

# KENLEY AERODROME CONSERVATION AREA PROPOSALS STATEMENT



SUPPLEMENTARY PLANNING GUIDANCE

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# FOREWORD

The Kenley Aerodrome Conservation Areas were designated on 9th January 2006 as Croydon's 12th and on 7th December 2005 as Tandridge's 19th Conservation Areas. The historic aerodrome straddles the boundary between the London Borough of Croydon and Tandridge District Council; its protection requiring the designation of two separate yet abutting Conservation Areas.

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

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

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

Land ownership within the Conservation Area is divided mainly between the Ministry of Defence, who maintain the airfield as an operational airfield, and the Corporation of London, who manage Kenley Common, with some other elements of private ownership.

The airfield and surrounding common is a much-loved and well-used space; enjoyed by the local community, walkers and by the resident Surrey Hills Gliding Club. The area within the perimeter track is an operational airfield, used primarily by No. 615 Volunteer Gliding School.

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

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

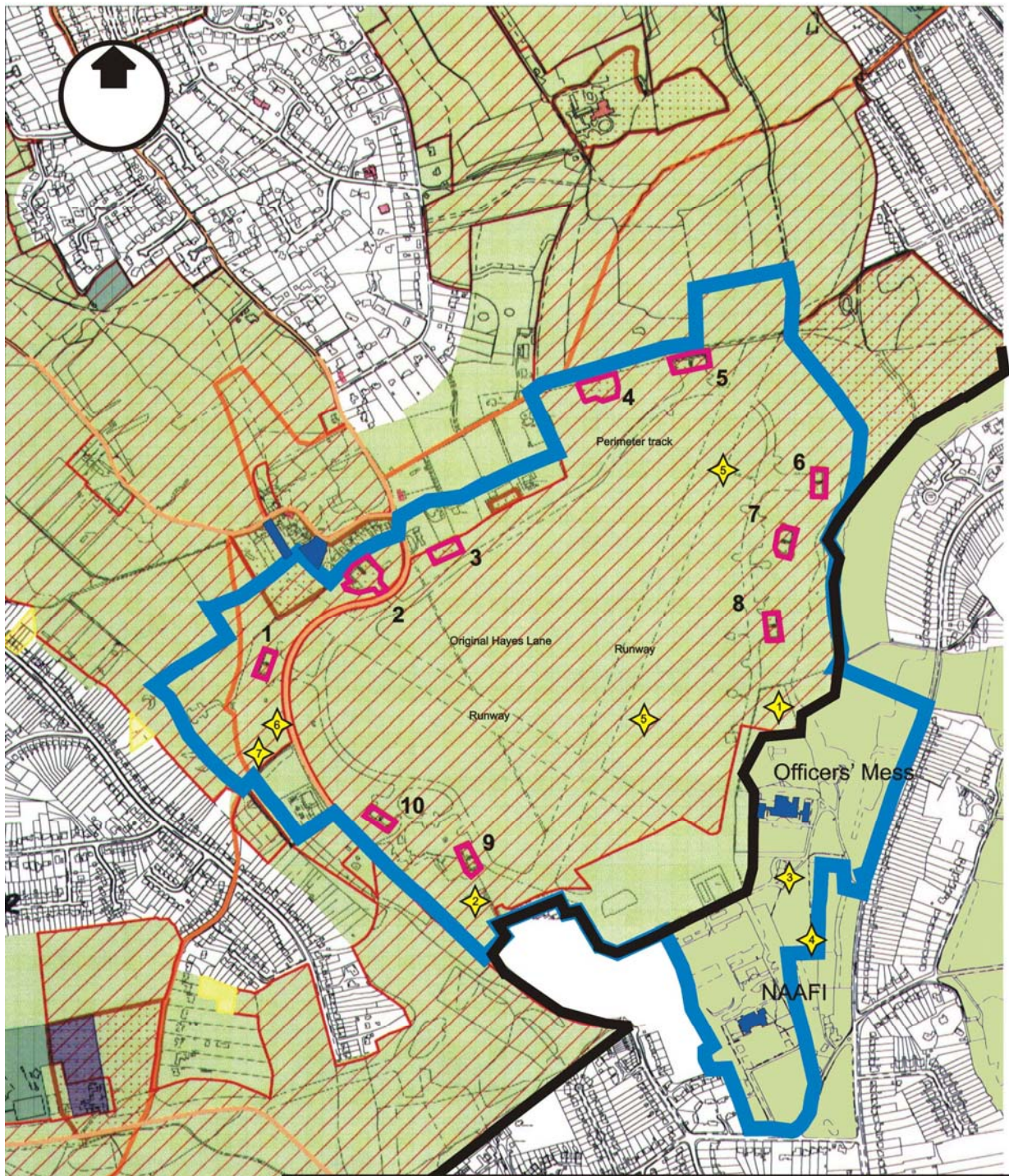
*Croydon's Unitary Development Plan (UDP) is currently being reviewed and is being replaced by the emerging Croydon Plan (2<sup>nd</sup> Draft Deposit Replacement UDP) which underwent Local Public Inquiry in April 2005.*









*This Proposals Statement supplements Croydon Plan 'Urban Conservation and Archaeology' chapter policies on the control of demolition (UC2), development proposals (UC3-UC4) and preservation and enhancement (UC5). It also supplements policies on building form and design (UD2) and views and landmarks (UD9). This Proposals Statement supplements UDP policies UC1-UC4 and BE1-BE2. Supplementary Planning Guidance (SPG) of relevance to the Conservation Area's character and appearance should also be consulted and can be obtained from the Council and from its website at [www.croydon.gov.uk](http://www.croydon.gov.uk)*

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



# CONSERVATION AREA MAP



<b>Historic features:</b>		<b>Key</b>	
1. Fuel Dump			Conservation Area
2. Firing Butts			Borough Boundary
3. Building 22 (Portcullis Club)			Listed Building
4. Squash court & emplacement			1 Blast Pen (Scheduled Ancient Monument)
5. Pickett-Hamilton fort			Historic feature
6. Pill-box			Archaeological Priority Zone
7. Guard post			Sites of Metropolitan / Borough Importance
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# PART ONE

## HISTORY AND CHARACTER

### 1.1 What is a conservation area?

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

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

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

### 1.2 Origins and historic land uses

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

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

#### 1.2.1 Location and Origins

Kenley aerodrome and the Commons are situated on Croydon's southern borough boundary with Tandridge, Surrey.

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

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

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

Pressure on the common land increased and especially by the time of the Industrial

### ***Kenley Aerodrome Conservation Area Proposals Statement***

Revolution with machinery and improved agricultural practices meaning that economic value could be derived from land previously labelled as waste.

