

4.0 Design Analysis

4.7 Transport

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

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

Access Arrangements

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

Internal Layout

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

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

Parking Provision

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

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

Cycle Parking

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

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

SCC Cycle Parking Standards

Servicing and Refuse Collection

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



Sweep Path Analysis

4.0 Design Analysis

4.8 Flood Risk & Drainage

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

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

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

Their report concludes:-

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

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

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



Historical Flooding



Historical imagery from 2003

4.0 Design Analysis

4.9 Opportunities

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

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



Longest view looking past airfield buildings



Existing mature trees



5.0

Design Process



5.0 Design Process

5.1 Initial Concept Plan

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

North Site

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

South Site

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

Connectivity

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

Architectural precedent/reference images



5.0 Design Process

5.2 Initial Pre-Application (Summer 2022)

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

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



Initial Concept Layout - SK04 - May 2022

5.0 Design Process

5.3 Pre-Application - Follow Up 30th August 2022

The emerging layout work was “tested” against the wartime / post war character with the proposed built form distribution reasonably reflecting that of the barracks footprints. This approach was acknowledged as reflecting the wartime character.

The neighbourhood plan promotes that “the area has a low to medium density development character mainly made up of detached homes that should be preserved.” Hence the proposals, particularly in the southern site are primarily detached dwellings in a courtyard arrangement around central trees.

This is interspersed with a terrace on to Victor Beamish Avenue, similar to those identified in the character appraisal.

Reflecting the linear nature of the barracks buildings the northern site is also a mix of terrace and smaller dwellings in a formal linear and ‘quadrangle’ layout with strong central axis framing the views to the airfield.



Historic Mapping Overlays

5.0 Design Process

5.4 Public Consultation - Spring 2023

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

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

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



Introduction

Welcome to this consultation session. Thank you for coming. The Craydon and District Education Trust is delighted to present proposals for the development of land at Kenley Campus for 98 new homes in accordance with Tandridge District Council's Draft Local Plan 2019 allocation H5G06. Tandridge District Council has identified land at Kenley Campus (described as Land off Salmons Lane West) as suitable for delivering housing. The draft allocation seeks to remove the site from the Green Belt through an alteration of the Green Belt boundary.

The draft allocation requires:

- The provision of 98% affordable housing
- Development will conserve and enhance the conservation area and the setting of nearby heritage assets, including the support of the local historic environment and conservation areas in accordance with the Kenley Aerodrome Conservation Area.
- In keeping with the heritage value of the site, any new development of the Conservation Area will be sited away from development primarily to the north and east of the site and will be separated from the existing development by a buffer zone.
- Proposals should respect the historical and archaeological significance of the site and the Kenley Aerodrome Conservation Area.
- Development should be designed to enhance the landscape and provide a high quality of design and materials.
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Consultant Team

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

- OSP Architecture**
- Managers Estate LLP**
- Motion**
- moion**
- Daniel Walsh**
- Cratus**

Site Constraints

The principal constraints presented by the site are:

- Conservation views from the site to the north and east
- Some trees covering across the site, many of which are listed
- Existing residential development along the east and western boundaries
- The site is located by Victor Beaman Avenue

Site Constraints

The Heritage of RAF Kenley

Heritage Assets at Kenley

A combination of national and local heritage designations are found at RAF Kenley. In terms of national designations, these consist of the Grade II listed former Mess, the Grade II listed former Officers Mess and the Grade II listed former Mess. The site is also a Scheduled Monument covering the airfield. The site is also a Grade II listed former Mess and the site is also a Grade II listed former Mess.

Summary of Significance

Kenley's key heritage significance derives from two factors. These are its considerable historical and archaeological interest, and its association with the Royal Flying Corps. The site is also a Grade II listed former Mess and the site is also a Grade II listed former Mess.

Heritage

The History of RAF Kenley

Open the curtains of the First World War, and as the aerodrome on the potential for aeroplanes as successful flying machines grew, a mass production process became essential. In 1914, the Royal Aircraft Factory was established at Kenley. The site was used for the production of aircraft, and the site was used for the production of aircraft.

