmarked as affordable housing.

The proposals are being designed to echo Kenley's proud military history, and to fit seamlessly into the existing neighbourhood.



UPCOMING CONSULTATIONS

We look forward to discussing the proposals with you at our upcoming public consultation which will run from **15 – 29 March 2023**. As part of this consultation, we look forward to welcoming you to a pair of public exhibitions where you can learn about the plans and discuss them with the project team. Please note that due to the disruption caused by planned rail strikes, we have had to reschedule one of the events from Saturday 18 March to Wednesday 22 March.

The full details of the events are as follows:

- **OneSchoolGlobal Kenley Campus, Victor Beamish Ave, Caterham, CR3 5FX**
- **Wednesday 15 March, 4 – 8pm**
- **Wednesday 22 March, 4 – 8pm**

If you have any questions regarding the development, please contact the team at

info@kenleycampusdevelopment.com, or by post at
FREEPOST CRATUS COMMUNICATIONS – KENLEY CAMPUS.



7.6 Public exhibition boards

Kenley Campus, Salmons Lane West, Caterham-on-the Hill

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 88 new homes in accordance with Tandridge District Council's Draft Local Plan 2019 allocation HSG06

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 40% affordable housing.
- Development will conserve and enhance the conservation area and the setting of nearby heritage assets, including the listed building, Scheduled Monument and be considered in accordance with the Kenley Aerodrome Conservation Area.
- In keeping with the heritage value of the site and the principles of the Conservation Area, any scheme should focus development primarily to the northern area of the site and a sympathetic design, scale and layout must be demonstrated in any application.
- Retention and mitigation measures relating to protected significant trees will be required and they should be utilised as a feature of the development, where possible and appropriate. Density and design should be cognisant of the quality woodland and mature parkland tree corridors.
- The visual connection between the NAAFI listed building/school and the Kenley Airfield to the north should remain legible and kept intact.

(Draft Allocation Schedule 06/19/2019/2020/2021/2022)

- Design and layout should actively seek to create and preserve, clear and defensible boundaries between the edge of the site and the Green Belt to which it is adjacent.
- Proposals should respond to the medium risk of surface water flooding and the site's location within a Groundwater Source Protection Zone 2 and 3, and 'Major Aquifer High' Groundwater Vulnerability Zone.

The proposed development addresses the specific requirements as shown on the subsequent banners.

Consultant Team

The consultant team present today to answer any questions and describe the proposals in further detail are:

OSP Architecture
Architects

Montagu Evans LLP
Heritage Consultants

Motion
Transport Consultants

Daniel Watney
Daniel Watney LLP
Planning Consultants

Cratus
Communications Consultants

Feedback...

Your views are important to us and will inform the proposals.

We have provided a feedback form for you to let us know of any comments you may have.

Please take time to view the exhibition and then complete a form before you leave.

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Site Constraints

Site constraints plan



The principal constraints presented by the site are:

- Constrained views from the site to the north (and vice versa)
- Dense tree covering across the site, many of which are self-seeded and of poor quality
- Existing residential development along the east and western boundaries
- The site is bisected by Victor Beamish Avenue



Tree constraints plan



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Site Constraints

The Heritage of RAF Kenley



Heritage Assets at Kenley

Heritage Assets at Kenley

A combination of national and local heritage designations are found at RAF Kenley.

In terms of national designations: these comprise, to the north of the Site, eleven blast pens, each identified as an Ancient Scheduled Monument circling the airfield (NHLE refs: 1021242-3), whilst the grade II listed Officers' Mess and Institute are located to the south-east (NHLE refs: 1334947 and 1334946 respectively).

In terms of local designations: the aerodrome lies within the Kenley Aerodrome Conservation Area.



RAF Kenley Site Plan

Summary of Significance

Kenley's key heritage significance derives from two factors. These are its considerable historical importance as a Battle of Britain sector station; and from the intactness of its flying field and related structures, including the nationally unsurpassed set of surviving blast pens, of the Type E variety. English Heritage (now Historic England) accordingly described the site in its 2000 review of military aviation sites as *'the most complete fighter airfield associated with the Battle of Britain to have survived'*.

