

## 5.0 Design Process

### 5.7 Refinement of proposals following further consultation with tree officer and MoD

#### 5.7.1 Trees

Further consultation took place with the Tree Officer in regard to the importance of some of the trees previously proposed for removal. It was agreed that the London Planes (Group 123) which were previously proposed for removal to accommodate 2 detached houses fronting Victor Beamish Avenue should be retained. The current proposals show this, significantly adding to the tree cover in this part of the site

Similarly it was agreed that the Lime tree (T87) should be retained. A pair of semi-detached houses and their garages have been removed from the north western boundary of the site to accommodate this



Lime tree (T87) to be retained



London Planes (Group 123) to be retained



Tree Retention Plan



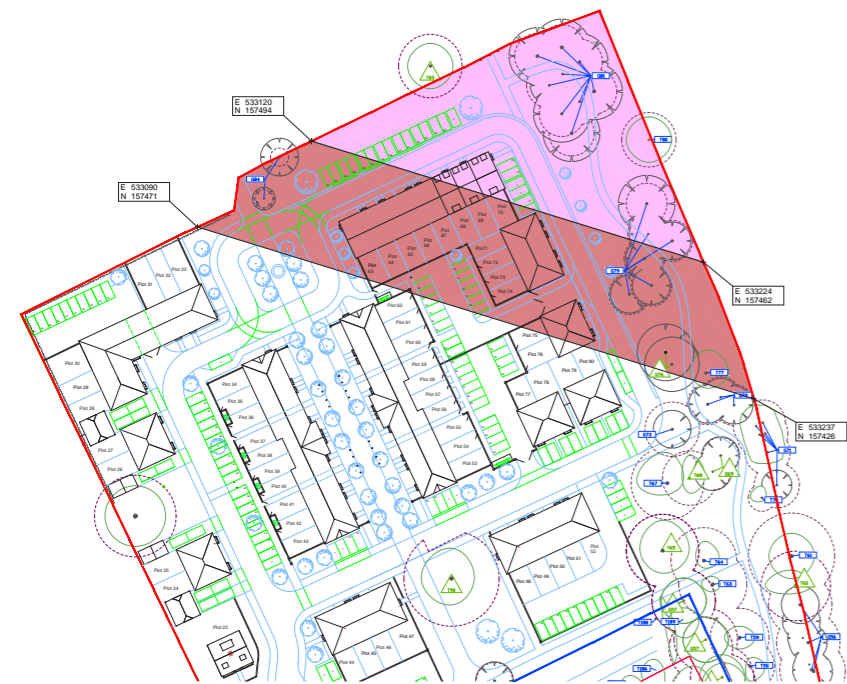
# 5.0 Design Process

## 5.7.2 RAF Kenley Official Safeguarding Plan

Late consultation with the MOD regarding the RAF Kenley Official Safeguarding Plan established that restrictions were in place that effected this site. Height restrictions are in place that restrict any new development to development below 10.7m in the north eastern corner of the site. These restrictions do not effect the current proposals as 2 storey housing only is proposed in this area. Height restrictions also apply to other parts of the site but these are also in access of any proposals being made.

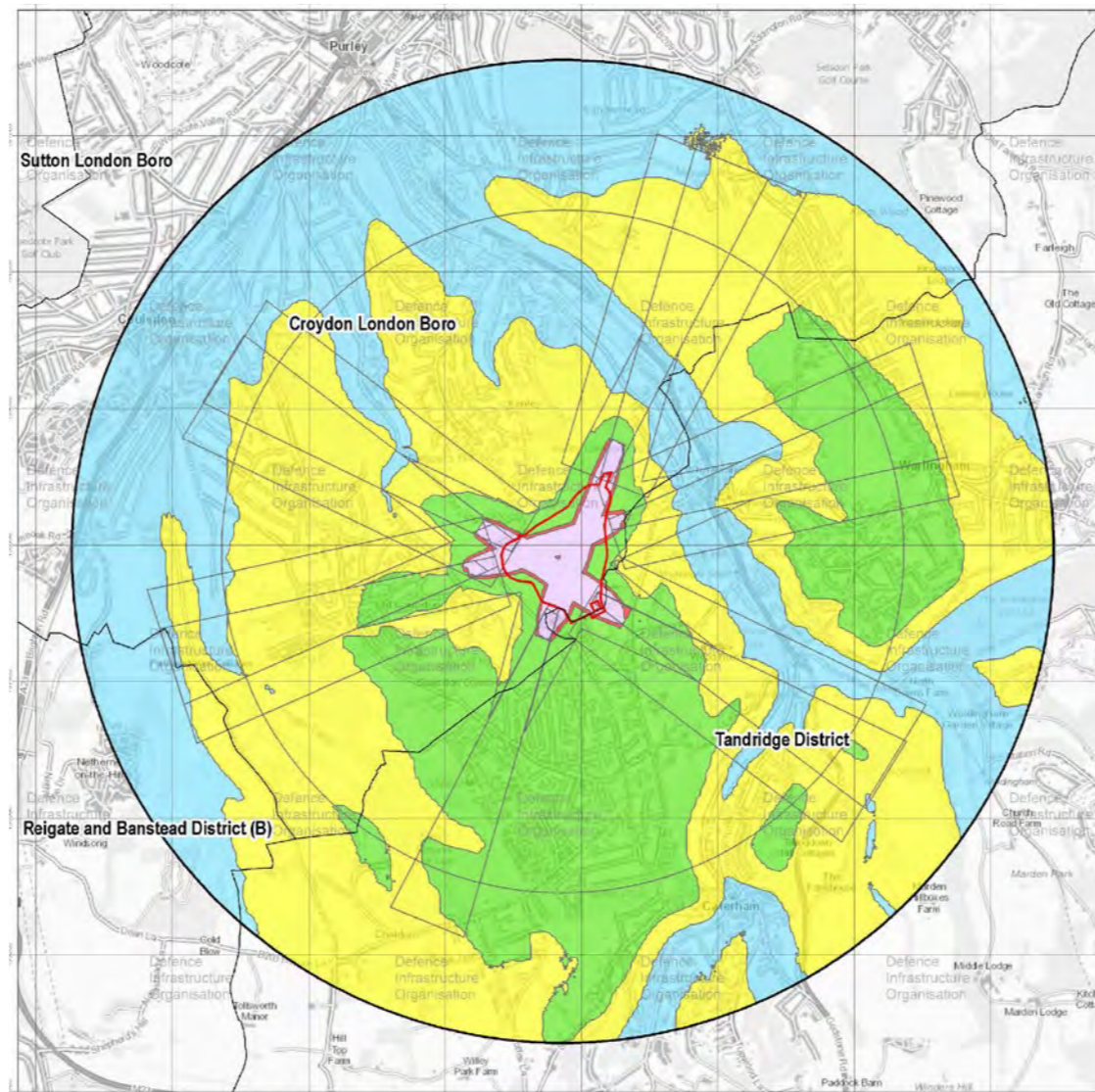
The zone identified as requiring consultation for any form of development or change of use effected the NE corner of the site and was the subject of some compromise. It was agreed that development would be acceptable in this area as long as it was not in excess of 7.5m in height as this is the dimension of the buildings within the Kenley Aerodrome lying directly between this part of the proposal and the flight path to the north.

