

GGAT 112: Second World War Military Airfields of South Wales

Year 2-Airfield Hinterland

March 2013

A report for Cadw
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GGAT report no. 2013/024
Project no. GGAT 112



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SUMMARY

Contrary to popular belief, Wales was not a quiet backwater during the conflicts of the twentieth century. Its position, distant from the Continent, made it ideal not only for the manufacturing, maintenance and storage of armaments, but also for military training and research and development, including weapon testing. Fighter stations defended the industrial towns and the docks, which were targets for German bomber planes. In the Second World War Wales was in the front line in the Battle of the Atlantic and the coast was defended against a possible German invasion from Ireland (Cadw 2009, 4).

Against this backdrop, the military aviation sites in Wales form an important group. They developed distinct functions and purposes, often forming parts of wider operational, training or storage networks. A few sites were established to protect the coast and shipping during the First World War. These functions were greatly expanded during the Second World War during the latter part of which some sites developed into transport hubs for transatlantic flights. The function and development of each site has added to its own unique character and has given weight to the view that they are important historical and archaeological monuments in their entirety, each comprising a plethora of functionally distinct elements that contribute to their status.

This project does not seek to rewrite the histories of each airfield, which are available elsewhere. Instead it seeks to understand the significance of each site and to identify which elements embody that significance and those which are of national and regional importance. This understanding of the significance of each site will be underpinned by legislative frameworks and the guidance enshrined in the 2011 Cadw document *Conservation Principles*, and will where possible also highlight priorities for future research and recording work.

1. INTRODUCTION

1.1 Project Background

Despite their recent date, our understanding of the rates of survival and historical context of recent military sites has been surprisingly poor. Prior to this national survey there had been no systematic review of Welsh sites, their typology, national distributions, rates of survival, vulnerability and so on; there had been no attempt to characterise the resource. And without that information decisions about the preservation of individual structures could not be made on the basis of informed judgement.

Military airfields have had a considerable impact upon the landscape, and were built in great numbers: 301 air bases at the end of 1918, most of which were subsequently abandoned; more than 100 built in permanent fabric between 1923 and 1939, and the country's total of 150 expanded to 740 - mostly in temporary materials and on dispersed sites - during the Second World War (Dodson *et al*, 1997). In addition to their number, typological range and deployment, airfields were divided into the separate functional areas of flying field, and domestic and technical sites. In the Second World War, close defences in the form of pillboxes and battle headquarters were added as an additional classification. All of these stations were planned in accordance with requirements first outlined by Trenchard (later 1st Viscount Trenchard) in 1914 that fabric must be dispersed against attack

Year 1 of the project primary focused on the airfield core and technical buildings, for Year 2 the study area has been expanded to look at structures and features located in the airfields hinterland (for the purposes of the project, the hinterland has been defined as the zone outside of the central airfield core).

Airfields hinterlands were complex and busy landscapes with a developed range of features such as, Heavy/Light anti-aircraft gun sites, bombing decoys, anti-aircraft emplacements, anti-landing obstacles, perimeter defences, RAF sick quarters, Navigation aids, communications,

flare light control buildings, aviation fuel reserve depot, and RAF air sea rescue marine craft sections, together with dispersed accommodation sites organised by gender and rank.

1.2 Objectives

Cadw is endeavoring to improve the protection and management of military remains, perhaps the most important aspect of Wales's recent history. To this end, the second year of the Second World War Airfields project was set up propose to carry out an analysis and assessment of the hinterland surrounding Wales' surviving Second World War and Cold War military airfields. The project will identify key surviving sites and structures and make recommendations to Cadw for statutory designation, including both scheduling and listing.

The original main eight airfields within the Trusts areas were once again targeted, due to the potential survival of features and structures.

The airfields are:

Chepstow Racecourse (No. 7 Satellite Landing Ground)

RAF Fairwood Common

RAF Llandow

RAF St Athan*

RAF Cardiff Military use of Pengam Moors

RAF Rhoose

St Bride's (No.6 Satellite Landing Ground)

RAF Stormy Down / Porthcawl

In essence the project aims to provide a deeper understanding and appreciation of these remains leading not just to a better and wider appreciation of their importance as continuing focal points in the South Wales landscape but with the intention that raised awareness and protection can be used as an impetus for sensitive regeneration and community focus. This report details the findings of the project and contains updated descriptions of all sites visited, with condition/significance information.



Figure 1: Distribution of the studied Second World War airfields within the Glamorgan-Gwent area.

1.3 Acknowledgements

The project was commissioned by Cadw and undertaken by the Glamorgan-Gwent Archaeological Trust (GGAT) in their remit as the regional archaeological body responsible for the understanding and preservation of the archaeological resource in southeast Wales.

The Trust would like to thank the staff of the National Monuments Record (NMR), RCAHMW, Aberystwyth, in particular Medwyn Parry, the Central Register for Aerial Photography for Wales (CRAPW) in particular Derek Elliot, and the staff at the Glamorgan Archives, Cardiff. The Trust would also like to thank Jonathan Berry of Cadw for providing comments, guidance and advice during the project and Roger J C Thomas (English Heritage) for his depth of knowledge and insight. The Trust would also like to thank all the individuals who provided me with information and locations of sites, especially Aled Lewis, who kindly provided the synopsis for the Llandow to St Athan taxiway. Special thanks must also go to all the landowners and site owners who kindly provided me with access to record the sites included within this report and without whom this project would not have been possible.

The report has been prepared by Paul W Huckfield. The photography for the project was undertaken by Paul W Huckfield. Any mistakes or omissions are the authors own.

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2. METHODOLOGY

The way in which this project has been approached mirrors that of previous scheduling enhancement projects undertaken by the Welsh Archaeological Trusts with grant-aid from Cadw. Each site is assessed using documentary sources prior to undertaking field visits in order to build an understanding of the site and to ascertain fieldwork priorities. Maps, plans and aerial photographs are consulted and map regressions produced for each site. A database is produced and accompanying new point- and polygon-based data compiled as a result of the research. This information is fed back into the regional Historic Environment Records in order to contribute to our understanding of the turbulent nature of the 20th century through surviving military structures and provides a basis for heritage management and development control, while recommendations for designation are submitted to Cadw in a separate volume.

The four Welsh Archaeological Trusts are working to agreed guidelines. In order to deliver key information to Cadw, the studies primarily focus on the flying field and technical areas of aviation sites, as identified on the Second World War era Air Ministry Plans, with the focus being on the most significant elements of the sites which detail their function and development within this. At the discretion of the project staff the studies may diverge from this principle, only where the most significant and functionally distinct elements of each site fall outside this defined zone. The project used data from the Regional Historic Environment Record (HER), the National Monuments Record (NMR), secondary sources and field visits to assess the potential for enhancing the schedule of ancient monuments with Second World War airfield sites.

2.1 Aims

- Assess the current state of survival/preservation, conservation and the recording requirements (of the Southeast Wales Second World War Airfields Hinterland)
- Inform future protection and management issues, including future scheduling proposals (regarding the Southeast Wales Second World War Airfields Hinterland)
- Inform the relevant Unitary Authority on military aviation landscape issues in the planning process, including forward planning
- Assist in assessing the wider impact of future proposed development on military landscapes
- Assist in the evaluation of the aesthetic or amenity value of the military aviation landscapes
- Assist in measuring the effect of individual development proposals on the overall historic integrity and coherence of military aviation landscapes, with particular reference to the issues of outright removal, severance, fragmentation or dislocation of the historic elements
- Assess the cumulative effects of secondary or piecemeal changes over time.

2.2 Identified tasks

- Desktop appraisal utilising the HER and secondary sources of all 8 sites
- Documentary research on hinterland features and layout, as contrasted with hinterland features as built from air photograph evidence
- Visit to RCAHMW to check for further information on sites, where information is lacking in the HER and to view aerial photographs
- Visits to CRAPW to examine aerial photographs.
- Identification from documents and aerial photographs of individual hinterland

components

- Identify and contact landowners
- Field visits to ascertain extent and condition of surviving remains
- Creation of written and photographic inventory of surviving remains
- Evaluation of remains to determine their importance, using the methodology compiled by Francis (1996) for English Heritage.
- Create digital polygons showing presumed extent of Airfields as shown on the Second World War era Air Ministry Plans
- Production of a report including details of assessment, fieldwork and a site gazetteer. Separate annex report to detail scheduling recommendations.
- Integrate new data in HER (HER enhancement)
- Preparation of popular version of results for dissemination via agreed outputs.

2.3 Secondary Aims

The first year of the project generated a considerable amount of records which all had to be imputed manually into a digital database once back in the office. With the increasing pressure to make fieldwork more effective, given time and financial limitations, a target for the second year of the project was to evaluate how useful the iPad could be to the collection and manipulation of data during fieldwork, and to see if it could be used in place of paper based field recording forms?

A data collection app called 'Tap forms HD' was used for this exercise. This versatile database program provides easy to tailor data collection fields with the ability to include sketch plans, photographs and audio files. At the end of each day the information collected was exported to an integrated cloud storage application (Dropbox <https://www.dropbox.com/>) or alternatively the information can be downloaded via an FTP connection.

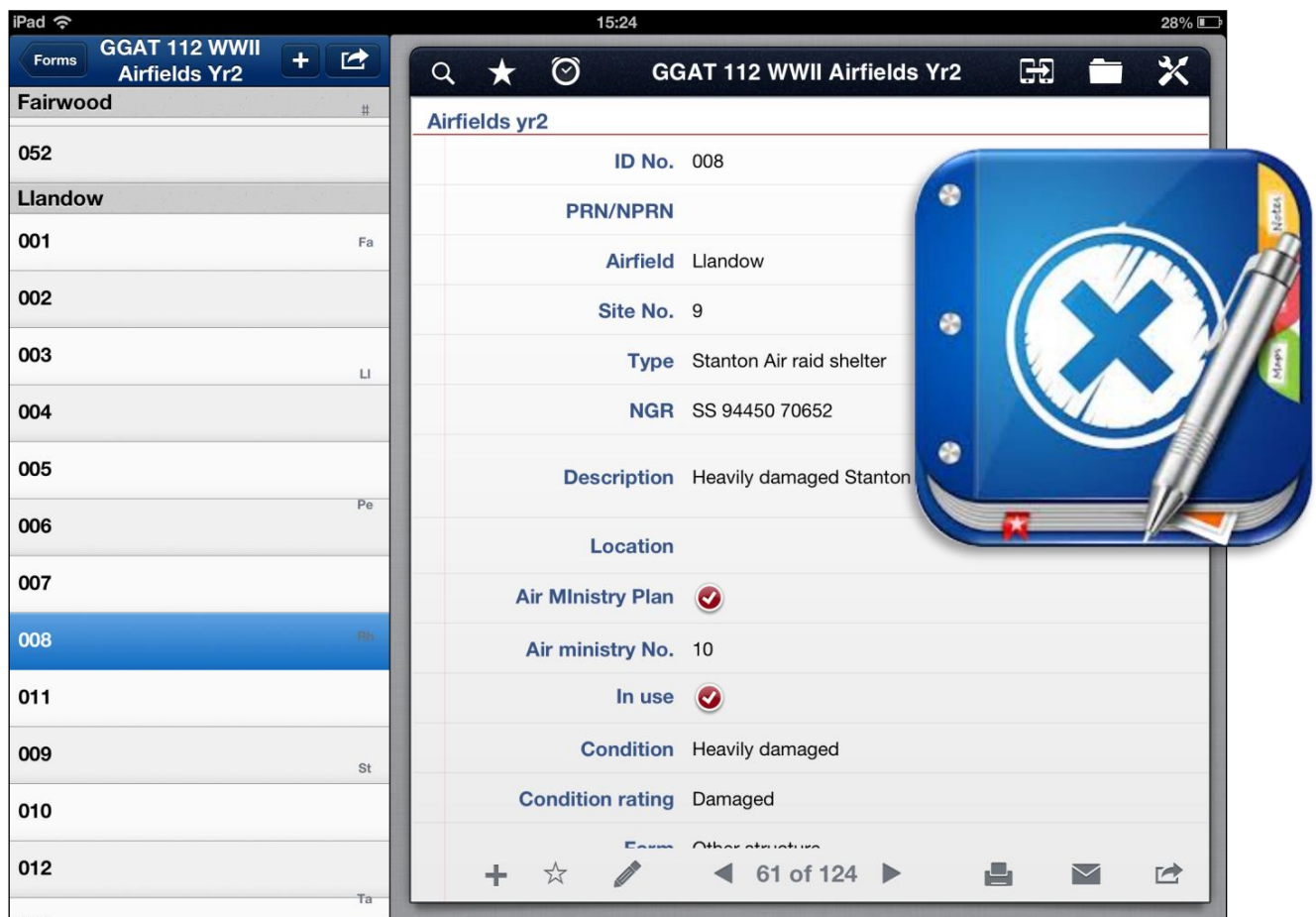


Plate 1: Screenshot of the Tap Forms HD interface

From a user experience perspective the Tap forms interface, once understood, was easy to navigate and to adjust to suit the projects needs. One benefit was that additional fields could be added or removed to the record without detriment to the already collected data. As regards time saving in the field the results are nominal, as the information still has to be typed in, instead of been written down. Where the iPad and Tapforms HD app come into its own is the ease of the combination of media and textual information into a single format.

The output was easy to handle and process, as the data is sorted by the Dropbox application into 3 separate file categories –textual, photographs and drawings. This did mean that less time was spent doing data entry of handwritten record and photographic sheets back at the office, allowing more time out in the field.

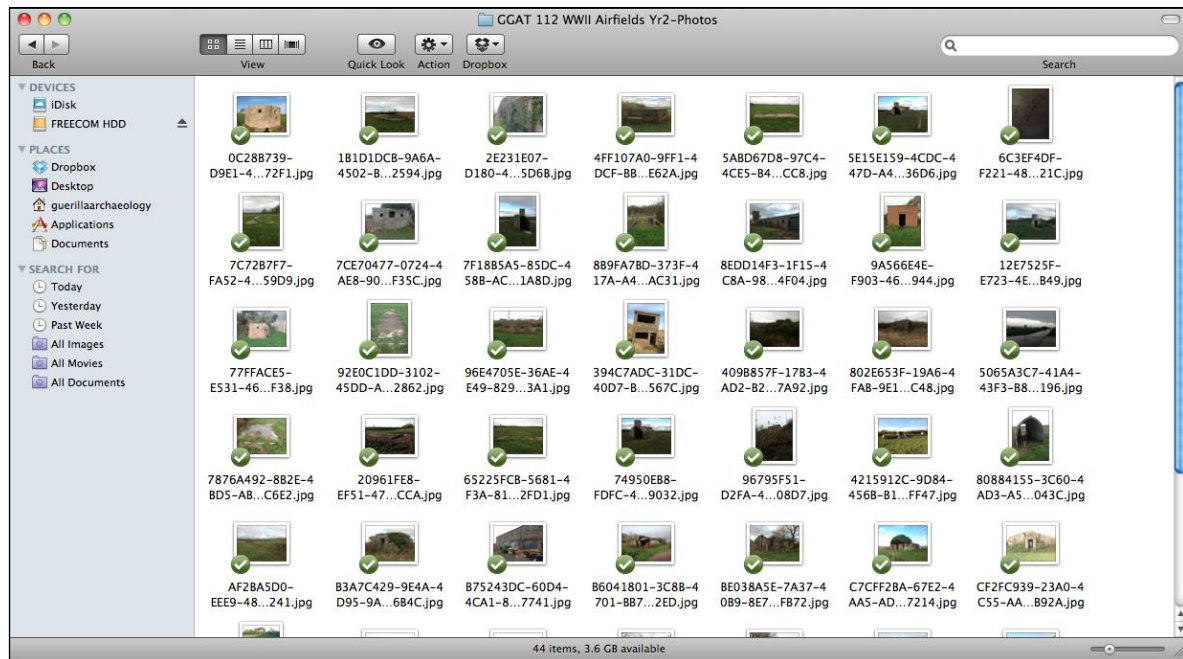


Plate 2: Output: Raw photograph file uploaded from Dropbox.

Through personal experiences and observations it can be concluded that the possibilities for the use of the iPad within fieldwork are exciting and far outweigh the possible disadvantages.

An additional tier when using the iPad was to see if using various forms of new media, spatial datasets, and social interaction would help to enhance the fieldwork experience. It was decided to use the most popular social networking applications (Twitter, Instagram and Facebook) to increase the field of output.

- Instagram was used as a type of photolog, both informing the public about the sites visited that day and also to act as a visual diary, reflecting upon personal experiences and thoughts during the day's fieldwork.
- Facebook and Twitter were used to publish photographs and information about each day's activity directly from the field.

One form of information being published through social media were the images of unknown features/sites. The philosophy behind this was an attempt to foster a 'community feel' to a project that had no formal community element. By asking the online audience for help in identifying features/structure, or by simply commenting on them, it was hoped that they would feel partially connected to the project and that their suggestion, no matter how unlikely, had been seen and considered as valid answer. As well as the general public's views the project also

sought specialist knowledge were needed, engaging with individuals on the Airfield Information Exchange forum.



Plate 3: Screen shot of the GGAT Facebook page.

Airfield Information Exchange
The public forums of the Airfield Research Group

Use Name Password Log in Help Register
Remember Me?

Forum What's New Archive Updates Events Calendar Advertising On AiX
FAQ Calendar Forum Actions

Advanced Search

Forum » Airfields » Wales » Glamorgan Airfields » Llandow to St Athan Taxiway

The football that you love. FOLLOW FOOTBALL Google+

If this is your first visit, be sure to check out the [FAQ](#) by clicking the link above. You may have to [register](#) before you can post: click the register link above to proceed. To start viewing messages, select the forum that you want to visit from the selection below.

Results 1 to 8 of 8

Thread: Llandow to St Athan Taxiway

Thread Tools Display

#1

14-12-2012, 13:20

Mr. Jericho
Junior Member
Join Date: Mar 2012
Location: Southeast Wales
Posts: 19

Llandow to St Athan Taxiway

Last week al_fronthevalleys and I went out to trace the route of the taxiway. At a few of the intersections where the taxiway crosses the road are these features. I'm not sure if they are the remains of some sort of barrier system to prevent traffic entering the taxiway or to prevent aircraft colliding with road traffic? The sockets are quite shallow and seem to be tapered at the rear. I thought about some kind of barrier with roller wheels that slipped into the sockets, but I cannot find any structures at either end of them. Also, there are no wear patterns to suggest a barrier moving backwards or forwards. Does anybody have any ideas what they are or how they worked? 🤔

unknown feature.jpg
unknown feature 2.jpg

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prowaste-pembrokeshire.co.uk
Effective Techniques. Call Today.
Reliable Drainage Services.

AdChoices

#2

14-12-2012, 15:22

Ossington_2008
Senior Member
Join Date: Sep 2008
Posts: 730

Re: Llandow to St Athan Taxiway

My guess was that the gates swung as per a level crossing. The shallow detents would be the "at rest" points for small wheels.

#3

14-12-2012, 18:00

Plate 4: Screenshot of the Airfield Information Exchange (AiX)

The use of these types of social media tools proved popular with audiences and should be considered and embraced by future projects as a means of tapping into the public's appetite for heritage and archaeology.

3. SOURCES CONSULTED

The most significant sources consulted are presented in the Bibliography Section. The work also drew heavily on evidence provided by the Air Ministry Plans (c.1944) and aerial photographs from the RAF Medmenham Collection, shot between 1940-1945.

Other sources consulted primarily included the Historic Environment Record (HER) held at GGAT, Swansea, and National Monument Record (NMR), held at the RCAHMW, Aberystwyth. The online HER, relevant data and information held by the RCAHMW (NMR records and the online Coflein resource) were accessed as was up-to-date information on scheduled and listed building held by Cadw, this information was supplemented by other readily available primary and secondary data. The searches of the NMR data provided through Endex was augmented by information held on 'Coflein', the RCAHMW's digital web resource. In addition the NMR collection records were also consulted as were their aerial photographic sources. Additional information held at the Glamorgan Archives, Cardiff was also consulted along with Information from the Airfield Information Exchange web forum.

Analysis of Historic Maps, the first to third edition 25-inch OS maps (LANDMARK Historic Mapping), in conjunction with consultation of digital aerial photographic material (Google Earth) was also employed, to check for example on whether a site might survive, had been moved/rebuilt, etc.

4 AIRFIELD GAZETTEER

4.1 RAF Fairwood Common

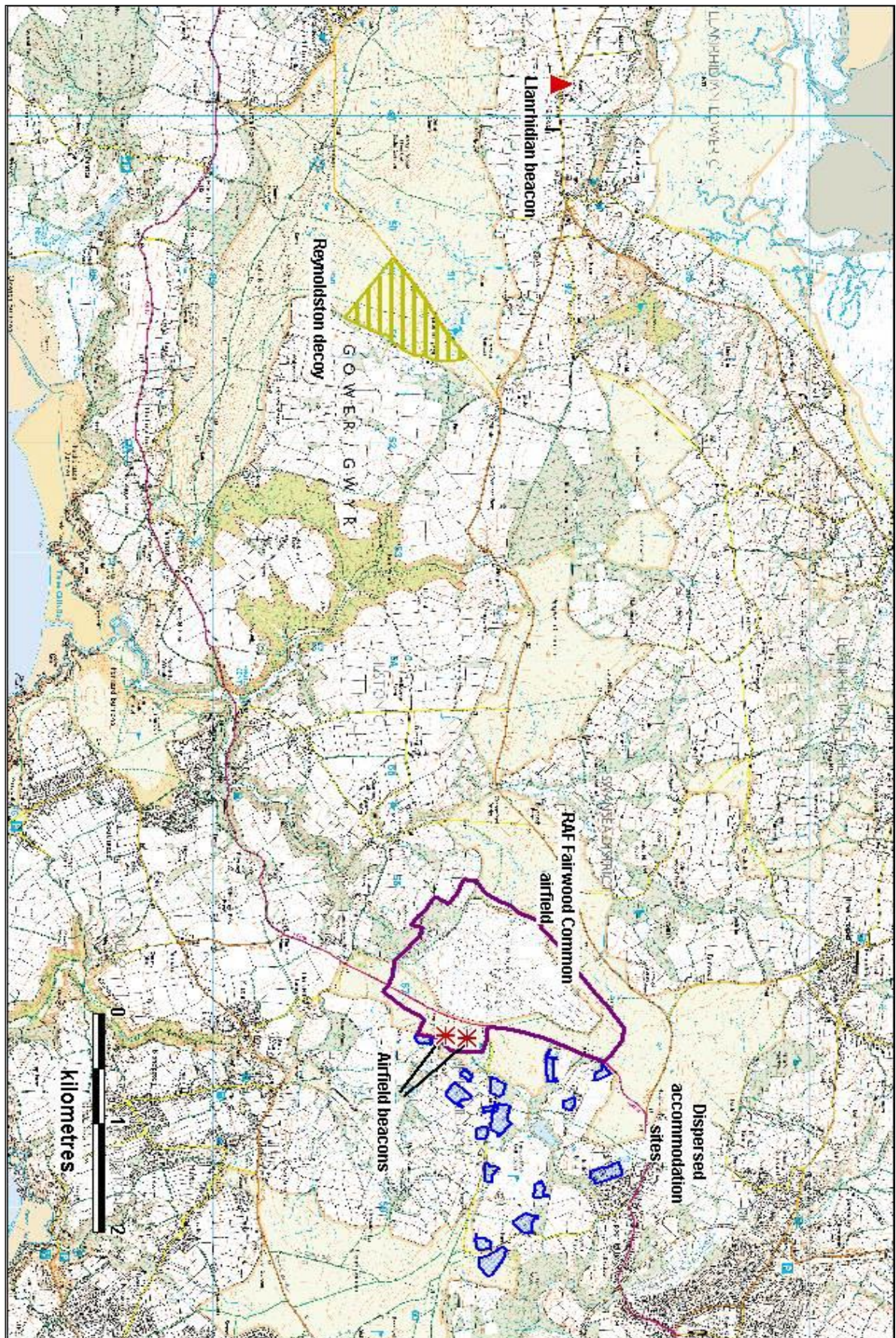


Figure 2: RAF Fairwood Common Airfield Hinterland.

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4.1 1 Dispersed Accommodation

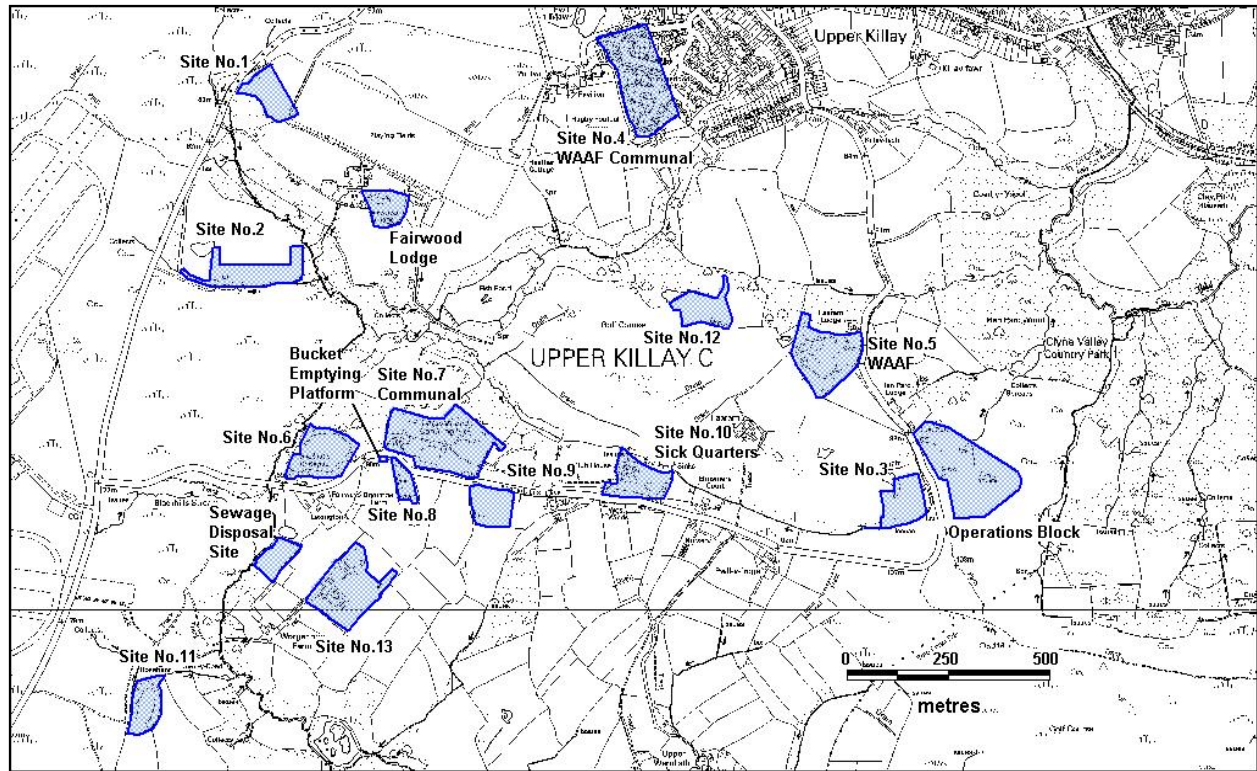


Figure 3: Airfield dispersed accommodation sites shown in blue (drawn from Air Ministry plans)

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© Hawlfraint y Goron a faint cronfa ddata (2013). Cedwir pob hawl. Llywodraeth Cymru. Rhif Trwydded (100017916).



Figure 4: Aerial view of RAF Fairwood Common Dispersal sites. 27th April 1942.

Image courtesy Welsh Government Photographic Archive

ID No	FCDS
PRN	07812w
Name	RAF FAIRWOOD COMMON DISPERSED ACCOMMODATION
NGR	Multiple
Air Ministry Plan?	Yes
In Use	Yes
Description	The airfields main accommodation sites lie around 0.5miles to the east of the main airfield core and consist of 13 separate dispersed areas, these are composed of communal and segregated sleeping areas, sick quarters, water management site and an operations block. The majority of these sites were constructed on either flank of Blackhills Lane, while the northern of the group (Site No.4 and Site No.1) were located at Upper Killay, but still within a mile or so of the technical site. Most of the footprints for the accommodation sites survive, along with a percentage of their original structures. However, both of the northern sites are now lost, one beneath new housing at Summerland Park and the other within the Agricultural College grounds.
Condition	Damaged
Condition rating	Fair
Period	Modern
Form	Dispersed Accommodation
Historical association?	No

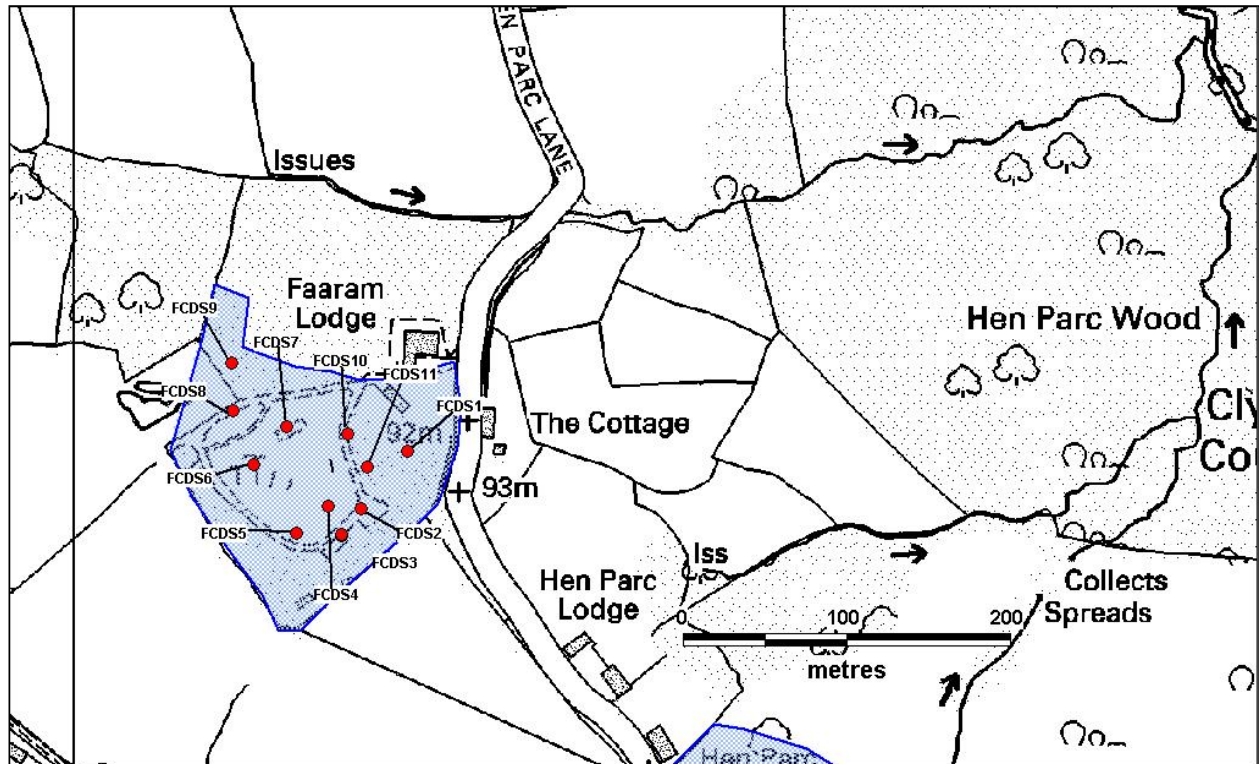
(i) Site No.5 WAAF Site

Figure 5: Surviving sites within the dispersal area 'No.5 WAAF' (shown in blue)

ID No	FCDS1
PRN	07813w
Name	AIRWOMENS QUARTERS
NGR	SS 59203 91627
On Air Ministry Plan	Yes
Air Ministry Site No.	5 WAAF
MoD Building No	139
Drawing No	13903/40
In Use	No
Description	A linear concrete pad with ducting recesses is all that remains of the sergeant's latrine block. The original structure would have been a cement rendered concrete block with external piers at 10 ft. centres. It would have had a pitched roof of corrugated asbestos sheeting.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07814w, 07815w, 07816w, 07817w, 07818w, 07819w, 07820w, 07821w, 07822w, 07823w

Linked to airfield function? No

Of technical/structural interest? No

Historical association? No



Plate 5: All that remains of the sergeants latrine block. View to the southwest.

ID No	FCDS2
PRN	07814w
Name	AIRWOMENS QUARTERS
NGR	SS 59174 91591
On Air Ministry Plan	Yes
Air Ministry Site No.	5 WAAF
MoD Building No	136
Drawing No	13903/40
In Use	No
Description	A linear concrete apron, heavily overgrown with vegetation is all that survives of the airwomen's quarters. The original structure was a Laing hut, developed during the 1940s as an acute shortage of timber led to the enhancement of other forms of buildings. The Laing hut consisted of standard prefabricated lightweight timber wall sections bolted together for accommodation. End sections consisted of 2 corner sections 8 feet 3 inches high and one central door section 2 feet 8 inches wide. Side sections were usually made up of 10 sections, each 6 feet wide and incorporating a steel half window frame which when combined with a left or right hand section would form a standard sized window. The walls were lined both inside and out with plasterboard and additionally the outside covered with felt. Lightweight composite roof trusses were spaced every 4 feet and supported corrugated asbestos sheeting outside and inside with plasterboard.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07813w, 07815w, 07816w, 07817w, 07818w, 07819w, 07820w, 07821w, 07822w, 07823w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 6: Very little remains of PRN 07814w, the Airwomens Quarters.

ID No	FCDS3
PRN	07815w
Name	AIRWOMENS QUARTERS
NGR	SS 59162 91577
On Air Ministry Plan	Yes
Air Ministry Site No.	5 WAAF
MoD Building No	137
Drawing No	13903/40
In Use	No
Description	A linear concrete apron, heavily overgrown with vegetation is all that survives of the airwomens quarters. The original structure was a Laing hut, developed during the 1940s as an acute shortage of timber led to the enhancement of other forms of buildings. The Laing hut consisted of standard prefabricated lightweight timber wall sections bolted together for accommodation. The walls were lined both inside and out with plasterboard and additionally the outside covered with felt. Lightweight composite roof trusses were spaced every 4 feet and supported corrugated asbestos sheeting outside and inside with plasterboard.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	07813w, 07814w, 07816w, 07817w, 07818w, 07819w, 07820w, 07821w, 07822w, 07823w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 7: Heavily overgrown airwomens quarters.

ID No	FCDS4
PRN	07816w
Name	REST HUT
NGR	SS 59154 91593
On Air Ministry Plan	Yes
Air Ministry Site No.	5 WAAF
MoD Building No	144A
Drawing No	-
In Use	No
Description	A linear concrete apron, heavily overgrown with vegetation is all that survives of the rest hut. This 36'x16' Nissen was constructed of corrugated steel sheets which were laid horizontally on the inside and on the outside were 26-gauge corrugated iron sheeting. The Nissen had wooden or brick ends each containing two windows and a doorframe they could be erected quickly and its arched shape made it very strong.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	07813w, 07814w, 07815w, 07817w, 07818w, 07819w, 07820w, 07821w, 07822w, 07823w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 8: The remains of the 36'x16' Nissen Rest Hut.

ID No	FCDS5
PRN	07817w
Name	AIRWOMENS QUARTERS
NGR	SS 59134 91577
On Air Ministry Plan	Yes
Air Ministry Site No.	5 WAAF
MoD Building No	140
Drawing No	13903/40
In Use	No
Description	A linear concrete apron, heavily overgrown with vegetation is all that survives of the airwomens quarters. The original structure was a Laing hut, developed during the 1940s as an acute shortage of timber led to the enhancement of other forms of buildings. The Laing hut consisted of standard prefabricated lightweight timber wall sections bolted together for accommodation. The walls were lined both inside and out with plasterboard and additionally the outside covered with felt. Lightweight composite roof trusses were spaced every 4 feet and supported corrugated asbestos sheeting outside and inside with plasterboard.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	07813w, 07814w, 07815w, 07816w, 07818w, 07819w, 07820w, 07821w, 07822w, 07823w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 9: Remains of the Laing type airwomens quarters.

