

**Tandridge District Council**

**Appendix to Statement of Case for Land South of  
Kenley Aerodrome, Victor Beamish Avenue,  
Caterham, Surrey. CR3 5FX**

**PINS Appeal Ref No.: APP/M3645/W/24/3354498**

**LPA Ref No.: TA/2023/878**



# DOCUMENT 1



**Pre-application Enquiry Response**

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| <b>Our Reference:</b>              | <b>PA/2022/139</b>                                   |
| <b>Development Address:</b>        | <b>Land to the south of Kenley Aerodrome, Kenley</b> |
| <b>Description of Development:</b> | <b>Residential Development</b>                       |
| <b>Agent/Applicant:</b>            | <b>Daniel Watney</b>                                 |

| <b>Relevant Planning history</b> |                                   |                      |
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| <b>Reference:</b>                | <b>Description of Development</b> | <b>Decision/Date</b> |
|                                  | NONE RELEVANT TO THIS PROPOSAL    |                      |
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| <b>Site Constraints</b> |            |
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| <b>Designations:</b>    | Green Belt |

| <b>Relevant Planning Policies/Guidance</b>                       |  |
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| Tandridge District Local Plan – Part 2: Detailed Policies (2014) | DP1, DP4, DP5, DP7, DP9, DP10, DP13, DP18, DP19, DP20, DP21, DP22                            |
| Tandridge District Core Strategy (2008)                          | CSP1, CSP2, CSP3, CSP7, CSP11, CSP12, CSP13, CSP14, CSP15, CSP17, CSP18, CSP19, CSP21, CSP22 |
| Woldingham Neighbourhood Plan (2016)                             | Not Relevant   |
| Limpsfield Neighbourhood Plan (2019)                             | Not Relevant   |
| Caterham, Chaldon & Whyteleafe Neighbourhood Plan (Reg.18, 2020) | Not Relevant   |
| National Planning Policy Framework                               | NPPF 2021 and associated Planning Practice Guidance  |

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| Supplementary Guidance: | <p>Tandridge Parking Standards</p> <p>Surrey Vehicular and Cycle Parking Guidance</p> <p>Kenley Aerodrome Conservation Area Position Statement</p> <p>Trees and Soft Landscaping SPD.</p> |
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| <b>Planning Assessment</b> |  |
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| Preamble                   | <p>The site forms the southern part of the former Kenley Aerodrome, that part which falls within Tandridge District. It comprises an area to the north of the former NAFFI building (now occupied by The One School). This is partly overgrown and contains the remains of a former workshop and other hard surfaces. A strip of land to the east of the eastern roadway is also included.</p> <p>The school building itself occupies a central portion of the land together with the open area to the south, the former parade ground. This element is excluded from the site area.</p> <p>A further undeveloped area to the south of the parade ground is used as a playing field by the school (more on this matter is discussed below) also forms part of the site under consideration. Land to the west of Victor Beamish Avenue is also included.</p>  |
| Emerging Local Plan        | <p>The site was identified in the draft emerging plan as a site suitable for housing but subject to a number of matters which remain to be resolved. The status of the emerging plan, and therefore the status of the allocation, requires consideration.</p> <p>On matters of principle the Inspector's preliminary findings, ID16, raise significant concerns over the soundness of the plan for a number of reasons. There is concern over the size of the OAN figure (398dpa in the emerging plan) and the housing delivery targets that the plan seeks to deliver. There are infrastructure-based concerns over the ability of the District's infrastructure to accommodate the level of growth to be delivered, in particular the capacity of j6 of the M25. There are also concerns over the spatial strategy which involves the development of a garden village. A number of concerns on some of the site allocations were identified and this site is included as raising issues of concern in the Inspector's report.</p> <p>The emerging plan has been 'stalled' since 2019 awaiting further work on the main issues to be resolved with the Inspector issuing guidance on the way forward. He considered that the LPA could withdraw the plan or that further work be carried out to resolve the issues. The extent of further work is substantial and there is no guarantee that, once completed, the Inspector would find the plan sound. There is also concern that the work may not be completed</p> |

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|                                 | <p>in time for adoption under the interim measures, namely December 2023.</p> <p>The Council is continuing with some work to resolve the transport related issues but is placing on hold other work awaiting a response to matters raised in the letter from Greig Clark to PINS. Matters relating to the potential adoption of the emerging plan, or its withdrawal mean that there is little prospect of the plan being adopted in the short term.</p> <p>Its effect is that I can place little weight to the policies of the plan or the draft allocations and must determine proposals based on the adopted plan and the NPPF 2021.</p> <p>The status of the current local plan which was adopted in 2008 means that it is dated. I can continue to give appropriate weight to those policies which accord or partially accord with the NPPF. However, on the matter of housing I accept that the policies are dated, and I must rely largely on the NPPF for guidance.</p> <p>On the issue of the draft allocation, I am mindful that it has been the subject of examination and I should give weight (as a material consideration) to it dependant on the degree of support/objection given to the allocation. I will consider this issue in the next section.</p>   |
| <p>Principle of Development</p> | <p>The site lies outside the defined settlement boundary of Caterham although the site area does border the settlement boundary to the west and the south. Whilst a development in this location would normally be considered to be in an unsustainable location and contrary to CSP1 and DP1 of the adopted plan there are a number of factors that lead me to conclude that a development in this location would be sustainable. Firstly, the site is within easy walking distance of nearby bus stops in Salmons Lane West and Salmons Lane. It is also within 1.2km of the nearest railway station and has direct links to the roads and well-lit pavements linking the site to other parts of the town. I therefore consider that there are a range of modes of travel available and that the site is in a sustainable location. Whilst this is only one part of the sustainability argument it is nevertheless an important factor.</p> <p>I also consider that the site is in accordance with CSP1. This sets out the spatial strategy of the Council locating development at towns and major villages in the District. I am mindful that paragraph 6.2 states <i>“if it is not possible to allocate sufficient land without encroaching into the Green Belt, growth will be directed to land immediately adjoining built up areas, i.e. which are within the Green Belt.”</i></p> <p>Given the dated housing growth targets in the plan and the level of housing needs in the district, significant weight should be given to investigating the release of land in sustainable locations</p> |

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|            | <p>outside urban and village confines to satisfy housing needs. This is heightened by the lack of available 'brownfield' sites within urban areas to satisfy housing growth needs.</p> <p>I accept that the LPA must now consider the development of land in the green belt to provide sufficient housing and a large part of the Council's emerging housing strategy acknowledges this with green belt allocations. The housing section concludes that there is an exceptional need the extent of which is sufficient justification for considering the release of green belt land.</p> <p>Although a draft allocation in the emerging plan, I note there were objections to the allocation and as a result of these I give more limited weight to the draft allocation as a material consideration than I would otherwise have done. It does not however affect the principle of examining the suitability of the site for meeting housing needs.</p>   |
| Green Belt | <p>The site is located in the Green Belt. The adopted plan's policies towards green belt development accord with national policies in the NPPF and therefore continue to carry weight in spite of the dated nature of some other policies of the plan itself. Policy DP10 states that within the Green Belt, planning permission for any inappropriate development which is, by definition, harmful to the Green Belt, will normally be refused. Proposals involving inappropriate development in the Green Belt will only be permitted where very special circumstances exist, to the extent that other considerations clearly outweigh any potential harm to the openness of the Green Belt.</p> <p>Policy DP13 considers exceptions to development in the countryside within green belt areas. Housing use does not fall within one of the exceptions categories. However, it does identify the potential for partial or complete redevelopment of previously developed sites in the Green Belt (outside the Defined Villages) provided that the proposal would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.</p> <p>This site can be defined as previously developed land. However, its current appearance is one of general openness with few structures within the site except for the ruined workshop. Whilst there are areas of hard surfacing, my opinion is that many parts of the site shows extensive signs of returning to nature with areas of sapling and weed growth.</p> <p>The residential development proposed therefore constitutes inappropriate development in the Green Belt by definition, with significant harm to its openness. The site's green belt designation has, in the past, proved effective in meeting the aims of green belt designation (in NPPF) over time, in particular;</p> |



- a) checking the unrestricted sprawl of large built-up areas;
- b) preventing neighbouring towns merging into one another.
- c) assisting in safeguarding the countryside from encroachment.

Substantial weight must be given to the harm caused and, development should not be approved except in very special circumstances, where the benefits must clearly outweigh the harm to the Green Belt and any other identified harm. Whether very special circumstances exist is considered later but an assessment on green belt openness is made here.

As part of the emerging Local Plan the Council has undertaken a Green Belt Assessment which includes a strategic and local assessment. The site falls within Strategic Area A, which has played a strong role in containing the urban conurbation of London and the large built-up areas in the District and outside.

A more detailed assessment was made of GBA004 which included that site. The parcel was noted as undergoing quite a substantial change since the Green Belt was first designated. The De Stafford School and Kenley Aerodrome have both been developed over the years with additional housing to the west of the former NAFFI building. It also concluded that the parcel does have a significant role in preserving the setting of the Kenley Conservation Area as the Conservation Area is bordered on all three sides within Tandridge by development.

However, whilst this assessment was used, in part, to justify the allocation of the site and amendment to the green belt boundary, I can give this little weight in the current assessment as the green belt designation will remain in place until such time as a new Local Plan is adopted with the site's housing designation confirmed.

It is therefore necessary to establish the extent of potential harm to the green belt arising from this proposal

The effect of the proposed development will significantly reduce the openness experienced on the site. The southern part of the site remains largely undeveloped with a large area of grassland used by the school surrounded by extensive tree belts to the east and west. Proposals for this area provide housing spread across the site, in some cases significantly affecting tree cover (on the west side of Victor Beamish Avenue), with small areas of open space within the layout. The spread of buildings and garden areas will significantly harm the openness, both spatially and visually.

To the north of the NAFFI building development is shown to extend across the whole of the site with areas of linked open

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|                          | <p>space to provide a vista from the NAFFI building to the airfield. Whilst there is some development on the site, in the form of the remains of the workshop I again consider that there will be both spatial and visual harm to the openness of the site.</p> <p>The NPPF is clear that in these circumstances, I must give substantial weight to the harm caused.</p> <p>Nevertheless, the development does have defensible boundaries in the form of the existing tree cover surrounding the site which means that the extent of harm to openness will be limited to the local area.</p> <p>I consider that the development will not impact on the openness of the wider Green Belt area. Nor do I consider that the development will significantly erode the open countryside between Kenley (in the London Borough of Bromley) and Caterham especially as there are extensive protection measures in place for the main airfield. Therefore, one of the primary functions of the green belt designation is not significantly prejudiced.</p> <p>I do have concerns over the potential impact of the development on the designated conservation area and this is examined in more detail later. I note that one of the functions of green belt designation is to preserve the setting and special character of historic towns. This site is not within or adjacent to a historic town but is an integral part of a largely complete heritage asset.</p> <p>I note that the draft allocation was made without any statement of significance of the heritage asset or assessment of the heritage impact. To my mind these are essential considerations before any allocation of the site or parts of the site for development can be made.</p> <p>Any development of the site will have an impact on the heritage asset and I therefore conclude that the proposed development would prejudice this objective of green belt designation.</p> |
| Character and Appearance | <p>This land parcel was assessed in the Tandridge Landscape Capacity and Sensitivity Study which concluded that the visual sensitivity of the site was judged to be moderate and that it had a medium landscape capacity for housing development.</p> <p>This conclusion was reached on the basis that views into and out of the site are localised. Views from Salmon Lane are restricted by densely wooded boundaries. To the north there are filtered views in from Kenley Aerodrome and there are views from the west, from housing which overlooks the site on Rosebriars, Hillhurst Gardens and Collard Close. There are also open views from Victor Beamish Avenue and Salmons Lane West across the site.</p>  |

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|                   | <p>I have no reason to doubt these findings and consider that the development will have an adverse, but contained, impact on the existing character of the area which could in part be mitigated by further planting especially when considering the potential of strengthening the tree screen on the east side of the site. The development would be contrary to policies CSP18 and DP7.</p> <p>Development on the west side of Victor Beamish Avenue will, in my opinion, have a significant impact on the area's character with little opportunity for mitigating planting with a similar impact from the development of the northern area between the former NAFFI building and the main aerodrome site.</p> <p>I consider that the development of the southern portion of the site, the playing field area, will have a very significant impact on the overall character of the area and that of the conservation area. However, I am mindful that the case could be made that these adverse impacts are outweighed by the need for additional housing in the district.</p> <p>Notwithstanding all of the above, the proposal is currently contrary to policy CSP21 which seeks to protect the character and distinctiveness of the District's landscapes and countryside for their own sake, with new development required to conserve and enhance landscape character. In my opinion this layout does not protect or enhance landscape character. Only exceptional circumstances could outweigh the potential adverse impact on the countryside in these circumstances.</p> <p>I had considered that policy CSP21 was not up to date and not in accordance with national policy. Therefore, I had considered that only limited weight could be given to it in an overall assessment of the planning balance. However, a recent appeal decision commented that, <i>"the principles of Policy CSP 20, insofar as relevant to the proposals, and Policy CSP 21 are broadly consistent with the Framework's policies on landscape and character"</i>. In the light of this I assign weight to its objectives.</p> <p>The policy does go on to say that new development will be required to conserve and enhance landscape character, so it does not prevent development altogether, simply that proposals should conserve and enhance the landscape. As stated above this proposal does not do that.</p> <p>I will consider master planning issues separately.</p> |
| Housing Provision | <p>The proposal would result in a net gain of 88 dwellings on the site and assist the council in meeting its housing needs in accordance with CSP2 and consistent with the principles of sustainable development. Furthermore, the site comprises previously developed land located on the edge of a Tier 1 settlement and as</p>  |