With the onset of the railways in the 19th Century, the land acquired a new value, for potential residential development.

It seems that this value was too great for the Lord of the Manor of Coulsdon, Edmund Byron, to ignore, and he set about enclosing and appropriating some 150 acres at Hartley Down.

After 1872 there followed a period in which Byron enclosed areas of common and attempted to negotiate with various neighbouring land-owners to appropriate more. One land-owner in particular refused to do so. William Hall initiated proceedings against Byron, and eventually approached the Corporation of London; offering to sell them his land and commoners rights, hoping that the Corporation would act as they had recently done in Epping and stand up to Byron if further enclosures were in the offing.

#### **1.2.2 Corporation of London**

The Corporation of London, the local authority of the City of London, spent 11 years between 1871-1882 working to save most of Epping Forest from enclosure and development.

Following the approach made by William Hall, they went on to do the same at Kenley Common; opting to negotiate with Byron for the ownership of the whole commons.

Byron accepted, and the Sale was completed in 1883; although the 347 acres purchased did not include the common land that Byron had already enclosed and sold to others.

Kenley Common and Riddlesdown were acquired under the powers of the Corporation of London (Open Spaces) Act 1878, which enabled the Corporation to acquire land within 25 miles of the City 'for public recreation and enjoyment' and 'to preserve the natural aspect'.

When bought in 1883 the common consisted of 70 acres and lay entirely on clay soil on the plateau top. It was surrounded by land owned by George Cutt, who farmed Welcomes Farm and John Young, who owned 'Kenley House', which is just North of the current airfield and a Locally Listed Building. Both men had appropriated areas of the common, including an area adjacent to Kenley House which still remains enclosed.

In the late 19th Century the common was used by various landowners for grazing sheep, with or without grazing rights. One of the Common Keeper's jobs being to impound sheep whose owner did not have grazing rights on the Common. In 1891 an area was turned into a Golf Course. 'Golf Road' remains to this day.



*Douglas Bader with fellow members of the No.23 Squadron aerobatic team in front of a Gloster Gamecock in 1931, just before Bader lost his legs in an accident flying between Kenley and Woodley, near Reading. The three would meet again 10 years later in a Prison Camp in Germany.*

*Photograph: Surrey County Libraries*

## **1.3 History of the Airfield**

### **1.3.1 WW1**

The first that local people and even the Common Keeper knew of the presence of an airfield on Kenley Common was when men of the Canadian Forestry Corps started felling trees and clearing scrub. The land had been taken under the Defence of the Realm Act under wartime emergency measures, and soon the Royal Flying Corps had taken over the central area of Kenley Common as an 'aircraft acceptance park' where machines were made ready for service in France.

Initially left open to the public and popular with sightseers, bye-laws were eventually introduced restricting access to the airfield to RFC permit-holders.

The Acceptance Park mushroomed, and with it came the arrival of all the hangar buildings associated with an airfield. The impact of all this was not particularly popular with local residents. At the end of the 1918, as the war was ending, work had started on a very large hangar for Handley-Page and Vickers Vimy long-range bombers, and was completed in 1919.

### **1.3.2 Between Wars**

In 1919 Lord Trenchard ensured that, instead of being handed back, the airfield was retained, and upgraded for the new Royal Air Force.



*Left: An impromptu aircraft recognition lecture in December 1940 (Popperfoto). Below: Picture taken by German war photographer Rolf von Pebal in a low-flying Dornier crossing the drome.*



Number 1 Squadron moved in, and its first duties were to fly shuttle services for the Versailles peace conference.

In return for appropriating 51 acres of Common land, the Corporation were given 61 acres of farmland to the east overlooking Whyteleafe as substitute common. No building was to be allowed on former common land and it would revert to the Corporation if no longer required to be used as an aerodrome in the public service. The airfield would not be used for civil aircraft and would be opened on public holidays. These arrangements were made official under the terms of the Air Ministry (Kenley Common Acquisition) Act 1922.

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

### ***Kenley Aerodrome Conservation Area Proposals Statement***

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

Further acquisition of land for the airfield took place in 1928. The Corporation of London retains an option to purchase the land back at the market value for agricultural land when the airfield is no longer required for use as an aerodrome in the public service.

In 1932-4, a period of major expansion and development for the Royal Air Force, extensive re-building took place: the listed NAAFI and Officers' Mess buildings both survive from this period.

#### **1.3.3 WW2**

Sir Hugh Dowding designated Kenley as one of the sector stations of Fighter Command's 11 group: as such, it would be in the front line of national defence when war came in 1939. The airfield was enlarged again, taking in more public open space by Act of Parliament (with the Corporation of London retaining an option to purchase the land back at 1939 prices). At Dowding's urging, important fighter bases which were prone to waterlogging were to receive all-weather runways: by December 1939, Kenley's runways had been extended to 800 yards each, and the perimeter track laid out to its present configuration (the runways were extended again in 1943).

Woodland at the northern end of the runway was grubbed up or coppiced in 1939-40 as the new fighters needed more space for take off and landing. Some small trees overlooking the valley were also coppiced, where trenches dug by Local Defence Volunteers in 1940, and gun positions were established. All entrances to the Common were closed in 1940, and remained closed until 1947/8 as the long process of derequisitioning and restoring the Common took place.

The importance of defending aircraft on the ground from air attack had also been realised. Dowding established the principle that fighter command stations should have dispersal zones for 3 squadrons of 12 aircraft each, on which 'fighter pens' should be built.



*Gliders of the Air Training Corps Gliding School at Kenley in 1984*

*Photograph: Peter Flint*

This, too, was put in hand in 1939, and Kenley's fighter pens seem to have been completed by April 1940 – not a moment too soon.

In 1940 Kenley became home to three fighter squadrons, which sometimes comprised the remains of other squadrons depleted by losses in action. Nos 111 and 253 squadrons operated out of the airfield during the battle for France and the withdrawal from Dunkirk, and were joined by the remains of 615 squadron and by 64 and 66 squadrons, by August 1940.

