

# STATEMENT OF SIGNIFICANCE

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

**DECEMBER 2021**



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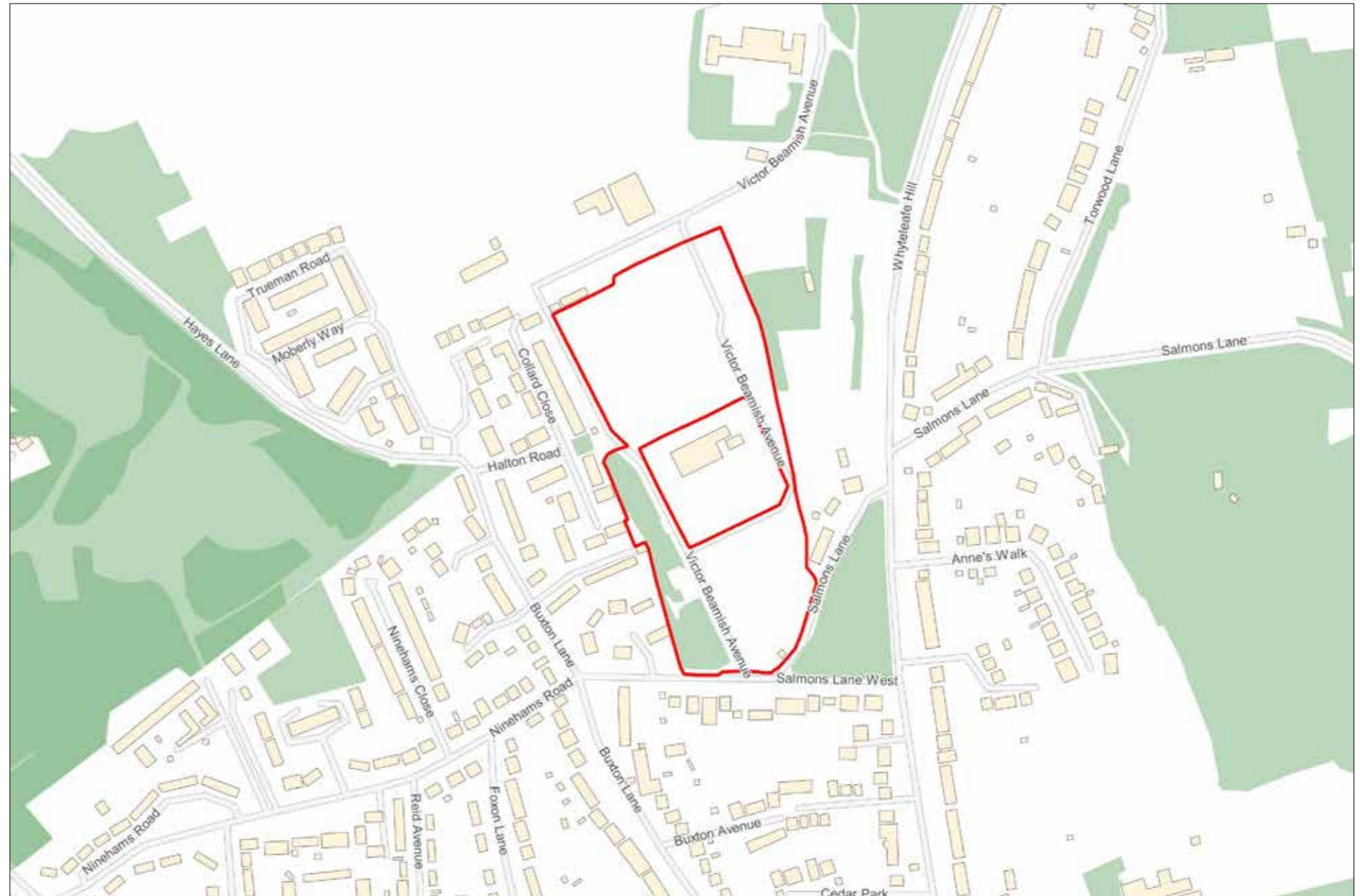


# 1.0 INTRODUCTION

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

# INTRODUCTION

- 1.1 This Statement of Significance has been prepared by Montagu Evans LLP on behalf of the Trustees of One School Global and Trustees of Proqram Ltd. (the 'clients') to inform emerging development proposals on land located within the boundary of the former RAF Kenley Campus, Caterham, CR3 5FX. It concerns two emerging proposals:
- Extension of the grade II listed former Institute Building (now OneSchool Global Kenley Campus); and
  - Residential development on land identified and allocated within the emerging Draft Tandridge District Council Local Plan 2033 (HSG06: Land off Salmons Lane West).
- 1.2 The 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 emerging 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 is included within the Kenley Aerodrome Conservation Area.
- 1.3 This report sets out the significance of the designated and non-designated heritage assets located within and surrounding the two sites. It is intended that such assessments will inform the emerging development proposals. It does not assess the acceptability of any proposed development on the significance these identified heritage assets, though such assessments will be required to form part of any formal planning/listed building consent application for redevelopment of the sites.



**Figure 1.1** Site Plan



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

## STRUCTURE OF THIS REPORT

- 1.4 The context of the former RAF Station is outlined and presented in **Section 2.0**. This includes a description of the RAF Station's historic development. A Statement of Significance is then provided in **Section 3.0**.
- 1.5 The legislation and planning policy framework is outlined in **Section 4.0**, whilst a summary is provided in **Section 5.0**.





# 2.0 HISTORIC DEVELOPMENT

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

# HISTORIC DEVELOPMENT

- 2.1 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.
- 2.2 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.
- 2.3 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.
- 2.4 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.

- 2.5 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.
- 2.6 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.
- 2.7 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.
- 2.8 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.
- 2.9 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 2.1 Extract from Ordnance Survey Map, 1867



Figure 2.2 Aerial Photograph showing bell tents, Bessonneaux Hangars, and footprints for permanent hangars to the east, 1917.

2.10 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.

2.11 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.

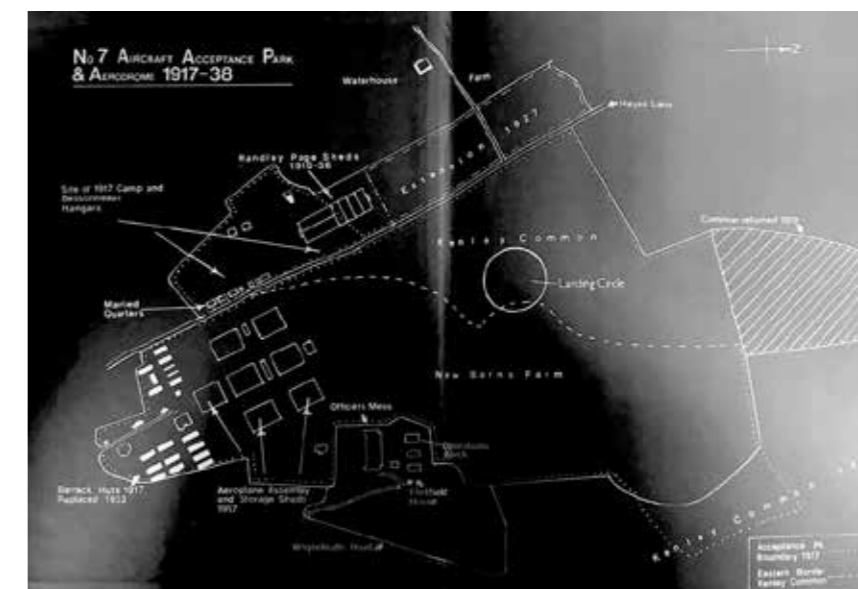
2.12 With the war effort coming to an end much debate followed as to the future of the aerodrome at Kenley. For most, including the Corporation of London, it was anticipated that the land would be returned to its original use, accessible by the general public. Such interest was as to the future of the station that in December 1919, the future of the aerodrome was debated in 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"*

2.13 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".



