

## 5.0 Design Process

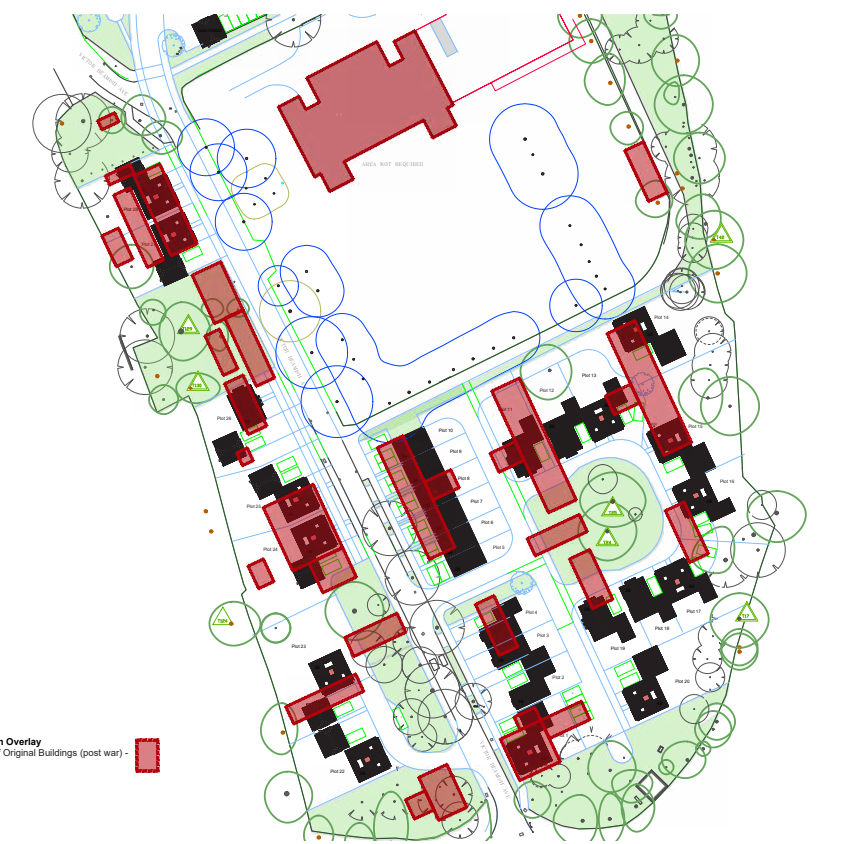
### 5.3 Pre-Application - Follow Up 30th August 2022

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 Croydon and District Education Trust is delighted to present proposals for the development of land at Kenley Campus for 98 new homes in accordance with Tandridge District Council's Draft Local Plan 2019 allocation 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 Grade II listed former Officers Mess and the Grade II listed former Officers Mess and the Grade II listed former Officers Mess
- In keeping with the heritage value of the site, any new development will be designed to be sympathetic to the existing buildings and the surrounding landscape
- Proposed development will be designed to be sympathetic to the existing buildings and the surrounding landscape
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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** - OSP Architecture
- Managers Estate LLP** - Heritage Consultants
- Motion** - Transport Consultants
- David Watney LLP** - Planning Consultants
- Cratus** - Cratus

**Feedback...**

Your views are important to us and will inform the proposals. We have provided a feedback form for you to let us know of any comments you may have. Please take time to view the exhibition and then complete a form before you leave.

### Site Constraints

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**The principal opportunities presented by the site are:**

- Conservation views from the site to the north (and east) west
- Some tree covering across the site, of which are well-sited and of poor quality
- Existing residential development along the east and western boundaries
- Existing residential development along the east and western boundaries

### 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 Officers Mess and the Grade II listed former Officers Mess. The site is also designated as a Grade II listed former Officers Mess. The site is also designated as a Grade II listed former Officers Mess. The site is also designated as a Grade II listed former Officers Mess.

**Summary of Significance**

Kenley's key heritage significance derives from two factors. These are its considerable historical importance as a mass production centre for the aircraft of the RAF, and its role as a centre of aviation activity. The site is also designated as a Grade II listed former Officers Mess. The site is also designated as a Grade II listed former Officers Mess. The site is also designated as a Grade II listed former Officers Mess.