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|                    | <p>such is in a preferred location on sustainability grounds, being within close proximity to a range of facilities.</p> <p>The housing policies of the Local Plan are not up to date. Whilst the tilted balance set out in para 11 of the NPPF does not apply due to the protected status of the land, it is acknowledged that the Council does not have a 5-year housing land supply. Further, it cannot meet the requirements of the housing delivery test. This becomes a material consideration which carries weight in any assessment of the proposal. I consider the shortfall to be so acute as to constitute exceptional circumstances.</p> <p>The traditional stance of the Council is that it considers housing need, on its own, is insufficient justification to release green belt land for development and applicants will need to examine a range of other factors for the Council to consider that a very special circumstances case is made.</p> <p>Having considered (i) the acuteness/intensity of the objectively assessed need for housing, (ii) the inherent constraints on supply/availability of land suitable for sustainable development and (iii) the consequent difficulties in achieving sustainable development without impinging on the Green Belt it is evident that development within the Green Belt is necessary if Tandridge is to meet its future housing needs and that this need is sufficient to be considered a potential very special circumstance to which significant weight must be given. The NPPF objective of significantly boosting the supply of homes adds further weight to this argument which will be taken into account in the planning balance.</p> <p>The preliminary information on housing mix indicates that the proposal will deliver the following:</p> <p>Private ownership mix:</p> <ul style="list-style-type: none"> <li>• 11 x 2 beds (21%)</li> <li>• 24 x 3 beds (46%)</li> <li>• 12 x 4 beds (23%)</li> <li>• 5 x 5 beds (10%)</li> </ul> <p>This proposed mix is acceptable and largely follows the house type needs identified in the SHMAA. The development therefore accords with policy CSP7 if the development of the site is to be pursued.</p> |
| Affordable Housing | <p>I also consider that the potential delivery of affordable homes should be given significant weight.</p> <p>The proposed affordable homes mix of 6 x 2 beds and 30 x 3 beds is acceptable. The applicant should be mindful that the</p>   |

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|                          | <p>Council would not expect all the 3 beds to be together as this will lead to a housing management nightmare – clusters of 10 or so are preferred. The affordable element should be predominantly within houses rather than flats and no garages should be provided.</p> <p>Our housing section would be looking for 75% of the units to be affordable rent and 25% to be shared ownership. This mix will be different if First Homes apply at the point of application but at the moment they do not.</p> <p>In terms of unit sizes, the rented and shared ownership units should meet the NSS for a 2b4p flat/house and 3b5p flat/house.</p>   |
| <p>The Playing Field</p> | <p>I previously referred to objections received on the allocation of this site for residential development. One of these was from Sport England to the loss of a playing field facility. The applicant has set out their position on the playing field in this submission which is as follows:</p> <ul style="list-style-type: none"> <li>i) The playing pitch has never been used formally beyond being a kick-about area simply because it's there.</li> <li>ii) Sport England concede they are not a statutory consultee in this case.</li> <li>iii) The land does not form part of the school grounds</li> <li>iv) The parcel is included in the draft allocation and therefore an assessment has been made by the Council that the facility does not meet the criteria for protection.</li> </ul> <p>In researching the planning history of the area, the applicant is correct that the school planning permission did not include the playing field. However, the school have used the pitch constantly for a playing pitch to the degree that I consider a change of use has occurred to educational use.</p> <p>This, on its own, is sufficient for TDC to consider the potential loss of playing facilities as a valid concern. It is also sufficient for the LPA to notify Sport England as a consultee in any planning application.</p> <p>Sport England response to the draft allocation is that although not forming a part of the school's premises they would object to the loss of playing facilities even though it is not publicly available.</p> <p>This raises the issue of relevance of policy CSP13. This states that sports facilities and services and open space will be safeguarded. However, the glossary definition specifically identifies facilities or services for the community, so the policy does not apply as the field is not used by the community.</p> |

Policy DP18 states that proposals involving the loss of existing open space, sports and recreational buildings and land will generally be resisted and will only be found acceptable where they satisfy the requirements of paragraph 74 of the National Planning Policy Framework.

Para 74 requires the LPA to maintain a 5-year housing land supply, and this is one of the reasons why this site might be considered suitable for development in advance of the adoption of the emerging local plan. However, such a development must also comply with all the relevant planning policies and not just housing land provision and para 74 does not override these other considerations. It is on the planning balance that a view must be taken on the value to be attached to the loss of the playing field.

I also note in one of the submission documents that it is the aspiration of the One School to build a sports facility in proximity to the campus in due course. This scheme would seem to reduce this opportunity, which is a shame, when the proposed facility could be planned into your overall scheme.

I therefore have to consider the weight to be given to the Sport England objection as a consultee to any application. I should also consider what, if any, weight should be given to school's need for future playing facilities which appear to be prejudiced by this proposal.

In my opinion, TDC should treat the Sport England comments as one of the many consultee responses and consider the views with all the other matters in the planning balance.

I am mindful that TDC has not identified this space as either a sports facility or as an open space. Nor did it try to protect the area as a protected open space in the emerging plan. This suggests that it did not place great value on the grassed area (as a valued open space) which deserved long term protection. Therefore, I see no reason to protect the openness of this space except as part of the countryside and a part of the green belt or as a feature of value defining the character of the conservation area. [I examine the issue of the setting of the heritage asset and conservation area separately.]

I do note that a shortfall of parks and recreation grounds and youth play space is identified in Caterham on the Hill for which there are not specific proposals or draft allocations in the emerging plan or other policy documents. This factor should also be carefully considered in assessing the planning balance.

If the Council does consider the development of this part of the site as essential to satisfy its housing shortage, then consideration should be given to compensation to offset the loss of the existing pitch area which should be equivalent in terms of

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|                             | quantity/quality and will reflect any advice received from Sport England on appropriate requirements.   |
| Residential Amenity         | Any potential matters relating to residential amenity are dealt with in the masterplan section.   |
| Landscaping and Trees       | <p>There are a great many trees on the site and a tree survey has been provided. However, the proposed layout needs to be transposed on to the tree survey and an arboricultural impact assessment required. I can give limited arboricultural advice until these items have been provided.</p> <p>The main comments at this moment in time are as follows:</p> <ul style="list-style-type: none"> <li>• The scheme layout does not appear to have been informed by the presence of trees on the site more it has been imposed.</li> <li>• The proposals appear to involve the unacceptable loss of trees on the site in a number of key positions</li> <li>• The landscape strategy does not provide sufficient detail to assess whether there is sufficient mitigating tree planting works</li> </ul> <p>On the basis of a lack of sufficient information, I consider that the development is contrary to policy CSP18 and DP7.</p> <p>I have spoken to my tree officer who has indicated that he has not been contacted by the applicant to hold a site meeting and I consider that this is essential before any amendments to the development are made.</p> |
| Flooding and Drainage       | The proposal will need to be accompanied by a flood risk and drainage assessment.   |
| Highways, Parking Provision | I note that the applicant has undertaken pre application consultation with Surrey Highways which has identified a number of matters that will need to be resolved as part of any planning application. I have nothing further to add except that the Surrey Vehicular and Cycle Parking Guidance provides a more recent set of parking standards than the Tandridge Parking Standards and should be used in developing your layout.   |
| Ecology                     | <p>No ecological information has been presented. The Council will expect any application to be accompanied by a Preliminary Ecological Appraisal and where identified, further detailed survey work.</p> <p>A biodiversity enhancement plan will also need to be produced and enhancement is to be measured by the use of biodiversity</p>  |

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|                        | <p>metric 3.1. The Council will expect the development to achieve at least a 10% enhancement to biodiversity.</p> <p>One concern that I have is the potential for human habitation close to biodiversity enhancement proposals to limit the biodiversity gains achievable and this is a matter that will need to be fully explored within supporting documentation accompanying any application.</p>   |
| Heritage & Archaeology | <p>The site forms part of the much larger Kenley Aerodrome Conservation Area in which there are a number of listed buildings. One listed structure, the former NAFFI building, is located in the centre of the site under consideration but excluded from it. However, the site does form part of the setting of the listed building. Development therefore needs to consider the conservation area and heritage asset issues arising from the development.</p> <p>I note that the applicant has consulted Surrey's Senior Historic Buildings Officer on whom TDC will rely on for conservation and heritage advice. I also refer to the Statement of Common Ground as agreed between Tandridge District Council and the London Borough of Croydon Council in relation to the draft allocation and in particular to the plan in Appendix C referring to areas A, B, C and D.</p> <p>The applicant's statement of significance also provides some background information on the aerodrome, but the comments below are made without the benefit of a heritage impact assessment (which the Local Plan Inspector has requested to support the draft allocation) or a statement of Conservation Area Impact. These are therefore my initial views and I deal firstly with the impact of the development on the heritage asset.</p> <p><u>Heritage Asset</u></p> <p>The former NAFFI building and parade ground to the south forms a direct visual reminder of its links with the past use of the area in connection with the aerodrome. It therefore has an importance to the relative completeness of the aerodrome as a strategic WW2 air defence. Land around it, both to the north and south, assumes a similar importance and forms a setting to the listed building in the centre of the site.</p> <p>The statement of significance says that the former Institute is of medium to high significance. It is of greatest importance for its historical association with this noted fighter aerodrome, and then of note for its architectural interest. It has some medium significance as one of the main survivals at this otherwise extensively altered aerodrome. I agree with these findings.</p> |



Any development proposed around the building should therefore seek to firstly preserve the building's importance and secondly preserve and/or strengthen its links with the wider aerodrome. In this respect the future of area D is of primary importance as this area forms the main parcel which separates the former NAFFI from the main airfield.

Areas B and C (to the east and south) form part of the setting of the building but do not have the same links with the rest of the aerodrome. I am mindful that when the aerodrome was fully functioning a part of this site (area B) was developed with three large 2 storey buildings oriented roughly on a north/south axis located immediately to the south of the parade ground. I am therefore satisfied that, in principle, a sympathetic development of area B will not adversely impact the setting of the heritage asset provided that the scheme is heritage led. However, there are also conservation area issues to consider which are set out below.

Area C is a narrow strip of land to the east of the former NAFFI which is heavily wooded. Its proximity to the listed building means that development here would have a direct impact and the building up of this part of the site would have a crowding effect and would not be supported. We welcome the principle of keeping this area clear of any form of development except as part of landscaping and/or biodiversity enhancements.

Area A comprises land to the west of Victor Beamish Avenue and east of the housing development in Collard Close. When the land was part of the functioning aerodrome some development was sited in this area. All vestige of the buildings has gone (except for some hard surfaces) and the site is heavily treed. As with other parts of the aerodrome the buildings were well spaced out set with generous open space surrounding them. Development of this part of the site would not affect the setting of the listed building or parade ground. However, it would impact on the character of the conservation area.

Area D forms the main part of the site and was the site of an extensive array of buildings for the airfield. Some were relatively small scale but the main feature of development in this area was the east/west orientation of buildings and the generous open space close to the listed building. New development in this part of the site is accepted as a matter of principle.

#### Conservation Area Impact

The Kenley Conservation Area Proposals Statement was produced in 2015 by both TDC and London Borough of Croydon. Its main aim is to preserve and enhance the area's character. In this respect emphasis is given to protecting its character and

integrity as an aerodrome, protect the heritage assets and protect the landscape and trees.

Using these criteria as measures by which to assess the proposed layout I have the following views in relation to the areas A, B, C and D.

Area A: The land to the west of Victor Beamish Avenue is now predominantly treed and provides a green and verdant entrance to the site. Housing grouped in a crescent removes the majority of trees and will significantly impact the character of this part of the site. My view is this this part of area A should remain undeveloped. I do note the comments of the Historic Buildings Officer who also indicated his concern over this part of the layout but did suggest the possibility of a 'gatehouse'. In heritage terms I note that a large building did occupy this entrance position which would justify the 'gatehouse' idea. However, the loss of trees would be significant and on balance I consider their loss to adversely affect the conservation area character.

Development in the northern part of this area might be acceptable subject to determining the extent of further tree loss.

Area B: This part of the site has an open character which will be significantly reduced by development. Development should look to the historic pattern and form in determining the layout. This would require a significantly larger area of green space towards Salmons Lane West and a smaller number of units on the site. I consider the open nature of the playing field contributes significantly towards the attractive character of this part of the conservation area. It is not doubt this feature which gave rise to the draft allocation policy stating that any scheme should focus development primarily to the northern area of the site.

Area C: Area C should not be developed at all (as per the submitted layout) as it provides a strong buffer area between any development and the adjoining countryside.

Area D: Area D houses a layout that pays little regard to the trees on the site and the form of development is unsatisfactory for a number of reasons which are set out separately. It is sufficient to note here that historic buildings officer considers the demolition of the workshop building will be harmful and will need to be accounted for as part of an overall scheme. Although no comment was made on the domestic nature of development immediately to the north of the School building, I consider that its shape, scale and form would adversely affect the setting of the heritage asset.