**Figure 2.3** 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 2.4** Plan of No. 7 Aircraft Acceptance Park & Aerodrome 1917-38.

2.14 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.

2.15 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.

- 2.16 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.
- 2.17 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 2.5 Aerial Photograph showing newly constructed barrack accommodation to the south of Airfield, 1940s

- 2.18 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.
- 2.19 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.
- 2.20 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.
- 2.21 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 Officer's 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.
- 2.22 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.



Figure 2.6 Map illustrating aerial coverage of 11 Group, Fighter Command Group 11

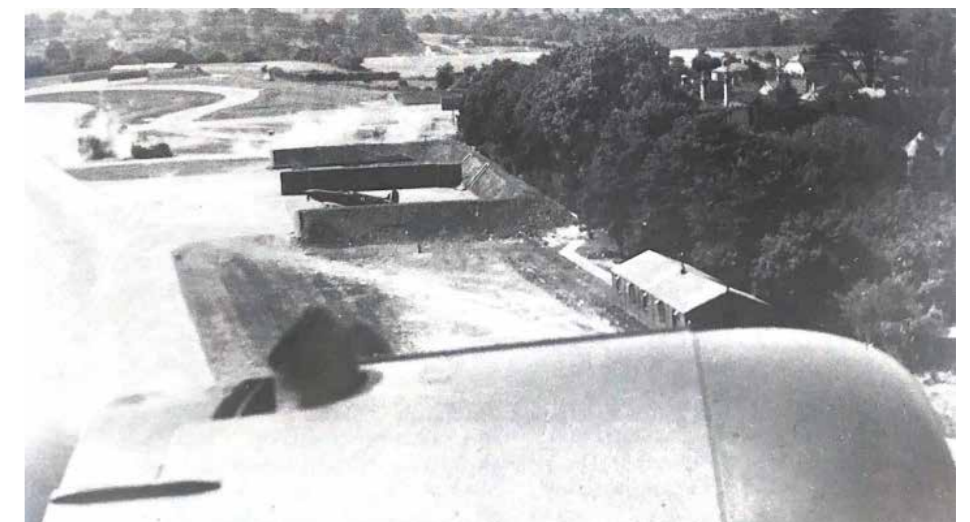


Figure 2.7 Photograph taken from low flying Dornier during Battle of Britain, 1940

- 2.23 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.

2.24 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.

2.25 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.

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

2.27 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.

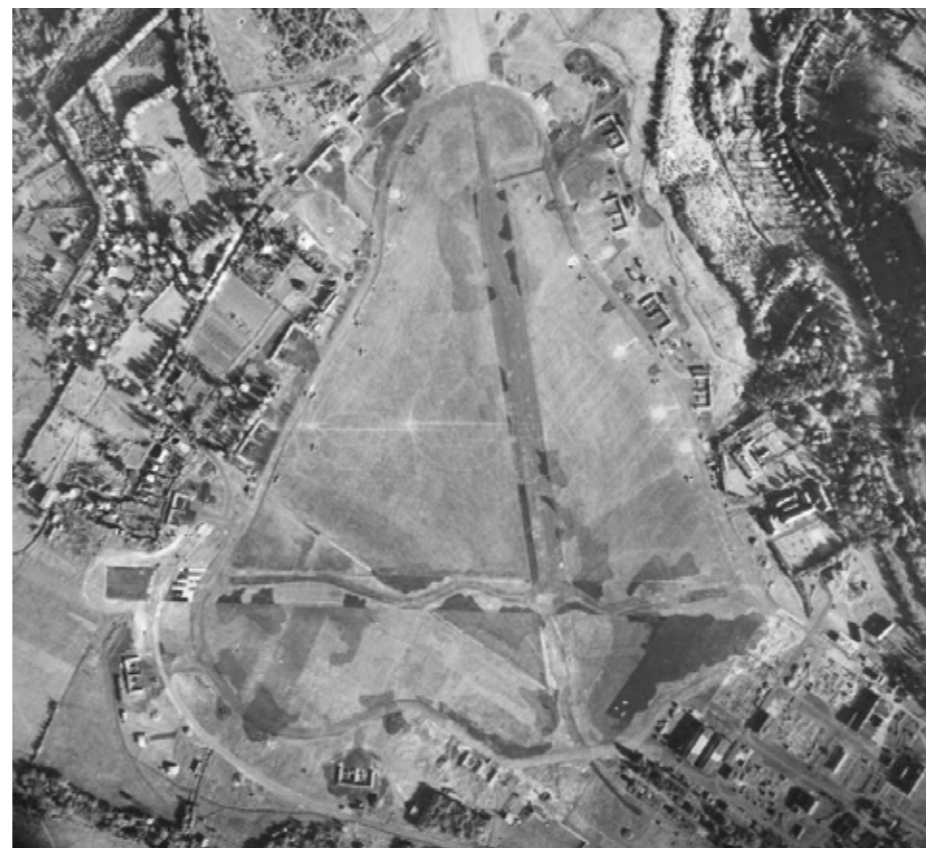


Figure 2.8 Aerial Image illustrating extent of damage during the 1940 raids on Kenley, 1941

2.28 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.