The 3 houses that are effected by this restriction have therefore been identified on the plans as having lower eaves and ridge heights to fall within this restriction and are the subject of a parameter plan which accompanies this application.



Parameter Plan

- Any building, structure or works not to exceed 7.5m in height from ground level
- Any building, structure or works not to exceed 10.7m in height from ground level



RAF Kenley Official Safeguarding Plan



Buildings within Kenley Aerodrome with a height of 7.5m



RAF Kenley Official Safeguarding Plan (context)



# 6.0

Proposals





## 6.0 Proposals

### 6.1 Site Layout Proposals

The proposals are supported by a suite of consultant reports, justifying the approach and general configuration of the layout. This is expanded in the parameter plans in Section 6.

The footprint “figure ground” has been considered and honed to reflect the “wartime character” which the Conservation Officer promotes as the driver of any development on this draft allocated site.

The linear avenue, courtyard and northern ‘quadrangle’ arrangements culminate at the central pedestrian axis and vista to the airfield. This ‘backbone’ to the site leads from the listed building northwards and is emphasised by the enclosure and scale of the buildings aligning the route. These linear terraces frame the views north and south and the “tightened” townscape provides a heart to the new community.

The proposals are for two, two and a half storey and three storey dwellings. This is based on the scale of the central listed building which, although two “commercial” storeys, equates to three domestic storeys in scale.

The taller buildings are concentrated on defining the northern vista as the central focus of the proposals. Public art and landscaping will emphasise this axis and view northwards. The linear vista is set within the wider northern ‘quadrangle’ of lower perimeter buildings with the eastern dwellings overlooking the parkland. This, with the avenue provide permeability around the listed building in its wider sylvan setting.

Victor Beamish Accessway is an uninterrupted avenue of trees with well spaced houses, reflecting the character of Caterham on the Hill. This connects the southern courtyard and northern quadrangle sites. The parkland to the east provides pedestrian connectivity south-north as an attractive meandering pathway.

Amendments were made to the land parcel to the west of Victor Beamish Avenue to address heritage comments. The updated proposals continue to introduce a looser grain and density on this land parcel, with built form successfully dispersed and separated by large expanses of green space. Equally, properties continue to be sited back from the street edge to retain the sense of openness upon entering the conservation area along the linear route of Victor Beamish Avenue. This has now been enhanced through the removal of 3 units, presenting the opportunity to create a view into the southern land parcel and further contributing to a sense of openness and permeability with the reduction in building density

Further detailed discussions with the tree officer resulted in the further reduction of 4 units along the western boundary to allow for the retention of additional trees which were considered to be of particular importance.

Late consultation with the MoD led to the reduction in ridge height of plots 68- 70 so as to comply with the Kenley Official Safeguarding Plan and the inclusion of a Parameter Plan within the application to fix this constraint.



