

# HERITAGE STATEMENT

**KENLEY CAMPUS, CATERHAM, CR3 5FX**

**JUNE 2023**



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# 1.0 INTRODUCTION

**KENLEY CAMPUS, CATERHAM, CR3 5FX**

# INTRODUCTION

1.1 This Heritage Statement has been prepared by Montagu Evans LLP on behalf of the Croydon and District Education Trust (the 'Client') in support of an outline planning application concerning the redevelopment of land at RAF Kenley Campus, Kenley Aerodrome, Caterham, Surrey, CR8 5FX (also referred to within this report as the 'Site'). The submitted planning application seeks to implement and correspond with the emerging site allocation for the Site, specifically Draft Site Allocation HSGo6: Land off Salmons Lane West, Caterham, forming part of Tandridge District Council's emerging Local Plan 2033, introducing residential uses to the Site which respond to their surrounding context and preserve the core significance of Kenley Campus and its associated heritage assets.

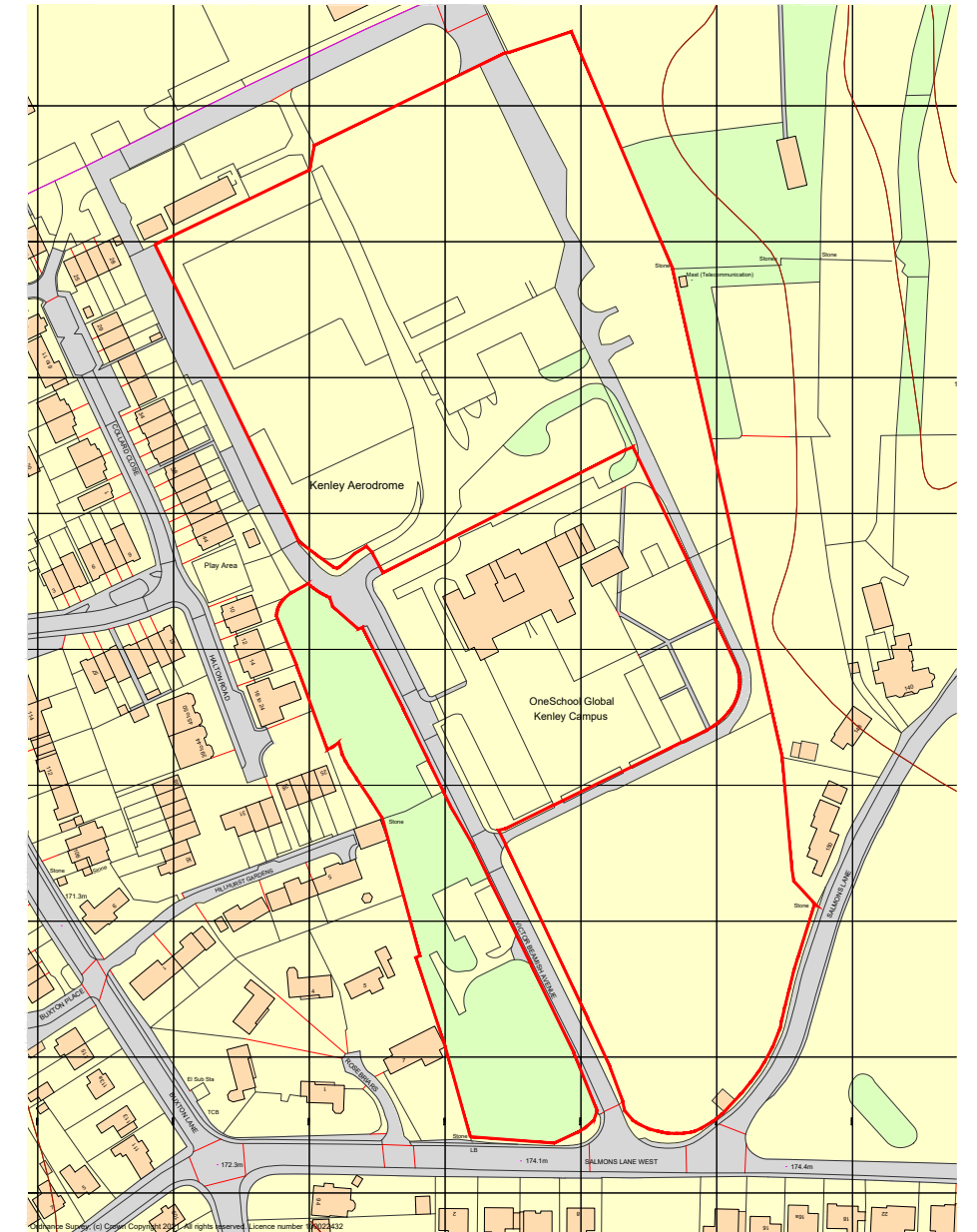
## SUMMARY OF THE SITE

1.2 Kenley Campus forms part of the former Royal Air Force Station, Kenley, which operated between 1917 and the 1970s. It can be split into two component parts. The northern area, located within the London Borough of Croydon, comprises the WWI and WWII airfield, bounded by Kenley Common to its north/north-east, whilst the southern area, situated within the administrative boundary of Tandridge District Council, comprises the site of the former barracks, workshops and administrative buildings associated with the daily running of the station during the 20th century. The development proposals are located to the south of the airfield, within the boundary of Tandridge District Council (see **Figure 1.1**). The whole Station, inclusive of the airfield to the north of the Site, is included within the Kenley Aerodrome Conservation Area.

1.3 The Site surrounds the Grade II listed Former Dining Room and Institute Building at the former RAF Kenley, with the building added to the National Heritage List for England in January 2001 (list entry ref: 1334946). For clarity, the listed building is not located within the Site's red line boundary (as illustrated in **Figure 1.1**), although is subject to emerging redevelopment proposals seeking listed building consent for a different applicant, on which the heritage team at Surrey County Council have already been consulted.

1.4 Further to the Site forming part of the Kenley Aerodrome Conservation Area and being located within close proximity to the grade II listed former Institute building (also referred to within this report as the 'NAAFI'), the Site also includes the former Workshop building, an unlisted building of some merit situated within the boundary of the conservation area. We have considered the workshop building a non-designated heritage asset for the purposes of this report, as per Paragraph. 39 of National Planning Practice Guidance on the Historic Environment. It must be noted that the Workshop building is in an extremely poor state of repair and is considered to be derelict. The approach to the Workshop building was briefly discussed during our pre-application site visit on separate development proposals concerning the neighbouring school building (outside of the scope of this application), and it was noted that the building was beyond viable repair and should be recorded prior to its future demolition. Importantly, the potential re-use of the existing derelict workshop building has been considered by the applicant and assessed as part of the submitted development proposals. Ultimately, it is considered unviable to retain, restore and integrate the building into a future scheme. This is discussed further in **Section 5.0** of this report.

1.5 Further to the above, the Site is currently part of the Metropolitan Green Belt, though a draft site allocation (HSGo6 – see **Section 2.0**) in the emerging Tandridge Local Plan 2033 designates it as suitable for residential housing, supported by background papers and associated assessments.



**Figure 1.1** Site Plan





Figure 1.2 Aerial View. Source: Google (base map)

## SUMMARY OF APPLICATION PROPOSALS

- 1.6 The development proposals comprise a residential-led scheme, which seeks the introduction of 87 new residential units across the Site, including 40% affordable dwellings. The application is submitted in outline, with all matters reserved save for access. There are parameter plans that define:
- the land use (including green space);
  - urban grain and density;
  - maximum building heights;
  - tenure;
  - parking; and
  - proposals for the trees (identifying which trees are to be retained or removed).
- 1.7 Rather than a zonal approach to density and building heights, the parameter plans identify individual buildings. So while the layout is a Reserved Matter, the location of buildings has essentially been fixed in the Parameter plans. This gives greater certainty to the decision makers, which is appropriate given the heritage sensitivities.
- 1.8 The proposed location of the buildings, green spaces and trees has been careful consideration and draws on the rich history of the Site and wider former RAF Kenley complex, referencing the Site's military heritage so to create formal residential blocks akin to historic barrack buildings, whilst also ensuring references to the strong linear axis of the listed NAAFI building and its connection with the northern airfield is retained, celebrated and enhanced.
- 1.9 A full description of the proposals is provided within the supporting Planning Statement. It is also explained in full in **Section 5.0** of this Heritage Statement. The formal description of development is as follows:
- 'Development of the site for 87no. residential dwellings including affordable housing, associated landscaping, amenity space and car parking (outline application all matters reserved aside from access)'*

### PURPOSE OF THIS REPORT

- 1.10 This report sets out the significance of the designated and non-designated heritage assets which have the potential to be directly and indirectly affected by the Proposed Development, in line with Paragraph 194 of the NPPF 2021. In this case, this includes the Grade II listed Former Dining Room and Institute Building (NAAFI), the Kenley Aerodrome Conservation Area and the non-designated heritage asset of the Former Workshop building. The assessment is provided to assist the determination of the planning application by the decision makers and has been undertaken in accordance with statute and relevant policy and guidance documents, at both a national and local level.

### STRUCTURE OF THIS REPORT

- 1.11 In light of the above, the report is structured as follows:
- 1.12 **Section 2.0** outlines the statutory provisions and relevant heritage planning policies and guidance relevant to the application proposals, both at a national and local level;
- 1.13 **Section 3.0** sets out the historical context of the Site and former RAF Kenley complex;
- 1.14 **Section 4.0** identifies the relevant heritage assets, summaries their significance and what their setting contributes to that significance, as well as identifies the principal framework for assessment;
- 1.15 **Section 5.0** discusses the potential effects arising from the Proposed Development on the significance of the identified heritage assets and potential mitigation where appropriate. This Section also sets out how the Proposed Development conforms with the relevant policies within the adopted Development Plan, as well as the emerging Development Plan and Draft Site Allocation.



**2.0**

# **PLANNING AND LEGISLATIVE FRAMEWORK**

**KENLEY CAMPUS, CATERHAM, CR3 5FX**

# PLANNING AND LEGISLATIVE FRAMEWORK

2.1 This section sets out the planning policy context for the redevelopment of the Site in relation to heritage considerations, including national and local guidance.

## LEGISLATION

### PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS ACT) 1990

2.2 The Site is situated within the Kenley Aerodrome Conservation Area. It surrounds the former Institute Building (now school building), which is included on the National Heritage List for England (NHLE) at grade II, but is outside the red line boundary of the Site. There are no other statutory designations within or surrounding the Site’s red line boundary.

2.3 The Site is located to the south of the airfield at Kenley, which is surrounded by ten Blast Pens identified as Scheduled Ancient Monuments, as well the grade II listed Officers’ Mess building to the north-east.

2.4 With respect to the Proposed Development, the applicable statutory provisions are:

2.5 Section 66(1) concerns the determination of applications in relation to listed buildings, stating:

*In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.*

2.6 Regarding conservation areas, Section 72 (1) of the Act states:  
*In the exercise, with respect to any buildings or other land in a conservation area, [of any of the provisions mentioned in subsection (2)], special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*

### ANCIENT MONUMENTS AND ARCHAEOLOGICAL AREAS ACT (1979)

2.7 Legislation relating to the investigation, preservation and recording of archaeology and scheduled monuments is contained in the Ancient Monuments and Archaeological Areas Act (1979). The AMAA Act contains no statutory provision on the setting of a Scheduled Monument which is equivalent to the section 66 (1) provision just cited in relation to the 1990 Act. There is, however, local and national policy seeking the avoidance of harm to monuments and remains of equivalent value.

### DEVELOPMENT PLAN

2.8 Section 38(6) of the Planning and Compulsory Purchase Act 2004 stipulates that where in making any determination under the Planning Acts, regard is to be had to the development plan, and the determination must be made in accordance with that plan unless material considerations indicate otherwise. The following documents form the statutory development plan.

DEVELOPMENT PLAN POLICY	KEY PROVISIONS
Tandridge District Core Strategy (2008)	Policy CSP18 (Character and Design) Policy CSP19 (Density)
Tandridge Local Plan Part 2 – Detailed Policies (2014)	Policy DP20 (Heritage Assets)

Table 2.1 Relevant Development Plan Policy

## NATIONAL POLICY

NATIONAL POLICY	KEY PROVISIONS
National Planning Policy Framework (NPPF) 2021	Chapter 12: Achieving well designed places Paragraph 126 Paragraph 130 Paragraph 131 Paragraph 132 Paragraph 133 Paragraph 134 Chapter 16: Conserving and enhancing the historic environment Paragraph 194 Paragraph 199 Paragraph 200 Paragraph 201 Paragraph 202 Paragraph 203 Paragraph 206

Table 2.2 Relevant National Planning Policy

## MATERIAL CONSIDERATION

2.9 In addition to legislation and policy, the following assessment will take into consideration relevant planning guidance and any material considerations, including:

- National Planning Practice Guidance (online);
- National Design Guide (2019);
- Historic England, Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment (2015)
- Historic England Advice Note 12: Statements of Heritage Significance, Analysing Significance in Heritage Assets (2019);
- Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2017);
- Historic England Conservation Guidance: Historic Military Aviation Sites (2016);
- Kenley Aerodrome Conservation Area Proposals Statement (2006)

**EMERGING POLICY**

**TANDRIDGE LOCAL PLAN 2033**

- 2.10 The emerging Tandridge Local Plan 2033 seeks to set out a new development strategy for the district up to 2033, aiming to deliver much need infrastructure within the district, help provide affordable housing, preserve the character of the Green Belt and ensure the district remains a location in which people wish to live, work and visit.
- 2.11 The new Plan will replace the adopted Tandridge District Core Strategy (2008) and the suite of development management policies set out in the Local Plan Part 2: Detailed Policies (2014).
- 2.12 The Draft Tandridge Local Plan 2033 (Regulation 22) was submitted to the Planning Inspectorate for examination in January 2019, with the Examination in Public concluding in November of the same year. Whilst yet to be adopted, the policies set out within the emerging Plan will carry material weight in the determination of a future application.
- 2.13 The District Council received correspondence from the Inspectorate on the 11th December 2020, which includes the Inspector’s preliminary conclusions and advice on the Tandridge District Local Plan 2033. This included various points of clarifications and highlighted that further information was required in order to assess whether the Plan was considered sound. It is understood Tandridge District Council are currently in the process of putting together this required information.

**POLICY DISCUSSION**

- 2.14 The Site benefits from a draft site allocation within the emerging Tandridge Local Plan 2033 (ref: HSGo6: Land off Salmons Lane West, Caterham), with capacity for 75 new residential units (C3).
- 2.15 Identifying the land at Kenley Campus can accommodate, an estimated, 75 homes, the Council will require development to conserve and enhance the conservation area and the setting of the nearby heritage assets, including the grade II listed former Institute building, the Scheduled Ancient Monuments (Blast Pens) and be in accordance with the Kenley Aerodrome Conservation Area Proposals Statement. The Council further states:  
*In keeping with the heritage value of the site and the principles of the Conservation Area, any scheme should focus development primarily to the northern area of the site and a sympathetic design, scale and layout must be demonstrated in any application.*



**Figure 2.1** Map from Draft Site Allocation HSG06: Land off Salmons Lane West, Caterham

- 2.16 Part V of the HSGo6 states that the visual connection between the NAAFI listed building/ school and the Kenley airfield to the north should remain legible and kept intact, which the proposals do.
- 2.17 Part III requires that development proposals must be accompanied by a detailed heritage assessment, which this report provides, and will be updated as a Heritage Statement as part of the application material.
- 2.18 Accordingly, the emerging Development Plan for the District is supportive of the delivery of new residential development surrounding the Site, providing the proposals meet the statutory provisions to preserve (or enhance) the special interest of listed buildings and the special character and appearance of conservation areas, as well as national and local planning policy requirements. There is therefore an opportunity to enhance the Site’s contribution to this emerging context, introducing high quality, well-designed architecture, removing low-quality temporary accommodation, providing the best possible educational facilities that the Site allows.



2.19 We note that this requirement to restrict development in the centre and south of the Site was not included in the policy in the Regulation 19 submission (July 2018), but was added in response to a request from the London Borough of Croydon, as set out in the Statement of Common Ground (July 2019) with Tandridge District Council. Paragraph 2.4.3 of the SOCG stated:

- *“The Kenley Aerodrome Conservation Area Proposals Statement should not inform the heritage assessment.*
- *Parts A, B and C of the site set out in Appendix C (reproduced here at Figure 2.2) should not be developed. The heritage assessment shouldn’t be led by this.*
- *The descriptions of development for areas a, b and c should be revised to indicate that as these are green spaces or covered by mature trees they would not be developable and would form part of the landscaping in the overall delivery of the allocation.”*

2.20 The draft wording of the site allocation for HSG06 does not go this far, but states that the focus of development should “primarily” be in the north of the Site, not solely.