### Heritage

**The History of RAF Kenley**

Open the curtains of the First World War, and as the aerodrome on the potential for aeroplanes as successful flying machines grew, a mass production process became essential. In 1917, the Home Office, in collaboration with the Ministry of Aircraft Production, set up a factory to produce aircraft components. The factory was located at Kenley, and it was here that the first British-made aircraft were produced. The factory was located at Kenley, and it was here that the first British-made aircraft were produced.

**First World War**

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### Heritage

**The History of RAF Kenley**

The RAF expanded its facilities at a number of airfields during the early 1930s, with Kenley being one. The new building programme at the aerodrome was undertaken by J.B. Edward, which would establish Kenley purely as a fighter station, with the construction of barracks blocks, officers' and sergeants' messes, stores, workshops and an institute. As the Second World War approached, RAF Kenley was placed on a war footing and in August 1939, two concrete runways were laid to provide all-weather landing facilities for the more powerful fighter aircraft now in service. A perimeter track and a collection of taxi-pieces each capable of holding two aircraft, were constructed in early 1940, dispersed as widely as possible around the aerodrome to separate the aircraft during potential future raids. Over the course of 1940, Kenley accepted training aircraft from Belgium and France, which it also shared an integral part in providing cover for the evacuation of Dunkirk in June 1940.

**Second World War**

One of Kenley's most documented moments of the Second World War came during the Battle of Britain, with Kenley being one of the most active airfields in the Home Counties during the air battles between 10th July and 31st October 1940. On 10th August 1940, the airfield sustained its most serious damage, following a bombing raid by the Luftwaffe, with three aircraft hangars catching fire. The aerodrome was destroyed alongside Hurricanes and Spitfires. Bomber Command accepted training aircraft from Belgium and France, which it also shared an integral part in providing cover for the evacuation of Dunkirk in June 1940.

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## Public Consultation Banners

### Heritage

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**Decommissioning and the Present-Day**

For many years, flying activity remained at Kenley, with the runway now almost completely unusable. In the 1950s, a steady number of activities were established, with the station becoming little more than a dormitory area for Ministry of Defence personnel stationed elsewhere. Several early buildings were consequently demolished in the southern portion of the site to make way for Married Quarters, taken over by the army in 1977. The station was closed in 1974, although an RAF garrison remained based on the aerodrome. The Officers Mess became derelict and subject to vandalism, though it was later bought by the Home Office for conversion into a radio technology laboratory. It is derelict once more today. The aerodrome was converted into a gliding school, whilst in the 1980s, the Officers Mess and the first Bomber hangar were subsequently demolished.

### 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 (OM), which is a Grade II listed building. The OM is a Grade II listed building. The OM is a Grade II listed building.
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### The Proposals

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.

This has resulted in a proposal which seeks to restore and celebrate important historic buildings through the site and establish both a visual and functional relationship between the former flying field and the grade II listed former Bomber hangar, which sits at the heart of the southern land parcel at Kenley.

### The Proposals

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 uses in areas historically associated with the accommodation of military personnel.

**Urban Grain**

The proposed existing 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 Proposals

The proposals comprise 98 residential dwellings across the site including 96 affordable dwellings. The mix is as follows:

- Private ownership mix:**
  - 11 x two bedroom dwellings
  - 24 x three bedroom dwellings
  - 12 x four bedroom dwellings
  - 5 x five bedroom dwellings
- Affordable homes mix:**
  - 6 x two bedroom dwellings
  - 30 x three bedroom dwellings

**Building heights & density:**

- Dwellings to be between 1-3 storeys high
- Density near best site area of 4.6ha = 20 units/ha

**Building heights plan**

**House distribution plan**

### Access & Parking

**Access**

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

**Access & Movement Diagram**

**Parking**

- The layout includes 200 private/allocated parking spaces including 22 motor parking spaces (policy requirement of 0.2 spaces/dwelling = 198)
- 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 0.2 dwellings)
  - 4+ bedroom dwelling = 3 allocated spaces (plus 1 unallocated 0.2 dwellings)