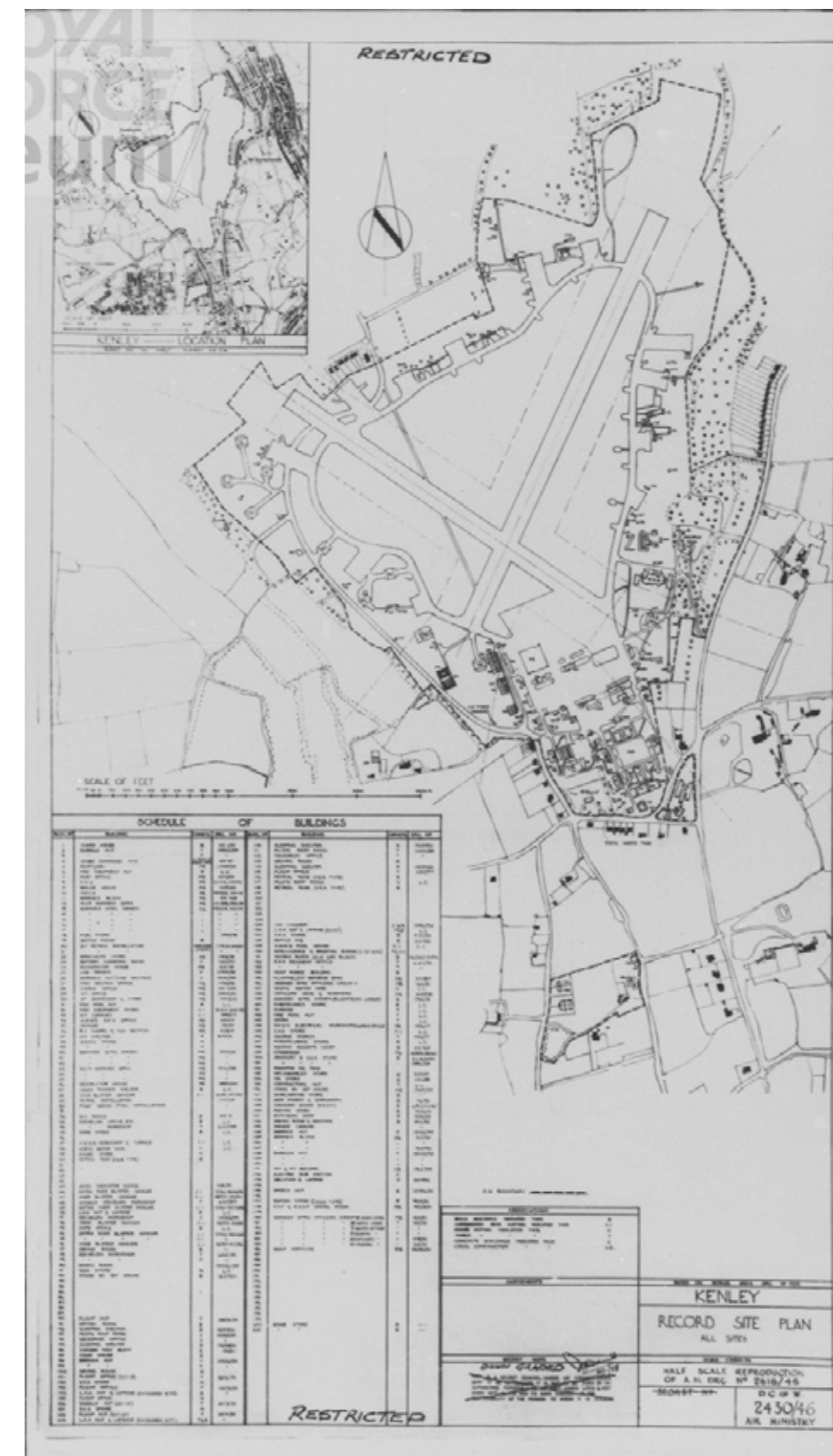


Figure 2.9 Air Ministry Map, 1945 (RAF Museum)



Figure 2.10 Aerial View of the former RAF Kenley, 1970s



Figure 2.11 Photograph showing former Institute Building prior to recent redevelopment & conversion

2.29 The Station was closed in 1974, although an RAF glider school remained located here. The Officer's 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 Officer's 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.

2.30 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.

2.31 More recently, the former Institute 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 Officer's 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.

2.32 On the 12th July 1983, fifty-two acres of land on the north-eastern side



Figure 2.12 Photograph of OneSchool Global Kenley Campus, 2021



Figure 2.13 Photograph of brownfield land to the south of the airfield, including the derelict Workshops

**3.0**

# **STATEMENT OF SIGNIFICANCE**

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

# STATEMENT OF SIGNIFICANCE

- 3.1 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.*
- 3.2 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.*
- 3.3 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.

- 3.4 As outlined in **Section 1.0**, this report concerns two emerging proposals: the extension to the grade II listed Institute building and the redevelopment of brownfield land to its north and south, identified within the Draft Site Allocation HSGo6 within the emerging Tandridge Local Plan 2033. The following assessments therefore set out the significance of the 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, and the contribution the Site currently makes to the area.

## EXISTING DESIGNATIONS

- 3.5 A combination of national and local heritage designations are found at RAF Kenley.
- 3.6 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 Officer's Mess and Institute are located to the south-east (NHLE refs: 1334947 and 1334946 respectively).
- 3.7 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

- 3.8 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.

- 3.9 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 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**.
- 3.10 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.
- 3.11 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.
- 3.12 To the north of the Site, eleven blast pens, each identified as an Ancient Scheduled Monument circle the aerodrome, whilst the grade II listed Officer's Mess is located to its east.

## SIGNIFICANCE ASSESSMENT

- 3.13 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)

- 3.14 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 X of this report for reference.

### ARCHITECTURAL AND ARTISTIC INTEREST

- 3.15 This building was erected to standard Air Ministry designs and reflects 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>
- 3.16 The building 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.
- 3.17 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.



Figure 3.1 The Former INSTITUTE, RAF Kenley



Figure 3.2 Institute at RAF Duxford (NHLE ref: 1392873)



Figure 3.3 The former INSTITUTE and retained parade ground (now playground)

### HISTORIC INTEREST

- 3.18 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.
- 3.19 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.

### SETTING

- 3.20 The building stands at some remove 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.

### SUMMARY OF SIGNIFICANCE

- 3.21 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.

<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.

## CONSERVATION AREA

### KENLEY AERODROME CONSERVATION AREA

3.22 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 X for reference.

### SUMMARY OF CHARACTER AND APPEARANCE

3.23 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.

3.24 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.

3.25 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.

3.26 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

3.27 The former Workshops stand a short distance to the north of the former Institute. 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.

3.28 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>

3.29 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.

3.30 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

3.31 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 3.4 The Former Workshop, Kenley

### THE SITE'S CONTRIBUTION TO SIGNIFICANCE OF IDENTIFIED HERITAGE ASSETS

3.32 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.

3.33 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.

**4.0**

# **PLANNING AND LEGISLATIVE FRAMEWORK**

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

# PLANNING AND LEGISLATIVE FRAMEWORK

4.1 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

4.2 Both Sites are situated within the Kenley Aerodrome Conservation Area. The INSTITUTE is included on the National Heritage List for England (NHLE) at grade II. There are no other statutorily listed buildings situated within the red line boundaries of either Site.

4.3 Both Sites are located to the south of the airfield, which is surrounded by ten Blast Pens identified as Scheduled Ancient Monuments, as well the grade II listed Officer’s Mess building to the north-east.

4.4 With respect to a forthcoming application (for both planning and listed building consent), the applicable statutory provisions are:

4.5 Section 16(2), which concerns the desirability of preserving listed buildings, its setting or any features of special interest, stating:

*In considering whether to grant listed building consent for any works the local planning authority or 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.*

4.6 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.*

4.7 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.*

## DEVELOPMENT PLAN

4.8 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)<br>Policy CSP19 (Density) |
| Tandridge Local Plan Part 2 – Detailed Policies (2014) | Policy DP20 (Heritage Assets)                                 |

Table 4.1 Relevant Development Plan Policy

## NATIONAL POLICY

| NATIONAL POLICY                                | KEY PROVISIONS  |
|--|---|
| National Planning Policy Framework (NPPF) 2021 | <p><b>Chapter 12:</b> Achieving well designed places</p> <ul style="list-style-type: none"> <li>• Paragraph 126</li> <li>• Paragraph 130</li> <li>• Paragraph 131</li> <li>• Paragraph 132</li> <li>• Paragraph 133</li> <li>• Paragraph 134</li> </ul> <p><b>Chapter 16:</b> Conserving and enhancing the historic environment</p> <ul style="list-style-type: none"> <li>• Paragraph 194</li> <li>• Paragraph 199</li> <li>• Paragraph 200</li> <li>• Paragraph 201</li> <li>• Paragraph 202</li> <li>• Paragraph 203</li> <li>• Paragraph 206</li> </ul> |

Table 4.2 Relevant National Planning Policy

## MATERIAL CONSIDERATION

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

- National Planning Practice Guidance (online);
- National Design Guide (2019);
- Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA) (2013);
- An Approach to Landscape Character Assessment (2014);
- Visual Representation of Development Proposals Technical Guidance Note (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);
- Kenley Aerodrome Conservation Area Proposals Statement (2006)

**EMERGING POLICY**

**TANDRIDGE LOCAL PLAN 2033**

- 4.10 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.
- 4.11 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).
- 4.12 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.

**POLICY DISCUSSION**

- 4.13 Excluding the grade II listed former INSTITUTE Building, the Site benefits from a draft site allocation within the emerging Tandridge Local Plan 2033 (ref: HSG06: Land off Salmons Lane West, Caterham), with capacity for 75 residential units (C3).
- 4.14 Identifying the land at Kenley Campus can accommodate, at least, 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.*

4.15 Accordingly, the emerging Development Plan for the District is supportive of the delivery of new residential development on 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.



