

## **ANNEX THREE LIST OF 'KEY' SITES**

The following list represents the military aviation sites from the pre-1945 period in England which retain the best-preserved airfield landscapes and/or most historically significant groups of original buildings.

### **Bicester**

Oxfordshire

Bicester was built as a bomber station from 1924. It retains, better than any other aviation site in Britain, the layout and built fabric relating to both the first Expansion Period of the RAF and subsequent developments up to 1940. The grass airfield survives with airfield defences, bomb stores, perimeter track and some hardstandings added during the Second World War.

### **Biggin Hill**

London Borough of Bromley

Britain's most celebrated fighter station. It retains a particularly fine officers' mess of 1934 and a good group of technical and domestic buildings (mostly 1930-34). The latter include the best-preserved married quarters group associated with a nationally-important site. The flying field, with later runways, retains defence posts and fighter pens from 1939.

### **Calshot**

Hampshire

Opened in 1913, Calshot is the best-preserved of a chain of contemporary seaplane bases. The surviving group of hangars of 1913 – 18, now listed II\*, exemplify the development of military aviation over this period in Britain.

### **Catterick**

North Yorkshire

Originating as a Home Defence Station in 1914, Catterick is the best-preserved fighter sector station in the north of England. It retains a group of First World War hangars and Expansion Period buildings dating from the 1920s and 1930s. Fighter pens and defences were added around the airfield

at the beginning of the Second World War.

### **Cranwell**

Lincolnshire

The development of the Cadet College at Cranwell, begun in 1929, was a cornerstone of Britain's independent airforce. College Hall (1929-33) and its formal setting form the most architecturally impressive set-piece designed for the RAF. Although best known for the Cadet College, Cranwell has in addition a long aviation history dating back to 1918.

### **Debden**

Essex

Opened as a fighter station in 1937, Debden retains much of its 1930s character. It is also noted for the largely intact preservation of its flying field and defensive perimeter. Its historical importance largely resides in its role as one of the vital 11 Group sector stations during the Battle of Britain.

### **Dunkeswell**

Devon

This is the best-preserved of all the sites in the west of Britain associated with the strategically-vital Battle of the Atlantic. Begun in 1941, the US Navy Fleet Air Wing was based here from 1942 until 1945. Dunkeswell exemplifies the highly dispersed planning and temporary fabric of contemporary airfields. Among the surviving original buildings are the operations block and control tower.

### **Duxford**

Cambridgeshire

A famous fighter station noted for its Battle of Britain associations and later used as a USAAF fighter station. It retains the best-preserved technical fabric remaining from a site up to November 1918, including 3 paired hangars. The station was mostly rebuilt in the 1930s, with architecture representative of both expansion periods remarkably well preserved, and the airfield largely intact.

## **Farnborough**

Hampshire

Farnborough is one of the key sites in Europe relating to the development of aviation technology and aeronautical research. Originating as the base for the Royal Engineers' School of Ballooning in 1906 and the Royal Engineers' Air Battalion from 1911, the site was later occupied by the Royal Aircraft Establishment. It closed as a military research establishment in 1999. Although much altered, the site retains a small number of historically significant buildings including two wind tunnels of 1934-5 and 1939-42.

## **Halton**

Buckinghamshire

Halton was established as the centre for technical training for the Royal Flying Corps in 1917. After the First World War the site was developed to house the Aircraft Apprentice Scheme. The domestic site retains an extensive and well-preserved group of buildings from the 1920s and 1930s including the Groves and Henderson Barracks.

## **Henlow**

Bedfordshire

The five General Service Sheds at Henlow comprise the most complete ensemble of hangar buildings on any British site for the period up to 1923. The domestic site retains an extensive group of married quarters, executed in the Garden City tradition, and barracks and office buildings dated 1933-5. These display unique architectural treatment for a military air base.

## **Hullavington**

Wiltshire

Hullavington, which opened in 1937 as a Flying Training Station, embodies to a unique degree the improved architectural quality associated with the post-1934 Expansion Period of the RAF. Most of the original buildings have survived and form a particularly coherent and well-ordered ensemble. The flying field remains, bounded by groups of hangars.