### Landscaping

**The proposed landscaping strategy will include:**

- Wooded fringes and woodland glades 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 parcel.
- 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 Proposals

### 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

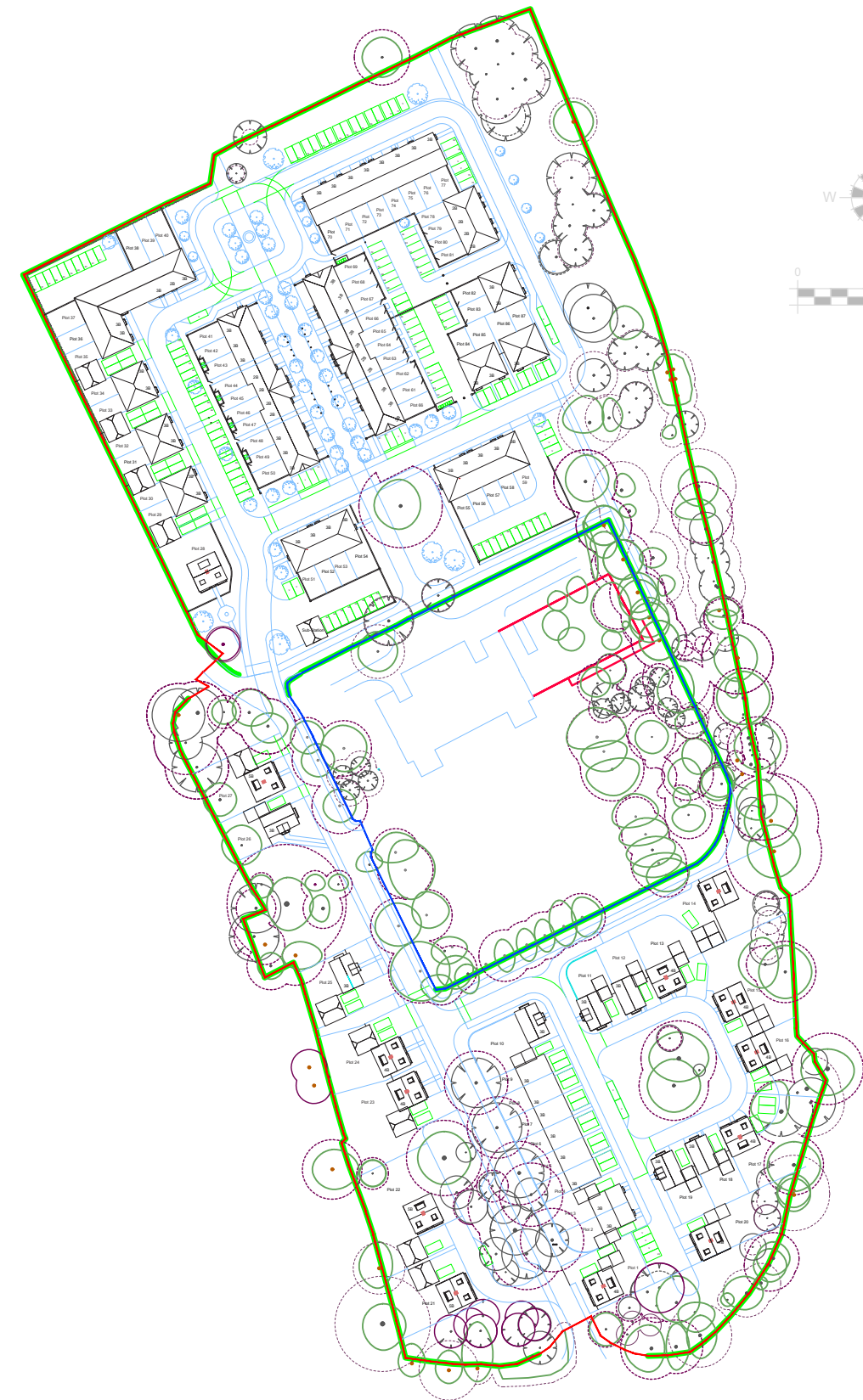
### 5.6 Emerging Proposals - Summer 2023

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



# 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 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 sylvian 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.