During the Battle of Britain, Kenley and its squadrons were continuously in the front line and attacked on several occasions. A particularly heavy raid came on 18 August, when



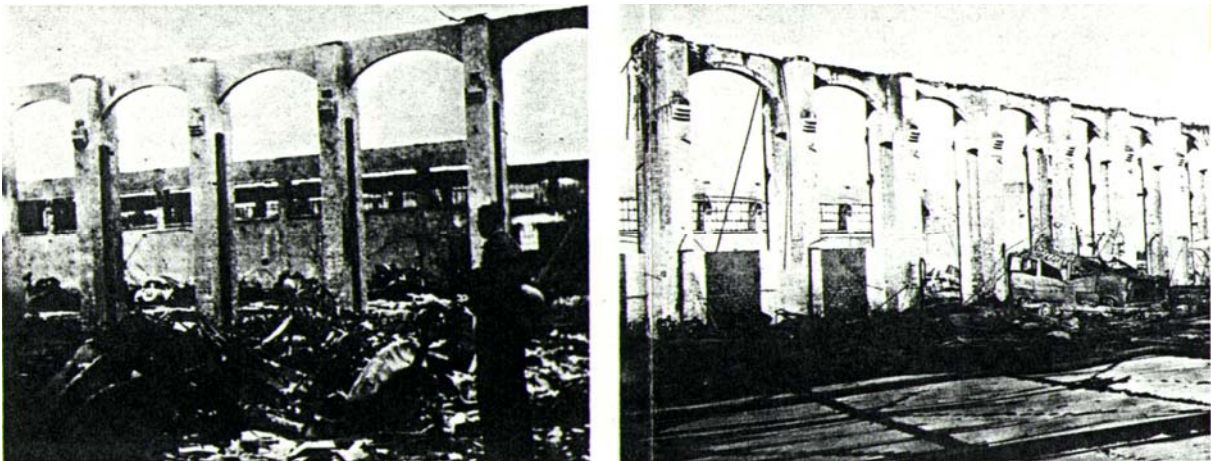
formations of Dornier 17s escorted by Messerschmitt 109s attacked Kenley from both high and low level, the low-level bombers coming in at 100 feet. A photograph taken from one of the attacking aircraft, of Spitfires sitting in the fighter pens at Kenley, was then published by the Luftwaffe in *Der Adler* magazine - doctored to suggest that the raid had been more successful than was, in fact, the case.

Numerous aircraft had been destroyed or damaged on the ground, the buildings had been badly damaged, and Kenley's Operations Room was moved out to Caterham as a precaution against further attacks. Nevertheless, the airfield and the squadrons flying out of it remained in action throughout.

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

### **1.3.4 Post War – today**

Kenley continued to be an operational airfield until 1978. The core of the airfield remains in Ministry of Defence ownership, as a detachment of RAF Uxbridge, attached to the Reserve Forces and Cadets Association in Greater London. It can no longer be used for powered



*Left: The burnt out remains of the MT hanger at Kenley after the raid of August 18 1940. Right: A remarkably similar photograph of the last remaining hanger after it was burnt down on October 23, 1978.*

flight, because of modern air-space management, but the RAF (615 Squadron Volunteer Gliding School) use the field for gliding training, and a private gliding club also operates there. Continued use has ensured the preservation of the airfield.

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

An RAF airfield with its associated squadrons, at the time of the Second World War was a complex organisation forming part of a much larger overall structure. An airfield had to have numerous structures and installations, which can be divided into a number of main categories: the runways and perimeter roads; the main operational buildings; residential and support buildings; defences against air attack; and defences against ground attack. In June 2000, English Heritage published a 'Survey of Military Aviation Sites and Structures', as part of its thematic listing programme. This established, not surprisingly, that most

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airfields and aerodromes of the period, whether they had remained in RAF occupation or been decommissioned, had been very substantially altered. Kenley is, overall, the best preserved.

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

The remaining hangars burnt down in the 1970s and more recently the former married quarters were developed for housing. The aerodrome has also lost most of its perimeter pillboxes, demolished as recently as c. 1984.

Against this, however, the runways and perimeter road remain exactly as they were laid out in 1939 and 1943. Two of the most important buildings, the NAAFI and the Officers' Mess, still stand and are listed. A number of other workshop and subsidiary buildings remain. Although most of the perimeter pillboxes have gone, other defensive features survive, including one pillbox, a guard-post, trenches, a machine-gun post, and two or three Pickett-Hamilton forts. Other major features, such as the Fuel Dump roadway, and a test firing-range for aircraft guns, survive. Most importantly, 10 of the original 12 fighter pens survive in some form, now preserved as Scheduled Ancient Monuments – a uniquely well-preserved group.

The thematic survey report concluded that:

“In contrast to the Battle of Britain sector stations at Biggin Hill and Northolt, Kenley has lost most of its buildings but boasts the most complete fighter airfield associated with the Battle of Britain to have survived...this is a uniquely important survival, and one that relates to a military action of world historical importance.”

A number of other historic airfields and aerodromes have been designated as Conservation Areas, including parts of the former RAF sites at Biggin Hill (London Borough of Bromley) and Hornchurch (London Borough of Havering).

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

The aerodrome's historic significance and relatively good state of preservation were also acknowledged by the decision in September 2004 to schedule the surviving fighter pens as Scheduled Ancient Monuments.

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



*Remote Control Aeroplanes at Kenley, ready for flight.*



## **1.4 Archaeological interest**

In September 2004 the ten surviving fighter pens at Kenley were scheduled as Scheduled Ancient Monuments, protecting them as structures of particular historical and cultural importance.

There are ten WWII fighter pens at Kenley, surviving in various states of repair. An eleventh fighter pen was bulldozed several years ago, with only an area of concrete hard-standing remaining. Dotted about the perimeter of the airfield, the pens were designed to afford protection to the aircraft while allowing quick access to the runway. The pens were built in an 'E' form to create two bays so that each pen could accommodate two aircraft.

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

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

Apart from the blast pens, several other historic features and remnants of the WWII airfield remain. Although not scheduled, these features also contribute to the unique integrity of the aerodrome and are of archaeological interest. Amongst these features are Pickett-Hamilton forts, the firing butts, the former fuel dump, and a Pill-box. These are discussed elsewhere and indicated on the Conservation Area Map on page 4.

There is a small area of Archaeological Priority Zone within the Conservation Area, at the far western end of the east / west runway, on the west side of Hayes Lane.

Just outside the Conservation Area there is an Archaeological Priority Zone within Kenley Common to the north east.