Proposed Site Layout



## 6.0 Proposals

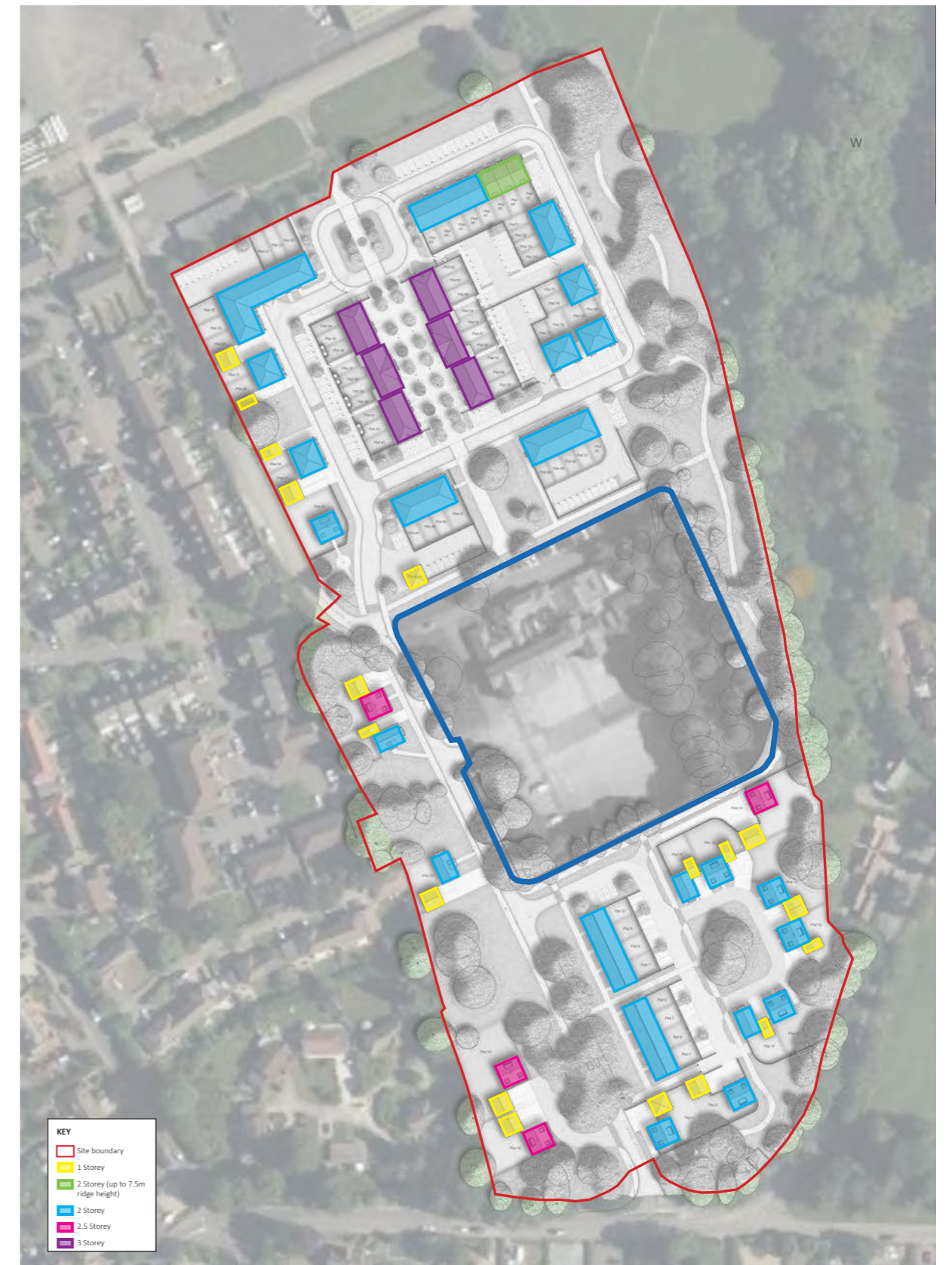
### 6.2 Building Heights

The building heights diagram illustrates that the taller buildings are concentrated inboard to clearly define the central pedestrian axis and northern vista. The existing boundary residential is two and two half storeys and the majority of the proposed dwellings reflect this scale.

There are 3 properties in the north east corner of the site which are restricted to 7.5m max ridge height to reflect the constraints of the MoD Kenley Official Safeguarding Plan.

The two and half storey houses are primarily along the western avenue, with the dwellings at the entrance as “gatehouses”, emphasising the sense of arrival. The avenue particularly illustrates the extent of tree retention within the proposals.

These mature existing trees exceed the heights of the listed building providing canopy and screening, particularly along the eastern parkland. The neighbourhood plan advocates that this view, from Whyteleafe to the east “be protected and where possible enhanced”.



Building Heights Diagram



## 6.0 Proposals

### 6.3 Residential Mix

A mix of dwelling sizes will provide homes for a range of occupiers from starter 2 bed homes up to 5 bedroom detached properties. These are distributed across the site as colour coded on the diagram opposite.



Residential Mix Diagram



# 6.0 Proposals

## 6.4 Residential Tenure

The 80 dwellings consist of 32 affordable and 48 private dwellings with the affordable arranged to the northern quadrangle, including the properties overlooking the parkland, providing natural surveillance and with immediate access to the wider parkland amenity.

Red Line Site Area 4.4Ha- 18.1 Dwellings per Hectare

The Tenures Are:-

Affordable Rented Summary					
Reference	House Type	Total Parking	Area ft <sup>2</sup>	No. units	Total Area ft <sup>2</sup>
2BTBA	2 Bed Terraced Block House	9	850	4	3,401
2BTA	2 Bed Terraced House	11	753	5	3,767
3BTA	3 Bed Terraced House	29	1,001	13	13,014
3BTBA	3 Bed Terraced Block House	14	1,001	6	6,006
3BSNA	3 Bed Semi Narrow House	10	1,001	4	4,004
				<b>32</b>	<b>30,193</b>

Private Summary					
Reference	House Type	Total Parking	Area ft <sup>2</sup>	No. units	Total Area ft <sup>2</sup>
2BTBP	2 Bed Terraced Block House	9	850	4	3,401
2BSP	2 Bed Semi House	0	850	0	0
3BTBP	3 Bed Terrace Block House	34	1,001	15	15,016
3BTP	3 Bed Terraced Wide House	14	1,249	6	7,492
3BSNP	3 Bed Semi Narrow House	18	1,001	8	8,008
3BSWP	3 Bed Semi Wide House	0	1,109	0	0
3BDP	3 Bed Detached House	9	1,109	4	4,435
4BDP	4 Bed Detached House	23	1,389	7	9,720
5BDP	5 Bed Detached House	13	1,722	4	6,889
				<b>48</b>	<b>54,961</b>