RAF Kenley's remaining structures add to its significance. Two of these are listed. The best-preserved is the former Institute; less well-preserved is the former Officers' Mess, however, the loss of all hangars and almost all the ancillary buildings has eroded Kenley's claim to be an intact aerodrome when compared with other RAF fighter stations.



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Heritage

The History of RAF Kenley

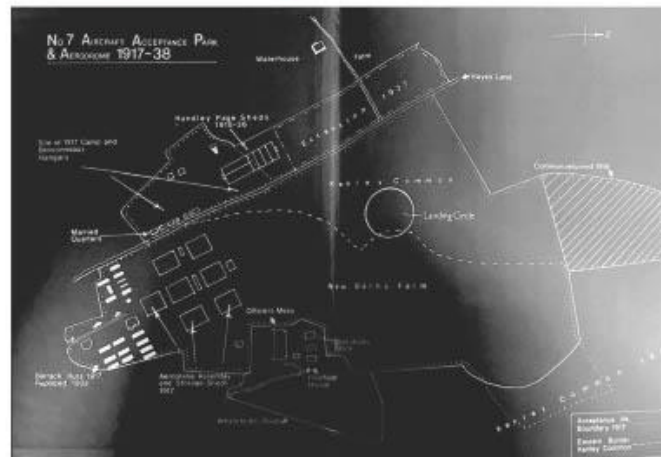


Fig. 7. Kenley Aerodrome Park and Aerodrome, 1917-38

First World War

Upon the outbreak of the First World War, and as the awareness on the potential for aeroplanes as weaponised flying machines grew, a mass production process became essential, with the Military Aeronautics Directorate at the War Office embarking upon a policy of obtaining detailed drawings from smaller manufacturers and contracting work out to companies not previously associated with aviation.

To cope with the increasing numbers of aircraft entering the Royal Flying Corps, new aerodromes and Aircraft Acceptance Parks were urgently required. Kenly Common was identified, with its position on foggy high ground surrounded by easily acquired farmland making it an attractive prospect for a flying field. Hence, in 1917, Kenley Aerodrome was born and was acquired by the Royal Flying Corps under the Defence of the Realm Act of 1914.

Building work began in early June 1917, and the camp quickly became comprised

of eighteen Bessonneaux Hangars (a portable, tent-like structure) and a series of bell tents, marquees amongst other portable buildings. On completion, it was known as 'No. 7 Kenley Aircraft Acceptance Park'.

By 1918, barrack blocks and seven double hangers had been completed to the south of the airfield, where manufacturers sent planes by both road and rail for assembly. Upon completion, single engine bombers were tested first above the airfield, and then flown to stations in France and Belgium for duty within the Royal Flying Corps.

Upon the birth of the RAF on 1st April 1918, one of the first RAF Squadrons to be based at Kenley was the No. 1 (Communications) Squadron, responsible of the transferring of officials to and from the Peace Conference in Versailles, Paris, after the Armistice of 11th November 1918.



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Heritage

The History of RAF Kenley



RAF Kenley, 1931

Second World War

The RAF expanded its facilities at a number of aerodromes in the early-1930s, with Kenley being one. This saw a rebuilding programme at the aerodrome (undertaken by J.B. Edward), which would establish Kenley purely as a fighter station, with the construction of barrack blocks, officers' and sergeant's messes, stores, workshop and an Institute.

As the Second World War approached, RAF Kenley was placed on a war footing and in August 1939, two concrete runways

were laid to provide all-weather landing facilities for the more powerful fighter aircraft now in service. A perimeter track and a collection of blast pens each capable of holding two aircraft, were constructed in early-1940, dispersed as widely as possible around the aerodrome so to separate the aircraft during potential future raids. Over the course of 1940, Kenley accepted retreating aircraft from Belgium and France, whilst it also played an integral part in providing cover for the evacuation of Dunkirk in June 1940.