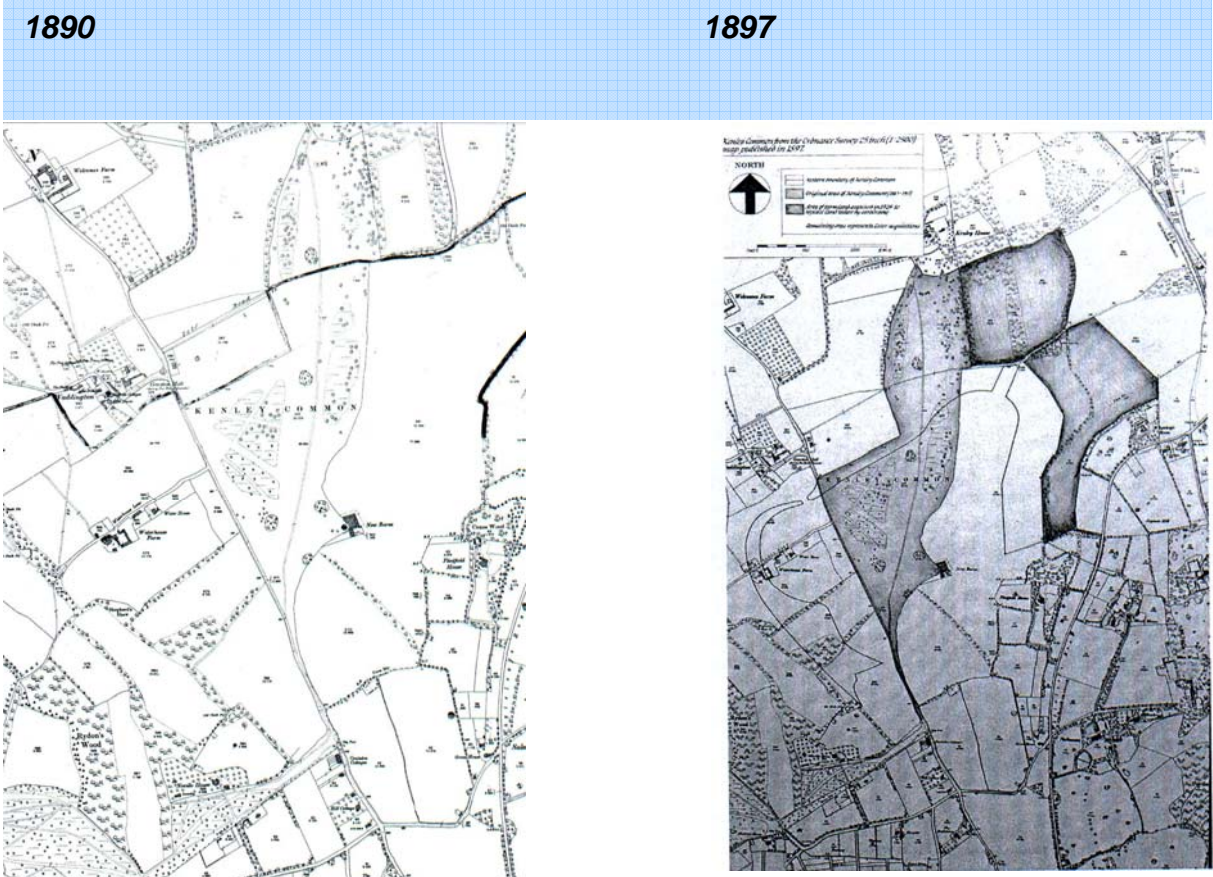
There is also an Archaeological Priority Zone surrounding the Locally Listed Kenley House to the north of the Conservation Area.



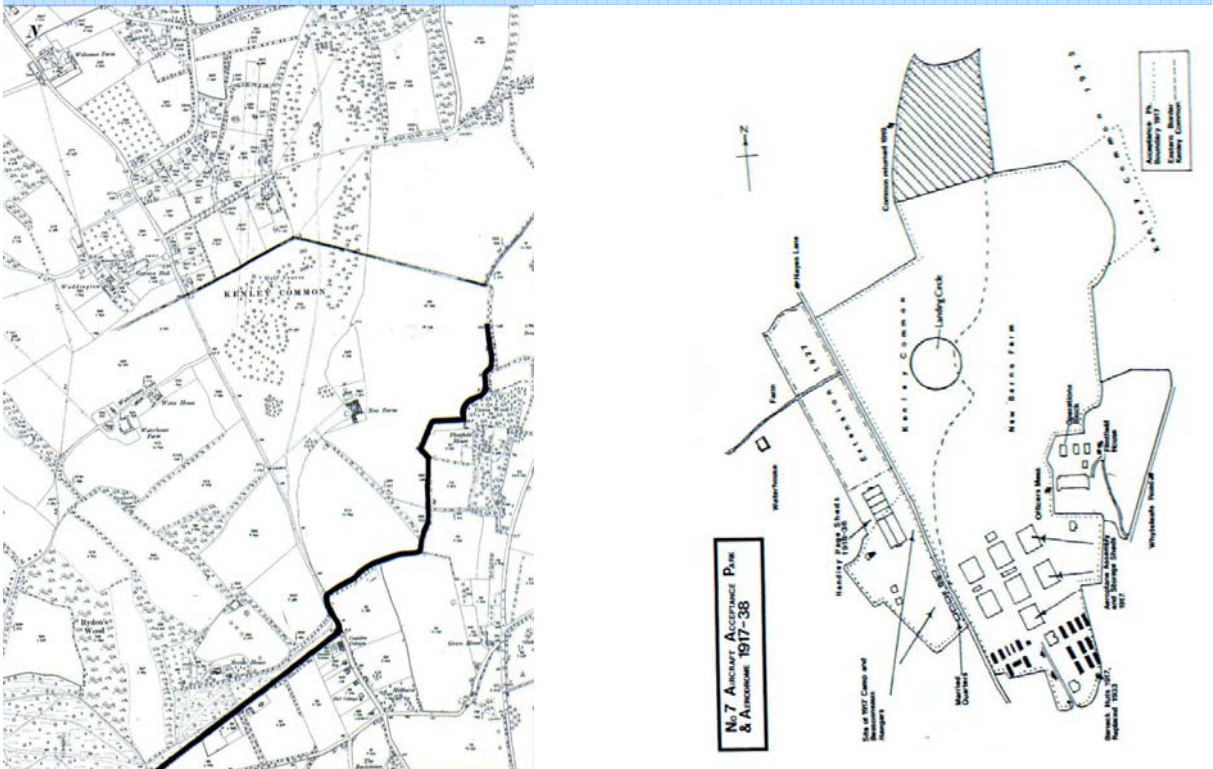
*Left and below: Two of the ten Scheduled Blast Pens at Kenley.*