<b>Total</b>		<b>192</b>		<b>80</b>	<b>85,154</b>
	Allocated spaces	185			
	Visitor spaces	21			

Affordable:Private

40%



Amount Diagram



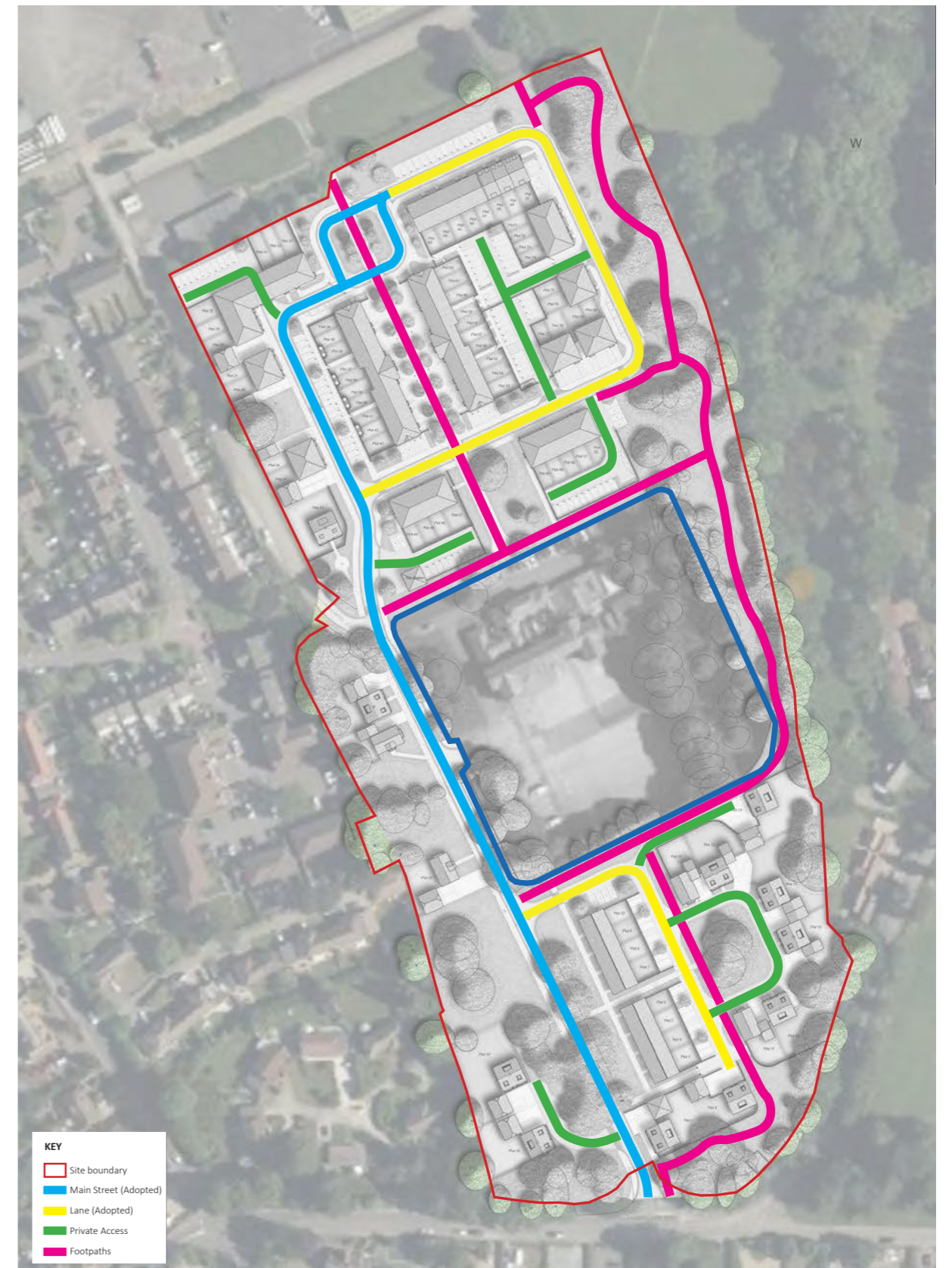
## 6.0 Proposals

### 6.5 Movement Hierarchy

The movement diagram emphasises the avenue as the “main street” of the proposals with lanes and private access ways of this primary spine road. This emphasises the north-south orientation of the proposals.

The private access ways lead off the parking courts, concealing cars behind buildings, with a pend access to a parking court to the north western end of the avenue.

The “map” of footpaths (pink) encompass the listed building and delineate the vista (and view) northwards, with east-west connectivity to the less formal, meandering footpath through the parkland to the east.



Movement Hierarchy Diagram



## 6.0 Proposals

### 6.6 Parking Provision / Allocations

Based on the proposal layout there are 179 private parking spaces. In addition, 21 visitors spaces are dispersed throughout the layout.



Parking Provision Diagram



## 6.0 Proposals

### 6.7 Public Open Space Assessment

There is 16,402sqm (1.64Ha) of public open space across the site. The neighbourhood plan advocates (under Boundary Treatment) that “trees are located (in front and) back gardens to create and maintain a “leafy streetscene” Hence trees to the south (east) particularly are within back gardens continuing the green perimeter of the parkland. There are considerable trees surrounding the existing listed building site also, all contributing to the verdant character.

Public open space therefore covers nearly 35% of the overall allocated site area.