**Figure 4.1** Map from Draft Site Allocation HSG06: Land off Salmons Lane West, Caterham



# 5.0 SUMMARY

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

# SUMMARY

- 5.1 Montagu Evans LLP has been instructed by the Trustees of One School Global and Trustees of Progarm Ltd. (the 'clients') to prepare this Statement of Significance, so to inform emerging development proposals on land situated within the RAF Kenley Campus.
- 5.2 The Site comprises two areas, the former Institute building, listed at grade II, and the immediate brownfield land which surrounds it. Together, both sites originally encompassed the accommodation and facility side of the World War II RAF complex, with several barrack blocks located to the south of the parade ground associated within the Institute. To the north of the Institute, a series of hangars and workshops lead to the aerodrome to the north. Only a single derelict Workshop building survives within this area today. Both elements of the Site are situated within the Kenley Aerodrome Conservation Area, designated for its retained military character and surviving aerodrome with associated blast pens.
- 5.3 As outlined within this report, the former Institute retains much of its original, standardised Air Ministry design and character, reflecting the Neo-Georgian approach taken to such buildings during the 1930s. The relationship with the parade ground to the south of the building remains discernible, though this now comprises a playground associated with the building's new use as a school. Evoking a relatively commanding and imposing appearance in views from the south, it is the building's external appearance, as well as its historic association with the nationally important aerodrome at Kenley which contributes most to its significance, having been heavily altered internally.
- 5.4 The remainder of the Site comprises brownfield land, once accommodating a series of hangars and barrack blocks, all of which have now been lost, save for an almost derelict Workshop building to the north of the Institute.
- 5.5 It is our consideration that whilst the Institute and its immediate setting (comprising the parade ground to its south) make a positive contribution to the Kenley Aerodrome Conservation Area, as reflected in its designation at grade II. The remainder of the Site to its north and south make extremely limited contributions. Any contribution made within these locations is concentrated in small remnants of the former military complex, which include hangar footings and hangar door guides set within concrete, as well as a derelict Workshop building. There is therefore an opportunity to bring this brownfield land back into use within the Kenley Campus and enhance its contribution to the area's special character and appearance.



# APPENDIX 1: STATUTORY LIST ENTRIES

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



**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 falnked by small 8-pane sahses, the ground-floor openings with moulded stone architraves and cornice. The nforward 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 Kenleys' 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

Don't have an account? Register **here**. (*<https://account.historicengland.org.uk/sign-in>*)



# 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

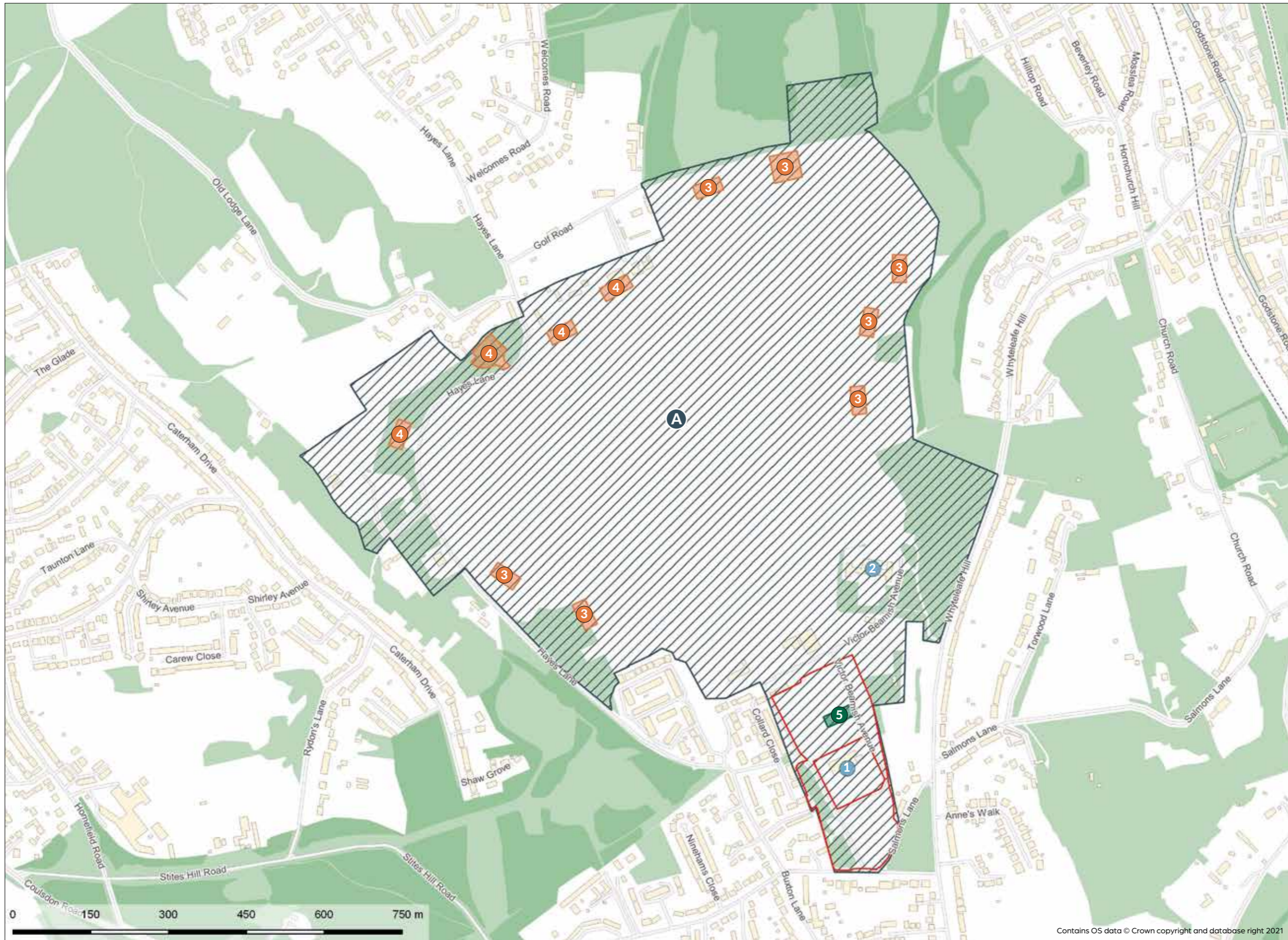
1. Former Dining Room and Institute at Former RAF Kenley
2. Former Officers Mess at Former RAF Kenley