First World War

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Heritage

The History of RAF Kenley

The RAF expanded its facilities at a number of aerodromes in the early 1920s, with Kenley being one. The new aerodrome was established in 1922, and the site was used for the production of aircraft, and the site was used for the production of aircraft.

Second World War

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Heritage

The History of RAF Kenley

One of Kenley's most documented moments of the Second World War came during the Battle of Britain, with Kenley being one of the aerodromes used for the production of aircraft, and the site was used for the production of aircraft.

Second World War

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Public Consultation Banners

Heritage

The History of RAF Kenley

For many years, being actively retained at Kenley, with the runway now almost completely obscured by the modern city. From the 1920s, a steady number of buildings were built, and the site became a major aerodrome. The site was used for the production of aircraft, and the site was used for the production of aircraft.

Decommissioning and the Present-Day

On 12th July 1983, fifty-two acres of land on the north eastern side of the aerodrome were transferred to the City of London, and the site was used for the production of aircraft, and the site was used for the production of aircraft.

Site Opportunities

The principal opportunities presented by the site are:

- Military heritage provides a strong architectural language
- There is the site of the Listed Dining and Officers Building, known as the Officers' Mess, which is a Grade II listed building.
- The chance to enhance existing paths and green spaces to improve accessibility and health and fitness through the site and beyond
- Enhanced views through the site and significantly improve visual permeability
- The removal of the dilapidated building (which will be replaced)

The Proposals

Proposed site plan

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

Urban Grain

The proposed existing buildings are Grade II listed buildings, and the site is also a Grade II listed building. The site is also a Grade II listed building, and the site is also a Grade II listed building.

The Proposals

Building site distribution plan

The proposals offer an opportunity to enhance the setting of the Grade II listed former Institute Building, and present the important character and appearance of the wider Kenley Aerodrome Conservation Area. This will protect key elements of its character and appearance including the visual connections between the former Institute Building and northern airfield, the retention and enhancement of mature landscaping features, and the re-introduction of domestic character and views in areas historically associated with the accommodation of military personnel.

Building heights & density

- 1 x two bedroom dwellings
- 24 x three bedroom dwellings
- 12 x four bedroom dwellings
- 5 x five bedroom dwellings

Building heights & density

- Dwellings to be between 1-3 storeys high
- Density near best site areas of 4.0ha = 20 units/ha

Access & Parking

Access

- The development will be accessed via Victor Beaman Avenue to all vehicles including servicing and emergency services.
- The masterplan layout has been designed to accommodate refuse, service vehicles and the emergency services.
- Footpaths access is also proposed via the north of the site.

Access & Movement Diagram

Parking

- The layout includes 200 private/unallocated parking spaces including 22 motor parking spaces (policy requirement of 0.2 spaces/dwelling = 10)
- Cycle parking will be within the curtilage of each dwelling
- Parking allocation is based on the following assumptions:
 - 1 bedroom dwelling = 1 allocated space (plus 1 unallocated 0.2 dwellings)
 - 2-3 bedroom dwelling = 2 allocated spaces (plus 1 unallocated 0.4 dwellings)
 - 4+ bedroom dwelling = 3 allocated spaces (plus 1 unallocated 0.6 dwellings)

Landscaping

The proposed landscaping strategy will include:

- Wooded fringes and woodland grasses along the eastern boundary of the site (with existing extensive planting)
- Green pockets predominantly located to the north and west of the site
- Green connections throughout the site
- Sustainable Urban Drainage (SUDS) and streetlights in the demer area of the development of the northern period
- The underpinning aim of the landscaping strategy is to maintain the historic character of the site and introduce green connections and improve biodiversity.

Following this exhibition the consultant team will...

- Carefully consider the consultation responses received through the consultation process
- Refine the proposals accordingly
- Prepare the planning application
- A planning application will be submitted in Summer 2023.

Feedback...