Public Open Space Diagram



# 6.0 Proposals

## 6.8 Landscape Character Areas

As landscape led proposals it is the overall verdant character and the character of these public open space areas which will be visible moving through the scheme:-

The Scarp Landscape DAS promotes considerable new trees that are located throughout the site which will emphasise the structure of the layout, particularly the north-south orientation and the vista northwards.

### Woodland Fringe

- Retention of existing mature trees and groves.
- Opportunities for 'play on the way' and pockets of naturalistic woodland play.
- Enhancement of existing landscape with shade tolerant planting to boost on-site biodiversity and ecology.




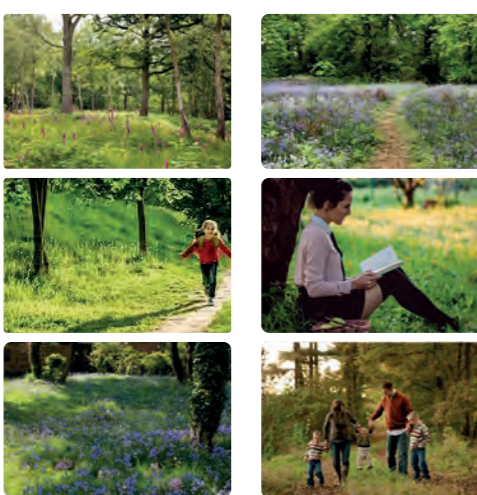

### Green Pockets

- Lush and quiet open lawn spaces for recreation and relaxing.
- A planting palette prioritising year-round interest and ecological value.
- Retention of existing trees.




### Woodland Glade

- Opportunities for pockets of soft open space within existing tree belts.
- Retention of existing mature trees and thickets surrounding woodland meadows.
- Inclusion of variety of wildflower planting in order to create attractive lawns and boundaries to the glades.

### Green Connectors

- High quality hard landscaping integrated with soft planting.
- Introduce sustainable drainage where possible including permeable paving.
- Provide comfortable and attractive threshold between vehicular access points and pedestrian spaces.




### SUDs & Streetscape

- Softening the streetscape with a network of small-scale interventions including rain gardens, swales and tree planting.
- Play on the way opportunities connecting to larger play spaces.
- Framing key views and thoroughfares.




### Proposed Tree Typologies

- Prunus avium
- Sorbus acuparia
- Salix caprea
- Betula pendula
- Acer campestre
- Sambucus nigra
- Crataegus x lavalleei 'Carrierei'
- Tilia cordata
- Quercus robur
- Platanus x acerifolia





# 7.0

## Design Matters





## 7.0 Design Matters

### 7.1 Design / Materials

In contrast to the landscaping the built forms are all envisaged as brickwork, consistent with the central listed building.

The existing residential to the east has a consistent red/brown hue but the military building has a more muted colour palette, with red brick detailing to lintels / the like.

The proportions and detailing of the listed building provide a basis for interpreting the design of the built forms with gables, detailing etc, but it is the bulk / mass / scale which this outline application considers.

Hence the design intent is that a similar interpretive character and materials are applied throughout to the architecture, set within the wider, and more diverse landscape settings.





## 7.0 Design Matters

### 7.2 Model of Site Layout

The bulk / mass / scale of the proposals is considered in model form, set within aerial views of the existing figure ground.

The figure ground used to continually test the emerging proposals is generated into a block model. This model is not the final layout but illustrates work in progress and the overall aspirations of the proposals.

The model is used to generate street scene views illustrating the design intent.





## 7.0 Design Matters

### 7.3 Wider Model Of Site Layout

The terrace to the southern courtyard is relocated southwards to centre on the public space in the "final" proposals.





## 7.0 Design Matters

### 7.4 Sketches of Site Layout

#### Victor Beamish Avenue

The model is viewed at eye level to consider street scene views of the proposals, the predominance of mature trees and the effectiveness of 'end stop' building are evident in this view.



Illustrative View



Illustrative Massing Model



Illustrative View

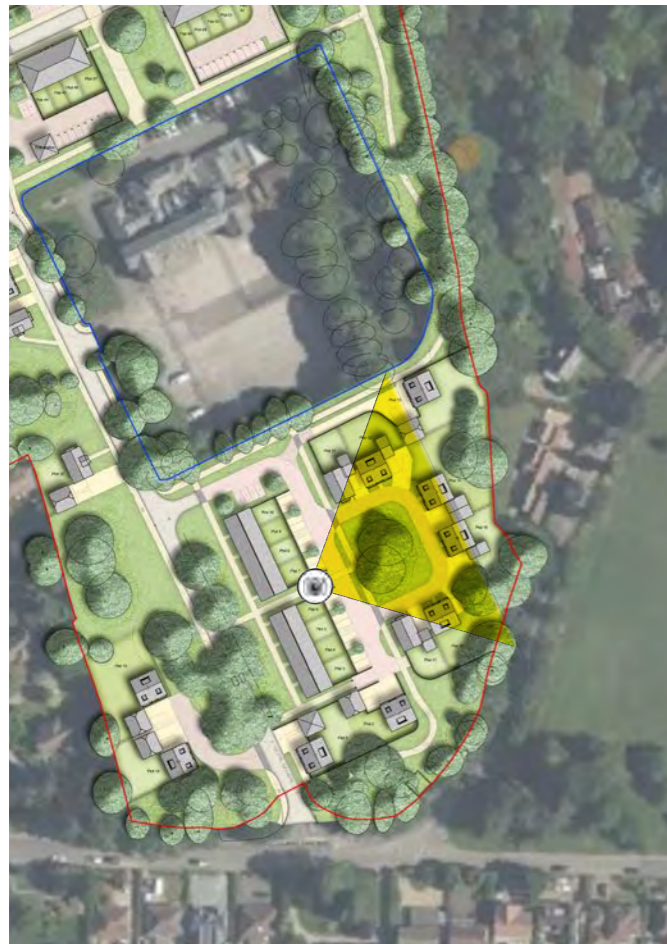


## 7.0 Design Matters

### 7.4 Sketches of Site Layout

#### Southern Courtyard

The dwellings are arranged around a courtyard of retained central trees. The sense of enclosure and sense of community are evident in this view.