2.21 The request from LB Croydon in the SOCG to only develop the northern part of the Site relates to the desire to preserve the other parts of the Site as green spaces and mature trees, rather than any potential adverse heritage effects (including indirect setting effects). The airfield is located to the north, so in fact the southern part of the Site is considered less sensitive in heritage terms, historically accommodating military accommodation and associated facilities. It is important to note here that we do not consider that the development of the north of the Site would be harmful, based on the information set out within the submission material.

2.22 As part of the Inspectorate’s preliminary conclusions and advice following the Examination in Public in, held in November 2019, more information was requested by the Inspector in relation to Proposed Site Allocation HSG06: Land off Salmons Lane West, Caterham, stating:

*The proposed allocation falls within the Kenley Aerodrome Conservation Area and the settings of a number of designated heritage assets. In order for me to reach a view on the soundness of the proposed allocation, please provide me with your assessment of the significance of the heritage assets for which there is a potential for the allocation to cause harm, and an assessment of the effect of the proposed allocation on the significance of the heritage assets.*



**Figure 2.2** Tandridge District Council Local Plan: Statement of Common Ground with London Borough of Croydon Council, July 2019 10 Appendix C: HSG06 (Parts A, B, C and D)

2.23 The Inspector raised no specific points on the merit of development in the north, centre or south of the Site on heritage grounds.

2.24 Tandridge District Council have yet to submit such evidence to the Inspectorate to support the proposed site allocation at Kenley. We therefore seek to provide this information in the following sections so to support the delivery of the proposed site allocation and the introduction of a residential-led scheme on the Site.

## RELEVANT CASE LAW

2.25 Below, we identify the relevant case law to the application of statute and policy as set out above.

2.26 *Barnwell v East Northamptonshire District Council* [2014] EWCA Civ 137 bears on the interpretation of the statutory provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 and consequent or parallel policies. The judgment confirms the great weight attached to the preservation or enhancement of the setting of listed buildings in accordance with Section 66 of the Act.

2.27 In *Bedford BC v SSCLG* [2013] EWHC 2847 (Admin) Jay J. clarified the meaning of ‘substantial harm’, which should be considered as harm so severe as to practically to remove the rationale for designation. Paragraph 25 of the judgment stated:

*‘One was looking for an impact which would have such a serious impact on the significance of the asset that its significance was either vitiated altogether or very much reduced.’*

2.28 Thus, if harm is to be identified, then plainly this needs to be in the context of the significance of the affected asset and the effect that the proposed development will have on it, and any key elements of significance that the asset may have. The assessment of harm is to be made on the facts and circumstances of the case.

2.29 The approach taken by the Secretary of State in the recent decision relating to the Brentford Citroen Garage (ref: APP/G6100/V/19/3226914) also contextualises the level of harm that might arise in a development proposal. Paragraph 6.32 of the Secretary of State’s letter states:

*“Concern is expressed that one should not artificially lower the degree of harm on the basis that only one aspect of significance is harmed. That proposition on its own is obviously right, but the main point is a simple one – what harm does the proposal do to significance? If it affects to some degree one part of what makes an asset significant, but leaves the other 3 or 5 or 10 aspects of significance untouched, that must be relevant to the assessment of how much harm to significance would be caused. Assets rich in significance are inherently more robust. That is not to say that harm to one aspect is unimportant; but it does indicate that with such assets it takes harm to multiple aspects of significance for harm to be pitched high up the less than substantial scale.”*

2.30 The assessment of harm is to be made on the facts and circumstances of the case.

**3.0**

# **HISTORIC DEVELOPMENT**

**KENLEY CAMPUS, CATERHAM, CR3 5FX**



# HISTORIC DEVELOPMENT

- 3.1 Prior to military occupation at Royal Air Force Station Kenley, the land on which the station stands was part of Kenley Common, which during the medieval period, formed part of the waste land of the Manor of Watendone. Owing to the soil being too poor to grow crops, harvest hay or establish woodland, the only economic use for the land prior to the 19th century was to use the Common for the grazing of local livestock.
- 3.2 Whilst owned by the Manor of Watendone, the Lord of the Manor did not have exclusive use of the common land due to the Statute of Merton having guaranteed the rights of commoners in 1235. This Statute gave the commoners legal rights to gather fuel, livestock bedding and roofing from the Common, as well as the right to graze their livestock.
- 3.3 With the arrival of the railway in the 19th century, the value of the common land increased substantially. The then Lord of the Manor of Coulsdon, Edmund Byron, consequently set about enclosing land, and appropriated c. 150 acres at Hartley Down. William Hall, a neighbouring landowner, however, refused to sell land to Byron, and instead approached the Corporation of London with an offer to sell his land holdings along with its commoner's rights, in the hope the Corporation of London would protect the land from speculative development. After a period of negotiation, the Corporation purchased 347 acres of Kenley Common in 1883, excluding land already enclosed and sold off by Byron.
- 3.4 The acquisition of the 347 acres at Kenley Common and Riddlesdown was enabled under the powers of the Corporation of London (Open Spaces) Act 1878, for 'public enjoyment' and to 'preserve the natural aspect' of the land. Kenley Common consisted of 70 acres, and in the late-19th century, continued to be used for grazing sheep by various landowners, with or without grazing rights, overseen by a Common Keeper. By 1891, the area also housed a golf course which covered much of the Common.

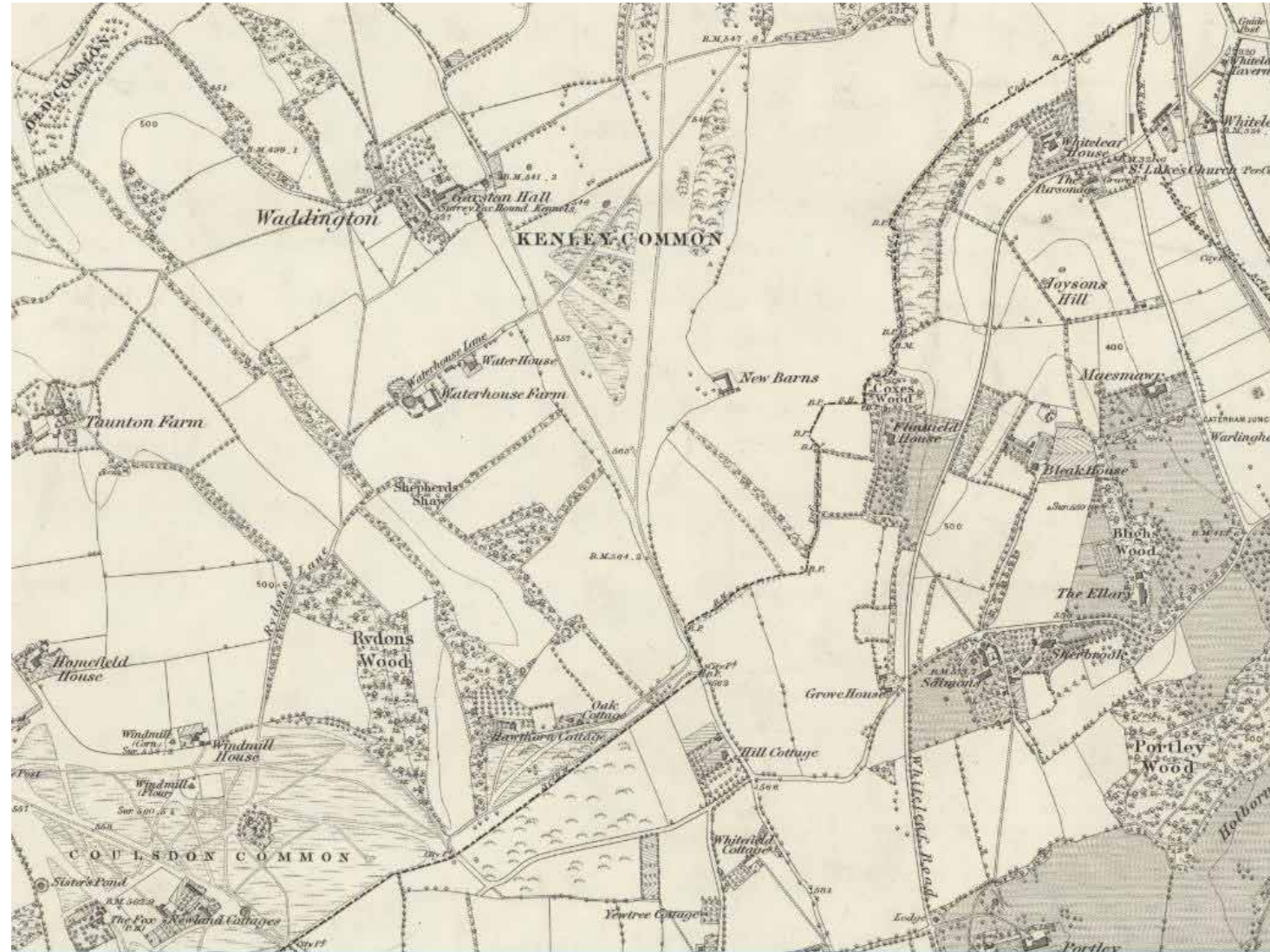


Figure 3.1 Extract from Ordnance Survey Map, 1867

- 3.5 At the outbreak of World War I, the manufacturing of aeroplanes in Britain was confined to a handful of small companies, unable to produce the numbers required to support a full-scale war effort. As awareness on the potential for aeroplanes to become weaponised grew during the war, a mass production process became essential, with the Military Aeronautics Directorate at the War Office embarking upon a policy of obtaining detailed drawings from smaller manufacturers and contracting work out to companies not previously associated with aviation.
- 3.6 To cope with the ever-increasing volume of aircraft entering the Royal Flying Corps, new aerodromes and Aircraft Acceptance Parks were hastily constructed to receive them. One parcel of land at Kenley Common was identified, with its position on high ground proving beneficial in foggy weather, surrounded by easily acquired farmland making it an attractive prospect for the military. Hence, in 1917, an area of Kenley Common and a portion of Coulsdon Common, was commandeered for the use by the Royal Flying Corps, under the 'Defence of the Realm Act' of 1914.



3.7 The acquisition of the land at Kenley enabled soldiers of the Canadian Forestry Corps to start clearing the ground and make way for the construction of an airfield. Work began in early June 1917, with the fields along Hayes Lane the focus of activity. Soon, the camp comprised eighteen Bessonneaux Hangars (a portable, tent-like structure) and a series of bell tents, marquees amongst other portable buildings, all within a few days of the Common and farmland being acquired. On completion, No. 7 Kenley Aircraft Acceptance Park came into existence.

3.8 As autumn approached in 1917, building work began on more permanent structures, with workshops, sheds and offices making steady progress.

Men were put up in newly acquired houses in the surrounding district whilst work took place and winter set in.

3.9 By 1918, barrack blocks had been constructed and seven double hangars had also been completed to the south of the airfield, where manufacturers sent planes by both road and rail for assembly. Upon completion, single engine bombers were tested first above the airfield, and then flown to stations in France and Belgium for duty within the Royal Flying Corps. A larger hangar was also constructed on the western side of Hayes Lane, built to accommodate larger heavy bombers, also sent to France and Belgium to assist in the war effort.



**Figure 3.2** Aerial Photograph showing bell tents, Bessonneaux Hangars, and footprints for permanent hangars to the east, 1917.



**Figure 3.3** Aerial Photograph showing the completion of seven double hangars and barrack accommodation to the south. Large Bomber hangar located to the south-west of flying field, 1921.



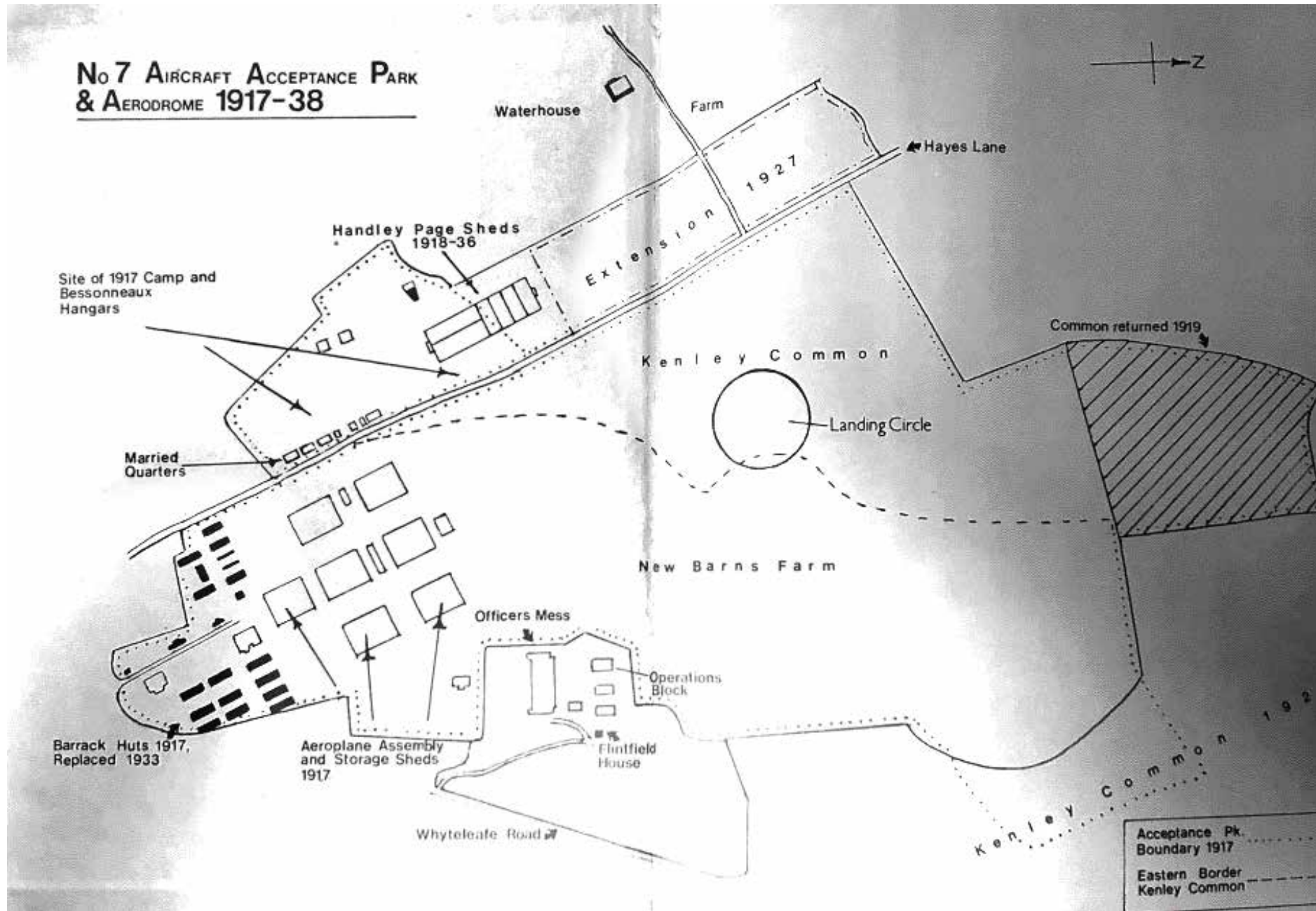


Figure 3.4 Plan of No. 7 Aircraft Acceptance Park & Aerodrome 1917-38.

- 3.10 With the First World War coming to an end and seeing the significant impact air power had on its many conflicts, the decision was made to merge the Royal Flying Corps and the Royal Naval Air Service, to create an independent air force, separate from both the British Army and the Admiralty. The new air force was to be known as the Royal Air Force (RAF), which upon its creation on 1st April 1918, was the largest and most powerful in the world, with over 300,000 personnel at its command.
- 3.11 One of the first RAF Squadrons to be based at Kenley was the No. 1 (Communications) Squadron, which transferred officials to and from the Peace Conference in Versailles, Paris, after the Armistice of 11th November 1918.
- 3.12 With the war effort coming to an end, much debate followed as to the future of the aerodrome at Kenley. For most, including the Corporation of London, it was anticipated that the land would be returned to its original use, accessible by the general public as Common Land. Such interest was as to the future of the station that in December 1919, the future of the aerodrome was debated in the Houses of Parliament, with Sir Stuart Coats asking Sir Winston Churchill to consider the restoration of the Common on account of:
 

*“The airfield’s exceptional altitude and liability to be enveloped in clouds and fog, as instanced by the recent fatal accident near Caterham, and also in view of the annoyance caused to the residents of the district by the noise of arriving and departing aeroplanes”*
- 3.13 Whilst the decommissioning of Kenley gained the support of the local community, Churchill sought to retain the aerodrome, citing its “great importance in connection with the Air Defences of London”.
- 3.14 During the 1920s, several fighter squadrons were accommodated and rotated through Kenley, with little notable development taking place during the decade. The RAF expanded its facilities at a number of aerodromes the early 1930s, with Kenley being one. J.B. Edward, a building and civil engineering contractor who had worked on the 1917 station, was contracted by the RAF to undertake a rebuilding programme at the aerodrome, which would establish Kenley purely as a fighter station, maintaining two squadrons on a permanent basis. Resident squadrons departed the station while necessary demolition and rebuilding took place, including the construction of barrack blocks, officers’ and sergeant’s messes, stores, workshop and an Institute. The work took around 20 months to complete, with the role of the aerodrome being reverted to being a Storage Station as work progressed on the new buildings.