ID No	FCDS6
PRN	07818w
Name	AIR RAID SHELTER
NGR	SS 59108 91619
On Air Ministry Plan	Yes
Air Ministry Site No.	5 WAAF
MoD Building No	-
Drawing No	-
In Use	No
Description	Semi-sunken air-raid shelter manufactured by the Stanton Ironworks Co Ltd in Derbyshire (better known for sewage pipes & manhole covers). This type of shelter could be built in any length, but usually consisted of 18 sections of pre-cast concrete arched-shaped sides, bolted together to form a standard Air Ministry shelter for 50 men. The entrance is brick-lined and with concrete steps. The emergency escape hatch at the rear of the structure would be accessed via an iron ladder, which is not in place. The shelter was covered with earth to provide bomb splinter protection. The interior of the shelter has concrete skimmed seating to either side, set on brick plinths that may possibly be a modern addition.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	07813w, 07814w, 07815w, 07816w, 07817w, 07819w, 07820w, 07821w, 07822w, 07823w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 10: Air raid shelter. Concrete skimmed internal seating.



ID No	FCDS7
PRN	07819w
Name	SERGEANTS LATRINE BLOCK
NGR	SS 59129 91643
On Air Ministry Plan	Yes
Air Ministry Site No.	5 WAAF
MoD Building No	135
Drawing No	Yes
In Use	No
Description	This sergeant's latrine is a terra-cotta block/brick building with two external brick piers. Access is at either end of the structure. The internal space is subdivided into two rooms, a shower room to the right, of which the shower piping is still visible, and toilets to the left. The dividing wall, like those to the front and rear, is constructed from terra-cotta blockwork. A series of four windows with concrete lintels and sloping tiled ledges originally punctured the front elevation, while with the rear wall had two (a front and rear window still have their cast iron window frames). The roof is constructed of pitched corrugated asbestos cement sheets. The structure is in a poor state of preservation throughout, the shower room is braced with scaffolding and numerous scrub trees have started to permeate the structure.
Condition	Damaged
Condition rating	Poor
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	07813w, 07814w, 07815w, 07816w, 07817w, 07818w, 07820w, 07821w, 07822w, 07823w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 11: Front elevation of the sergeant's latrine block

ID No	FCDS8
PRN	07820w
Name	SERGEANT QUARTERS
NGR	SS 59096 91652
On Air Ministry Plan	Yes
Air Ministry Site No.	5 WAAF
MoD Building No	134
Drawing No	-
In Use	No
Description	A linear concrete pad is all that remains of the sergeant's quarters. The site is heavily overgrown with scrub vegetation. The original structure was a double Nissen, constructed from corrugated steel sheets, which were laid horizontally on the inside and on the outside. The ends were of wooden or brick each containing two windows and a doorframe. The Nissen could be erected quickly and its arched shape made it very strong.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	07813w, 07814w, 07815w, 07816w, 07817w, 07818w, 07819w, 07821w, 07822w, 07823w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 12: The heavily overgrown sergeant's quarters.

ID No	FCDS9
PRN	07821w
Name	LATERINE BLOCK
NGR	SS 59095 91681
On Air Ministry Plan	Yes
Air Ministry Site No.	5 WAAF
MoD Building No	132
Drawing No	14046/40
In Use	No
Description	A brick latrine block, of which only the front and sidewalls survive. The original structure would have had two external brick piers, with access being at the eastern end of the structure. A series of four windows run along the surviving wall, while the now demolished wall would have housed two. The roof survives and is constructed of sloping corrugated asbestos cement sheets.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	07813w, 07814w, 07815w, 07816w, 07817w, 07818w, 07819w, 07820w, 07822w, 07823w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 13: The range of four windows along the frontal elevation of the latrine block.

ID No	FCDS10
PRN	07822w
Name	ABLUTIONS BLOCK
NGR	SS 59166 91637
On Air Ministry Plan	Yes
Air Ministry Site No.	5 WAAF
MoD Building No	144
Drawing No	-
In Use	No
Description	A linear concrete apron, heavily damaged, is all that survives of the ablutions block. This 36'x16' Nissen was constructed of corrugated steel sheets which were laid horizontally on the inside and on the outside were 26-gauge corrugated iron sheeting. The Nissen had wooden or brick ends each containing two windows and a doorframe they could be erected quickly and its arched shape made it very strong.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	07813w, 07814w, 07815w, 07816w, 07817w, 07818w, 07819w, 07820w, 07821w, 07823w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 14: Beneath the cleared scrub lie the remains of the ablutions block.

ID No	FCDS11
PRN	07823w
Name	AIR RAID SHELTER
NGR	SS 59178 91617
On Air Ministry Plan	Yes
Air Ministry Site No.	5 WAAF
MoD Building No	-
Drawing No	-
In Use	No
Description	A semi-sunken air-raid shelter manufactured by the Stanton Ironworks Co Ltd in Derbyshire (better known for sewage pipes & manhole covers). This type of shelter could be built in any length, but usually consisted of 18 sections of pre-cast concrete arched-shaped sides, bolted together to form a standard Air Ministry shelter for 50 men. The entrance is brick-lined and with concrete steps. The emergency escape hatch at the rear of the structure would be accessed via an iron ladder, which is not in place. The shelter was covered with earth to provide bomb splinter protection. The interior of the shelter has concrete skimmed seating to either side, set on brick plinths that may possibly be a modern addition.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	07813w, 07814w, 07815w, 07816w, 07817w, 07819w, 07820w, 07821w, 07822w, 07823w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 15: The second of the two Stanton shelters on the WAAF site.

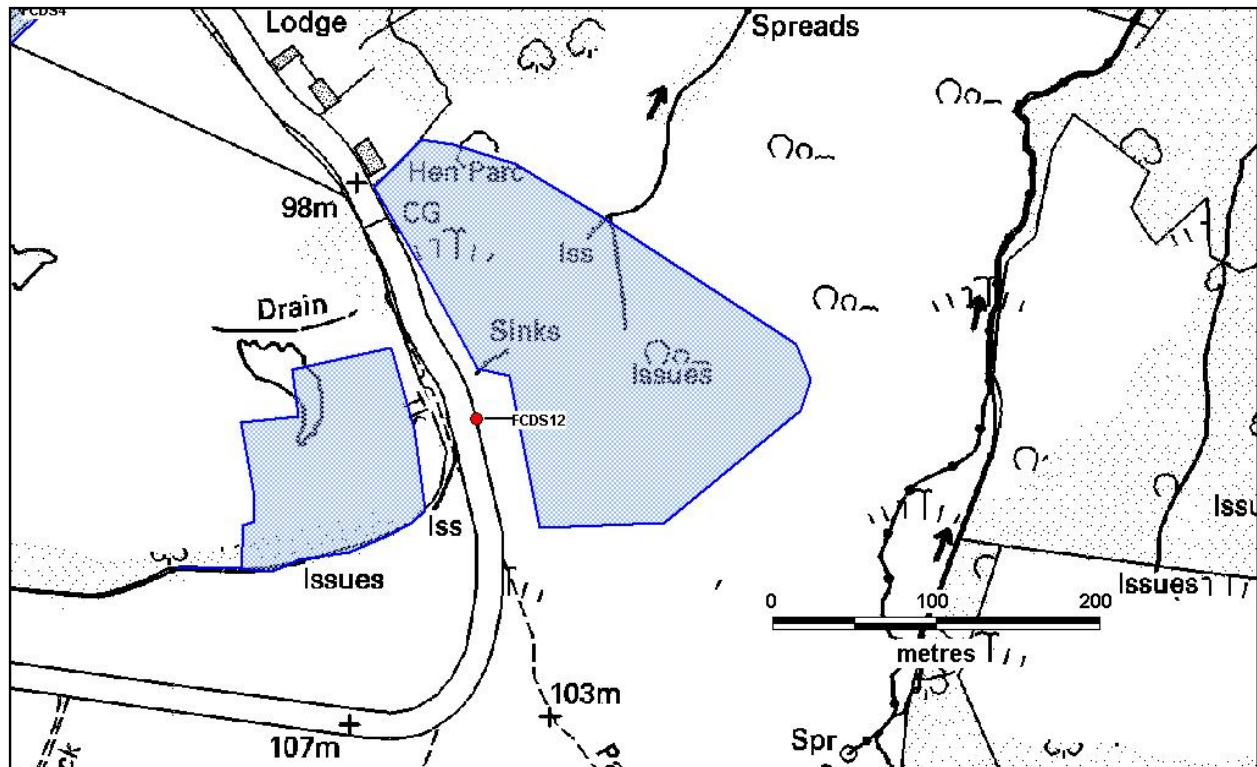
(ii) Site No.3 & Operational Block

Figure 6: Surviving sites within the dispersal area 'Operations Block'. (shown in blue)

ID No	FCDS12
PRN	07824w
Name	WATER TANK
NGR	SS 59424 91289
On Air Ministry Plan	Yes
Air Ministry Site No.	Operations Block
MoD Building No	268
Drawing No	-
In Use	No
Description	Brick fragments protruding from an earthen bank are all that remains of the Operations block water tank. The Operations block (drawing no 5291/41), which was located to the east of the tank, has long been demolished, but the building controlled and monitored all the flying operations at RAF Fairwood. Inside were many rooms, including the 'Ops' room itself, canteen, restrooms, telephone exchange, toilets for all ranks and a Wireless Telegraphy (W/T) room (Innes, 1995, 83).
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	earthwork

Associated PRN sites -

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No



Plate 16: Demolition rubble is all that remains of the Operations Blocks water tank

(iii) Site No.10 Sick Quarters

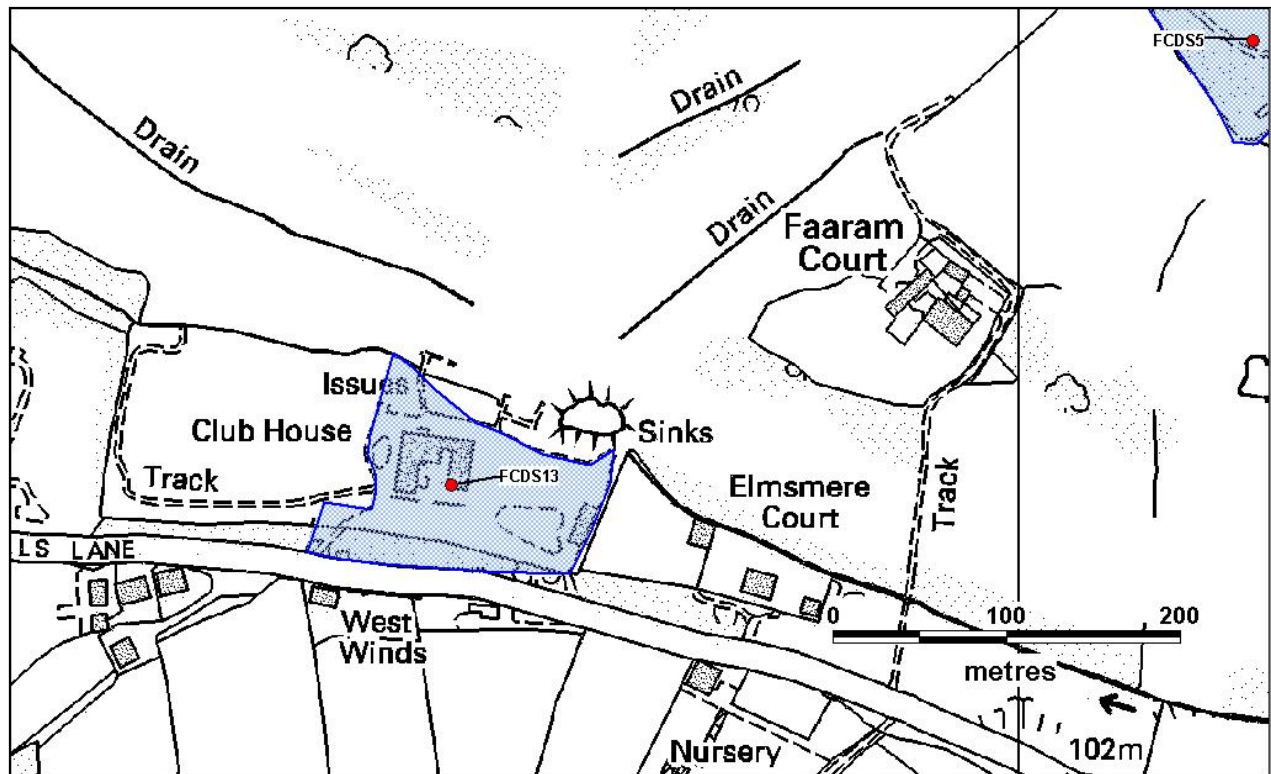


Figure 7: Surviving sites within the dispersal area 'No.10 Sick Quarters'. (shown in blue)

ID No	FCDS13
PRN	07825w
Name	SICK QUARTERS & ANNEX
NGR	SS 58674 91321
On Air Ministry Plan	Yes
Air Ministry Site No.	10 Sick Quarters
MoD Building No	74
Drawing No	14728/40
In Use	Yes
Description	This range of two buildings was the main station hospital for all the RAF personnel, it comprised a 'H' shaped building constructed of cement rendered concrete block with external piers that housed the ward block and medical inspection block and a separate structure of the same constructional technique which housed the decontamination annex. Both have now been converted into a golf complex (greens room, shop, bar, offices etc) and heavily altered, inside and out.
Condition	Converted
Condition rating	Converted
Period	Modern
Group Value	No
Form	Building

Associated PRN sites -

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No



Plate 17: The Ward block building which forms the western half of the Sick Quarters.



Plate 18: The front elevation of the decontamination annex. Note the sites of the projecting porches, the bin storage area between them and the site of the footbath tray which are all clearly visible.

(iv) Site No.7 Communal Site, No.8, No.9 & Bucket Emptying Enclosure

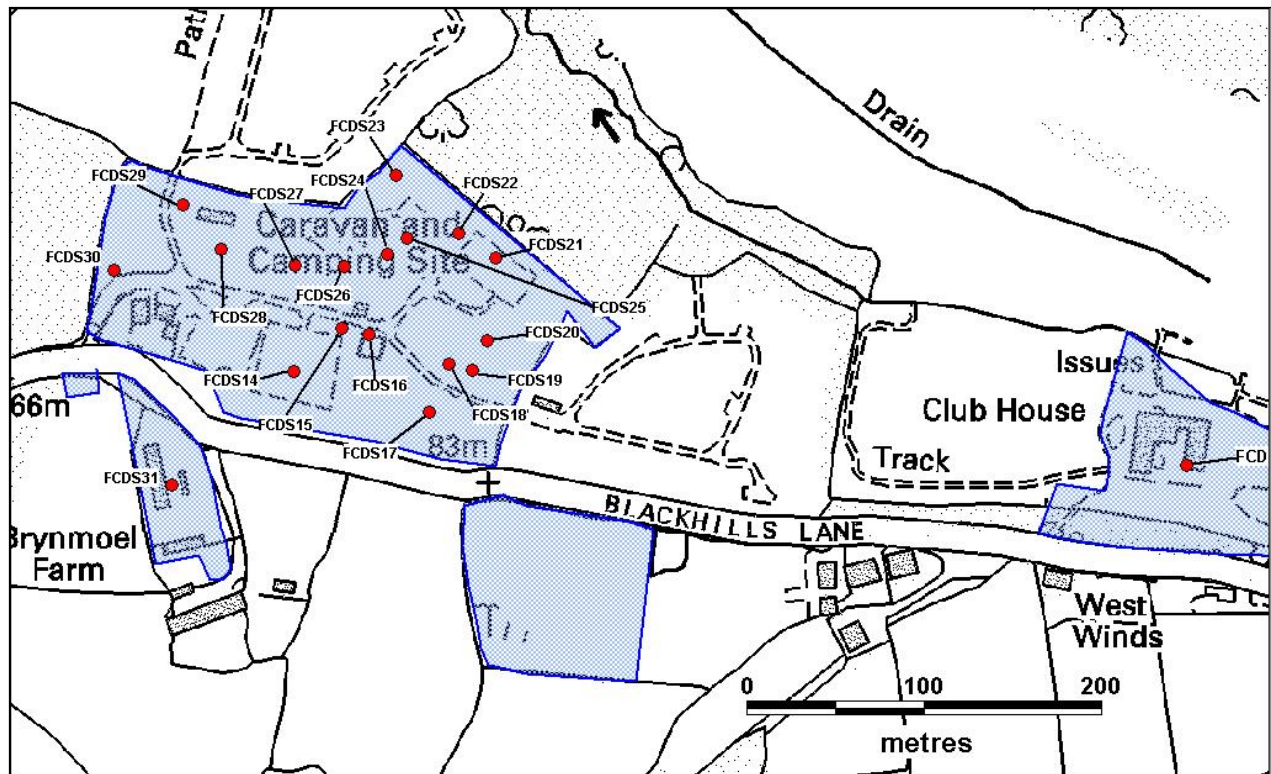


Figure 8: Surviving sites within the dispersal area 'No.8 and No.7 Communal Site' (shown in blue)

ID No	FCDS14
PRN	007826w
Name	DINING ROOM FOR 1200 & CINEMA PROJECTOR ROOM
NGR	SS 58169 91374
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	-80
Drawing No	14049/40
In Use	Yes
Description	The building was the airman's dining room, cookhouse and cinema and consisted of a central cookhouse joined together on either side by a servery connecting with two dining rooms. One dining room featured a projection room extension on the end elevation so that this room could become a cinema and also double as the station concert hall. This type of building was constructed of three Nissan huts linked together to form a large 'H' shaped block. The buildings concrete base is all that survives, now used as hard standing for static caravans.
Condition	Near Destroyed
Condition rating	Near Destroyed
Period	Modern
Group Value	Yes

Form Other structure

Associated PRN sites 07827w, 07828w, 07829w, 07830w, 07831w, 07832w, 07833w, 07834w, 07835w, 07836w, 07837w, 07838w, 07839w, 07840w, 07841w, 07842w

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No



Plate 19: Dining Room for 1200 & Cinema Projector room. View to the south.

ID No	FCDS15
PRN	07827w
Name	UNKNOWN STRUCTURE
NGR	SS 58196 91398
On Air Ministry Plan	No
Air Ministry Site No.	7 Communal
MoD Building No	-
Drawing No	-
In Use	No
Description	A rectilinear concrete base (5m x 2.5m) surrounded on three sides by brick walls, which stand up to 10 courses high. An earthen bank abuts the western wall.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07828w, 07829w, 07830w, 07831w, 07832w, 07833w, 07834w, 07835w, 07836w, 07837w, 07838w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 20: Unknown brick structure

ID No	FCDS16
PRN	07828w
Name	FIRE POOL (22,000 gal)
NGR	SS 58211 91394
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	230C
Drawing No	Local
In Use	Yes
Description	Static water tanks, or fire pools, were dispersed throughout the airfield and dispersed site. They were fed by the natural water table and used for fire fighting purposes. Open constructions of permanent brick and concrete they were capable of holding 20,000-22,000 gallons of water. The fire pool has been converted to an ornamental fishpond, complete with fountain and plastic heron.
Condition	Converted
Condition rating	Converted
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07829w, 07830w, 07831w, 07832w, 07833w, 07834w, 07835w, 07836w, 07837w, 07838w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 21: Fire Pool (22,000 gal)

ID No	FCDS17
PRN	07829w
Name	GYMNASIUM
NGR	SS 58245 91351
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	81
Drawing No	14604/40
In Use	No
Description	The gymnasium was part of the station's recreational facilities. It had changing rooms, stores to house the gym equipment, and a latrine. It was equipped with climbing ropes, rope ladders and three-section wall bars. It was used for basketball matches, boxing tournaments. A chancel added to the eastern end elevation converted the gym into a church with the congregation seated in the gym facing the altar and chancel.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07830w, 07831w, 07832w, 07833w, 07834w, 07835w, 07836w, 07837w, 07838w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 22: Entrance to the Gymnasium. View to the northeast

ID No	FCDS18
PRN	07830w
Name	FUEL COMPOUND
NGR	SS 58256 91378
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	89
Drawing No	14056/40
In Use	Yes
Description	This austerity type compound was basically a concrete base, which survives, surrounded by a wire fence. The compound housed the sites fuel store of coke and wood. The surviving apron is now used as hard standing for static caravans
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07831w, 07832w, 07833w, 07834w, 07835w, 07836w, 07837w, 07838w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 23: All that remains of the sites fuel compound.

ID No	FCDS19
PRN	07831w
Name	GROCERY AND LOCAL PRODUCE STORE
NGR	SS 58278 91391
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	82
Drawing No	12578/40
In Use	Yes
Description	The store was where personnel could purchase supplies and local farmers could sell produce such as milk and eggs. A concrete base is all that survives of the building. Now used as hard standing for static caravans
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07830w, 07832w, 07833w, 07834w, 07835w, 07836w, 07837w, 07838w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 24: The remains of the Grocery and Local Produce Store

ID No	FCDS20
PRN	07832w
Name	UNKNOWN STRUCTURE
NGR	SS 58269 91374
On Air Ministry Plan	No
Air Ministry Site No.	7 Communal
MoD Building No	-
Drawing No	-
In Use	Yes
Description	Set of heavily overgrown steps, which may have led up to a blast shelter, which is marked nearby on the Air Ministry plan. The steps are now converted into a garden feature.
Condition	Near Destroyed
Condition rating	Near Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07830w, 07831w, 07833w, 07834w, 07835w, 07836w, 07837w, 07838w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 25: Set of heavily overgrown steps, which may have led up to a blast shelter.

ID No	FCDS21
PRN	07833w
Name	NAAFI BUILDING (part of the Institute & NAAFI for 1000 structure)
NGR	SS 58282 91438
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	83
Drawing No	12578/40
In Use	Yes
Description	A concrete apron is all that survives of the building. Now used as hard standing for static caravans
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07830w, 07831w, 07832w, 07834w, 07835w, 07836w, 07837w, 07838w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 26: NAAFI Building (part of the Institute & NAAFI structure)

ID No	FCDS22
PRN	07834w
Name	INSTITUTE BUILDING (Part Of The Institute & NAAFI For 1000 Structure)
NGR	SS 58261 91452
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	83
Drawing No	12578/40
In Use	No
Description	All that survives of the institute is linear concrete apron. This is revetted on the western flank by four course of brickwork and segregated at intervals by the bricks bases of external piers. The western flank is also broken by a central set of steps which once led into the building.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07830w, 07831w, 07832w, 07833w, 07835w, 07836w, 07837w, 07838w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 27: View along the remains of the Institute Buildings west wall

ID No	FCDS23
PRN	07835w
Name	AIRMENS ABLUTIONS
NGR	SS 58226 91485
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	86
Drawing No	14050/40
In Use	Yes
Description	A concrete apron is all that survives of the building. Now used as hard standing for static caravans.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07830w, 07831w, 07832w, 07833w, 07834w, 07836w, 07837w, 07838w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 28: Remains of the airmen's ablutions building

ID No	FCDS24
PRN	07836w
Name	GAS DECONTAMINATION CENTRE TYPE 'G'
NGR	SS 58222 91440
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	22
Drawing No	16690/39
In Use	Yes
Description	A concrete apron is all that survives of the building. Now used as hard standing for static caravans.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07830w, 07831w, 07832w, 07833w, 07834w, 07835w, 07837w, 07838w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 29: Gas decontamination centre type 'G'. View to the east

ID No	FCDS25
PRN	07837w
Name	UNKNOWN STRUCTURE
NGR	SS5688990705
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	-
Drawing No	-
In Use	Yes
Description	Unknown structure adjacent to the gas decontamination centre. A linear concrete apron aligned east/west with a set of four steps still visible at its western end.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07830w, 07831w, 07832w, 07833w, 07834w, 07835w, 07836w, 07838w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 30: A set of three steps still visible at its western end of this unknown structure.

ID No	FCDS26
PRN	07838w
Name	BLAST SHELTER
NGR	SS 58197 91433
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	-
Drawing No	-
In Use	Yes
Description	Remains of brickwork just visible beneath turf cover in an area where the Air ministry plan shows a blast shelter to be.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07830w, 07831w, 07832w, 07833w, 07834w, 07835w, 07836w, 07837w, 07839w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 31: Remains of brickwork, from a possible blast shelter, beneath the turf layer

ID No	FCDS27
PRN	07839w
Name	BARBERS, TAILORS AND SHOEMAKERS SHOP
NGR	SS 58169 91434
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	85
Drawing No	12585/40
In Use	Yes
Description	The building provided on site facilities for RAF personnel. A concrete apron is all that survives of the building. Now used as hard standing for static caravans.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 7828w, 07829w, 07830w, 07831w, 07832w, 07833w, 07834w, 07835w, 07836w, 07837w, 07838w, 07840w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 32: Very little remains to distinguish the Barbers, Tailors and Shoemakers shop building

ID No	FCDS28
PRN	07840w
Name	TRANSFORMER PLINTH
NGR	SS 58128 91443
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	230A
Drawing No	Local
In Use	No
Description	The brick and concrete transformer plinth is heavily overgrown, with the top semi obscured by scrub flora and mosses. The brick base stands 1m high, with the same thickness of concrete above.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07830w, 07831w, 07832w, 07833w, 07834w, 07835w, 07836w, 07837w, 07838w, 07839w, 07841w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 33: The reinforced plinth to house the site generator

ID No	FCDS29
PRN	07841w
Name	BLAST SHELTER
NGR	SS 58106 91467
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	-
Drawing No	-
In Use	Yes
Description	A standard above ground rectangular blast shelter. These sites had traversed blast walls and were built back to back with flanking shielded entrances; the protected area ran at right angles to either side of the entrance. The shelter was enclosed within an earthen bung built against the outer walls to give bomb splinter protection. Such shelters however would be no protection from a direct hit, but were for personnel to use at the last minute, minimizing the disruption of their duties. There were three standard sizes giving effective protection for 10, 20 or 30 personnel. This site has undergone some modern alterations; the removal of the central north/south wall and a later brick lean-to, added to the north of the western entrance. The site is currently used as a storage area.
Condition	Near Destroyed
Condition rating	Damaged/Converted
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07830w, 07831w, 07832w, 07833w, 07834w, 07835w, 07836w, 07837w, 07838w, 07839w, 07840w, 07842w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 34: The western entrance with the modern addition to the left.

ID No	FCDS30
PRN	07842w
Name	PICKET POST AND PROPHYLACTIC ROOM
NGR	SS 58067 91431
On Air Ministry Plan	Yes
Air Ministry Site No.	7 Communal
MoD Building No	88
Drawing No	14046/40
In Use	No
Description	The basic floor plan, as outlined by the remains of low walls, is all that survives of the Picket Post. The structure is elevated of the ground by the means of a brick dias, possibly due to the slopping topography. The buildings layout is composed of two rooms, the south western of which is sub-divided into two smaller compartments, probably housing the prophylactic room. These rooms played an important role in combating venereal disease within the ranks. Each time service personnel returned from leave, he would have to report for an examination or treatment prior to entry to the camp. The prophylactic room was also located at the guardhouse as catching a venereal disease was an chargeable offence - 'damaging the King's property'
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07826w, 07827w, 07828w, 07829w, 07830w, 07831w, 07832w, 07833w, 07834w, 07835w, 07836w, 07837w, 07838w, 07839w, 07840w, 07841w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 35: Remains of the Picket Post at the Communal site entrance. Note the two cells, possibly housing the prophylactic room

ID No	FCDS31
PRN	05020w
Name	SERGEANTS MESS
NGR	SS 5810 9131
On Air Ministry Plan	Yes
Air Ministry Site No.	8
MoD Building No	90
Drawing No	12571/40
In Use	Yes
Description	Former single storey Sergeants Mess off Blackhills Lane, belonging to Fairwood Aerodrome built during WWII. The Mess is the only complete block. The Mess was bought in the 1950s by new owners who demolished part of the original H-shaped structure to create a domestic dwelling, which is still occupied.
Condition	Converted
Condition rating	Converted
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	-
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No

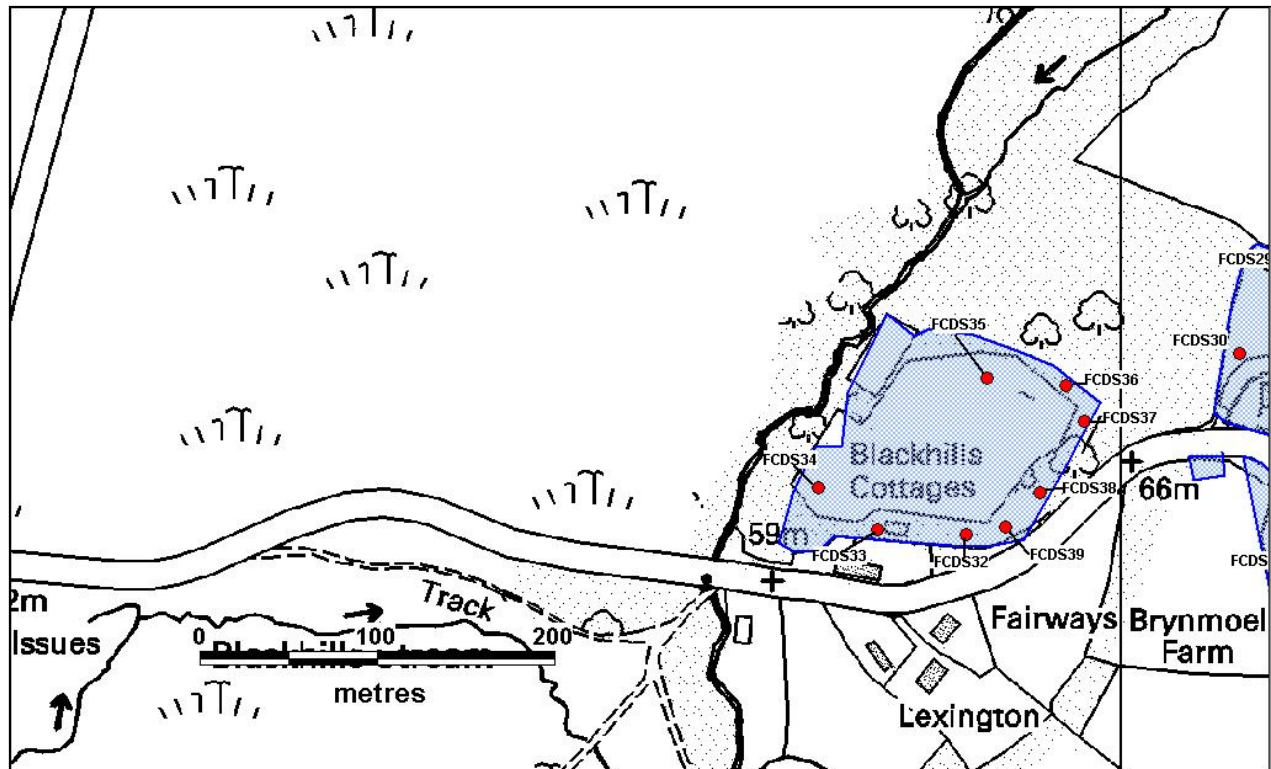
(v) Site No.6

Figure 9: Surviving sites within the dispersal area 'No.6' (shown in blue)

ID No	FCDS32
PRN	07843w
Name	AIRMENS QUARTERS
NGR	SS 57912 91382
On Air Ministry Plan	Yes
Air Ministry Site No.	6
MoD Building No	152
Drawing No	13903/40
In Use	No
Description	A heavily damaged linear concrete apron is all that survives of the south easterly airmens quarters within Site No. 6. Airmen were accommodated in the standard 'Nissan type' huts. The structure would have been semi-circular in section and comprised of a prefabricated curved corrugated iron sheeting over an internal steel frame. The structure would have had beds, wooden lockers and a stove.
Condition	Near Destroyed
Condition rating	Near Destroyed
Period	Modern
Group Value	Yes
Form	Other structure

Associated PRN sites 07844w, 07845w, 07846w, 07847w, 07848w, 07849w, 07850w

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No



Plate 36: A heavily damaged concrete apron is all that survives of PRN 07843w.

View to the west.

ID No	FCDS33
PRN	07844w
Name	AIRMENS QUARTERS
NGR	SS 57862 91331
On Air Ministry Plan	Yes
Air Ministry Site No.	6
MoD Building No	151
Drawing No	13903/40
In Use	Yes
Description	A small section of the concrete apron is all that survives of this building. The majority of the site has had a modern stable block constructed over it. Airmen were accommodated in the standard 'Nissan type' huts. The structure would have been semi-circular in section and comprised of a prefabricated curved corrugated iron sheeting over an internal steel frame. The structure would have had beds, wooden lockers and a stove.
Condition	Converted
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07843w, 07845w, 07846w, 07847w, 07848w, 07849w, 07850w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 37: Little now remains of the building 151.

ID No	FCDS34
PRN	07845w
Name	AIRMENS QUARTERS
NGR	SS 57829 91355
On Air Ministry Plan	Yes
Air Ministry Site No.	6
MoD Building No	150
Drawing No	13903/40
In Use	No
Description	A heavily damaged linear concrete apron is all that survives of the airmens quarters. A later addition, constructed of blockwork walls, has been added to the northern half of the apron. This is now also damaged. Airmen were accommodated in the standard 'Nissan type' huts. The structure would have been semi-circular in section and comprised of a prefabricated curved corrugated iron sheeting over an internal steel frame. The structure would have had beds, wooden lockers and a stove.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07843w, 07844w, 07846w, 07847w, 07848w, 07849w, 07850w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 38: Heavily damaged airmens quarters. View to the north.

ID No	FCDS35
PRN	07846w
Name	AIR RAID SHELTER
NGR	SS 57924 91417
On Air Ministry Plan	Yes
Air Ministry Site No.	6
MoD Building No	
Drawing No	Yes
In Use	No
Description	Semi-sunken air-raid shelter manufactured by the Stanton Ironworks Co Ltd in Derbyshire (better known for sewage pipes & manhole covers). This type of shelter could be built in any length, but usually consisted of 18 sections of pre-cast concrete arched-shaped sides, bolted together to form a standard Air Ministry shelter for 50 men. The entrance is brick-lined and with concrete steps. The emergency escape hatch at the rear of the structure would be accessed via an iron ladder, which is not in place. The shelter was covered with earth to provide bomb splinter protection.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07843w, 07844w, 07845w, 07847w, 07848w, 07849w, 07850w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 39: Stanton Air Raid Shelter. View to the east.

ID No	FCDS36
PRN	07847w
Name	OFFICERS QUARTERS
NGR	SS 57968 91413
On Air Ministry Plan	Yes
Air Ministry Site No.	6
MoD Building No	145
Drawing No	13903/40
In Use	No
Description	The Officers Quarters building would have been of the same type and design as the Airmens Quarters (PRN 07843w and 07844w) that are situated to the south of site No. 6. These buildings were semi-circular in section and comprised of a prefabricated curved corrugated iron sheeting over an internal steel frame. The structure would have had beds, wooden lockers and a stove.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07843w, 07844w, 07845w, 07846w, 07848w, 07849w, 07850w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 40: Remains of the Officers Quarters (Dwg no. 13903/40).

ID No	FCDS37
PRN	07848w
Name	OFFICERS QUARTERS
NGR	SS 57979 91392
On Air Ministry Plan	Yes
Air Ministry Site No.	6
MoD Building No	146
Drawing No	Yes
In Use	No
Description	The Officers Quarters building would have been of the same type and design as the airmens quarters (PRN 07843w and 07844w) which are situated to the south of site No. 6. These buildings were semi-circular in section and comprised of prefabricated curved corrugated iron sheeting over an internal steel frame. The structure would have had beds, wooden lockers and a stove.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07843w, 07844w, 07845w, 07846w, 07847w, 07849w, 07850w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 41: Concrete apron on which the Officers Quarters stood.

