

# CR3 FORUM NEIGHBOURHOOD PLAN

## SITE ASSESSMENT CHECKLIST

### 1. Site Details

- a. What is the site's name/reference?

CR3NPCOH3005 NAAFI Victor Beamish Avenue

- b. Where is the site located?

East of Victor Beamish Avenue (formerly Caterham Close), Caterham on the Hill - site also includes a strip of land to the west of V B Avenue.

- c. What is the site description?

This site includes former Kenley Airfield buildings and other heritage assets, plus the surrounding area. Site includes Grade II Listed building formerly used as NAAFI and for other purposes, also former engineering workshops (now semi-derelict), parade ground, &c. The site is in the Metropolitan Green Belt and forms part of the Kenley Airfield Conservation Area. The site is surrounded by a tall wire fence.

- d. What are the adjoining uses to the site?

Kenley Airfield (in Croydon LB) to the north (including buildings in active use as glider base), former Airfield Officers' Mess (Listed Grade II) on land to the north east (also including a club house), houses with extensive gardens to east, Manor Green (aka Salmons Lane Green) to south, former MoD houses and new housing estate to west of Victor Beamish Avenue

- e. What is the site area (hectares)?

Thought to be around 5.65 ha - needs to be checked.

- f. What is the existing land use?

The site is currently not in use.

- g. Who is/are the owner(s) of the site?

Understood to be Croydon & District Education Trust (CADET)

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h. What is the site's planning history?

This site has an extensive and complex planning history. Over the past 15 years, ownership has passed from the MoD to Cala Homes and then to the present owners CADET. Prior to the transfer of this site from the MoD to Cala Homes, there was permission to build about 100 houses on the site, using the MoD's exemption from many planning regulations. After it was discovered that this housing was not needed for MoD operational purposes, this scheme was dropped.

Applications by CADET have included TA/2004/903 (conversion of Grade II Listed Building to private faith school) and TA/2003/474 (conversion of workshop to faith meeting room). These were approved but not implemented.

The most recent application, covering part of the site, was for conversion and extension of a (semi-derelict) workshop to form a private faith school for CADET. This application (TA/2012/49) was withdrawn on the eve of a TDC Committee meeting to consider the officers' report recommending refusal on grounds including inappropriate development in the Green Belt.

Recently, there have been informal discussions about sale of the site by CADET to a local firm of funeral directors, and its use as a cemetery and for related purposes, including restoration of the Listed Building (but not as a crematorium). However, CADET have withdrawn from these discussions.

Most recent application and current at time of compiling this site assessment  
TDC/2015/179 Change of use of former NAAFI building to secondary school (Class D1). Formation of roofs to voids within existing buildings to centre and north of building. Formation of new access drive and parking.  
TDC2015/244 As above for Listed Building Consent

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i. Desk top research & planning policy considerations:

1. Any relevant planning policies
2. Is the site allocated for particular use in the Local Plan?
3. Do any Local Plan designations apply to the site? For example:  
Greenbelt / Public Open Space / Strategic open space / Village confines / extent of settlement  
Conservation Area / Protected wildlife or habitat / Landscape character area
4. Do any other designations apply? e.g. National Park/AONB/Village Green / Local Green Space
5. Are there any emerging local planning documents with relevant policies or designations?

- 1 Numerous, as land is in Green Belt
- 2 No - Green Belt
- 3 Green Belt and Conservation Area, see joint Croydon LB / Tandridge DC Kenley Aerodrome Conservation Area SPG; this site forms Sub Area 2 in the SPG document (page 16).
- 4 No
- 5 No emerging documents; TDC Local Plan documents and SPG (see above)

j. Are there national policy considerations that are relevant to the site? Are there policies, or is there evidence related to the regional strategy that is relevant to the site?

Metropolitan Green Belt; Conservation Area

k. Does the site feature in or are there relevant policies in other local planning documents e.g. supplementary planning document, Village Design Statement, Conservation Area Appraisal?

See above

l. Does the site feature in assessments undertaken to support the Local Plan e.g. Strategic Housing Land Availability Assessment (SHLAA), Sustainability Appraisal?

This land is in the Green Belt and forms part of a Conservation Area. It is therefore unavailable for development except in very special circumstances. The Grade II Listed Building would need to be restored and brought back into use as part of any acceptable development, which would still need to have regard to the severe limitations imposed by its Green Belt and Conservation Area status.

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### 2. Desktop evidence review

- a. Is the site in flood plain / known to be affected by flooding?

Not known

- b. Could the land be contaminated by a former use or activity?  
Would development require the remediation of contaminated land?

Possibly

- c. Are there any nearby sources of noise or air pollution which could affect the site?

Yes, gliders and their mechanisms,.

- d. Does the site contain a valuable mineral resource?

Unknown

- e. Is the land of agricultural value / official designation of agricultural land?

No

- f. Are there any 'Listed' buildings on or close to the site?

Yes. Main building is Grade II listed

- g. Could the site contain any archaeological remains?

Possibly and close proximity with airfield.

- h. Are there any issues of capacity on the local road network (congestion and/or parking)?

No

- i. Are there any known legal considerations relevant to the site e.g. covenant?