1.4 Pattern of development



1890 1897

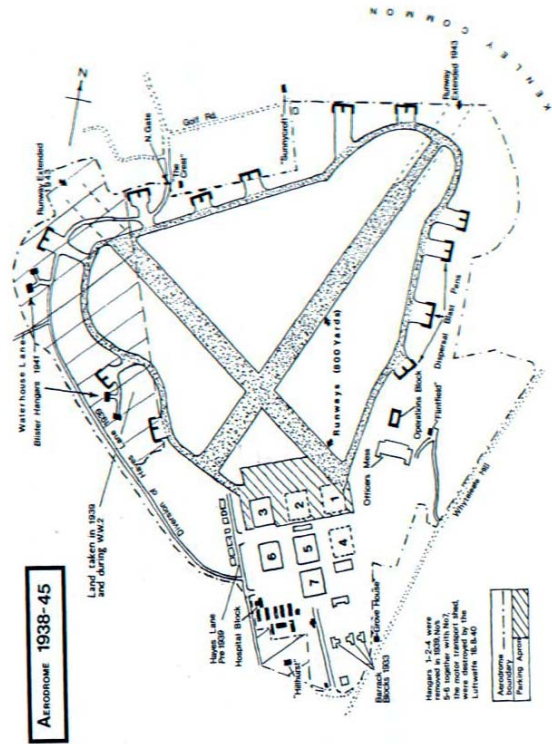


WWI 1910



1933

WWII



Contemporary aerial photograph



## 1.5 Character Appraisal

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

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

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

Land ownership in the Conservation Areas is split between several parties. The Corporation of London own and manage Kenley Common. The MOD owns the operational part of the airfield having appropriated part of Kenley Common in 1917, enlarged in 1939. One of the key reasons that the airfield has remained so uniquely preserved is its continued use as an active airfield by the No. 615 Volunteer Gliding School and Surrey Hills Gliding Club.

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

The Aerodrome Conservation Areas should be considered as a whole, with each element, building and open space relating to all the others. It is after all the integrity and completeness of the whole aerodrome that gives it its special character.

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

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

The main part of the airfield including the 10 fighter pens is within Croydon and can be defined as having its own particular character. This area is also protected as Green Belt and is designated as a Site of Borough Importance for Nature Conservation.

*Note: No appraisal can ever be completely comprehensive and omission of any particular building, feature or open space should not be taken to imply that it is of no interest.*



### CHARACTER AREA MAP

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

The following character appraisal includes photos of each sub-area with particular comments highlighted in the margin.



### 1.5.1 SUB AREA 1 Officers' Mess Land

The first area is the area that surrounds the former Officers' Mess.

*Setting*

This area lies within Tandridge and comprises open land immediately around the building and some ancient woodland called Coxes Wood, which has significant ecology and biodiversity value.

*Prominent Listed Building*

The Officers' Mess is a Grade II listed building and stands in a prominent position in relation to the flying field immediately to the west. The area also includes the single storey Portcullis Club building (building 22) which has been used by the Royal Air Force Association and contains airfield memorabilia of interest.

*Historic interest*

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

*Significant remnants*

Adjacent to the clubhouse is a substantial underground air-raid shelter and the former officers' squash courts. Also close by and recently excavated by members of the Portcullis Club, is a machine-gun post.



Former Squash Courts



Officers' Mess

*Preserving and enhancing character*

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

*Views into and within the area*

There is currently no public access to this land but it is visible from the public access land to the north-west.

## **1.5.2 SUB AREA 2 Institute Building and former Parade Ground**

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

*Open space*

*Architectural Interest*

*Damage to character*

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

*Views into area*

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

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

*Enhancing setting*

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

*New development*



*Left: The former Institute Building (the NAAFI)*



### 1.5.3 SUB AREA 3 Airfield and fighter pens

Scheduled Ancient Monuments

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



Left: The airfield has a high, open character. Right: One of the ten Scheduled Blast Pens.



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

'Open' character

The flying field has a high, open character, bordered mainly by trees and hedgerows, dropping away from the top of the hill. The airfield retains significant biodiversity and ecology value and is designated a Site of Borough Importance for nature conservation.

Locally Listed Building

To the north of the airfield lies the common with areas of grazing, hedgerows and tree belts which drop away down the hill, offering views over Whyteleafe. Kenley House, a Locally Listed Building, sits just to the north.

Ancient Woodland

The east of the airfield is bounded by an area of ancient woodland (Coxes wood) and the 'Ofcom' site (including the Listed Officers' Mess Building).

Locally Listed and Listed Buildings

Hayes Lane runs close around the western side of the airfield, joining Old Lodge Lane just beyond the end of the east-west runway. On Old Lodge Lane there are several Locally Listed and Listed Buildings.

The area around Hayes Lane provides a treed backdrop to the airfield, reducing in height to the area of the runway. Back gardens, an observatory and a gas facility sit along the south-western edge of the airfield, just beyond the blast pens, pill-box and guard post.

New pedestrian link

All of the buildings associated with the airfield, including temporary structures, an informal car park and hangers used by the Surrey Hills Gliding Club and RAF 615 Squadron Volunteer Gliding School, are to the south of the airfield. Also visible to the south are the new houses that replace the former married quarters. A new pedestrian link through to Coulsdon Common has been formed adjacent to the new housing development and attractively links the commons

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together. Trees around Hayes Lane and Coulsdon Common sit on other side of Hayes Lane.

***Remaining historic features:***

***Runways and Perimeter Road***

The original airfield runways and perimeter road survive, more or less in their original layout, in MoD ownership. They have been re-surfaced in part, but much of the original concrete base seems to be there, some of which is in a poor condition. Public access is only open to the part of the perimeter bounding the commons. MOD areas are not accessible to the public.

*Original runways*

The original runway extended further northwards into Kenley Common up to the existing line of trees. This can be read clearly on the OS map. The runway also once also extended to the west across Hayes Lane. These areas have been included in the Conservation Area

*Historic remnants*

Hayes Lane was re-located to make way for the airfield, however the old road can still be found still crossing the airfield and can also be read clearly on the OS map.

*Historic remnants*

***Pickett-Hamilton Fort, near N end of N-S Runway***

This is concrete machine-gun emplacement, normally housed in a concrete silo, and raised mechanically in the event of a threat. This defensive feature survives with its machinery intact, and its top hatch still openable. It is located on the Ministry of Defence's land.

*Historic feature*

***Pickett-Hamilton Fort, near intersection of runways***

Another of the same, apparently retaining its lifting machinery intact. Also on the Ministry of Defence's land.

*Historic feature*

***Fuel Dump***

An oval ring of roadway, opening off the perimeter road just South of fighter pen 30904/05, and very overgrown. Presumably there are buried fuel tanks in the ground here, probably in the centre of the oval, but this is too heavily overgrown to be readily inspected. A couple of pipes and valves are visible at the roadside. Fuel bowsers came round here, to pick up fuel, then drive out to the aircraft. This is situated on Corporation of London land.

*Historic feature*



*Left: A Pickett-Hamilton Fort. Right: The 'Firing-Butts'*



**Pill-box and Guard House / Guard Post**

Historic feature

These are a concrete pill-box, octagonal and of ordinary design, and a small, ruinous brick guard-house. Both owned by Mr James Barnett.