ID No	FCDS38
PRN	07849w
Name	PICKETT POST & PROPHYLACTIC ROOM
NGR	SS 57954 91352
On Air Ministry Plan	Yes
Air Ministry Site No.	6
MoD Building No	154
Drawing No	14046/40
In Use	No
Description	A concrete apron is all that survives of the Picket Post. Prophylactic rooms played an important role in combating venereal disease within the ranks. Each time service personnel returned from leave, he would have to report for an examination or treatment prior to entry to the camp. The prophylactic room was also located at the guardhouse as catching a venereal disease was an chargeable offence - 'damaging the King's property'
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07843w, 07844w, 07845w, 07846w, 07847w, 07848w, 07850w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 42: Very little now remains of the Picket Post at the entrance to Site No.6.

ID No	FCDS39
PRN	07850w
Name	AIR RAID SHELTER
NGR	SS 57934 91333
On Air Ministry Plan	Yes
Air Ministry Site No.	6
MoD Building No	-
Drawing No	-
In Use	No
Description	Semi-sunken air-raid shelter manufactured by the Stanton Ironworks Co Ltd in Derbyshire (better known for sewage pipes & manhole covers). This type of shelter could be built in any length, but usually consisted of 18 sections of pre-cast concrete arched-shaped sides, bolted together to form a standard Air Ministry shelter for 50 men. The brick-lined entrance is considerably damaged, as well as the earthen bung around the structure, which provided bomb splinter protection. Access to the interior of this site was not possible and therefore the condition is unknown
Condition	Near Destroyed (exterior only)
Condition rating	Very Bad (exterior only)
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07843w, 07844w, 07845w, 07846w, 07847w, 07848w, 07849w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 43: Heavily damaged exterior of the southern Stanton shelter

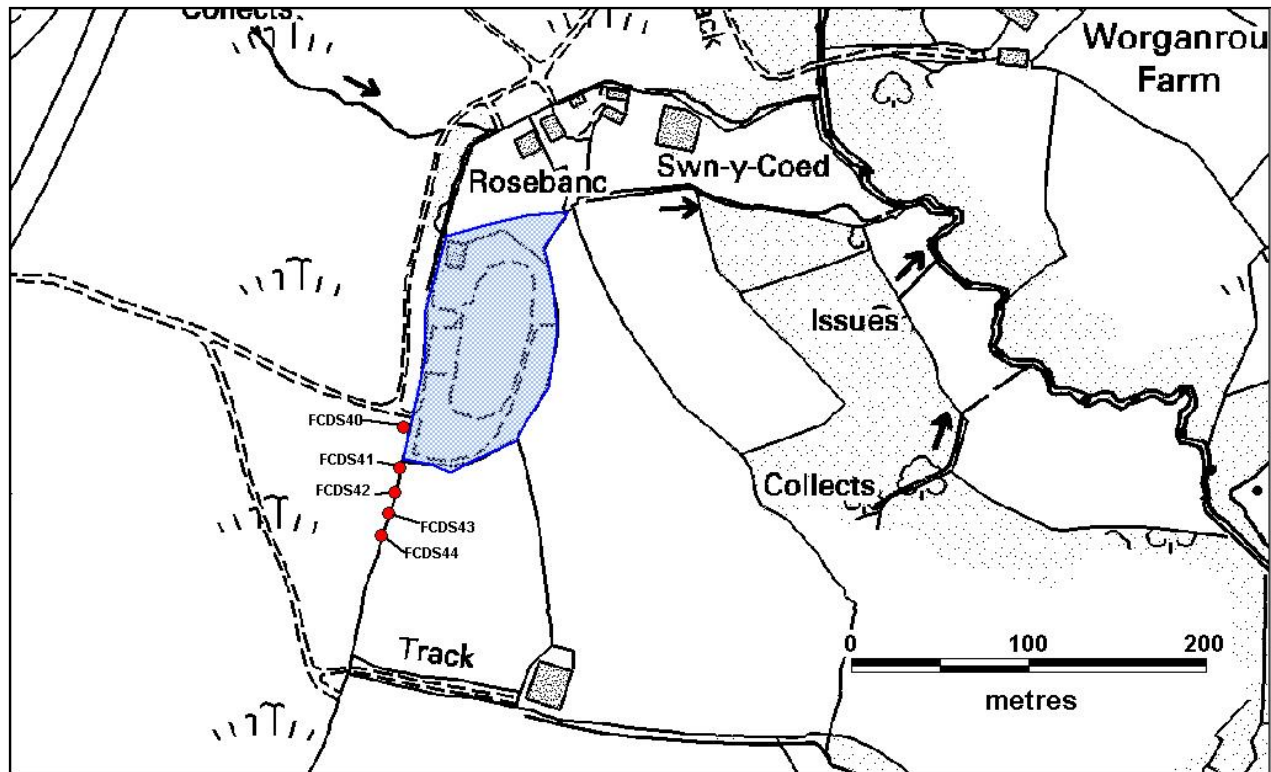
(vi) Site No.11

Figure 10: Surviving sites outside of the dispersal area 'No.11' (shown in blue)

ID No	FCDS40
PRN	07851w
Name	BARRACK HUT
NGR	SS 57415 90715
On Air Ministry Plan	Yes
Air Ministry Site No.	11
MoD Building No	372
Drawing No	-
In Use	No
Description	Very little now remains of this barrack hut. The original structure would have been the in standard 'Nissan type' billet. The structure would have been semi-circular in section and comprised of a prefabricated curved corrugated iron sheeting over an internal steel frame.
Condition	Near Destroyed
Condition rating	Very Bad
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07852w, 07853w, 07854w, 07855w
Linked to airfield function?	No

Of technical/Structural interest? No

Historical association? No



Plate 44: Barrack hut 372. View to the south.

ID No	FCDS41
PRN	07852w
Name	DINING ROOM, KITCHEN, ETC
NGR	SS 57413 90691
On Air Ministry Plan	Yes
Air Ministry Site No.	11
MoD Building No	371
Drawing No	8033/41
In Use	No
Description	A heavily damaged linear concrete base with a low section of external walling, clothing the southern end, are all that survives of the building. This site belongs to a group of four structures used by the Army Guard Unit, who were tasked with the protection of the Airfield from German attack.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07850w, 07851w, 07853w, 07854w, 07855w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 45: The heavily damaged remains of PRN 07852w.

ID No	FCDS42
PRN	07854w
Name	BARRACK HUT
NGR	SS 57410 90678
On Air Ministry Plan	Yes
Air Ministry Site No.	11
MoD Building No	370
Drawing No	-
In Use	No
Description	A two tier linear concrete base is all that survives of the barrack hut. The site once housed the Army Guard Unit tasked with the protection of the Airfield from German attack. The original structure would have been the in standard 'Nissan type' billet. The structure would have been semi-circular in section and comprised of prefabricated curved corrugated iron sheeting over an internal steel frame.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07850w, 07851w, 07852w, 07853w, 07855w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 46: The overgrown base of barrack hut 370.

ID No	FCDS43
PRN	07855w
Name	BARRACK HUT
NGR	SS 57406 90666
On Air Ministry Plan	Yes
Air Ministry Site No.	11
MoD Building No	369
Drawing No	-
In Use	No
Description	A two tier linear concrete base is all that survives of the barrack hut. The hut once housed the Army Guard Unit tasked with the protection of the Airfield from German attack. The original structure would have been the in standard 'Nissan type' billet. The structure would have been semi-circular in section and comprised of a prefabricated curved corrugated iron sheeting over an internal steel frame.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07850w, 07851w, 07852w, 07853w, 07854w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 47: The stepped base of PRN 07854w.

ID No	FCDS44
PRN	07856w
Name	BARRACK HUT
NGR	SS 57402 90654
On Air Ministry Plan	Yes
Air Ministry Site No.	11
MoD Building No	368
Drawing No	-
In Use	No
Description	Remains of a barrack hut, which once housed the Army Guard Unit tasked with the protection of the Airfield from German attack. The linear concrete base is all that survives and is overgrown with scrub vegetation. The original structure would have been the in standard 'Nissan type' billet. The structure would have been semi-circular in section and comprised of a prefabricated curved corrugated iron sheeting over an internal steel frame.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07850w, 07851w, 07852w, 07853w, 07854w
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 48: Remains of Army Guard Unit barrack hut 368.

4.1.2 RAF Fairwood Common Airfield Beacons

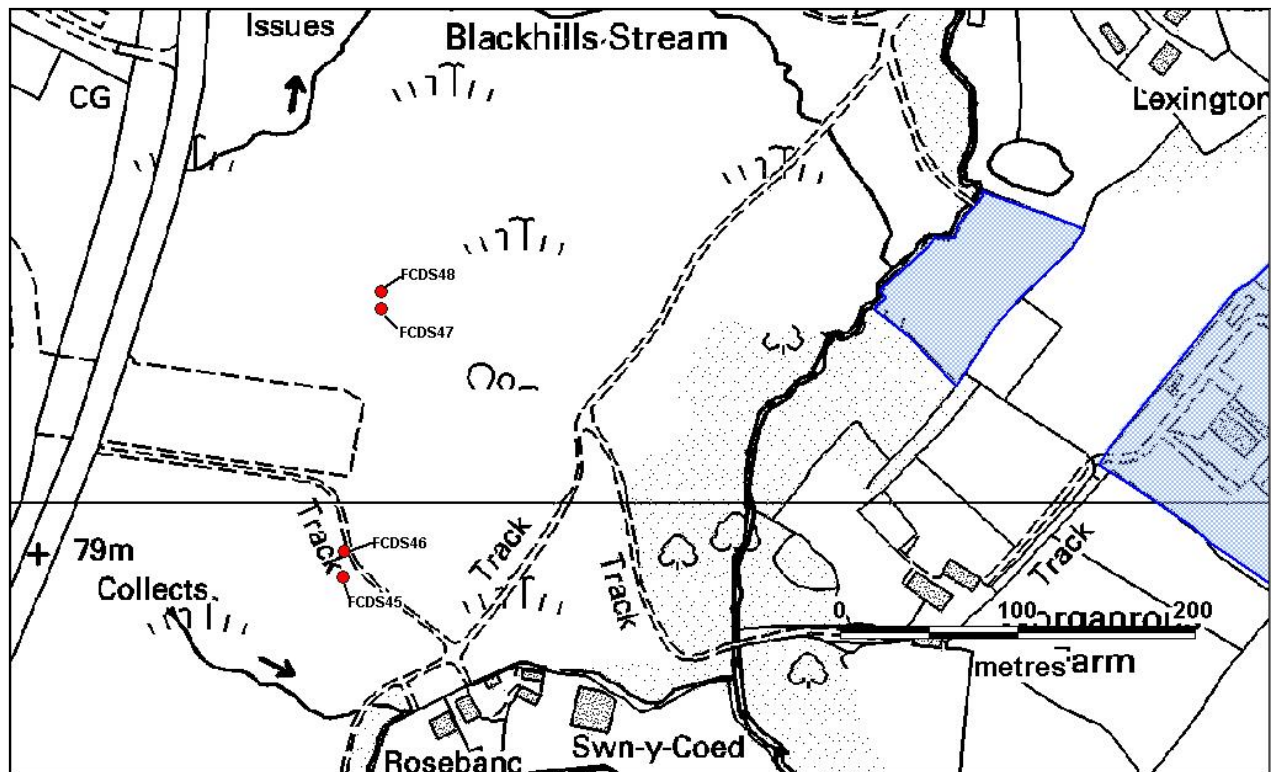


Figure 11: The two pairs of airfield beacons at the end of runway 29/11

ID No	FCDS45
PRN	07857w
Name	SOUTHERN AIRFIELD BEACON (i)
NGR	SS 57429 90956
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A thin rectangular brick structure, standing 6.5m high by 1.5m wide, is one of a set of airfield beacons that are located at the end of runway 29/11. The feature has a cast iron superstructure composed of two vertical uprights with a crossbeam set on top. The beacons are arranged in pairs either side of the runway at a distance of approximately 40m.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07858w, 06770w, 06767w

Linked to airfield function? Yes

Of technical/Structural interest? No

Historical association? No



Plate 49: The southern of the pair of brick beacon towers

ID No	FCDS46
PRN	06770w
Name	SOUTHERN AIRFIELD BEACON (ii)
NGR	SS 57447 90971
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	This thickset square brick structure, standing 5m high by 5m wide, is one of a set of airfield beacons that are located at the end of runway 29/11. The feature has a cast iron A-frame superstructure with two crossbeams set on top. The structure has an iron ladder fixed to one side to allow access to the beacon structure on top. The beacons are arranged in pairs flanking the end of runway, at a distance of approximately 40m.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07857w, 07858w, 06767w
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 50: The southern airfield beacon PRN 06770w.

ID No	FCDS47
PRN	07858w
Name	NORTHERN AIRFIELD BEACON (iii)
NGR	SS 57447 90971
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	This thickset square brick structure, standing 5m high by 5m wide, is one of a set of airfield beacons that are located at the end of runway 29/11. The feature has a cast iron A-frame superstructure with two crossbeams set on top. The structure has an iron ladder fixed to one side to allow access to the beacon structure on top. The beacons are arranged in pairs flanking the end of runway, at a distance of approximately 40m.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07857w, 06767w, 06770w
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 51: Northern beacon PRN 07858w.

ID No	FCDS48
PRN	06767w
Name	NORTHERN AIRFIELD BEACON (iv)
NGR	SS 57429 90956
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A thin rectangular brick structure, standing 6.5m high by 1.5m wide, is one of a set of airfield beacons that are located at the end of runway 29/11. The feature has a cast iron superstructure composed of two vertical uprights with a crossbeam set on top. The beacons are arranged in pairs either side of the runway at a distance of approximately 40m.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07857w, 07858w, 06770w
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 52: Northern airfield beacon PRN 06767w.

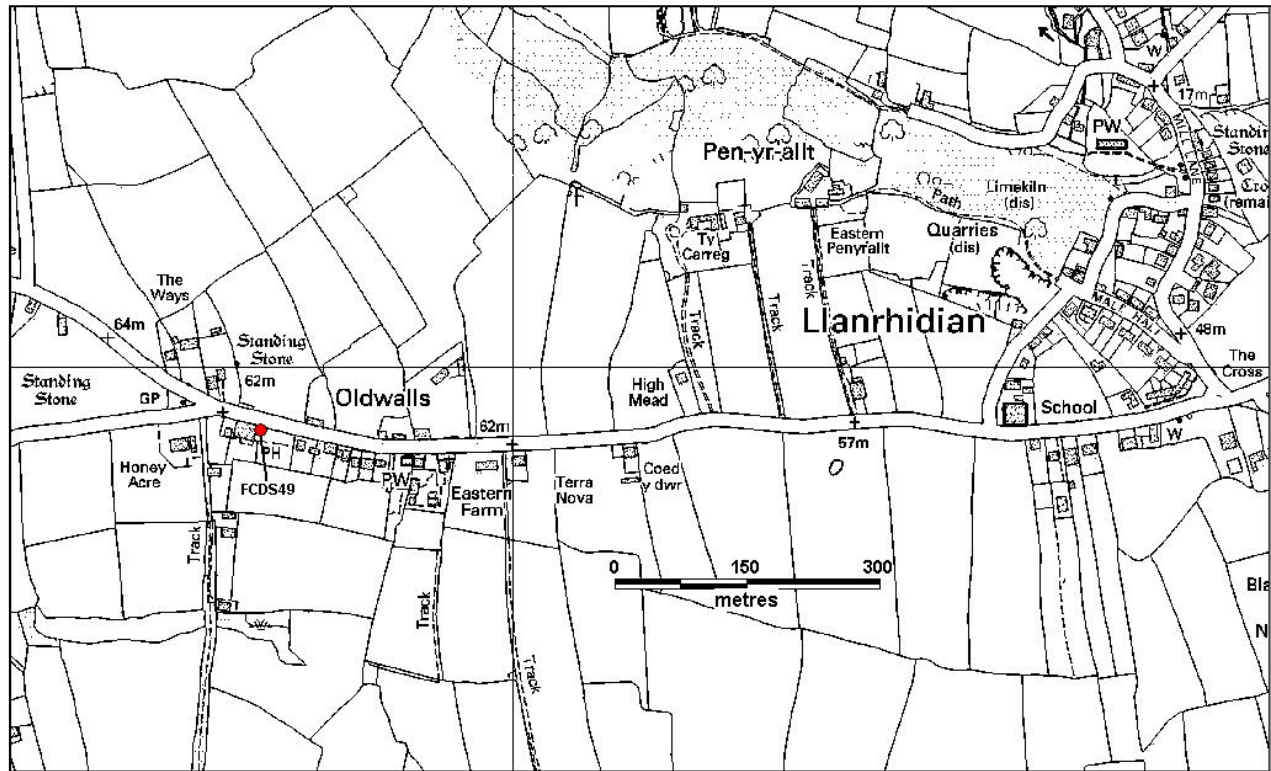


Figure 12: The location of the possible pundit in the carpark of the Greyhound public house

ID No	FCDS49
PRN	07859w
Name	'GERTIE' MOBILE PUNDIT LIGHT TRAILER
NGR	SS 48710 91930
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	The Greyhound public house carpark may have once housed a Pundit Light Trailer. In the Second World War each RAF airfield was allocated a unique identity code consisting of a bigram, or two-letter code known as a Pundit Code, to support airfield recognition from the air. The base's Pundit Beacon was employed to flash the airfield's Pundit Code in Morse in red light and was visible over 360 degrees in azimuth. The beacon was known as a Pundit Light Trailer and was mobile due to the risk of detection and observation by enemy aircraft. In order to overcome this the beacon was positioned a few miles from the airfield and periodically relocated (each airfield typically had three locations). The beacon comprised 8 x 400 watt neon tubes and generator; switch gear mounted on a trailer chassis and was powered by a Coventry-Climax 16.9hp engine.
Condition	Not Known
Condition rating	Not Known
Period	Modern

Group Value No

Form Document

Associated PRN sites -

Linked to airfield function? Yes

Of technical/Structural interest? No

Historical association? No

Associated PRN sites -

Linked to airfield function? Yes

Of technical/Structural interest? No

Historical association? No

(ii) Clyne Common Decoy

ID No	FCDS49
PRN	07861w
Name	CLYNE Q SITE DECOY
NGR	SS5688990705
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A Second World War 'Q' site bombing decoy located on Clyne Common. The decoy was constructed to deflect enemy night bombing from Fairwood Common RAF airfield. The decoy consisted of lights mounted on poles to simulate the flarepath lighting of the permanent RAF station to the west.
Condition	Not Known
Condition rating	Not Recorded
Period	Modern
Group Value	-
Form	Document
Associated PRN sites	-
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No

4.1.4 RAF Fairwood Common anti-landing trenches

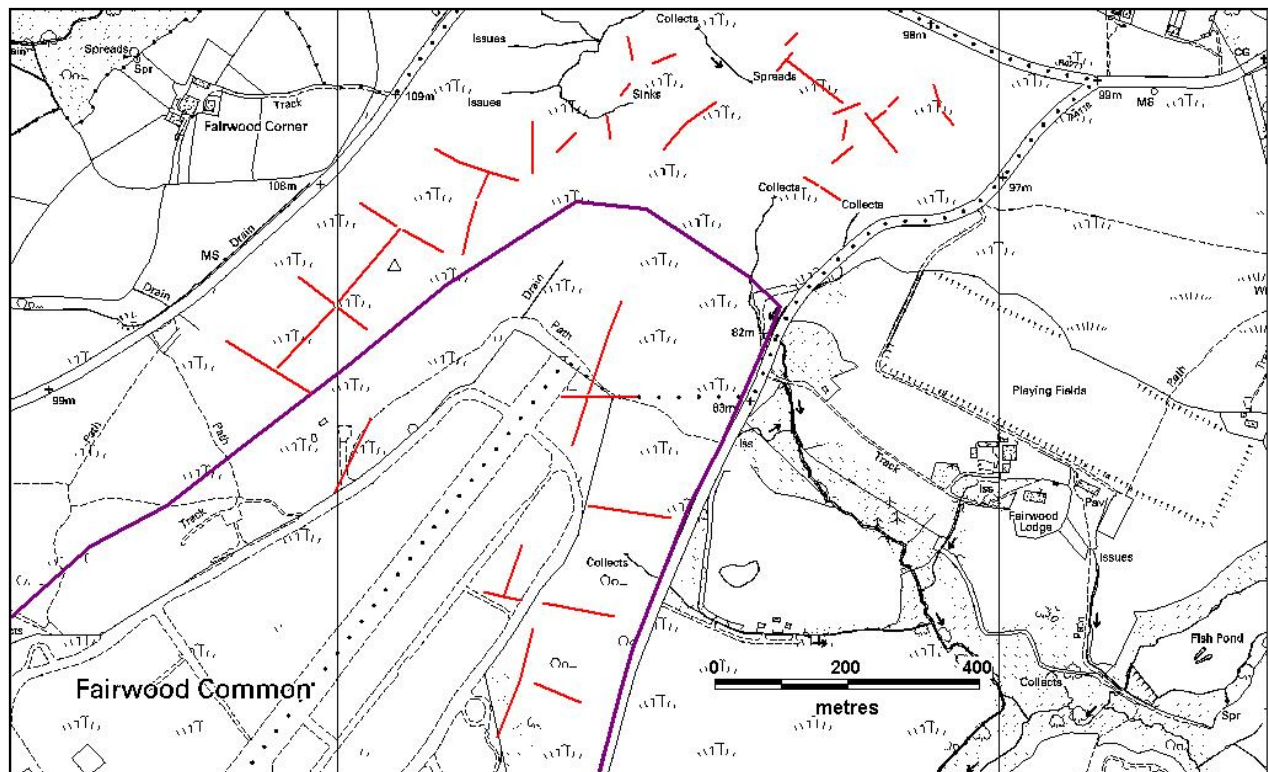


Figure 13: Plan showing the location of the airfield anti-landing trenches.

ID No	FCDS50
PRN	07862w
Name	RAF FAIRWOOD COMMON ANTI-LANDING TRENCHES
NGR	Multiple (centered on SS 57390 92160)
On Air Ministry Plan	Yes
MoD Building No	-
Drawing No	Yes
In Use	No
Description	A series of purpose built trenches covering the open Common type landscape to the east of the airfield. These trench systems were designed to be four ft wide flanked with spoil piles to enhance the obstacle (approved method issued by War Office on 27th May 1940) and help prevent the successful landing of enemy glider-borne and airborne forces.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Earthwork
Associated PRN sites	-
Linked to airfield function?	Yes

Of technical/Structural interest? Yes

Historical association? No

4.2 RAF Stormy Down

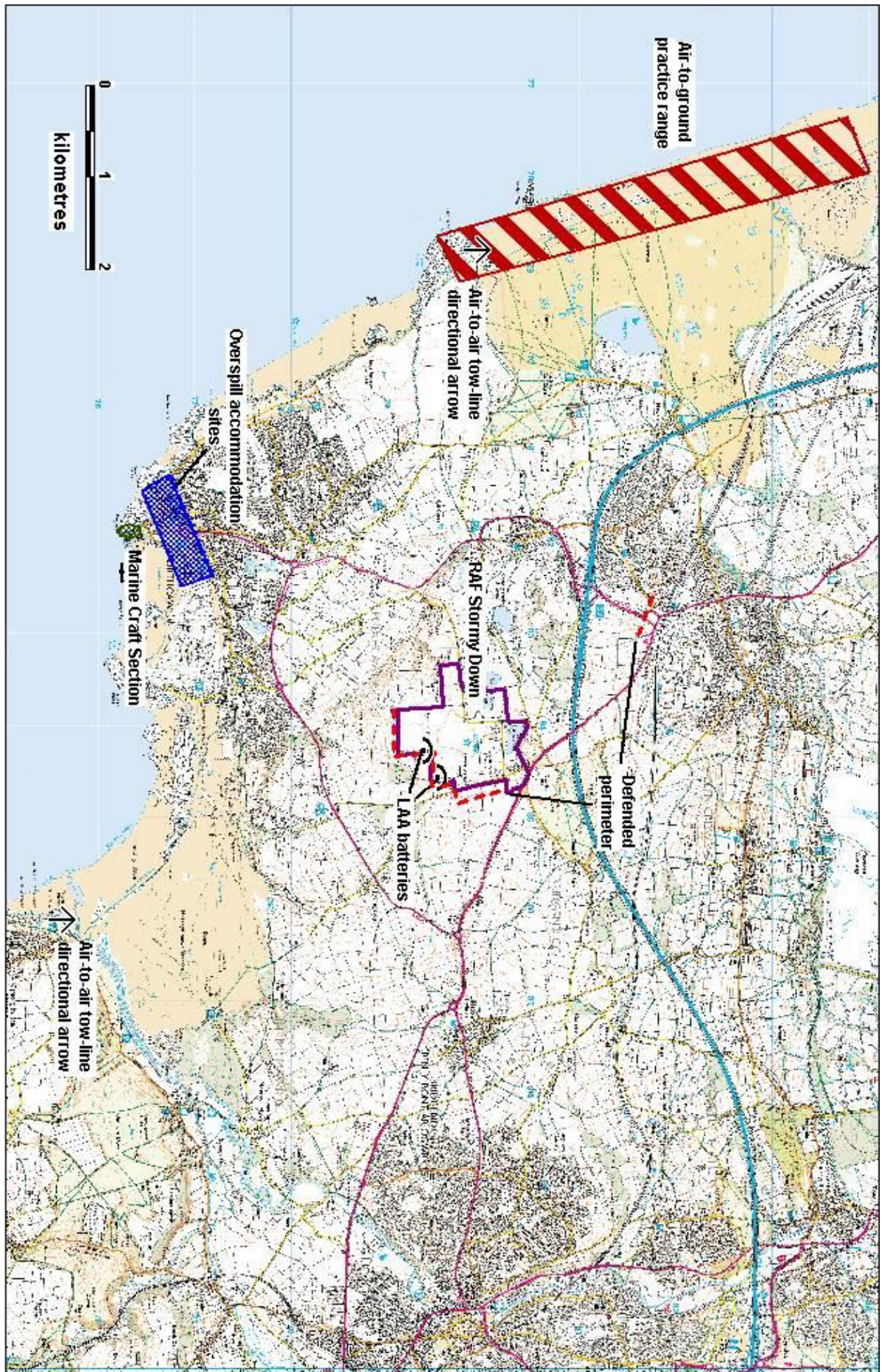


Figure 14:RAF Stormy Down Hinterland

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4.2 1 Dispersed Sites

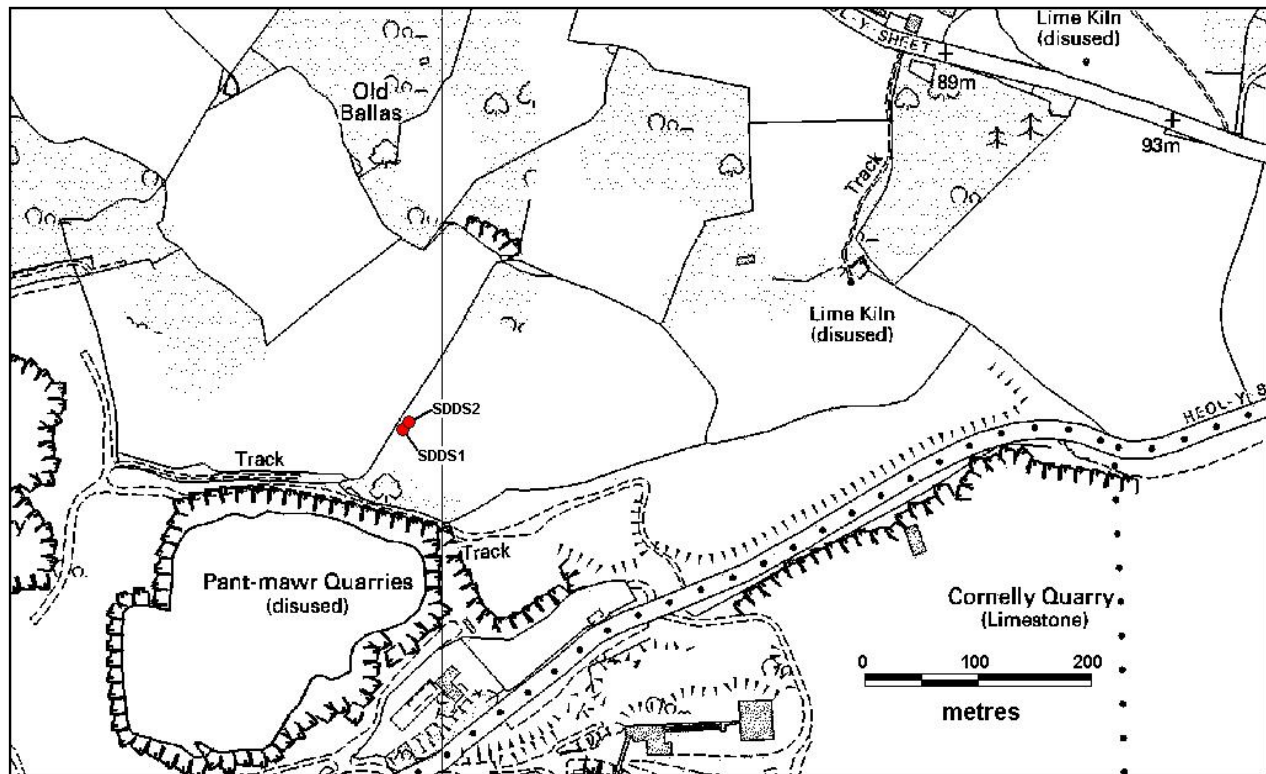


Figure 15: Location of surviving sites beyond the airfield boundary.

ID No	SDDS1
PRN	07386m
Name	UNKNOWN STRUCTURE
NGR	SS 82963 80391
On Air Ministry Plan	-
MoD Building No	-
Drawing No	-
In Use	No

Description A squat square brick structure roughly 5x5ft, with flat concrete roof similar in form to a MT Petrol installation building (see Innes, 1995, 123). The structure has no windows or ventilation except for a double course of airbricks, visible just below the roofline on either side. The structure has a single entranceway that is capped with a concrete lintel. The remains of bolts that held the top door hinge still survive.

The internal space is equally devoid of features, except for four rows of small rectangular recesses in the brick walls that may have held shelving (?). This feature is associated with PRN 07387m, which is located just to the north.

Both of these features are located approximately 650m to the north west of the main airfield perimeter.

Condition	Damaged
Condition rating	Fair
Period	Modern

Group Value No
Form Building
Associated PRN sites 07387m
Linked to airfield function? Not known
Of technical/Structural interest? No
Historical association? No



Plate 54: Front elevation of unknown building PRN 07386m.

ID No	SDDS2
PRN	07387m
Name	UNKNOWN STRUCTURE
NGR	SS 82968 80398
On Air Ministry Plan	-
MoD Building No	-
Drawing No	-
In Use	No
Description	PRN 07387m is in all respect the same as PRN 07386m just more substantial. The internal space is once again empty, however, the rectangular recesses in this structure have wooden blocks surviving within them which are flush to the wall and therefore may not have possibly been used for shelving as originally thought. A single reinforcing iron roof joist runs northwest/southeast to support the cast concrete roof. The wooden beams incorporated into the roofs construction are clearly visible and survive remarkable well. The structure is located approximately 650m to the north west of the main airfield perimeter.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	07386m
Linked to airfield function?	Not known
Of technical/Structural interest?	No
Historical association?	No



Plate 55: Structure PRN 07387m with PRN 07386m to the left

4.2.2 Overspill Accommodation Sites

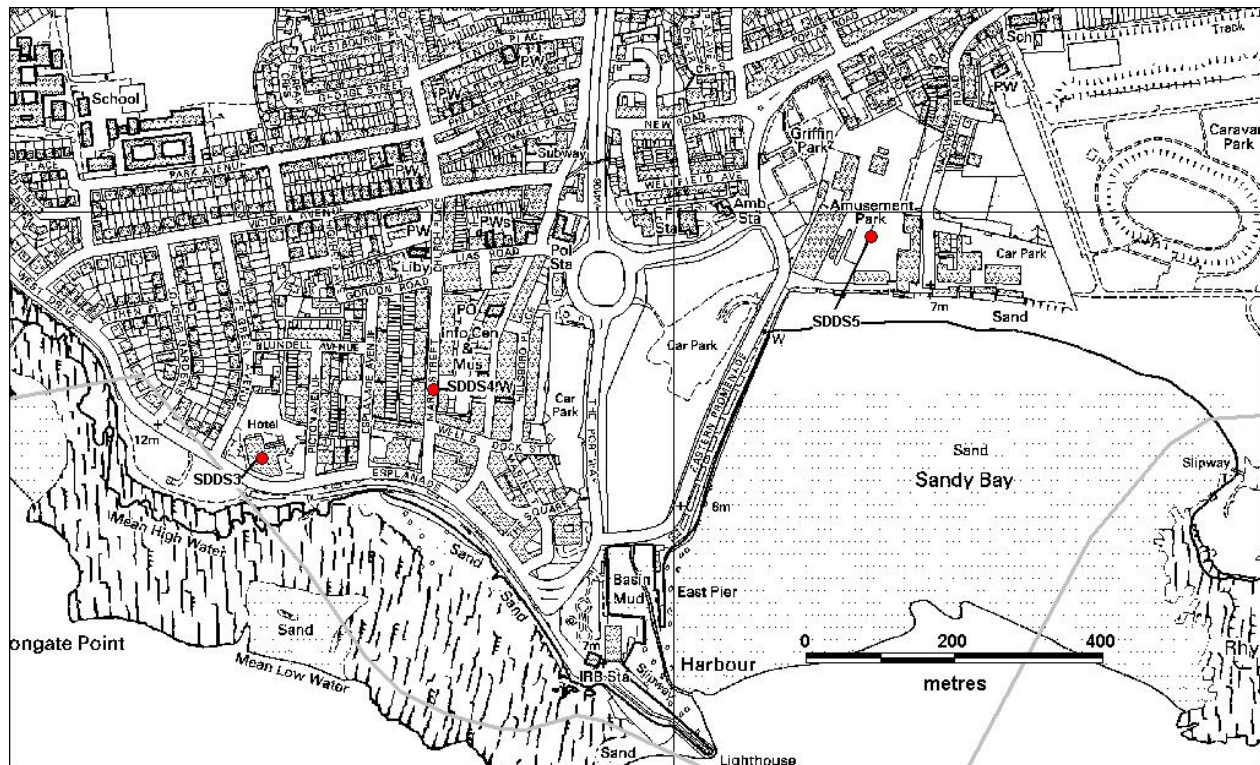


Figure 16: Sites utilized by the Air Ministry to house RAF personnel.