Unknown

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### 3. Onsite considerations

- a. Access / How is the site accessed / Is it easily accessible from the highway?

Currently accessed via Victor Beamish Avenue.

- b. Is the site accessible by public transport, cycling and walking?

Yes – nearest bus in Salmons Lane. Train nearest station 1mile Caterham to London

### 4. Existing features

- a. Are there any physical constraints affecting the site e.g. access, slope, pylons?  
Will the topography of the site constrain development e.g. steep slopes?  
Are there any power lines, pipelines or other infrastructure crossing or affecting the site?

Relatively flat. Mobile phone mast and cabinet of site

- b. What natural features are there e.g. any trees, hedgerows, watercourse?  
Are there features of particular biodiversity value?  
Could the site be home to protected species such as bats, badgers, great crested newts etc.?

Trees and hedgerows on various boundaries and within site

Protected species possible

- c. Are there any health and safety constraints e.g. nearby major hazard site?

No other than local gliding club

- d. Are there existing buildings that could be retained or converted?

Main NAAFI Grade 11 listed building must be retained. Workshops are now in poor condition so only their footprint may be used

- e. Are there important views into or out of the site?

Over the airfield to rear

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f. How might development at the site affect the skyline?

Any development would affect the skyline as this is a conservation area

g. Are there any public rights of way affecting the site?

No

h. Information to record about neighbouring sites and the surrounding area.

What are the neighbouring uses? (What are the existing uses and are there any development proposals?). Are any of the adjacent uses, 'bad neighbours' giving rise to noise or fumes that could impact the development?

Could the original site be expanded into neighbouring sites?

Residential to west and south – open space to north and east including airfield.

The site can not be expanded in respect of development as it forms part of a wider conservation/green belt area

i. What is the local style of buildings – materials, scale, density?

New estate to west with fairly high density

Detached properties to south on large plots

j. Could development at the site cause any issues of overlooking or loss of privacy for neighbouring uses?

Yes.

k. Physical infrastructure and local services considerations

Is the site connected to local utilities (such as water, energy supply and sewerage disposal)?

Unknown

l. Does the site have high speed broadband connection?

Unlikely

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### 5. Local facilities and services

- a. How close are the following local services and facilities? Where is the nearest:  
School (primary & secondary) / GP practice / Pharmacy / Local shops / Post Office / Library / Play space / Sports centre and/or pitches.

Secondary school - -0.6mile  
Primary school – 0.4mile  
GP – 0.9mile  
Pharmacy - 0.9mile  
Shops – 0.8mile  
Library – 0.9mile  
Play – 0.8mile  
Sport – 0.6mile  
Bus - nearby  
T rain – 1.7mile

- b. What is the capacity of local schools?

Primary schools on the Hill, and in Chaldon and Whyteleafe are virtual full capacity but there is room for expansion on site for some. Hillcroft Primary is enlarging its intake from 11/2 to 2 form entry. There is some capacity in Caterham Valley and again these schools could be enlarged

De Stafford has some capacity at present and there is room for expansion as has taken place in the past.

- c. Are local services accessible by public transport, cycling and walking?

Yes see 3b

### 6. Community Infrastructure Levy

- a. What are the priorities for local infrastructure improvements linked to the development of this site?

Pedestrian crossing Buxton Lane, at junction with Portley Lane

Extra off road parking adjacent to the Kenley Park housing estate

The SCC Stage 2 Caterham Hill Traffic Study (mainly not implemented because of lack of SCC funds) could be updated to take account of current and forecast future traffic demand and then implemented. The old study contained several good proposals to improve traffic flow, parking and pedestrian safety and could be used as a baseline for a refresh and then implementation.

Improved bus services between the Valley and Whyteleafe and the Hill.

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### Deliverability

Starting to think about whether development of the site is deliverable and viable...

### 7. Suitability - potential constraints on development

- a. Is there a record of local opinion towards development of the site?

There are records of local opinions in relation to each of the earlier applications at this site. The views varied depending on the nature of each application. Local opinion is likely to oppose any development unless it: (a) has regard to the site's Green Belt and Conservation Area status; and (b) incorporates the restoration of the Listed Building to appropriate use..

### 8. Availability

- a. Is the land owner willing for their site to come forward for development?

Current owner has lapsed permission for a school see 1h

- b. Are there any factors which might prevent or delay development e.g. tenancies, leases?

Green belt/conservation status.

### 9. Summary

Desktop research findings  
Planning policy considerations  
Onsite considerations  
Infrastructure & local services  
Deliverability

Over what timeframe might the site become available for development - in years, 1-5 | 6-10 | 10+?

This land is in the Green Belt and forms part of a Conservation Area. It is therefore unavailable for development unless the developer can claim very special circumstances. The Grade II Listed Building would need to be restored and brought back into use as part of any acceptable development, which would still need to have regard to the severe limitations imposed by its Green Belt and Conservation Area status.

Permission was granted in the past for conversion of the main building for use as a school. One use for this land which may comply with its conservation and green belt status could be a burial ground restoring the existing buildings for associated use. A local funeral director has expressed an interest in this site.

Current application for change of use to secondary school for part of site. Large portion of site remains not in use.