

## 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



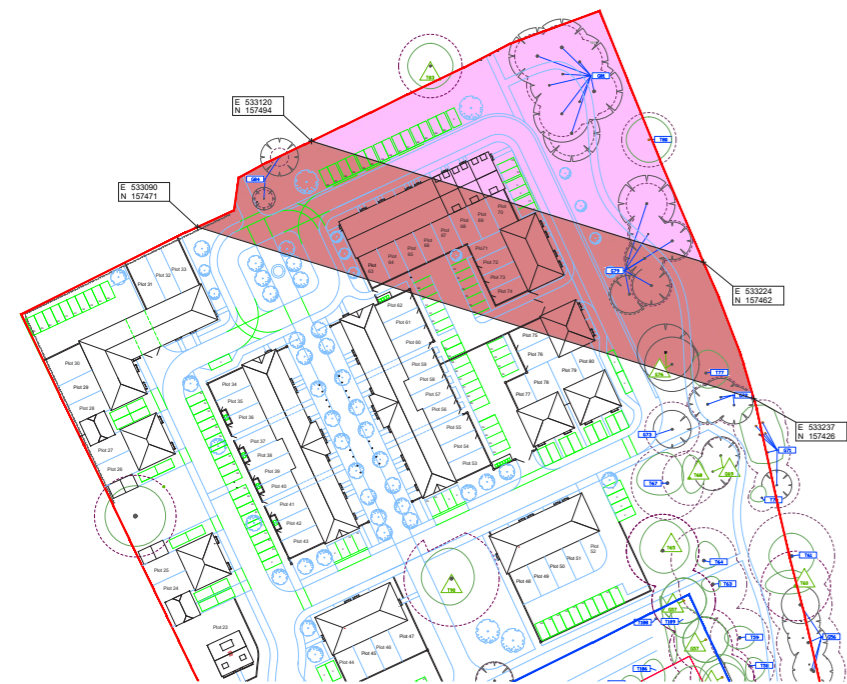
# 5.0 Design Process

## 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.

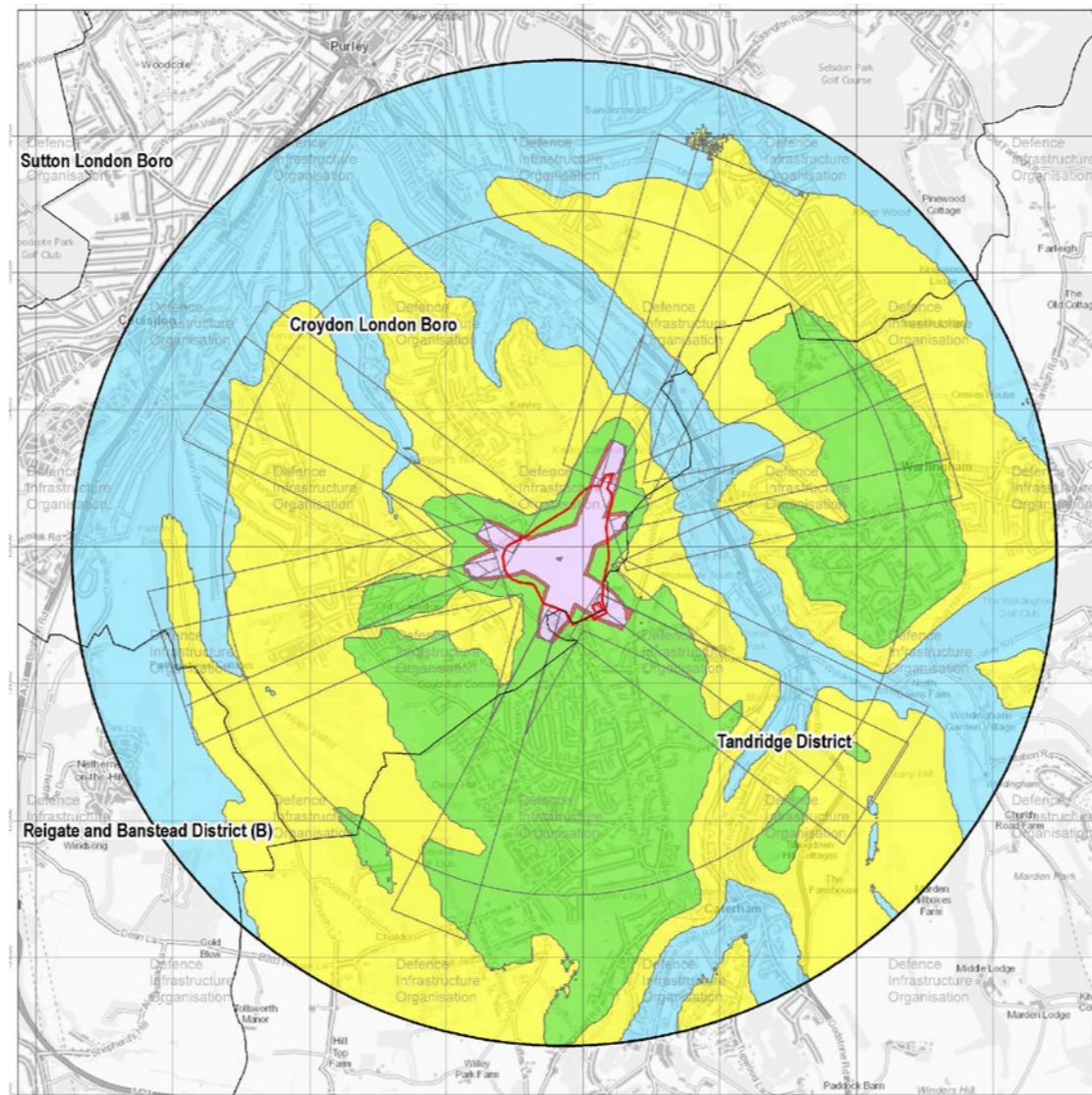
The zone identified as requiring consultation for any form of development or change of use effected the NE corner of the site and was the subject of some compromise. It was agreed that development would be acceptable in this area as long as it was not in excess of 7.5m in height as this is the dimension 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 40 affordable and 40 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

### Schedule of Accommodation:

Affordable Summary				
Reference	House Type	Area ft <sup>2</sup>	No. units	Total Area ft <sup>2</sup>
2BTBA	2 Bed Terraced Block House	850	4	3,401
2BTA	2 Bed Terraced House	753	8	6,028
3BTA	3 Bed Terraced House	1,001	13	13,014
3BTBA	3 Bed Terraced Block House	1,001	11	11,012
3BSNA	3 Bed Semi Narrow House	1,001	4	4,004
			<b>40</b>	<b>37,459</b>

Private Summary				
Reference	House Type	Area ft <sup>2</sup>	No. units	Total Area ft <sup>2</sup>
2BTBP	2 Bed Terraced Block House	850	1	850
2BSP	2 Bed Semi House	850	0	0
3BTBP	3 Bed Terrace Block House	1,001	10	10,011
3BTP	3 Bed Terraced Wide House	1,249	6	7,492
3BSNP	3 Bed Semi Narrow House	1,001	8	8,008
3BSWP	3 Bed Semi Wide House	1,109	0	0
3BDP	3 Bed Detached House	1,109	4	4,435
4BDP	4 Bed Detached House	1,389	7	9,720
5BDP	5 Bed Detached House	1,722	4	6,889
			<b>40</b>	<b>47,405</b>

<b>Total</b>		<b>192</b>	<b>80</b>	<b>84,863</b>
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Affordable:Private