Illustrative View



Illustrative Massing Model



Illustrative View



## 7.0 Design Matters

### 7.4 Sketches of Site Layout

#### Northern Quadrangle

The central focus of the northern quadrangle is visualised, emphasising the linear vista and view northwards towards the airfield, with the potential for public art on the visual axis



Illustrative View



Illustrative Massing Model



Illustrative View



# 8.0

## Technical Matters





## 8.0 Technical Matters

Technical matters will be considered at detailed design stage, to accord with all current legislation at that time. This section provides an overview of technical matters which will be integral to the detailed design process

### 8.1 Sustainability Strategy

The sustainability strategy for the outline proposal has been developed in accordance with relevant policies set out by Tandridge District Council.

The image to the right provides an overview of the sustainability measures integrated into the scheme and demonstrates the client and design team's aspirations to meet and exceed planning policy requirements.

#### Energy and carbon

- Fabric first approach to minimise energy demand onsite
- Air source heat pumps for low carbon heating supply to all homes.
- Anticipated regulated CO<sub>2</sub> reduction of >50% over Part L 2021 baseline.
- Potential additional savings from PV installation at roof level.

#### Water efficiency and surface water

- Water efficiency sanitary fittings and appliances to achieve 110 l/p/d
- Holistic Sustainable Urban Drainage strategy including permeable paving, swale, rain gardens to be integrated into streetscape and amenity.

#### Landscape and biodiversity

- Woodland fringe along eastern boundary and green pockets with green corridors across site
- Ecology strategy to mitigate and enhance habitats for flora and fauna.



#### Material and waste

- Use of construction materials with high recycled content will be prioritised.
- Diversion of waste from landfill through reduction, as well as offsite recycling and reuse.

#### Health and wellbeing

- Air source heat pumps with no onsite emissions are proposed for all homes to maintain good air quality across site.
- No notable noise impact to future residents and surrounding neighbours.
- Low density development with minimum obstruction to daylight and sunlight access to buildings and amenities.
- Extensive provision of private and public external amenity spaces for an active and healthy lifestyle.
- EV charging points and cycle storage to encourage sustainable modes of transportation.





## 8.0 Technical Matters

### 8.2 Sustainability

All dwellings are to be designed to the Technical Housing Standards as set out in the Nationally Described Space Standards – 2015 (Amended 19 May 2016).

All dwellings are designed to comply with Building Regulations part M4 (2) Category 2 Standards of future adaptability.

The Building Regulations approved documents changed as of 15th June 2022 covering:

*Part F - Ventilation*

*Part L - Conservation of Fuel and Power*

*Part O - Overheating (new section)*

*Part S - Infrastructure for the charging of electric vehicles (new section).*

These revised requirements also have an impact on window sizes, wall thicknesses, and elevation compositions (with regard to orientation). The key requirement is the provision of either a photo voltaic array on each roof or the provision of an Air source Heat Pump for each dwelling (ASHP)

#### Air Source Heat Pumps

Each dwelling is therefore considered to be served by an ASHP. These must be located externally within 300mm of the external face of the building, and be at least 1 metre off the boundary demise in clear air.

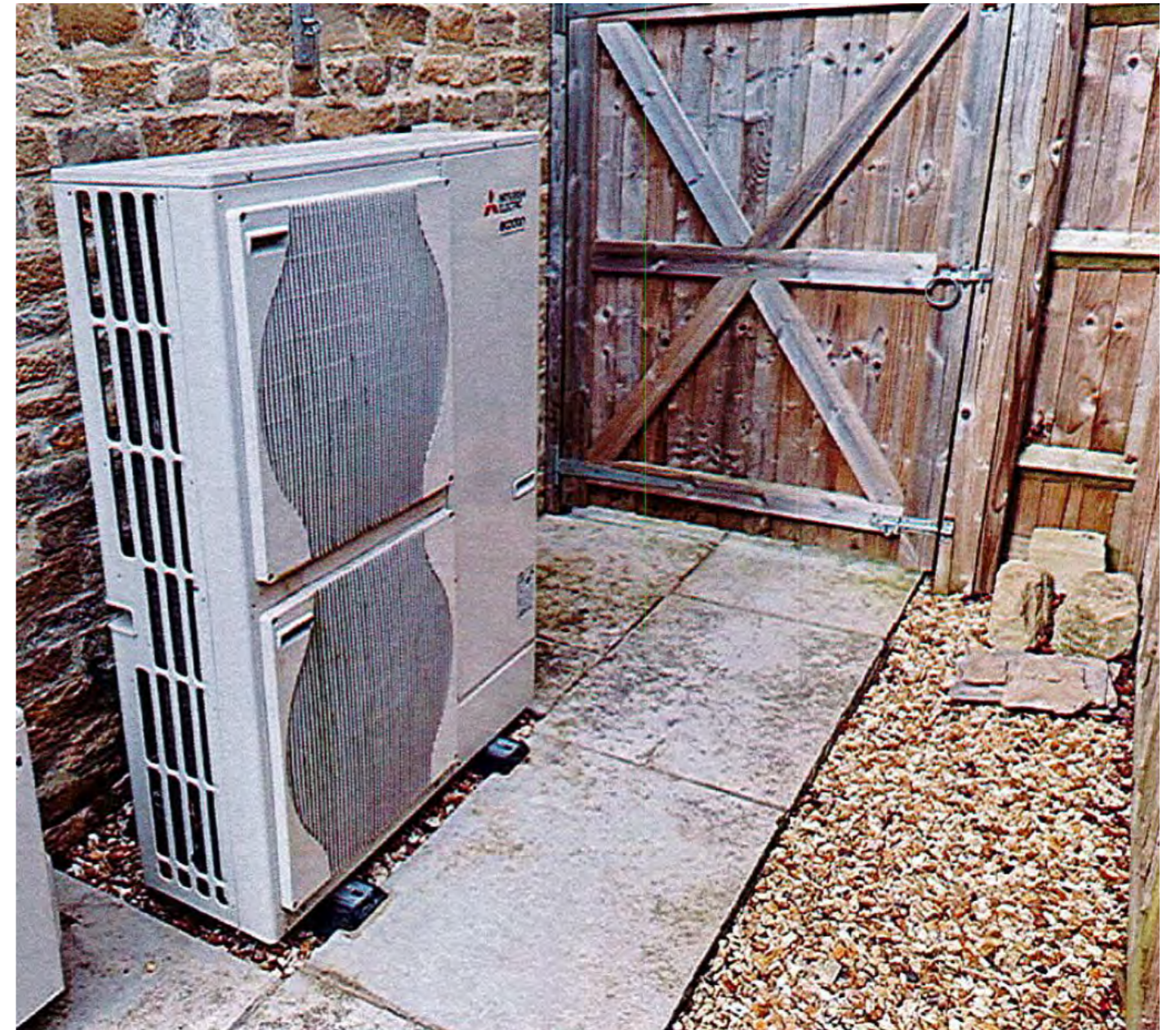
Each ASHP will be sized to serve the specific dwelling, with the provision of an internal cylinder cupboard at least 0.8m square and 2m tall, not more than 15m from the ASHP.