In conclusion, I consider that the current layout adversely affects the setting of the listed building and the historic aerodrome. I also

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|                  | consider that it adversely affects the character of the conservation area, contrary to policy DP20 and to guidance in the NPPF.  |
| Renewable Energy | The proposal will be required to meet the terms of policy CSP14 which requires that development of more than 10 dwellings requires 20% percentage savings in Carbon Dioxide emissions through the provision of renewable energy technologies. No details are provided of how the development will meet those standards.  |
| Economy          | Not relevant except to note that the development will provide economic benefits.   |
| Masterplan       | <p>There are a number of points to raise under this section which are as follows and are additional to the comments made by the Historic Buildings Officer:</p> <ul style="list-style-type: none"> <li>• We require a proposed layout to be superimposed on the tree survey to determine the likely extent of tree loss</li> <li>• The scheme fails to preserve the open character of the conservation area especially when viewed from Salmons Lane West</li> <li>• The crescent of houses on the west side of Victor Beamish Avenue at its southern end significantly reduces the undeveloped character of the location and adversely affects tree groups in this part of the site</li> <li>• Insufficient open space is provided in the southern part of the site to the east of Victor Beamish Avenue</li> <li>• No play space is provided within the development</li> <li>• Development immediately to the north of the school does not respect the historic character of development and affects the setting of the listed building</li> <li>• The layout of the northern part of the site is dominated by highly visible car parking from public areas</li> <li>• The layout of the northern part of the site is not guided or informed by the constraints of the site (in the form of tree positions)</li> <li>• The vista between the listed building and the main aerodrome is welcomed but needs to be designed as a major public space with no private garden space in front of the buildings</li> <li>• The incursion of car parking within the main landscape periphery is not generally acceptable</li> </ul> |

|                         |  |
|-------------------------|--|
| <b>Closing Comments</b> | I consider that the Council would not support the development of this site in its current form for the reasons set out below. Taken as a whole the proposal would be contrary to the development plan in that it does not accord with a number of policies which are considered relevant and would materially exceed the maximum |
|-------------------------|--|

number of dwellings to the detriment of a number of matters set out in the report.

Most importantly it does not accord with both national and local green belt policies. The test set by the NPPF requires the decision taker to ensure that very special circumstances exist whose benefits clearly outweigh the harms to the green belt and other harms arising. In order to come to this judgement, I first identify harms and the weight to be given to them and then the benefits and the weight they carry

The development will adversely affect the openness of the green belt to which I give substantial weight. It will also adversely affect the character of the area and the wider countryside, and I also afford this significant weight.

The development will also adversely affect the setting of the heritage asset and the character of the conservation area to which I give very great weight. I also give significant weight to the harm to existing trees. Harm may also arise from traffic generated by the development. However, these could be mitigated by measures that could be controlled either by conditions or legal agreements and I given this no weight.

The other matter which is likely to result in harm is the loss of the area used as a sports pitch by the school. I recognise the stance of Sport England and I consider the loss of the pitch to be a negative impact. However, I also recognise that the need for new housing in the district outweighs this harm in view of the Council not identifying the facility as either open space to be protected or an essential sports facility.

Set against these harms are a number of benefits. Firstly, the Council cannot demonstrate a 5-year housing land supply and this scheme would provide up to 88 new units. This need provides the exceptional circumstances required to consider a green belt release. I give this significant weight. The scheme would also make provision for affordable units which adds further weight to the provision of housing. That the scheme would also fulfil the objectives of sustainable development and I give very significant weight to the benefits to the proposal.

I am mindful of the draft allocation of the site in the emerging local plan which confirms the exceptional circumstances for amending the green belt boundary in this location. However, I have concerns that the draft policy does not sufficiently identify the potential constraints applying to the site. Given this concern and the objections received to the draft allocation which I do not believe have been satisfactorily addressed, I attach reduced weight to this matter, but the draft allocation nevertheless adds some weight to the benefits of the scheme.

|  |   |
|--|---|
|  | <p>In determining the planning balance and the weight that I have given to the considerations outlined above, I find that the appellant has not put forward other considerations that are sufficient to clearly outweigh the harm. As such, the harm to the Green Belt, to the heritage assets and the conservation area and any other harm is not clearly outweighed by other considerations. Consequently, in my opinion, the very special circumstances necessary to justify the development do not exist.</p> <p>My view is that a reduced scheme for this site which is heritage and tree constraints led could result in an acceptable solution for the site, but inevitably the numbers of units provided will drop substantially.</p> |
|--|---|

The advice given in this response is an informal opinion of the officer and cannot be held as binding upon the Council or its Members. These comments are made without the benefit of a comprehensive site visit or consultation with other bodies, such as County Highways.

Planning applications can now be submitted on the internet either through our Planning Interactive Service at <http://e-access.tandridge.gov.uk/planning/aup.asp> or via the Planning Portal's website at [www.planningportal.gov.uk](http://www.planningportal.gov.uk)

Please refer to attached notes in relation to other relevant consultees and Community Infrastructure Levy.

|                               |                           |
|-------------------------------|---------------------------|
| <b>Planning Officer Name:</b> | D Stewart                 |
| <b>Position:</b>              | Pre Applications Officer  |
| <b>Contact Email:</b>         | dstewart@tandridge.gov.uk |
| <b>Contact Telephone:</b>     | 07368 871466              |
| <b>Date Completed:</b>        | 12.09.22                  |



## DOCUMENT 2





GRANT OF PERMISSION (Full Planning)

TA/2004/903

**TANDRIDGE DISTRICT COUNCIL**

Town &amp; Country Planning Act 1990

*This decision does not convey any consent or approval that may be required for a Listed Building or under the Building Regulations*

CROYDON & DISTRICT EDUCATION TRUST  
C/O 7 GAINSBOROUGH DRIVE  
SOUTH CROYDON  
SURREY  
CR2 9AX

On behalf of CROYDON & DISTRICT EDUCATION TRUST

The TANDRIDGE DISTRICT COUNCIL as District Planning Authority under the provisions of Part III of the Town and County Planning Act 1990 hereby **GRANTS** planning permission for: -

CHANGE OF USE TO PROVIDE DAY SCHOOL, INCORPORATING USE OF PARADE GROUND AS PLAY AREA AND UPGRADING OF FIELD TO USE AS PLAYING FIELD.

at

FORMER NAAFI BUILDING, CATERHAM CLOSE, CATERHAM

in accordance with the application registered by the Council on the 03 Jun 2004 subject to the following conditions (if any): -

1. The development hereby permitted shall be begun not later than the expiration of 5 years from the date of this permission.
2. No boundary fences, screen walls, gates or other means of enclosure shall be erected until details have been submitted to and approved in writing by the District Planning Authority.
3. Within 3 months of the date of this decision the area of chalk deposited on the field to the south of the parade ground shall be graded level and dressing in top soil and seeded in a manner that shall first be agreed in writing by the district Planning Authority and thereafter carried out as agreed. Thereafter the field shall not be used for any purpose ancillary to the development hereby permitted unless prior written approval has first been sought and granted by the District Planning Authority.
4.
  - (a) No demolition, site clearance or building operations shall commence until chestnut pale or other approved protective fencing of a height of not less than 1.25m has been erected around each tree or tree group to be retained on the site, at a radius from the trunk of not less than 4.5m, or as otherwise may be agreed in writing with the District Planning Authority and shall be retained during the course of the development.
  - (b) No bonfires shall take place within 6m of the furthest extent of the canopy of any tree, group or hedgerow.
  - (c) No trenches, pipe runs for services and drains shall be sited within 4.5m of the trunk of any trees retained on the site unless otherwise agreed in writing with the District Planning Authority.
5. No trees shall be lopped, topped or felled during site preparation and construction works without the prior written consent of the District Planning Authority. Any trees dying, being removed or becoming diseased shall be replaced by trees of such size and species as may

be agreed in writing with the District Planning Authority.

6. No goods, materials or waste matter shall be stored nor shall any machinery or plant be installed on the open parts of the site except as may be agreed in writing with the District Planning Authority.
7. Details of any external [security] lighting shall be submitted to and approved by the District Planning Authority in writing prior to any such provision on the site.
8. The school hereby permitted shall not have more than 100 pupils on its role, unless otherwise first agreed in writing with the District Planning Authority.
9. The development hereby permitted shall not be occupied until space has been provided within the site to accommodate
  - (a) parking, including the setting down and picking up of pupils
  - (b) loading
  - (c) unloading and
  - (d) turning

of vehicles clear of the highway and properly laid out and paved as may be agreed with the District Planning Authority after consultation with the County Highway Authority and such space shall be used and retained thereafter free of any impediment to such use.

10. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the District Planning Authority. These works shall be carried out as approved in the first planting and seeding season following the completion or occupation of any part of the development or otherwise in accordance with a programme to be agreed; any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the District Planning Authority gives written consent to any variation.

The reason(s) for the imposition of the above condition(s) are:-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. To protect the amenities of the area in light of its location within the Metropolitan Green Belt.
3. To maintain and enhance the visual amenities of the development in accordance with Policies BE1 and BE4 of the Tandridge District Local Plan 2001 and to allow the District Planning Authority to consider such ancillary use in the light of the experience of the development.
- 4&5. To prevent damage to the trees in the interest of the visual amenities of the area in accordance with Policies BE1 and BE4 of the Tandridge District Local Plan 2001.
- 6-7. To ensure that the development does not detract from the visual amenities of the area, in accordance with Policy BE1 of the Tandridge District Local Plan 2001.
8. To ensure the development does not have a detrimental impact on the amenities of local residents pursuant to Policy BE1 of the Tandridge District Local Plan.
9. To comply with Policy MT2 of the Surrey Structure Plan 1994 and Policy DN2 of the Deposit Draft Structure Plan 2002 in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.

- 
10. To maintain and enhance the visual amenities of the development in accordance with Policies BE1 and BE4 of the Tandridge District Local Plan 2001.

**INFORMATIVE**

1. The landscaping required by condition 10 should include substantial planting to the southern boundary of the former parade ground area and the boundary of the site to Salmons Lane/Salmons Lane West.

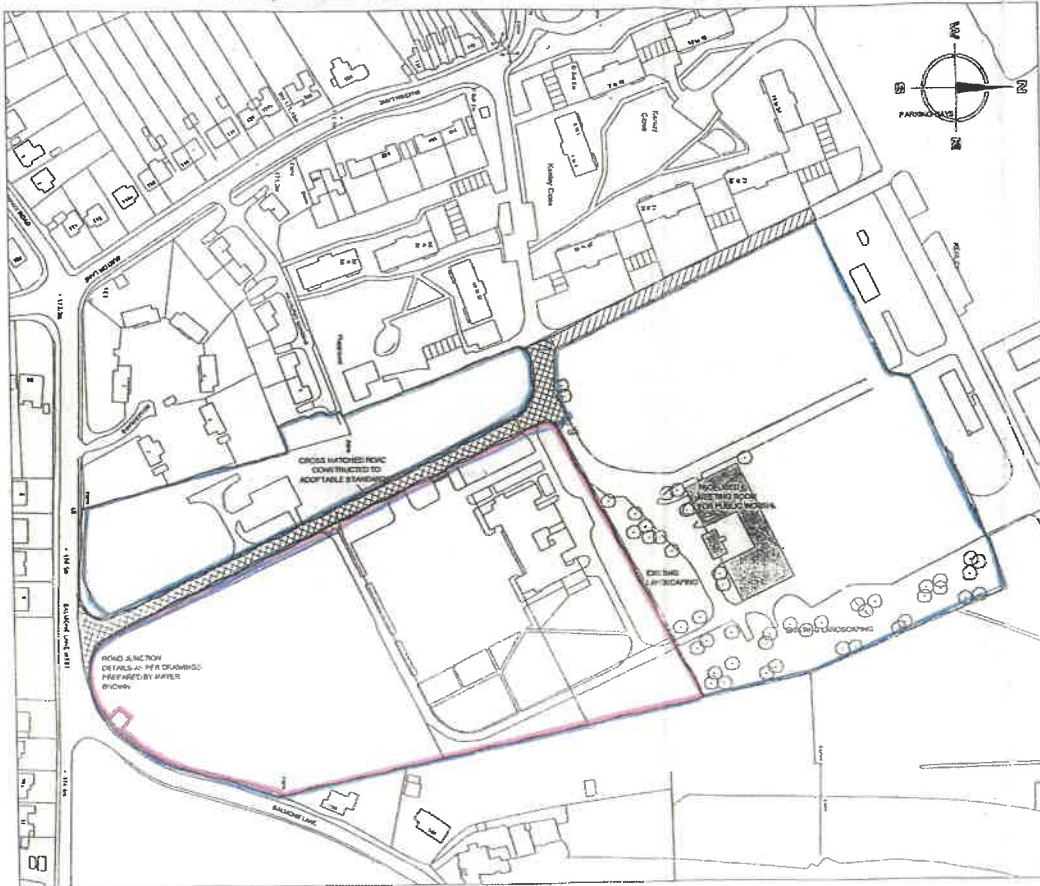
The development hereby granted has been assessed against Surrey Structure Plan Policies PE2 and RU3, Surrey Structure Plan Deposit Draft (as amended) Policies LO4, SE5 and DN2 and Tandridge District Local Plan Policies BE1, RE2, RE6 and HE1 and material considerations, including third party representations. It has been concluded that the development, subject to the conditions imposed, would accord with the development plan and there are no other material considerations to justify a refusal of permission.