**Shooting Range / Firing Butts**

Historic feature

This is a practice range, apparently, for aircraft guns, not hand-held weapons. There is a concrete/brick revetment, approximately 2m high, then a lowered area of ground, then a lined trench, then a slope up to a high, buttressed brick wall, against which the targets were set, visibly pock-marked by ammunition. This feature is located on the Corporation of London's land.

There is also an unknown 'cropmark' close to one of the scheduled Blast Pens (SM 30904 07).

**Slot Trenches**

There are said to be some slot trenches forming part of the old perimeter defences in deep undergrowth towards the NE corner of the airfield. This requires further investigation.

The Council's main objectives are to protect and enhance the special character of the airfield, particularly its openness and integrity, protect the Scheduled Ancient Monuments, and improve public access to this historic site where possible, whilst considering the importance of safety in relation to the operation of the airfield.

It is recognised that continued use as a flying field has been the reason for the airfield's preservation to date.



*Left: The original Hayes Lane still crosses the airfield. Right: Existing Guard House. Below: View of the perimeter track, airfield and treed boundary.*





# PART TWO

## FUTURE CHANGE

### 2.1 Development guidelines

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

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

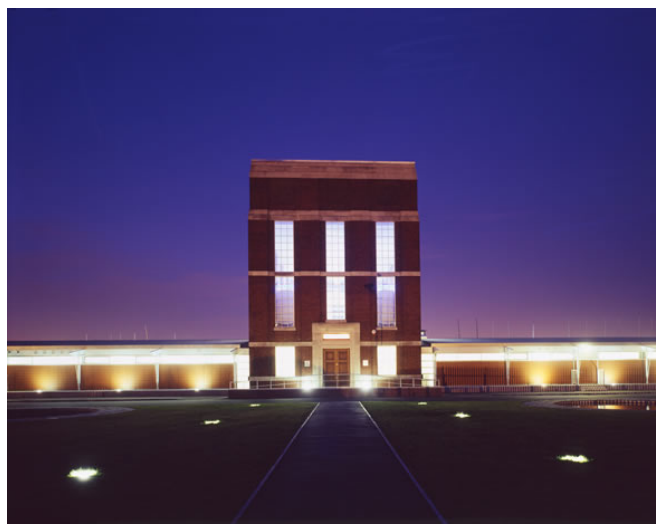
The Conservation Areas contain limited sites suitable for future redevelopment mainly because the site lies within the Green Belt. It is not considered that the main part of the airfield is suitable for development other than uses associated with the functioning of the airfield and proposals for improving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

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

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



*Above: Main door detail to the Officer's Mess. Right: Historic 20th Century buildings can be sensitively and attractively refurbished and complimented with well-designed modern extensions.*



## **2.2 Careful consideration should be given to:**

### **2.2.1 Protecting and enhancing the character of the Conservation Area**

Any new proposals for development or works within the Conservation Area should aim to protect and enhance its character.

### **2.2.2 The integrity of the aerodrome and its constituent parts**

Any proposals for development or works within the Conservation Area should not compromise the integrity of the airfield as a whole. The special reason for designating Kenley Aerodrome as a Conservation Area is the completeness of the remaining Battle of Britain airfield, and the importance to protect and enhance the integrity of this and the associated buildings and structures which form the aerodrome.

### **2.2.3 Public Access**

Every opportunity should be taken to improve public access to the aerodrome, whilst considering the importance of safety in relation to the continued operation of the airfield. Any proposals for new development should aim to improve public access. Any changes in land ownership should not compromise public access or wider plans for improved public access (such as heritage trails or circuits) but should result in improved public access.

### **2.2.4 Local Views and Light Pollution**

Views into and out of the airfield should be protected and enhanced. Excessive lighting associated with any new developments could detract from the character of the Conservation Area and could seriously affect the operation of the observatory to the west of the airfield.

### **2.2.5 New Buildings**

Any new buildings within or affecting the Conservation Area should be of an appropriate scale, massing, height and design and should not compromise the integrity of the aerodrome or otherwise detrimentally affect the character of the Conservation Area. Any new buildings should respect the design of the existing Listed aerodrome buildings. This does not mean that they should slavishly copy the existing buildings. Indeed in many cases a sensitive and contemporary design approach is the most appropriate.

### **2.2.6 Use of appropriate materials**

Sustainable materials which do not compromise, but seek to enhance the Conservation should be used.

### **2.2.7 Extensions to Existing Buildings**

Extensions should be sensitive to the character of the Conservation Area and to the building being extended.

### **2.2.8 Listed and Locally Listed Buildings and their settings**

The Council will seek to protect and enhance Listed Buildings, Locally Listed Buildings and their settings. Please contact the Council for detailed guidance on any proposals for works effecting Listed Buildings, Locally Listed Buildings and their settings.

## **2.2.9 Advertisements and signage**

Any advertisements or signage visible within or from the Conservation Area should be sensitive to its character and status as a Conservation Area. Any signage that does not have deemed consent will require special consent.

## **2.2.10 Archaeology and Scheduled Ancient Monuments**

Any proposals for development or works within the Conservation Area should be sensitive to the status of the ten Blast Pens as Scheduled Ancient Monuments and their setting.

## **2.2.11 Boundary Treatments**

Where they are necessary, boundary treatments should aim not to compromise the integrity of the aerodrome as a whole, and should aim to enhance the characteristic openness of the airfield and commons. The Corporation of London have successfully softened boundaries in places by planting hedges or siting them behind scrub where possible to ensure that the 'natural aspect' required by the Open Spaces Act 1878 is maintained. New fences and walls should be avoided where possible.

## **2.2.12 Trees and landscape**

All trees within the Conservation Area will be protected by the new designation and the Tree Officer should be notified of any proposed lopping or felling. The Council will also seek to protect and enhance the landscape, biodiversity and ecology that exists on and around the airfield as it contributes to the character of the Conservation Area.

The ongoing operation of the airfield and the general management of the commons will require management of trees and landscape by the Corporation of London as covered in their detailed management plan.

## **2.2.13 The wider context and links to the surrounding area**

The Conservation Area should not be considered in isolation but should be seen as being integrated with the surrounding area. The Conservation Area is linked to the surrounding area via shared land ownership and history as well as by views, roads and paths. This wider context should always be a key consideration when developing proposals within the Conservation Area.

## **2.2.14 Making an application**

All development proposals within the Conservation Area will require Conservation Area Consent. Proposals affecting Listed Buildings will also require Listed Building Consent. All applications should include a Conservation Area Design Statement which should justify the proposals and demonstrate that they are of the highest design quality. The Statement should also include a detailed site appraisal and demonstrate that context has been properly considered in preparation of the proposals.