### 8.2 Electric Vehicle Charging

Part S Building Regulations requires that each dwelling had an Electric Vehicle Charging Point (EVCP) serving at least one space within the allocated curtilage.

EVCP's are also provided for visitors to the north and south of the site.



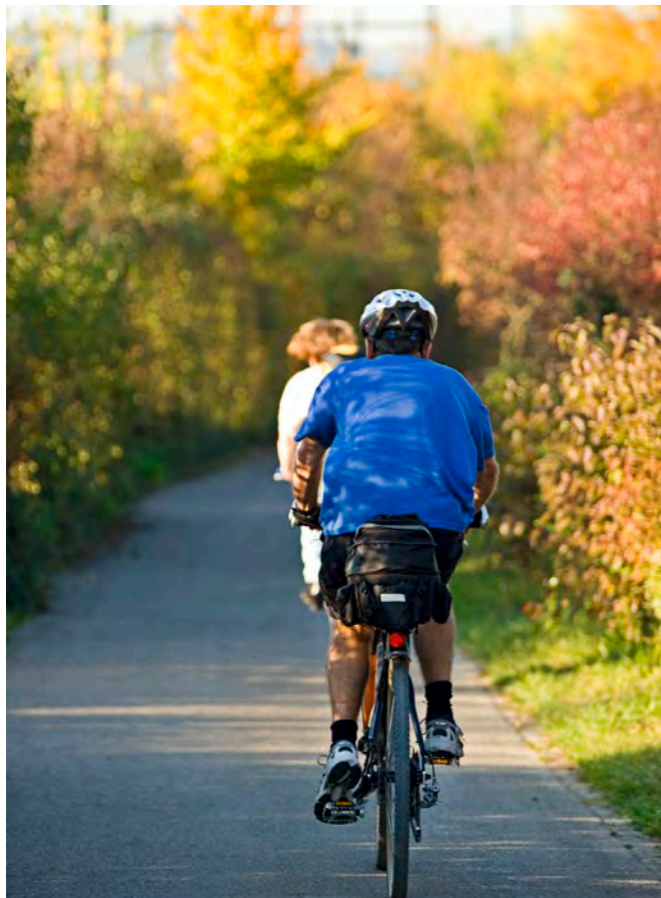


## 8.0 Technical Matters

### 8.3 Materials

Consideration will be given to the use of local materials and suppliers where viable to reduce the transport distances and to support the local economy. Consideration will be given to the following measures:

- Use of 'A' rated materials as assessed using the BRE Green Guide to Specification for Buildings wherever possible
- Use of timber, the source of which is certified by FSC / PEFC or an equivalent approved certification body where practical
- Use of insulation materials with zero ozone depletion potential



### 8.4 Open Space

The provision of good quality recreational and amenity space is an important part of sustainable residential development. The proposed scheme is integrated within the wider landscape framework within the masterplan with easy access via the pedestrian and cyclist movement network. Natural surveillance of open spaces is a design priority.

### 8.5 Home Working

Many of the homes have allocated study areas – or study rooms – to accommodate home working with all IT / Connections



### 8.6 Inclusiveness - Access For All

In accordance with the guidance and requirements for access, the dwellings have been designed to comply with Approved Document Part M of the Building Regulations (2004) and the requirements of the Equality Act (2010):

As M4(2) compliant homes these are capable of future adaptability and conversion as occupancy needs dictate. Hence the dwellings are flexible / adaptable for sustainable living.

### 8.7 Domestic Waste and Recycling

Storage and collection of refuse and recyclable waste has been considered as an integral part of the design process.



