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The Kenley Aerodrome Conservation Areas were designated in xxxx as Croydon’s 11th and Tandridge’s 19th Conservation Areas. The historic Aerodrome straddles the boundary between the London Borough of Croydon and Tandridge District Council; its protection requiring the designation of two separate yet abutting Conservation Areas.

Despite this, the historic airfield and associated buildings should be viewed as a consistent whole, the protection of the integrity of the whole airfield being an important reason for designation. For this reason, this Proposals Statement covers both Conservation Areas and treats the historic area as a whole.

In an English Heritage report of April 2000, the RAF airfield at Kenley was described as “the most complete fighter airfield associated with the Battle of Britain to have survived”, making it a battlefield site of particular national historic significance.

Although Kenley has already unfortunately lost most of the buildings associated with the WWII airfield, it does still boast all 12 of its original fighter pens, 10 of which are now Scheduled Ancient Monuments sited within Croydon. The Grade II listed Officers’ Mess and NAAFI buildings, both sited within Tandridge, also still remain, as do several other smaller buildings and structures associated with the airfield which are therefore of historic interest.

Land ownership within the Conservation Area is divided mainly between the Ministry of Defence and the Corporation of London (who manage Kenley Common) with some other elements of private ownership.

The information contained within this document should be of particular interest and value to property owners, occupiers and developers together with their professional advisors and contractors, as well as to all those with an interest in the built environment and history of the area.

This Conservation Area Proposals Statement is divided into two parts. Part One: History and Character, defines the special interest and townscape of the area, while Part Two: Future Change, sets out guidelines to achieve positive and co-ordinated improvements in the area.

Croydon’s Unitary Development Plan (UDP) is currently being reviewed and is being replaced by the emerging Croydon Plan (2nd Draft Deposit Replacement UDP) which underwent Local Public Inquiry in April 2005.

This Proposals Statement supplements Croydon Plan ‘Urban Conservation and Archaeology’ chapter policies on the control of demolition (UC2), development proposals (UC3-UC4) and preservation and enhancement (UC5). It also supplements policies on building form and design (UD2) and views and landmarks (UD9).

This Proposals Statement supplements UDP policies UC1-UC4 and BE1-BE2.

Supplementary Planning Guidance (SPG) of relevance to the Conservation Area’s character and appearance should also be consulted and can be obtained from the Council and from its website at www.croydon.gov.uk

This Proposals Statement also supplements Tandridge District Local Plan policy HE3 which states that: “The Council will preserve the quality, character and appearance of conservation areas through the control of development, and will seek to enhance them by such positive measures as may be appropriate………..”
CONSERVATION AREA MAP

DRAFT MAP
Up-to-date map to be drawn including revised boundary not including old married quarters land.
1.1 What is a conservation area?

The Planning (Listed Buildings and Conservation Areas) Act 1990 defines conservation areas as being of "special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance". Their special qualities are given legal status under the planning system which offers greater protection to ensure that any future change preserves or enhances the character and appearance of such areas. This should be the aim of all parties with an interest in the conservation area i.e. the Council, owners, occupiers, developers and amenity groups.

Planning Policy Guidance Note 15 stresses that 'it is the quality and interest of areas, rather than individual buildings which should be the prime consideration in identifying conservation areas'.

Designating a conservation area is not an end in itself. Section 71 of the same Act requires the local planning authority to "formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas".

1.2 Origins and historic land uses

The special reason for designating Kenley Aerodrome as a Conservation Area is the completeness of the remaining Battle of Britain airfield, and the importance to protect and enhance the integrity of this and the associated buildings and structures. Kenley Aerodrome is a battlefield of national historic significance.

However the history of the airfield is closely bound up with that of Kenley Commons, and the story of the origins and layers of land uses in the area are part of the special character of the Conservation Area.

1.2.1 Origins

The open spaces and high ground at Kenley were probably cleared of forest in prehistoric times. After that, the area was probably cultivated for crops until the land was exhausted after which it was used for rough grazing by domestic livestock.

During medieval times Kenley Common and Riddlesdown formed part of the waste land of the Manor of Watendone. The soil is derived from clay-with-flints and was by then too poor to grow crops, grass, hay or even coppice. The only economic use was pasture to graze livestock. The lord of the manor did not have exclusive use of this common land. Commons had legal rights to the products of the soil and in addition to obtaining pasture for livestock used commons for gathering material for fuel, livestock bedding and roofing.

The Statute of Merton guaranteed the rights of commoners in 1235. The lord was prohibited from enclosing common land which would deprive commoners of rights unless given permission by Act of Parliament. Rights were jealously guarded so land was used in the same way for generations.