### **Kenley**

Greater London/Surrey

One of the key sector stations famous for its associations with the Battle of Britain. Although most of the original buildings have gone, the Officers' Mess and Institute buildings survive. These relate to a uniquely well-preserved airfield completed at the beginning of the Second World War, with runways, fighter pens and perimeter tracks.

### **Kemble**

Gloucestershire/Wiltshire

Kemble is the most strongly representative - by virtue of its range of hangar types - of 24 Aircraft Storage Unit sites planned and built by the Air Ministry between 1936 and 1940. The hangars are dispersed in pairs around the airfield and include the most advanced Air Ministry hangar types of parabolic form and concrete construction.

### **Lee-on-Solent**

**(HMS Daedalus)**

Hampshire

The best-preserved seaplane base in Britain, with three seaplane sheds of 1918 grouped around the original slipway. A major rebuilding took place after 1931 including the addition of a particularly fine officers' mess of 1934.

### **Manby**

Lincolnshire

After Hullavington, the most complete and architecturally unified of the post-1934 Expansion Period stations in Britain. Both the technical and domestic buildings show a meticulous attention to layout and detail. The airfield is now in agricultural use.

### **Netheravon**

Wiltshire

Begun in 1912, Netheravon is the most complete of the sites that relate to the

crucial formative phase in the development of military aviation in Europe, prior to the First World War. The domestic site retains a remarkably well-preserved group of single-storey barracks and mess buildings dating from 1913-14. The grass airfield remains intact.

### **Northolt**

Greater London

Northolt was one of the 11 Group sector stations which played a significant operational role in the Battle of Britain. Although parts of the site have been subject to post-war redevelopment, most of the original buildings of the 1920s and '30s survive. Among these are the Officers' Mess, four barracks blocks, two hangars, the station workshops and the operations room. A fine memorial commemorates the contribution of Polish airmen to the Allied war effort.

### **North Luffenham**

Rutland

Opened in 1940, North Luffenham is representative of the bomber bases built under Scheme M, retaining two J-type hangars as well as a coherent group of contemporary technical and domestic buildings. The runways, perimeter tracks and dispersals were added in 1944 and are one of the most complete landscapes of that period. The site was adapted in the Cold War period as a Thor IBM Headquarters with facilities for two Mark 1 Bloodhound Squadrons.

### **North Weald**

Essex

Fighter sector station with Battle of Britain associations, and after Kenley and Debden retaining the best-preserved of the landscapes put in place by Fighter Command at the beginning of the Second World War.

### **Old Sarum**

Wiltshire

The best-preserved flying field of the First World War period, bounded by

one of the most complete suites of technical and hangar buildings of the period.

### **Scampton**

Lincolnshire

Opened in 1936 as a bomber station, Scampton's association with the Dambuster Raids make it Bomber Command's most famous base of the Second World War. It also played an important role in the Strategic Bomber Offensive and the daylight raids in support of the Allied offensive in Europe. It continued to evolve as a landscape for the projection of deterrent power against the Soviet Union in the Cold War period.

### **Upavon**

Wiltshire

Founded in 1912 as the Royal Flying Corp's Central Flying School, Upavon comprises one of three sites around the Army training ground at Salisbury Plain which relate to the crucial formative phase in the development of military aviation in Europe, prior to the First World War. Several buildings of the 1913/14 period survive here among later development.

### **Uxbridge**

Greater London

This site was developed as a major armaments training school at the end of the First World War and then as a recruit-training centre for the RAF in the 1920s. An impressive cinema building, barracks and other structures survive from this period. The site was developed in the grounds of Hillingdon House, which still stands. The underground bunker of 1938 contains the Group Operations Room from where the vital 11 Fighter Group was commanded during the Battle of Britain.

### **West Malling**

Kent

A barracks square, officers' mess and control tower survive at one of the RAF's key front-line fighter stations, opened in 1940 and with a long and

distinguished wartime record.

## **Wroughton**

Wiltshire

Opened in 1940, and after Kemble the best example of a landscape built as one of the Air Ministry's 24 Aircraft Storage Unit sites, with hangar types of parabolic form and concrete construction dispersed in groups around the flying field.