Dated 19 October 2004

  
for R.W Evans  
Director of Environmental Protection

**NB: No variations from the deposited plans and particulars will be permitted unless previously authorised by the Council in writing. Please also see attached notes**





**GRANTED**  
 UNDER THE TOWN & COUNTRY  
 PLANNING ACT  
 19 OCT 2004  
 TANDRIDGE DISTRICT COUNCIL

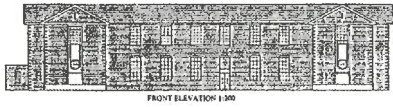
Development Control  
 03 JUN 2004

APPLICATION BOUNDARY  
 LAND OWNED BY APPLICANT

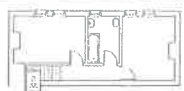
**SITE PLAN**

JOB: 4146 DRGW: 1100  
 cad ref: 4146-1100  
 date: march 2003  
 scale: 1:1500 approx

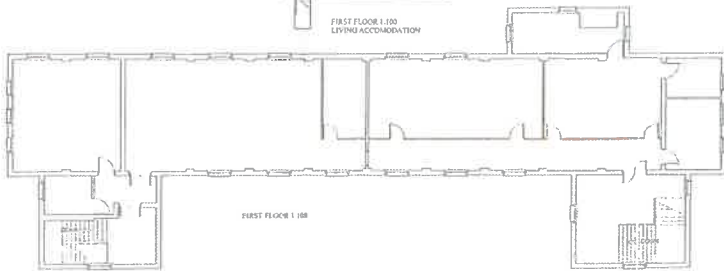




FRONT ELEVATION 1:50

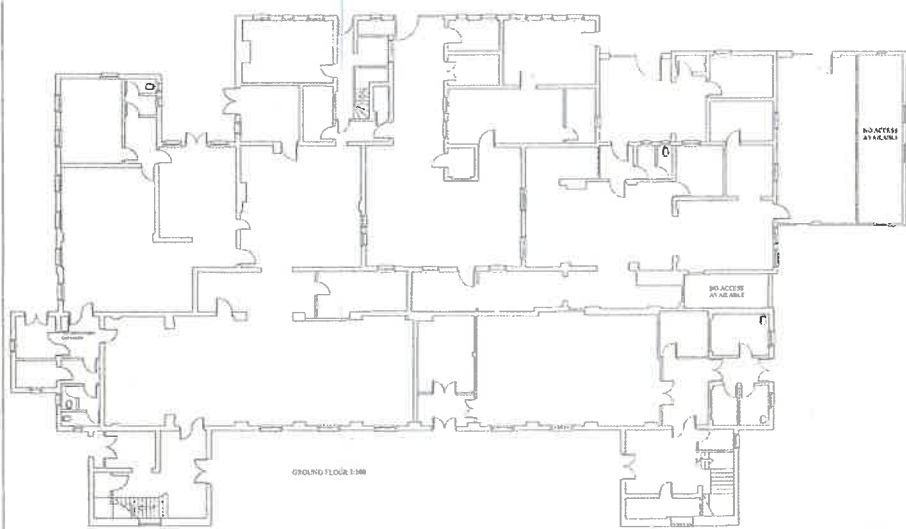


FIRST FLOOR 1:100  
LIVING ACCOMMODATION



FIRST FLOOR 1:100

Lines indicate partitions now removed following recent vandalism



GROUND FLOOR 1:500

NO ACCESS AVAILABLE

NO ACCESS AVAILABLE

NOTES

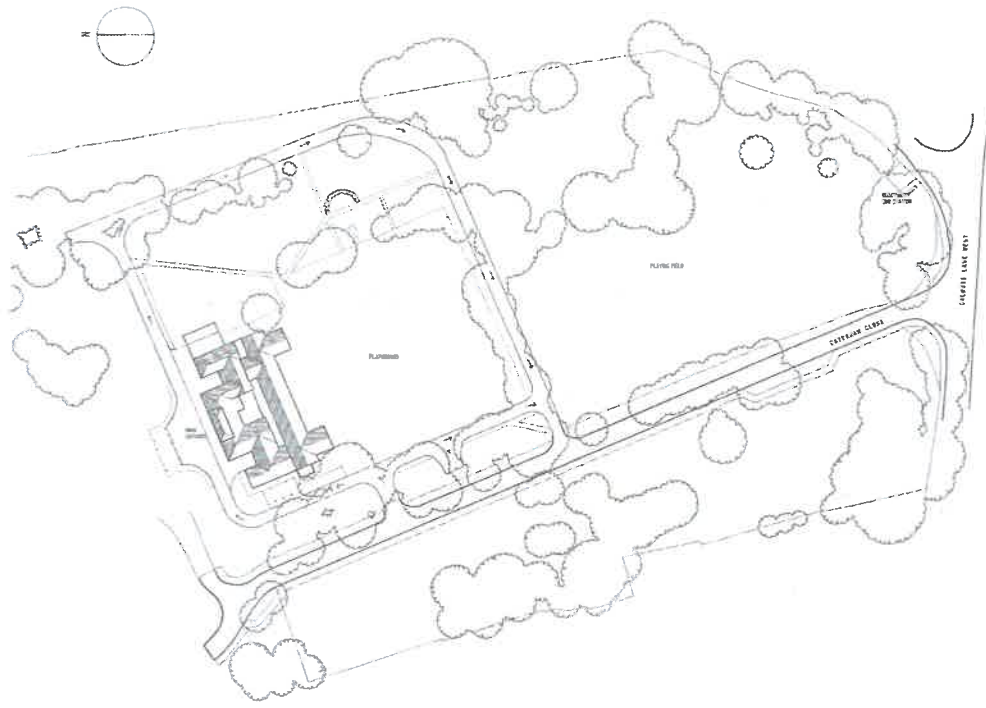
1. On-site safety assessment has been carried out.
2. All partitions and walls removed and replaced with partitions and walls.
3. Copyright: This drawing is copyright of SHW and may not be reproduced in any form without prior written permission.

**STILES HAROLD WILLIAM**  
 Surveyors & Valuers  
 100 High Street, 10th Floor, London, EC2A 4BA  
 020 7417 5417  
 Fax: 020 7417 1211  
 Website: www.shw.co.uk

**RAF KENLEY**  
*RAF Kenley*

**BUILDING 162  
 GROUND & FIRST FLOOR PLANS**

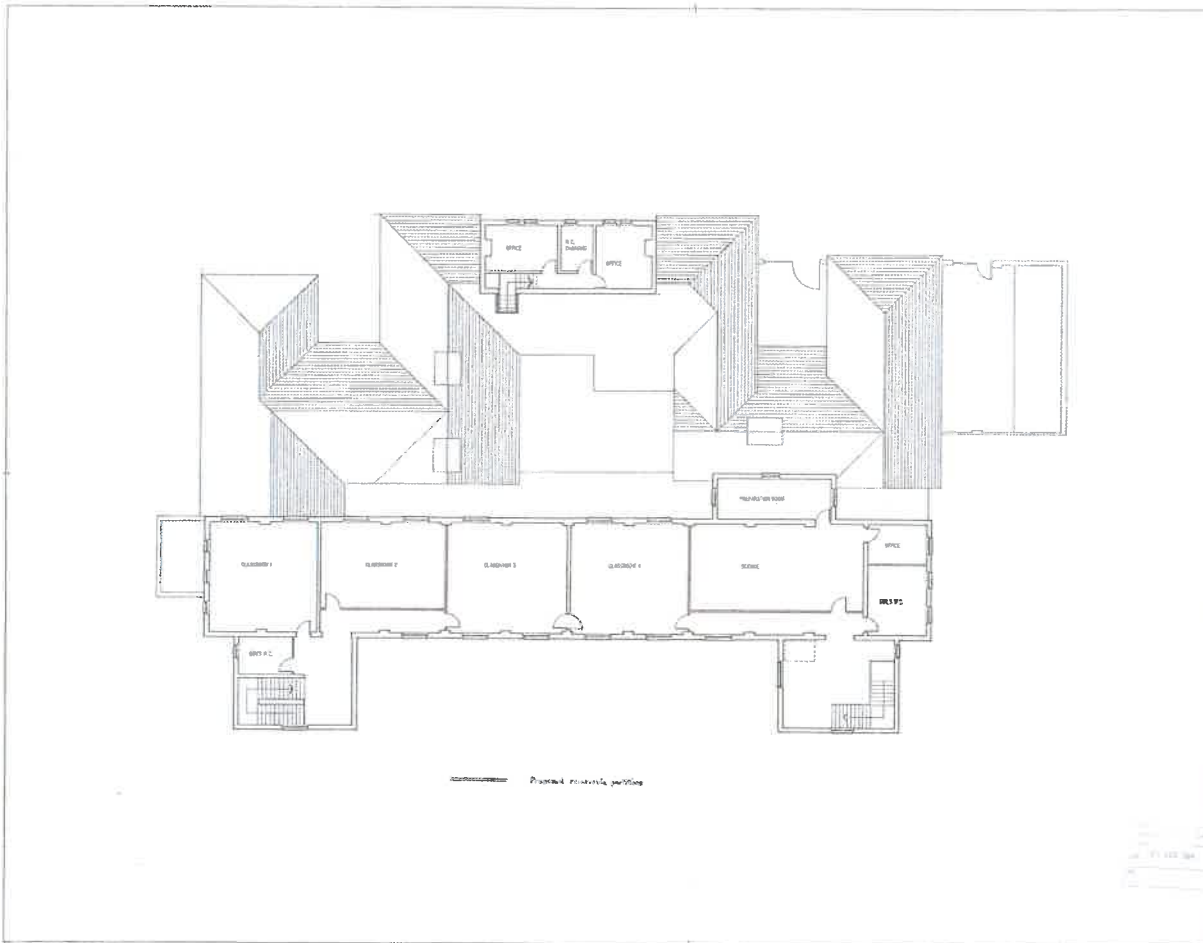
Scale: 1:500  
 Date: 10/10/10  
 162-011



NOTES  
 All dimensions are to the center of the line and not  
 to the edge of the line.

DATE: 10/1/2004  
 DRAWN BY: [Signature]

|               |   |
|---------------|---|
| Client        | CADET   |
| Project Name  | SURREY HILLS SCHOOL<br>CATERHAM CLOSE<br>KENLEY |
| Drawing Title | PROPOSED<br>SITE LAYOUT<br><i>2004/10/20/04</i> |
| Scale         | 1/200   |
| Date          | 10/1/2004                                       |
| Drawn By      | GA  |
| Checked By    |   |
| Drawn         | GA  |
| Checked       |   |



NOTES  
 1. All dimensions given for placement on site and not  
 shown in 1/4" scale drawings



|        |         |
|--------|---------|
| Author | Checked |
|        |         |

Client  
 CABET

Job Title  
 SIDNEY HILLS SCHOOL  
 CATERHAM CLOSE  
 WEXLEY

Drawing Title  
 PROPOSED  
 FIRST FLOOR PLAN  
 2004/10/06

Scale  
 1/4" = 1'-0"

Log No.  
 SKK/US



## DOCUMENT 3



**TANDRIDGE DISTRICT COUNCIL**

Town & Country Planning Act 1990

Mr John Shephard  
J & J Design  
1 King Edward Road  
Bedford  
MK41 9SF

On behalf of Mr Iain Cooper

The TANDRIDGE DISTRICT COUNCIL as District Planning Authority under the provisions of Part III of the Town and Country Planning Act 1990 hereby **GRANTS** planning permission for: -

Change of use to provide day school, incorporating use of parade ground as play area and upgrading of field to use as playing field - application to extend time limit for implementation of permission 2004/903.

at

Former Naafi Building, Caterham Close, Caterham

in accordance with the application registered by the Council on the 14 October 2009 subject to the following conditions: -

1. The development hereby permitted shall be begun not later than the expiration of 3 years from the date of this permission.
2. No boundary fences, screen walls, gates or other means of enclosure shall be erected until details have been submitted to and approved in writing by the District Planning Authority.
3. Within 3 months of the date of this decision the area of chalk deposited on the field to the south of the parade ground shall be dressing in top-soil and seeded in a manner that shall first be agreed in writing by the District Planning Authority and thereafter carried out as agreed.
4.
  - (a) No demolition, site clearance or building operations shall commence until protective fencing consisting of scaffold framework, well braced to resist impacts, with weldmesh panels securely fixed with scaffold clamps or wire and of a height of not less than 2.3m has been erected around each tree or tree group to be retained on the site, at a radius from the trunk of not less than 4.5m, or as otherwise may be agreed in writing with the District Planning Authority and shall be retained during the course of the development.
  - (b) No bonfires shall take place within 6m of the furthest extent of the canopy of any tree, group or hedgerow.
  - (c) No trenches, pipe runs for services and drains shall be sited within 4.5m of the trunk of any trees retained on the site unless otherwise agreed in writing with the District Planning Authority.
5. No trees shall be lopped, topped or felled during site preparation and construction works without the prior written consent of the District Planning Authority. Any trees dying, being removed or becoming diseased shall be replaced by trees of such size and species as may be agreed in writing with the District Planning Authority.
6. No goods, materials or waste matter shall be stored nor shall any machinery or plant be installed on the open parts of the site except as may be agreed in writing with the District Planning Authority.

7. Details of any external security lighting shall be submitted to and approved by the District Planning Authority in writing prior to any such provision on the site.
8. The school hereby permitted shall not have a role of more than 100 pupils unless otherwise agreed in writing with the District Planning Authority.
9. The development hereby permitted shall not be occupied until space has been provided within the site to accommodate
  - a) parking, including the setting down and picking up of pupils.
  - b) loading
  - c) unloading
  - d) turning
10. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the District Planning Authority. These works shall be carried out as approved in the first planting and seeding season following the completion or occupation of any part of the development or otherwise in accordance with a programme to be agreed; any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the District Planning Authority gives written consent to any variation.
11. This decision refers to drawings numbered 162.001, SCK/01, SCK/03 and red-edged site plan received on 3 June 2004. The development shall be carried out in accordance with these approved drawings. There shall be no variations from these approved drawings.