 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



Contains OS data © Crown copyright and database right 2021

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

**DATE:**  
December 2021

**SCALE:**  
NOT TO SCALE

**FIGURE:**

 **NORTH**



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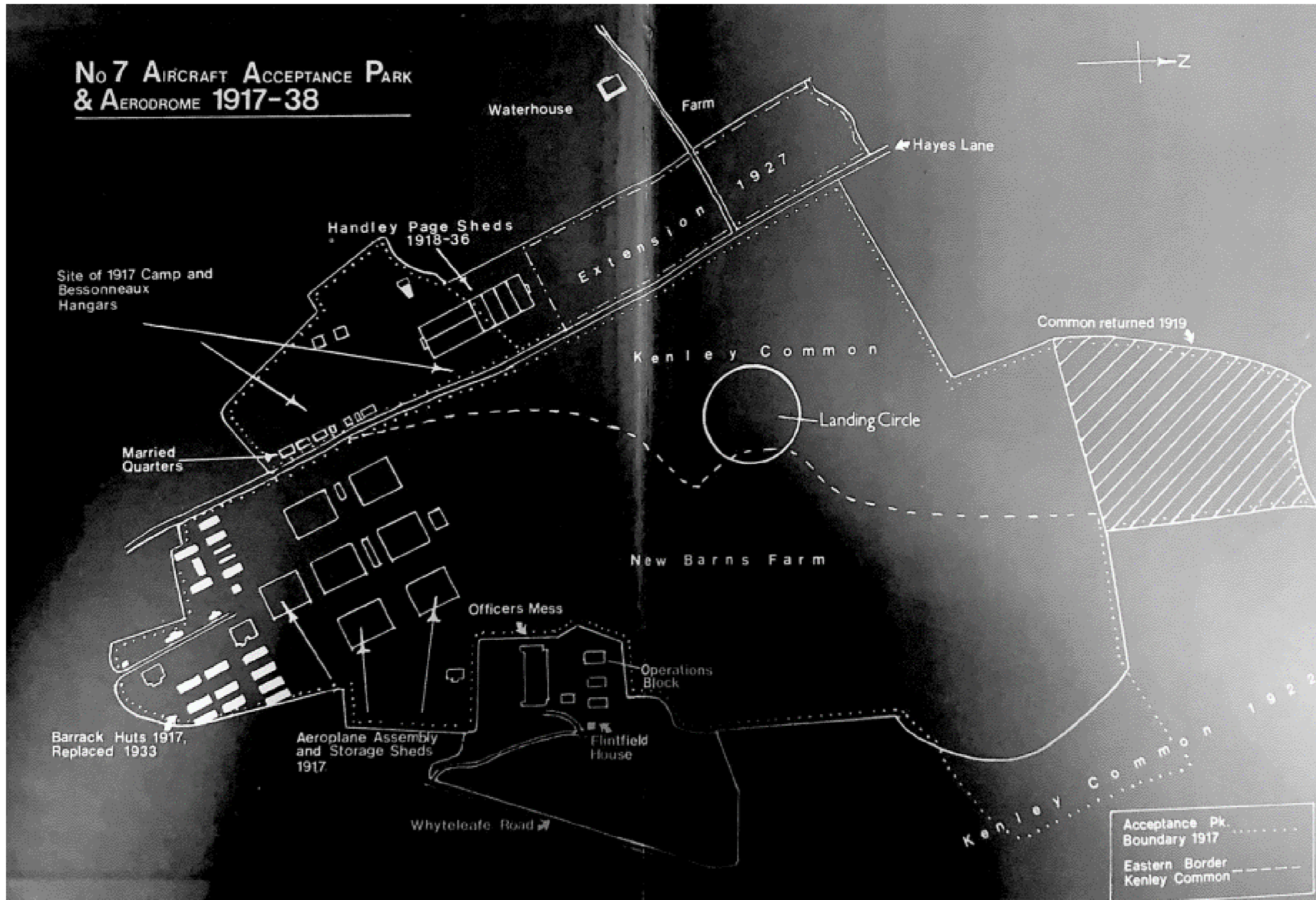
# APPENDIX 3: HISTORIC MAPS