ID No	SDDS3
PRN	07387m
Name	Seabank Hotel
NGR	SS 81442 76668
On Air Ministry Plan	No
MoD Building No	-
Drawing No	No
In Use	Yes
Description	The Seabank Hotel, Porthcawl was used as accommodation for 37 Officers from No.2 Flying Training School from the latter stages of 1939. One of the Officers billeted there was the CO, Flying Wg Cdr Ira 'Taffy' Jones, DSO, MC, DFC, MM, a First World War veteran who had had forty kills over Flanders to his name, and who on the 10th July 1940 single-handily attacked a Ju88 armed only with his Very signal pistol*. The building is still a functioning hotel and therefore its condition for the project is converted. *A Very Pistol, was a hand held device which fired flares of different colours depending on the situation into the air as a signal to pilots and personnel
Condition	Converted
Condition rating	Converted
Period	Modern
Group Value	No

Form Building
Associated PRN sites 06827w,
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? Yes



Plate 56: The Seabank Hotel (lower centre of image). Used for Officer accommodation during the Second World War. Aerial photograph taken 31st January 1942. Image courtesy Welsh Government Photographic Archive

ID No	SDDS4
PRN	07388m
Name	MARY STREET, PORTHCAWL
NGR	Multiple (centred on SS 81673 76761)
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	Yes
Description	Properties in Mary Street were used as accommodation for airmen of No. 23 Air Gunnery and No.8 Observer Courses from 1941. Tensions between the aircrews billeted in these properties and their landlords became frayed in the run up to the summer months, as the threat of eviction in order to make way for higher paying holidaymakers became an issue. The Porthcawl Town Council stepped in to stop property owners from carrying out this action.
Condition	Near Destroyed
Condition rating	Near Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	-
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No

ID No	SDDS5
PRN	07389m
Name	CONEY BEECH FAIRGROUND
NGR	SS 82264 76969
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	Yes
Description	Buildings at Coney Beech Fairground, Porthcawl were taken over in late October, early November 1940 to accommodate the every increasing number of personnel attending the Air Gunner and Air Observer courses at RAF Stormy Down.
Condition	Converted
Condition rating	Converted
Period	Modern
Group Value	No
Form	Funfair
Associated PRN sites	
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 57: Coney Beach Funfair: used as accommodation for airmen during 1940 onwards. Aerial photograph taken. 31st January 1942. Image courtesy Welsh Government Photographic Archive

4.2.3 RAF Stormy Down Defences

One result of the frequent adjustments to airfield defence policy between 1940 and the end of the Second World War is that the defences themselves contain a distinct chronology of change (Dobinson, 1998, 47). In his report on Twentieth Century Defences (1998) Dobinson suggests that there are five structural phases to the development of airfield defences. These being:

- i. Phase 1: this ran from mid May 1940 until the following month, when defences were based largely upon earthwork weapon pits and elementary emplacements for Lewis guns of dual AA and ground defence role.
- ii. Phase 2: started in June 1940 and witnessed airfield defences running in tandem with the national system of anti-invasion measures, as set out by General Ironside. This phase is primarily characterised by the introduction of pillboxes, but in numbers governed by no generally defined plan.
- iii. Phase 3: marked by the issue of the Taylor Report at the end of September 1940. The report divided airfields into three main classes according to the scale of attack they were likely to meet. (Stormy Down is classed as a). For the first time airfield defences were conceived as part of a national strategy and definite scales of building were laid down.
- iv. Phase 4: being the least distinct, and embraces a host of changes and adjustments visible from the autumn of 1941. The abandonment of pillboxes is its chief characteristic, together with the introduction of several new structures on a national scale, of which the standardised Air Ministry battle headquarters (BHQ) and the spigot mortar are the most evident. Phase 4 also saw the increasing acceptance of flexibility in infantry defence generally, the gradual outward extension of defences, and a move away from the static layouts - and tactics that were implemented during the summer of 1940.
- v. Phase 5: the final phase was active from the summer of 1942 and saw the RAF Regiment reaching further still into the airfields hinterlands.

A consequence of these developments is that airfield may contain traces of several different phases of works, the number depending upon when the station was built. Pre-war airfields would have passed through all 5 phases, whilst stations opened in the final two years of war should have seen only one.

RAF Stormy Down under the Taylor Report is a Class I station and therefore its pillboxes were to be arranged in two sets. Outer pillboxes commanded fields of fire into the station's hinterland, engaging parachutists and perhaps some of the troop-carrying aircraft, and covered aircraft dispersal points beyond the perimeter. Inner pillboxes, not more than half a mile apart and usually on the airfield boundary, protected the landing-ground itself by mutually supporting fire, engaging troop-carriers with small rifles and light automatics. Outer pillboxes in particular could be fashioned from existing buildings, loop-holing walls and hardening carcasses to produce firm and naturally camouflaged strong points (Dobinson, 1998, 51).

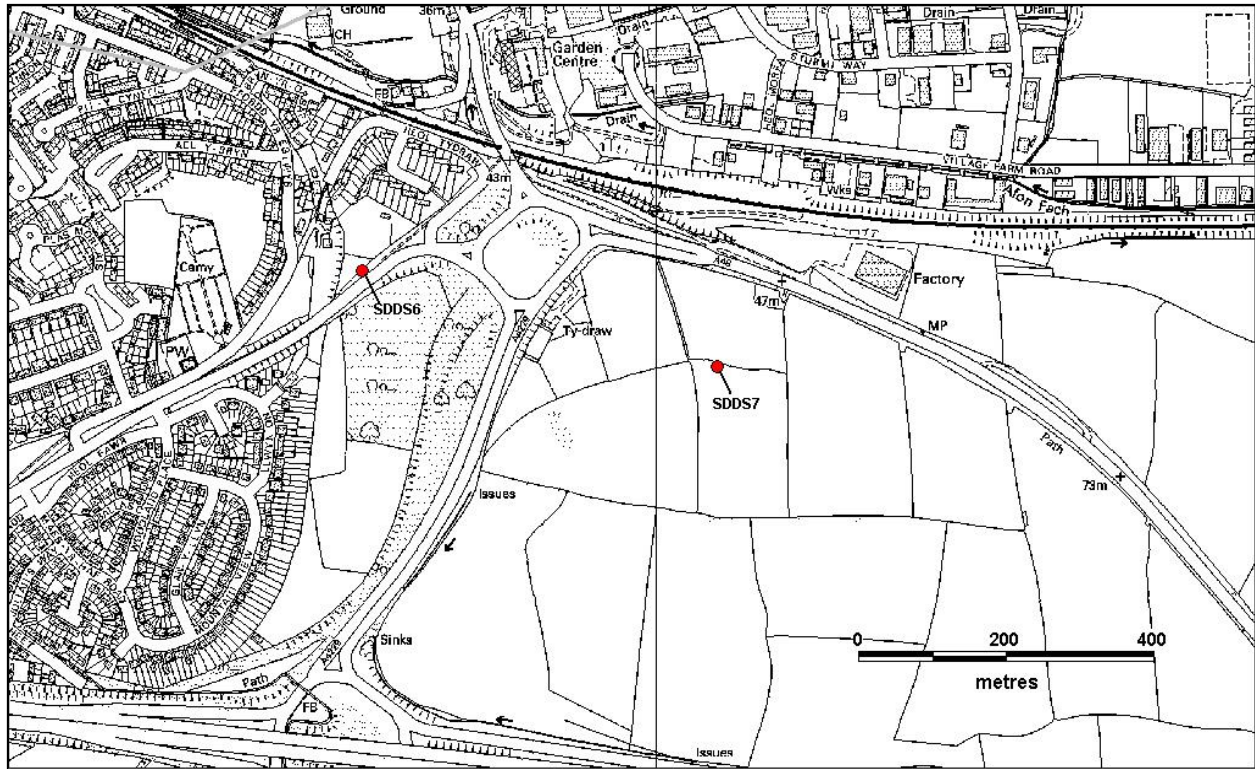
(i) North Eastern Defences

Figure 17: Two fixed defence sites to the north of the airfield

ID No	SDDS6
PRN	07390m
Name	MACHINE GUN POST (I)
NGR	SS 82600 81732
On Air Ministry Plan	Yes
MoD Building No	-
Drawing No	Yes
In Use	No
Description	A brick built rectangular machine gun post located at the top of a step incline standing guard over the roadway below. The machine gun post has 2 embrasures to the east, 4 on the south eastern elevation and 1 to the west. The 4 southeast facing embrasures resemble simple linear slits (2 large, 2 small) with no concrete or brick surrounds, however, once inside these features are actually angled down at a 45 degree slope and are concrete lined, providing the defender with a broad field of fire on to the enemy below. There is no internal ricochet wall. The structure has a blast door type entrance to its eastern side and sits upon a reinforced concrete pad. The interior is flooded.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes

Form Other structure

Associated PRN sites 02039m

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No



Plate 58: The southeast facing elevation of PRN 07390m.

ID No	SDDS7
PRN	02039m
Name	MACHINE GUN POST (II)
NGR	SS 83081 81602
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A lozenge shaped brick built pillbox located at the top of a slight incline over looking the main road, 120m to the north. The structure has a single embrasure on each of its faces, except the front elevation, which has 2. All the embrasures are simple brick slits. The interior of the pillbox is entered via a blast door feature, that also has a single embrasure. Once inside a second small entrance takes you into the interior, which has no ricochet structure. On the roof of this second smaller entrance there has been inscribed the date '15-7-40'.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07390m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 59: The front elevation of the machine gun post PRN 02039m

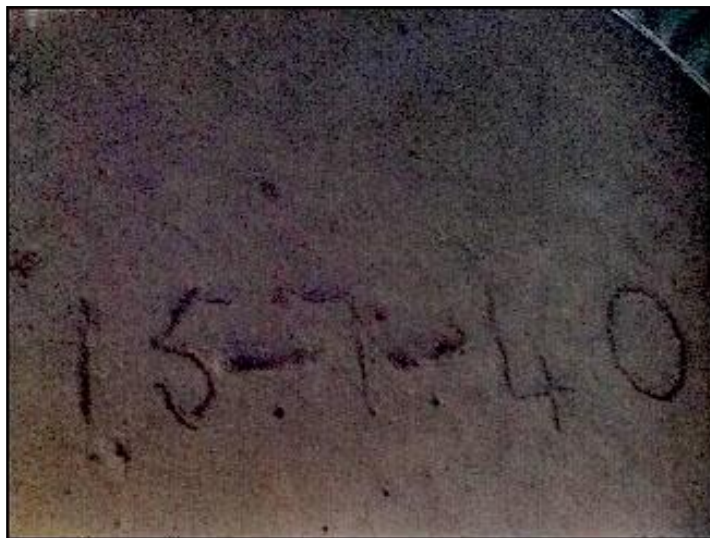


Plate 60: Graffiti on the machine gun posts internal roof.

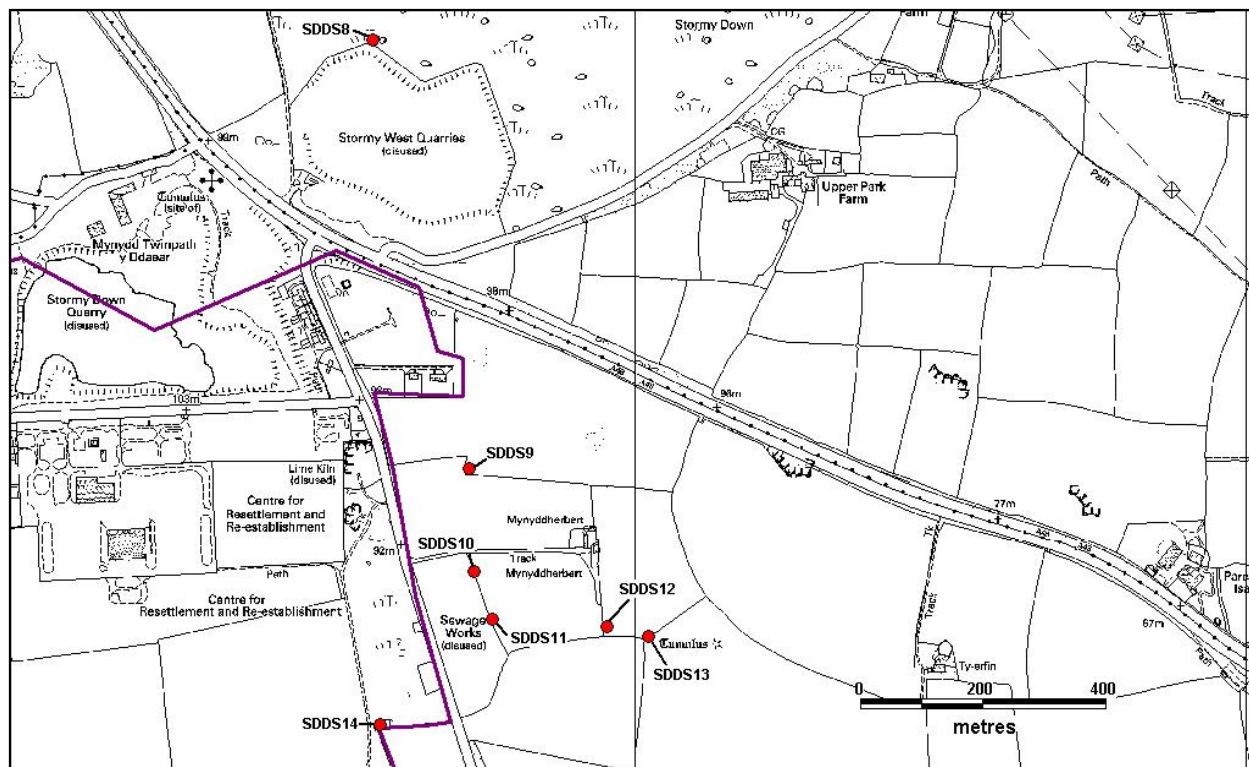
(ii) Eastern Perimeter Defences

Figure 18: Location of the surviving eastern perimeter defences.

ID No	SDDS8
PRN	07391m
Name	KLEINKAMPFANLAGEN (small combat systems)
NGR	SS 84570 80820
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A feature recorded as 'Kleinkampfanlagen' on the Luftwaffe aerial reconnaissance plan of RAF Stormy Down dated 3 rd May 1941. The vast majority of the airfields perimeter defences are noted on the plan.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Documents
Associated PRN sites	07392m, 07393m, 07394m, 07395m, 07396m, 07397m, 07398m, 07399m, 07400m, 07401m, 07402m, 07403m
Linked to airfield function?	No
Of technical/Structural interest?	No

Historical association? No

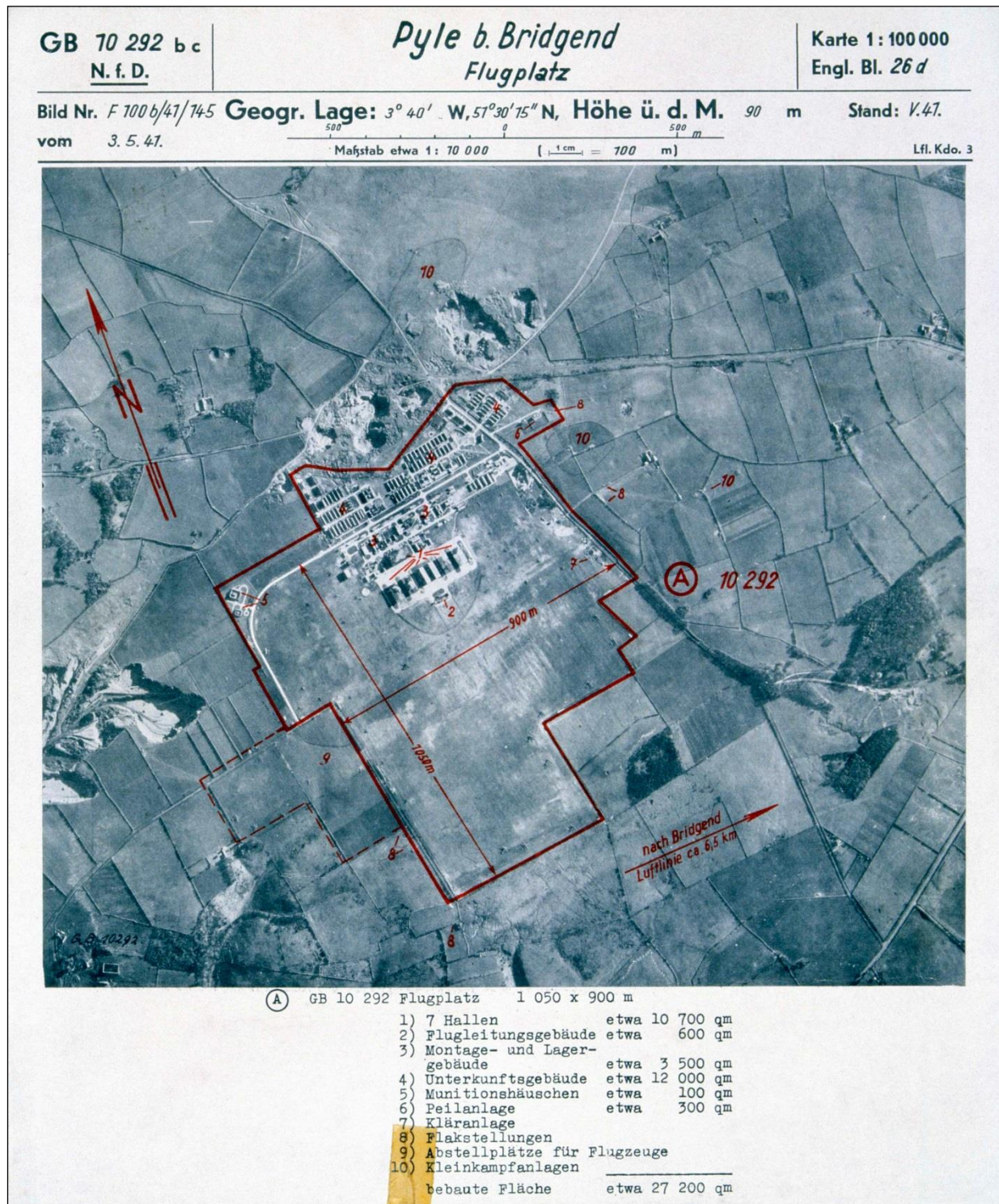


Plate 61: Annotated Luftwaffe aerial reconnaissance photograph of RAF Stormy Down.

Image courtesy of Mr Derek Elliot.

ID No	SDDS9
PRN	07392m
Name	LOOP-HOLED WALLS
NGR	SS 84726 80115
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A defensive structure constructed into the corner of a field boundary. The feature consists of two separate loop-holed walls set at right angles (aligned north/south, east/west) and constructed from concrete blocks and topped with a band of red clay brick. The north/south aligned wall was originally part of a much longer field boundary, which has at some point been demolished. The wall is equipped with 5 embrasures for rifle and 1 stepped west facing embrasure for machine gun. The east/ west aligned wall is equipped with 3 rifle and 1 machine gun stepped south facing embrasures. A slight recess at the eastern end of this wall was possibly used to store the ammunition boxes that would feed the weapons. This feature like the majority at RAF Stormy Down were constructed by the Royal Engineers.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07391m, 07393m, 07394m, 07395m, 07396m, 07397m, 07398m, 07399m, 07400m, 07401m, 07402m, 07403m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 62: Loop-holed wall. (Inset) Detail of the embrasures.

ID No	SDDS10
PRN	07393m
Name	FLAKSTELLUGEN
NGR	SS 84740 79950
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	An earthen bank with the stubs of cast-iron railings protruding along the crest. The railings, set in pairs, are spaced at regular intervals along the spine of the bank. The mound forms part of a linear hedgerow (aligned roughly north/south) and it is interesting to note that, along with a further section to the south (PRN 07394m), these are the only sections where the entire hedge line has been removed. This feature is recorded on the Luftwaffe aerial reconnaissance plan of RAF Stormy Down (3rd May 1941) as '<i>Flakstellugen</i>'. It is uncertain from what little remains as to the function of the feature.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07391m, 07392m, 07394m, 07395m, 07396m, 07397m, 07398m, 07399m, 07400m, 07401m, 07402m, 07403m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 63: The linear earthen bank with the remains of the cast-iron railings protruding from the top.

ID No	SDDS11
PRN	07394m
Name	UNKNOWN FEATURE
NGR	SS 84770 79870
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A gap in the linear hedgerown comprised of a short section of earthen bank, with the remains of cast-iron railings projecting from the top, and a longer section of drystone walling. Both of these features however sit on top of four courses of modern red brick. This feature may have been defensive, though from what little remains it is uncertain as to its actual function.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07391m, 07392m, 07393m, 07395m, 07396m, 07397m, 07398m, 07399m, 07400m, 07401m, 07402m, 07403m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 64: Remains of the earthen mound and drystone walling on top of the modern brick layer

ID No	SDDS12
PRN	07395m
Name	SECTION TRENCH
NGR	SS 84953 79858
On Air Ministry Plan	Yes
MoD Building No	-
Drawing No	-
In Use	No
Description	An L-shaped section trench with flat concrete roof constructed from a double skin of concrete blockwork with internal brick shuttering, packed with sand. The structure is aligned north/south with the entrance at its northern end. The section trench has 3 south facing embrasures, including one Turnbull mounting. There are 13 east facing embrasures, all for rifle, except for the central stepped embrasure, which was for machine gun. The west facing elevation is punctuated by 12 embrasures, including a second Turnbull mounting and stepped embrasure for machine gun. The site sits upon a slight elevation and looks west across the valley to the airfields hangars. The interior contains various examples of graffiti, with the most visible being on the bottom face of an embrasure on the western side. This is inscribed with the words '<i>HOLLAND BAARN C. LANGERHORST OOSTERSBAAT 93</i>', this text may represent the address of C. Langerhorst at Oosterstraat 93, Baarn, Utrecht, Holland. Langerhorst was in all probability part of Queen Wilhelmina's Royal Guard, who were stationed at Newton and provided the primary defence for the airfield.
Condition	Damaged
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07391m, 07392m, 07393m, 07394m, 07396m, 07397m, 07398m, 07399m, 07400m, 07401m, 07402m, 07403m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 65: The entrance to the section trench. View to the south.



Plate 66: Interior of PRN 07395m. Note the blockwork construction.



Plate 67: Evidence of past occupation. Contemporary graffiti on the interior of the structure.

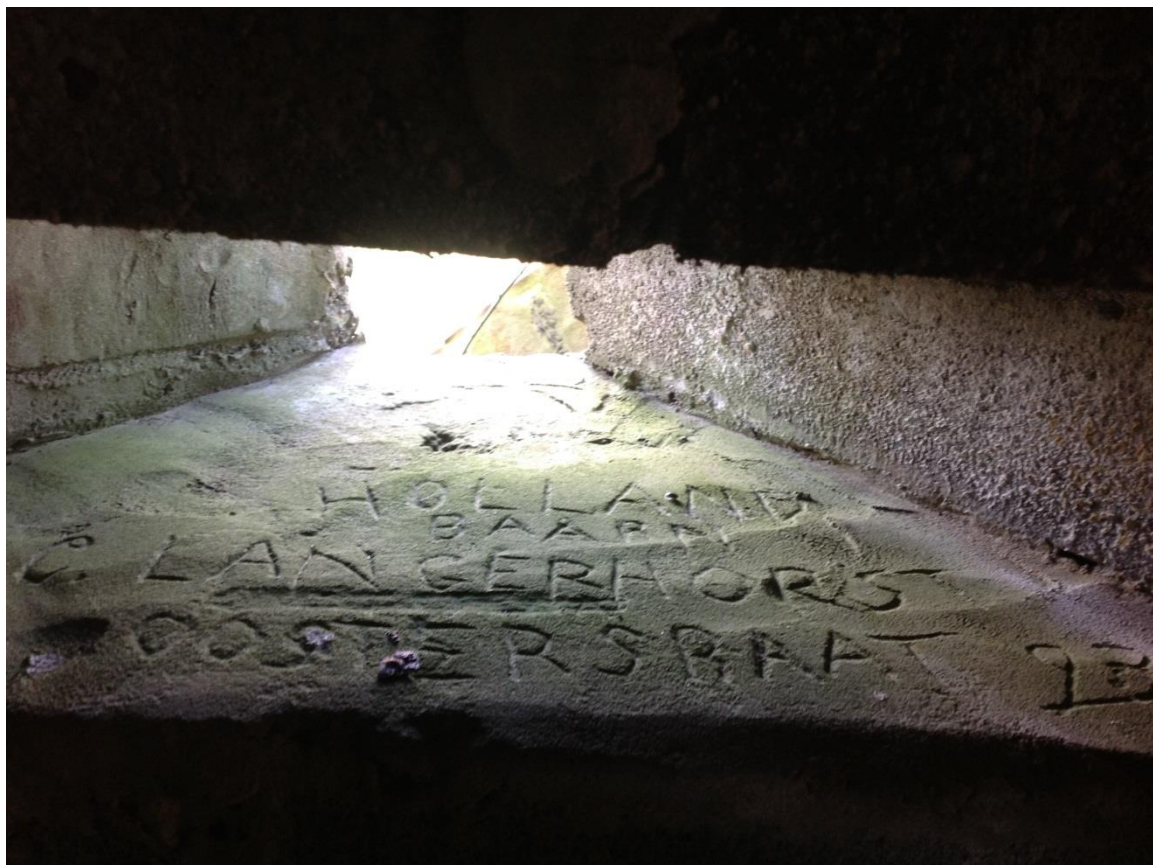


Plate 68: Dutch graffiti: A reminder of the men that protected the aerodrome during the 1940s

:

ID No	SDDS13
PRN	07396m
Name	UNKNOWN STRUCTURE
NGR	SS 85021 79841
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A block built structure located in the hedge line 70m to the east of the section trench (PRN07395m). The feature is heavily overgrown and difficult to identify. It is constructed from two varieties of blocks. The interior walls are made the pale yellow hollow terra cotta blocks (usually employed for internal partitions in Air Ministry buildings e.g. toilet and shower cubicles) and have been laid either vertically or horizontally. With the exterior wall being constructed from standard concrete blocks. The terra cotta blocks were made by a number of companies and each had their own patented shapes, but a general feature is that the blocks are keyed with parallel tenon and grooves for jointing, allowing for the minimum amount of Portland cement mortar. The walls stands approx 1m above the surrounding ground surface and the site looks north over the sloping field down to A48 road and south over the local hill top. A single small embrasure is visible on the features eastern corner. This feature may have been defensive, though from its present condition it is uncertain as to its actual function.
Condition	Near destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07391m, 07392m, 07393m, 07394m, 07395m, 07397m, 07398m, 07399m, 07400m, 07401m, 07402m, 07403m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 69: Hollow terra cotta blocks (usually employed for internal partitions) have been used to construct this defensive feature.

ID No	SDDS14
PRN	07397m
Name	LAA EMPLACEMENT (I)
NGR	SS 84584 79698
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A low rectangular brick structure at the corner of a field boundary, to the south east of the airfields hangars. This Light anti-aircraft site comprises of a offset square well surrounded by a denuded external earthen bung. A dogleg protected entrance leads past a low flat concrete roofed munitions locker. The feature is heavily overgrown and the central well is filled with rubble so the existence of a machine gun fitting could not be confirmed. Qualified air gunners, armament instructors or tradesmen, manned the LAA emplacements. The anti-aircraft defences were supplemented with the use of ground instructional turret stands (aircraft gun turrets mounted on small carts with the necessary hydraulics powered by a petrol engine driven pump) (Cottrel, Nd, 18). During 1940-41 the airfield has 5 Frazer Nash, as seen on all the iconic bombers of the Second World War, i.e. Lancasters, Halifax's and Wellingtons and 1 Boulton and Paul, which were mounted on Defiants type of aircraft.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07391m, 07392m, 07393m, 07394m, 07395m, 07396m, 07398m, 07399m, 07400m, 07401m, 07402m, 07403m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 70: One of the surviving LAA emplacements at RAF Stormy Down.

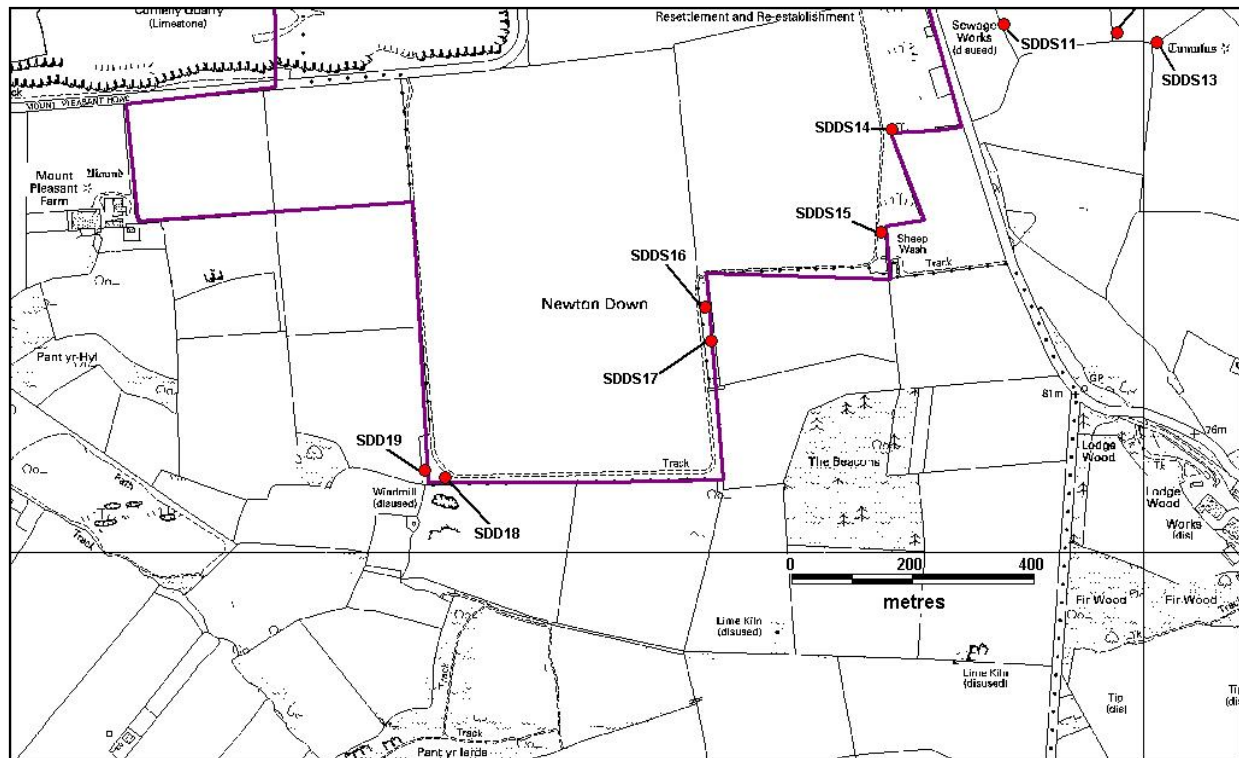
(iii) Southern Perimeter Defences

Figure 19: Location of the surviving southern perimeter defences

ID No	SDDS15
PRN	07398m
Name	TURNER HUT
NGR	SS 84560 79530
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	The rear gable end of a Turners curved asbestos hutting structure. These buildings looked like the Nissen type of huts, but were without any internal framework.
Condition	Near Destroyed
Condition rating	Very bad
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07391m, 07392m, 07393m, 07394m, 07395m, 07396m, 07397m, 07399m, 07400m, 07401m, 07402m, 07403m
Linked to airfield function?	No
Of technical/Structural interest?	No

Historical association? No



Plate 71: Remains of the rear end of a Turners curved asbestos hutting structure.

ID No	SDDS16
PRN	07399m
Name	MUNITIONS STORE
NGR	SS 82470 79410
On Air Ministry Plan	-
MoD Building No	-
Drawing No	-
In Use	No
Description	A semi-sunken munitions store associated with the LAA emplacement (PRN 07400m) that lies to the south. The square interior is concrete lined and the shelters exit has a set of rungs instead of a ladder. The earthen covering and internal structure remains intact, however, the protruding brick exit hatch along with the entrances flanking walls have damage to their exposed brickwork.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07391m, 07392m, 07393m, 07394m, 07395m, 07396m, 07397m, 07398m, 07400m, 07401m, 07402m, 07403m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 72: (Above) The brick escape hatch at the southern end of the munitions store. (Right) The Interior of the store. Note the 'C' ring style rungs at the rear of the structure.

ID No	SDDS17
PRN	07400m
Name	LAA EMLACEMENT (II)
NGR	SS 84584 79698
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A Light anti-aircraft emplacement similar in layout and construction to PRN 07397m, which is located to the northeast. The site consists of a low rectangular brick structure with an offset square well surrounded by an external earthen bung. A dogleg protected entrance leads past a low flat concrete roofed munitions locker/shelter. The structures walls are overgrown, but the site is in an excellent state of preservation. The gun pit is full of leaf litter and vegetation and the presence of a machine gun mount could not be confirmed. Qualified air gunners, armament instructors or tradesmen, manned the LAA emplacements. The anti-aircraft defences were supplemented with the use of ground instructional turret stands (aircraft gun turrets mounted on small carts with the necessary hydraulics powered by a petrol engine driven pump) (Cottrel, Nd, 18). During 1940-41 the airfield has 5 Frazer Nash (as seen on all the iconic bombers of the Second World War, i.e. Lancasters, Halifax's and Wellingtons) and 1 Boulton and Paul (these were mounted on Defiants).
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07391m, 07392m, 07393m, 07394m, 07395m, 07396m, 07398m, 07399m, 07401m, 07402m, 07403m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 73: Interior of the LAA emplacement PRN 07400m

ID No	SDDS18
PRN	07401m
Name	TYPE FW3/26 VARIANT PILLBOX
NGR	SS 83840 79120
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	Type FW3/26 cast concrete pillbox. A single stepped brick embrasures is visible, this face out to the south. The other embrasures face to the east and west and would have provided external cover for the airfield. The pillbox is revetted into the hillside, with the frontal elevation being semi sunken, as the topography slopes away to the south. The entrance is to the rear of the western side and is also semi-sunken, and flanked by blast walls. This is now filled with rubble making access to the interior impossible; however, the internal space was visible through one of the exposed embrasures. Nevertheless, as the interior was not visited the internal condition is listed as unknown. The feature is now heavily overgrown, with the majority of it buried beneath a mound of earth. This type of pillbox is square in plan and approximately of 1.8m (6ft) side internally. The walls are often 0.45m (1ft 6inches) thick, with a single embrasure per wall, except for the wall that contains the entrance.
Condition	Near Destroyed
Condition rating	Near Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07391m, 07392m, 07393m, 07394m, 07395m, 07396m, 07398m, 07399m, 07400m, 07402m, 07403m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 74: The south facing embrasure of the type FW3/26 pillbox..

ID No	SDDS19
PRN	07402m
Name	SEMI-SUNKEN STRUCTURE
NGR	SS 83810 79140
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A semi-sunken structure of unknown use, possibly associated with the pillbox (PRN 07401m) that lies to the east. This structure, aligned north/south, resembles an ordnance shelter, having a square concrete lined interior with no escape ladder, but a set of stepped rungs against the end wall (now removed). A series of three circular cast iron pipe air vents pierce the roof, and stand proud of the earthen bung above. The entrance to the feature is located midway along the northern side and has been partially in filled with rubble. The earthen covering remains intact, however, the protruding double brick exit hatch has lost the majority of its concrete cladding and shows signs of damage to the exposed brickwork top.
Condition	Near Destroyed
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07391m, 07392m, 07393m, 07394m, 07395m, 07396m, 07398m, 07399m, 07400m, 07401m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 75: The western end of the structure, showing the escape hatch.