50%



Tenure Distribution Diagram



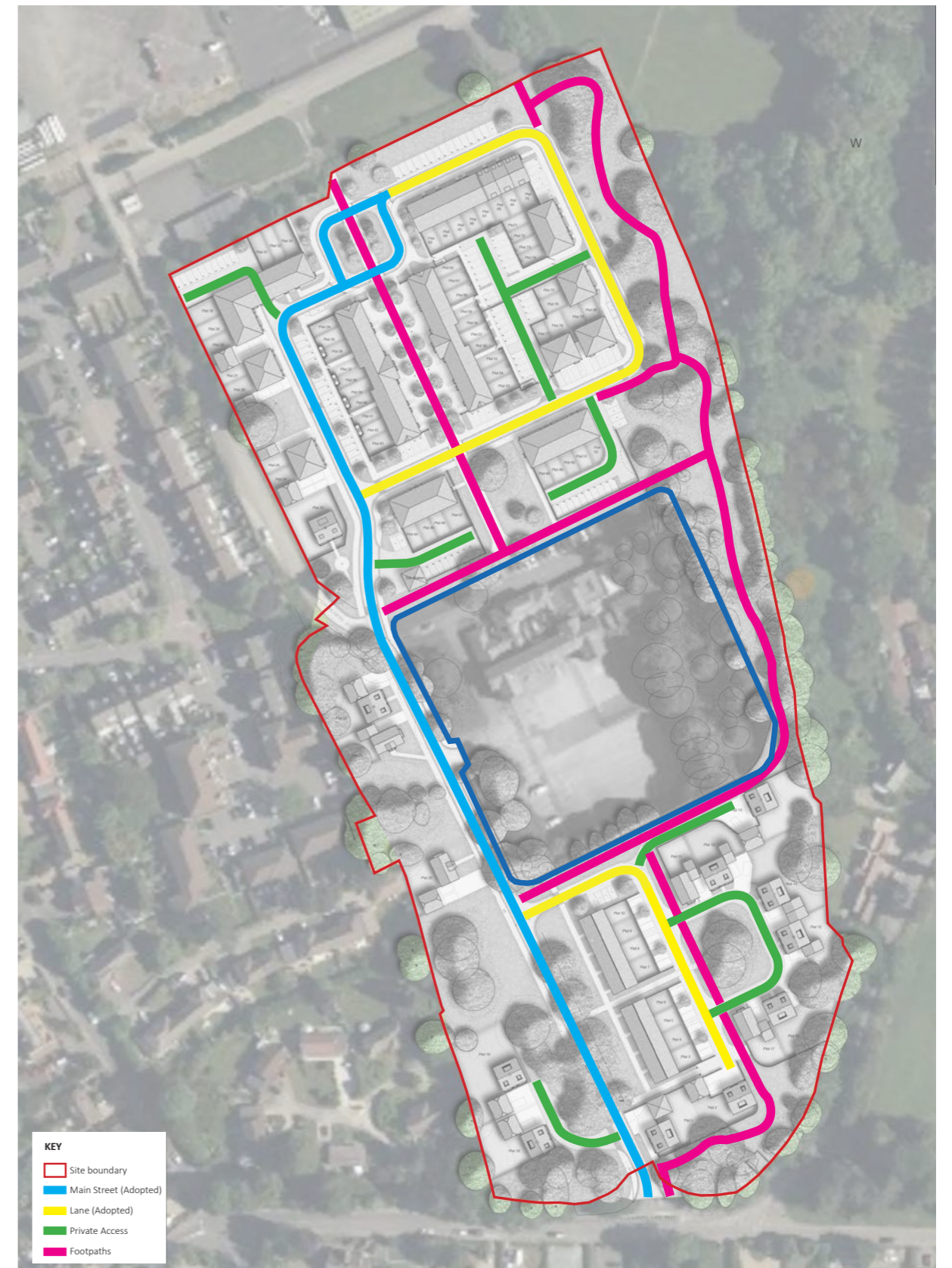
## 6.0 Proposals

### 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