1.2.2 Corporation of London
1.3 History of the Airfield

1.3.1 WW1

In 1917, under wartime emergency measures, the Royal Flying Corps took over the central area of Kenley Common as an ‘aircraft acceptance park’ where machines were made ready for service in France.

1.3.2 Between Wars

In 1919 Lord Trenchard ensured that, instead of being handed back, the airfield was retained, and upgraded for the new Royal Air Force. Number 1 Squadron moved in, and its first duties were to fly shuttle services for the Versailles peace conference.

The Corporation of London were given 61 acres of farmland to the east overlooking Whyteleafe as substitute common for the 51 acres of common land appropriated by the War Office. No building was to be allowed on former common land and it would revert to the Corporation if no longer required for military purposes. The airfield would not be used for civil aircraft and would be opened on public holidays. These arrangements were made official under the terms of the Air Ministry (Kenley Common Acquisition) Act 1922.

The Corporation began work adapting the land for public use in 1923, with the work being paid for by the Air Ministry. The land was officially handed over in 1925 and became part of the public open space.

In 1924, the airfield was upgraded again to become an independent Station with its own commander, housing two squadrons.

Further acquisition of land for airfield in 1928 with Corporation of London retaining option to purchase at market value for agricultural land.

In 1932-4, a period of major expansion and development for the RAF, extensive re-building took place: the listed Headquarters and Officers’ Mess buildings both survive from this period.

1.3.3 WW2

Sir Hugh Dowding designated Kenley as one of the sector stations of Fighter Command’s 11 group: as such, it would be in the front line of national defence when war came in 1939.

The airfield was enlarged again, taking in more public open space by Act of Parliament (with Corporation of London retaining option to purchase back at 1939 prices). At Dowding’s urging, important fighter bases which were prone to waterlogging were to receive all-weather runways: by December 1939, Kenley’s runways had been extended to 800 yards each, and the perimeter track laid out to its present configuration (the runways were extended again in 1943).
Woodland at the northern end of the runway was grubbed up or coppiced in 1939-40 as the new fighters needed more space for take off and landing. Some small trees overlooking the valley were also coppiced, where trenches dug by Local Defence Volunteers in 1940, and gun positions were established, All entrances to the Common were closed in 1940, and remained closed until 1947 / 8 as the long process of derequisitioning and restoring the Common took place.

The importance of defending aircraft on the ground from air attack had also been realised. Dowding established the principle that fighter command stations should have dispersal zones for 3 squadrons of 12 aircraft each, on which ‘fighter pens’ should be built. This, too, was put in hand in 1939, and Kenley’s fighter pens seem to have been completed c. April 1940 – not a moment too soon.

In 1940 Kenley became home to three fighter squadrons, which sometimes comprised the remains of other squadrons depleted by losses in action. Nos 111 and 253 squadrons operated out of the airfield during the battle for France and the withdrawal from Dunkirk, and were joined by the remains 615 squadron and by 64 and 66 squadrons, by August 1940. During the Battle of Britain, Kenley and its squadrons were continuously in the front line and attacked on several occasions. A particularly heavy raid came on 18 August, when formations of Dornier 17s escorted by Messerschmidt 109s attacked Kenley from both high and low level, the low-level bombers coming in at 100 feet: a photograph taken from one of the attacking aircraft, of Spitfires sitting in the fighter pens at Kenley, was then published by the Luftwaffe in Der Adler magazine - doctored to suggest that the raid had been more successful than was, in fact, the case! Further heavy attacks followed on 30 August, when 39 personnel were killed and 26 wounded, and again on 31 August. Numerous aircraft had been destroyed or damaged on the ground, the buildings had been badly damaged, and Kenley’s Operations Room was moved out to Caterham as a precaution against further attacks. Nevertheless, the airfield and the squadrons flying out of it remained in action throughout.

Later, a USAF squadron equipped with Spitfires gained flying experience from Kenley, as did Free French and Belgian squadrons. The airfield was of continuing operational importance during the invasion of France, right up to VE Day.

1.3.4 Post War – today

Kenley continued to be an operational airfield until 1978. The core of the airfield remains in Ministry of Defence ownership, as a detachment of RAF Uxbridge, attached to the Reserve Forces and Cadets Association in Grater London. It can no longer be used for powered flight, because of modern air-space management, but the RAF (615 Squadron Volunteer Gliding School) use the field for gliding training, and a private gliding club also operates there.

After the RAF closed the airfield for powered flight, substantial areas on its perimeter were transferred to the Corporation of London as the managers of the West Wickham and
Coulson open spaces, and public access restored to the outer areas of the airfield. It has since become a well-used and much appreciated public open space.