The reasons for the imposition of the above conditions are

1. To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To protect the amenities of the area in light of its location within the Metropolitan Green Belt in accordance with Policy RE2 of the Tandridge District Local Plan 2001.
3. To maintain and enhance the visual amenities of the development in accordance with Policies BE1 and BE4 of the Tandridge District Local Plan 2001 and to allow the District Planning Authority to consider such ancillary use in the light of the experience of the development.
- 4-5. To prevent damage to the trees in the interest of the visual amenities of the area in accordance with Policies BE1 and BE4 of the Tandridge District Local Plan 2001 and Policy CSP18 of the Core Strategy DPD 2008.
- 6-7. To ensure that the development does not detract from the visual amenities of the area, in accordance with Policy BE1 of the Tandridge District Local Plan 2001 and Policy CSP18 of the Core Strategy 2008.
8. To ensure the development does not have a detrimental impact on the amenities of local residents pursuant to Policy BE1 of the Tandridge District Local Plan 2001.
9. To ensure that the development does not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policy CSP12 of the Core Strategy DPD 2008.

10. To maintain and enhance the visual amenities of the development in accordance with Policies BE1 and BE4 of the Tandridge District Local Plan 2001.
11. Reason: To ensure that the scheme proceeds as set out in the planning application and therefore remains in accordance with the Development Plan.

#### INFORMATIVES

1. The landscaping required by condition 10 should include substantial planting to the southern boundary of the former parade ground area and the boundary of the site to Salmons Lane/Salmons Lane West.
2. Condition 11 refers to the drawings hereby approved. Non-material amendments can be made under the provisions of Section 96A of the Town and Country Planning Act 1990 and you should contact the case officer to discuss whether a proposed amendment is likely to be non-material. Minor material amendments will require an application to vary the condition 11 of this permission. Such an application would be made under the provisions of Section 73 of the Town and Country Planning Act 1990. Major material amendments will require a new planning application. You should discuss whether your material amendment is minor or major with the case officer. Fees may be payable for non-material and material amendment requests.

The development hereby granted has been assessed against the South East Plan Policies LF9 and BE6, Tandridge District Core Strategy Development Plan Document 2008 Policies CSP12, CSP18 and CSP21, Tandridge District Local Plan Policies RE2, RE6, BE1 and HE1, and material considerations, including third party representations. It has been concluded that the development, subject to the conditions imposed, would accord with the development plan and there are no other material considerations to justify a refusal of permission.

Dated 09 December 2009

  
for R.W Evans  
Director of Planning

*NB: Please also see attached notes*

**Building Regulations:** Please note that this decision does not give or imply any approval under the Building Regulations. To find out whether Building Regulations approval is required please email [buildingcontrol@tandridge.gov.uk](mailto:buildingcontrol@tandridge.gov.uk) or call 01883 732871.



## DOCUMENT 4















26/09/2018





15/04/2020







06/09/2021





OneSchool Global  
Kenley Campus

05/05/2022



Caterham, England

Google Street View

Oct 2008 [See latest date](#)



Image capture: Oct 2008 © 2024 Google





Caterham, England

Google Street View

Apr 2017 [See latest date](#)

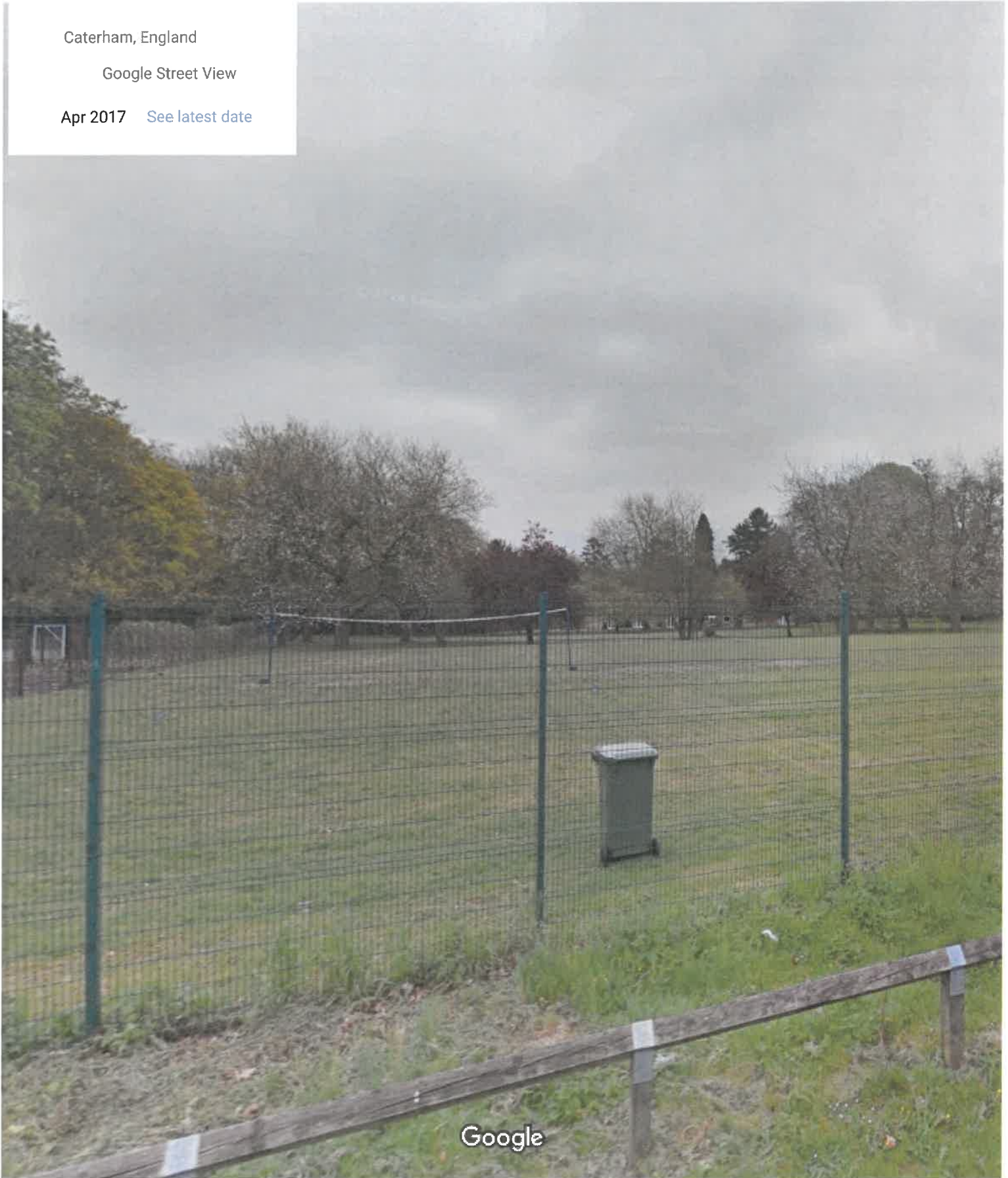


Image capture: Apr 2017 © 2024 Google







Caterham, England

Google Street View

Sept 2017 [See latest date](#)

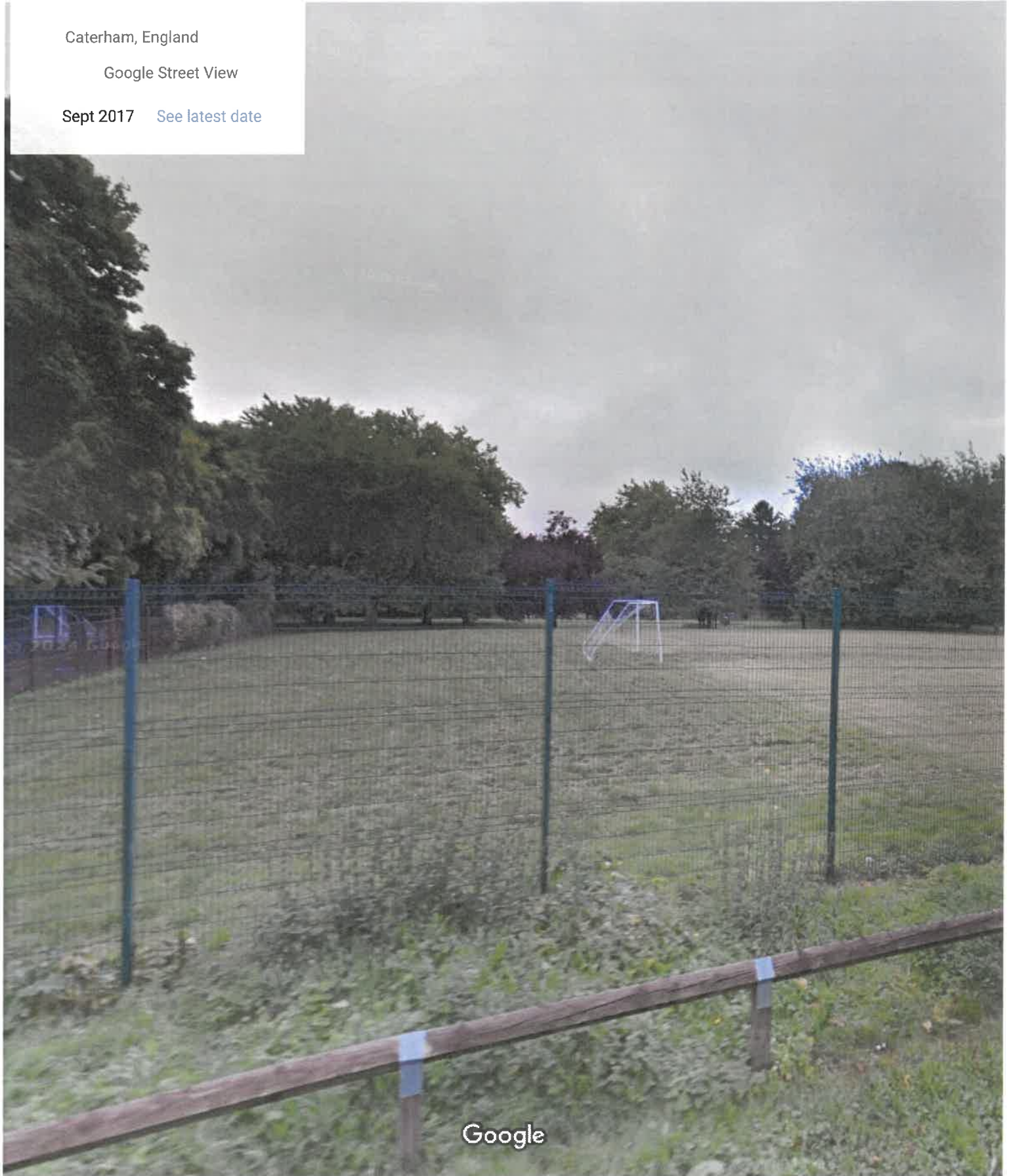


Image capture: Sept 2017 © 2024 Google





Caterham, England

Google Street View

Apr 2018 [See more dates](#)



Image capture: Apr 2018 © 2024 Google





Caterham, England

Google Street View

Jun 2019 [See latest date](#)



Image capture: Jun 2019 © 2024 Google





Caterham, England

Google Street View

Oct 2008 [See latest date](#)



Image capture: Oct 2008 © 2024 Google







Caterham, England

Google Street View

Apr 2017 [See latest date](#)



Google

Image capture: Apr 2017 © 2024 Google





Caterham, England

Google Street View

Sept 2017 [See more dates](#)



Image capture: Sept 2017 © 2024 Google





Caterham, England

Google Street View

Apr 2018 [See latest date](#)



Google

Image capture: Apr 2018 © 2024 Google





**DOCUMENT 5**





in serving the purposes of the Green Belt, although the natural landscape features of the area also contribute to preventing further development. There have been no areas for further investigation identified through this parcel assessment.

## D.5 GBA 004

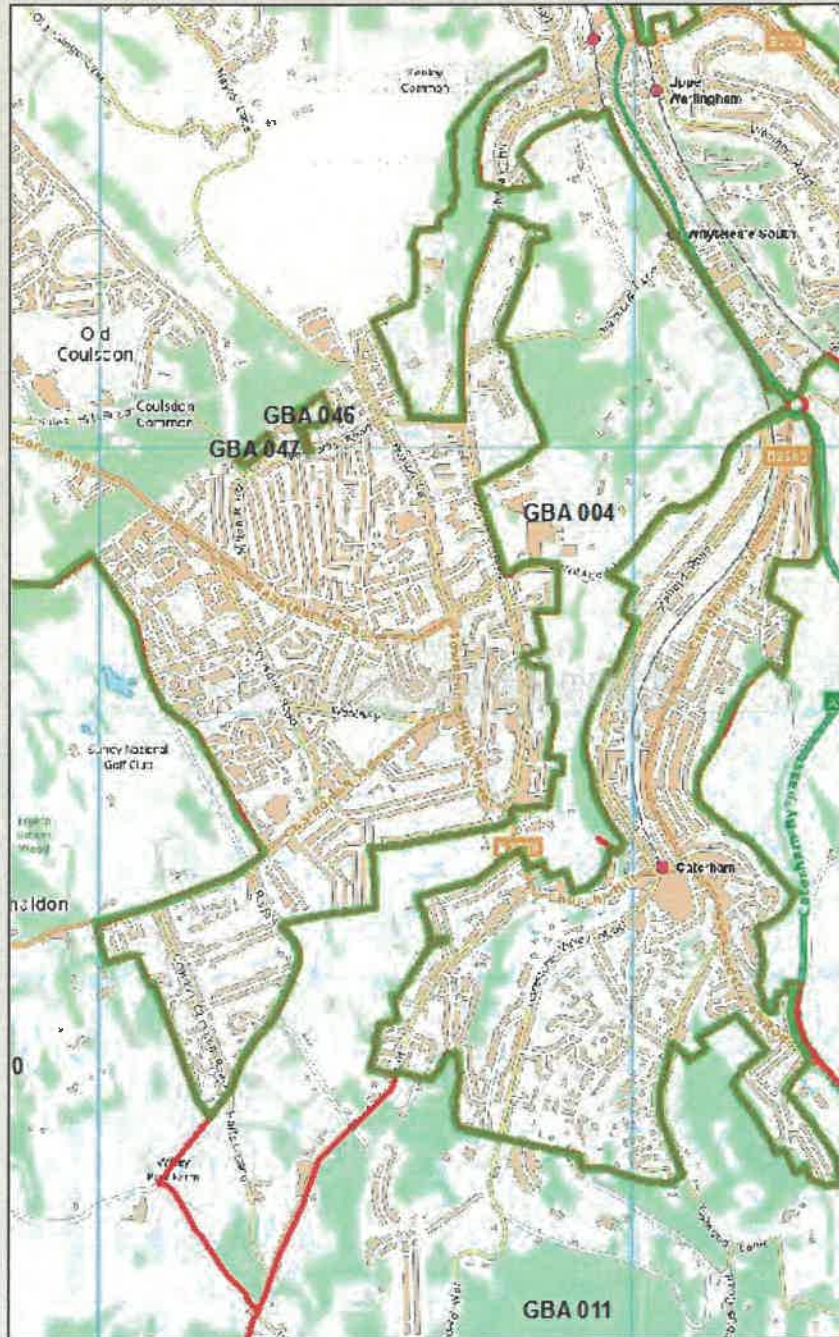


Figure D.5.1 – Map of GBA 004

- D.5.1 Parcel 004 is a long and narrow tract of Green Belt located in the north west of the District that separates Caterham Valley and Caterham on the Hill. It is bordered by Whyteleafe to the north east, Kenley Aerodrome to the north west and at its southern tip it adjoins Green Belt parcels 010 and 011. The topography is mostly steep slopes that generally rise from Caterham Valley in the east to Caterham on the Hill to the west.
- D.5.2 Whilst there is scattered residential development in the parcel as well as large buildings such as schools, a hospital, and sports centre, the parcel is largely free from development being heavily wooded in parts and featuring agricultural fields, paddocks, graveyard and parkland/recreation grounds.