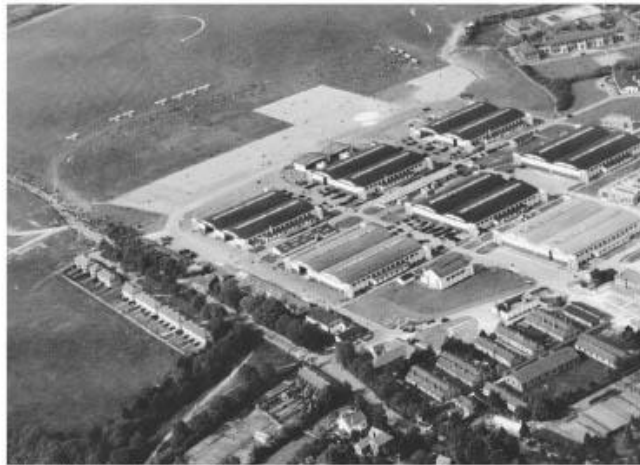


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Heritage

The History of RAF Kenley



Aerial View of Royal Air Force Kenley, 1932

Second World War

One of Kenley's most documented moments of the Second World War came during the Battle of Britain, with Kenley very much in the firing line of enemy aircraft and squadrons during the air assault between 10th July and 31st October 1940. On 18th August 1940, the airfield sustained major damage following a bombing raid by the Luftwaffe, with three aircraft hangars catching fire, equipment stores destroyed alongside Hurricanes and Blenheim Bombers. Tragically, nine airmen lost their lives during the raid.

In 1941, Kenley operated against enemy targets across the English Channel and escorted Bristol Blenheim Bombers to their targets. In the same year, an influx of 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 6th June 1944, and with the war now focussed on the last remaining battlegrounds away from Britain, Kenley's role diminished significantly.



Aerial Photograph of RAF Kenley, 1940-1942

The last remaining Squadron, No. 421 Squadron left for RAF Tangmere in April the same year, whilst Sector Control was taken over by RAF Biggin Hill. In September 1944, plans were made for disarming the Luftwaffe. Bushey Park became the new Disarmament Headquarters, whilst Kenley became the Disarmament School. Personnel were given technical training, equipped with motor transport and formed into units to be ready for when the time came. By May 1945, the now Mobile Disarmament Units had been sent to France, Austria, Norway, Denmark, Holland and Belgium.

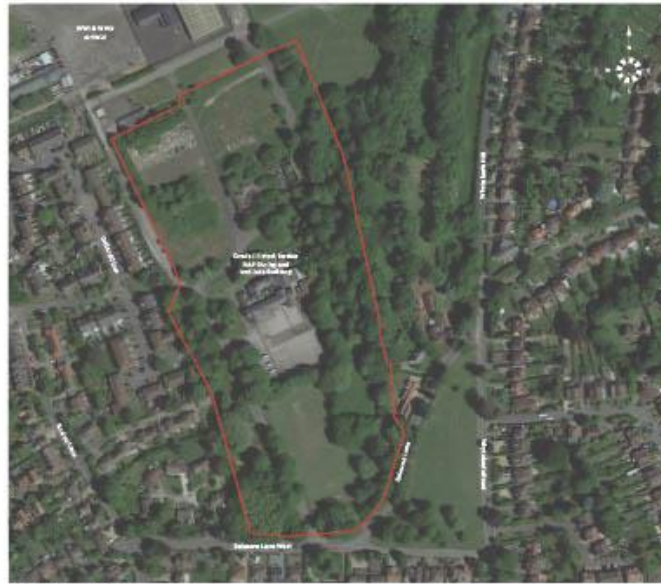


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Heritage

The History of RAF Kenley



Decommissioning and the Present-Day

For many years, flying activity remained light at Kenley, with the runway too short to accommodate any of the modern era jets. From the 1960s, a steady rundown of activity ensued, 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 glider school remained located on the aerodrome. The Officers' Mess became derelict and subject to vandalism, though it was later bought by the Home Office for conversion into a radio technology laboratory. It is derelict once more today. The aerodrome was converted into a gliding school, whilst in the 1980s, the Operations Block to the south of the Officers' Mess and the final Bellman hangar were subsequently demolished.