## **2.2.15 Enforcement**

The Council will take seriously and will enforce any works that are undertaken without full planning consent, Conservation Area Consent or Listed Building Consent.



## **2.3 Maintenance, repair and management of buildings and landscape**

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

### **Buildings and structures**

Buildings and structures within the Conservation Area should be kept in a good state of repair so as to protect and enhance the character of the Conservation area.

Remaining historic buildings and features should be retained, protected and kept in a good state of repair. Any repairs and maintenance of these structures should be carried out with appropriate sensitivity and with guidance from the local authority's Conservation Officer and/or English Heritage.

Opportunities should be taken to replace any buildings which detract from the character of the Conservation Area with better quality buildings.

Any works affecting the fabric, fixtures, fittings or curtilage of the two Listed Buildings within the Conservation Area will require Listed Building Consent. The local authority should be contacted before any work is carried out to ensure that the works proposed are sensitive to the Listed Building in question.

Special attention should be given to the maintenance of: roofs, chimneys, windows, doors, external walls, gutters and downpipes and boundary treatments.

### **Landscape**

The protection of the particular open landscape character, biodiversity and ecology at Kenley aerodrome is of prime importance. Trees, hedgerows, boundary surfaces, verges, gardens and areas of soft and hard landscaping should be managed and maintained so as to protect and enhance the special character of the Conservation Area.

### **Trees**

It is considered that the surrounding trees form a key characteristic of the aerodrome. All trees are protected within a Conservation Area and the Local Authority Tree Officer should be contacted if any works to trees are proposed. The majority of trees on the site within Tandridge are also the subject of Tree Preservation Orders.

The Council understand however that Kenley is an active airfield and working common requiring ongoing maintenance and management. It is not intended that Conservation Area status should compromise the functioning of the airfield or the management of the commons as these activities are the essential components of the ongoing and dynamic character of the airfield.

The Corporation of London has outlined its management of landscape and trees in a detailed Management Plan

## 2.4 The Council's enhancement proposals

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

### Improving Public Access

The Council's aspiration is to improve public access to the aerodrome. This could be done by improving links with local footpaths and trails, creating new links to the adjacent commons and local roads and centres, complementing the work being done by the Corporation of London to complete a public circuit around the airfield which would form the basis of a 'heritage trail', provide more interpretive material, information boards and possibly other attractions and facilities around the airfield to better reveal and bring to life its history and significance. The Councils have no powers to secure public access over private land, but will encourage private land-owners to look for opportunities to improve public access where possible. This would also be subject to ensuring public safety with relation to the operation of the airfield.

The Council will review the situation with regards car-parking at Kenley and explore options for improved provision if necessary.

*Information boards, heritage trails and new attractions could bring the aerodrome's significant history to life*



### Hayes Lane and Waterhouse Lane Enforcement

The Council will make special efforts to enforce against any illegal tipping within the Conservation Area; especially on the west side of Hayes Lane and on Waterhouse Lane where such activity has previously affected the scheduled Blast Pens. Such activity, along with the illegal occupation of land, will also now be deemed to be detrimental to the character of the Conservation Area.

### Scheduled Ancient Monuments: Blast Pens

The Council will seek to preserve the scheduled Blast Pens and will seek advice from English Heritage on the best course of action for each individual monument. The Council will also seek advice from English Heritage on any opportunities for repair and restoration where appropriate. The Council support the management already being undertaken by the Corporation of London with advice from English Heritage and support their proposals to draw up a joint Management Plan for the blast pens and other historic features owned by the Corporation.

## **Improvements to enhance the Conservation Area**

The Council will seek opportunities to make improvements to enhance the Conservation Area, and will encourage proposals from private land-owners and property-owners to do the same. Improvements could include improvements to boundaries, paths, roads, lighting and signage for example.

## **Protecting and enhancing Listed Buildings and their settings**

The Council will seek to protect and enhance the Listed Buildings and their settings within the Conservation Area.

The best way to ensure the protection of Listed Buildings is to make sure that they are in use and not left to deteriorate. The Council will ensure that any refurbishment, renovation or alteration necessary to keep the buildings in use is appropriate and is undertaken with the utmost sensitivity.

In terms of settings, the area around the Institute buildings is a priority and is due to be tidied and landscaped as per an extant planning permission

Another key priority is the reconstruction of the workshop buildings linked to the Institute building which suffered partial collapse during recent construction works.

Any new buildings or any other works affecting the settings of the Listed Buildings should enhance and not detrimentally affect the settings of the Listed Buildings.

## **Further protection / designation / restoration / enhancement and future finds**

There are several remaining elements of the historic airfield that will be afforded protection by designation of the airfield as a Conservation Area but which are in a poor state of repair.

These include: the former Squash Courts and gun emplacement, the two Pickett-Hamilton forts, the air-raid shelter, the guard-house and pill-box, the firing butts, the fuel dump, and Building 22.

The Council will seek to retain these features as integral parts of the historic airfield, and features which contribute to the integrity and special interest of the Conservation Area.

The Council will also seek advice from English Heritage on the possible protection and possible future designation, restoration and / or enhancement of these features.

It is very possible that other important historic features and items of historic interest will be discovered in the future. These will need to be treated with care and advice should be sought from English Heritage.

*Left to right: The Guard House , the old Fuel Dumps and the former Squash Courts*





## **2.5 Community Involvement**

The community are already hugely involved in the airfield and the common, enjoying it for leisure purposes, taking an interest in its history, being variously involved with the Corporation of London, the Surrey Hills Gliding Club, the RAF Association, Croydon Astronomical Society and the Friends of Kenley Airfield, amongst many other local groups, organisations and bodies.

It is partly in response to local community interest that the Council has pursued designation of the airfield as a Conservation Area. The Council's aspiration is that designation will help continue and enhance public access and involvement in the area.

### **Consultation on Proposals Statement**

This Draft Proposals Statement was subject to a period of six weeks public consultation, during which time it was made available at local libraries and on the internet as well as being sent out to interested parties on request. Please refer to Appendix B for information on how to obtain further copies of the document.

During the consultation period there was a well-attended Public Meeting, at which the reasons and details of the designation were presented by the local authorities and the public were given an opportunity to ask questions and suggest changes to the draft.

### **Ongoing Review**

Following the consultation period, the Proposals Statement was revised to take on board the results of the consultation period prior to ratification by the respective local authorities.

The Proposals Statement will be reviewed and updated if necessary from time to time to ensure that it responds to changing circumstances.

### **Further Consultation**

Further consultation will take place before any major enhancement works are carried out.