Proposed Site Layout



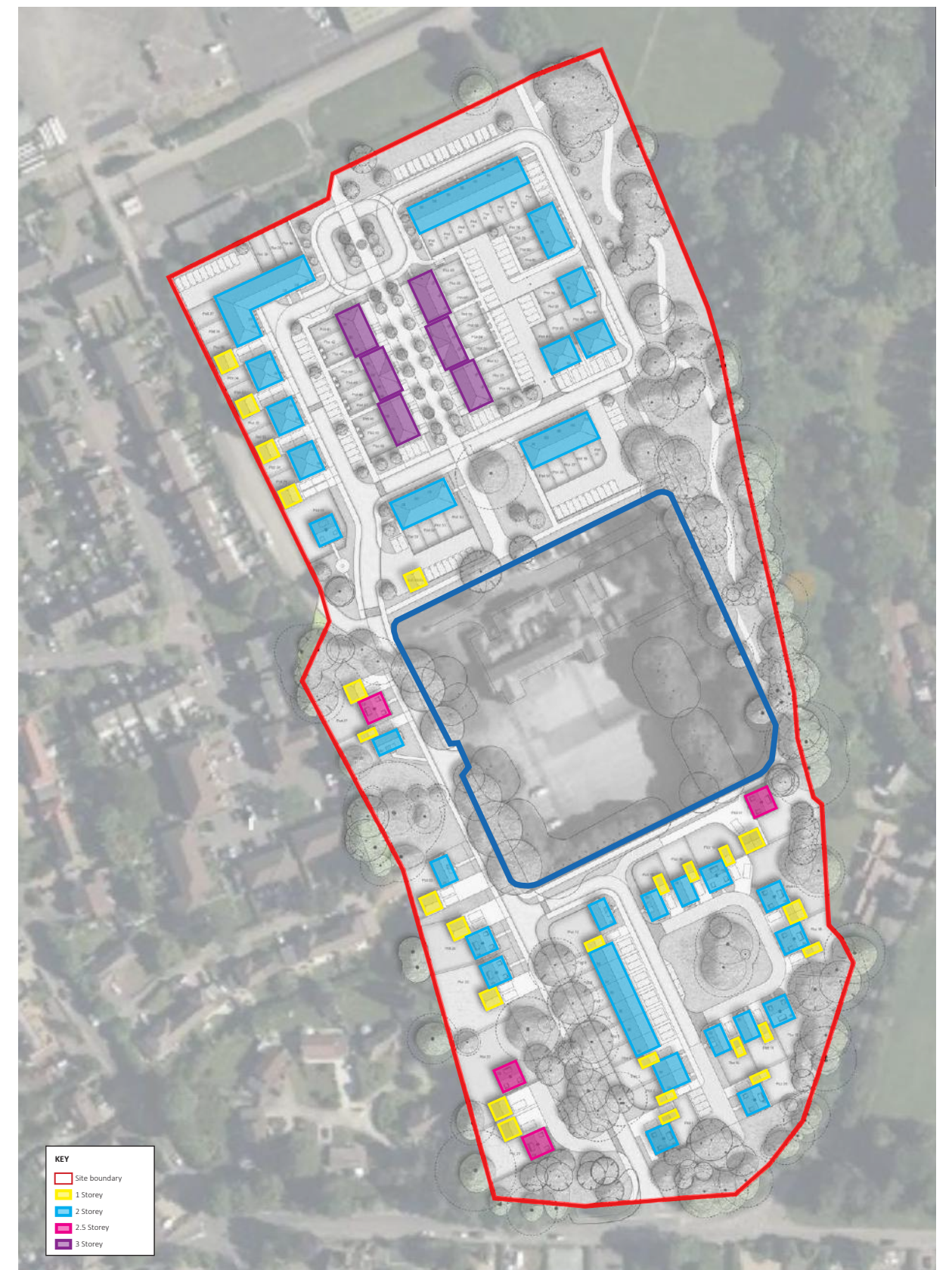
## 6.0 Proposals

### 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.

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