3.15 During the period of reconstruction, the large hangar built to the west of the aerodrome was demolished, freeing up the western boundary from both buildings and obstructions. The aerodrome up until 1931 had been an irregularly shaped grass landing area.

3.16 At this time, buildings at Kenley were concentrated to the south of the airfield, with more technical and mechanical buildings, including hangars, workshops and sheds positioned immediately to the south of the flying field, whilst accommodation and recreational facilities, for example barrack blocks and dining facilities being situated to the south of the base (as illustrated in **Figure 3.5**). This includes a set of three T-shaped buildings to the south of the former parade ground and NAAFI building, whilst also including a guardroom at the southern entrance and administrative buildings situated along the western side of Victor Beamish Avenue leading north to the Airfield.

3.17 As the Second World War approached, RAF Kenley was placed on a war footing. 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 blast pens each capable of holding two aircraft, were constructed in early-1940, dispersed as widely as possible around the aerodrome so to separate the aircraft during potential future raids. The backs of each blast pen contained an air raid shelter as an integral part of its structure, for the protection of ground staff when under attack.

3.18 At the same time, three of the seven First World War hangars were demolished, leaving only four standing to the south of the former flying field. To protect the station, four 40mm Bofors emplacements, two anti-aircraft guns and numerous Lewis guns were installed across the airfield, whilst a novel parachute and cable system was installed on the northern side of the airfield to intercept enemy aircraft. The first squadron to occupy the newly constructed site was No. 3 Squadron, taking up residence in January 1940 with their Hurricane aircraft even before the two new concrete runways and other facilities were complete.



**Figure 3.5** Aerial Photograph showing newly constructed barrack accommodation to the south of Airfield, 1940s

3.19 It was not until May 1940 that the airfield was considered suitable for Spitfire operations, some seven months after the outbreak of World War II, with the arrival of No. 64 Squadron marking the first Spitfires to touch down on the aerodrome. Over the course of 1940, Kenley accepted retreating aircraft from Belgium and France, whilst it also played an integral part in providing cover for the evacuation of Dunkirk in June 1940. Following the retreat out of Dunkirk, it was clear that an invasion onto British soil was soon to be inevitable.

3.20 With Kenley taking the role of a Sector HQ in 11 (Fighter) Group, made up of Shoreham-by-Sea, Gatwick, Redhill and Croydon satellite airfields, Kenley's pilots were very much in the firing line of enemy aircraft and squadrons during the air assault of the Battle of Britain between 10th July and 31st October 1940. For the German military to land on the south coast by sea, they needed control of the air space above it, meaning attention was turned to British airfields in the south-east, one of which was Kenley.

3.21 On 18th August 1940, the airfield sustained major damage following a bombing raid by the Luftwaffe. Early warning radars had picked up enemy activity across the Channel and by 12:45pm, No. 64 Squadron was scrambled. Sixty Luftwaffe crossed the Sussex coast and by 2pm, an onslaught ensued with low level raiding forces followed by high-level bombers.



**Figure 3.6** Map illustrating aerial coverage of 11 Group, Fighter Command Group 11



**Figure 3.7** Photograph taken from low flying Dornier during Battle of Britain, 1940



3.22 During the air raids on Kenley, three aircraft hangars caught fire, whilst equipment stores were destroyed alongside Hurricanes and Blenheim Bombers. Nine airmen were killed during the raid. Houses surrounding the airfield suffered major damage as airfield targets were missed. One hangar of the previous seven remained, with only a series of brick walls and support arches standing among the wreckage of the others. The Station Headquarters and camp hospital were reduced to rubble, whilst barrack blocks and the Sergeant's Mess had also been hit. The Officers' Mess escaped comparatively unscathed, with only superficial damage from shrapnel hitting the front of the building. This raid is well-known on account of a celebrated photograph taken from a German bomber of blast pens at Kenley during the attack. One of the bombers was brought down by the cable and rocket system along the north side of the airfield perimeter.

3.23 Whilst the Germans thought the raids on Kenley were a success, in reality, things could have been much worse. The hangars destroyed by the Luftwaffe were already surplus to requirements, whilst equipment stores, and sick bays were easily relocated. Runway craters were soon to be filled in and the Operations Room, the epicentre of command remained unscathed. The raids did highlight however, the need to secure a communication base away from the station, with communication being cut off during the attack. As such, a new centre was set up within an empty butcher's shop at Godstone Road in Caterham Village.

3.24 In 1941, Kenley operated against enemy targets across the English Channel and escorted Bristol Blenheim Bombers to their targets. In the same year, an influx of allied forces were based at the station, including two Polish Squadrons, as well as Czech, Australian and New Zealand airmen. On the aerodrome, aircraft maintenance was carried out in the last remaining hangar. Four smaller corrugated metal blister hangars were constructed on the western perimeter to give protection from weather, and new taxiways were laid to accommodate aircraft using the new hangars.



Figure 3.8 Aerial Image illustrating extent of damage during the 1940 raids on Kenley, 1941

3.25 With the coming of D-Day on 6th June 1944, and with the war now focussed on the last remaining battlegrounds away from Britain, Kenley's role diminished significantly. The last remaining Squadron, No. 421 Squadron left for RAF Tangmere in April the same year, whilst Sector Control was taken over by RAF Biggin Hill.

3.26 In September 1944, plans were made for disarming the Luftwaffe. Bushey Park became the new Disarmament Headquarters, whilst Kenley became the Disarmament School. Personnel were given technical training, equipped with motor transport and formed into units to be ready for when the time came. By May 1945, the now Mobile Disarmament Units been sent to France, Austria, Norway, Denmark, Holland and Belgium.

3.27 The configuration of the aerodrome at this time is known from an Air Ministry plan made in 1945, held by the RAF Museum.

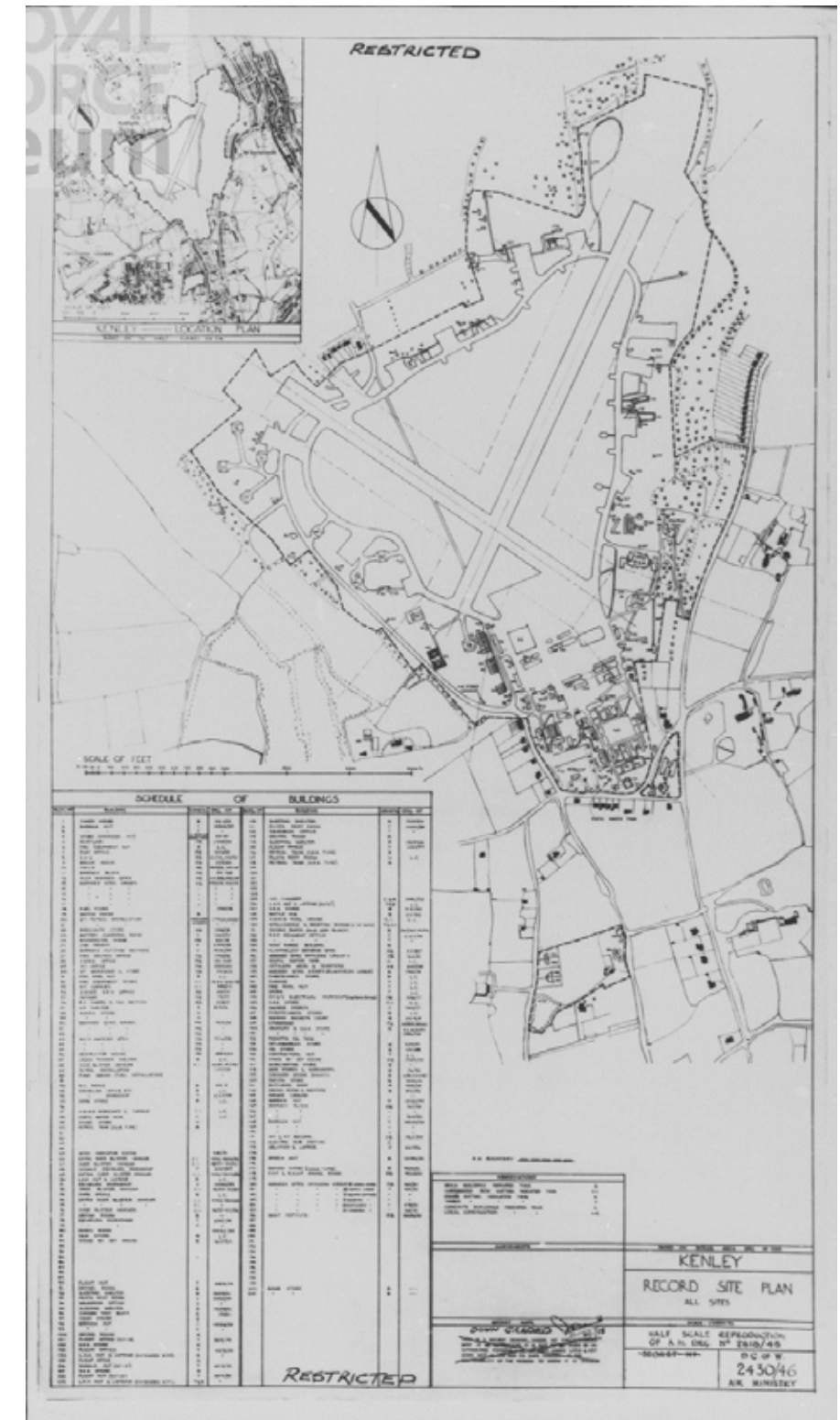


Figure 3.9 Air Ministry Map, 1945 (RAF Museum)



3.28 Soon after the war, requisitioned houses in RAF possession were returned into private ownership. The Air Ministry reopened Hayes Lane to the public, isolating the western blast pens and making the roadway the new western boundary of the aerodrome. For many years, flying activity remained light, with the runway too short to accommodate any of the modern era jets. The celebrated 1956 film *Reach for the Sky*, about legless fighter ace Douglas Bader and starring Kenneth More, was partly filmed at Kenley.

3.29 From the 1960s, a steady rundown of activity ensued, and by the early seventies, the station had become little more than a dormitory area for Ministry of Defence personnel stationed elsewhere. Several early buildings were demolished on the southern portion of the site to make way for Married Quarters, taken over by the army in 1977.

3.30 The Station was closed in 1974, although an RAF glider school remained located here. 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 1980, the Operations Block to the south of the Officers' Mess was demolished, with a security gate constructed in its place. The final Bellman hangar was dismantled in February 1983 and the former Institute building was deserted and left unoccupied.

3.31 On the 12th July 1983, fifty-two acres of land on the north-eastern side of the perimeter of the aerodrome were returned for public use in a transaction with the City of London, reopening as an extension to Kenley Common.

3.32 More recently, the former Institute building has been converted into the OneSchool Global Kenley Campus in 2015, whilst the area once housing several aircraft hangars between the Institute and the aerodrome now lies empty, save for the derelict remains of the former station Workshops. The Officers' Mess to the east of the aerodrome also stands derelict, with much of its interiors and roof destroyed by fire caused by vandals in recent years. The former married quarters to the south-west of the airfield have since been redeveloped for housing.



Figure 3.10 Aerial View of the former RAF Kenley, 1970s



Figure 3.11 Photograph showing former Institute Building prior to recent redevelopment & conversion



Figure 3.12 Photograph of OneSchool Global Kenley Campus, 2021



Figure 3.13 Photograph of brownfield land to the south of the airfield, including the derelict Workshops



**4.0**

# **STATEMENT OF SIGNIFICANCE**

**KENLEY CAMPUS, CATERHAM, CR3 5FX**

# STATEMENT OF SIGNIFICANCE

4.1 The significance of a heritage asset is defined in Annex 2: Glossary of the NPPF (2021). It states

*The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.*

4.2 The setting of a heritage asset is within the NPPF (2021) as:

*The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.*

4.3 Paragraph 194 of the NPPF (2021) requires an applicant to describe the significance of any heritage assets likely to be affected by future development proposals, including any contribution made by their setting. The level of detail should be proportionate to the importance of the heritage asset and no more than is sufficient to understand the potential impact on their significance.

4.4 The following assessment sets out the significance of the heritage assets which have the potential to be affected by the Proposed Development. This includes the grade II listed former Institute Building and any contribution made to that significance by virtue of setting. It also seeks to understand the character and appearance of the Kenley Aerodrome Conservation Area in which the Site is situated within, and the contribution the Site currently makes to the wider area and former airfield. The following section also includes an assessment of the former Workshop building located within the Site's red line boundary, identified as a non-designated heritage asset.

## EXISTING DESIGNATIONS

4.5 A combination of national and local heritage designations are found at RAF Kenley.

4.6 In terms of **national designations**: these comprise, to the north of the Site, eleven blast pens, each identified as an Ancient Scheduled Monument circling the airfield (NHLE refs: 1021242-3), whilst the grade II listed Officers' Mess and Institute are located to the south-east (NHLE refs: 1334947 and 1334946 respectively).

4.7 In terms of local designations: the aerodrome lies within the Kenley Aerodrome Conservation Area, designated in 2005-6 across the boundaries of Croydon and Tandridge Councils (see below). A number of structures are identified as 'historic features' in the Conservation Area Proposals Statement without having been formally identified through local listing.<sup>1</sup>

## OVERALL SIGNIFICANCE

4.8 Kenley is regarded as one of the best-preserved Second World War fighter stations in England in terms of its airfield (the runway and perimeter area). However, as an overall aerodrome complex, it has suffered from extensive demolition of its hangars and ancillary buildings and is not comparable to other former Fighter Command aerodromes such as RAF Duxford or nearby Biggin Hill which are more complete.

4.9 Kenley's key heritage significance derives from two factors. These are its considerable historical importance as a Battle of Britain sector station; and from the intactness of its flying field and related structures, including the nationally unsurpassed set of surviving blast pens, of the Type E variety. English Heritage (now Historic England) accordingly described the site in its 2000 review of military aviation sites as *'the most complete fighter airfield associated with the Battle of Britain to have survived'*.<sup>2</sup> The level of significance of each of these claims must be regarded as **high**.

4.10 RAF Kenley's remaining structures add to its significance but are of a lesser order of importance. Two of these are listed. The best-preserved is the former Institute; less well-preserved is the former Officers' Mess. These must each be regarded as of **medium to high** significance.

4.11 The loss of all hangars and almost all the ancillary buildings has eroded Kenley's claim to be an intact aerodrome when compared with other RAF fighter stations. Remaining structures outside of the area of the flying field should accordingly be regarded as of **low to medium** significance.

4.12 To the north of the Site, eleven blast pens, each identified as an Ancient Scheduled Monument circle the aerodrome, whilst the grade II listed Officers' Mess is located to its east.

## SIGNIFICANCE ASSESSMENT

4.13 The following assessments of significance draws on relevant Historic England Guidance, as outlined in Section 2. This includes GPA 2 – Managing Significance in Decision-Taking in Historic Environment (2015), GPA 3 – The Setting of Heritage Assets (2017) and Advice Note 12: Statements of Heritage Significance (2019).

<sup>1</sup> These comprise a former squash court and air raid shelter close to the Officers' Mess; a Pickett-Hamilton fort on the flying field (and possibly another); the former fuel dump; a pillbox and guard house; and the firing butts.

<sup>2</sup> Quoted in the foreword to the Kenley Aerodrome Conservation Area Proposals Statement.



## LISTED BUILDING

### FORMER DINING ROOM AND INSTITUTE AT FORMER RAF KENLEY (GRADE II)

- 4.14 Also known as the former NAAFI, the Former Dining Room and Institute at former RAF Kenley was included on the statutory list of buildings of special architectural and historic interest at grade II on 10th January 2001. A full copy of the building's list entry, which includes a map of its location is included within **Appendix 1.0** of this report for reference.