### 8.8 Crime Prevention and Community Safety

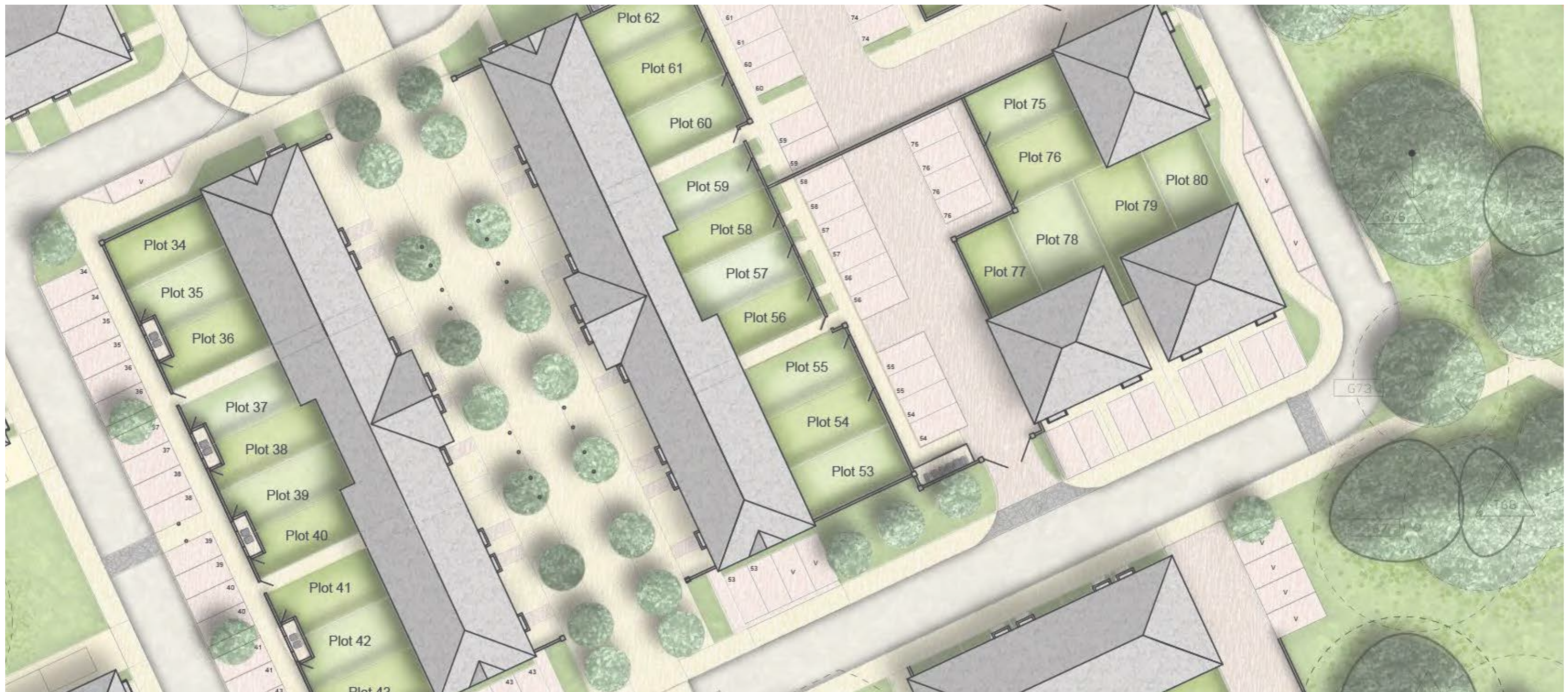
The layout has been designed to prevent crime and the fear of crime in accordance with government guidance set out in "Safer places – the Planning System and Crime Prevention" (Office of the Deputy Prime Minister, April 2004).





# 9.0

## Closing Remarks





## 9.0 Closing Remarks

### 9.1 Closing Remarks

This DAS sets out the considerable constraints and the opportunities this site presents to bring forward cohesive and considered residential proposals. The brownfield site is redundant and has been promoted for allocation as a residential redevelopment site in the draft local plan.

A design framework for the site is therefore set out in the neighbourhood plan and also in the Kenley Aerodrome Conservation Area SPG.

The brown and greenfield character of the site promotes that the proposals are landscaped led, and there is a separate landscape DAS which sets this out, accompanying this outline planning application.

The proposals offer an opportunity to enhance, optimise and respond to the setting of the grade II listed former Institute Building (NAAFI) and preserve the important character and appearance of the wider Kenley Aerodrome Conservation Area. This positive change preserves key elements of its character and appearance including the visual connections between the former Institute building and northern airfield, the retention and enhancement of mature landscaping features, and the re-introduction of domestic character and uses in areas historically associated with the accommodation of military personnel. The layout and design of the new buildings will reflect and interpret the architecture of the remaining grade II listed building which the allocated sites encompass.

The proposed and existing (historic) disposition of built forms demonstrates a low density landscape led proposition to providing housing on this site. Adhering to a heritage and tree retention focus, the proposed formal urban grain and north-south orientation reflects the pattern of the site's historic evolution, as a campus of buildings interwoven with open spaces of mature and new trees. The proposals also respect the more recent neighbouring development and views to and from the site.

The proposal comprises 80 residential dwellings across the allocated site, including 32 affordable houses (40%). This equates to a density of less than 20 dwellings per hectare, with almost a third of the site maintained as accessible and usable public open space.

As an outline planning application the National Design Guide (ten) characteristics are considered to be reasonably addressed in this submission, by delivering a high quality residential development on a disused brownfield site in a highly sustainable and desirable location.



The ten characteristics of well designed places (National Design Guide, September 2019)







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