4.2.4 RAF Stormy Down Training Ranges

(i) Margam Air-to-Ground Training Range

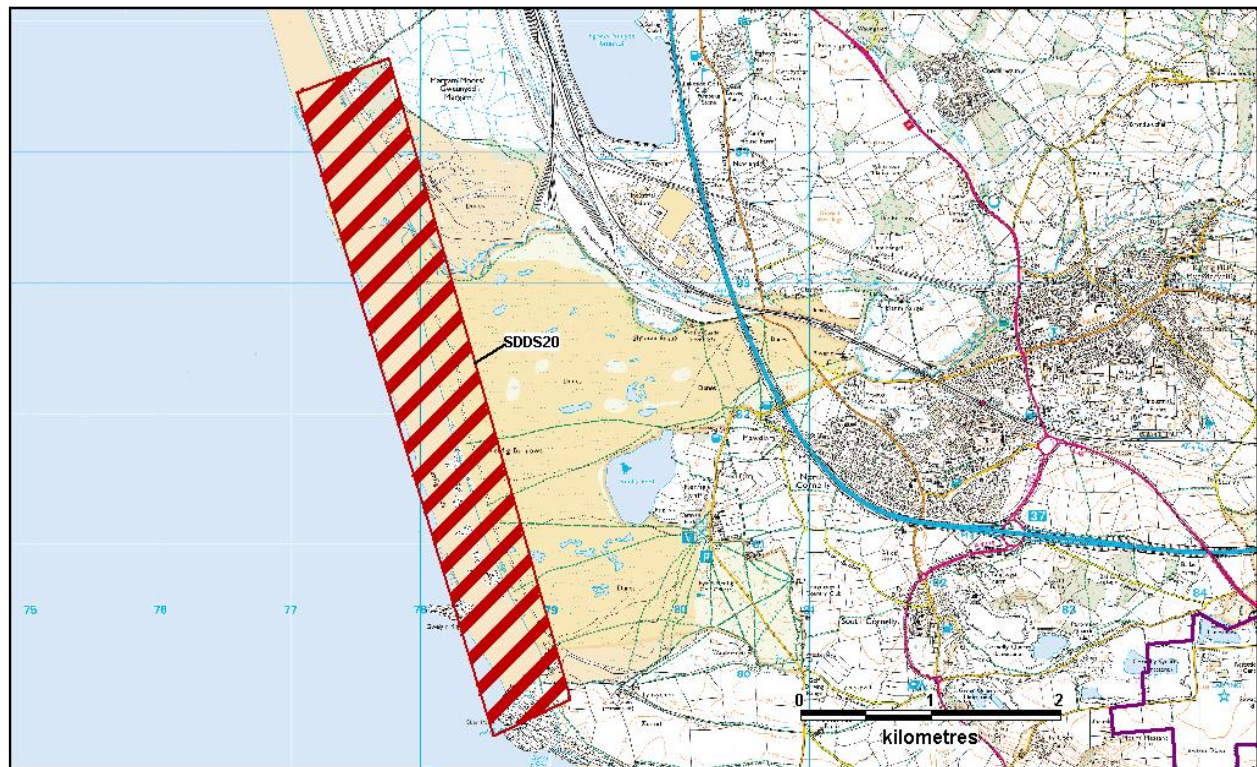


Figure 20: Margam air-to-ground training range shown in red stripes (PRN 07403m)

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ID No	SDDS20
PRN	07403m
Name	MARGAM AIR-TO-GROUND TRAINING RANGE
NGR	Multiple (centered at SS 78140 82230)
Air Ministry Plan?	No
In Use	No
Description	Ever since the inception of No.9 Armament Training Station on the 24 th April 1939 Sker beach and Margam Sands have been used as an air-to-ground training range. The range consisted of four 3.4m sq (10ft sq) screen targets, situated north/south from Margam to Sker, with Roman numerals marked 1 to 4 set out on the edge of the dunes. When the tide was out 8 fabric targets were laid out on the beach instead. A further 4 portable targets, marked A to D, were set on the beach for grouping practice (Jones, 2007, 154).
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes

Form Training Range

Associated PRN sites 07404m, 07405m, 07406m, 07407m, 07408m, 07409m, 07410m, 07411m, 00900m

Linked to airfield function? Yes

Of technical/Structural interest? No

Historical association? No

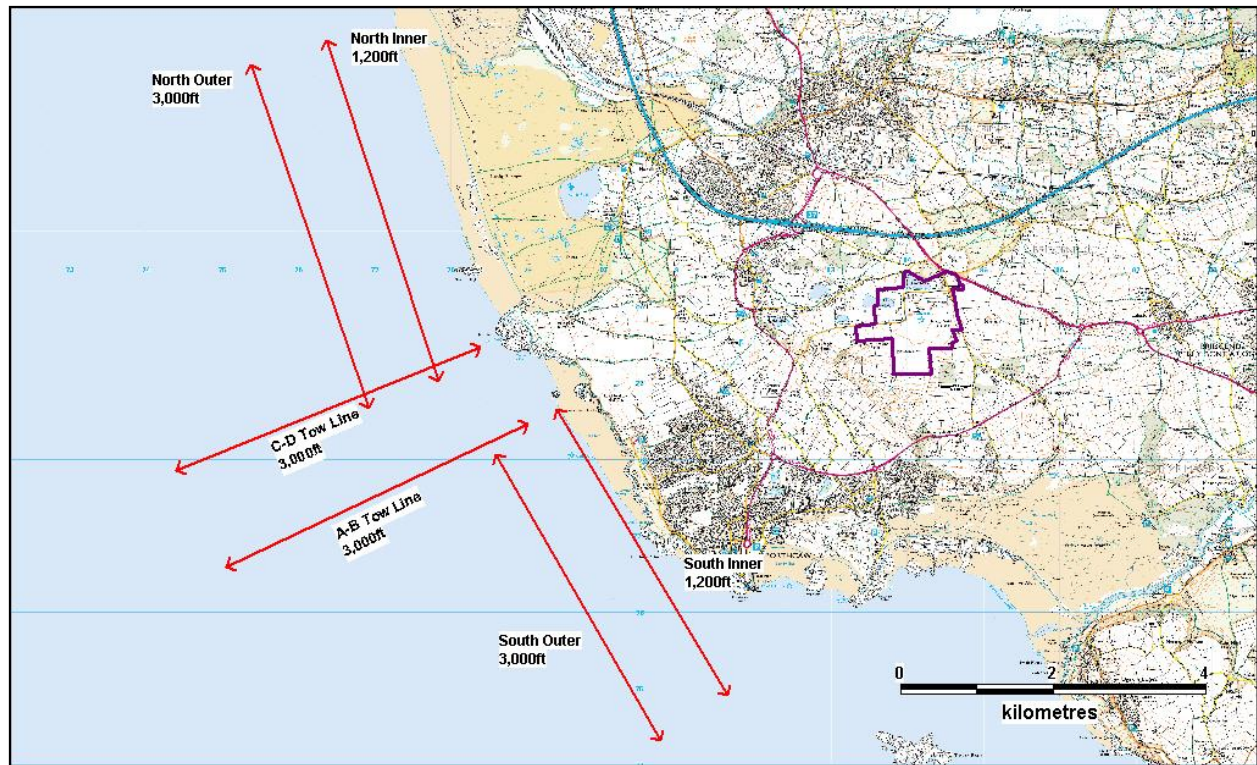
(ii) Margam Air-to-Air Training Range

Figure 21: Margam air-to-air training tow-lines shown in red stripes (PRN 07404m)

ID No SDDS21

PRN 07404m

Name MARGAM AIR-TO-AIR TRAINING RANGE

NGR Multiple (centered at SS 78200 78600)

Air Ministry Plan? No

In Use No

Description The air-to-air firing was carried out over the Bristol Channel. A conical sleeve, or drogue, was towed by aircraft which was then dropped so that the trainees could check their aim.

The North Inner (1,200ft) ran from Rest Bay to Port Talbot, while the North Outer (3,000) ran parallel to it, but further out. The South Inner (1,200ft) was from Newton to Nash Point, the South Outer (3,000ft) was parallel to it, but out to sea. These were flown in a figure of eight pattern, the gunnery aircraft always on the landward side and firing out to sea.

The north C-D and south A-B lines (3,000ft) ran at right angles to the land from Sker and from Ogmere-by-Sea, their directions indicated by a large marker arrow on the ground (see PRN 07405m and PRN 7408m) (Cottrel, Nd, 37).

Condition Destroyed

Condition rating Destroyed

Period	Modern
Form	Training Range
Associated PRN sites	07403m, 07405m, 07406m, 07407m, 07408m, 07409m, 07410m, 07411m, 00900m
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No

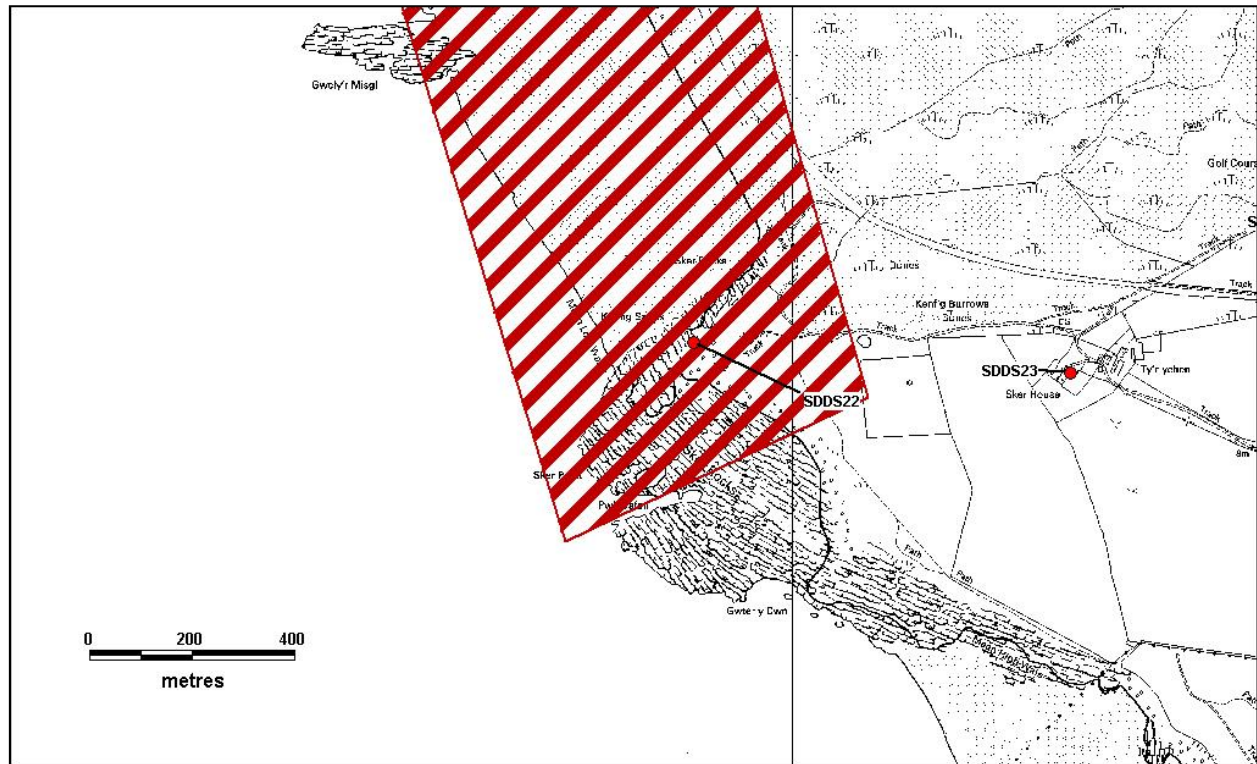


Figure 22: Surviving sites within the southern end of the training range area (shown in red stripes)

ID No	SDDS22
PRN	07405m
Name	SKER DIRECTIONAL ARROW (C-D TOW-LINE)
NGR	SS 78810 79910
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A large white arrow visible on an aerial photograph from 22nd October 1941. The arrow is around 27.4m long constructed from concrete poured into shuttered moulds. The arrow would have directed aircraft along the C-D tow-line.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07403m, 07404m, 07406m, 07407m, 07408m, 07409m, 07410m, 07411m, 00900m
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 76: Sker C-D Tow-line directional arrow visible on an aerial photograph from 22nd October 1941.

Image courtesy Welsh Government Photographic Archive

ID No	SDDS23
PRN	00900m
Name	SKER HOUSE AND DROGUE DROPPING ZONE
NGR	SS 79540 79850
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	Skер house was taken over by the Margam Range party from August 1940. It was the Range Party's job to recover the dropped target drogues, or socks from the drop zones. The drogues were dropped in the long field facing the house, instead of the previous location in the dunes. The Sker drop zone was used until August 1943, when it was decided to use land to the southeast side of RAF Stormy Down so that the results of the firing could be assessed more easily.
Condition	Converted
Condition rating	Converted
Period	Medieval
Group Value	Yes
Form	Building
Associated PRN sites	07403m, 07404m, 07405m, 07406m, 07407m, 07408m, 07409m, 07410m, 07411m,
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	Yes

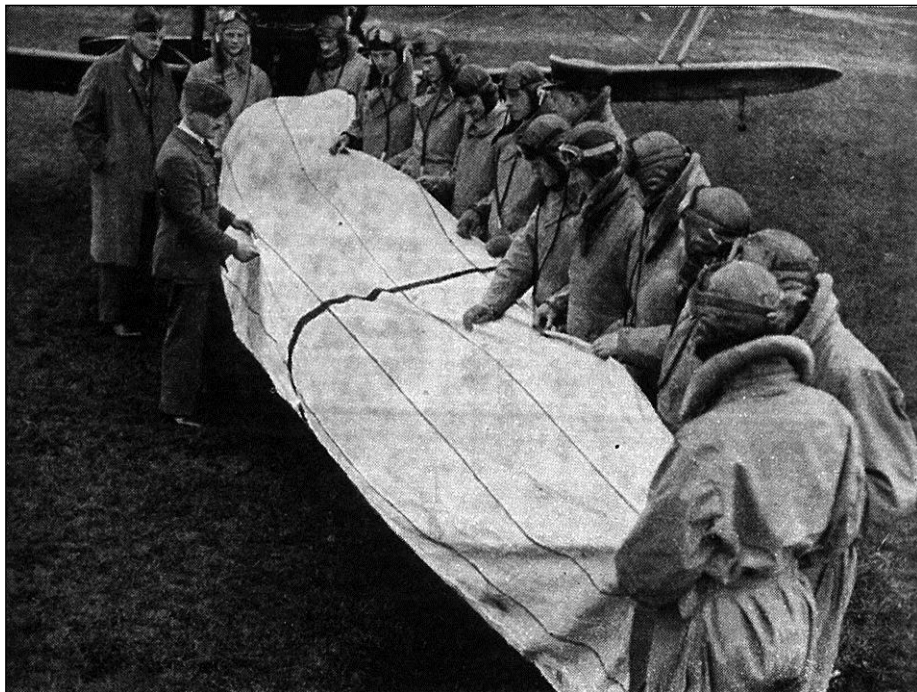


Plate 77: 'Checking their aim!' A drogue, or sock, being checked.

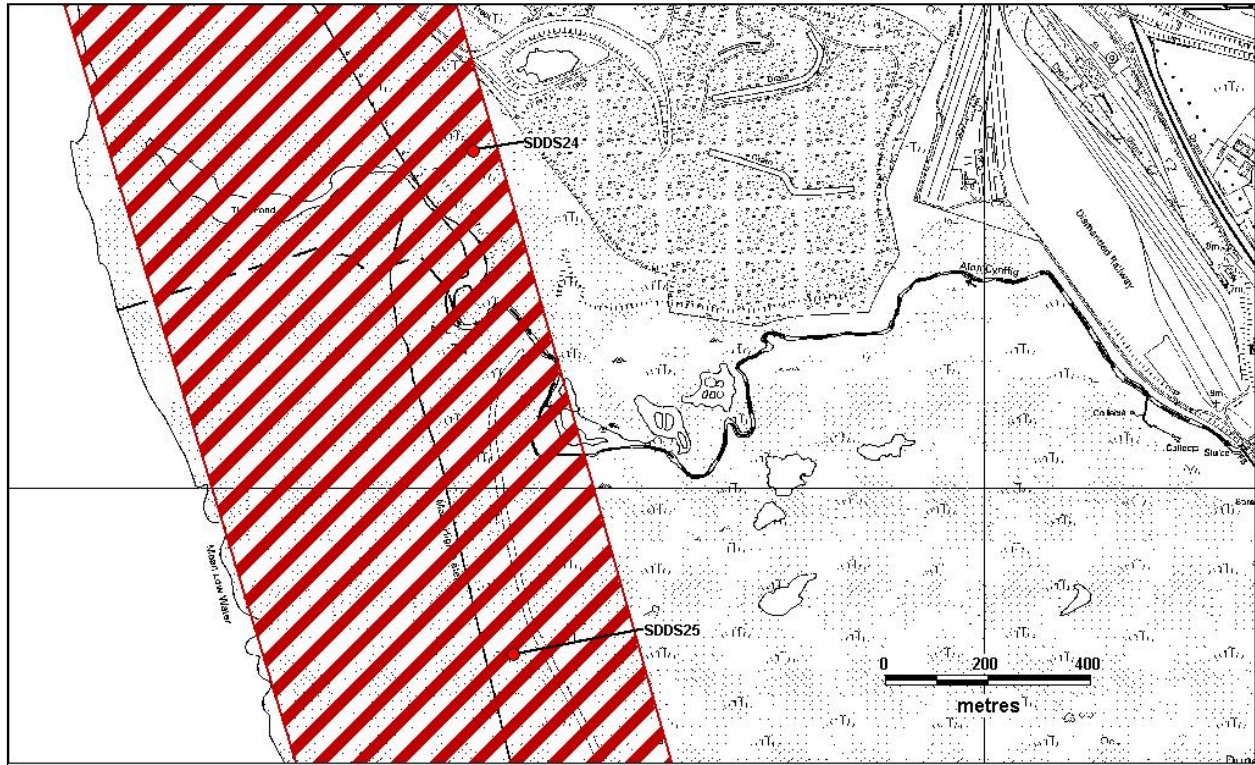


Figure 23: Surviving sites within the northern end of the training range area (shown in red stripes)

ID No	SDDS24
PRN	07406m
Name	QUADRANT TOWER
NGR	SS 78003 83656
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A tall rectangular two-storey concrete quadrant tower. The front elevation has an entranceway and small rectangular window, with a larger rectangular window located on the floor above. The side walls on both floors have small rectangular windows. Iron appendages of unknown use extrude from the outside of the building, just below the roofline. The building has lost all of its internal fitting and fixtures and is now basically a concrete shell. Its present jaunty angle, tilted forward and to the south, and location, at the foot of the dune, is due to it having slid down from the top of the dune it original occupied. These structures were built to observe the bombing runs on the Margam Sands bombing range (PRN 07400m) and report back to the aircraft on their accuracy.
Condition	Near Destroyed
Condition rating	Very Poor
Period	Modern
Group Value	Yes

Form Building

Associated PRN sites 07403m, 07404m, 07405m, 07407m, 07408m, 07409m, 07410m, 07411m, 00900m

Linked to airfield function? Yes

Of technical/Structural interest? Yes

Historical association? No



Plate 78: The remaining quadrant tower of the Margam training range: Not the angle of the building

ID No	SDDS25
PRN	07407m
Name	POSSIBLE OBSERVATION POST
NGR	SS 78080 82680
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	The remains of a concrete structure, possibly an observation post within the dunes at Margam. The site is spread from the top to the base of the dune and includes significant pieces of structural concrete, along with an eclectic mix of period material from a drainpipe downspout, light bulb fittings, glass, and .303 rounds.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07403m, 07404m, 07405m, 07406m, 07408m, 07409m, 07410m, 07411m, 00900m
Linked to airfield function?	Unknown
Of technical/Structural interest?	No
Historical association?	No



Plate 79: One of the large pieces of concrete that may once have been an observation post.

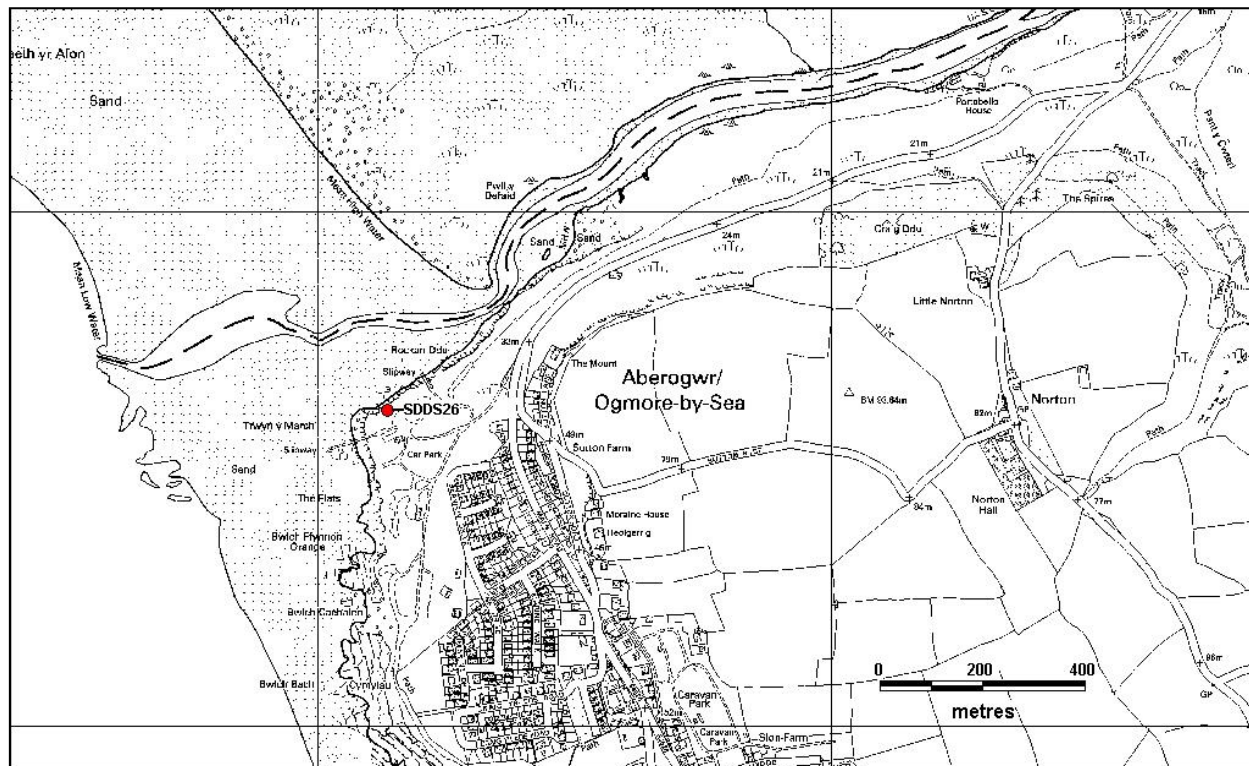


Figure 24: The site of the Ogmore-by-Sea A-B Tow-line directional arrow

ID No	SDDS26
PRN	07408m
Name	OGMORE-BY SEA DIRECTIONAL ARROW (A-B TOW-LINE)
NGR	SS 86130 75610
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A large white arrow visible on an aerial photograph from 3rd September 1940. The arrow is around 27.4m long constructed from concrete poured into shuttered moulds. It has been suggested that the remains of the shaft and left hand barb were still visible up until 2009. The arrow would have directed aircraft along the A-B tow-line.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07403m, 07404m, 07405m, 07406m, 07407m, 07409m, 07410m, 07411m, 00900m
Linked to airfield function?	Yes
Of technical/Structural interest?	No

Historical association? No



Plate 80: Ogmore A-B Tow-line directional arrow visible on an aerial photograph from 3rd September 1940. Image courtesy Welsh Government Photographic Archive

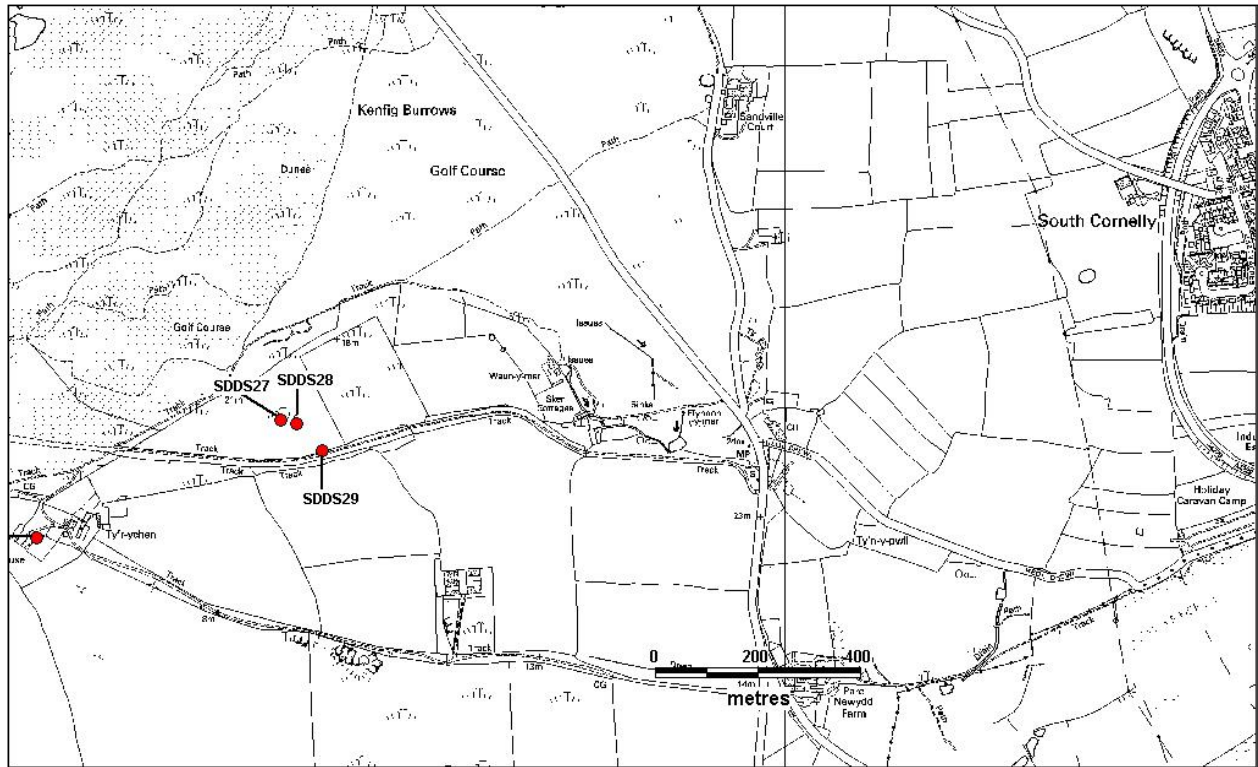


Figure 25: Location of features PRN 07409m, 07410m and 07411m

ID No	SDDS27
PRN	07409m
Name	UNKNOWN CONCRETE APRONS
NGR	SS 80014 80077
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	The remains of 2 concrete aprons of unknown use. Apron 1 is rectangular in plan and measures. 5.7m x 2.1m (approx), while apron 2 is square in plan and measures 3.6m x 2.4m (approx). Both structures may possible be associated with a large linear earthen bank (PRN 07410m) located a short distance to the east.
Condition	Near Destroyed
Condition rating	Near Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07403m, 07404m, 07405m, 07406m, 07407m, 07408m, 07410m, 07411m, 00900m
Linked to airfield function?	Unknown
Of technical/Structural interest?	No

Historical association? No



Plate 81: Remains of the 2 concrete aprons with the earthwork PRN 07410 in the background.

ID No	SDDS28
PRN	07410m
Name	LINEAR EARTHWORK
NGR	SS 80046 80071
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A substantial linear earthwork orientated north/south. The earthen mound is around 38m long x 7.3m across at its widest point. The lower elevations on the western side are reverted by a course concrete face with inclusion of large natural boulders and brick. The purpose of the structure is unknown, but may be associated with the concrete aprons (PRN 07409m) that are located to the west.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Earthwork
Associated PRN sites	07403m, 07404m, 07405m, 07406m, 07407m, 07408m, 07409m, 07411m, 00900m
Linked to airfield function?	Unknown
Of technical/Structural interest?	No
Historical association?	No



Plate 82: Two views of the earthwork.

(Above) View to the northwest.

(Right) Revetment along west facing elevation.

ID No	SDDS29
PRN	07411m
Name	UNKNOWN SQUARE APRON
NGR	SS 80096 80018
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A small square concrete apron possible associated with PRN 07410m and 07409m.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07403m, 07404m, 07405m, 07406m, 07407m, 07408m, 07409m, 07410m, 00900m
Linked to airfield function?	Unknown
Of technical/Structural interest?	No
Historical association?	No



Plate 83: A small square concrete apron of unknown use.

4.2.5 Air Sea Rescue Marine Craft Unit

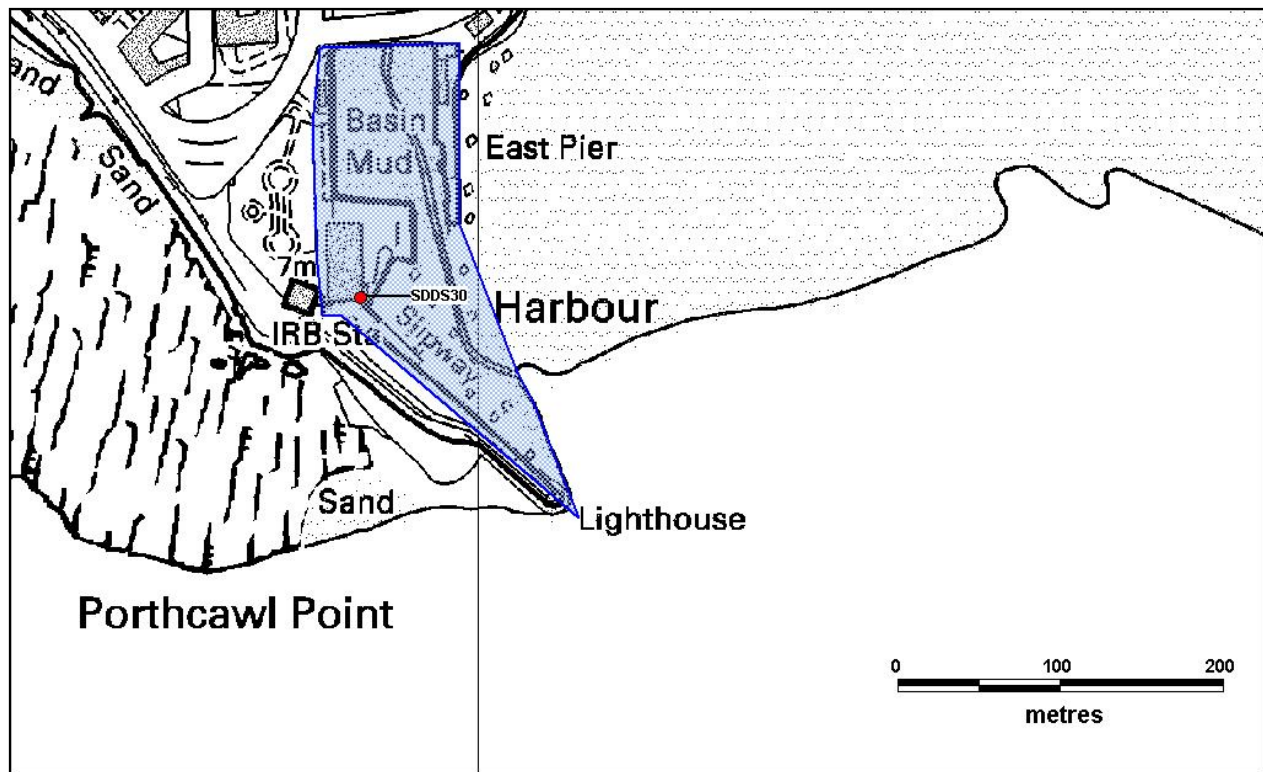


Figure 26: Surviving sites within Marine Craft Section area (shown in blue).

ID No	SDDS30
PRN	02364m
Name	Jennings Warehouse, Porthcawl
NGR	SS 81925 76397
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	The warehouse originally belonged to one of the earliest railway companies connected with the South Wales Iron industry. During the Second World War the building became home to the Marine Craft Section of the Air Gunnery School (AGS).
Condition	Converted
Condition rating	Converted
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	-
Linked to airfield function?	Yes
Of technical/Structural interest?	No

Historical association? Yes



Plate 84: Air Sea Rescue Marine Craft Unit HQ

4.3 No. 6 Satellite Landing Ground St Brides

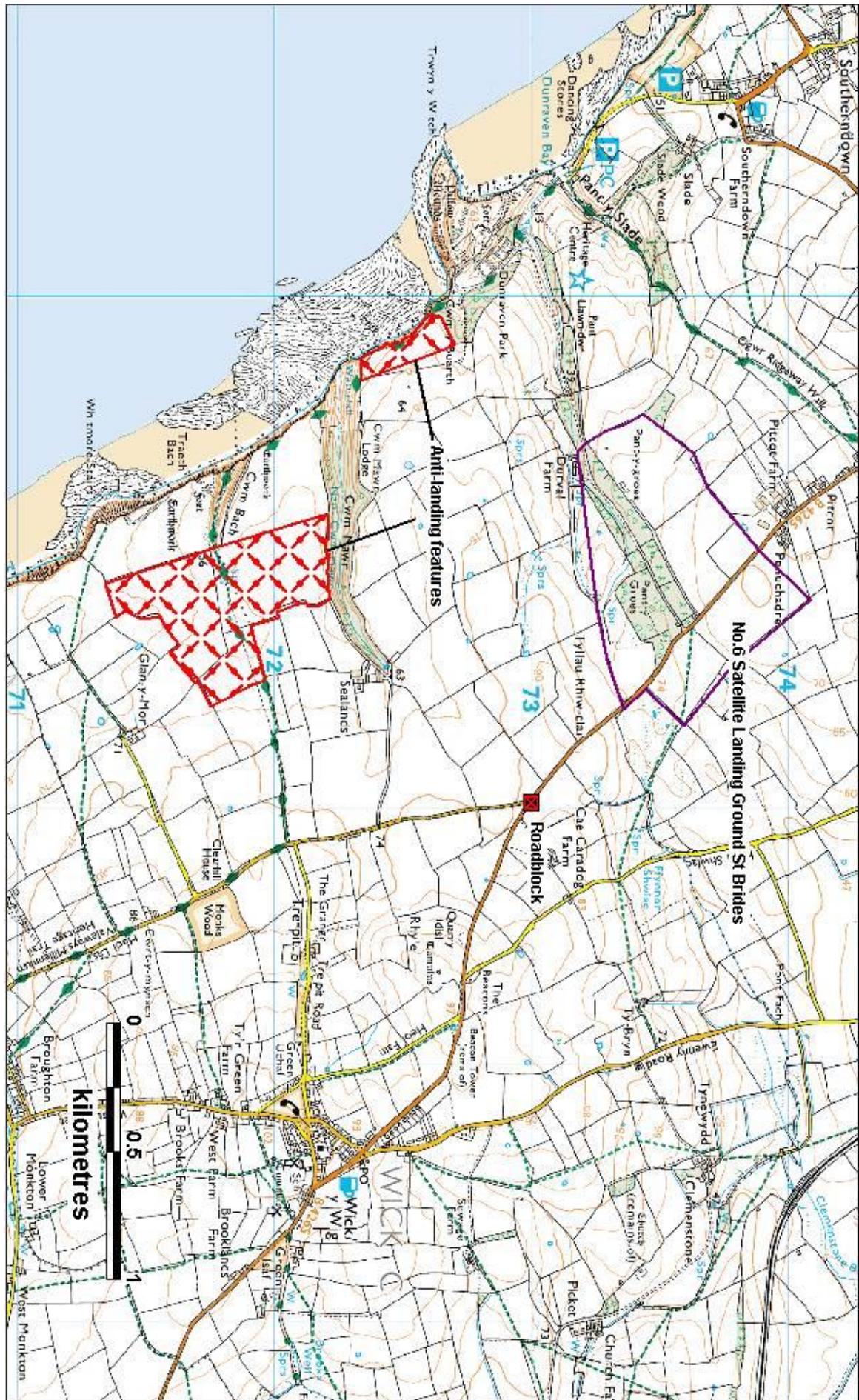


Figure 27: No. 6 SLG St. Brides Airfield Hinterland.