An RAF airfield with its associated squadrons, at the time of the Second World War was a complex organisation forming part of a much larger overall structure. An airfield had to have numerous structures and installations, which can be divided into a number of main categories: the runways and perimeter roads; the main operational buildings; residential and support buildings; defences against air attack; and defences against ground attack. In June 2000, English Heritage published a ‘Survey of Military Aviation Sties and Structures’, as part of its thematic listing programme. This established, not surprisingly, that most airfields of the period, whether they had remained in RAF occupation or been decommissioned, had been very substantially altered. Kenley is, overall, the best-preserved.

On the debit side, the airfield has lost its hangars from the First and Second World Wars, most of the barrack and residential buildings, and other operational buildings.

Hangers burnt down in the 1970s and other buildings were lost.

Recent housing development of married quarters.

It has also lost most of its perimeter pillboxes, demolished as recently as c. 1984.

Against this, however, the runways and perimeter road remain exactly as they were laid out in 1939 and 1943. Two of the most important buildings, the Headquarters and the Officers’ Mess, still stand and are listed. A number of other workshop and subsidiary buildings remain. Although most of the perimeter pillboxes have gone, other defensive features survive, including one pillbox, a guard-post, trenches, a machine-gun post, and two or three Pickett-Hamilton forts. Other major features, such as the Fuel Dump roadway, and a test firing-range for aircraft guns, survive. Most importantly, 11 out of the 12 fighter pens survive in some form – a uniquely well-preserved group.

The thematic survey report concluded that:

“In contrast to the Battle of Britain sector stations at Biggin Hill and Northolt, Kenley has lost most of its buildings but boasts the most complete fighter airfield associated with the Battle of Britain to have survived…this is a uniquely important survival, and one that relates to a military action of world historical importance."
A number of other historic airfields have been designated as Conservation Areas, including parts of the former RAF sites at Biggin Hill (London Borough of Bromley) and Hornchurch (London Borough of Havering).

Kenley’s outstanding historic importance, and the many pilots and personnel who were killed while serving there, are acknowledged and commemorated by the war memorial built at one of the best-preserved fighter pens by the RAF Association, which is the focus of annual ceremonies of commemoration.

The airfield’s historic significance and relatively good state of preservation were also acknowledged by the decision in September 2004 to schedule the surviving fighter pens.

Important areas of the airfield are in public ownership, and represent a major public amenity for south-east London. However, there are significant areas of the airfield and its perimeter which are not.

1.4 Archaeological interest
1.4 Pattern of development

Historic map 1. Common / Kenley House

Historic map 2 WW1 Airfield
1.5 Character Appraisal

The Conservation Areas cover the extent of the historic airfield and associated buildings as shown on the boundary map on p.4.

This aerodrome lies partly within Croydon and partly within Tandridge; the airfield and fighter pens being in Croydon, and the surviving historic buildings in Tandridge.

Kenley Aerodrome is situated within the Metropolitan Green Belt and the area located within Croydon is designated as a Site of Borough Importance for Nature Conservation.

Land ownership in the Conservation Areas is split between several parties.

The Corporation of London own and manage Kenley Common. The MOD own the airfield itself having appropriated part of Kenley Common in 1917, enlarged in 1939.

The remainder of the site around the perimeter is mainly in private ownership.

For the purposes of this document, we have divided the Conservation Area into three character areas.

Within Tandridge there are two distinct areas of land that would be included within the Conservation Area. Both areas are Green Belt and contain Listed Buildings.

The main part of the airfield including the 12 fighter pens is within Croydon and can be defined as having its own distinct character. This area is protected as Green Belt and is designated as a Site of Borough Importance for Nature Conservation.

CHARACTER AREA MAP

The area can be divided up into 3 sub-areas, based on the open spaces and buildings that make up the conservation area's character and appearance as indicated on Character Map above.

The following character appraisal includes photos of each sub-area with particular comments highlighted in the margin.
The first area is the area that surrounds the former Officers' Mess. This area lies within Tandridge and comprises open land immediately around the building and some ancient woodland called Coxes Wood. The Officers' Mess is a Grade II listed building and stands in a prominent position in relation to the flying field immediately to the west. The area also includes the single storey Portcullis Club building (building 22) which has been used by the Royal Air Force Association and contains airfield memorabilia of interest.

To the East of the area lies Whyteleafe Road, which is fronted on the other side by semi-detached houses.

Adjacent to the clubhouse is a substantial underground air-raid shelter and a derelict building, thought to be former squash courts.

The Officers’ Mess building has recently been marketed by its previous occupiers (OFCOM). The Council’s main objectives for this area would be to preserve the existing buildings and to ensure that any reuse of the buildings and the surrounding land, including any new development that might be acceptable under Green Belt policy, would preserve and enhance the quality, character and appearance of the area.