### ARCHITECTURAL AND ARTISTIC INTEREST

- 4.15 The former Institute building at Kenley was erected to standard Air Ministry designs, reflecting the Neo-Georgian approach taken to such commissions. The RAF was a young branch of the services, and sought to build in a traditional and dignified idiom which would lend an air of authority, permanence and security. Another example of the same design (also listed in Grade II) is at RAF Duxford (NHLE ref: 1392873). The Air Ministry's approach to design was to alter later on. The RAF's Expansion Programme, commenced in 1934, initially continued with a Neo-Georgian approach before changing course in the late-1930s, when a more modern and economical style was adopted for aerodrome buildings.<sup>3</sup> An example of the latter approach survives at RAF Swanton Morley, Norfolk.<sup>4</sup>
- 4.16 Designed in 1932 by the Air Ministry's Directorate of Works and Buildings, the Former Institute building is an early example of the Royal Fine Arts Commission's influence on military architecture and the improved quality of airfield design across the country during the inter-war years. Following World War I, more than 100 new stations were built in permanent fabric between 1923 and 1940. The initial phase, between 1923 and 1926 comprised Lord Trenchard's expansion of the air force, which was centred upon the building of offensive bomber bases, behind an aircraft fighting zone of some 15 miles, as well as extending around London from Duxford to Salisbury. The second phase focussed on rearmament, which was chiefly carried out between 1934 and 1940, commencing after Hitler's rise to power and the collapse of the Geneva disarmament talks in 1933. Kenley forms part of the initial rearmament phase, with the Institute building being an example of this period, with RAF base's layout and building quality markedly improved in their overall design and

architectural quality, chiefly resulting from discussions with the Royal Fine Art Commission and political sensitivities over landscape impact of the construction programme. Nationally, with the Air Ministry's main consultant in architectural design being the Royal Fine Arts Commission, the first rearmament bases of the early-1930s were a curious blend of Garden City planning and architecture for married quarters, neo-Georgian propriety for barracks and other domestic buildings, and a more watered-down Moderne style for technical buildings.

- 4.17 The former NAAFI building at Kenley is an austere design in brick, with a six-bay central range flanked by two projecting wings: these have pedimented gables above a central section of yellow limestone masonry, surrounding ground floor round window and a 6/9 pane first floor sash window. There are also stone door surrounds on either side of the end ranges. The south front faces onto the parade ground: the north side has a mixture of ancillary structures attached.
- 4.18 Some alteration has taken place to the west side, and there is visual evidence that the building was extended to the north-east at some point early in its history (there is a straight building line in the brickwork). The interior has been heavily altered, with the only surviving feature being the staircases. The building is now used as a school and has been comprehensively refitted internally.
- ### HISTORIC INTEREST
- 4.19 The building was used for dining by non-commissioned ranks (including Sergeant Pilots): this was their principal dining room, and also served as a social space. As such it was one of the largest buildings at the aerodrome and it therefore embodies the residential side of the RAF station, alongside the Officers' Mess.
- 4.20 RAF Kenley played a leading part in the Battle of Britain and in the fighter offensive subsequently. The building thus has **high significance in terms of historical association.**



Figure 4.1 The Former Institute, RAF Kenley



Figure 4.2 Institute at RAF Duxford (NHLE ref: 1392873)

<sup>3</sup> Paul Francis, *British Military Airfield Architecture* (1996), p. 18.

<sup>4</sup> See <http://www.ukairfields.org.uk/swanton-morley.html> for an example (heavily altered) of this design approach which dates from a 1938 Air Ministry design.



**SETTING**

- 4.21 The building stands at some distance from other surviving structures at the aerodrome. It has a claim to functional group value with the listed Officers’ Mess and the scheduled blast pens, if not a visual relationship. The building stands directly in front of the former parade ground which adds to its impact. The building is screened by trees from the former technical site to its north and there is thus minimal visual relationship with the overgrown and derelict former Workshops the nearest standing structure.
- 4.22 Immediately to the east of the NAAFI lie four temporary school buildings, currently in use as additional school accommodation. The lack of architectural quality and relationship with the former NAAFI building serves to detract from the interest of the building. There is therefore an opportunity to enhance this area’s contribution to the overall significance of the listed building by virtue of setting.

**SUMMARY OF SIGNIFICANCE**

- 4.23 The former Institute is of **medium** to **high** significance. It is of greatest importance for its historical association with this noted fighter aerodrome, and then of note for its architectural interest. It has some medium significance as one of the main survivals at this otherwise extensively altered aerodrome.



Figure 4.3 The former Institute and retained parade ground (now playground)



Figure 4.4 Photograph illustrating temporary school accommodation to the east of former Institute building

**CONSERVATION AREA**

**KENLEY AERODROME CONSERVATION AREA**

- 4.24 The Kenley Aerodrome Conservation Area was designated by Tandridge District Council on 7th December 2005, and its designation was agreed with the London Borough of Croydon on 9th January 2006. A map illustrating its boundaries has been included in **Appendix 2.0** for reference.

**SUMMARY OF CHARACTER AND APPEARANCE**

- 4.25 This Conservation Area (hereafter the KACA) is a cross-council boundary recognition of the totality of RAF Kenley as an aerodrome complex. The boundary embraces the flying field (wholly in Croydon) as well as the residential and technical areas (wholly in Tandridge). It is the latter area which is of relevance in this report.
- 4.26 The southern area (described as ‘Sub Area 2’ in the KACA Statement) is of mixed character. The former Institute, now a school, is well-kept and the former parade ground to the south, now used as a playground, retains its open character.
- 4.27 To the north-east, however, ‘Sub Area 1’, the unkempt area towards the former Officers’ Mess is overgrown and the once formal and military character is lost, appearing divorced from the aerodrome to its west.
- 4.28 The technical area immediately to the north of the former Institute has, save for the ruined Workshop building, been flattened. The footings of former hangars (dating from the First World War) can be discerned, though nothing else remains.

## NON-DESIGNATED HERITAGE ASSET

### FORMER WORKSHOPS

- 4.29 The former Workshops stand a short distance to the north of the Site. They are dated 1931 on a date stone set into the western wall: as such they are contemporaneous with the Officers' Mess and Institute. The structure comprises a roughly U-shaped building in brick, with a back range aligned east-west along the northern side, with projecting ranges aligned north-south at either end. The openings have concrete lintels, and the roofs are spanned with steel trusses.
- 4.30 In the words of Paul Francis, *A Home Defence squadron workshop of the 1920s was intended to serve three squadrons. It was a U-shaped brick-built building with a steel-framed roof supporting slates. One wing contained an engine-fitting shop and machine shop; the other wing contained a carpenter's woodworking and plane shop. The rear half was used as a carpenter's machine shop. Acetylene and blacksmith's shops with a boiler-room were located in a yard between the two main wings.*<sup>5</sup>
- 4.31 Comparable examples of this type survive elsewhere, such as at RAF Bicester (listed grade II, NHLE ref: 1393041), dating from 1925<sup>6</sup>. The later design variant of 1937 with flat roofs survives at RAF stations at Bircham Newton, Swanton Morley (both Norfolk) and elsewhere.
- 4.32 The building is overgrown and derelict: window openings have been bricked up and there are no surviving roof coverings. The central yard is now piled up with rubble. The building is in very bad condition.

### SUMMARY OF SIGNIFICANCE

- 4.33 The building (which is not specifically identified in the KACA Statement as a 'historic feature', unlike others here) possesses **low** significance in architectural and evidential terms, on account of its condition and the survival elsewhere of better examples. It possesses **moderate** historical significance as one of the relatively few technical site structures to remain at this aerodrome. It does not have strong group value with any other building. Overall, its significance is at best, **moderate**.



Figure 4.5 The Former Workshop, Kenley

- 4.34 The Workshop in its current ruined and overgrown state contributes very little to the significance of the heritage assets in the vicinity. The loss of all other technical buildings in its environs reduces its eloquence as a reminder of this once-busy area of mechanical activity. Compared with the derelict Officers' Mess, the present state of the Workshop is less of concern as its significance is much lower.
- 4.35 Overall, therefore, the Workshop makes a very limited contribution to the significance of designated heritage assets, including the KACA.

<sup>5</sup> Francis (1996), p. 52.

<sup>6</sup> Graham Buchan Innes, *British Airfield Buildings vol 2: The Expansion and Inter-War Periods* (2000), p. 48.



# 5.0 IMPACT ASSESSMENT

**KENLEY CAMPUS, CATERHAM, CR3 5FX**

# IMPACT ASSESSMENT

5.1 This Section of the report considers the impact of the proposals on the significance of the heritage assets and against relevant planning policy and the statutory provisions. As stated in **Section 1.0**, the application is submitted in Outline, with supporting parameter plans which define the land use (including green space), urban grain and density, maximum building heights, tenure, parking and the approach to trees. This section assesses the heritage effects of the Proposed Development as indicated from the Parameter Plans.

## THE PROPOSED DEVELOPMENT

5.2 As outlined in **Section 1.0** of this Statement, the Proposed Development seeks to deliver residential development in accordance with the Draft Site Allocation for the Site, which has been identified by Tandridge District Council as deliverable, suitable and achievable for housing development since 2015, being identified in the Council's "

5.3 Planning permission is therefore sought for residential-led development on the Site, seeking outline consent for the introduction of 87 new residential units across the Site, including affordable dwellings. A full description of the Proposed Development is included within the submitted Design & Access Statement (prepared by OSP Architecture) and Planning Statement (prepared by Daniel Watney LLP). The Proposed Development can, however, be summarised as follows:

- The creation of a sustainable community, sensitively integrated into the surrounding community;
- Develop an accessible, well-connected Site, with permeable routes connecting to existing walking routes around the Kenley Aerodrome;
- Create a contextualised residential development within Tandridge which seeks to draw on the rich military heritage of the Site and wider RAF Kenley complex;

- Introduce a residential development which references and seeks to re-establish, restore and enhance the strong linear axis (both physically and visually) between the listed NAAFI building and the northern airfield (a requirement set out at Part V of the draft site allocation);
- Ensure the delivery of a comprehensive landscaping strategy, including the retention and enhancement of mature landscaping features, including a 'Woodland fringe', 'glades', as well as green pockets and connections throughout the site. Such an approach seeks to maintain the verdant character of the Site and introduce green connections whilst improving biodiversity.

5.4 The full description of development is as follows:

*'Development of the site for 87no. residential dwellings including affordable housing, associated landscaping, amenity space and car parking (outline application all matters reserved aside from access)'*



**ASSESSMENT OF IMPACT**

5.5 The following assessment considers the heritage effects arising from the suite of parameter plans, with reference to the illustrative Proposed Site layout, produced by OSP Architecture. The Illustrative Proposed Site Layout demonstrates how a successful residential scheme can be accommodated on the Site, informed by a detailed analysis of the Site constraints and Opportunities. We reproduce copies of the Illustrative Proposed Site Layout and Opportunities Plan at **Figure 5.1** and **5.2** for reference.



**Figure 5.1** Illustrative Proposed Site Layout (OSP Architecture)



**Figure 5.2** Site Opportunities Plan (OSP Architecture)



**DIRECT AFFECTS**

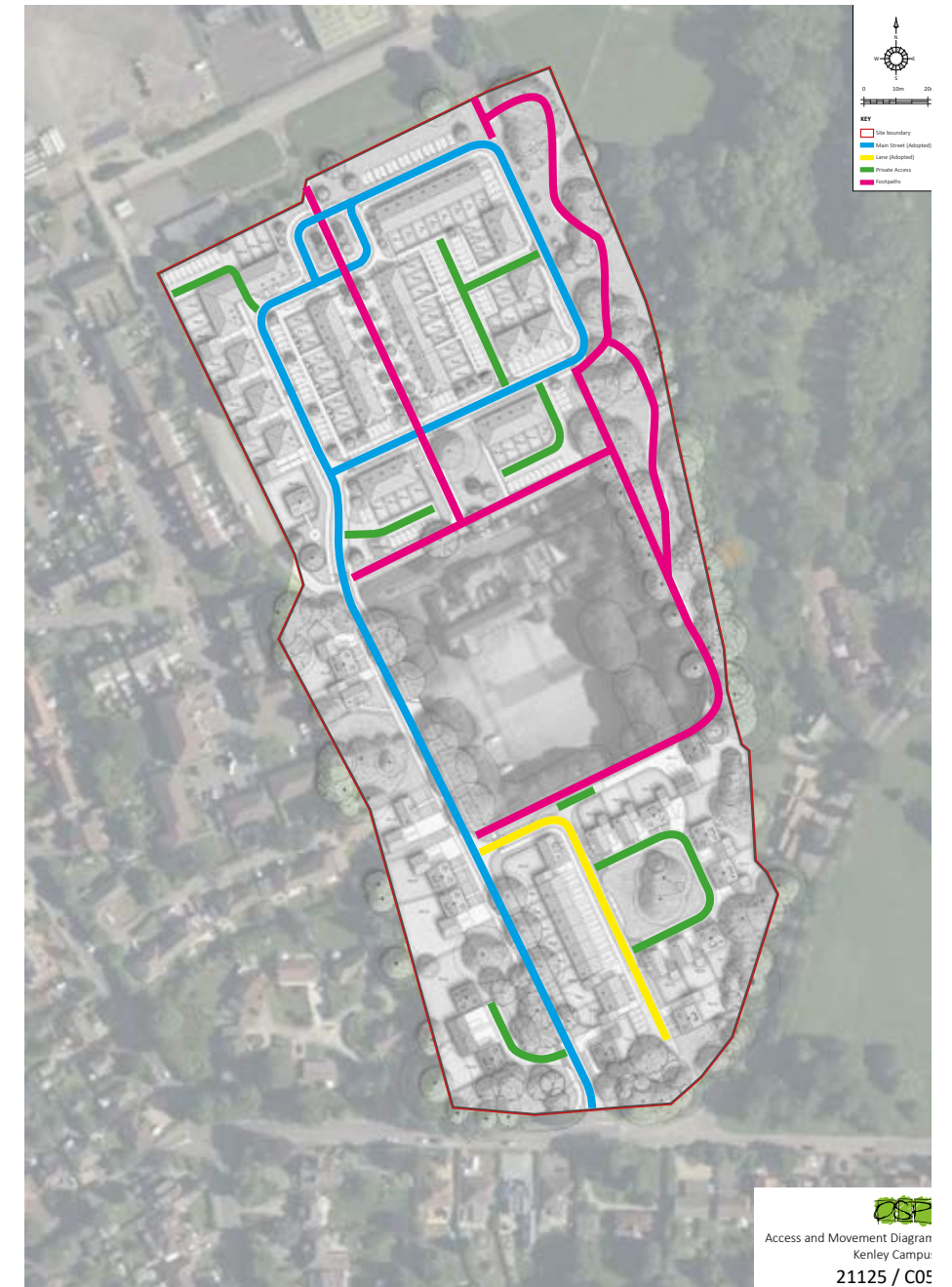
**CONSERVATION AREA**

**KENLEY AERODROME CONSERVATION AREA**

- 5.6 The Proposed Development will be situated within the south-eastern portion of the Kenley Aerodrome Conservation Area, identified as 'Sub-Area 2' within the adopted KACA Statement.
- 5.7 As outlined within the adopted KACA Statement, the area subject to the development proposals is chiefly characterised by its mixed character and appearance, with the listed school building standing as the most prominent feature within the sub-area, surrounded by well-kept landscaping (chiefly within its immediate curtilage), a gated/open playground as well as modern, unsympathetic temporary accommodation blocks/ storage facilities associated with the daily running of the school. Important features which make the greatest contribution to the conservation area's significance comprise the retained Institute Building (listed at grade II), its open parade ground to the south, as well as existing, mature landscaping features, which comprise mature trees surrounding its former parade ground and those that line Victor Beamish Avenue.
- 5.8 In developing the proposals, great care has been paid to ensure the character and appearance of the Kenley Aerodrome Conservation Area is preserved, and where possible, enhanced. This has included a thorough analysis of the Site and its contribution to the surrounding area, not just architecturally, but through existing landscaping, visual amenity and overarching former military character. Such analysis has identified key attributes of the existing Site, as well as how such characteristics have evolved over time and key design themes of the 1930s that have since been lost and become blurred.
- 5.9 Firstly, this includes the loss of both the visual and functional relationship between the former NAAFI building and the airfield to the north, with built form (in the form of hangars and technical buildings/ workshops) once framing a central route through the site now demolished and removed from the Site (see aerial images and historic plans set out in **Section 4.0**). Whilst a visual connection between the former NAAFI building and the airfield remains to some extent, the historic functional link between them has since been lost, owing to the parcelling off of land, the extent of vegetation/ overgrown nature of the Site and high security fencing which limits public and/or private access. We consider, therefore, there

is an opportunity to introduce a contextualised residential development on the Site, seeking to re-establish lost features and characteristics, as well as ensuring currently inaccessible parts of the conservation area are incorporated into a wider masterplan scheme.