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

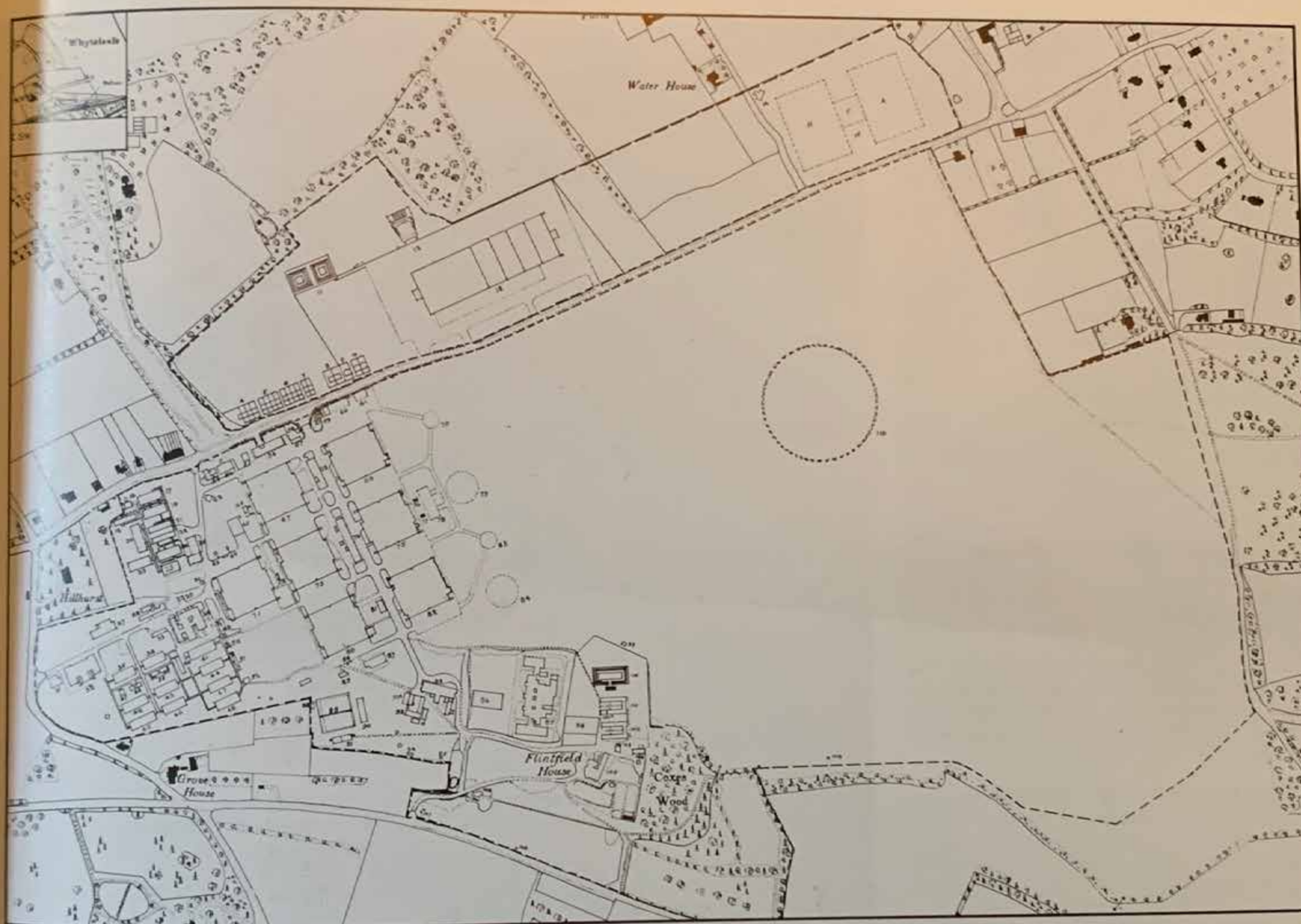




2. PLAN OF NO. 7 AIRCRAFT ACCEPTANCE PARK & AERODROME 1917-38



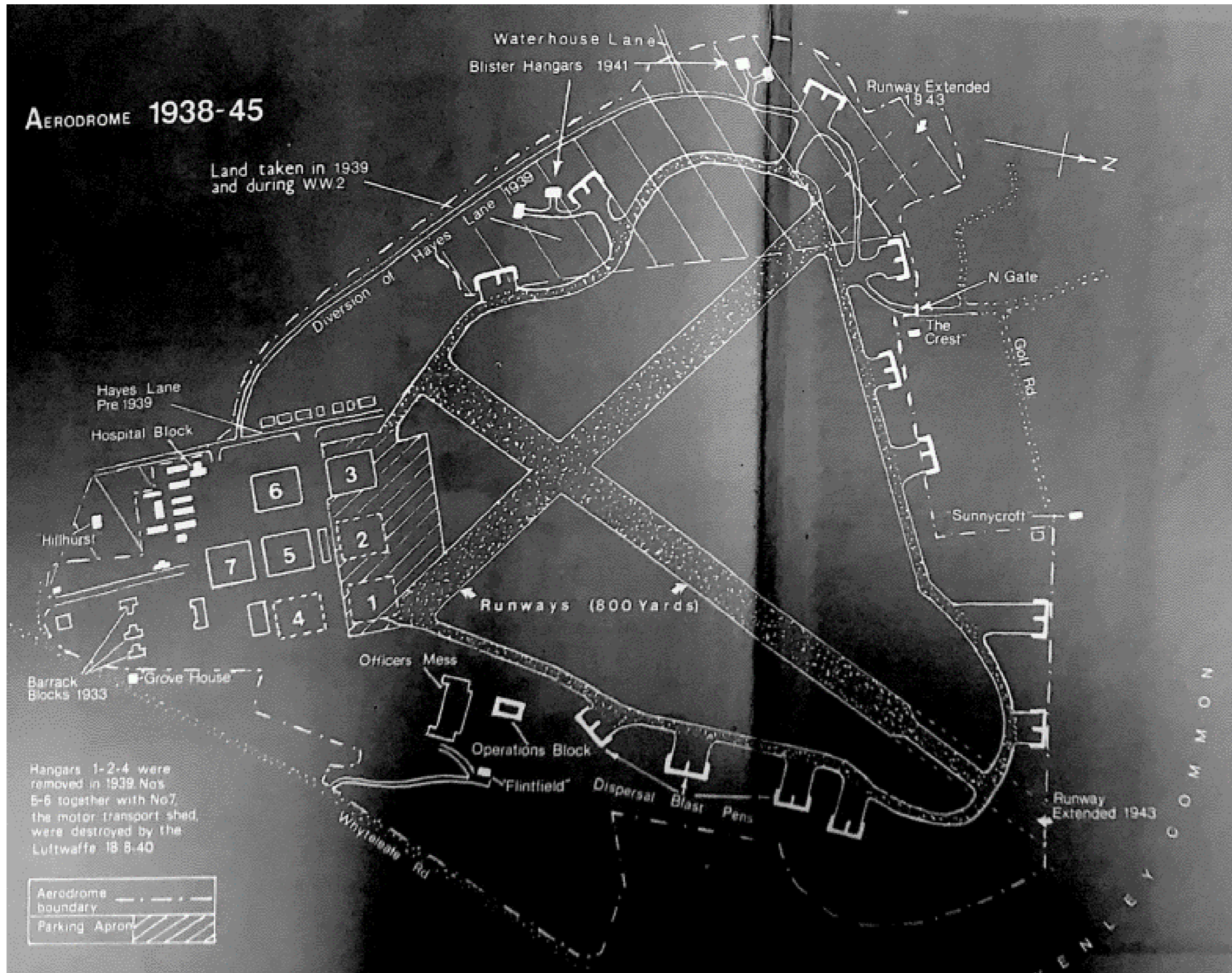
### 3. AERODROME PLAN 1932



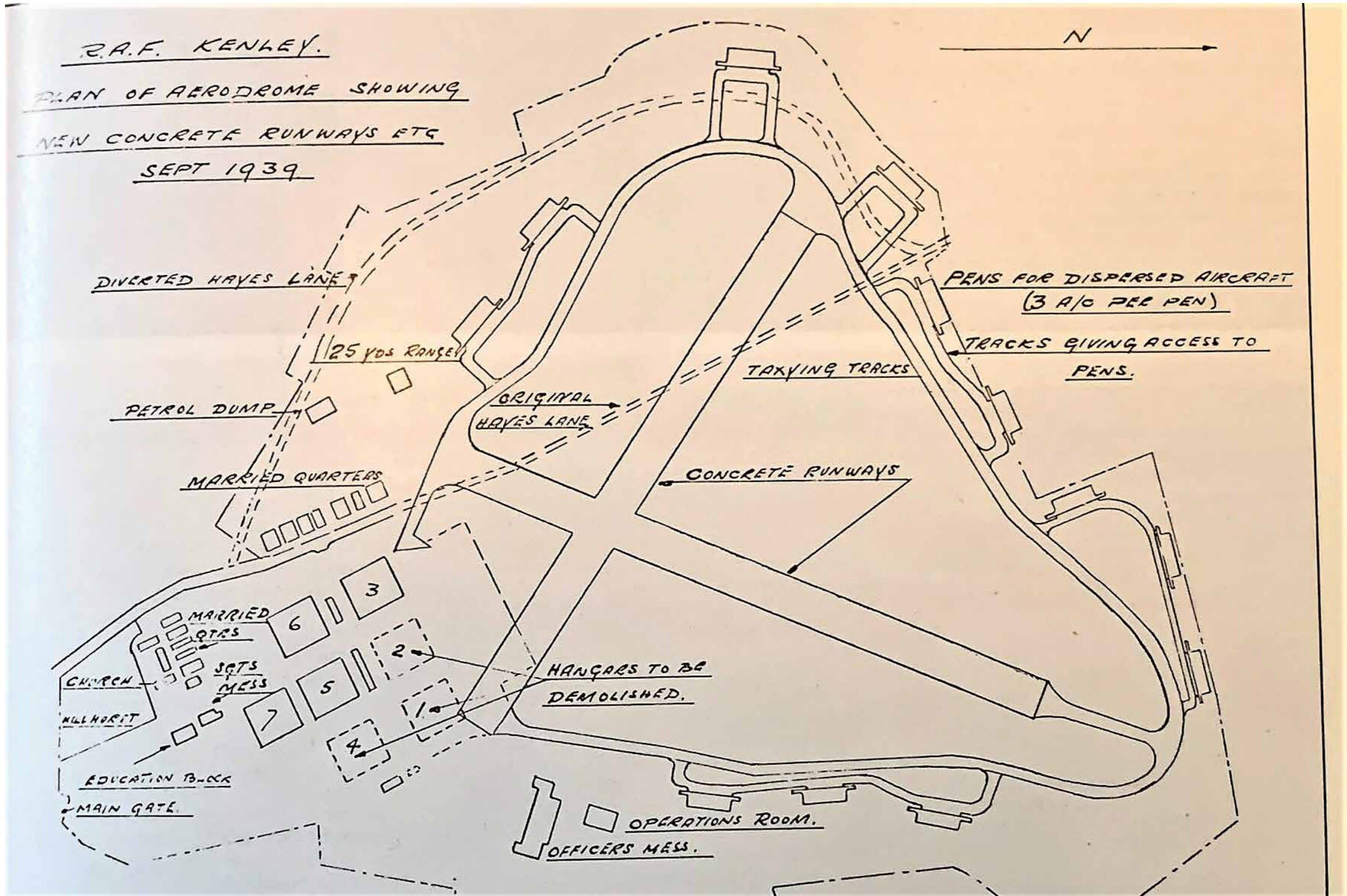
The expansion of Kenley in 1939. Above: An extract from a 1932 drawing showing the old hangars and small grass field (RAF

Museum) Below: Sketch in the station ORB showing the diversion of Hayes Lane and new runways (Crown Copyright).