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4.3.1 St Brides Anti-Landing Obstacles

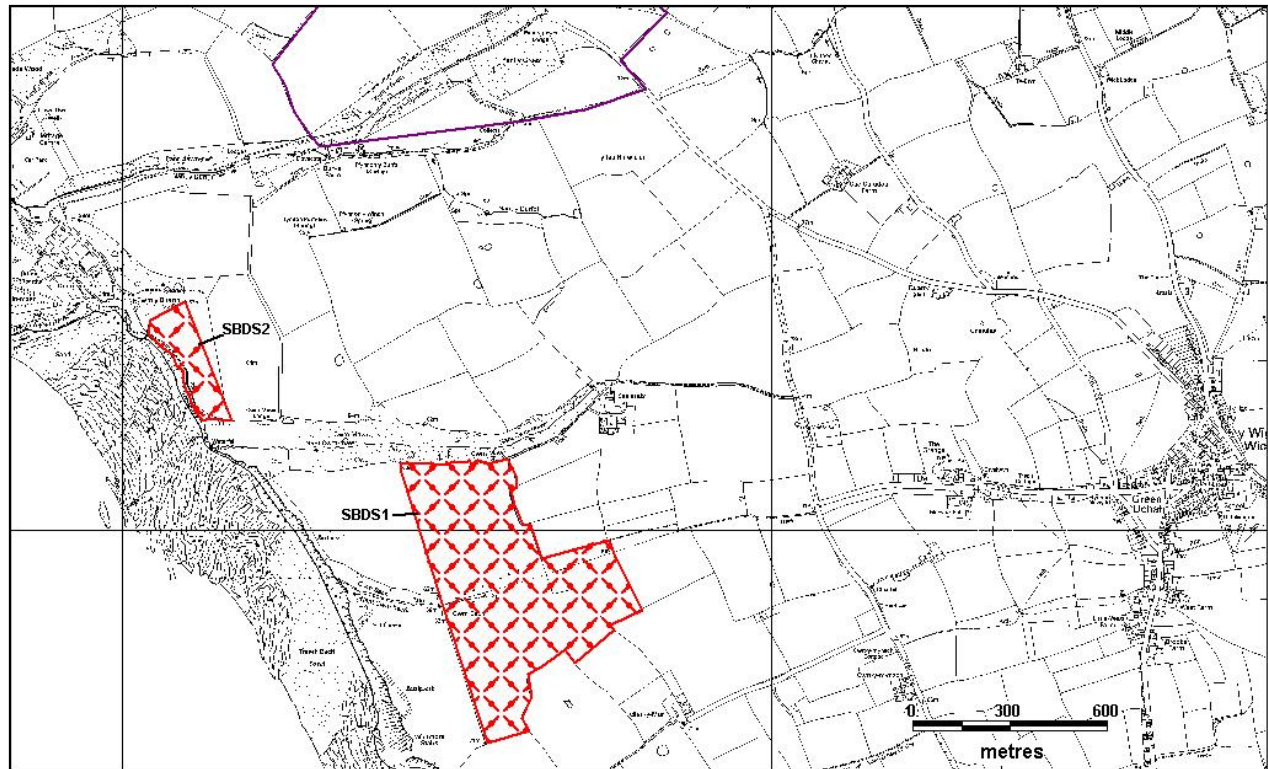


Figure 28: Location of the anti-landing obstacles at Dunraven.

ID No	SBDS1
PRN	07412m
Name	EASTERN ANTI-LANDING OBSTACLES
NGR	SS 90130 71880
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A series of regular spaced posts visible on aerial photographs (S745.H59.140. 31/1/1942), arranged in large interlocking 'X' formations, which run parallel to the coastline. These posts may have been strung with wire to increase the damage inflicted on enemy aircraft or gliders. The anti-landing obstacles are 1km to the south of No.6 SLG.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Document
Associated PRN sites	07413m
Linked to airfield function?	Yes
Of technical/Structural interest?	No

Historical association? No



Plate 85: Anti-landing obstacles set out in fields to the south of the Landing Ground.

Image courtesy Welsh Government Photographic Archive

ID No	SBDS2
PRN	07413m
Name	WESTERN ANTI-LANDING OBSTICLES
NGR	SS 89190 72560
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	Yes
Description	A series of regular spaced posts visible on aerial photographs (S745.H59.140.31/1/1942), arranged in a large 'X' formation, which runs parallel to the cliff edge. These posts may have been strung with wire to increase the damage inflicted on enemy aircraft or gliders. The anti-landing obstacles are 630m to the south west of the SLG.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Document
Associated PRN sites	07412m
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No

4.3.2 St Brides Major Road Block

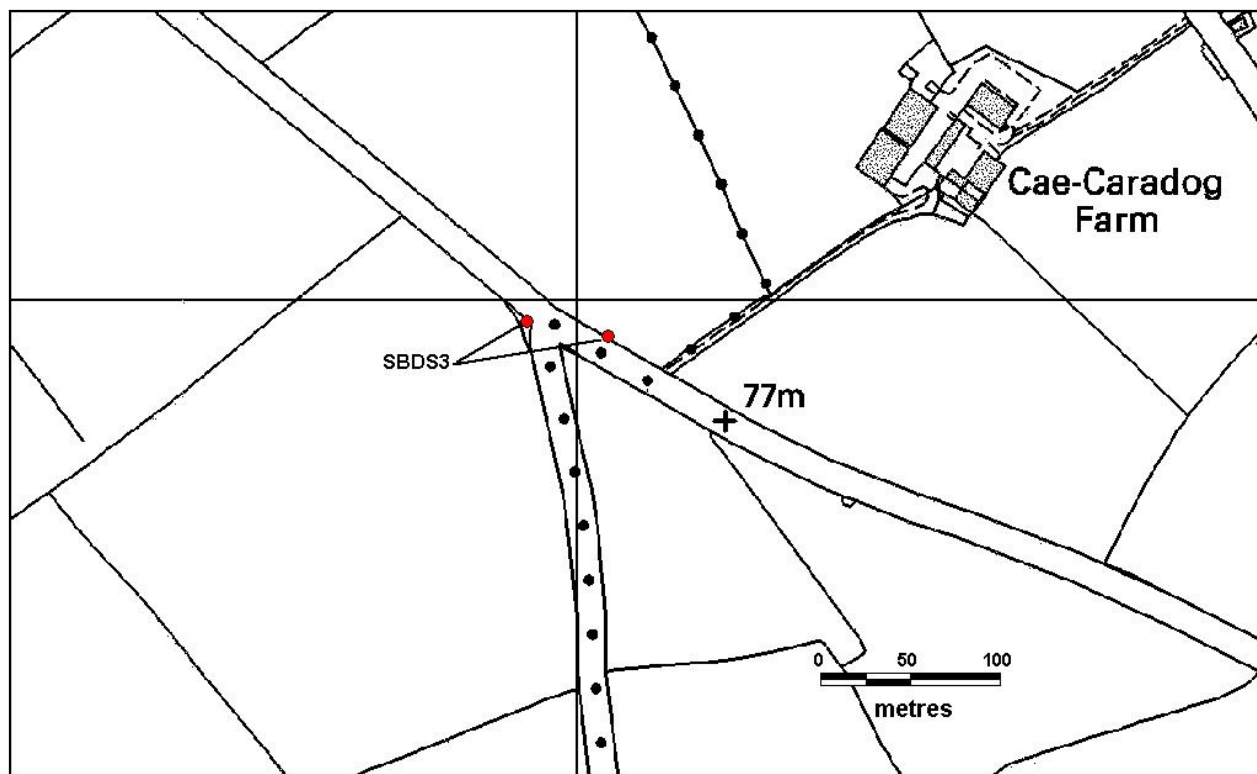


Plate 86: Remains of the roadblock on the B4524 at the junction of Hoel Las.

ID No	SBDS2
PRN	07414m
Name	ROAD BLOCK
NGR	Multiple (centered on SS 90986 72985)
On Air Ministry Plan	Yes
MoD Building No	-
Drawing No	Yes
In Use	No
Description	A roadblock formed by two concrete cubes, (NGR SS 90969 72988 and SS 91016 72980) located in opposite hedgerows flanking the B4524 at the junction with Hoel Las. The cubes are constructed from concrete and are approximately 90cm by 90cm. Both are now heavily overgrown and almost indistinguishable from the rest of the hedgeline. The eastern of the pair has suffered minor damage to one face from a sidearm hedge trimmer. Aerial photographs reveal that the eastern of the two cubes originally stood adjacent to its western counterpart and was moved, probably post war, to allow easier traffic flow. Though not strictly part of the fixed defences for No.6 SLG, the close proximity of this roadblock nevertheless suggests that it may have been utilised in its defence.
Condition	Damaged
Condition rating	Fair
Period	Modern

Group Value Yes
Form Other structure
Associated PRN sites -
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No



Plate 87: Remains of the western cube. Looking northwest along the B4524.



Plate 88: The second cube now lying to the east of its original location

4.4 RAF Llandow

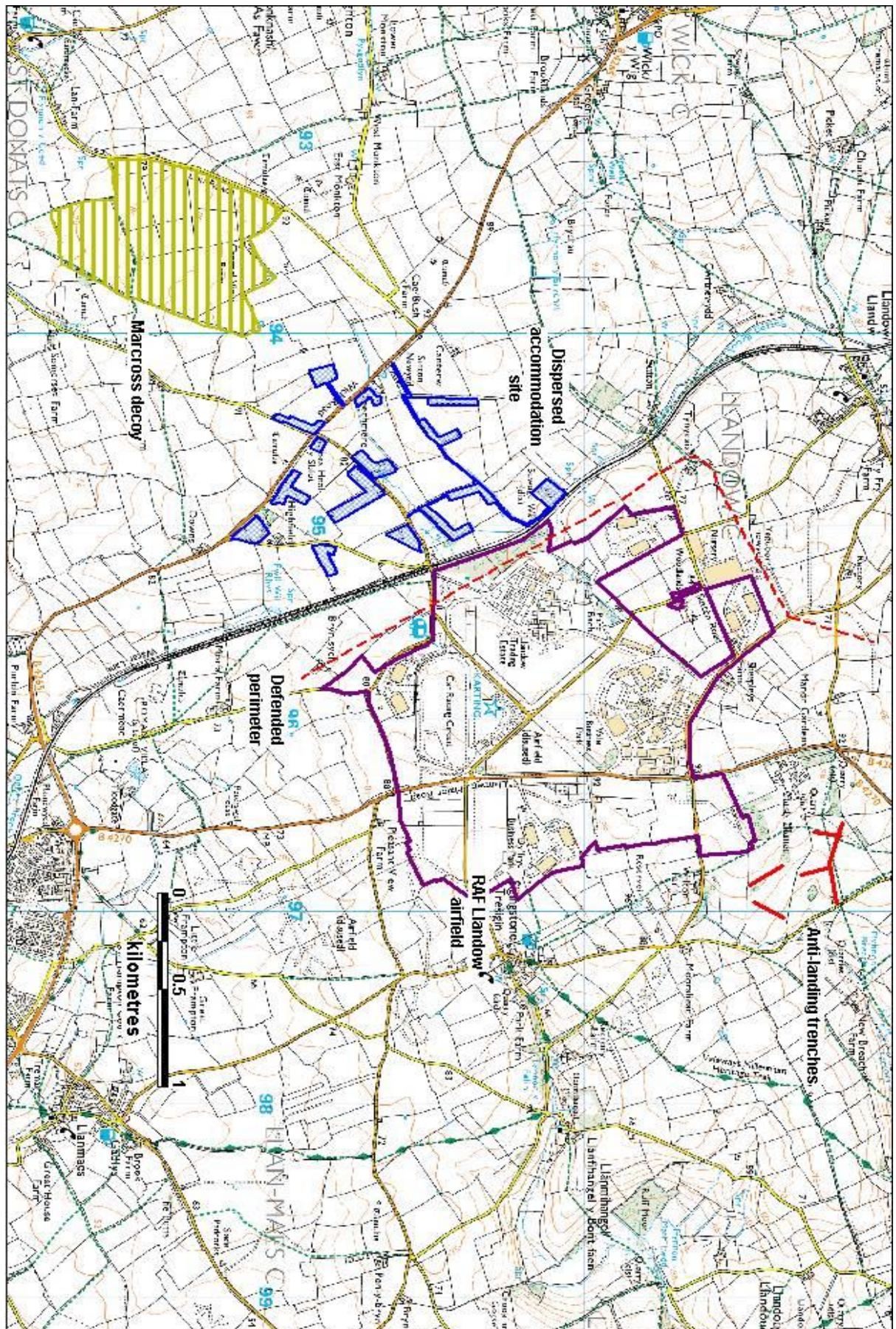


Figure 29: RAF Llandow Hinterland

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4.4.1 RAF Llandow Dispersed Accommodation

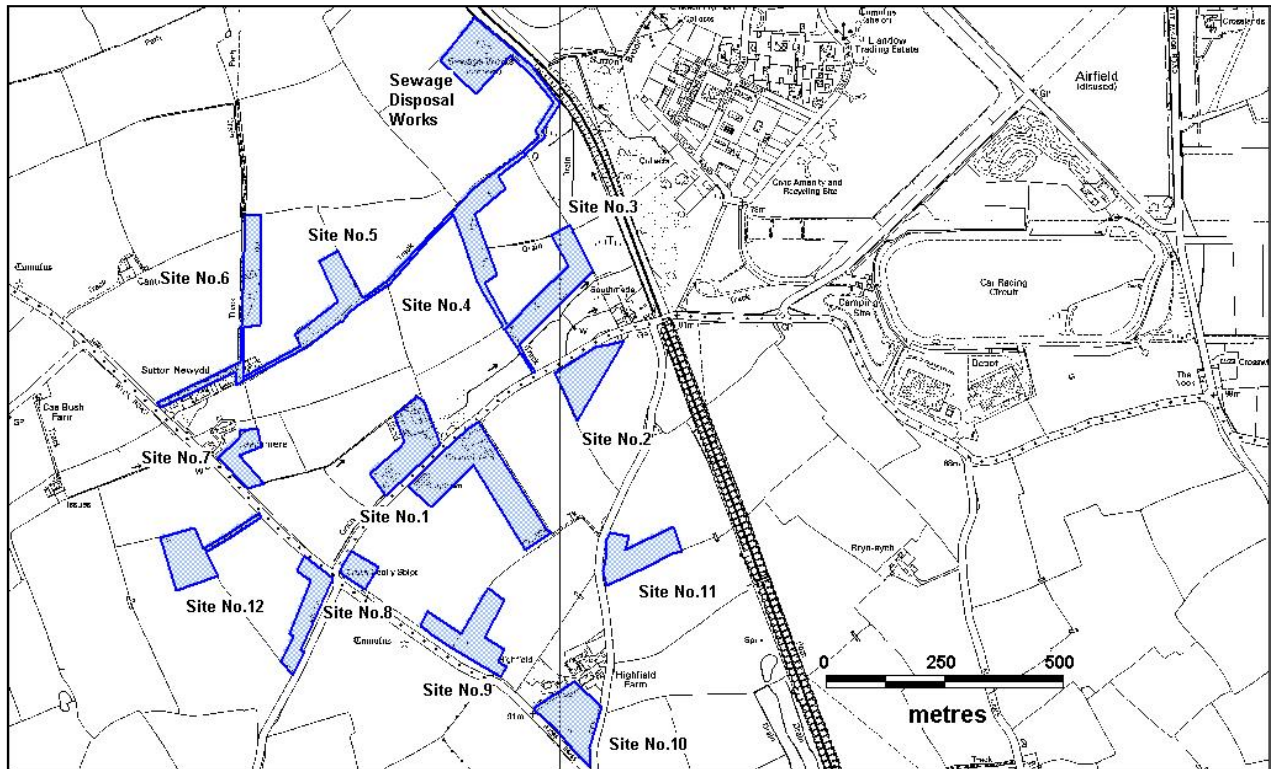


Figure 30: Dispersed accommodation sites shown in blue (drawn from Air Ministry plans)

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Figure 31: Aerial view of RAF Llandow dispersed sites. 8th March 1944.

Image courtesy Welsh Government Photographic Archive

ID No	LDS
PRN	04427s
Name	RAF LLANDOW DISPERSED ACCOMMODATION SITES
NGR	Multiple (centered on SS 94810 71130)
Air Ministry Plan?	Yes
In Use	Yes
Description	The airfields main accommodation sites lie around 130 metre to the west of the main airfield core and consist of 14 separate dispersed areas, these are composed of communal and segregated sleeping areas, sick quarters, officers quarters, a water management site and communication features. The majority of these sites were constructed on either flank of the main Llandow to St Donats road and the B4524. Most of the footprints for the accommodation sites are now lost beneath agricultural land, however, a percentage of their original structures still survive, having been mostly converted for farm use.
Condition	Damaged
Condition rating	Poor
Period	Modern
Form	Dispersed accommodation
Historical association?	No

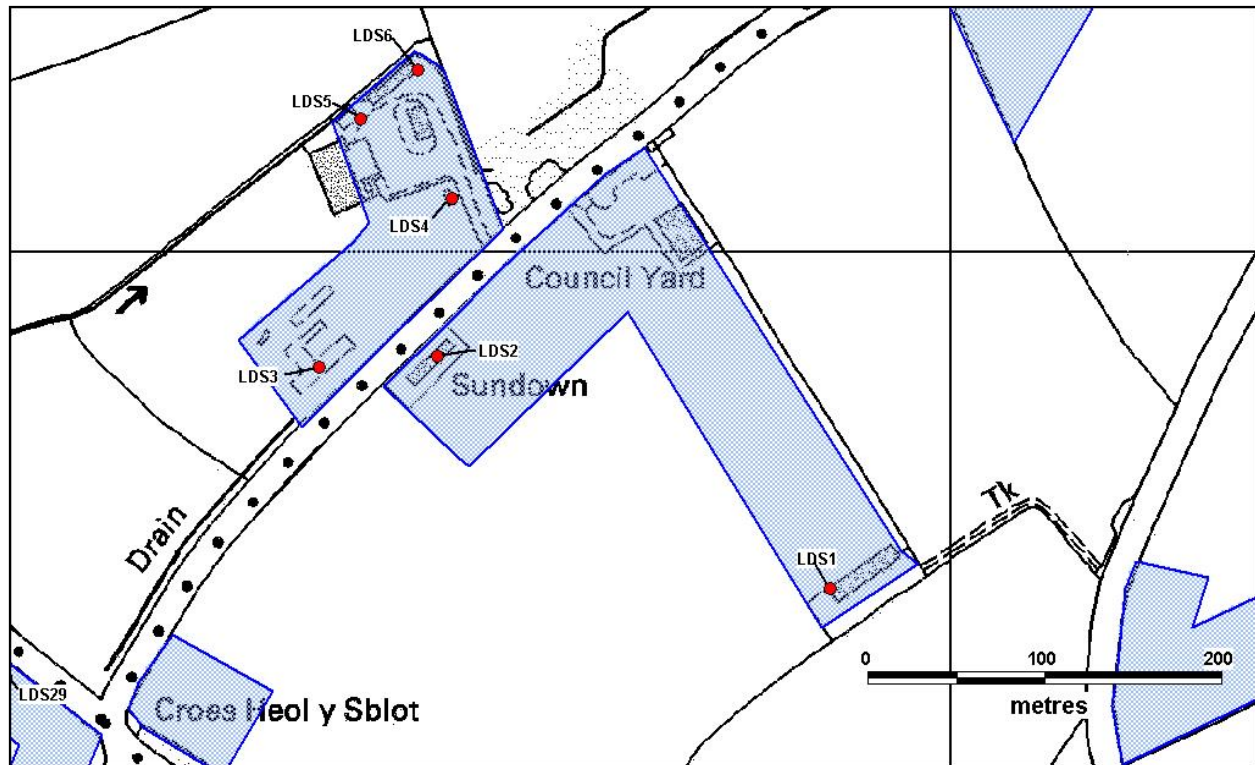
(i) Site No.1 Communal Site

Figure 32: Surviving sites within the dispersal area 'No.1' (shown in blue)

ID No	LDS1
PRN	04428s
Name	GYMNASIUM & CHAPEL
NGR	SS 94931 70809
On Air Ministry Plan	Yes
Air Ministry Site No	1
MoD Building No	27
Drawing No	14604/40 & 15424/41
In Use	No

Description

The gymnasium was part of the station's recreational facilities. It had changing rooms, stores to house the gym equipment, and a latrine. It was equipped with climbing ropes, rope ladders and three-section wall bars. It was used for all types of sports purposes, from basketball matches to boxing tournaments and it was also used as a place of worship. The structure is brick built with concrete cladding, which has fallen away in a number of places. External piers at 10 ft. centres form nine bays, each with a rectangular upper storey window. The roof has 8.5m (28 ft.) steel trusses clad with corrugated asbestos sheeting. An extension, which is sub-divided into separate rooms, runs along the eastern flank of the main structure. The building still maintains almost all of its original window frames.

The small chapel added to the northeast elevation converted the structure into a church, with the congregation seated in the gym facing the altar and chancel. This extension is in a poor state of repair, with the end gable wall

being partially fallen and the roof covering being lost. The chapel has also had most of its windows and external doors sealed up with block work and the external chimney stack removed. The building is currently used as a cow shed.

Condition	Damaged
Condition rating	Poor
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	04429s, 04430s, 04431s, 04432s, 04433s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 89: Gymnasium and Chapel building. View to the north.

ID No	LDS2
PRN	04429s
Name	GROCERY AND LOCAL PRODUCE STORE
NGR	SS 947091 70941
On Air Ministry Plan	Yes
Air Ministry Site No	1
MoD Building No	25
Drawing No	16334/40
In Use	Yes
Description	The store was where personnel could purchase supplies and local farmers could sell produce such as milk and eggs. Today nothing is visible to connect the present building to its previous usage. The structure has been heavily altered and is now a private residence.
Condition	Converted
Condition rating	Converted
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	04428s, 04430s, 04431s, 04432s, 04433s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No

ID No	LDS3
PRN	04430s
Name	SERGEANT'S MESS
NGR	SS 94642 70935
On Air Ministry Plan	Yes
Air Ministry Site No	1
MoD Building No	20
Drawing No	16332/40
In Use	No
Description	Concrete apron and demolition rubble is all that remains of the building that held the messing facilities for the sergeants.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04428s, 04429s, 04431s, 04432s, 04433s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 90: Very little now remains of the Sergeant's Mess.

ID No	LDS4
PRN	04431s
Name	BLAST SHELTER
NGR	SS 94642 70935
On Air Ministry Plan	Yes
Air Ministry Site No	1
MoD Building No	31C
Drawing No	2360A/40
In Use	No
Description	A brick built blast shelter, now heavily overgrown with Blackthorn, located at the corner of a paddock against the north eastern boundary of Site No.1. This feature was not visited during the project and therefore its condition is classed as 'Not Recorded'.
Condition	Not Recorded
Condition rating	Not Recorded
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04428s, 04429s, 04431s, 04432s, 04433s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 91: A brick blast shelter located towards the northeast boundary of Site No.1

ID No	LDS5
PRN	04432s
Name	SQUASH COURT
NGR	SS 94665 71074
On Air Ministry Plan	Yes
Air Ministry Site No	1
MoD Building No	19
Drawing No	16589/40
In Use	No
Description	The and Squash court along with the gymnasium (PRN 04428s) were all part of the stations recreational facilities. The structure is in a poor state of repair. The building should by necessity be tall, however, at Llandow the site has been truncated, leaving the court walls at no higher than a single storey. These are of brick clad in cement render with brick piers at 10 ft centres. An extension on the northeast facing elevation is the buildings changing rooms. This has a central doorway flanked by linear rectangular windows. The interior space of the building is overgrown with scrub vegetation and could not be accessed.
Condition	Near Destroyed
Condition rating	Very Poor
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	04428s, 04429s, 04430s, 04431s, 04433s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 92: The heavily damaged remains of the Sites Squash Court. The main building should actually be double in height.

ID No	LDS6
PRN	04433s
Name	OFFICERS BATH HOUSE
NGR	SS 94698 71103
On Air Ministry Plan	Yes
Air Ministry Site No	1
MoD Building No	18
Drawing No	16335/40
In Use	No
Description	A long linear building aligned northeast/southwest with a tower at the south western end. This building contains both the Officers bath house and an associated boiler house combined. The greater part of the building is given over to the bath house, with the boiler being housed at the rear, next to the tower, which held the water supply for the building. The structure is constructed of cement rendered brick with external piers at 10 ft centres. The roof is of pitched corrugated asbestos cement. The majority of the original windows and doors have been replaced, while two of the south facing exterior walls have been removed to allow for additional access to the interior.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	04428s, 04429s, 04430s, 04431s, 04432s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 93: The Officers bath house. Note the removal of the external walls to make way for additional entrances.

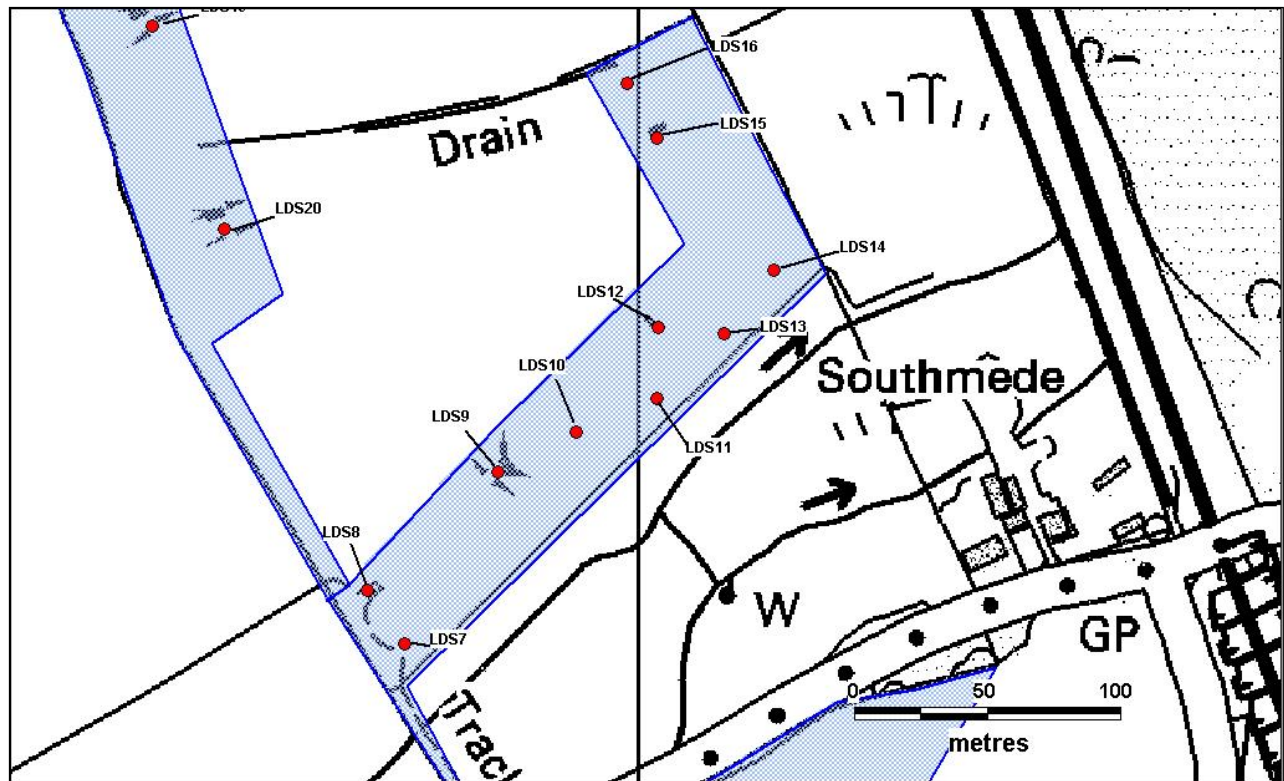
(ii) Site No.3

Figure 33: Surviving sites within the dispersal area 'No.3'. (shown in blue)

ID No	LDS7
PRN	04434s
Name	PICKET POST
NGR	SS 94910 71238
On Air Ministry Plan	Yes
Air Ministry Site No	3
MoD Building No	49
Drawing No	16338/40
In Use	No
Description	Picket posts were placed at the entrances to all of the dispersed sites to control traffic entering and leaving the site. This example was an early wartime design. The building is constructed from cement rendered brick with external piers with a single-pitch roof clad with corrugated asbestos cement sheeting. The site is in a poor state of repair, with the greater part of the render having fallen away except in a few select patches, leaving the temporary brick exposed to the elements. All of the windows and doors along with internal walls have been removed. A small single room structure with flat concrete roof extends out from the northeast facing elevation. This extension cannot be accessed from the main Picket Post and has linear windows that look out over Site No.3 and Site No.4.
Condition	Near Destroyed
Condition rating	Very Poor

Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	04435s, 04436s, 04437s, 04438s, 04439s, 04440s, 04441s, 04442s, 04443s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 94: Picket Post (PRN 04434s). East facing elevation.

ID No	LDS8
PRN	04435s
Name	BUCKET EMPTYING PLATFORM
NGR	SS 94897 71258
On Air Ministry Plan	Yes
Air Ministry Site No	3
MoD Building No	49A
Drawing No	LW 738
In Use	No
Description	Very little now remains of the bucket emptying platform structure except for two linear walls standing 90cm high, constructed from concrete rendered brick, which flank a low flat topped linear dais. A dividing wall, at right angles to the outer walls, directly behind the dais, splits the structure into two separate areas. This site would have been where the collected contents of the chemical toilets, that were the norm on dispersal sites, were disposed of.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04434s, 04436s, 04437s, 04438s, 04439s, 04440s, 04441s, 04442s, 04443s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 95: The remains of the sites bucket emptying platform.

ID No	LDS9
PRN	04436s
Name	AIR RAID SHELTER
NGR	SS 94946 71303
On Air Ministry Plan	Yes
Air Ministry Site No	3
MoD Building No	-
Drawing No	-
In Use	No
Description	An air-raid shelter manufactured by the Stanton Ironworks Co Ltd in Derbyshire (better known for sewage pipes & manhole covers). This type of shelter could be built in any length but usually consisted of 18 sections of pre-cast concrete arched-shaped sides, bolted together to form a standard Air Ministry shelter for 50 men. Stanton shelters were built by several different companies such as Geo, Wimpey, Mowlem and Tarmac. The shelter sits on top of the current ground surface and the protective earthen mound built over and around it. The mound around PRN 04436s is almost complete. The interior of the shelter is accessed via a walk-in entrance, which is protected either side by high brick-lined blast walls. The iron ladder used to access the escape hatch is no longer in place.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04434s, 04435s, 04437s, 04438s, 04439s, 04440s, 04441s, 04442s, 04443s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 96: View of the mound surrounding PRN 04435s. Note the Picket Post in the distance.

ID No	LDS10
PRN	04437s
Name	AIRMENS QUARTERS
NGR	SS 94975 71318
On Air Ministry Plan	Yes
Air Ministry Site No	3
MoD Building No	45
Drawing No	16336/40
In Use	No
Description	A small section of the concrete apron is all that survives of this building. The rest of the apron is hidden beneath the turf. The structure would have had beds, wooden lockers and a stove.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04434s, 04435s, 04437s, 04438s, 04439s, 04440s, 04441s, 04442s, 04443s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 97: A small section of concrete apron is all that survives of building 45.

ID No	LDS11
PRN	04438s
Name	AIRMENS LATRINE AND DRYING ROOM BLOCK
NGR	SS 95006 71330
On Air Ministry Plan	Yes
Air Ministry Site No	3
MoD Building No	144
Drawing No	16338/40
In Use	No
Description	A linear concrete apron is all that survives of this building. The latrine and drying room for airmen would have originally been a. cement rendered brick block with external piers at 10 ft centres with a pitched roof. The building would have been equipped with hanging rails on which to dry clothing.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04434s, 04435s, 04436s, 04437s, 04439s, 04440s, 04441s, 04442s, 04443s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 98: View to the southeast along the remains of the airmen's latrine and drying room.

ID No	LDS12
PRN	04439s
Name	AIR RAID SHELTER
NGR	SS 95006 71357
On Air Ministry Plan	Yes
Air Ministry Site No	3
MoD Building No	-
Drawing No	-
In Use	No
Description	An air-raid shelter manufactured by the Stanton Ironworks Co Ltd in Derbyshire (better known for sewage pipes & manhole covers). This type of shelter could be built in any length but usually consisted of 18 sections of pre-cast concrete arched-shaped sides, bolted together to form a standard Air Ministry shelter for 50 men. Stanton shelters were built by several different companies such as Geo, Wimpey, Mowlem and Tarmac. The shelter sits on top of the current ground surface and the protective earthen mound built over and around it. The south western end of the mound has been partially removed to expose the rear of the shelter, this too has also been removed to allow access/exit from the structure. Whether this action was done during or post war is unknown. The high brick blast walls that protect the original walk-in entrance are still in place and in a good condition.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04434s, 04435s, 04436s, 04437s, 04438s, 04440s, 04441s, 04442s, 04443s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 99: The interior of PRN 04439s. Note the pre-cast concrete sections which bolted together to form a tunnel of the required length.

ID No	LDS13
PRN	04440s
Name	AIRMENS QUARTERS
NGR	SS 95031 71356
On Air Ministry Plan	Yes
Air Ministry Site No	3
MoD Building No	47
Drawing No	16336/40
In Use	No
Description	A small section of the concrete apron is all that survives of this building. The rest of the apron is hidden beneath the turf. The structure would have had beds, wooden lockers and a stove.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04434s, 04435s, 04436s, 04437s, 04438s, 04439s, 04441s, 04442s, 04443s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 100: A small section of concrete apron is all that survives of building 45.

ID No	LDS14
PRN	04441s
Name	AIRMENS LATRINE AND DRYING ROOM BLOCK
NGR	SS 94975 71318
On Air Ministry Plan	Yes
Air Ministry Site No	3
MoD Building No	48
Drawing No	16338/40
In Use	No
Description	A few concrete blocks and pads are all that survives of this building, which are slowly disappearing within the boggy corner of the site. The latrine and drying room for airmen would have originally been a cement rendered brick block with external piers at 10 ft centres with a pitched roof. The building would have been equipped with hanging rails on which to dry clothing.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04434s, 04435s, 04436s, 04437s, 04438s, 04439s, 04440s, 04442s, 04443s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 101:Disappearing fast: Very little remains of building 48 as it sinks beneath boggy ground.

ID No	LDS15
PRN	04442s
Name	AIR RAID SHELTER
NGR	SS 95006 71429
On Air Ministry Plan	Yes
Air Ministry Site No	3
MoD Building No	-
Drawing No	-
In Use	Yes
Description	An air-raid shelter manufactured by the Stanton Ironworks Co Ltd in Derbyshire (better known for sewage pipes & manhole covers). This type of shelter could be built in any length but usually consisted of 18 sections of pre-cast concrete arched-shaped sides, bolted together to form a standard Air Ministry shelter for 50 men. Stanton shelters were built by several different companies such as Geo, Wimpey, Mowlem and Tarmac. The shelter sits on top of the current ground surface and the protective earthen mound built over and around it. The south western end of the mound has been removed to expose the rear of the shelter, though to a greater extent that at PRN 04439s. The end wall of the shelter has also been removed possibly to allow greater access/exit from the structure. Whether this action was done during or post war is unknown. The high brick blast walls that protect the original walk-in entrance are still in place, but heavily overgrown with bramble. At the northern tip of the mound is located a tall concrete post that seems to be associated with the site, though its actual function is unknown.
Condition	Damaged
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04434s, 04435s, 04436s, 04437s, 04438s, 04439s, 04440s, 04441s, 04443s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



*Plate 102: Rear of the air raid shelter PRN 04442s.
Note the concrete post associated with the structure on the left.*

ID No	LDS16
PRN	04443s
Name	SERGEANTS LATRINE
NGR	SS94995 71449
On Air Ministry Plan	Yes
Air Ministry Site No	3
MoD Building No	41
Drawing No	16338/40
In Use	No
Description	A small section of the concrete apron is all that survives of this building.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04434s, 04435s, 04436s, 04437s, 04438s, 04439s, 04440s, 04441s, 04442s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 103: Remains of the Sergeants latrine.