- 5.10 Within the northern section of the Site, it is proposed to create a new residential area which will repair and celebrate the historic visual and functional connection between the listed NAAFI building and the aerodrome, creating a centralised pedestrian route as shown on the 'Access and Movement Diagram' (see **Figure 5.3**). Re-establishing and celebrating the visual and physical connection between the NAAFI building and the aerodrome through the creation of a centralised footpath through the centre of the northern residential area allows for the creation of a residential layout which will ensure the military character of the site is brought through to any future Reserved Matters application. This is illustrated in the 'Illustrative Proposed Site Layout' (see **Figure 5.1**), which shows how the central pedestrianised route can be framed with inward facing 'barrack' type terraces, channelling views through this part of the Site, softened by small-scale interventions including rain gardens, swales and linear tree planting.
- 5.11 As indicated on the 'Land Use Diagram' (**Figure 5.4**), coupled with the 'Site Opportunities Plan' (**Figure 5.2**), landscaping has been placed at the heart of the Proposed Development, owing to its contribution to the character and appearance of the conservation area. The proposed quantum of residential development, coupled with access routes and 'developable areas', allows for the creation of 'Green Pockets' across the Site, including immediately to the north of the NAAFI building, as well as further toward the Site's northern boundary, enabling the creation of a new landscaped feature which will tie the Site into the wider conservation area whilst also having the potential to accommodate commemorative features, artwork and/or sculpture, responsive to the Site's history and its contribution to World War II.



**Figure 5.3** Access and Movement Diagram (OSP Architecture)



Figure 5.4 Land Use Diagram (OSP Architecture)

5.12 Surrounding the formal linear route from the NAAFI to the northern aerodrome, the illustrative layouts demonstrate how larger, 'officer-type' residential properties can be proposed within the northern part of the Site, with the proposed residential quantum allowing for generously sized boundary plots, with subservient garage buildings, set back from street edges so to limit the extent of built form visible along street frontages. Furthermore, this allows for the creation and integration of front gardens, further softening the suburban form of the development, as well as ensuring any future scheme is landscape-led, contributing to the green character of the conservation area and the contribution mature trees and vegetation make to its character and appearance.

5.13 Whilst a detail for reserved matters stage, it is envisioned that building typologies, material palettes and the detailed design of a residential scheme will be informed by a contextual study of surrounding materiality, character and will draw on the conservation area's military history and neo-Classical architectural character (particularly the listed NAAFI building). Such an approach will help mitigate the development's impact on the conservation area and ensure it contributes positively to its overarching character and appearance.

5.14 The 'Building Heights Diagram' (Figure 5.5), defines the maximum scale/height of residential properties across the Site. As explained in section 1, rather than taking a zonal approach to scale, the parameter plans identify individual buildings, so while the Layout is a Reserved Matter, the location of the buildings is essentially fixed. The scale is proposed to range from between one to three storeys, with the central 'longer buildings either side of the new pedestrianised route to the north of the NAAFI building seen as the most appropriate location for any three-storey properties. These longer linear buildings are illustrated as Barrack-style' terraced properties on the Illustrative Proposed Site Layout (Figure 5.1). The siting of such scale in this location stands to reinforce the linear character of the new pedestrian route north toward the aerodrome from the NAAFI, standing as a modern take of a 20th century military barrack block building typologies.

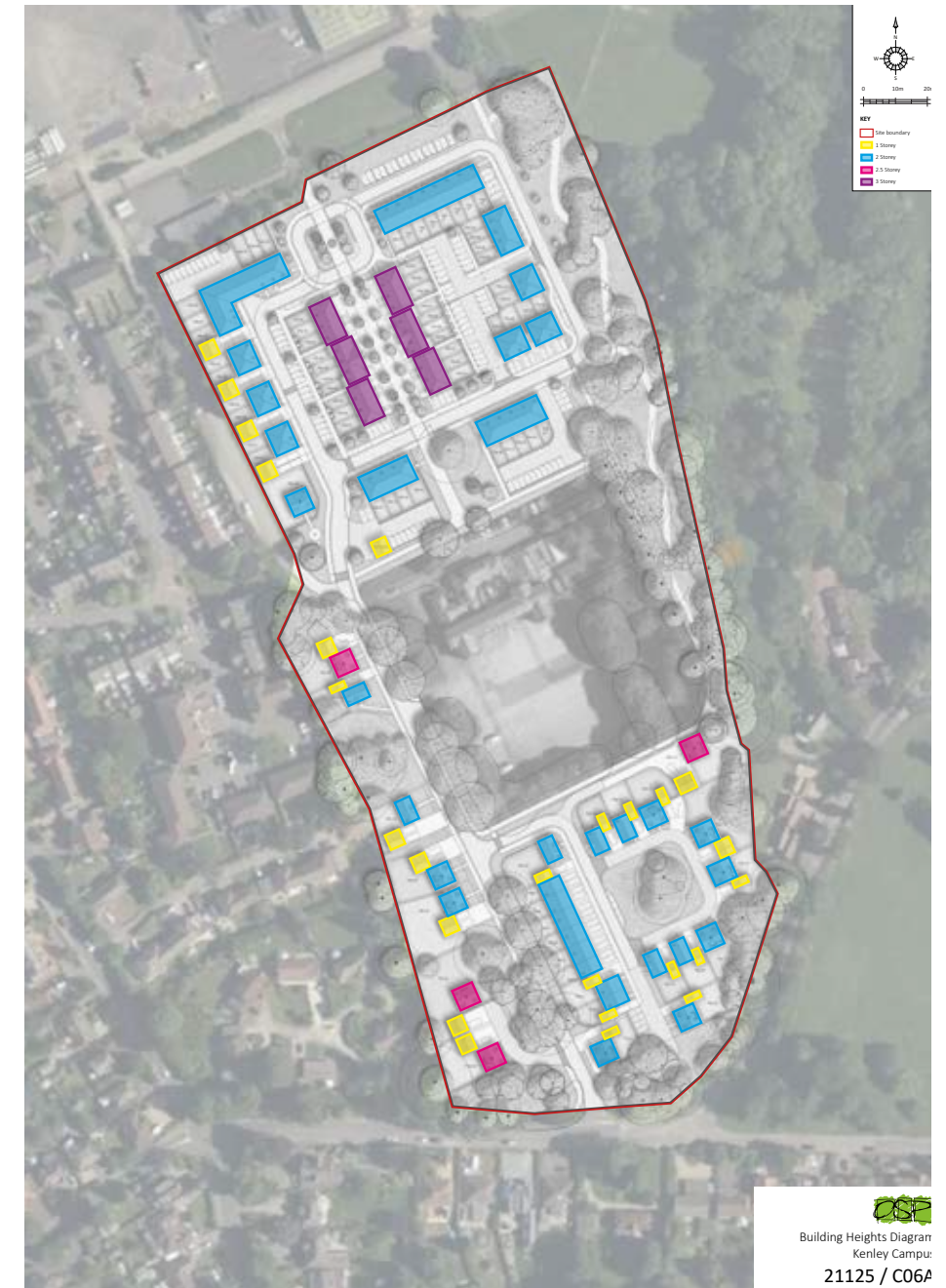


Figure 5.5 Building Heights Diagram (OSP Architecture)



- 5.15 The Urban Grain and Density Plan (**Figure 5.6**) prepared by OSP Architecture indicate that a looser grain and density would be located on the land parcel to the west of Victor Beamish Avenue. Here, built form would successfully be dispersed and separated by the creation of wildflower glades and communal green pockets, again ensuring landscape is placed at the heart of the development, as indicated on the Land Use Plan. Furthermore, access will be maintained along Victor Beamish Avenue (as has always been historically), with properties set back from the street frontage and the existing tree lined avenue maintained with possibilities for enhancement (to be secured at Reserved Matters stage). The set back character of properties situated on the south-western entrance will further soften the entrance to the conservation area from the south, with existing trees and enhanced planting reducing intervisibility from Victor Beamish Avenue and help mitigate any adverse effects based on visibility of residential development.
- 5.16 The looser grain/ typology of residential development is shown to the south / south-easter portion of the Site, set around a central communal green square with inward facing detached properties, bordered to the west by a terraced residential avenue, which seeks to draw on the principles seen within the proposed northern avenue, terminating views south at what would become a 'Public Open Space', as well as being located on the site of former T-shaped Barrack buildings of a similar scale.
- 5.17 The Density and Urban Grain parameter plan (**Figure 5.6**) indicates that development in the southern portion of the Site would successfully correspond with residential development to the west of the Site and would be characterised by a lower density than that seen to the north of the former NAAFI, in line with the emerging site allocation for the Site. Furthermore, the principle of residential uses and the introduction of built form to the south of the former NAAFI building is entirely consistent with the historic use of the military base at Kenley, which included barrack accommodation within this part of the Site during the 1930s and mid-20th century (with former T-Shaped Barrack buildings now demolished – see **figures 3.6** and **3.10**).



**Figure 5.6** Urban Grain and Building Density Diagram (OSP Architecture)

- 5.18 In summary, therefore, the Proposed Development seeks to implement the emerging site allocation for the Site, incorporating a residential-led scheme which puts key local features and characteristics at the core of its design rationale, layout and form. The Parameter Plans demonstrate that the Site can successfully accommodate the proposed quantum of development which stands to retain, restore and celebrate important historical vistas through the Site, notably from and to the NAAFI building which sits at the centre of the southern land parcel within the conservation area, as well as retain planted boundaries and tree-lined avenues, including the existing entrance route along Victor Beamish Avenue. Furthermore, the Density and Urban Grain and Building Heights Parameter Plans broadly re-establish historic building footprints seen to the north of the NAAFI, particularly those framing the visual and functional link between the listed building and aerodrome to the north.
- 5.19 It is considered that the military character of the Site can be successfully maintained, with the future detailed design/ architectural style informed by a thorough contextual study of the Site and its surrounding environs.
- 5.20 We note that the draft allocation indicates that development should focus primarily on the north of the Site; however, this does not preclude development in the centre and south of the Site. This requirement was not included in the Regulation 19 Local Plan submission, but added in response to comments from the LB Croydon, who requested that the central and southern areas be preserved as open spaces with the retention of mature trees. LB Croydon did not identify the south and central part of the Site as more sensitive in heritage terms, and indeed the south is located furthest from the airfield and has historically accommodated built form associated with accommodation, so is least sensitive. Nor did the EiP Inspector make any specific comment on the merits of development in different parts of the Site in their preliminary conclusions and advice.
- 5.21 Owing to the inevitable loss of open green space through the delivery of the quantum of development proposed, notably within the southern portion of the Site (as shown in the Land Use and Density and Urban Grain parameter plans), we acknowledge that there would be some residual impact on the character and appearance of the Kenley Aerodrome Conservation Area. Whilst having some impact, we consider this impact stands to be minimal and can be appropriately mitigated through a

comprehensive landscaping strategy, the retention and restoring of key vistas through the Site, the retention of important visual and functional links between the southern, former domestic/ residential areas with the flying field to the north and detailed design. Furthermore, the proposed residential use and principle of built form within the southern portion of the Site, to the south of the NAAFI, is entirely appropriate owing to the historic domestic use and character of this part of the Site, formerly incorporating a series of barrack block buildings and living quarters. The proposals therefore offer an opportunity to re-establish the historic domestic character of this part of the Site and propose a positive residential-led scheme so to implement the emerging site allocation. It is our professional judgement, therefore, that when looked in the round and taken as a whole, the character and appearance of the conservation area stands to be preserved through the introduction of sensitively designed and contextual residential development which accords with the principles set out in the suite of the Parameter Plans prepared by OSP Architecture (and presented within this report).

5.22 The effect of the demolition of the former workshop on the character and appearance of the CA is considered below.

**NON-DESIGNATED HERITAGE ASSETS  
FORMER WORKSHOPS**

- 5.23 As set out in Para. 4.34, the Workshop building is currently in a severe state of disrepair, with its surrounding overgrown landscaping contributing little to the significance of the surrounding conservation area and listed buildings by virtue of setting.
- 5.24 The Proposed Development shows the full demolition what remains of the former Workshop building, with the Urban Grain and Density Plan and Building Height Plan demonstrating that the building would be replaced with new buildings arranged in an appropriate layout, as set out above. The Illustrative Masterplan indicates that the replacement building can be replaced with high-quality residential architecture which forms part of a wider and holistic masterplan across the Site. Owing to the current condition of the building, and the envisioned significant costs associated with its restoration and incorporation into the masterplan, it has been identified that incorporating the unfit for purpose building into the emerging proposal is an unviable solution.

- 5.25 Whilst the loss of the former workshop building would clearly have an adverse effect on the character and appearance of the Kenley Aerodrome Conservation Area and the non-designated heritage asset itself, its current dilapidated and derelict condition negatively contributes to the surrounding character, evoking an untidy and run-down appearance, which would be significantly improved through the implementation of a high-quality, contextualised residential development in this location.
- 5.26 Acknowledging that a degree of harm will be caused through the removal of the non-designated heritage asset from the Site, the Applicant gives full support to the fact that any detailed proposal that comes forward at Reserved Matters stage will be required to produce and deposit a thorough Historic Building Recording, produced in line with Historic England Guidance: Understanding Historic Buildings: A Guide to Good Recording Practice 2016). This should include a comprehensive photographic survey of the building, deposited in a local archive, to help mitigate the loss of the non-designated heritage asset.



Figure 5.7 Derelict Workshop Building



**IN-DIRECT AFFECTS****LISTED BUILDING****FORMER DINING ROOM AND INSTITUTE AT FORMER RAF KENLEY (GRADE II)**

- 5.27 As outlined in **Section 4.0** of this assessment, the significance of the former Institute Building at RAF Kenley derives from its historic association with the aerodrome as a whole, with the former military site standing as one of the most notable aerodromes in the country, noted for its contribution to the Battle of Britain during World War II. Further interest is derived from the building's architectural interest, standing as a good example of an early-1930s military institute building, constructed at a time when the RAF were a relatively young branch of the armed forces, seeking to build in a traditional manner so to lend an air of authority, importance and security for those based at the camp and visitors alike. A similar example survives at RAF Duxford.
- 5.28 The Proposed Development proposes the introduction of a residential-led scheme on land surrounding the former Institute building. Elements of its immediate setting which make the greatest contribution to its significance, for example the southern parade ground, fall outside of the Site's red line boundary and will continue to make a positive contribution to the listed building's immediate setting, with no work proposed in these areas.
- 5.29 As existing, the Site makes a limited contribution to the significance of the former NAAFI building, with any contribution stemming from the high levels of vegetation, mature trees, the visual link between the listed building and the former flying field to the north, as well as the retention and appreciation of the historic site access along Victor Beamish Avenue. Relationships with former military buildings, both technical and domestic, have all been lost through the removal of historic hangars, workshops, barrack blocks and guardrooms, with the Site now reading as a derelict, overgrown brownfield site to the north, and green open space to the south, interspersed with mature trees, landscaping and access routes. There is no current understanding of the Site as a former military base, other than the continued retention of the NAAFI building and its relationship/ historic connection with the aerodrome and Officers Mess to the north, beyond the Site's red line boundary.
- 5.30 To the north of the former NAAFI building, as explained in the assessment of the CA above, the Urban Grain and Density Plan and Building Height Plan demonstrates that a successful residential scheme which accords with the site constraints and fixed elements of the outline application, can reintroduce the former military character to the Site, creating long buildings, set on a central north-south axis with a avenue re-creating both a visual and functional link between the former Institute and the airfield. The layout of the built form in this location would successfully follow a regimented, military character, whilst landscaping would help soften and mitigate increased levels of suburban built form within the listed building's wider setting. The Illustrative Layout illustrates how these buildings could be designed at Reserved Matters stage, with the central 'barrack' style terraced properties, and a pedestrianised, tree-lined avenue, with landscaping including suds and tree-lined streetscapes, green pockets and connectors.
- 5.31 Owing to the high levels of mature vegetated planting on the western side of the parade ground and existing school plot, visibility between new residential development located on the western side of Victor Beamish Avenue will be limited, though the presence of built form in this location is consistent with the historic setting of the listed building, as illustrated in historic aerial images and maps set out in **Section 3.0** of this report.
- 5.32 To the south, owing to existing constraints and opportunities (see **Figure 5.2**), residential development will be set back from the southern boundary of the parade ground, separated by a new access road and an area of landscaping, and existing mature trees. Building density in this location has been reduced in relation to the northern areas of the Site, so to limit any potential indirect impact on the significance of the listed building. The creation of a new linear residential avenue between the south of the parade ground and the creation of Public Open Space to the south of the Site will reaffirm the historic military context and seeks to reinforce the visual connections currently lost throughout the Site. Furthermore, the principle of residential uses and the re-introduction of built form within the southern land parcels reaffirms the historic use of this area of the Site, located on the site of former domestic barrack buildings, situated away from more technical areas to the north.
- 5.33 In summary, therefore, the introduction of residential development on the Site, comprising a maximum unit density of 87 residential units, stands to preserve important elements of the listed buildings immediate setting (including the surrounding parade ground and well-established landscaping), whilst also enhancing the contribution its wider setting makes to the building's overarching significance. Such enhancement stems from the reintroduction of a visual and functional relationship between the listed building and former flying field to the north, creating a central avenue, enhanced with a comprehensive landscaping strategy and potential for 'barrack' style terraced properties at Reserved Matters stage. To the south, a residential, domestic uses will be reintroduced, whilst building density will be reduced in this location so to ensure the prominence of the listed building is preserved with views of its commanding southern elevation retained. The proposals will bring new residents to the local area, some of whom will send their children to the school, which will help sustain its future. The school will be the focal point of the new community, which is of heritage benefit.