4. RAF KENLEY - AERODROME - 1938-45



5. AERODROME PLAN 1939



6. RAF MUSEUM - AIR MINISTRY MAP 1945



RESTRICTED



SCALE OF FEET

KENLEY LOCATION PLAN

SCHEDULE OF BUILDINGS

| NO. | DESCRIPTION             | NO. | DESCRIPTION     | NO. | DESCRIPTION | NO. | DESCRIPTION |
|-----|-------------------------|-----|-----------------|-----|-------------|-----|-------------|
| 1   | ADMINISTRATIVE BUILDING | 101 | OFFICE BUILDING | 201 | WORKSHOP    | 301 | REPAIR SHOP |
| 2   | OFFICE BUILDING         | 102 | OFFICE BUILDING | 202 | WORKSHOP    | 302 | REPAIR SHOP |
| 3   | OFFICE BUILDING         | 103 | OFFICE BUILDING | 203 | WORKSHOP    | 303 | REPAIR SHOP |
| 4   | OFFICE BUILDING         | 104 | OFFICE BUILDING | 204 | WORKSHOP    | 304 | REPAIR SHOP |
| 5   | OFFICE BUILDING         | 105 | OFFICE BUILDING | 205 | WORKSHOP    | 305 | REPAIR SHOP |
| 6   | OFFICE BUILDING         | 106 | OFFICE BUILDING | 206 | WORKSHOP    | 306 | REPAIR SHOP |
| 7   | OFFICE BUILDING         | 107 | OFFICE BUILDING | 207 | WORKSHOP    | 307 | REPAIR SHOP |
| 8   | OFFICE BUILDING         | 108 | OFFICE BUILDING | 208 | WORKSHOP    | 308 | REPAIR SHOP |
| 9   | OFFICE BUILDING         | 109 | OFFICE BUILDING | 209 | WORKSHOP    | 309 | REPAIR SHOP |
| 10  | OFFICE BUILDING         | 110 | OFFICE BUILDING | 210 | WORKSHOP    | 310 | REPAIR SHOP |
| 11  | OFFICE BUILDING         | 111 | OFFICE BUILDING | 211 | WORKSHOP    | 311 | REPAIR SHOP |
| 12  | OFFICE BUILDING         | 112 | OFFICE BUILDING | 212 | WORKSHOP    | 312 | REPAIR SHOP |
| 13  | OFFICE BUILDING         | 113 | OFFICE BUILDING | 213 | WORKSHOP    | 313 | REPAIR SHOP |
| 14  | OFFICE BUILDING         | 114 | OFFICE BUILDING | 214 | WORKSHOP    | 314 | REPAIR SHOP |
| 15  | OFFICE BUILDING         | 115 | OFFICE BUILDING | 215 | WORKSHOP    | 315 | REPAIR SHOP |
| 16  | OFFICE BUILDING         | 116 | OFFICE BUILDING | 216 | WORKSHOP    | 316 | REPAIR SHOP |
| 17  | OFFICE BUILDING         | 117 | OFFICE BUILDING | 217 | WORKSHOP    | 317 | REPAIR SHOP |
| 18  | OFFICE BUILDING         | 118 | OFFICE BUILDING | 218 | WORKSHOP    | 318 | REPAIR SHOP |
| 19  | OFFICE BUILDING         | 119 | OFFICE BUILDING | 219 | WORKSHOP    | 319 | REPAIR SHOP |
| 20  | OFFICE BUILDING         | 120 | OFFICE BUILDING | 220 | WORKSHOP    | 320 | REPAIR SHOP |
| 21  | OFFICE BUILDING         | 121 | OFFICE BUILDING | 221 | WORKSHOP    | 321 | REPAIR SHOP |
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| 36  | OFFICE BUILDING         | 136 | OFFICE BUILDING | 236 | WORKSHOP    | 336 | REPAIR SHOP |
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| 46  | OFFICE BUILDING         | 146 | OFFICE BUILDING | 246 | WORKSHOP    | 346 | REPAIR SHOP |
| 47  | OFFICE BUILDING         | 147 | OFFICE BUILDING | 247 | WORKSHOP    | 347 | REPAIR SHOP |
| 48  | OFFICE BUILDING         | 148 | OFFICE BUILDING | 248 | WORKSHOP    | 348 | REPAIR SHOP |
| 49  | OFFICE BUILDING         | 149 | OFFICE BUILDING | 249 | WORKSHOP    | 349 | REPAIR SHOP |
| 50  | OFFICE BUILDING         | 150 | OFFICE BUILDING | 250 | WORKSHOP    | 350 | REPAIR SHOP |