There is currently no public access to this land but it is visible from the public access land to the north-west.
1.5.2 SUB AREA 2
Institute Building and former Parade Ground

The second area, also in Tandridge, is the area that surrounds the former Institute building (the NAAFI) and workshop building. This area comprises open ground, part of which formed the former parade ground. The Institute building is also Listed as Grade II. Planning Permission has been granted by to use the building for educational purposes. The workshop building is not listed. Planning Permission has been granted to use it as a meeting room. Work has started on the conversion but unfortunately the building has suffered a partial collapse during the works. The area immediately around the workshop building has piles of hardcore and other material deposited. The wider surrounds of this building consists of large areas of hardstanding, which under the current consent would be available for car parking. The former parade ground area at the southern end of the site close to the main entrance has been top-soiled in preparation for being laid to grass.

At the northern end of this area there is a small area of Ministry of Defence Land that is used by Air Training Corps. This area contains several temporary buildings of a neutral character. Beyond this area to the north is the main Airfield (in Croydon)

There is no public access to the area, but it is visible through the entrance onto Salmons Lane West and from the existing and new residential properties to the west.

The Council's main objectives for this area would be to preserve the Institute building and to ensure that any reuse of the building and the surrounding land, including any new development that might be acceptable under Green Belt policy, would preserve and enhance the appearance of the area. The owners of the area around the Institute Building (a church group) will be asked to tidy the land and ensure that the area is properly landscaped as part of the authorised development. The Council is in discussion with the owners regarding the reconstruction of the unlisted workshop building and any required works should preserve and enhance the area.

The former married quarters areas to the west, which were excluded from the Green Belt as part of the Tandridge District Local Plan are currently being redeveloped with new housing and are not included within the Conservation Area.
1.5.3 SUB AREA 3
Airfield and fighter pens

The third area is the main airfield which lies in Croydon. This includes the perimeter road and fighter pens, which are Scheduled Ancient Monuments.

The open area of the airfield is visually very much connected with Kenley Common to the north, which much of it was once part of. 1878 Act requires Corporation to preserve 'natural aspect'.

High, open character, bordered mainly bordered by trees and hedgerows dropping away from the top of the hill.

To north is common. Areas of grazing, hedgerows and tree belts. Views from Hill. Kenley House locally Listed Building.

East bounded by area of ancient woodland (Coxes wood) and ‘Ofcom’ site (Officer’s Mess, Listed Building).

West, Hayes Lane, Locally Listed and Listed Buildings on Old Lodge Lane, treed backdrop reducing in height to the area of the runway, back gardens, observatory, gas works.

South. Airfield buildings, 2 storey housing around Anson Close, new Linden Homes housing. Hangers and informal car park used by the Surrey Hills Gliding Club and RAF 615 Squadron Volunteer Gliding School, poor quality townscape around area of informal car park, new link through to Coulsdon Common, trees around Hayes Lane and Coulson Common on other side of Hayes Lane.

Runways and Perimeter Road The original airfield runways and perimeter road survive, more or less in their original layout, in MoD ownership. They have been re-surfaced in part, but much of the original concrete base seems to be there. Public access only to the part of the perimeter bounding the commons. MOD areas are not accessible to the public.
Kenley Aerodrome Conservation Area Proposals Statement DRAFT

The original runway extended further northwards into Kenley Common up to the line of trees. This can be read clearly on the OS extract. Runway once also extended to the west across Hayes Lane. Hayes Lane was re-located to make way for the airfield, however the old road can be found still crossing parts of the airfield and can also be read clearly on the OS map.

**Pickett-Hamilton Fort, near N end of N-S Runway**  
A concrete machine-gun emplacement, normally housed in a concrete silo, and raised mechanically in the event of a threat. This defensive feature survives with its machinery intact, and its top hatch still openable. On the Ministry of Defence’s land.

**Pickett-Hamilton Fort, near intersection of runways**  
Another of the same, apparently retaining its lifting machinery intact. On the MoD’s land.

**Fuel Dump**  
An oval ring of roadway, opening off the perimeter road just S of fighter pen 30904/05, very overgrown. Presumably there are buried fuel tanks in the ground here, probably in the centre of the oval, but this is too heavily overgrown to be readily inspected.

**Pill-box and Guard House / Guard Post**  
A concrete pill-box, octagonal and of ordinary design, and a small, ruinous brick guard-house. Both owned by Mr James Barnett.