# 6.0 CONCLUSION

**KENLEY CAMPUS, CATERHAM, CR3 5FX**

# CONCLUSION

- 6.1 Montagu Evans LLP has been instructed by the Croydon District Education Trust to prepare this Heritage Statement in support of an outline planning application concerning the redevelopment of land at RAF Kenley Campus, Kenley Aerodrome, Caterham, Surrey, CR8 5FX.
- 6.2 The Proposed Development seeks to implement and correspond with the emerging draft site allocation: HSGo6: Land off Salmons Lane West, Caterham, included within the latest iteration of the Draft Tandridge Local Plan (Regulation 22), comprising the introduction of 87 new residential units across the Site. The Proposed Development seeks to draw on the area's rich military heritage and preserve key characteristics of the surrounding Kenley Aerodrome Conservation Area whilst enhancing the setting of the grade II listed former Institute Building (former NAAFI).
- 6.3 The proposals presented within the full suite of Parameter Plans prepared by OSP Architecture show how 87 new residential properties can successfully be introduced to the Site, with illustrative layouts, landscape diagrams and site opportunity plans informed by a thorough analysis and assessment of the historic development of the former military base at RAF Kenley (**Section 3.0**), as well as an assessment of significance of the nearby and surrounding designated and non-designated heritage assets (**Section 4.0**), in line with Policy 194 of the NPPF (2021). This has resulted in a proposal which seeks to restore and celebrate important historical vistas through the Site and re-establish both a visual and functional relationship between the former flying field and the grade II listed former Institute Building, which sits at the heart of the southern land parcel at Kenley. Furthermore, the proposals seek to draw on key elements of the emerging site allocation for the Site, locating areas of higher building density on land between the former Institute building and the airfield, whilst reducing such density to the south, on the site of the former domestic barrack block area.
- 6.4 Whilst we acknowledge that there would be some residual impact on the character and appearance of the Kenley Aerodrome Conservation Area stemming from the introduction of residential development and increased suburban density, owing to the loss of open green space and demolition of the former Workshops, we consider that this impact will be minimal given the limited interest of the former Workshops and can be appropriately mitigated through a comprehensive landscaping strategy, the restoration of historic vistas and the re-introduction of residential/ domestic uses in areas formerly occupied by similar uses and recording of the former Workshops prior to demolition.
- 6.5 Owing to the current condition of the Site, which comprises areas of low-quality, brownfield land, we consider the proposals offer the opportunity to enhance the setting of the grade II listed former Institute Building and preserve the character and appearance of the Kenley Aerodrome Conservation Area, preserving 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 / uses in areas historically associated with the accommodation of military personnel. Any potential impacts stemming from the introduction of built form across the Site can be further mitigated through contextual, high quality, detailed design which draws on the historic character of the Site at Reserved Matters stage and ensures key elements which contribute positively to the setting (and indeed significance) of the listed building and character and appearance of the conservation area are retained and celebrated.
- 6.6 If the decision-maker considers that there is residual harm to the conservation area or listed building (which is not our judgment), then there are weighty public benefits through the delivery of housing and 40% affordable housing to weigh against this harm.
- 6.7 As such, we consider the Proposed Development will comply with Policies CSP18 and CSP19 of Tandridge District's Core Strategy (2008), whilst also fulfilling Policy DP20 of Part 2 of the Local Plan, which favours development proposals which seek to protect, preserve and where possible, enhance the historic interest, cultural value, architectural character, visual appearance and setting of the district's heritage assets and historic environment.
- 6.8 The proposals will also achieve the heritage objectives of draft site allocation HSGo6 as a whole and specifically the retention of the visual connection between the former NAAFI listed building and airfield (part V of the policy).
- 6.9 In granting outline planning permission for the introduction of 87 new residential units across the Site (with all matters reserved save for Access), we consider that the decision-maker would be discharging their statutory duty with respect to part 72(1) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. The approach to the Parameter plans is such that the location and height of the proposed buildings and landscape is fixed, to give the Council a high degree of certainty on the design of the layout. The Council maintain full control on the detailed design elements of any future development proposals which come forward as part of Reserved Matters application, though we are minded that the illustrative layouts and parameter plans presented by OSP Architecture offer an appropriate solution which stands to preserve the significance of both the listed building and wider conservation area.

# APPENDIX 1: STATUTORY LIST ENTRIES

**KENLEY CAMPUS, CATERHAM, CR3 5FX**



# FORMER DINING ROOM AND INSTITUTE AT FORMER RAF KENLEY

## Overview

Heritage Category:  
Listed Building

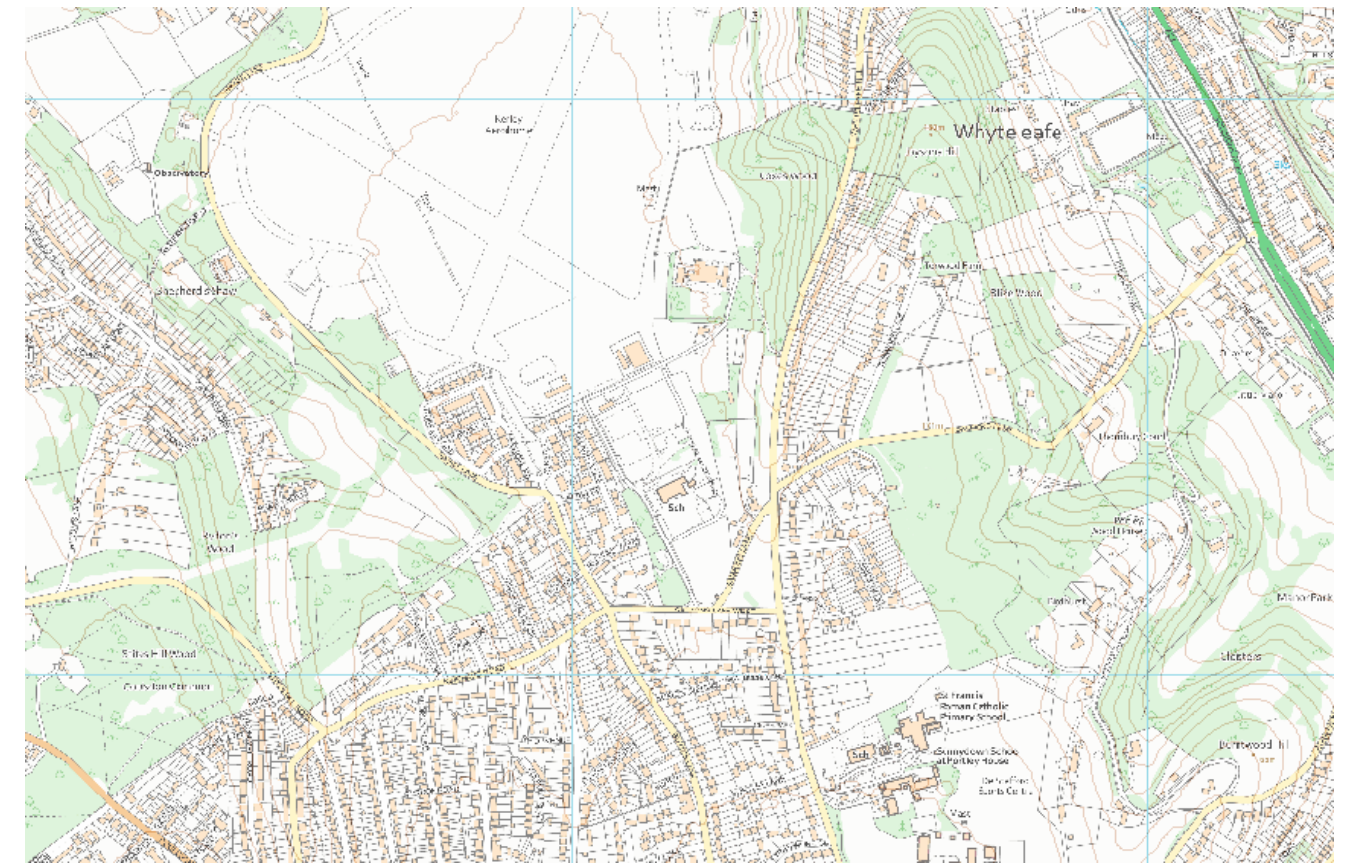
Grade:  
II

List Entry Number:  
1334946

Date first listed:  
10-Jan-2001

Statutory Address:  
FORMER DINING ROOM AND INSTITUTE AT FORMER RAF KENLEY, SALMONS LANE  
WEST

## Map



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The above map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - [1334946.pdf](#) ([https://mapservices.HistoricEngland.org.uk/printwebservicehle/StatutoryPrint.svc/303411/HLE\\_A4L\\_Grade|HLE\\_A3](https://mapservices.HistoricEngland.org.uk/printwebservicehle/StatutoryPrint.svc/303411/HLE_A4L_Grade|HLE_A3))

The PDF will be generated from our live systems and may take a few minutes to download depending on how busy our servers are. We apologise for this delay.

This copy shows the entry on 30-Nov-2021 at 16:49:40.

## Location

Statutory Address:  
FORMER DINING ROOM AND INSTITUTE AT FORMER RAF KENLEY, SALMONS LANE  
WEST

The building or site itself may lie within the boundary of more than one authority.

County:  
Surrey

District:

Tandridge (District Authority)

Parish:

Caterham-on-the-Hill

National Grid Reference:

TQ3318757416

## Details

CATERHAM

TQ 35 NW SALMONS LANE WEST 303/2/10044 Kenley Aerodrome 10-JAN-01 (North side) Former Dining Room and Institute at former RAF Kenley

II

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 2 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 2-storey staff accommodation building, are the kitchens, boiler room and general services. EXTERIOR: glazing-bar sashes (boarded) to brick voussiors 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 gabled 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 balusters, otherwise no internal detail of note. HISTORY: The careful proportions of this building reflect the impact of Air Ministry consultation with the Royal Fine Arts Commission. 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. A large part of Kenley Common, managed by the Corporation of London, was converted for use as an aerodrome for the Royal Flying Corps in 1917 and enlarged through an Act of Parliament in 1939. The 800-yard runways and perimeter tracks completed in December 1939 (extended by a further 200 yards in 1943) and all 12 of the fighter pens under completion in April 1940 have survived: this is a uniquely important survival, and one that relates to a military action of world historical importance. At the end of March 1939 the Air Ministry had agreed to Sir Hugh Dowding's proposals for all-weather runways and perimeter tracks for critical fighter bases prone to waterlogging, mostly those in 11 Group in the south east of England. In the following month it was agreed that fighter stations should have dispersals for 3 squadrons of 12 aircraft each, subsequent to which fighter pens with blast-shelter walls and internal air-raid shelters were erected on key fighter airfields: the designs, in which Dowding had taken a close interest since trials in August 1938, had already been established by Fighter Command Works.

Despite the demolition of the perimeter pillboxes in 1984, the survival, character and importance of Kenley's flying field as a uniquely well-preserved Battle of Britain site is thrown into sharper relief when it is realised that it was subject, on the 18th of August, to one of the most determined attacks by the Luftwaffe on a sector airfield, photographs of which - including an attack on a fighter pen - were afterwards printed in *Der Adler* magazine. During this raid, three personnel were killed and 3 hangars and

several aircraft destroyed. 39 personnel were killed and 26 wounded on the 30th of August, raids on the following day damaging the operations block. Its scars can still be read in the form of post-war repair work to the officers' mess, prominently sited on the west side of the aerodrome, and which now stands as the most impressive surviving building dating from the rebuilding of the station between 1931 and 1933. The last surviving hangar and the control tower were destroyed by fire in 1978, and the sector operations block was demolished in 1984.

(Operations Record Book, PRO AIR 28/419, includes series of block plans showing completion of new airfield layout in late 1939; Peter Corbell, Kenley, in W.G. Ramsey (ed), *The Battle of Britain Then and Now*, (5th edition, London, 1989); Peter Flint, RAF Kenley. *The Story of the Royal Airforce Station, 1917-74* (Lavenham, 1985); Alfred Price, *Battle of Britain: The Hardest Day* (London, 1979))

Listing NGR: TQ3318757416

## Legacy

The contents of this record have been generated from a legacy data system.

**Legacy System number:**

486851

**Legacy System:**

LBS

## Sources

### Books and journals

Flint, P, *RAF Kenley: The Story of the Royal Airforce Station 1917-1974*, (1985)

Price, A, *Battle of Britain: The Hardest Day*, (1979)

'Operations Record Book' in PRO AIR 28/419, ()

Corbell, P, 'The Battle of Britain Then and Now' in Kenley, (1989)

## Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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# APPENDIX 2: HERITAGE ASSET PLAN

**KENLEY CAMPUS, CATERHAM, CR3 5FX**



# HERITAGE ASSET PLAN

- Application Site
- Conservation Areas
- A. Kenley Aerodrome CA

Listed Buildings

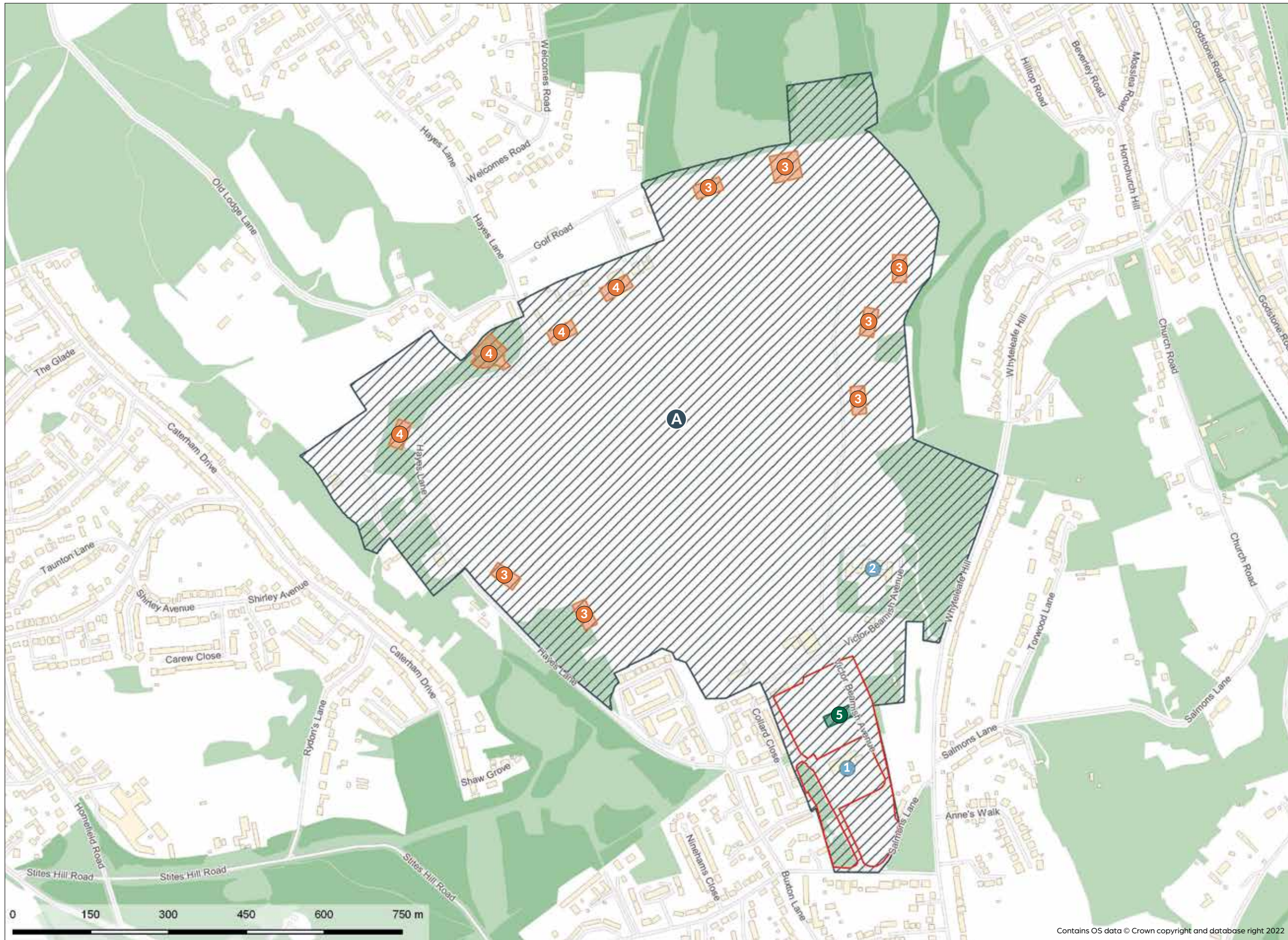
- Grade II
- 1. Former Dining Room and Institute at Former RAF Kenley
- 2. Former Officers Mess at Former RAF Kenley