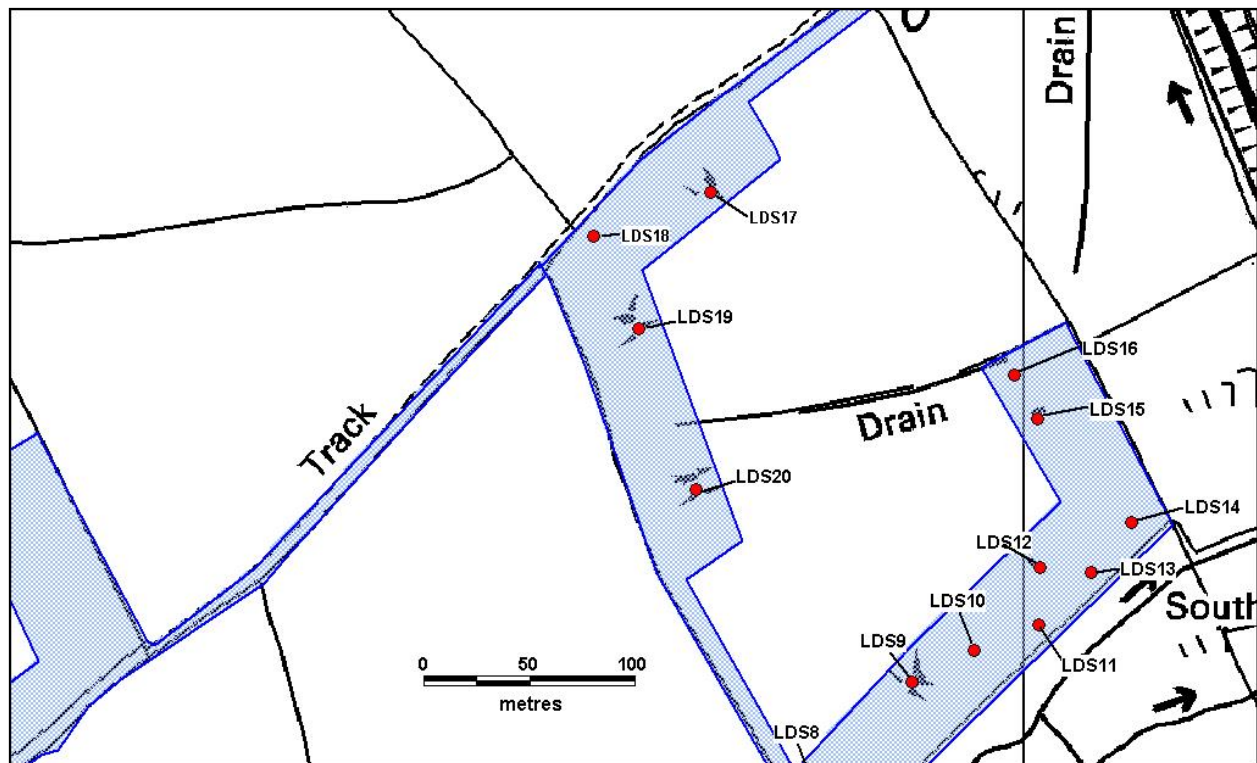
(iii) Site No.4

Figure 34: Surviving sites within the dispersal area 'No.4'(shown in blue).

ID No	LDS17
PRN	04444s
Name	AIR RAID SHELTER
NGR	SS 94850 71536
On Air Ministry Plan	Yes
Air Ministry Site No	4
MoD Building No	-
Drawing No	-
In Use	Yes

Description An air-raid shelter manufactured by the Stanton Ironworks Co Ltd in Derbyshire (better known for sewage pipes & manhole covers). This type of shelter could be built in any length but usually consisted of 18 sections of pre-cast concrete arched-shaped sides, bolted together to form a standard Air Ministry shelter for 50 men. Stanton shelters were built by several different companies such as Geo, Wimpey, Mowlem and Tarmac.

The shelter sits on top of the current ground surface and the protective earthen mound built over and around it. The mound has been removed/eroded along the eastern flank to expose the rear and top of the shelter structure. In addition, the complete end wall of the shelter has been removed, one of the ends panels still lies where it fell and is slowly being covered with turf. The high brick blast walls that protect the original walk-in entrance are still in place. At the north eastern tip of the mound is located a tall concrete post that seems to be associated with the site, though its actual function is unknown.

Condition	Damaged
------------------	---------

Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04445s, 04446s, 04447s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 104: The protective earthen mound surrounding PRN 04444s has been eroded to reveal the construction beneath.

ID No	LDS18
PRN	04445s
Name	AIRMENS LATRINE AND DRYING ROOM BLOCK
NGR	SS 94795 71515
On Air Ministry Plan	Yes
Air Ministry Site No	4
MoD Building No	59
Drawing No	16338/40
In Use	No
Description	A concrete apron is all that survives of this building. The latrine and drying room for airmen would have originally been a cement rendered brick block with external piers at 10 ft centres with a pitched roof. The building would have been equipped with hanging rails on which to dry clothing.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04444s, 04446s, 04447s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 105: The concrete base of building 59.

ID No	LDS19
PRN	04446s
Name	AIR RAID SHELTER
NGR	SS 94816 71471
On Air Ministry Plan	Yes
Air Ministry Site No	4
MoD Building No	-
Drawing No	-
In Use	Yes
Description	An air-raid shelter manufactured by the Stanton Ironworks Co Ltd in Derbyshire (better known for sewage pipes & manhole covers). This type of shelter could be built in any length but usually consisted of 18 sections of pre-cast concrete arched-shaped sides, bolted together to form a standard Air Ministry shelter for 50 men. Stanton shelters were built by several different companies such as Geo, Wimpey, Mowlem and Tarmac. The shelter sits on top of the current ground surface and the protective earthen mound built over and around it. The mound has been heavily eroded along the north eastern flank to expose the rear, top and side of the shelter. In addition, the almost complete end wall of the shelter has been removed. The high brick blast walls that protect the original walk-in entrance are still in place and show damage to their upper courses. The entrance to the site was flooded when visited, thought the interior was dry.
Condition	Damaged
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04444s, 04445s, 04447s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 106: The brick blast walls protecting the air raid shelter entrance.

ID No	LDS20
PRN	04447s
Name	AIR RAID SHELTER
NGR	SS 94843 71395
On Air Ministry Plan	Yes
Air Ministry Site No	4
MoD Building No	-
Drawing No	-
In Use	Yes
Description	An air-raid shelter manufactured by the Stanton Ironworks Co Ltd in Derbyshire (better known for sewage pipes & manhole covers). This type of shelter could be built in any length but usually consisted of 18 sections of pre-cast concrete arched-shaped sides, bolted together to form a standard Air Ministry shelter for 50 men. Stanton shelters were built by several different companies such as Geo, Wimpey, Mowlem and Tarmac. The shelter sits on top of the current ground surface and the protective earthen mound built over and around it. The mound has been eroded halfway along the eastern flank to expose the rear and top of the shelter structure. In addition, the almost the complete end wall of the shelter has been removed. The high brick blast walls that protect the original walk-in entrance are still in place, but show evidence of damage to their upper courses. At the south eastern tip of the mound is located a tall concrete post that seems to be associated with the site, though its actual function is unknown.
Condition	Damaged
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04444s, 04445s, 04446s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 107: The rear of shelter PRN 04447s, with the unknown concrete post in the foreground.

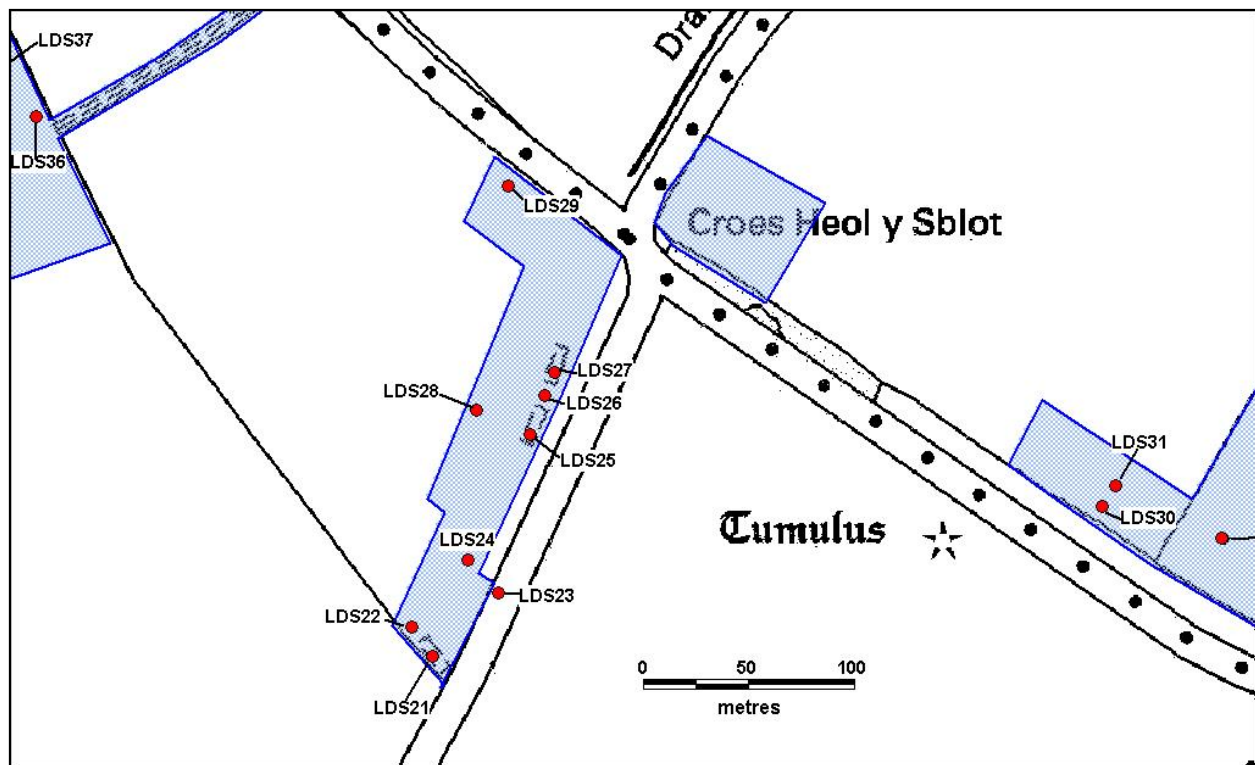
(iv) Site No.8

Figure 35: Surviving sites within the dispersal area 'No.8' (shown in blue).

ID No	LDS21
PRN	04448s
Name	AIRMENS QUARTERS
NGR	SS 94429 70535
On Air Ministry Plan	Yes
Air Ministry Site No	8
MoD Building No	108
Drawing No	16336/40
In Use	No
Description	A linear concrete apron is all that survives of the airmen's quarters. The original structure was a Laing hut, developed during the 1940s as an acute shortage of timber led to the enhancement of other forms of buildings. The Laing hut consisted of standard prefabricated lightweight timber wall sections bolted together for accommodation. End sections consisted of 2 corner sections 8 feet 3 inches high and one central door section 2 feet 8 inches wide. Side sections were usually made up of 10 sections, each 6 feet wide and incorporating a steel half window frame which when combined with a left or right hand section would form a standard sized window. The walls were lined both inside and out with plasterboard and additionally the outside covered with felt. Lightweight composite roof trusses were spaced every 4 feet and supported corrugated asbestos sheeting outside and inside with plasterboard.
Condition	Near Destroyed
Condition rating	Destroyed

Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04449s, 04450s, 04451s, 04452s, 04453s, 04454s, 04455s, 04456s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 108: The concrete base of the airmen's quarters Laing hut.

ID No	LDS22
PRN	04449s
Name	AIRMENS LATRINE AND DRYING ROOM BLOCK
NGR	SS 94419 70549
On Air Ministry Plan	Yes
Air Ministry Site No	8
MoD Building No	97
Drawing No	16338/40
In Use	No
Description	A concrete apron is all that survives of this building. The latrine and drying room for airmen would have originally been a. cement rendered brick block with external piers at 10 ft centres with a pitched roof. The building would have been equipped with hanging rails on which to dry clothing.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04448s, 04450s, 04451s, 04452s, 04453s, 04454s, 04455s, 04456s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 109: Building PRN 04449s would have been equipped with hanging rails on which to dry clothing

ID No	LDS23
PRN	04450s
Name	SITE ENTRANCE
NGR	SS 94459 70565
On Air Ministry Plan	No
Air Ministry Site No	8
MoD Building No	-
Drawing No	-
In Use	No
Description	Remains of the original entrance into/out of Site No.8. This consists of two flanking concrete posts with slanting braces separated by a flat rectangular concrete plinth.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04448s, 04449s, 04451s, 04452s, 04453s, 04454s, 04455s, 04456s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 110: One of the original entrances onto Site No.8.

ID No	LDS24
PRN	04451s
Name	SERGEANTS LATRINE AND DRYING ROOM BLOCK
NGR	SS 94446 70581
On Air Ministry Plan	Yes
Air Ministry Site No	8
MoD Building No	106
Drawing No	16338/40
In Use	No
Description	A concrete apron is all that survives of this building. The sergeant's latrine and drying room would originally have been a. cement rendered brick block with external piers at 10 ft. centres with a pitched roof. The building would have been equipped with hanging rails on which to dry clothing.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04448s, 04449s, 04450s, 04452s, 04453s, 04454s, 04455s, 04456s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 111: Remains of building 106.

ID No	LDS25
PRN	04452s
Name	AIRMENS QUARTERS
NGR	SS 94475 70641
On Air Ministry Plan	Yes
Air Ministry Site No	8
MoD Building No	102
Drawing No	16336/40
In Use	No
Description	A linear concrete apron is all that survives of the airmen's quarters. The original structure was a Laing hut, developed during the 1940s as an acute shortage of timber led to the enhancement of other forms of buildings. The Laing hut consisted of standard prefabricated lightweight timber wall sections bolted together for accommodation. End sections consisted of 2 corner sections 8 feet 3 inches high and one central door section 2 feet 8 inches wide. Side sections were usually made up of 10 sections, each 6 feet wide and incorporating a steel half window frame which when combined with a left or right hand section would form a standard sized window. The walls were lined both inside and out with plasterboard and additionally the outside covered with felt. Lightweight composite roof trusses were spaced every 4 feet and supported corrugated asbestos sheeting outside and inside with plasterboard.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04448s, 04449s, 04450s, 04451s, 04453s, 04454s, 04455s, 04456s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 112: Very little remains today of the Airmen's Quarters.

ID No	LDS26
PRN	04453s
Name	AIRMENS LATRINE AND DRYING ROOM BLOCK
NGR	SS 94482 70695
On Air Ministry Plan	Yes
Air Ministry Site No	8
MoD Building No	103
Drawing No	16338/40
In Use	No
Description	A concrete apron is all that survives of this building. The latrine and drying room for airmen would have originally been a. cement rendered brick block with external piers at 10 ft. centres with a pitched roof. The building would have been equipped with hanging rails on which to dry clothing.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04448s, 04449s, 04450s, 04451s, 04452s, 04454s, 04455s, 04456s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 113: The concrete apron of building 103 just visible through the turf.

ID No	LDS27
PRN	04454s
Name	AIRMENS QUARTERS
NGR	SS 94487 70670
On Air Ministry Plan	Yes
Air Ministry Site No	8
MoD Building No	101
Drawing No	16336/40
In Use	No
Description	A linear concrete apron is all that survives of the airmen's quarters. The original structure was a Laing hut, developed during the 1940s as an acute shortage of timber led to the enhancement of other forms of buildings. The Laing hut consisted of standard prefabricated lightweight timber wall sections bolted together for accommodation. End sections consisted of 2 corner sections 8 feet 3 inches high and one central door section 2 feet 8 inches wide. Side sections were usually made up of 10 sections, each 6 feet wide and incorporating a steel half window frame which when combined with a left or right hand section would form a standard sized window. The walls were lined both inside and out with plasterboard and additionally the outside covered with felt. Lightweight composite roof trusses were spaced every 4 feet and supported corrugated asbestos sheeting outside and inside with plasterboard.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04448s, 04449s, 04450s, 04451s, 04452s, 04453s, 04455s, 04456s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 114: The airmen's quarters with Site No.8s air-raid shelter in the background.

ID No	LDS28
PRN	04455s
Name	AIR RAID SHELTER
NGR	SS 94450 70652
On Air Ministry Plan	Yes
Air Ministry Site No	8
MoD Building No	-
Drawing No	-
In Use	Yes
Description	An air-raid shelter manufactured by the Stanton Ironworks Co Ltd in Derbyshire (better known for sewage pipes & manhole covers). This type of shelter could be built in any length but usually consisted of 18 sections of pre-cast concrete arched-shaped sides, bolted together to form a standard Air Ministry shelter for 50 men. Stanton shelters were built by several different companies such as Geo, Wimpey, Mowlem and Tarmac. The shelter sits on top of the current ground surface and would have been protected by an earthen mound enclosing it. The mound has been removed exposing the ribbed structure beneath. The shelter is now used as a cow shed.
Condition	Near Destroyed
Condition rating	Very Poor
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04448s, 0449s, 04450s, 04451s, 04452s, 04453s, 04454s, 04456s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 115: The main entrance to the air raid shelter PRN 04455s.

Note the missing mound and emergency exit hatch to the rear.

ID No	LDS29
PRN	04456s
Name	PICKET POST
NGR	SS 94465 70760
On Air Ministry Plan	Yes
Air Ministry Site No	8
MoD Building No	107
Drawing No	16338/40
In Use	No
Description	Picket posts were placed at the entrances to all of the dispersed sites to control traffic entering and leaving the site. This example when extant was an early wartime design.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04448s, 04449s, 04450s, 04451s, 04452s, 04453s 04454s, 04455s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 116: All that survives of Site No.8s Picket Post is the concrete base.

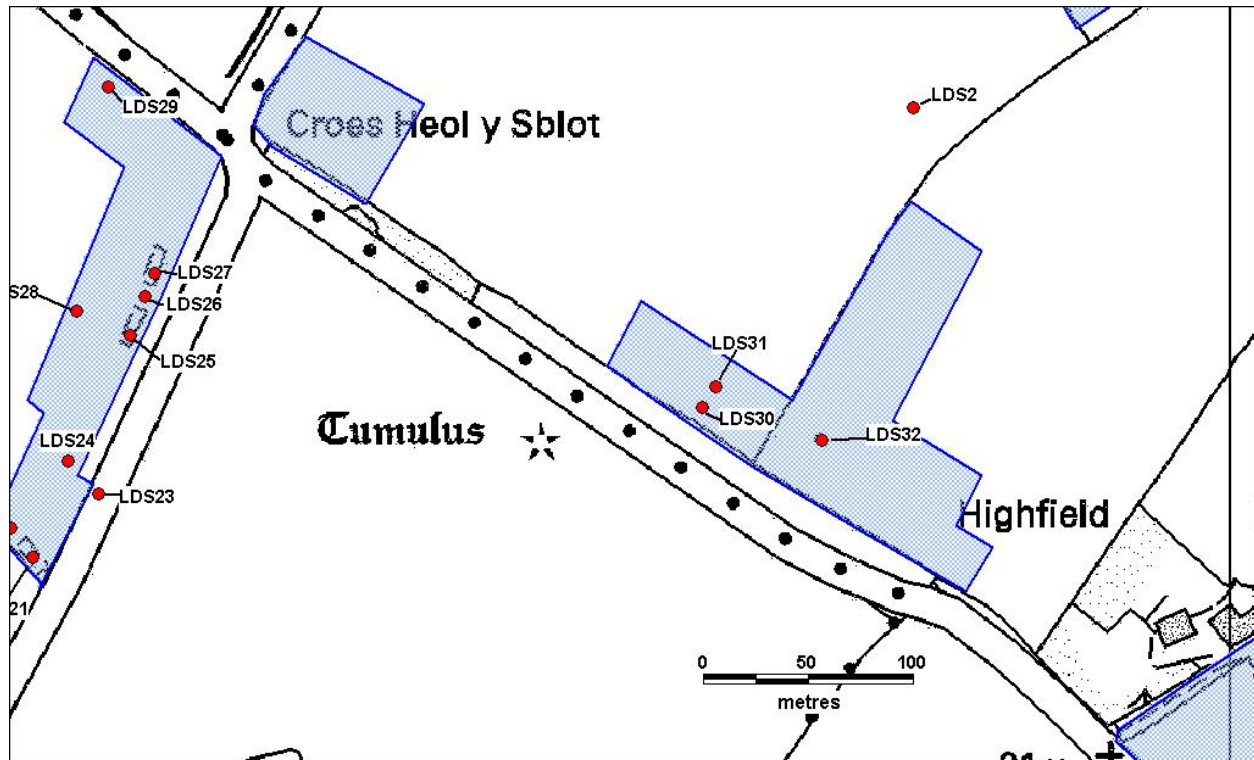
(v) Site No.9 WAAF Site

Figure 36: Surviving sites within the dispersal area 'No.9 WAAF'. (shown in blue)

ID No	LDS30
PRN	04456s
Name	OFFICERS LATRINE
NGR	SS 94748 70607
On Air Ministry Plan	Yes
Air Ministry Site No	9
MoD Building No	112
Drawing No	16338/40
In Use	No
Description	Rectangular concrete base is all that is visible of the site. The original structure would have had two external brick piers, with access being at the northwest end of the structure. The latrine is connected to the bathhouse by the remains of a concrete path.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04457s, 04458s

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No



Plate 117: The base of the Officers latrine block now overgrown with turf.

ID No	LDS31
PRN	04457s
Name	OFFICERS BATH HOUSE
NGR	SS 94756 70619
On Air Ministry Plan	Yes
Air Ministry Site No	9
MoD Building No	114
Drawing No	16338/40
In Use	No
Description	Raised square concrete platform on top of a single course brick base. The remains of internal walls are visible and indicate that the space was sub-divided into two. The remains of a drain are located to the east rear side wall.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04456s, 04458s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 118: The concrete plinth which once housed the Officers Bath House.

ID No	LDS32
PRN	04458s
Name	PICKET POST
NGR	SS 94805 70592
On Air Ministry Plan	Yes
Air Ministry Site No	9
MoD Building No	119
Drawing No	16338/40
In Use	No
Description	A square concrete pad enclosed by a skin of brick is all that remains of Site No.9s Picket Post. A set of three steps on the northwest elevation indicate where the entrance used to be. The remains of brick piers are also visible around the exterior of the building. Picket Posts were placed at the entrances to all of the dispersed sites to control traffic entering and leaving the site. This example when extant was an early wartime design.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04456s, 04457s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 119: The scant remains of Site No.9s Picket Post (PRN 04458s). View to the southeast.

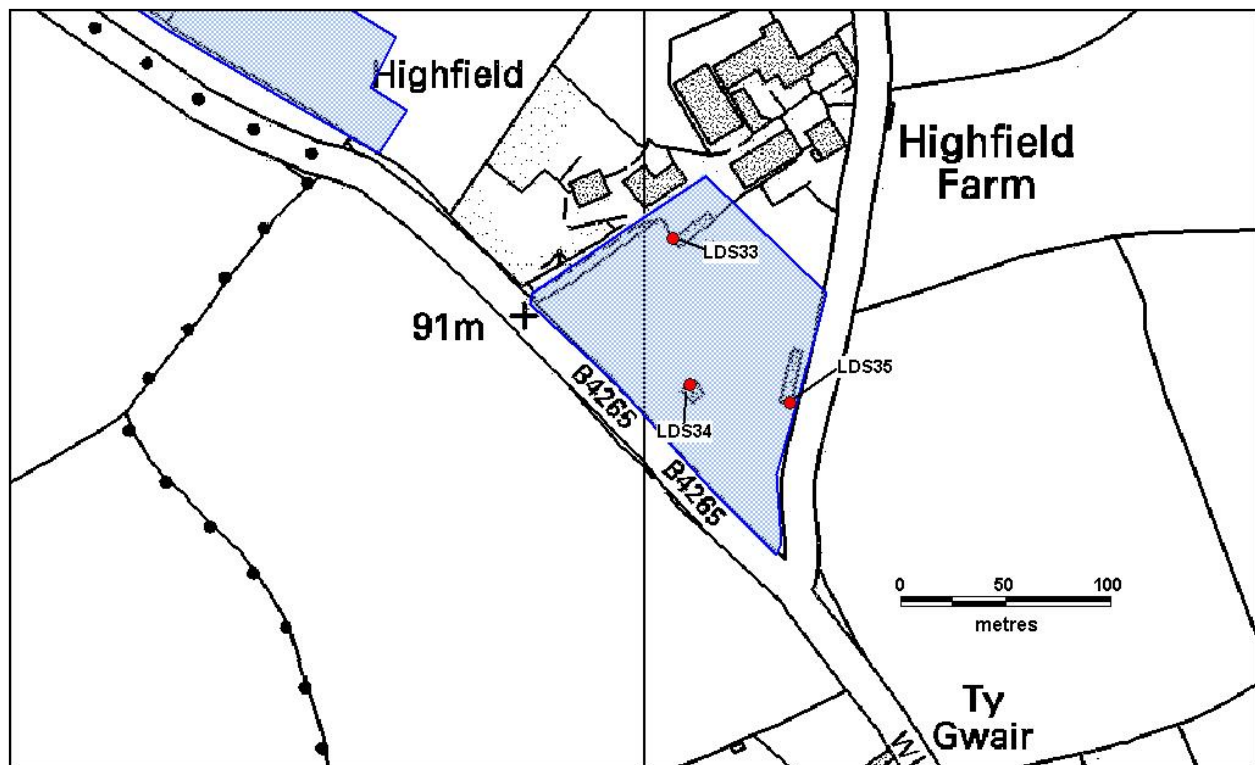
(vi) Site No.10 WAAF Site

Figure 37: Surviving sites within the dispersal area 'No.10 WAAF'. (shown in blue)

ID No	LDS33
PRN	04459s
Name	AIRWOMENS QUARTERS
NGR	SS 95013 70479
On Air Ministry Plan	Yes
Air Ministry Site No	10 WAAF
MoD Building No	126
Drawing No	16398/40
In Use	Yes

Description

A linear building constructed from cement rendered brick with external piers at 10ft. centres forming ten bays. The roof comprises corrugated asbestos cement sheeting. A rectangular metal-framed window is located between each pier. It has a pitched roof with the of standard 18 ft. span steel trusses supporting corrugated asbestos sheeting. Access to the interior would have originally been from doorways at either gable end. The remains of the buildings telegraph pole and electric fuse box still survive on the southwest facing gable end.

The building overall is in a poor state of repair, being overgrown with scrub vegetation on the southeast facing elevation. A section of the exterior walling on the northwest elevation has been completely removed to improve access to the inside of the building. The internal space is equally as poor, though the timber framework for a dividing stud wall still survives. The site is currently being used as a general storage space.

Condition	Damaged
Condition rating	Poor
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	04460s, 04461s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 120: The southwest facing gable end of the Airwomen's Quarters building. Note the remains of buildings telegraph pole to the left of the doorway.

ID No	LDS34
PRN	04460s
Name	RECREATION HUT
NGR	SS 95021 70409
On Air Ministry Plan	Yes
Air Ministry Site No	10 WAAF
MoD Building No	132
Drawing No	LW709
In Use	Yes
Description	The recreation hut is similar in construction to the airwomen's quarters, being of cement rendered brick with external piers at 10ft. centres. A flat roofed, brick porch surrounds the front and rear gable end doorways. The external windows have all been in filled and skimmed with similar concrete render to the rest of the building. The building is in a poor state of repair, being heavily overgrown on both sides with vegetation. Large sections of the cement render have come away from the northwest gable end and the brickwork beneath has suffered badly, especially around the porches. The internal space is devoid of features, having been totally stripped bare.
Condition	Damaged
Condition rating	Poor
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	04459s, 04461s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 121: Southeast facing elevation of the recreation hut.

ID No LDS35
PRN 04461s
Name OFFICERS MESS AND QUARTERS
NGR SS 95068 70400
On Air Ministry Plan Yes
Air Ministry Site No 10 WAAF
MoD Building No 122
Drawing No 16349/40
In Use Yes
Description

The Officers mess and quarters building. The structure is of cement rendered brick with external piers at 10ft. centres forming 9 bays. A series of windows range down each side, most now sealed with brick or blockwork. A single doorway is located on the west facing elevation towards the northern end of the building.

A series of extensions have been added to both gable ends of the building. At the southern end a brick lean-to with concrete lintel and surround has been built. This structure is sub-divided into two cubicles by an internal brick wall and was possibly used as a latrine. A second brick wall extends out southwards from the structure, opposite the latrine, it is now damaged and its actual purpose is unknown. At the northern end, a complete additional bay, of the same constructional technique as the rest of the building, has been added to the structure. This extension may have been the dining room where the Officers would have eaten.

The structure is overgrown on both sides with vegetation and is heavily damaged, with the southern gable end being completely removed. The internal space has been converted into individual stalls for horses.

Condition Damaged/Converted
Condition rating Poor/Converted
Period Modern
Group Value No
Form Building
Associated PRN sites 04459s, 04460s
Linked to airfield function? No
Of technical/Structural interest? Yes
Historical association? No



Plate 122: The remains of the Officers Mess and Quarters. View to the east



Plate 123: The interior of the Mess extension. Note the external piers on the interior wall. This wall would have been the original gable end of the building.

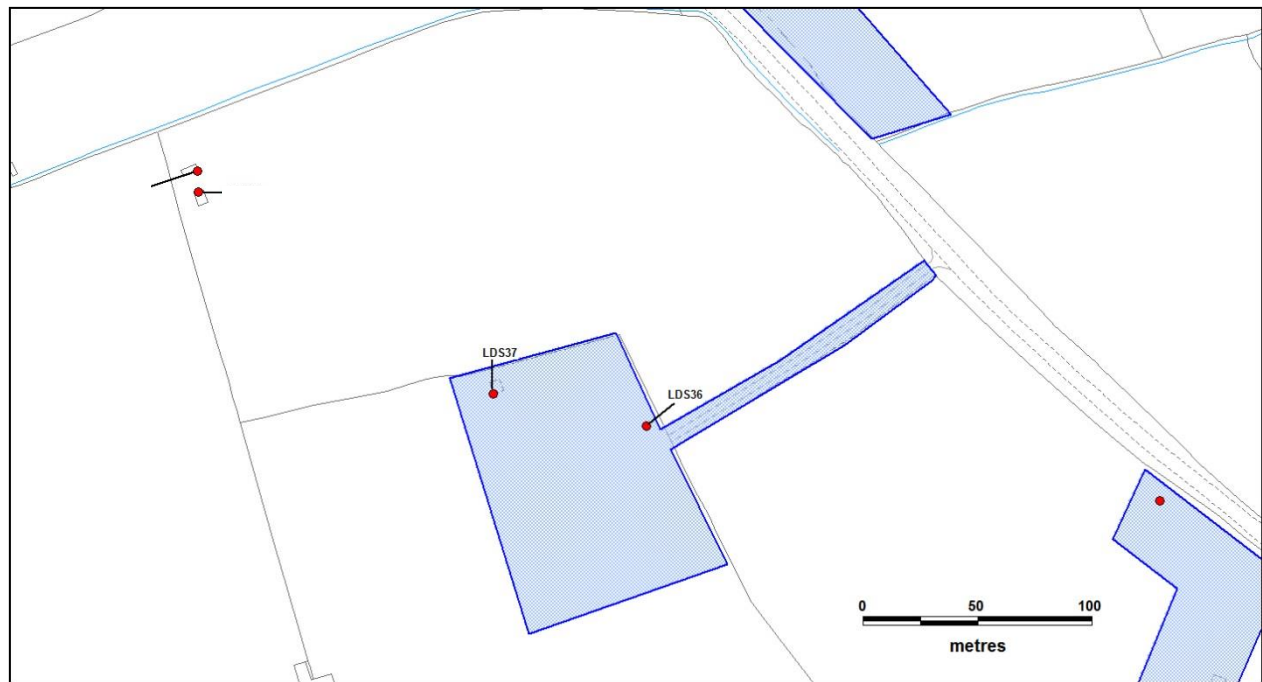
(vii) Site No.12

Figure 38: Surviving sites within the dispersal area 'No.12' (shown in blue).

ID No	LDS36
PRN	04462s
Name	AIRMENS QUARTERS
NGR	SS 94240 70792
On Air Ministry Plan	Yes
Air Ministry Site No	12
MoD Building No	176
Drawing No	16336/40
In Use	No
Description	A linear concrete base is all that survives of this building.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04463s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 124: The concrete apron is all that survives of building 176. View to the north.

ID No	LDS37
PRN	04463s
Name	TRANSFORMER
NGR	SS 94173 70806
On Air Ministry Plan	Yes
Air Ministry Site No	12
MoD Building No	180
Drawing No	-
In Use	No
Description	A square brick built structure that would have housed the sites electrical transformer. Cast iron posts, punctured with a series of holes and slits, extend from the top corners of the wall. These features curve outwards and would have been strung with wire, to act as a deterrent. The central area was accessed through an iron meshed gate, which is overgrown, but still in place. The site is now enclosed within a large bramble bush.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04463s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 125: Cast iron posts extend from the top corners of the wall to act as a deterrent

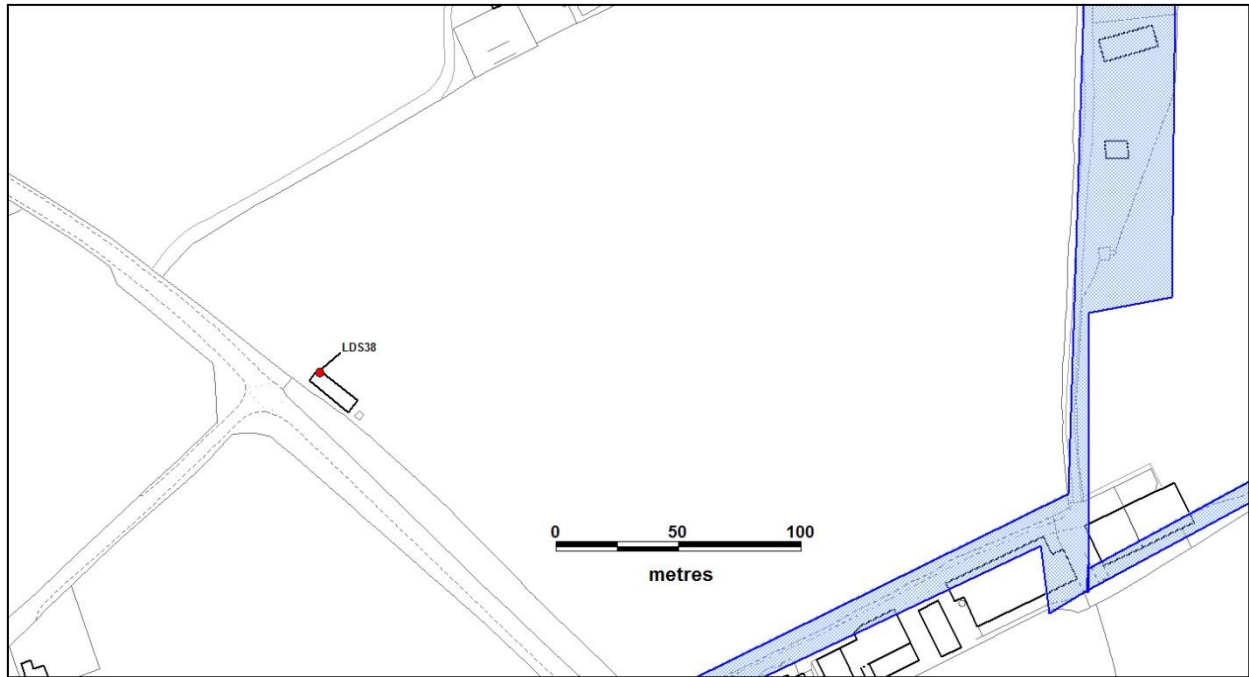
(viii) Outlying buildings

Figure 39: Buildings 6 and 7, to the northeast of dispersal Site No.6.