**Shooting Range / Firing Butts**  
A practice range, apparently, for aircraft guns, not hand-held weapons. There is a concrete/brick revetment, maybe 2m high, then a lowered area of ground, then a lined trench, then a slope up to a high, buttressed brick wall, against which the targets were set, visibly pock-marked by ammunition. On the Corporation of London’s property.

Unknown ‘cropmark’ near SM 30904 07.

Hangers and informal car park. Used by Surrey Hills Gliding Club and RAF 615 Sqd. Volunteer Gilding School. Area is functioning part of the airfield, but parts are in poor repair / poor townscape. Potential for enhancement. Other negative features?

The Council’s main objectives to protect and enhance the special character of the airfield, particularly its openness and integrity, protect the Scheduled Ancient Monuments, and improve public access to the historic site.
2.1 Development guidelines

Both respective Council’s planning policies as well as Planning Policy Guidance Note 15 - Planning and the Historic Environment (PPG15) will be taken into account when considering development proposals in the area. The emphasis will generally be on the controlled and positive management of change, ensuring that any new development accords with the area’s special architectural or historic interest.

Therefore all planning applications for development proposals in the Kenley Aerodrome Conservation Areas must preserve or enhance the area’s character or appearance, and consider views into and out of the area. Development on nearby sites should also take into account the effect on the Conservation Areas.

The Conservation Areas contain limited sites suitable for future redevelopment mainly because the site lies within the Green Belt. It is not considered that the main part of the airfield is suitable for development other than uses associated with the functioning of the airfield and proposals for improving public access. The only areas suitable for reuse are in areas 1 and 2 (Tandridge) where the main constraints will be protection and enhancement of the listed buildings and their settings, and the overall character and integrity of the Conservation Areas.

Both Council’s recognise that designation as a Conservation Area should not stifle positive change, however emphasis is placed on protecting the character of the airfield and those buildings which contribute to the character of the area. New development should not necessarily aim to slavishly copy details of adjacent buildings. Instead, both Councils will expect that new development within the area displays a sensitivity to its visual and historical context in terms of massing, materials and detail, with carefully designed contemporary structures and carefully considered interpretations of traditional styles, using quality sustainable materials. Great skill and imagination is necessary to design buildings that do not resort to pastiche but are nevertheless sympathetic to the character of the area.

The design quality, site appraisal and consideration of context for new development proposals should be illustrated within a Conservation Area Design Statement, submitted with planning application drawings.
In general, the following points should be considered:

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<tr>
<td>2. Protecting and enhancing important local views of the commons, airfield, listed buildings and SAMs and views in/out of the area</td>
<td>Views in and out of the airfield and consistency with Kenley Common and Coulsdon Common (natural aspect). Ensuring clear views of historic buildings and avoiding excessive over-growth of fighter pens.</td>
</tr>
<tr>
<td>3. Respecting the integrity and legibility of the historic airfield and associated buildings and structures</td>
<td>New development should not disrupt the integrity and legibility of the airfield complex</td>
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<tr>
<td>5. Maintaining appropriate boundary treatments</td>
<td>Integrity and legibility of historic airfield. Maintaining openness. See Corp of London’s notes on importance of boundaries.</td>
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<tr>
<td>6. Maintaining and managing landscape and trees</td>
<td>Landscape particularly managed as an airfield (trees clipped / lopped etc )and derives much of its quality from being a functioning airfield. This should be maintained. Existing cover protected. Ancient woodland. Integrity and legibility of the site.</td>
</tr>
<tr>
<td>7. Promoting and managing public access and providing interpretive information</td>
<td>Key site in national history should be made more accessible. Information provided. Opportunities for more and better public access.</td>
</tr>
<tr>
<td>8. Enhancing links with and considering the context of the wider area</td>
<td>Closely bound up with surrounding commons and settlements etc. in land use and history. Links should be enhanced. Opportunities for improving public links...Linking common.</td>
</tr>
</tbody>
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2.2 Careful consideration should also be given to...

2.2.1 The integrity of the airfield and its constituent parts.

2.2.2 Public Access

2.2.3 New Buildings

2.2.4 Extensions to Existing Buildings

2.2.5 Listed and Locally Listed Buildings
2.2.6 Advertisements and signage

2.2.8 Archaeology and Scheduled Ancient Monuments

2.2.10 Trees and landscape

Trees, restrictions (GPDO) TPOs.
Management.

2.2.911 Making an application

2.2.7 Enforcement
The character and appearance of parts of the historic airfield has been altered by the loss of original buildings and features, poor maintenance and the carrying out of inappropriate works. The cumulative effect of these changes has resulted in the unfortunate loss of and damage to some of the integrity, original character and historic interest of the airfield. Whilst the Council will endeavour to use its powers to protect the character of the area, improvements will only occur with the cooperation of property owners.