Scheduled Monuments

- 3. Group of seven World War II fighter pens at the former airfield of RAF Kenley
- 4. Group of four World War II fighter pens at the former airfield of RAF Kenley

Non-Designated Heritage Assets

- 5. Former Workshops at Former RAF Kenley



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**LOCATION:**  
Kenley Campus, Caterham, CR3 5FX

**DATE:**  
July 2022

**SCALE:**  
NOT TO SCALE

**FIGURE:**

**▲ NORTH**



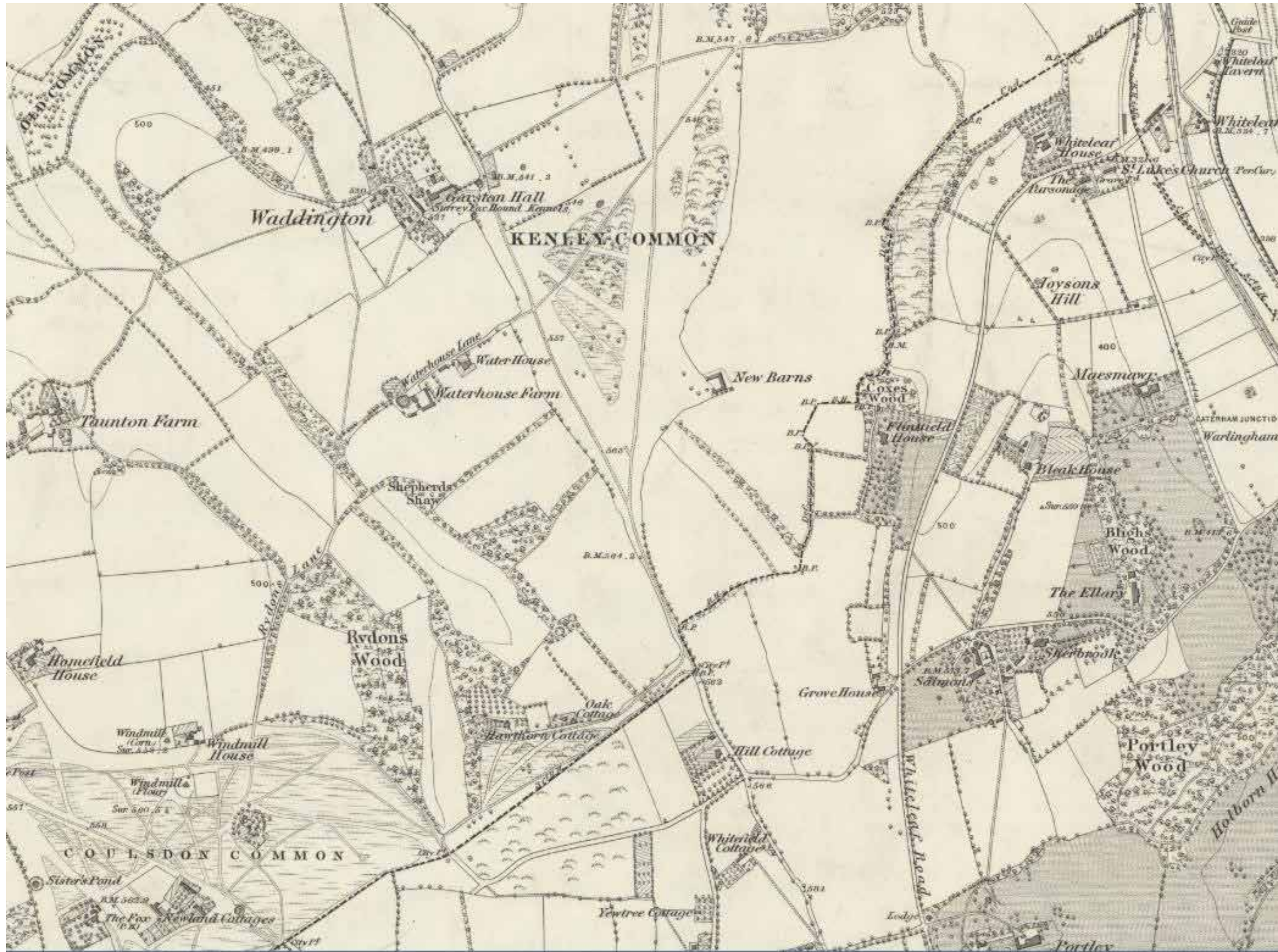
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LONDON, EC3A 8BE  
T: +44 (0)20 7493 4002  
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# APPENDIX 3: HISTORIC MAPS

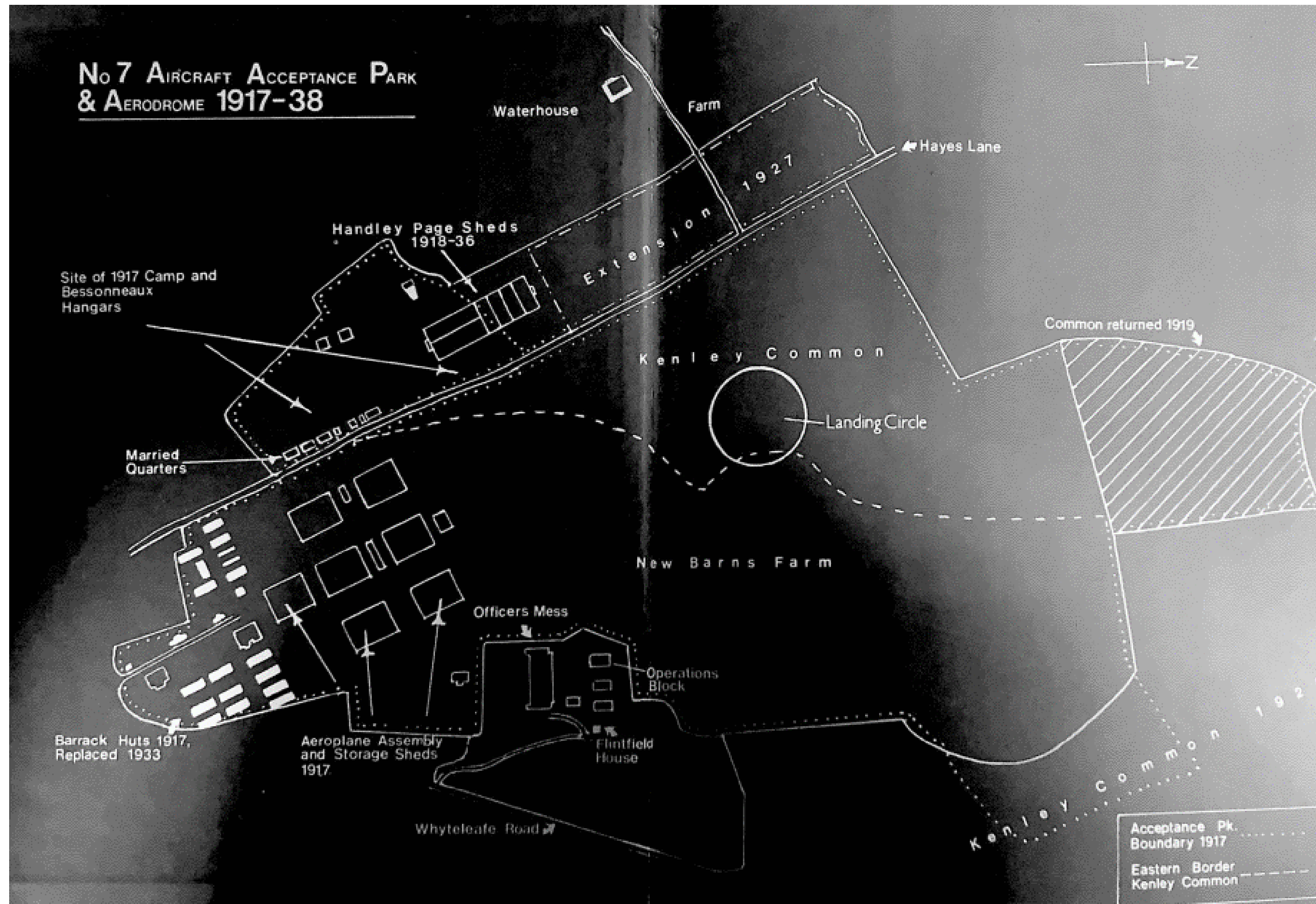
**KENLEY CAMPUS, CATERHAM, CR3 5FX**

1. EXTRACT FROM ORDNANCE SURVEY MAP, 1867





2. PLAN OF NO. 7 AIRCRAFT ACCEPTANCE PARK & AERODROME 1917-38



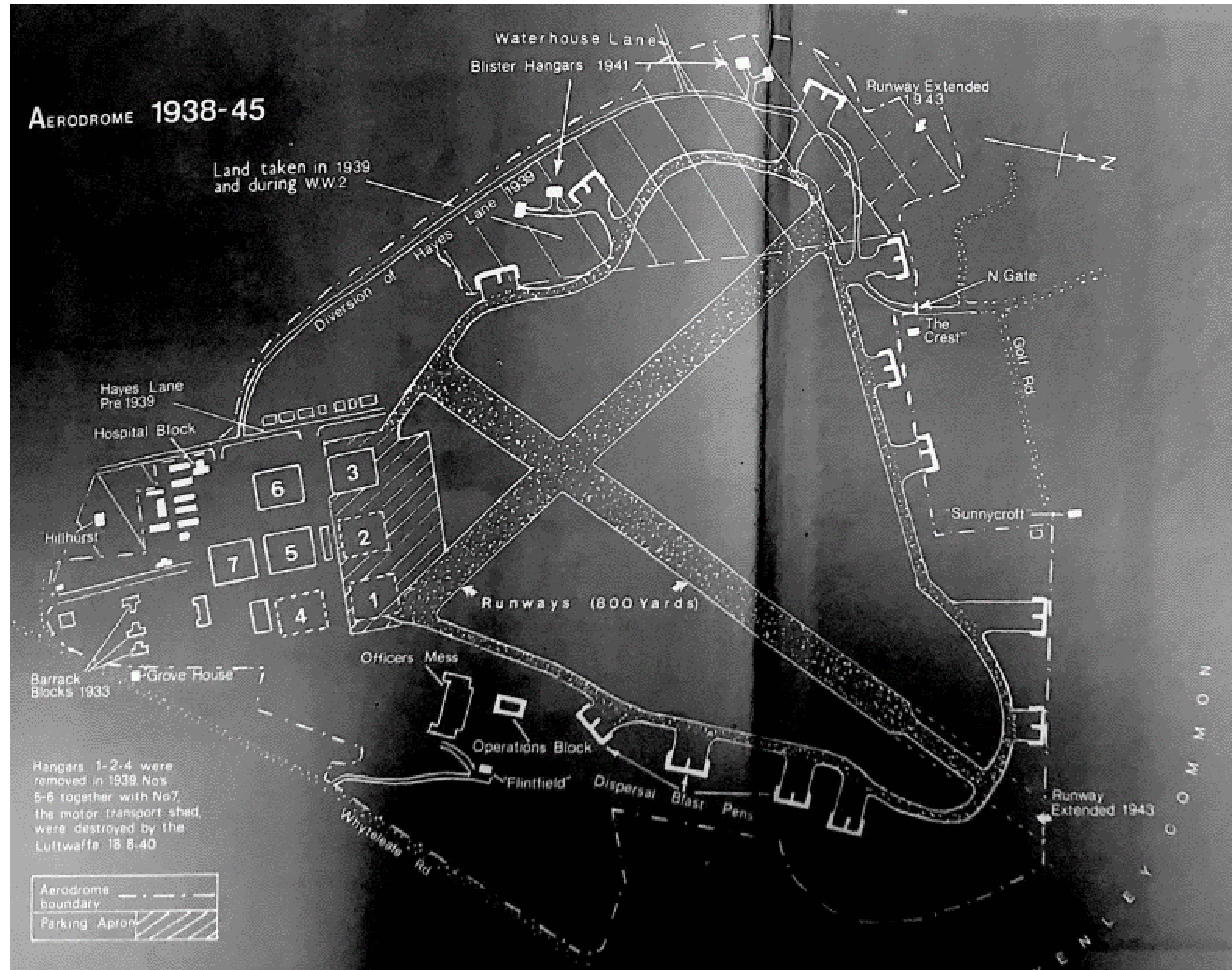
### 3. AERODROME PLAN 1932



1939. Above: An extract from a 1932 aerodrome plan showing hangars and small grass field (RAF

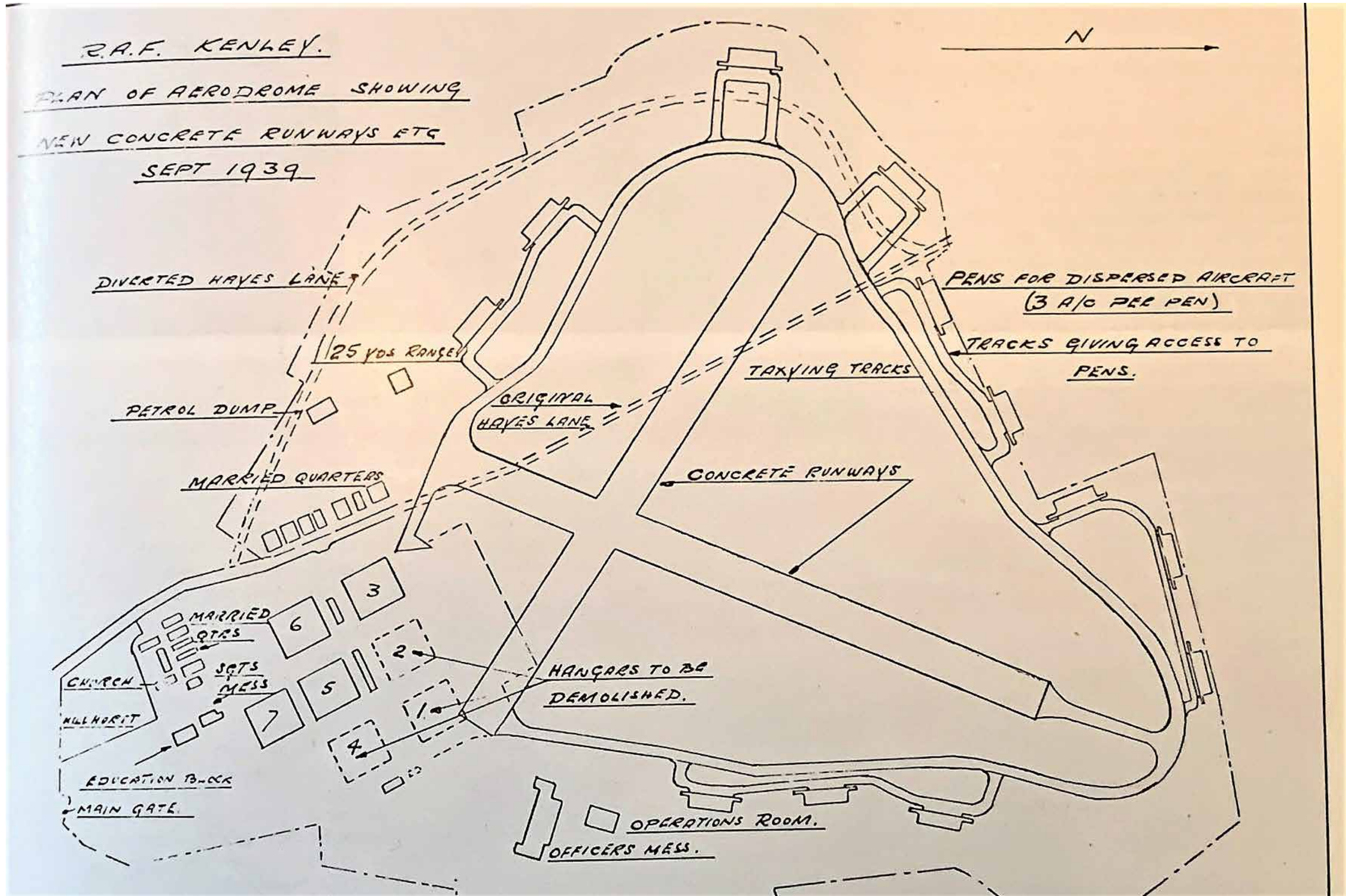
Museum) Below: Sketch in the station showing the diversion of Hayes Lane and new runway