# APPENDICES

## Appendix A: Listed Buildings and Monuments

*The following buildings are included on the statutory list of buildings of special architectural interest. The list is available for inspection on the web at [www.english-heritage.org.uk](http://www.english-heritage.org.uk) and [www.imagesofengland.org.uk](http://www.imagesofengland.org.uk) as well as from the respective local authority*

### **Officer's Mess**

**Listing Description: TQ35NW 303/2/10048  
(Grade II Listed)**

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

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

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

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

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

The careful proportions of this building reflect the impact of Air Ministry consultation with the Royal Fine Arts Commission.



**Former Dining Room and Institute (NAAFI)  
Listing Description: TQ35NW 303/2/10044  
(Grade II Listed)**

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

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

EXTERIOR: Glazing-bar sashes (boarded) to brick 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 gable ends have 'rusticated' quoins forced by recessing 1 in every 5 courses. Hipped roofs to all units of rear service range, which comprise 5-bay 2-storey block with central entry to service yard and flanking lower wings.

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

The careful proportions of this building reflect the impact of Air ministry consultation with the Royal Fine Arts Commission.





**Fighter Pens  
(Scheduled Ancient Monuments)**

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

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

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

**Fighter Pen 1**

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



**Fighter Pen 2**

30903/02 Fenced off and very overgrown, again with landfill dumped around the fighter pens, obscuring the air raid shelters, and banks of landfill blocking the front of the pens and surrounding the concrete apron. The scheduling here takes in the concrete apron as far as the public highway.



**Fighter pen 3**

30903/03 This is the fighter pen which appears in the famous photograph taken by a German Dornier pilot, on a low-level bombing raid, in August 1940. Unfortunately, only the rear bank with air-raid shelters, and the LH (W) bank remain, overgrown with shrubs and mature trees. The RH bank and the concrete apron were removed by the MoD, shortly prior to their handing this area over to the Corporation of London.



**Fighter pen 4**

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





**Fighter pen 5**

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



**Fighter pen 6**

30904/03. As /02. This seems to be largely complete, but with earth piled up within the pen areas, so it now appears as a single raised oblong mound, with a gentle slope to the front, and sharper slopes to the sides and back. The front ends of the outer bars probably damaged: impossible to tell if the middle bar remains. Heavily overgrown at the sides and back, but the concrete/brick footings, and entrances to air-raid shelters visible. The whole of the apron survives to the perimeter road, but has not been included in the scheduling.





**Fighter pen 7**

30904/04. The pens are well-preserved and their form fully legible, including air-raid shelters. The rear bank, in particular, overgrown with bramble, scrub, shrubs. The central bar, unusually, survives here: this is one of only three to retain this feature, and the only one where everything – entrances, concrete and brickwork, etc., is visible. Some management issues. The apron to the perimeter road also survives well, but has not been included in the scheduling.

*The scheduling might be extended to include the apron.*



**Fighter pen 8**

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



**Fighter pen 9**

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



**Fighter pen 10**

30904/07. This survives well, though the middle bar is again missing and there are some management issues. A few years ago the apron was renewed with a modern tarred surface, the banks completely cleared of shrubs, bramble and scrub, and the brickwork of the flank end walls and the air-raid shelter entrances repaired, with a lot of brick replacement. There are cartoons on walls of air-raid shelter. The RAF Kenley Tribute Committee erected a Portland Stone memorial to those who served at Kenley in the middle of the pen, and this is the focus of annual ceremonies, including wreath-layings on Remembrance Day.



## **Appendix B: Contacts and Further information**

### **London Borough of Croydon**

Taberner House  
Park Lane  
Croydon CR9 1JT  
Tel.: 020 8726 6000

*For Design/Historical Advice contact:*  
Urban Design Team  
Tel.: 020 8726 6800 ext 62251

*For general enquiries as to the need for Planning Permission, Conservation Area Consent, Enforcement Action contact:*  
Planning and Building Control:  
Tel.: 020 8726 6800

*For enquiries with regard to trees in the conservation area contact:*  
Tree Preservation Officer  
Tel.: 020 8726 6800 ext 62048

*For enquiries with regard to street cleansing, refuse collection, road and pavement condition, highway nuisances and horticultural maintenance:*  
Environmental Reporting:  
Tel.: 020 8726 6200

### **Tandridge District Council**

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

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

*For general enquiries as to the need for Planning Permission, Conservation Area Consent:*  
Planning Control  
Tel: 01883 732885  
Or concerning Enforcement Action contact:  
Tel: 01883 732711

*For enquiries with regard to trees in the conservation area contact:*  
Forestry Officer  
Tel: 01883 732864 or 732863



**Local Groups:**

*RAF Association/Friends of Kenley Airfield*

*The Bourne Society*

*Croydon Astronomical Society*

*Surrey Hills Gliding Club*

**Kenley Common:**

Corporation of London Open  
Spaces

Merlewood Estate Office  
Ninehams Road  
Caterham  
CR3 5LN

**Architectural Conservation and Construction advice:**

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

*English Heritage*  
South East Region  
Eastgate Court, 195-205 High Street  
Guildford, Surrey, GU1 3EH  
Tel: 01483 252000

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

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

**Further Reading:**

*"A History of Kenley"*

*"Planning Policy Guidance 15. Planning  
and the Historic Environment"*  
ODPM (2002)

*"The Buildings of England Series; Surrey"*  
Edited by Nikolaus Pevsner

*"Planning Policy Guidance 16. Archaeology  
and Planning"*  
ODPM (2002)

*"RAF Kenley"*  
Peter Flint (1985). Published by Terence  
Dalton

*"By Design. Urban Design in the Planning  
System: towards better practice"*  
(2000)

*"Surrey Airfields in the Second World War"*  
Len Pilkington (1997). Published by Coun-  
tryside Books

*"West Wickham and Coulsdon Commons  
Management Plan 2005-2010"*  
Corporation of London (2005)

*"Conserving Military Airfields"*  
Jeremy Lake. Context magazine (June  
2000)

*"The Hardest Day; A Chronicle 18th August  
1940"*  
Alfred Price

*"Survey of Military Aviation Sites and Struc-  
tures"*  
English Heritage (April 2000)

*"Battle of Britain—Then and Now"*  
Edited by Winston G Ramsey—Published  
by After the Battle Publications

For advice on proposals to enhance, or develop schemes within the Conservation Area please contact either:

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

By email: [urbandesign@croydon.gov.uk](mailto:urbandesign@croydon.gov.uk)

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

By phone: 020 8726 6800 ext 62251

Or

**Tandridge District Council**

By email: [pnewdick@tandridge.gov.uk](mailto:pnewdick@tandridge.gov.uk)

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

By phone: 01883 732860