Before carrying out any maintenance and repair work it is important to first check with Planning Control to ascertain whether or not planning permission is required.

2.3 Maintenance, repair and management of buildings and landscape

<table>
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<tr>
<th>Buildings / structures</th>
<th>Landscape</th>
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**Trees**

Active airfield / working common require ongoing maintenance and management often requiring lopping / felling of trees. This is understood and it is not intended that Conservation Area status should compromise functioning of airfield or management of commons.

In line with Corporation of London management plans.

However it is felt that surrounding trees form key characteristic of the airfield. Loss of mature trees not specifically linked to functioning of the airfield or the common will be viewed on as per the normal provisions of the Act in that the presumption will be in favour of retention and special permission will need to be sought.

The majority of trees within the Tandridge part of the site are protected by Tree Preservation Orders and therefore formal consent will be required for works to those trees.
2.4 The Council’s enhancement proposals

The following proposals are intended to improve of the conservation area. They represent a strategy to be achieved on an incremental basis, over a number of years when resources permit.

Improving Public Access

Heritage trail etc...Completing the circuit. Interpretative material.

Hayes Lane Enforcement

Scheduled Ancient Monuments: Blast Pens
Improvements to enhance the conservation area

(Boundaries, paths, roads, signage etc.)

Protecting and enhancing Listed Buildings and their settings

Tidying of area around Institute buildings and landscaping as per extant planning permission.

Reconstruction of workshop buildings linked to the Institute building which suffered partial collapse during recent construction works.

Further protection / designation / restoration / enhancement

Squash Courts and gun emplacement, Pickett-Hamilton forts, air-raid shelter, guard-house and pill-box, firing butts, fuel dump, Building 22
Officer's Mess
Listing Description: TQ35NW 303/2/10048
(Grade II Listed)

Officers’ mess. 1932 design by the Air Ministry’s Directorate of Works and Buildings. Stretcher bond brick to cavity walls, concrete floors, slate roof on steel trusses.

PLAN: A long, narrow principal range (for recreation and dining purposes) in two storeys, linked by colonnades to outer accommodation blocks placed at right angles and with kitchen and services to rear.

EXTERIOR: Originally symmetrical front, with hipped roof and of two storeys in 13 bays. Each recessed bay is framed by pilasters rising to dentilled cornice and from stone cill course; rusticated corner pilasters; flat arches over transomed cross windows, with steel small paned lights, with tall stair window to right of porch.

EXTERIOR: Glazing-bar sashes (boarded) to brick voussiers and stone sub-sills. The parade ground front is symmetrical, with a recessed 5-bay centre having 12-pane above 16-pane sashes. Portland stone porch, with Tuscan columns in antis and balustraded parapet; panelled double doors in moulded surround. Portland stone bay window to right, with moulded cornice to plain parapet and 1:3:1 fenestration; that to left was destroyed after enemy action in August 1940. Similar fenestration and articulation to accommodation blocks, which have hipped roofs and 3-bay fronts and are linked by Portland stone Tuscan colonnades with balustraded parapets to the main range.

INTERIOR: Remodelled for office accommodation, the principal feature remaining being the wooden dog-leg staircase with turned balusters.

The careful proportions of this building reflect the impact of Air ministry consultation with the Royal Fine Arts Commission.
Former Dining Room and Institute (NAAFI)
Listing Description: TQ35NW 303/2/10044
(Grade II Listed)

Institute and dining room. 1932 design by the Air Ministry’s Directorate of Works and Buildings. Stretcher bond brick to cavity walls, concrete floors, slate roof on steel trusses.

PLAN: A long, narrow principal range in two storeys, with short returned wings to the front, facing the former parade ground and containing the dining rooms for 591 airmen (ground floor) and corporals (first floor), with reading rooms and games areas. Entrance at each end of wings containing large staircase wells. To the rear, mainly on one floor, but with a two storey staff accommodation building, are the kitchens, boiler room and general services.

EXTERIOR: Glazing-bar sashes (boarded) to brick voussours and stone sub-sills. The parade ground front is symmetrical, with a recessed 5-bay centre having 12-pane above 16-pane sashes. The short wing returns have a 12-pane sash above a pair of flush doors to a plain overlight, in stone pilaster surround with cornice. The outer ends of these wings have a closed pediment with small ventilation slit, above a full-height Portland Stone panel containing a 16-pane sash above an oculus with square grid, all with moulded surrounds and to a sill on brackets above plain apron panel; these wings also have a small plinth in stone. The return ends are identical, with a closed-pediment gable above 8/12/8-pane sashes above central doors flanked by small 8-pane sashes, the ground-floor openings with moulded stone architraves and cornice. The forward projecting wings have a 12-pane sash at first floor, and 4 small lights to the ground floor. The rear wall of this main block has a closed pediment gable near the left-hand end, with a single 12-pane, then eight 12-pane sashes at first floor, above the various service buildings. Eaves are to a flat soffit and moulded cornice or gutter, and the gable ends have ‘rusticated’ quoins forced by recessing 1 in every 5 courses. Hipped roofs to all units of rear service range, which comprise 5-bay 2-storey block with central entry to service yard and flanking lower wings.