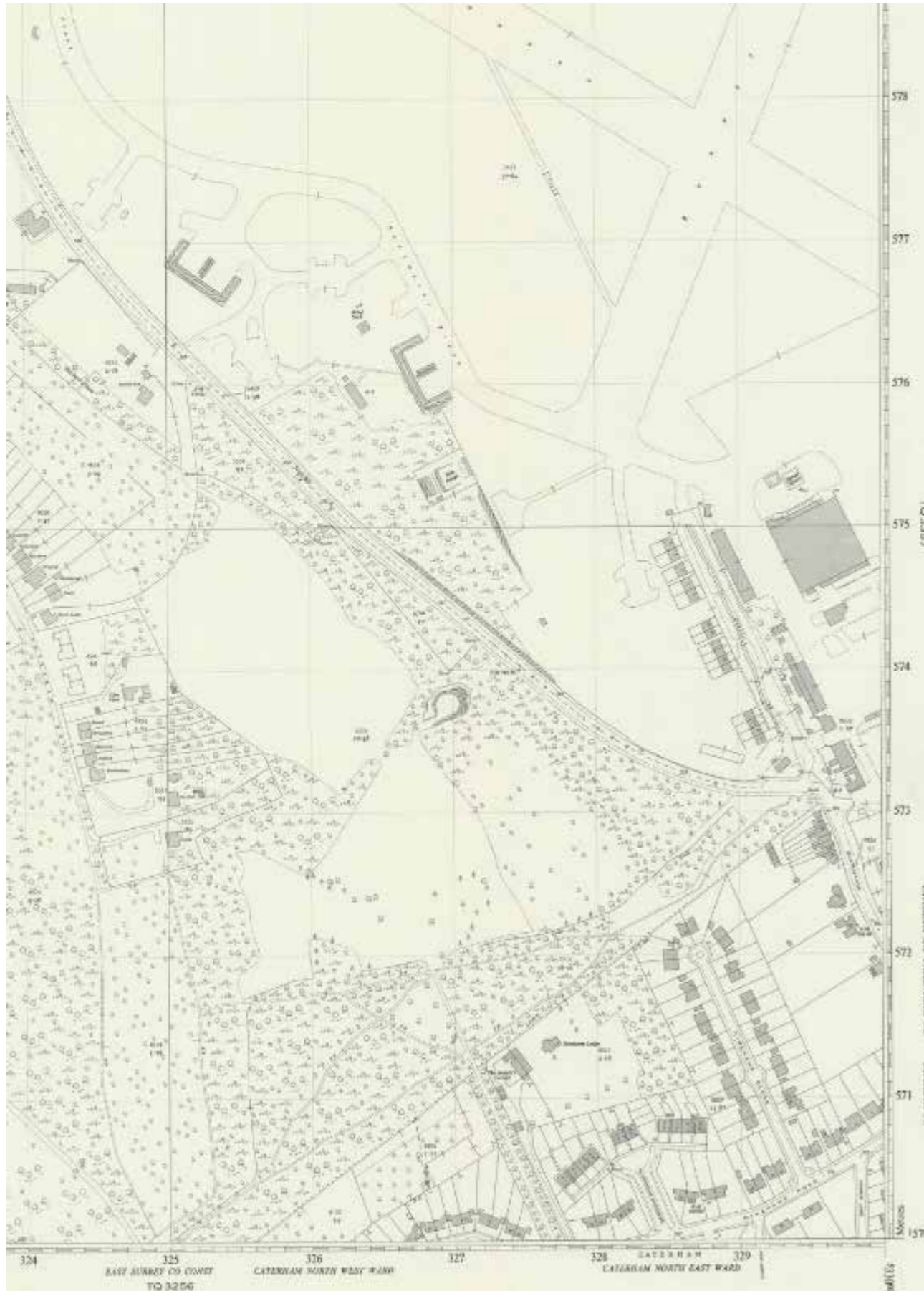
RESTRICTED

KENLEY  
RECORD SITE PLAN  
ALL SITES

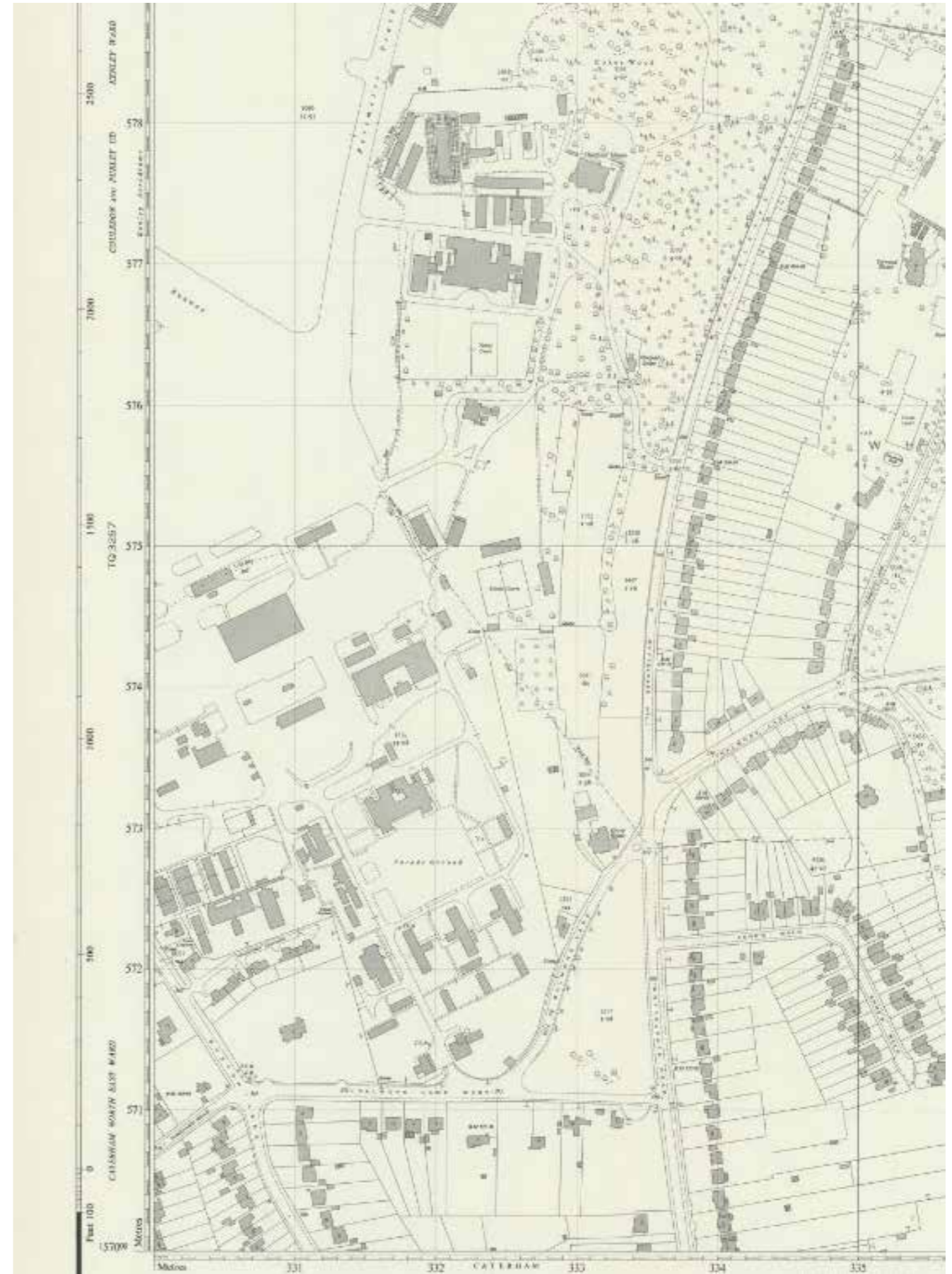
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2430/46  
AIR MINISTRY

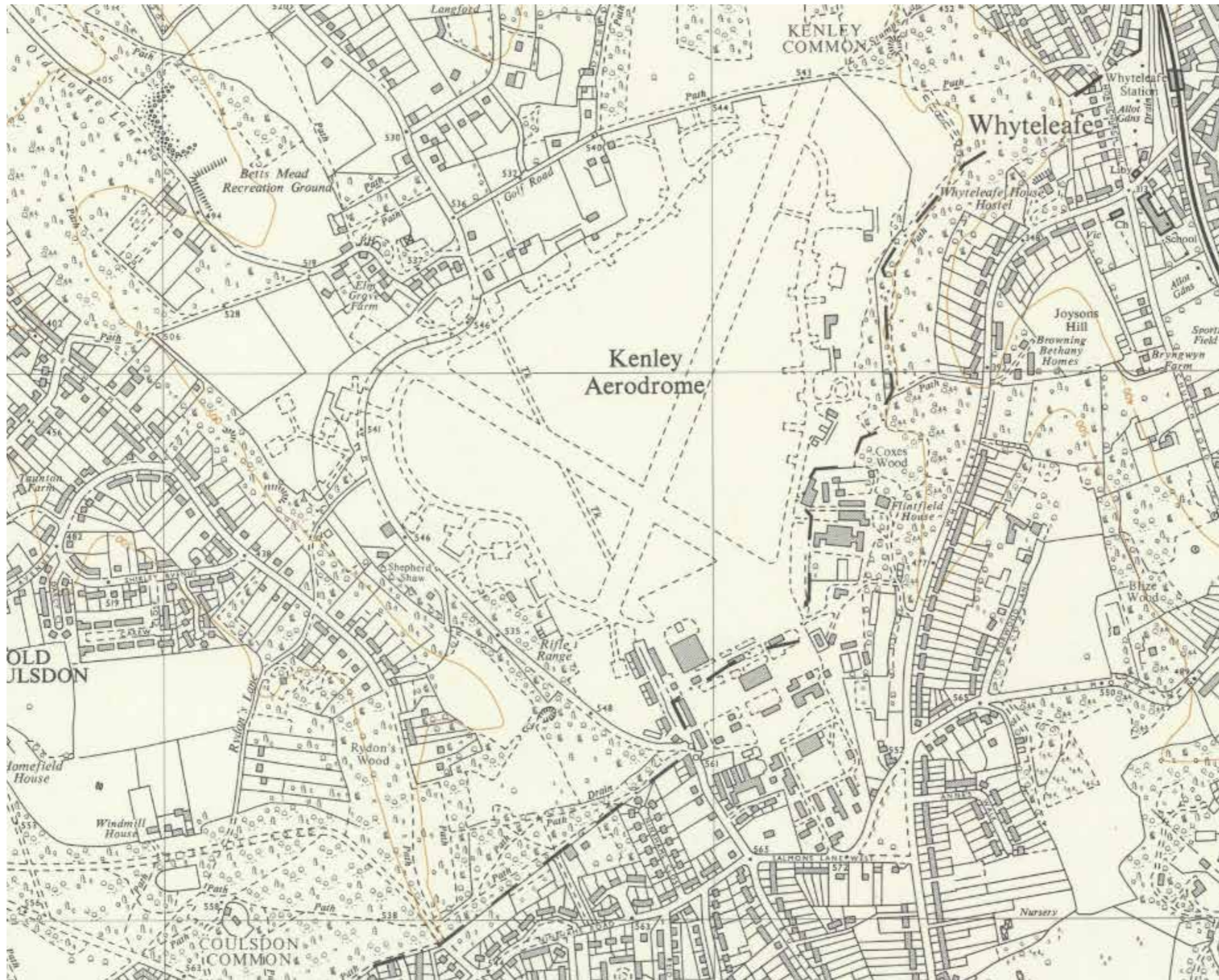
7. EXTRACT FROM ORDNANCE SURVEY MAP, 1958 (WEST)



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



9. EXTRACT FROM ORDNANCE SURVEY MAP, 1967



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