Figure D.5.2 - View from Caterham Cemetery looking north east across Caterham Valley towards Green Belt Parcel 005. Caterham Valley lies below further south and is generally well screened by tree cover from this point.



Figure D.5.3 - View from area immediately east of Furrows Place Estate looking east towards Caterham Valley. Mature trees prevent views of the urban area.

### Purpose 1: to check the unrestricted sprawl of large built-up areas

*What are the characteristics of development, if any? i.e. is the development which exists; planned, ad-hoc or sporadic?*

- D.5.3 The far south of the parcel (the area south west of the recreational field containing Old Caterhamians Cricket Club) contains scattered residential development and farm buildings with open agricultural and grazing fields. A residential estate has recently been developed along Stansted Road alongside a collection of detached homes. The topography (which is broadly flat before sloping downwards to the south), and tree coverage (including dense woodland and belts that line the lanes and roads) prevent distant views in all directions and help to distinguish Caterham Valley and Caterham on the Hill from each other. The relatively enclosed nature of the southernmost areas are rural, particularly the area south of Willey Lane.
- D.5.4 In the southern centre of the parcel lies Queens Park, a network of sports pitches, tennis courts and playgrounds, along with amenity facilities and buildings used to manage the area. To the east of Queens Park lies an area of land that contains both Caterham Dene Hospital and St Mary's Church and associated grounds and graveyard. Tree coverage between the curtilages of both buildings limit north/south views between the two buildings and grounds.
- D.5.5 To the north of Burntwood Lane, the parcel widens and includes the De Stafford Sports Centre, and adjoining school accompanied by playing fields and grounds, as well as scattered large detached dwellings set back from Portley Wood Road in large wooded curtilages with copious tree coverage that provides natural screening. To the east is Manor Park.
- D.5.6 The most northerly part of the parcel is an area that lies to the most part between Caterham on the Hill and Whyteleafe and contains sporadic large residential dwellings, a school and Whyteleafe Football Club. For the most part however, the area covered by dense and mature woodland. The land rises north west to its border with Kenley Aerodrome (partly within a Conservation Area), which contains some large detached buildings (some of which are listed buildings) related to its former use as a RAF base, impacting on its rural feel.

*Has this changed significantly since the Green Belt was first designated?*

- D.5.7 This parcel has undergone quite a substantial change since the Green Belt was first designated. The De Stafford School and Kenley Aerodrome have both been developed over the years and the character of them has changed. De Stafford School could have undergone changes that were acceptable to previous Green Belt policy, but since the NPPF, the policy stance on schools in the Green Belt has changed. Kenley Aerodrome has been developed as many buildings existing on the site prior to Green Belt and therefore have

been redeveloped in accordance with policy. The area between Burnt Wood Lane and Church Road, including the hospital were within the Green Belt in the Surrey Development Plan 1958. In the Surrey Development Plan 1974 this area was removed from the Green Belt and designated for residential development. This area was put back into the Green Belt through the North of the Downs Local Plan 1992. However, most of the open spaces within the parcel have been protected prior to the Green Belt designation, records show since 1938, and have remained in the parcel since.

*Is any area of the parcel physically connected to a built up area/settlement?*

- D.5.8 Parcel 004 is a long and narrow tract of Green Belt located in the north west of the District that separates Caterham Valley and Caterham on the Hill. It is bordered by Whyteleafe to the North East and Kenley Aerodrome to the North West.

*Is there a strong, defensible boundary between the existing built up area and the Green Belt, for example: main roads, built form, watercourses, etc.? Or is there another notable feature which is more effective in preventing urban sprawl i.e. a hilltop or ridgeline, or drainage ditch, etc.?*

- D.5.9 The boundary of the built up area is mainly residential dwellings. The railway line forms the boundary west of Whyteleafe, extending to Burnt Wood Lane which forms a boundary to Caterham. The area is very steep in character and there are mainly areas of thick tree coverage, which have helped to prevent urban sprawl.

### Conclusion on Purpose 1

- D.5.10 As set out in the assessment on Strategic Area A, the north of the District has a role in preventing the sprawl from Greater London. For the purpose of this parcel, the development that has occurred in Kenley has created sprawl to occur into Caterham. As this area has changed substantially since the Green Belt has been designated, this parcel is at risk of development. This is particularly apparent in that the space between Caterham on the Hill and Caterham Valley was designated for residential development. The reason why this area was never built out and then put back into the Green Belt is unknown. However, it could be due to the topography of the parcel. For all these reasons, this parcel have been identified as an area for further investigation (this area has been labelled 008 on the map in Appendix F).

### Purpose 2: to prevent neighbouring towns merging into one another

*What settlements/towns are within the parcel?*

- D.5.11 The settlements within this parcel are Caterham Valley and Caterham on the Hill. The parcel is also bordered by Whyteleafe to the north east and Kenley Aerodrome to the north west.

*Would the reduction in the gap notably compromise the separation of settlements and the overall openness of the parcel visually or physically?*

D.5.12 The Green Belt between Caterham on the Hill and Caterham Valley/Whyteleafe is a thin strip and viewed, in most places, to prevent the urban areas from coalescing. Whilst it could be said that both of these areas form part of the settlement of 'Caterham', they are different in character and identity. A reduction in this gap would compromise the separation of the settlements both visually and physically. However, there are areas where the parcel is less successful in preventing the urban areas merging. A clear example of this is Queens Park which due to its nature, joins two neighbourhoods rather than acts as an area of open land separating two distinct settlements. The Church and Hospital to Queens Park's immediate east adds to this effect. The De Stafford Sports Centre and adjoining school creates a similar impact in a more northern part of this parcel and weakens the sense of separation.

D.5.13 The gap between Kenley and Caterham is small and this is furthered added to by the development that has taken place on Kenley Aerodrome.

*Does this parcel, either in part or in its entirety, act as a buffer to the merging/coalescence of 2 or more settlements?*

D.5.14 The entire parcels acts as buffer to the merging of more than two settlements; the settlement it separates are Caterham on the Hill, and Caterham Valley, and these two parts of Caterham with Whyteleafe. It is noted that there are parts of the Green Belt in this parcel that have development on and the built form of different settlements are very close together at points, which only strengthens the need for this Green Belt to remain. Although topography plays a role in this parcel, in so far as the steep slopes of the parcel would make development in the area difficult (particularly in the northern extent of GBA 004), the Green Belt in this area is required to reduce the risk of the two settlements merging. It is also noted that Kenley Aerodrome sits to the north west of the parcel. However, this is not identified as an individual settlement under this purpose. Notwithstanding this, the assessment on Strategic Area A identifies that the development at Kenley Aerodrome has added to the perception that Kenley and Whyteleafe have merged.

*Can you see any neighbouring settlement 'on the ground'? If not, what prevents this? i.e. too far away, visual obstruction from topography, buildings or woodlands, etc.?*

D.5.15 There are quite a few points where Caterham on the Hill can be seen from Caterham Valley. However, the treelines and the topography in the area make the views to each settlement slightly more obscure. Whyteleafe is connected to Caterham Valley by a roundabout on the A22, and when standing in the parcel, and looking at the built form, it is difficult to separate

the towns. However, Manor Park is rural in character and the screening around the park reduces the views of the settlements and prevents the settlements from merging any further.

- D.5.16 Due to the woodland that separates Kenley and Caterham, it cannot be seen on the ground. However, the development that has taken place in Kenley Aerodrome creates a perception that the settlements are merging.

#### Conclusion on Purpose 2

- D.5.17 This parcel is a thin strip of Green Belt that separates Caterham Valley, Caterham on the Hill and Whyteleafe, and at some points these settlements are in very close proximity to each other physically and visually. The redevelopment of Kenley Aerodrome, whilst not physically merging Kenley with Caterham, has created the perception of settlement merging. Further, the area contains a mix of uses, such as schools, sports grounds, a graveyard and recreation spaces, which add to the perception that the settlements adjacent to this area are merging.

- D.5.18 Whilst the topography and woodland in this parcel assist in preventing coalescence, the Green Belt also plays a role and as such this parcel is extremely effective at meeting this purpose. To understand the relevance of this parcel in preventing coalescence, this area has been identified as an area for further investigation (this area is labelled 008 on the map in Appendix F).

#### Purpose 4: to preserve the setting and special character of historic towns

*Are there any designated historic Conservation Areas within or visible from the parcel?*

- D.5.19 There are no Conservation Areas within or visible from the parcel.

*How would you describe the view from, within, into and out of the Conservation Area?*

- D.5.20 There are no Conservation Areas within the parcel.

*How does the parcel complement the setting of the Conservation Area?*

- D.5.21 There are no Conservation Areas within the parcel

#### Conclusion on Purpose 4

- D.5.22 There are no Conservation Areas within or adjacent to this parcel so it is not considered to serve this purpose.

**Purpose 3: to assist in safeguarding the countryside from encroachment**

*What are the characteristics and features of the area?*

D.5.23 The built up settlement of Caterham Valley continues to extend southerly along Stanstead Road within the Green Belt. Similarly buildings such as the De Stafford Sports Centre and other schools are also present in the Green Belt. The graveyard in the centre of the parcel is situated on land that slopes steeply in an easterly direction. At this point, longer views can be seen across Caterham Valley to other Green Belt parcels; however the topography and tree coverage prevent nearer views.

D.5.24 To the north of the graveyard lies a narrow tract of land which in most places tightly borders the edge of both the urban areas of Caterham Valley and Caterham on the Hill and generally contains thick tree coverage, albeit some areas have been cleared, including a relatively flat area to the immediate east of the residential estate located in Furrows Place. This area is categorised by a very steep slopes that drop from the west to the east. The tall and mature trees limit easterly views of Caterham Valley. There are a number of recreation spaces spread through the parcel and some small isolated dwellings scattered along Portley Wood Road and Willey Lane.

*What type of development exists within the area? For example: agricultural buildings, industrial uses, etc.*

D.5.25 There is a lot of development within the area. The development mainly consists of schools, associated sports buildings, such as changing rooms, pavilions, some scattered dwellings along Portley Wood Road and Willey Lane, a hospital and a nursery.

*Does the parcel contain countryside?*

D.5.26 The frontages from Queens Park Road in Caterham on the Hill can be clearly seen to the immediate north and the parcel is bordered by fences of properties in Caterham Valley at its south. As a result this does not feel like an area of the open countryside but more an urban park serving both neighbourhoods of Caterham.

D.5.27 However, there are other spaces within the parcel such Manor Park, where it has more of a rural character synonymous with open countryside. The schools and the playing fields are not considered countryside. The north and south of the parcel both extend out to wooded / green fields and farmland and as such have a rural countryside feeling.

*What is the size and scale of the development and/or visual obstructions within the parcel? i.e. woodlands, topography etc.*

- D.5.28 The development in the area is diverse and therefore ranges in size and scale. There are a number of woodlands and recreation spaces throughout the parcel and the topography of the area is fairly steep. A lot of the built form is tree-lined and therefore softens the built form that backs onto the parcel.

### Conclusion on Purpose 3

- D.5.29 The parcel is not free from development, containing numerous buildings, structures and other land uses that are not commonplace in open countryside. Further, the land is bordered in most places by urban areas meaning that most of the area does not have a feel of being part of the open countryside. There are two exceptions; one in the far south of GBA 004 that extends into other Green Belt parcels; and one in the north of the parcel that extends into field and woodland beyond Kenley Aerodrome in Croydon. As both of these exceptions are related to countryside outside the parcel itself, this purpose is not considered to be served effectively.

### Purpose 4: to preserve the setting and special character of historic towns

*Are there any designated historic Conservation Areas within or visible from the parcel?*

- D.5.30 The Kenley Conservation Area is within this parcel.