INTERIOR: Dog-leg stairs with steel balusers, otherwise no internal detail of note.

The careful proportions of this building reflect the impact of Air ministry consultation with the Royal Fine Arts Commission.
Kenley Aerodrome Conservation Area Proposals Statement DRAFT

**Fighter Pens**
*(Scheduled Ancient Monuments)*

There are eleven WWII fighter pens at Kenley which have been designated as Scheduled Ancient Monuments. Dotted about the perimeter of the airfield, the pens were designed to afford protection to the aircraft while allowing quick access to the runway. The pens were built in an ‘E’ form to create two bays so that each pen could accommodate two aircraft.

The construction of the pens consists of stone and brick dwarf retaining walls and earthwork traverses that protect three sides of, and separated the two bays. At the rear of each pen is a pre-cast concrete ‘Stanton’ type air-raid shelter for up to twenty-five people with access to either bay.

The site is of national significance being the only example of such an almost complete survival of a system of fighter pens.

**Fighter Pen 1**

30903/01 The site is fenced off, neglected and very overgrown. Landfill has been dumped around the fighter pen, obscuring some of the surfaces, including the air-raid shelter, but the mounds seem to be fully intact. Long banks of dumped landfill block the front of the pens, and cover part of the concrete apron.

**Fighter Pen 2**

30903/02 Fenced off and very overgrown, again with landfill dumped around the fighter pens, obscuring the air raid shelters, and banks of landfill blocking the front of the pens and surrounding the concrete apron. The scheduling here takes in the concrete apron as far as the public highway.
**Fighter pen 3**
30903/03  This is the fighter pen which appears in the famous photograph taken by a German Dornier pilot, on a low-level bombing raid, in August 1940. Unfortunately, only the rear bank with air-raid shelters, and the LH (W) bank remain, overgrown with shrubs and mature trees. The RH bank and the concrete apron were removed by the MoD, shortly prior to their handing this area over to the Corporation of London.

**Fighter pen 4**
30903/04  The scheduling document gives the owner as the Corporation of London: in fact, the fighter pen was just over the property boundary, within Fernlea House Farm, which is owned by a Mr Bennett (not to be confused with Mr J.S. Barnett, owner of 30903/01 and 02). The concrete paving survives, as do the fighter pen’s brick end-walls, but everything else was bulldozed some years ago. What remains, with the end-walls, is a long bank of bulldozed material, running along the fence-line. This includes large pieces of reinforced concrete, including recognisable sections of the air-raid shelter. The bank is heavily overgrown, with young trees and bushes growing out of it, from which this would seem to have been done at least ten years ago. The legal owner was presumably not notified of the scheduling.

**Fighter pen 5**
30904/01  The whole form of the pen is complete, though the banks are somewhat eroded, and the middle bar is missing. The concrete apron only remains in the area within the arms, with a long roadway to the perimeter road. This was heavily overgrown with fairly large ash trees (as appears on the aerial photograph provided to us). These were cleared last year by the Corporation of London: substantial roots remain, though killed. These will have contributed to its eroded condition.

**Fighter pen 6**
30904/02.  The pen appears to be largely complete, but its form is obscured by earth having been piled up within the pen areas by the MoD shortly before handover to the Corporation — so that it now appears as a single raised oblong mound, gently sloping down to the apron. The front ends of the outer bars probably damaged in the process: impossible to tell if the middle bar remains. The concrete/brick plinth, and entrance to air-raid shelter, all visible at the back. Overgrown, and the back overgrown with young trees and scrub. The apron complete at the front, and included in the scheduling.

**Fighter pen 7**
30904/03.  As /02.  This seems to be largely complete, but with earth piled up within the pen areas, so it now appears as a single raised oblong mound, with a gentle slope to the front, and sharper slopes to the sides and back. The front ends of the outer bars probably damaged: impossible to tell if the middle bar remains. Heavily overgrown at the sides and back, but the concrete/brick footings, and entrances to air-raid shelters visible. The whole of the apron survives to the perimeter road, but has not been included in the scheduling.
Fighter pen 8
30904/04. The pens are well-preserved and their form fully legible, including air-raid shelters. The rear bank, in particular, overgrown with bramble, scrub, shrubs. The central bar, unusually, survives here: this is one of only three to retain this feature, and the only one where everything – entrances, concrete and brickwork, etc., is visible. Some management issues. The apron to the perimeter road also survives well, but has not been included in the scheduling.