On the 12th July 1983, fifty-two acres of land on the north-eastern side of the perimeter of the aerodrome were returned for public use in a transaction with the City of London, reopening as an extension to Kenley Common. More recently, the former Institute building has been converted into a school, whilst the area once housing several aircraft hangars between the Institute and the aerodrome lies empty and dormant. The Officers' Mess to the east of the aerodrome also stands derelict, with much of its interiors and roof destroyed by a tragic fire caused by vandals. The former married quarters to the south-west of the airfield have since been redeveloped for housing.



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Site Opportunities

Site opportunities plan



The principal opportunities presented by the site are:

- Military heritage provides a strong architectural language
- 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
- Enhanced views through the site and significantly improving visual permeability
- The removal of the dilapidated workshop (which will be recorded)
- The opportunity to create public open space and improve the quality of the landscaping around the site, removing poor quality self-seeded and diseased trees
- The chance to enhance existing paths and green spaces to improve accessibility and footpath links through the site and beyond
- Improving the access through the site for cyclists
- The opportunity to strengthen the landscaping on the east and west boundaries of the site



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The Proposals

Proposed site layout



The emerging proposals have been informed by a thorough assessment of the historic development of the former military base at RAF Kenley, as well as an assessment of significance of the nearby and surrounding designated and non-designated heritage assets.

This has resulted in a proposal which seeks to restore and celebrate important historical vistas through the Site and re-establish both a visual and functional relationship between the former flying field and the grade II listed former Institute Building, which sits at the heart of the southern land parcel at Kenley.

Furthermore, the proposals seek to respond to their surrounding context, positioning areas of higher building density on land between the former Institute building and the airfield (which formerly accommodated larger buildings and greater activity), whilst reducing such density to the south, on the site of the former domestic barrack block area.



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The Proposals



View from the entrance along the proposed access

The proposals offer an opportunity to enhance the setting of the Grade II listed former Institute Building, and preserve the important character and appearance of the wider Kenley Aerodrome Conservation Area.

This will protect key elements of its

character and appearance including the visual connections between the former Institute building and northern airfield, the retention and enhancement of mature landscaping features, and the re-introduction of domestic character and uses in areas historically associated with the accommodation of military personnel.

Urban Grain

The proposed and existing disposition of built forms demonstrates the low density, constraints-led solution to providing housing on this site.

Adhering to a heritage and tree retention focus, the proposed urban grain reflects the pattern of the site's historic evolution, as a campus of buildings interwoven with open spaces of mature trees and a respect of neighbouring development.



© Kenley Urban Design



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The Proposals

The proposals comprise 88 residential dwellings across the site including 36 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 over total site area of 4.4ha = 20 units/ha.

Dwelling mix distribution plan



Building heights plan



Tenure distribution plan



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Access & Parking

Access

- The development will be accessed via Victor Beamish Avenue by all vehicles including servicing and emergency services.
- The masterplan 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.

Access & movement diagram



Parking distribution plan



Parking

- Parking will be provided in accordance with Tandridge District Council's Parking Standards.
- The layout includes 210 private/allocated parking spaces including 22 visitor parking spaces (policy requirement of 0.2 spaces/dwelling = 18)
- Cycle parking will be within the curtilage of each dwelling

Parking allocation is based on the following assumptions:

- 1 bedroom dwelling: 1 allocated space (plus 1 unallocated/2 dwellings)
- 2 & 3 bedroom dwelling: 2 allocated spaces (plus 1 unallocated/4 dwellings)
- 4+ bedroom dwelling: 3 allocated spaces (plus 1 unallocated/4 dwellings)



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Landscaping

The proposed landscaping strategy will include:

- Woodland fringe and woodland glades along the eastern boundary of the site (with existing extensive planning).
- Green pockets predominantly located to the south and west of the site.
- Green connections throughout the site.
- Sustainable Urban Drainage (SuDS) and streetscape in the denser area of the development of the northern parcel.
- The underpinning aim of the landscaping strategy is to maintain the verdant character of the site and introduce green connections and improve biodiversity.



Landscaping plan



Plan showing how to be retained and improved



Landscaping strategy to be retained



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Next Steps...



View from Visitor Reception Area into Cherry Tree courtyard

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.

Feedback...



Thank you for taking the time to review our proposals, we would be delighted if you could let us know of any comments by completing a feedback form before you leave.



View through the Cherry Tree courtyard