*How would you describe the view from, within, into and out of the Conservation Area?*

- D.5.31 The Conservation Area is bordered on three sides by development and so long distance views to the Conservation Area are limited. The Green Belt land within Croydon is more open and therefore views to the Conservation Area are more visible.

*How does the parcel complement the setting of the Conservation Area?*

- D.5.32 The parcel does not complement the setting of the Kenley Conservation Area as the Conservation Area is bordered on all three sides within Tandridge by development. The Green Belt in the adjacent borough of Croydon is considered to complement the setting of the Conservation Area as it is open in nature.

### Conclusion on Purpose 4

- D.5.33 The Green Belt in Tandridge does not have a significant role in preserving the setting of the Kenley Conservation Area. Although not a role of this



assessment, it has been identified that the Green Belt in Croydon has more of a role in preserving the setting of the western side of the Conservation Area.

**Conclusion: How effectively does Parcel 004 serve the purposes of the Green Belt?**

D.5.34 The parcel is somewhat unique in how it contributes to the purposes of the Green Belt. Most areas are not considered to be typical open countryside and it does little to preserve the special character of the Conservation Area. Nonetheless, it continues to act as a buffer between Caterham Valley and Caterham on the Hill, and Whyteleafe preventing these urban areas from merging - although instances of development in this gap have occurred, encroaching upon the Green Belt and reducing openness.

D.5.35 So whilst this gap has been eroded and is in places very narrow, any further erosion could lead to the merging of these distinct neighbourhoods. Additionally, the northern half of the parcel forms part of the strip of Green Belt that has a critical role in checking against any future sprawl from the London Boroughs. For these reasons, this area has been identified as an area for further investigation (this area has been labelled 008 on the map in Appendix F).

## D.6 GBA 005

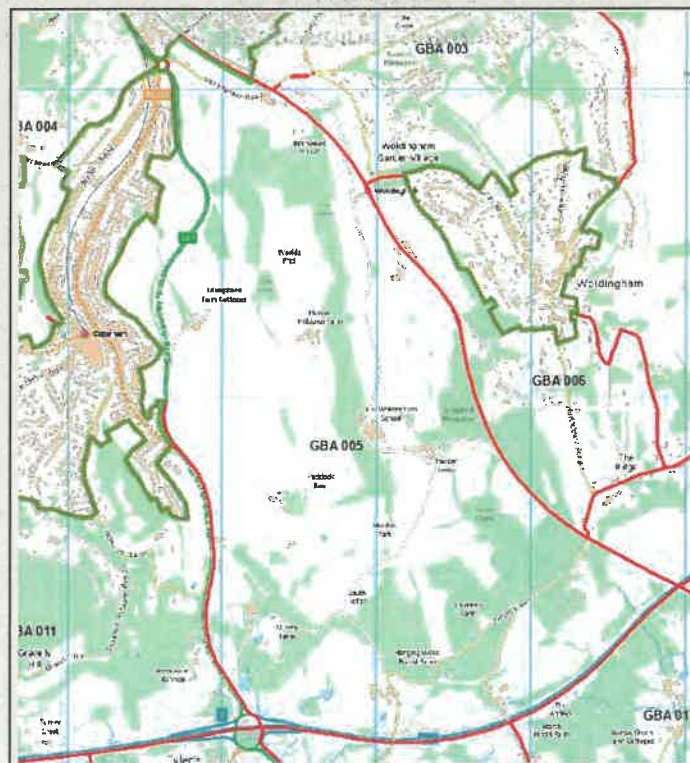


Figure D.6.1 – Map of GBA 005



**Description of Area for Further Investigation:**

This Area for Further Investigation is large in its extent and has therefore been broken down into smaller analysis areas, from north to south.

AA 1: This analysis area includes land which forms part of Kenley Aerodrome and is located on the edge of the airfield. It is level and grassed where it abuts the airfield, before land levels start sloping downwards in an easterly direction. It is then predominantly wooded, although including some grassed areas. It contains built form within the Kenley Aerodrome Conservation Area and at this section's southern tip, residential dwellings.

AA 2: This analysis area comprises the east facing hillside between Whyteleafe Hill/Whyteleafe Road and the Caterham railway line. It is predominantly wooded with some open grassland. Along its eastern side (to east of Church Lane) the analysis area levels. This analysis area includes sporadic housing, grazing for horses, an allotment and a football ground, in addition to school playing fields.

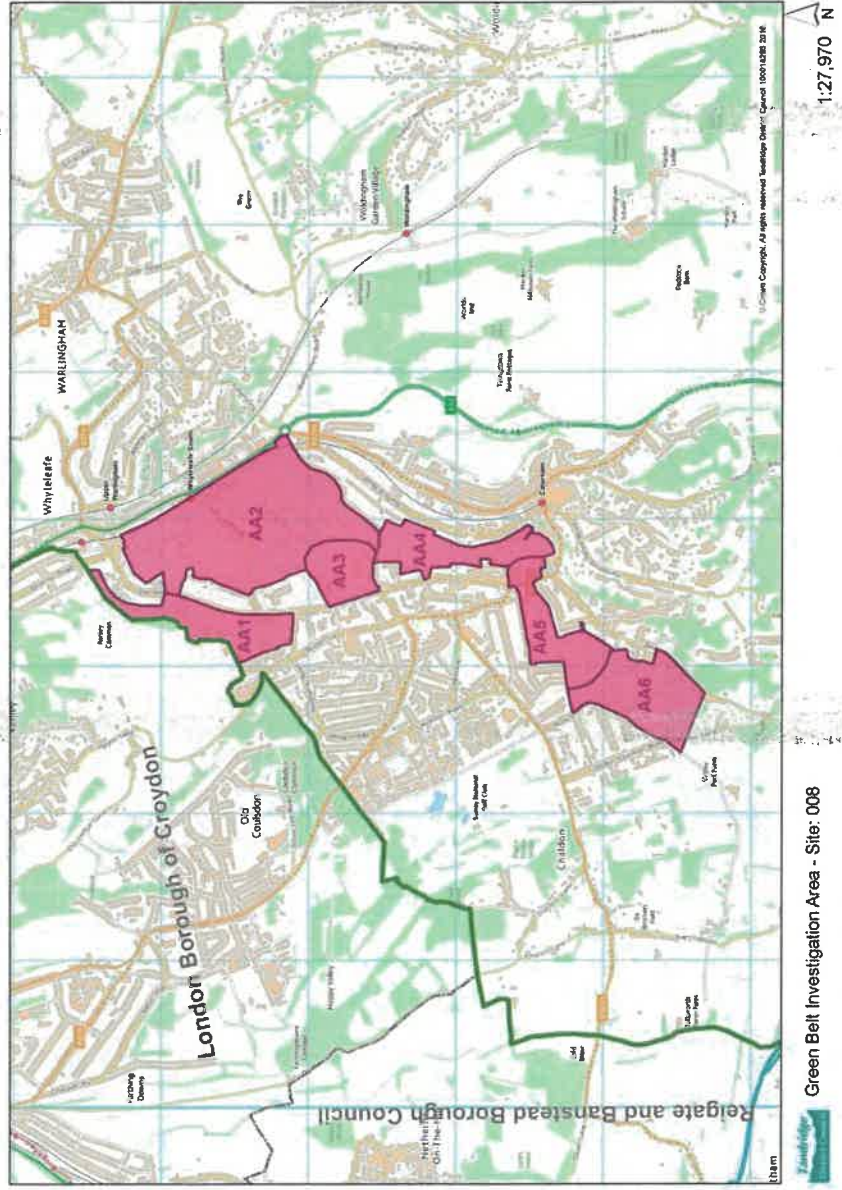
AA 3: The analysis area abuts Whyteleafe Road and Burntwood Lane and comprises a cluster of schools, their playing fields and de Stafford Sport Centre. It is roughly level and includes tree lined playing fields, whilst adjoining residential dwellings in the urban areas.

AA 4: This analysis area comprises further wooded hillside extending between Caterham-on-the-Hill and Caterham Valley. It includes levelled areas on the hill with tree lined grassed areas and accommodates, at its southern end, a cemetery, stabling, limited housing and a rifle range.

AA 5: The analysis area is located on Caterham-on-the-Hill and includes the Dene Hospital, Dene Field, Queens Park, school playing fields and the yard used by the Council. Land is reasonably level and tree lined. Residential dwellings abut Queens Park and the school playing field but these are not within the Green Belt.

AA 6: The analysis area extends beyond the built-up area of Stanstead Road and the tree lined fields, sloping downwards towards Roffes Lane. This area includes residential dwellings and a school.

A: Map of Area for Further Investigation







**B: Why was this selected as an Area for Further Investigation?**

As set out in the assessment on Strategic Area A in the GBA Part 1, the north of the District has a role in preventing sprawl from Greater London. The Part 1 Report noted that development that has occurred in Kenley has created sprawl into Caterham and that as this area has changed substantially since the Green Belt has been designated, it was vulnerable to applications for inappropriate development. This is particularly apparent in the space between Caterham-on-the-Hill and Caterham Valley as it was designated for residential development in one Development Plan. The reason why this Area was never built out and was put back into the Green Belt is unknown. However, it could be due to the topography of the parcel. For all these reasons, this area has been identified as an Area for Further Investigation.

Further, this thin strip of Green Belt separates Caterham Valley, Caterham-on-the-Hill and Whyteleafe, and at some points these settlements are in very close proximity to each other. The redevelopment of Kenley Aerodrome, whilst not physically merging Kenley with Caterham, has created the perception of settlements merging. In addition, the area contains a mix of uses, such as schools and sports grounds, which add to the perception that the settlements adjacent are merging. Whilst the topography and woodland between the settlements assist in preventing coalescence, the Green Belt also plays a role and as such this parcel is extremely effective at meeting this purpose. To understand the relevance of this parcel in preventing coalescence, this area has been identified as an Area for Further Investigation.

**C: Summary of Consultation Comments applicable to Area for Further Investigation**

There have been a notable number of responses that are relevant to this Area for Further Investigation. The following issues were raised:

- Scattered and ad hoc residential development
- Development in Portley Wood Road, The Avenue and Church Road post Green Belt designation.
- Caterham railway line along north-eastern boundary is a defensible boundary.
- A22 not eastern boundary.
- Responsibility for Kenley aerodrome shared with Croydon Council.
- Kenley Aerodrome separates built form between Hayes Lane in Croydon. Northern part protects from urban sprawl and merging of towns, giving its close

proximity to London. It does not cause the appearance that Kenley and Whyteleafe have merged.

- Kenley Airfield is previously developed. It adjoins the settlement, it is not isolated and it is enclosed in physical and visual terms. An appropriately designed residential development could be found to comply with Green Belt policy. Airfield makes a contribution to openness due to the clearance of most buildings and structures. The character of the original airfield was of a well arranged spacious and open site with a wide range of workshops, hangars and supporting buildings and structures. The land makes a limited contribution to the purposes of Green Belt and its vacant and derelict condition is a visual detractor, which will remain as such unless a viable use is identified.
- Role in preventing sprawl and separates Caterham Valley, Caterham on the Hill and Whyteleafe.
- Parts of GBA 004 are key wildlife havens and tranquil areas
- Assessment on this area should be clear if it is more effective at meeting Green Belt purpose and should be strongly protected.
- Areas identified which prevent the coalescence of Caterham and Wainingham.
- GBA cannot join itself. Links 011 and 010.
- Centre section quite flat, with gentle upward slope from Whyteleafe Hill towards top of Church Hill. St. Mary's Churchyard is the property of the church and the larger graveyard is Caterham Cemetery.
- Residential estate on Stanstead Road is not in the Green Belt.
- The Assessment confirms that the topography and tree coverage help to distinguish Caterham Valley and Caterham on the Hill; they therefore meet Purpose 1.
- Topography slopes upwards along Stansted Road but then sharply downwards from close to The Harrow Public House. From Willey Farms, there are views to Harrow on the Hill church to the northwest and southwards to Gatwick Airport.
- It is known as the Old Caterhamians Cricket Club and Whyteleafe Football Club and Burnt Wood Lane should be one word.
- Needs to be consideration of the land between Waller Lane and Burntwood Lane.
- Views between Dene Hospital and St. Mary's Church not limited by tree cover due to intervening open space (Dene Field).
- The area is not covered by dense and mature woodland. There are large areas of grazing land e.g. Joynsons Hill on Church Road. Only one large detached vacant building on the site of the RAF Kenley which is now a school. There has been a school on the de Stafford School site since 1804. Latest buildings are post designation of the Green Belt but most likely that many are upgrades of previous units. Development on Kenley aerodrome was the replacement of 125 MoD dwelling units with a newer and higher density estate however it is mainly within the footprint of the previous buildings; therefore it does not represent significant additional development. Sunnydown School is in Portley House on Whyteleafe Road, built in 1856. It previously housed the Portley School for the Deaf.
- Caterham on the Hill and Caterham Valley have different characters. Queens Park does not join the Hill and Valley. Queens Park and the Dene Field further serve to keep to them apart.
- de Stafford Sports Centre and adjoining school do not weaken the sense of separation as the Green Belt land on both sides of Burntwood Lane (and Manor Park) separates this part of the Hill from Whyteleafe, essentially a C19 creation. Caterham on the Hill can rarely be seen from the Valley. This is because of the steep topography and the density of tree cover.
- Open view from Salmons Lane West towards former N.A.A.F.I. building crucial.
- No wooded/green fields to the north.
- Church Road is rural in feel with the fields used for horse grazing. Green Belt land in the south of GBA 004 is also used for livestock grazing.
- Map should show Tandridge District Council and London Borough of Croydon.
- Development east of Torwood Lane and north of Salmon Lane would not significantly affect the separation of Caterham and Woldingham, resulting in low to medium harm to the Green Belt. It is not countryside but equestrian paddocks adjacent to low density residential areas. Would result in the extension of existing residential development but extent of woodland to east, north and south would prevent unrestricted sprawl. Only local heritage asset is the listed Hangars, which are not historic town features and are not visible from or in the context of this site.
- Southern part of the GBA is far away from London and would not prevent sprawl. Landscape and residential development are sporadic and dense and therefore it does not meet the five purposes or realistically prevent sprawl or stop towns merging.
- GBA 008 should be sub-divided and examined further.
- Land east of Roffes Lane plays no significant part in preventing sprawl in the open countryside and landscape further south. Southern part broadens

substantially with minimal risk to the two unrelated towns or neighbourhoods merging, which is helped by Queens Park, sports pitches and the lack of other towns.