Fighter pen 9
30904/05. The back and side banks survive well, but as in /01 the middle bar is gone – and the concrete surface shows no sign that it was ever there, though the historic maps certainly show it. The pens open straight on to the perimeter road, without much of an intervening apron. No further action is proposed.

Fighter pen 10
30904/06. The banks are complete, except for the middle bar, and again the concrete surface shows no sign that it was ever there, though it is marked on historic maps. The flanks heavily overgrown, with scrub and some substantial shrubs and young trees. The back completely overgrown, so the entrances etc., completely obscured. The LH (S) bank includes a square concrete plinth, probably base for a Lewis gun. No further action is proposed.

Fighter pen 11
30904/07. This survives well, though the middle bar is again missing and there are some management issues. A few years ago the apron was renewed with a modern tarred surface, the banks completely cleared of shrubs, bramble and scrub, and the brickwork of the flank end walls and the air-raid shelter entrances repaired, with a lot of brick replacement. Cartoons on walls of air-raid shelter. The RAF Association erected a Portland Stone memorial to those who served at Kenley in the middle of the pen, and this is the focus of annual ceremonies, including wreath-laying on Remembrance Day. No further action is proposed.
Appendix C: Contacts and Further information

London Borough of Croydon

Taberner House  
Park Lane  
Croydon CR9 1JT  
Tel.: 020 8686 4433

For Design/Historical Advice contact:  
Urban Design Team  
Tel.: 020 8686 4433 ext 62251 or ext 62225  

For general enquiries as to the need for Planning Permission, Conservation Area Consent, Enforcement Action contact:  
Planning Control  
Tel.: 020 8760 5403

For enquiries with regard to trees in the conservation area contact:  
Tree Preservation Officer  
Tel.: 020 8686 4433 ext 62048

For enquiries with regard to street cleansing, refuse collection, road and pavement condition, highway nuisances and horticultural maintenance:  
Streetscene Manager  
Tel.: 020 8686 4433 ext 48715

Tandridge District Council

Tandridge District Council  
Council Offices  
Oxted RH8 0BT  
Tel: 01883 722000

For Design/Historical Advice contact:  
Forward Planning  
Tel: 01883 732860

For general enquiries as to the need for Planning Permission, Conservation Area Consent:  
Planning Control  
Tel: 01883 732885

Or concerning Enforcement Action contact:  
Tel: 01883 732711

For enquiries with regard to trees in the conservation area contact:  
Forestry Officer  
Tel: 01883 732864 or 732863
Local Groups: RAF Association/Friends of Kenley Airfield

The Bourne Society

Kenley Common: Corporation of London Open Spaces
Merlewood Estate Office
Ninehams Road
Caterham
CR3 5LN

Architectural Conservation and Construction advice:

English Heritage
London Region
23 Savile Row
London W1X 1AB
Tel: 020 7973 3000

English Heritage
South East Region
Eastgate Court, 195-205 High Street
Guildford, Surrey, GU1 3EH
Tel:

Royal Institute of British Architects
South East Region
Clients Advisory Service
17 Upper Grosvenor Road
Tunbridge Wells
Kent TN2 1DU
Tel: 01892 515878

Federation of Master Builders
(London Region)
14-15 Great James Street
London WC1N 3DP
Tel: 020 7242 2200

Further Reading:

“A History of Kenley”
Published by ?

“The Buildings of England Series; Surrey”
Edited by Nikolaus Pevsner

“RAF Kenley”
Peter Flint (1985). Published by Terence Dalton

“Surrey Airfields in the Second World War”
Len Pilkington (1997). Published by Countryside Books

“Conserving Military Airfields”
Jeremy Lake. Context magazine, June 2000

“Survey of Military Aviation Sites and Structures”
English Heritage. April 2000
For advice on proposals to enhance, or develop schemes within the Conservation Area please contact either:

**Croydon Council’s Urban Design Team.**

By email: urbandesign@croydon.gov.uk

By post: 16th Floor
Taberner House
Park Lane
Croydon CR9 1JT

By phone: 020 8686 4433 ext 62251 or 62225

Or

**Tandridge District Council**

By email: pnewdick@tandridge.gov.uk

By post: Head of Forward Planning
Tandridge District Council
Council Offices
Oxted
RH8 0BT

By phone: 01883 732860