4. RAF KENLEY - AERODROME - 1938-45



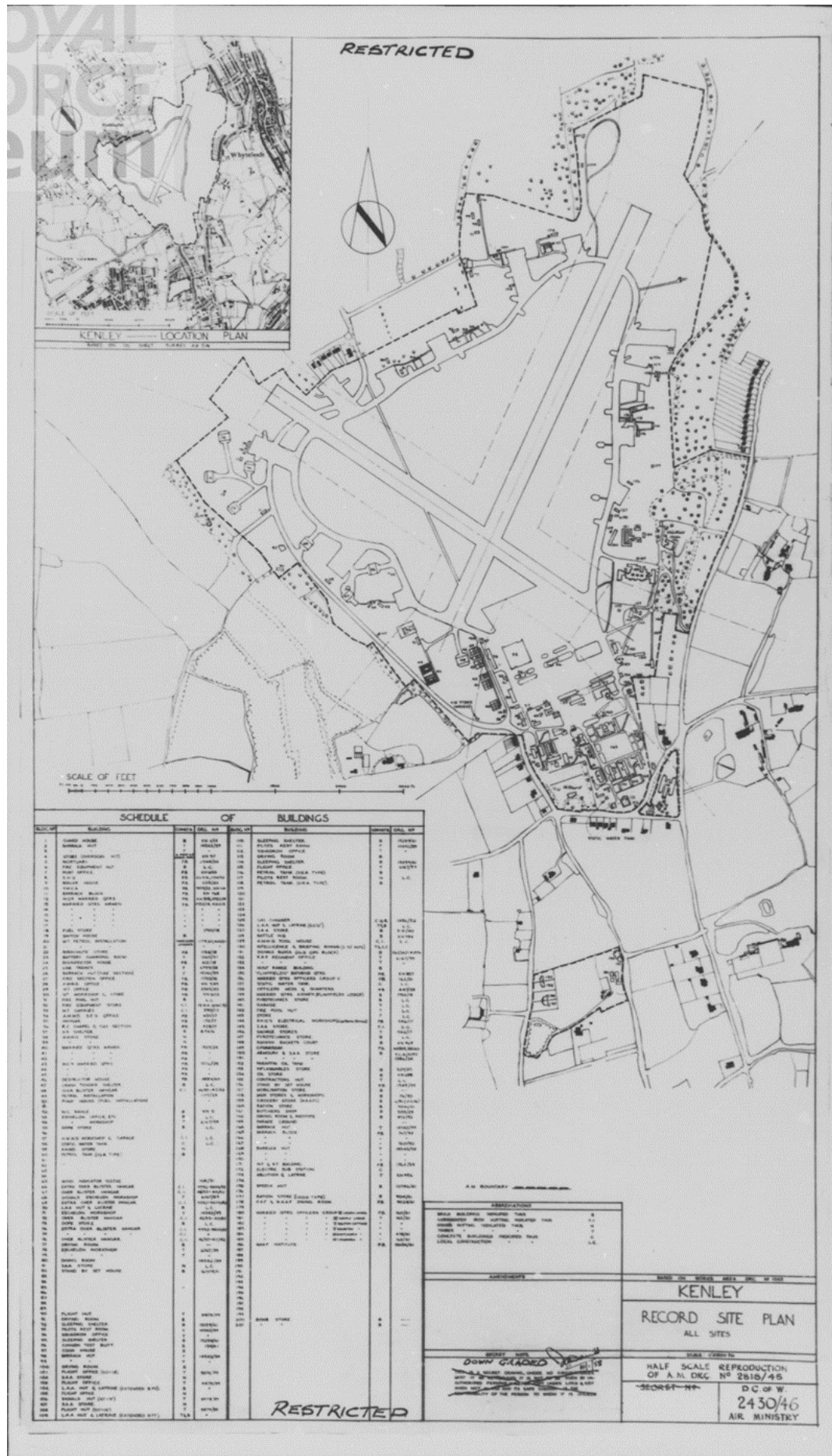


5. AERODROME PLAN 1939

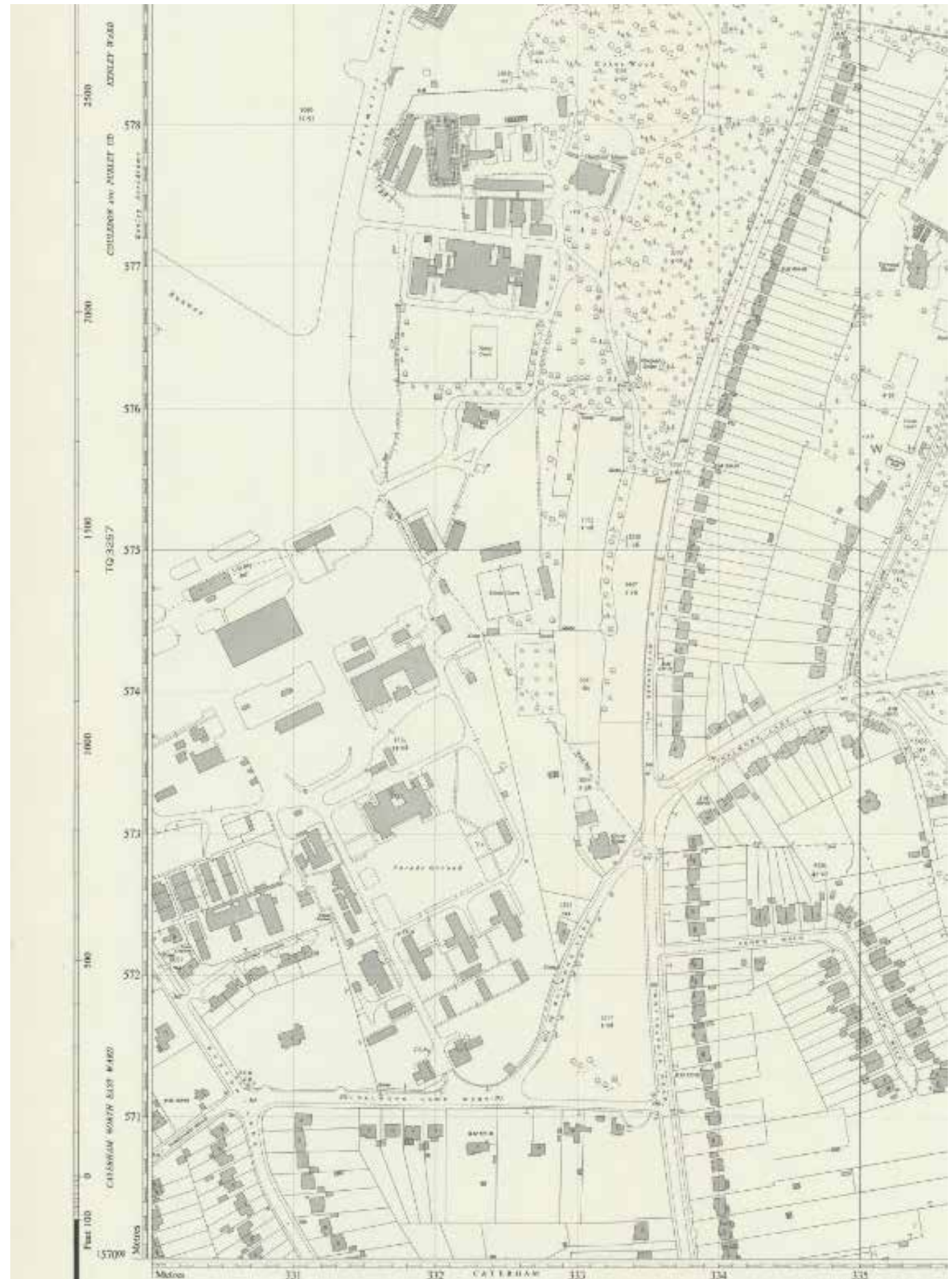




6. RAF MUSEUM - AIR MINISTRY MAP 1945

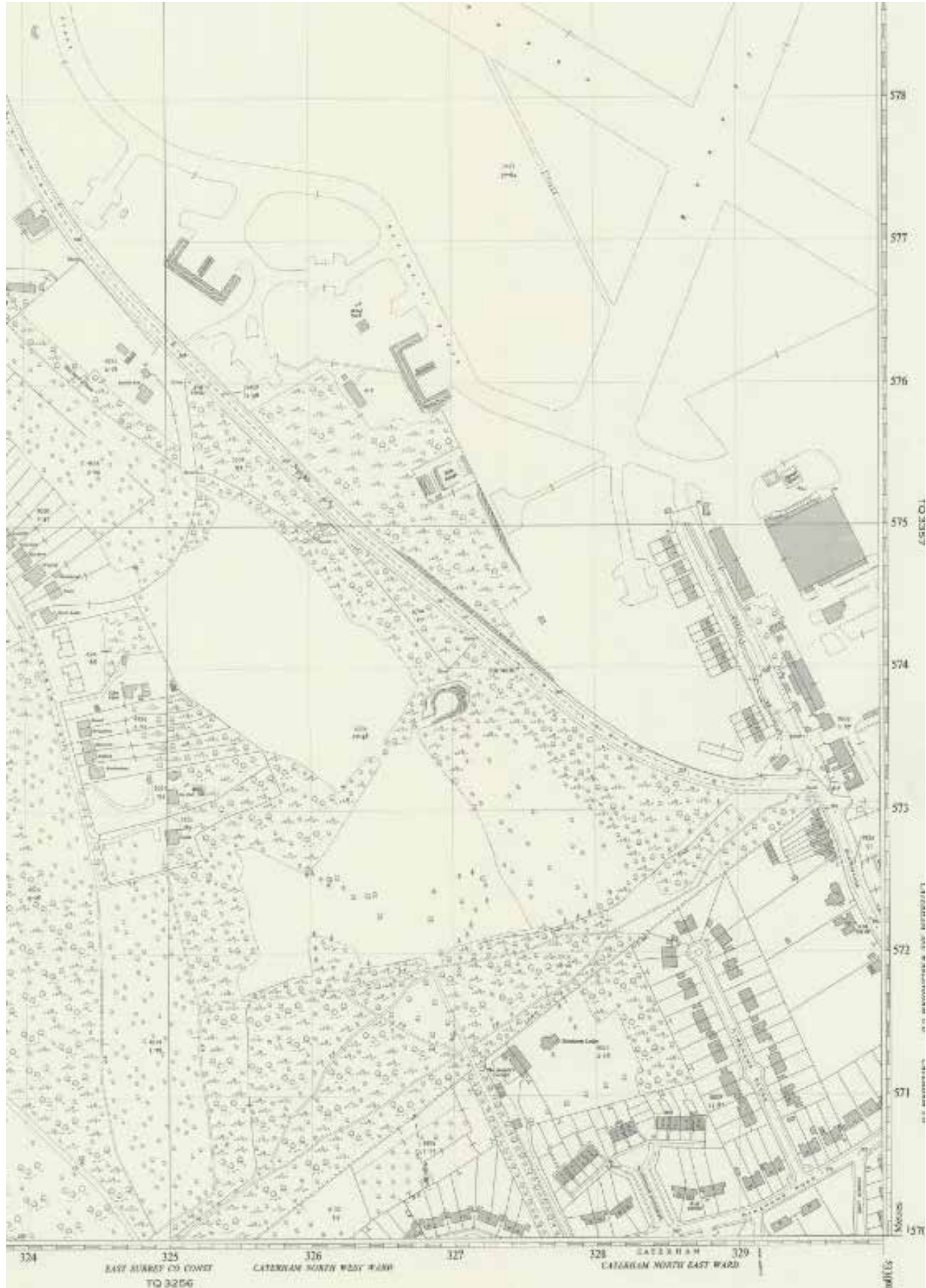


7. EXTRACT FROM ORDNANCE SURVEY MAP, 1958 (EAST)



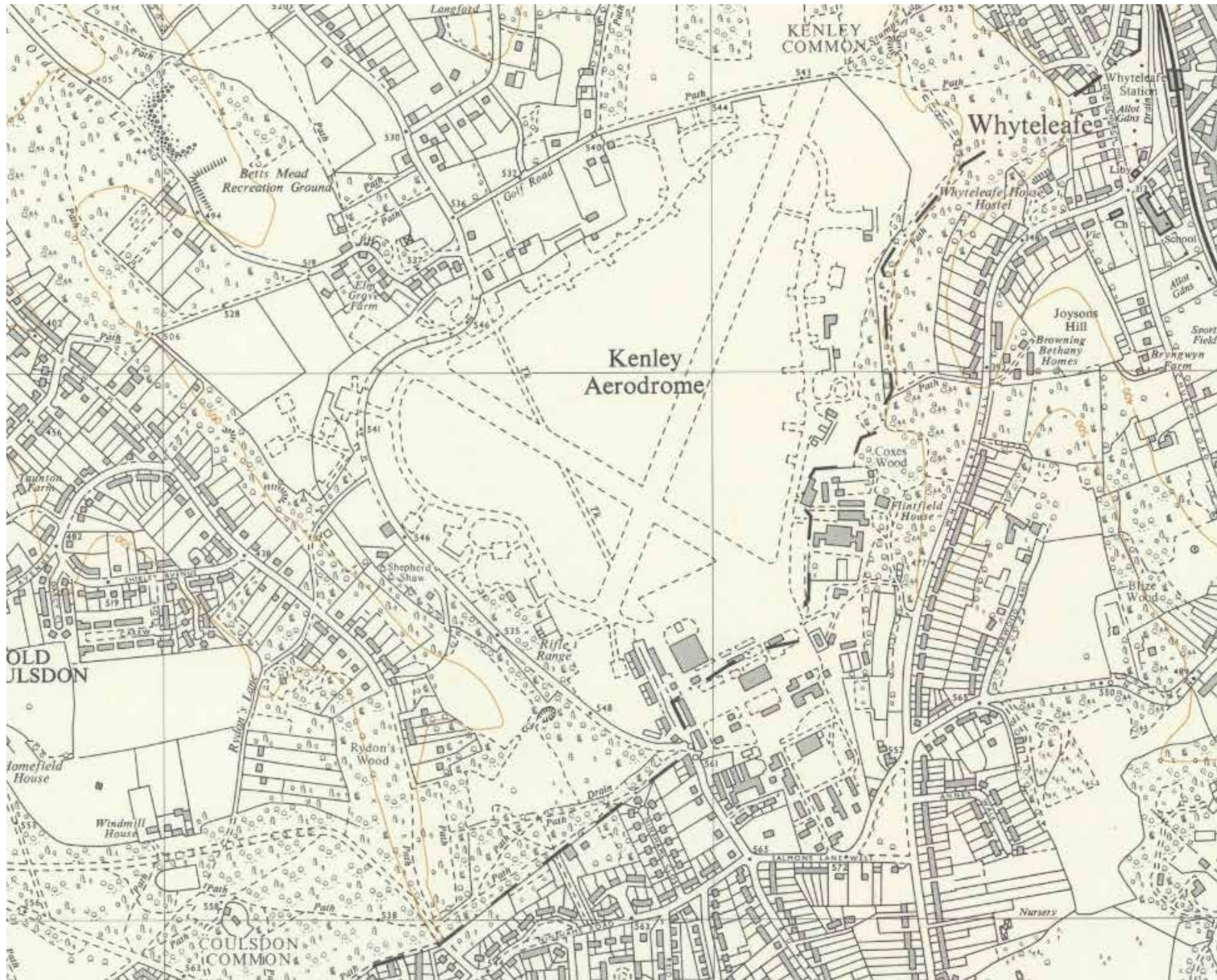


8. EXTRACT FROM ORDNANCE SURVEY MAP, 1958 (WEST)





9. EXTRACT FROM ORDNANCE SURVEY MAP, 1967





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