- Extreme south of GBA retains the characteristics of 'countryside' and should be retained. Remainder of parcel does not with development interspersed throughout.
- Majority bounded by residential/urban development with enclosed nature. Open spaces serve Caterham and have urban characteristics and as such it does not safeguard the countryside.
- The development at Kenley Aerodrome comprised the replacement of 125 Ministry of Defence dwellings and therefore does not represent significant additional development.
- The extent of Green belt should extend in to the borough of Croydon, as the current map is misleading impression of Green Belt beyond the district.
- Irrelevant to mention impact on rural areas as the Green Belt is not primarily intended solely for rural areas.
- Kenley Park Estate is not in Kenley and instead is an integral part of Portley ward in Caterham on the Hill and has therefore not created sprawl to occur in Caterham from Kenley.
- Clarify that it is not the intention to suggest that Queens Park could be removed from the Green Belt.

**D: Is there built form in the Area for Further Investigation and what is the nature, age and relationship with the setting of the built form?**

AA 1: Built form is present in form of listed buildings associated with the airfield as well as dwellings. Most of these clearly pre-date the designation of this land as Green Belt.

AA 2: The analysis area contains stabling, buildings associated with football grounds and residential dwellings. Most of the dwellings appear to pre-date the designation of the Green Belt.

AA 3: The analysis area contains school buildings and sports facilities, including notable numbers of extensions which post-date the Green Belt.

AA 4: Built form is present in the form of a cemetery, isolated dwellings and buildings associated with the rifle range.

AA 5: The analysis area includes hospital buildings, original buildings Victorian with modern extensions, pavilions and changing facilities, which appear to post-date the Green Belt.

AA 6: The analysis area contains a Victorian school building with modern extensions, stabling and dwellings, many of them pre-dating the Green Belt.

**E: How much undeveloped land lies within the Area for Further Investigation and describe the undeveloped land?**

All analysis areas are predominantly undeveloped, including land associated with the airfield, wooded hillside, open fields, playing fields, a park and sports ground, although a number of schools are located in analysis area 3.

**F: Are there any definitive boundaries within the Area for Further Investigation? Would the boundary prevent sprawl and / or does the boundary contain existing development? Is there opportunity to create a permanent boundary? Please consider this even when the definitive boundary is across the administrative boundary.**

Along analysis areas 2 and 4 the western edge abuts the railway line, which is the only strong, definitive boundary present. The boundaries of this Area primarily follow the boundaries of residential dwellings and across the analysis areas, they have mainly prevented sprawl however in AA 3, there is notable levels of development around the school buildings and as such it does not appear to have been successful in preventing sprawl or encroachment on the countryside.



**G: Does the Area for Further Investigation prevent settlements from merging; partially or fully? What would be the implications if this area merged? Consider where this may be two built up areas merging. Does the area provide separation, or could it provide separation?**

AA 1 abuts the London Borough of Croydon, and whilst predominantly undeveloped, development beyond the airfield falling within that Borough is visible. It is considered that this analysis area prevents Caterham-on-the-Hill and Whyteleafe from merging with Kenley and it provides separation between Caterham-on-the-Hill and Whyteleafe.

AA 2 serves to prevent the main built-up area of Whyteleafe from merging with Caterham-on-the-Hill.

AA 3 contributes towards preventing Caterham Valley and Caterham-on-the-Hill from merging.

AA 4 serves to prevent Caterham Valley and Caterham-on-the-Hill from merging.

AA 5 is located at the top of the hill and includes land bounded by development which all forms part of Caterham-on-the-Hill, it is therefore considered that whilst it results in a break in built form, as it forms part of the same settlement, it does not serve purpose 2 of including land within the Green Belt as effectively as the other analysis areas within this Area for Further Investigation.

AA 6 includes two separate areas of built form that are visually and geographically distinct. The analysis area provides separation and prevents these two areas from merging.

**H: What is the current use of the land and how does this relate to the purposes of the Green Belt?**

AA 1 includes land and buildings associated with the airfield; most of which is not in use. The airfield pre-dates the Green Belt designation and overall this analysis area is considered to relate well to the purposes of including land within the Green Belt.

AA 2 includes a mixture of uses including some residential uses, which do not relate well to the purposes of including land in the Green Belt; however, this is reasonably limited in its extent. Parts of the area are used for horse grazing, as allotments, football grounds, school playing fields and informal outdoor recreation space (Manor Park). Overall, these uses relate well to the purposes of including land within the Green Belt.

AA 3 includes a mix of uses, including schools and a sports centre, which are not appropriate uses in the Green Belt in policy terms and do not relate well to the Green Belt purposes. However, with the exception of the sports centre, development within this analysis area mostly pre-dates the Green Belt.

AA 4 includes a cemetery, rifle range and sporadic residential dwellings with some stabling. Whilst the cemetery pre-dates the Green Belt, the use of land as burial space is no longer appropriate within the Green Belt, but historically would have been appropriate in policy terms. Further use for residential purposes and for indoor sport and recreation do not relate well to the purposes however use for outdoor sport and recreation, such as for equestrian purposes, and the woodland do relate well.

AA 5 includes a local hospital, a field with no apparent use that is associated with the hospital, park and a sports ground. The hospital is not an appropriate use in the Green Belt and does not relate well to its purposes. Uses associated with outdoor sport and recreation are considered appropriate in policy terms and accordingly relate well to the purposes of including land in the Green Belt, as does the field associated with the hospital.

AA 6 includes a school, residential uses and fields which do not appear to be in active agricultural use, although large areas are being used for grazing. The school and residential properties are not considered to relate well to the purposes of including land in the Green Belt. However the surrounding fields in active agricultural use as well as outdoor sport and recreation relate well to the Green Belt purposes.

**I: Is there a Conservation Area within the Area for Further Investigation? Please set out the details of the Conservation Area, including the size of the Conservation Area, the boundaries, the setting of it within the Green Belt, the reason why it is a Conservation Area. Also provide information and consider any adjacent Conservation Areas.**

AA 1 includes the Kenley Aerodrome Conservation Area and the airfield. The Conservation Area Appraisal justifies the Conservation Area designation on the basis of:

- The completeness of the remaining Battle of Britain airfield;
- The need to protect and enhance its integrity; and
- The need to protect and enhance the integrity of the associated buildings and infrastructure, such as the Officer's Mess and NAAFI dating from the 1930s.

No Conservation Areas are present within analysis areas 2 to 6.

**J: Has this Area been subject to development pressure? Refer to planning applications / appeals and identify the key Green Belt considerations mentioned in the report.**

AA 1: This analysis area has experienced pressure in relation to the existing NAAFI building. Permission was granted for use as a school, with the report concluding that this amounted to an appropriate form of development in the Green Belt which would ensure the preservation of the Institute building, allowing its reuse and that of the surrounding land whilst preserving and enhancing the area. Land which is now outside the Green Belt was the subject of an application for the demolition of existing dwellings and replacement with higher density accommodation. The justification for one of these schemes was that the site had been recommended for release from the Green Belt on grounds that it did not contribute to openness and that the proposal represented a significant visual improvement.

AA 2: This analysis area has experienced development pressure through the presence of the school. Permission was sought for a replacement building in the flood zone and urban area and a building located in the Green Belt but outside the flood zone. The use of the scheme as important community facility and resulting improvement in terms of form, appearance and sustainable construction methods were considered to constitute the very special circumstances.

AA 3 has been the subject to considerable pressure, with the schools being granted permission for development on grounds of need and lack of alternative sites. In addition, it was considered that schools' importance as community facility, the resulting enhancement of existing facilities and provision of essential shelter from weather during outdoor play constituted the very special circumstances that outweighed harm to the Green Belt.

Other extensions have been granted under very special circumstances, including the need to improve and provide additional teaching facilities, the statutory requirement to provide sufficient spaces and with respect to St Francis, the fact that it is the only Catholic school in the District.

AA 4 has been subject to minor development pressure, containing limited built form, such as the rifle range and stabling, as well as residential dwellings which clearly pre-date the Green Belt. Furthermore, the part of the area between Caterham Valley and Caterham-on-the-Hill has been subject to applications throughout the 50s, 60s and 70s; however these were refused on Green Belt grounds.

AA 5 has been the subject of pressure from a new pavilion with changing facilities to serve the school's sports ground, which was permitted on the basis of very special circumstances, including the existing outdated facilities, the need to protect pupils when in use by the sports association and an improved layout in relation to the car park and pitches.

In addition the Dene Hospital has been the subject to planning applications for single storey extensions and new wings, which were granted permission on grounds of the recognised need for healthcare facilities and the proposal's limited impact on the openness of the Green Belt, which were considered the very special circumstances that outweighed harm to the Green Belt.

AA 6 has been subject to only limited pressure. Nonetheless permission was granted in 2011 for a 2-storey building to serve Oakhurst Grange School due to need for the facility and the lack of alternative sites. Other additions to the school have been approved on the basis of their limited scale and impact upon openness.

**K: In line with paragraph 81 of the National Planning Policy Framework, what opportunities does the Green Belt offer?**

AA 1 includes some public footpaths and links with the airfield which provides some public benefit.

AA 2 includes Manor Park and this provides informal outdoor sport and recreation facilities.

AA 3 includes a public sports facility and as such has some public benefit.

AA 4 includes some public footpaths but it otherwise provides limited areas providing public benefits.

AA 5 includes the Dene Field which is used for firework displays whilst Queens Park provides formal and informal outdoor sports and recreation facilities. The school playing field also provides sports facilities, which are used by the Old Cats Sports Association.

AA 6 is crossed by public footpath and bridleways, with some informal use of the fields but it otherwise comprises privately owned land.

**L: Using all the above information, what is the final conclusion?**

Whilst serving the different Green Belt purposes to varying extents across the analysis areas, overall it is concluded that this Area for Further Investigation serves the purposes of including land within the Green Belt effectively.

AA 1 serves the purposes of preventing sprawl from built-up areas within London and prevents Caterham-on-the-Hill and Whyteleafe from merging with Kenley, whilst contributing towards preserving the setting and special character of Kenley Aerodrome Conservation Area. Its topography and layout has ensured that the impact of built form is largely off-set by the large extent of open and undeveloped land, retaining the openness of the Green Belt in this location; although on the basis of its character, scale and relationship with the urban areas it is not considered to safeguard from encroachment upon the countryside. Additional protection has been considered in relation to AA1 but it has been concluded that no stronger protection is either necessary or possible.

AA 2 effectively prevents the sprawl from built-up areas, including Caterham-on-the-Hill, Caterham Valley and Whyteleafe, and prevents built-up areas from merging. The analysis area has largely retained the character and appearance of the countryside and whilst there is development within it, it is sporadic and mostly pre-dates the Green Belt. This, in addition to the extent and topography of the analysis area, has assisted in safeguarding the countryside from further encroachment.

Although AA 3 has a notable level of development clustered around each of the schools, it includes substantial amounts of undeveloped, open land, including playing fields in its south-western and north-eastern corners. Given the level of development, including post Green Belt permissions, it does not appear to have successfully prevented the sprawl of built-up areas or safeguarded from encroachment, however the permitted use of land and the layout of development and open spaces contributes towards ensuring the built-up areas do not merge and therefore serves this Green Belt purpose.

Containing a mixture of fields and wooded areas, with the cemetery associated with St Mary's Church at its southern end and sporadic built form throughout, AA 4 retains an open and undeveloped appearance that supports the essential characteristics of the Green Belt. In addition, the Green Belt in this location has served to prevent the coalescence and sprawl from the built-up areas in Caterham-on-the-Hill and Caterham Valley, ensuring the analysis area retains the character and appearance of countryside and is not encroached upon by development. The history relating to the area between Caterham-on-the-Hill and Caterham Valley indicates that it is the Green Belt which served to prevent development within it during the 50s, 60s and 70s, with no apparent subsequent pressure.

Similarly to AA 4, AA 6 predominantly retains an open and undeveloped appearance, whilst preventing sprawl from the built-up area of Caterham-on-the-Hill and more

importantly the merging of the two built-up areas within the parish of Chaldon that are visually and geographically distinct from one another as result of the separation distances and topography. Furthermore, it is considered to have effectively prevented further encroachment upon the countryside since the Green Belt designation.

However, with the exception of its western end, which does contribute towards preventing further coalescence between Caterham and Chaldon, AA 5 is not considered to serve Green Belt purposes 1 and 2. This is due to residential development forming part of Caterham-on-the-Hill abutting Queens Park to north, south and west with built form that is not visually or geographically distinct. Whilst countryside by definition, the character, appearance and siting are that of an urban park with a strong sense of containment and enclosure, which do not appear to safeguard from encroachment, although the land itself is open, undeveloped and provides some public benefits.

In the light of this, it is concluded that the Queens Park area within this Area for Further Investigation should be further considered through the Green Belt Assessment in terms of whether or not exceptional circumstances exist that may justify alterations to the Green Belt boundary in this location.