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

5.0 Design Process

5.5 Emerging Figure Ground

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

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

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

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

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

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

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



Emerging Figure Ground

5.0 Design Process

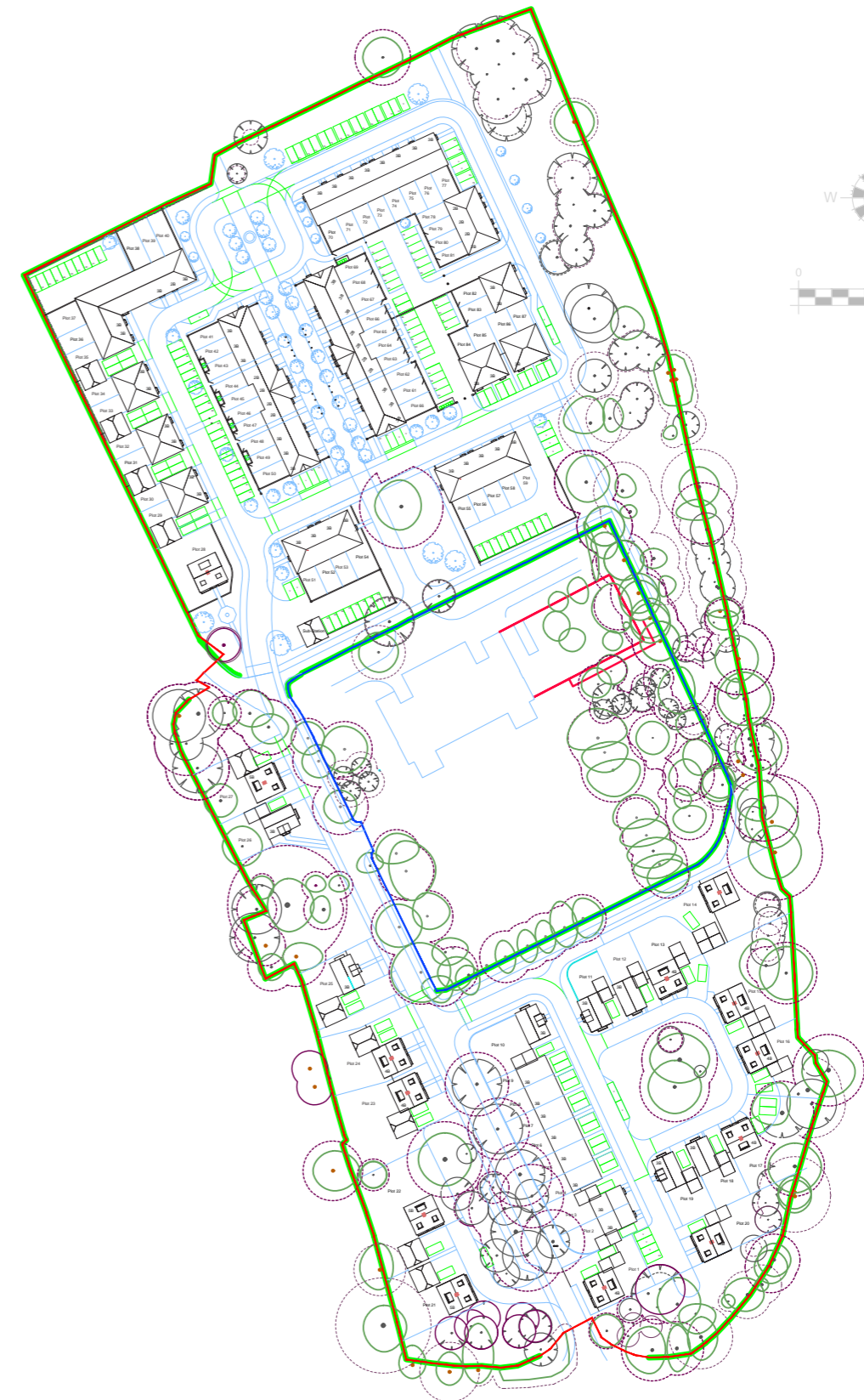
5.6 Emerging Proposals - Summer 2023

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

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

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

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



Proposed Layout