ID No	LDS38
PRN	04464s
Name	DEFENCE HUT & LATRINE BLOCK
NGR	SS 94017 71234
On Air Ministry Plan	Yes
Air Ministry Site No	-
MoD Building No	6 and 7
Drawing No	16336/40
In Use	Yes
Description	This record covers the Defence hut (6) and the latrine (7), as it is impossible to distinguish the separation between the two due to the fact that the majority of the exterior has been cocooned in vegetation. The Defence hut is a linear brick built structure with cement render cladding. The external condition of the building is unknown, though it is possible to see that the north western gable end of the site has collapsed, in all possibility due to the weight of foliage. The interior is remarkable intact and has the standard 18 ft. span steel trusses supporting corrugated asbestos sheeting. The structure currently houses farm machinery.
Condition	Near Destroyed
Condition rating	Very Poor
Period	Modern
Group Value	No
Form	Building

Associated PRN sites -

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No



Plate 126: The heavily camouflaged Defence Hut (PRN 04464s).

4.4.2 RAF Llandow VHF Receiving Station

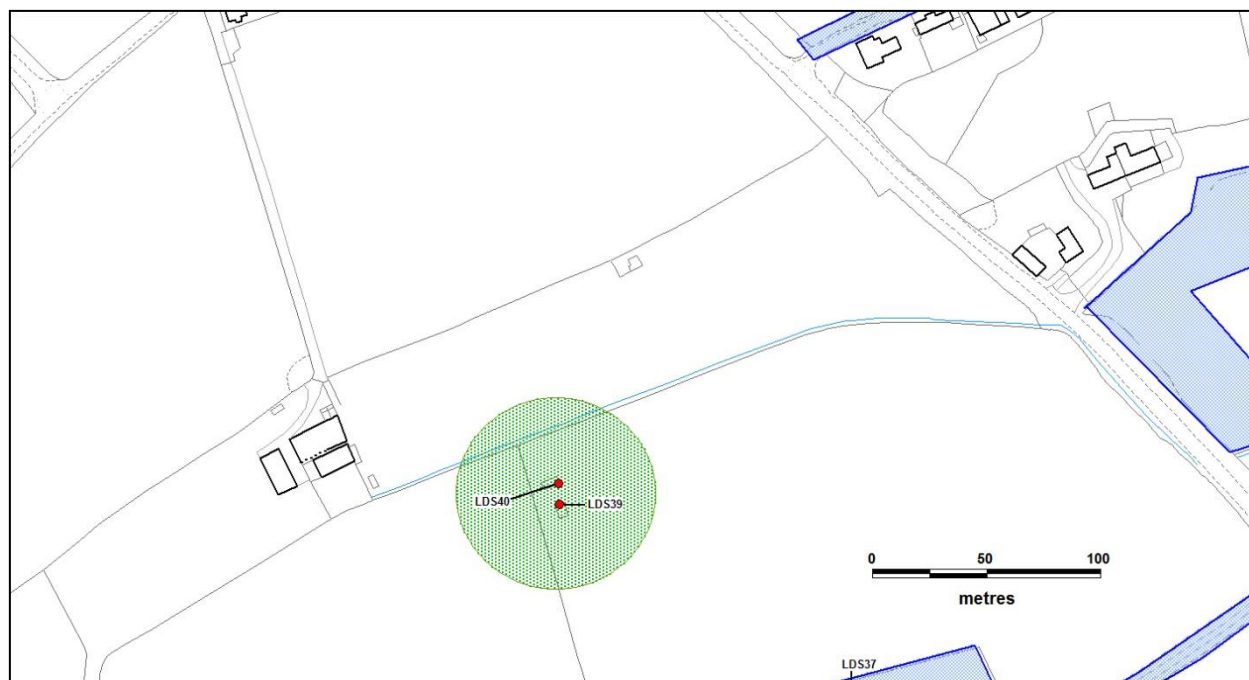


Figure 40: Surviving sites within the 'VHF Receiving Station' area (shown in green).

ID No	LDS39
PRN	04465s
Name	VHF REST HUT
NGR	SS 9404470895
On Air Ministry Plan	Yes
Air Ministry Site No	-
MoD Building No	10
Drawing No	3986/40
In Use	No

Description This small square building was used as a rest hut for the VHF crew, who worked in the adjacent receiver building (PRN 04466s). The hut is of brick construction with a skimmed concrete skin. The sidewalls have three external piers at 10ft. centres forming 2 bays, each with a window. A pitched roof with concrete corrugated asbestos sheeting tops the building. The entrance is in the front gable wall, which is flanked by tall rectangular windows that still maintain their original metal surrounds. The interior has two small cubicles set either side of the front door and a central space beyond. The remains of a standard concrete hearth for the huts stove, along with the ventilation duct (connected to the buildings external chimney) are visible on the huts rear wall. Some of the original internal lighting switches and surrounds also survive to a lesser or greater degree. A slabbed concrete path joins the hut with the receiver building.

Condition	Damaged
Condition rating	Fair
Period	Modern

Group Value Yes
Form Building
Associated PRN sites 04466s
Linked to airfield function? No
Of technical/Structural interest? No
Historical association? No



Plate 127: The VHF Rest hut. View to the south.

ID No	LDS40
PRN	04466s
Name	VHF RECEIVING STATION
NGR	SS 94004 70904
On Air Ministry Plan	Yes
Air Ministry Site No	-
MoD Building No	9
Drawing No	2829/41 & 12624/41
In Use	No
Description	The receiving station is a low rectangular building, aligned northeast/southwest, constructed from brick with a skimmed concrete skin and a flat concrete roof. The interior housed the stations receiving unit, possibly a R1392 (this unit had been built for the RAF in 1940 and its main role was as a ground based receiver for communication with aircraft covering the frequency range 100-156 Mc/s). The interior of the building still houses the remains of wiring and the electrical switchgear. The southeast wall is punctured by sections of cast iron cable ducting, together with ventilation ducting located at the rear gable end. The metal uprights that anchored the four post aerial/platforms are visible to the rear of the building and at the front between the station and the Rest Hut (PRN 04465s).
Condition	Damaged
Condition rating	Poor
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	04465s
Linked to airfield function?	Yes
Of technical/Structural interest?	Yes
Historical association?	No



Plate 128: The VHF receiving station block. View to the northwest.



Plate 129: Remains of the electrical switching gear.



Plate 130: Remains of the posts that anchored one of the VHF aerials

4.4.3 RAF Llandow Perimeter Defences

One result of the frequent adjustments to airfield defence policy between 1940 and the end of the Second World War is that the defences themselves contain a distinct chronology of change (Dobinson, 1998, 47). In his report on Twentieth Century Defences (1998) Dobinson suggests that there are five structural phases to the development of airfield defences. These being:

- i. Phase 1: this ran from mid May 1940 until the following month, when defences were based largely upon earthwork weapon pits and elementary emplacements for Lewis guns of dual AA and ground defence role.
- ii. Phase 2: started in June 1940 and witnessed airfield defences running in tandem with the national system of anti-invasion measures, as set out by General Ironside. This phase is primarily characterised by the introduction of pillboxes, but in numbers governed by no generally defined plan.
- iii. Phase 3: marked by the issue of the Taylor Report at the end of September 1940. The report divided airfields into three main classes according to the scale of attack they were likely to meet. (Stormy Down is classed as a). For the first time airfield defences were conceived as part of a national strategy and definite scales of building were laid down.
- iv. Phase 4: being the least distinct, and embraces a host of changes and adjustments visible from the autumn of 1941. The abandonment of pillboxes is its chief characteristic, together with the introduction of several new structures on a national scale, of which the standardised Air Ministry battle headquarters (BHQ) and the spigot mortar are the most evident. Phase 4 also saw the increasing acceptance of flexibility in infantry defence generally, the gradual outward extension of defences, and a move away from the static layouts - and tactics that were implemented during the summer of 1940.
- v. Phase 5: the final phase was active from the summer of 1942 and saw the RAF Regiment reaching further still into the airfields hinterlands.

A consequence of these developments is that airfield may contain traces of several different phases of works, the number depending upon when the station was built. Pre-war airfields would have passed through all 5 phases, whilst stations opened in the final two years of war should have seen only one.

RAF Llandow under the Taylor Report is a Class I station and therefore its pillboxes were to be arranged in two sets. Outer pillboxes commanded fields of fire into the station's hinterland, engaging parachutists and perhaps some of the troop-carrying aircraft, and covered aircraft dispersal points beyond the perimeter. Inner pillboxes, not more than half a mile apart and usually on the airfield boundary, protected the landing-ground itself by mutually supporting fire, engaging troop-carriers with small rifles and light automatics. Outer pillboxes in particular could be fashioned from existing buildings, loop-holing walls and hardening carcasses to produce firm and naturally camouflaged strong points (Dobinson, 1998, 51).

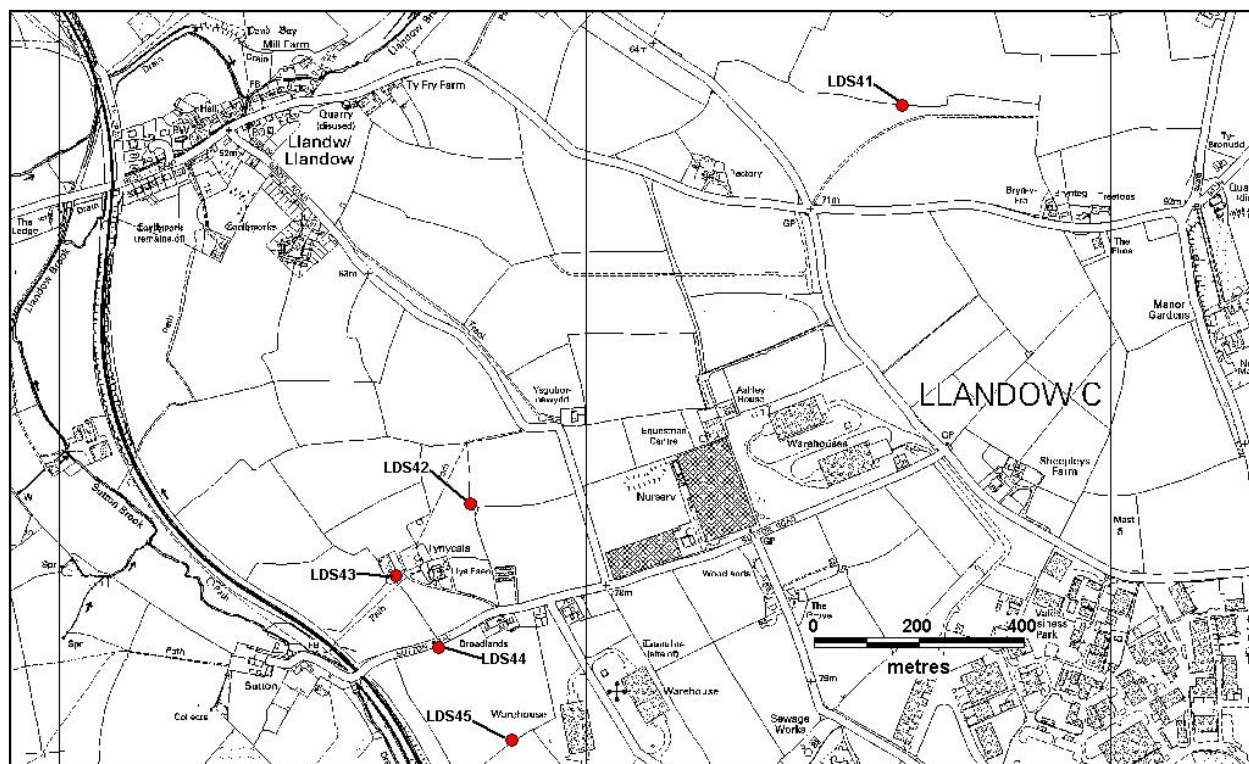
(i) Western Defences

Figure 41: Location of the surviving western perimeter defences.

ID No LDS41
PRN 04467s
Name TYPE FW3/24 VARIANT PILLBOX
NGR SS 95600 73390

On Air Ministry Plan No
MoD Building No -

Drawing No -

In Use No

Description Type FW3/24 concrete pillbox set within a hedgeline 500m to the north of the airfield boundary. This type of pillbox has an irregular hexagon in plan, with the rear wall being the longest at about 12 ft. (3.65m); where the entrance is located flanked on either side by a small rectangular embrasure. The other walls vary from 6 ft to 8 ft. (1.8m - 2.4m). Internally there is a Y shaped anti-cochet wall (the top of the Y nearest the entrance), which also helps support the roof. Beneath each of the frontal embrasures are the remains of the wooden fixtures that supported shelving. These shelves were used as elbow rest when sighting the weapons.

This pillbox is part of the outer ring of defences at RAF Llandow, with all 3 of its main concrete cast embrasures facing out towards the north.

Condition Damaged

Condition rating Fair

Period Modern

Group Value Yes
Form Other structure
Associated PRN sites 04468s, 04469s, 04470s, 04471s, 04417s
Linked to airfield function? Yes
Of technical/Structural interest? No
Historical association? No



Plate 131: The south facing elevation of PRN 04467s.

ID No	LDS42
PRN	04468s
Name	TYPE FW3/24 VARIANT PILLBOX
NGR	SS 94780 72630
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	Yes
Description	Type FW3/24 concrete pillbox located 230m to the northwest of the airfield boundary. This type of pillbox is an irregular hexagon in plan, with the rear wall being the longest at about 12 ft. (3.65m); where the entrance is located flanked on either side by a small rectangular embrasure. The other walls vary from 6 ft to 8 ft. (1.8m - 2.4m). Internally there is a Y shaped anti-ricochet wall (the top of the Y nearest the entrance), which also helps support the roof. The pillbox stands on a raised brick and concrete dais, lifting it slightly from the ground level, possibly to prevent damp. The structure is currently being used as a store and the entrance has been partially filled in with cement blocks. As access to interior was not possible the structures condition has been listed as unknown. This pillbox is part of the outer ring of defences at RAF Llandow, with all 3 of its main concrete cast embrasures facing out towards the north.
Condition	Not known
Condition rating	Not Recorded
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04467s, 04469s, 04470s, 04471s, 04417s
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



*Plate 132: The north facing elevation of pillbox 04468s.
Note the concrete and brick dais on which the structure stands.*

ID No	LDS43
PRN	04469s
Name	TYPE FW3/22 VARIANT PILLBOX
NGR	SS 94640 72490
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	Yes
Description	Type FW3/22 pillbox located 270m to the northwest of the airfield boundary. This type of pillbox is a regular hexagon in plan and usually has an embrasure in five of the sides and an entrance in the other. This variant has a low entrance that allows an extra embrasure above. Each wall is about 6ft (1.8m) long and it was generally built to the bulletproof standard of 12”(30cm) thick. The structure is constructed from concrete blocks with an external skin of red clay brick. An earthen mound has been built up against and partially covers the northern side of the pillbox and its embrasures. Whether this mound is deliberate and contemporary with the rest of the structure, i.e. used to protect against shrapnel and ballistics, or has been pushed up at a later date is unknown. The embrasures are very unusual on this pillbox and are constructed from an overlarge concrete lintel (approx 50cm thick) bordered by thick concrete blocks, which leaves a thin rectilinear loop-hole. The structure is currently full of farm rubbish and the entrance sealed by a sheet of corrugated metal. As access to interior was not possible the structures condition has been listed as unknown. This pillbox is possibly part of the outer ring of defences at RAF Llandow, with all of its main embrasures facing out towards the south.
Condition	Not known
Condition rating	Not Recorded
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04467s, 04468s, 04470s, 04471s, 04417s
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 133: The east facing elevation of Pillbox 04469s.

Note the unusual embrasures with the overlarge concrete lintel.

ID No	LDS44
PRN	04470s
Name	TYPE FW3/22 VARIANT PILLBOX
NGR	SS 94720 72360
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A Type FW3/22 (variant) designed by the Department of Fortifications and Works branch 3. This squat hexagonal brick built pillbox has a thick concrete roof, toughened by the addition of a second layer of reinforced concrete on top and stepped concrete loopholes in each of the six walls. The entrance is semi-sunken and has also been reinforced, being enclosed in a blast type structure. The remains of a Turnbull mount still survive in the western most loop-hole. These features were used for mounting Vickers machine guns, though Brens, Lewis, water-cooled Browning's and Hotchkiss machine guns could all be used. Each mount needed 4' 9" of space between the loophole and the back (baffle) wall to allow the gunner room to position himself behind the mount. Beneath the western embrasure a void has been left to create a second firing position, this time for a .55 'Boys' anti-tank rifle. Through the embrasures it was noted that the internal structure has a 'Y' shaped anti-ricochet wall. However, as access to interior was not possible the structures condition has been listed as unknown. This pillbox is possibly part of the outer ring of defences at RAF Llandow,
Condition	Not known
Condition rating	Not Recorded
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04467s, 04468s, 04469s, 04471s, 04417s
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 134: Pillbox PRN 04470s. View to the west.



Plate 135: The west facing loopholes. The top is for fitted with a Turnbull mount for Vickers MG, while the lower is for 'Boys' anti-tank rifle.

ID No	LDS45
PRN	04471s
Name	TYPE FW3/22 VARIANT PILLBOX
NGR	SS 94860 72180
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A Type FW3/22 (variant) designed by the Department of Fortifications and Works branch 3. This squat hexagonal brick built pillbox has a thick concrete roof, toughened by the addition of a second layer of reinforced concrete on top and stepped concrete loop-holes in each of the six walls. The entrance is semi-sunken and has also been reinforced, being enclosed in a blast type structure. The remains of Turnbull mounts still survive in the eastern and western most loopholes. These features were used for mounting Vickers machine guns, though Brens, Lewis', water-cooled Browning's and Hotchkiss machine guns could all be used. Each mount needed 4' 9" of space between the loop-hole and the back (baffle) wall to allow the gunner room to position himself behind the mount. Beneath the western embrasure a void has been left to create a second firing position, this time for a .55" 'Boys' anti-tank rifle. The northern embrasure has also been fitted-out for machine gun with the insertion of a metal post cemented into the base of the loophole. Through the embrasures it was noted that the internal structure has a 'Y' shaped anti-ricochet wall. However, as access to interior was not possible the structures condition has been listed as unknown. This pillbox is possibly part of the outer ring of defences at RAF Llandow, Oral evidence from the owner records that when she was a child that both this pillbox (04471s) and the pillbox, which lies directly to the northwest (04470s), were used as dance floors by the local farm children, post-war, due to their flat roofs.
Condition	Not known
Condition rating	Not Recorded
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04467s, 04468s, 04469, 04470s, 04417s
Linked to airfield function?	Yes
Of technical/Structural interest?	No



Plate 136: This pillbox, along with PRN 04470s, to the northwest, and 04185s, to the northeast, are of the same constructional type.

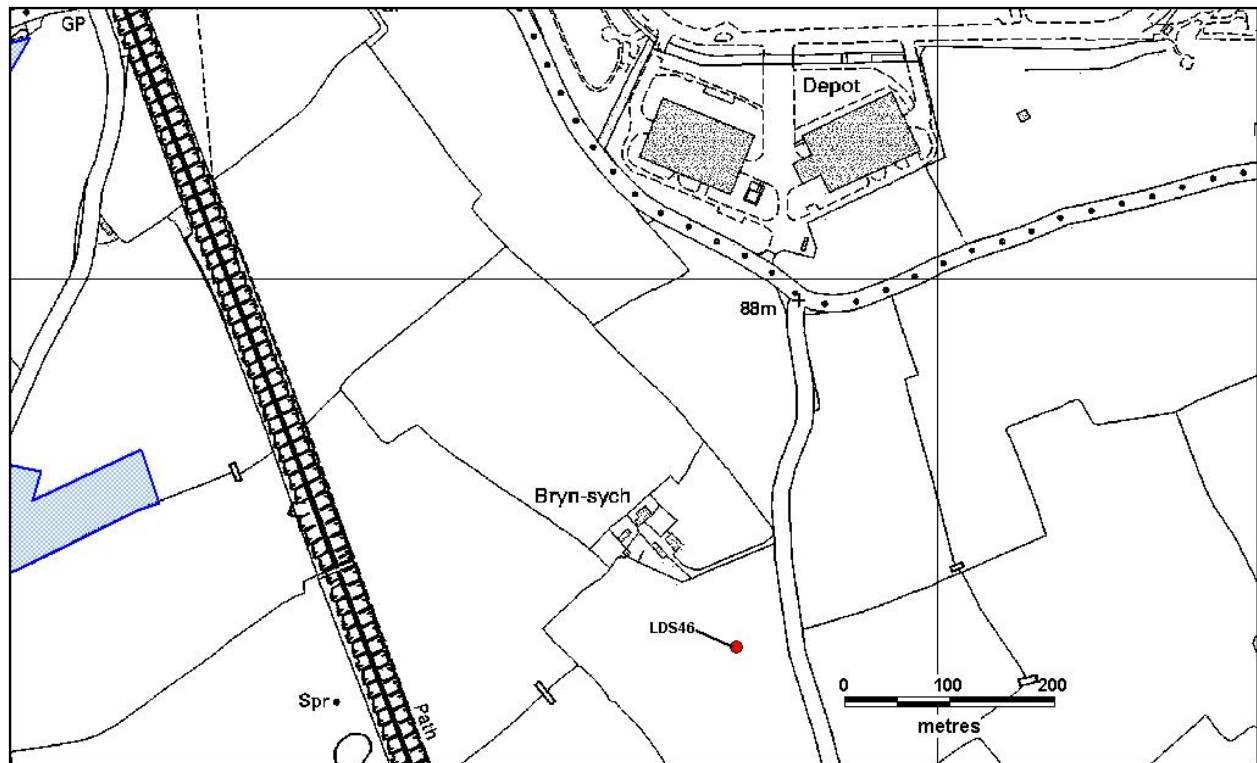
(ii) Southern Perimeter Defences

Figure 42: Location of the surviving southern perimeter defences.

ID No	LDS46
PRN	04417s
Name	TYPE FW3/24 VARIANT PILLBOX
NGR	SS 95600 73390
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	Type FW3/24 concrete pillbox set within pastureland 140m to the south of the airfield boundary. This type of pillbox has an irregular hexagon in plan, with the rear wall being the longest at about 12 ft. (3.65m); where the entrance is located flanked on either side by a small rectangular embrasure. The other walls vary from 6 ft to 8 ft. (1.8m - 2.4m). The structure stands proud of the ground level, raised up on a thick concrete dais, possibly to prevent rising damp. Internally there is a Y shaped anti-ricochet wall (the top of the Y nearest the entrance), which also helps support the roof. Beneath each of the frontal embrasures are the remains of the wooden fixtures that supported shelving. These shelves were used as elbow rest when sighting the weapons. The pillbox today stands in open pasture, however, contemporary aerial photographs show that it was original camouflaged by insertion into a hedgeline (similar to PRN 04467s and 04468s), which has since been removed. This pillbox is part of the outer ring of defences at RAF Llandow, with all 3 of its main concrete cast embrasures facing out towards the south.
Condition	Damaged

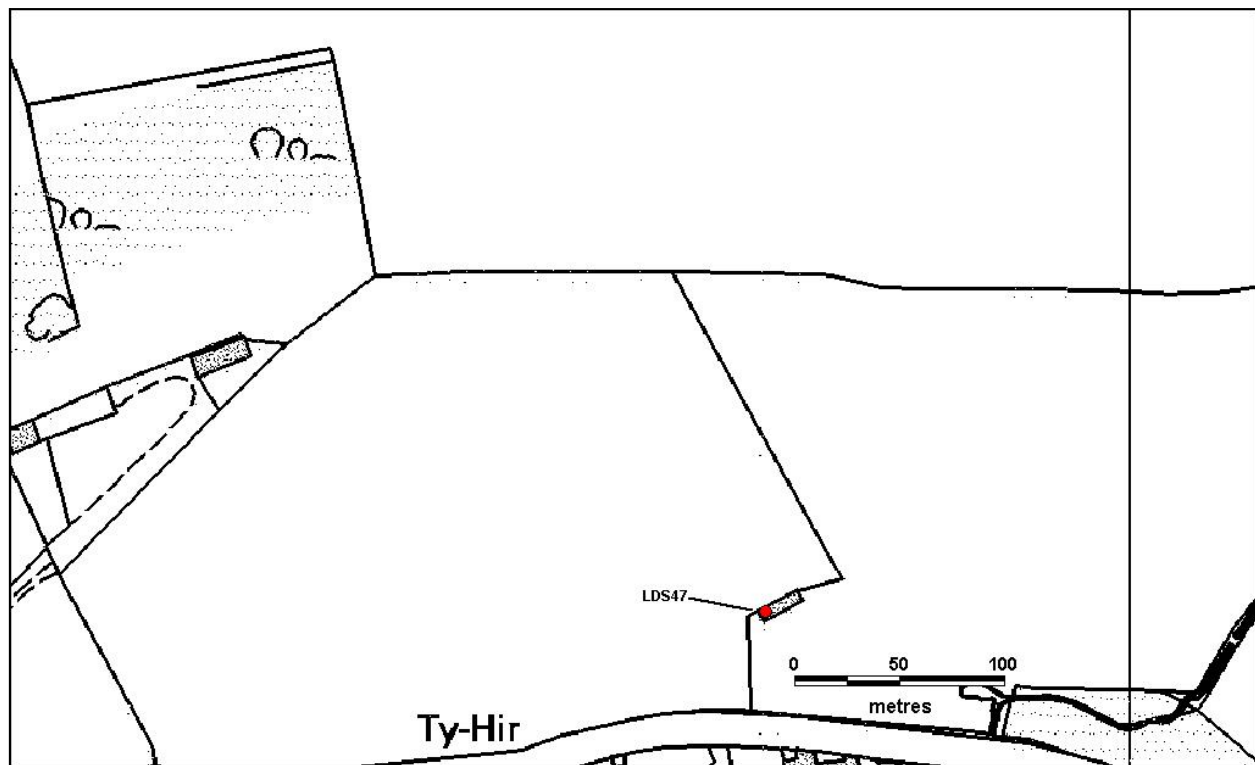
Condition rating Fair
Period Modern
Group Value Yes
Form Other structure
Associated PRN sites 04467s, 04468s, 04469s, 04470s, 04471s
Linked to airfield function? Yes
Of technical/Structural interest? No
Historical association? No



Plate 137: The Type 24 pillbox was once hidden within a hedgeline.



Plate 138: Remains of the brackets that held the wooden shelves.

(iii) Eastern Perimeter Defences*Figure 43: Eastern Defence Hut*

ID No	LDS47
PRN	04418s
Name	DEFENCE HUT
NGR	SS 94017 71234
On Air Ministry Plan	No
Air Ministry Site No	-
MoD Building No	-
Drawing No	-
In Use	Yes
Description	

A Defence hut, possibly drawing number 16336/40, aligned roughly east/west, constructed from cement rendered brick with external piers at 10ft. centres forming 7 bays, with 18 ft. span steel trusses supporting a corrugated asbestos sheeting roof. A series of windows range down each side, most still have their original steel surrounds. A single doorway is located at the western end of the building. The internal space has been sub-divided between a central passageway with cubicles set either side, at the western end, and 2 large open rooms at the eastern.

Two additional bays, of the same constructional technique as the rest of the building, have been added to the eastern gable end of the building. This extension has been constructed from pale yellow hollow terra cotta blocks (usually employed for internal partitions in Air Ministry buildings e.g. toilet and shower cubicles), which have been laid horizontally and sealed with concrete render. These terra cotta blocks were made by a number of companies and each had their own patented shapes, but a general feature is that the blocks are keyed with parallel tenon and grooves for jointing,

allowing for the minimum amount of Portland cement mortar.

The structure currently houses farm machinery and sheep.

Condition Near Destroyed

Condition rating Very Poor

Period Modern

Group Value No

Form Other structure

Associated PRN sites -

Linked to airfield function? No

Of technical/Structural interest? Yes

Historical association? No



Plate 139: PRN 04418s remains of a possible Defence Hut. View to the northeast



Plate 140: Detail of the eastern extension, showing the pale yellow hollow terra cotta blocks, usually employed for internal partitions.

4.4.4 RAF Llandow north eastern anti-landing trenches

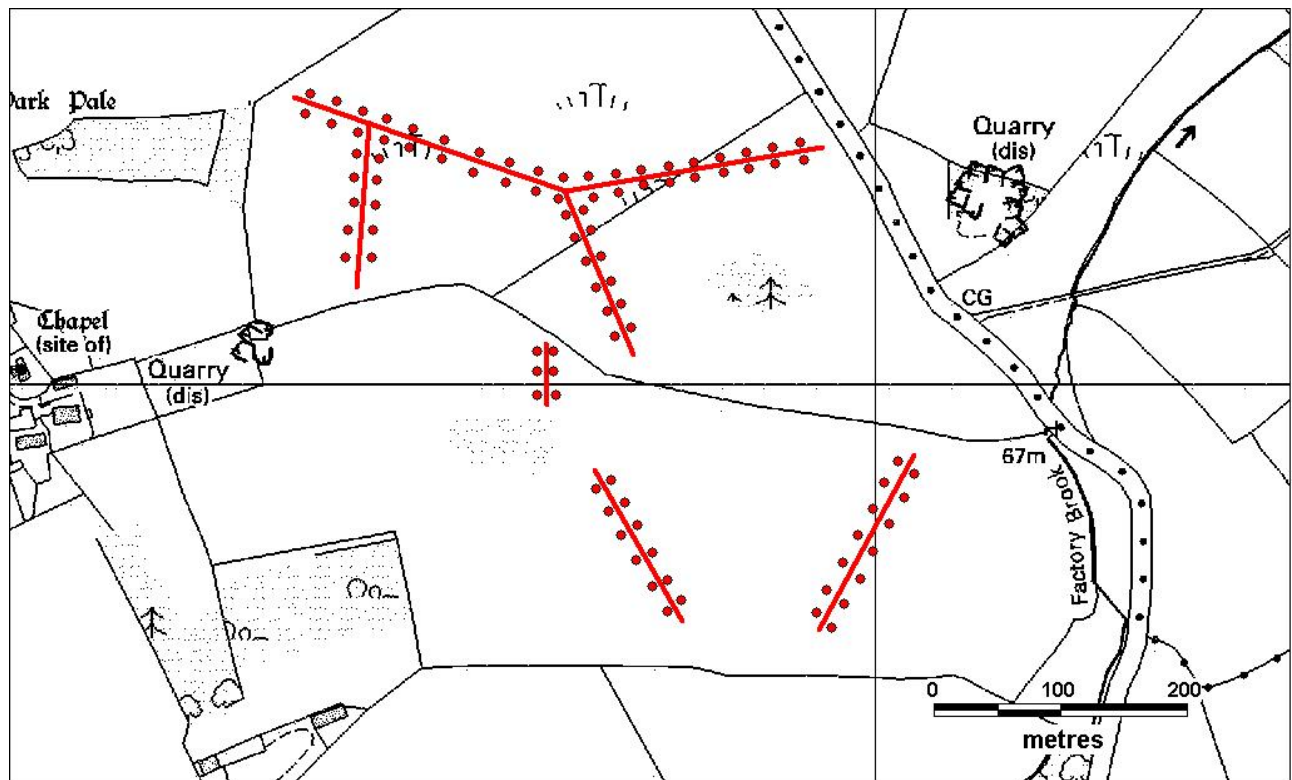


Figure 44: Layout of the anti-landing trenches at RAF Llandow - circa 1942 (shown in red).

ID No	LDS48
PRN	04419s
Name	RAF LLANDOW ANTI-LANDING TRENCHES
NGR	Multiple (centered on SS 96860 73014)
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A series of purpose built trenches covering land 640m to the northeast of the airfield. These trench systems, visible on aerial photograph (RAF Medmenham HLA /429/050. 26/03/1942), were designed to be 4 ft. wide flanked with spoil piles to enhance the obstacle (approved method issued by War Office on 27th May 1940) and help prevent the successful landing of enemy glider-borne and airborne forces.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Documents
Associated PRN sites	04486s

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No

4.4.5 RAF Llandow north western anti-landing trenches

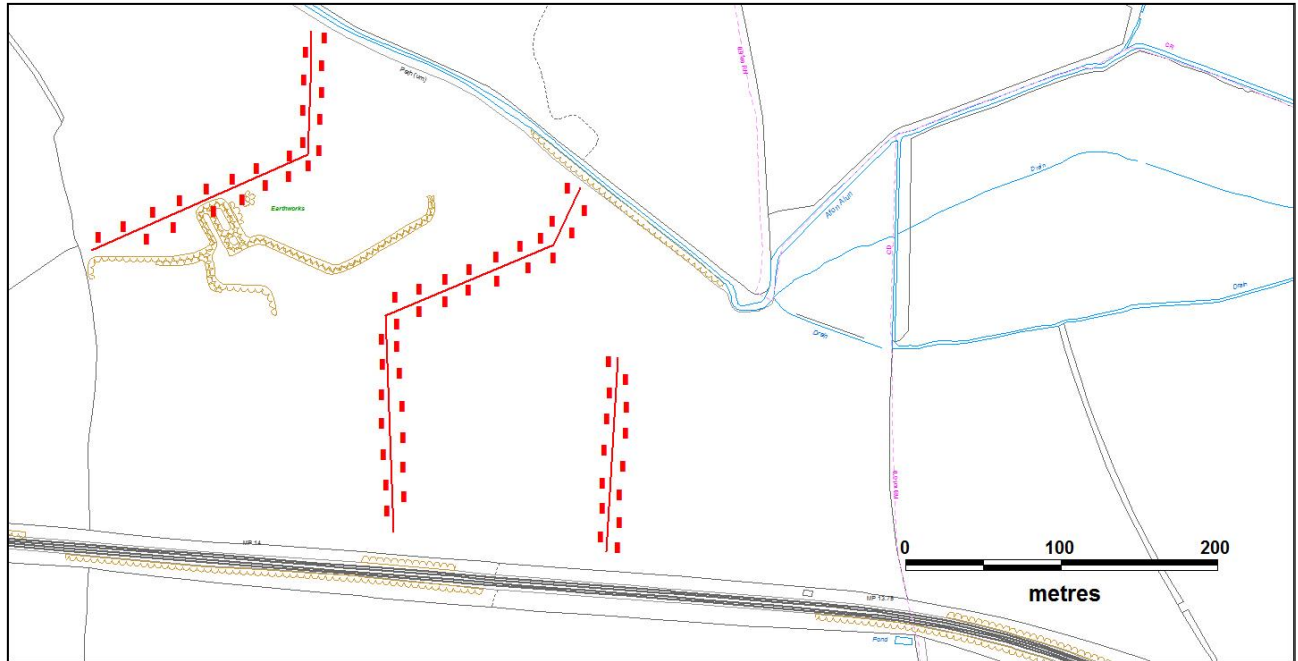


Figure 45: Layout of the anti-landing trenches at RAF Llandow - circa 1942 (shown in red).

ID No	LDS49
PRN	04486s
Name	RAF LLANDOW ANTI-LANDING TRENCHES
NGR	Multiple (centered on SS 93292 74003)
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A series of purpose built trenches on pastureland 2.3km to the northwest of the airfield. These trench systems, visible on aerial photograph (RAF Medmenham HLA/495/12. 24/04/1942), were designed to be 4 ft. wide flanked with spoil piles to enhance the obstacle (approved method issued by War Office on 27th May 1940) and help prevent the successful landing of enemy glider-borne and airborne forces. These anti-landing trenches vary from those to the east, as here the flanking spoil piles are linear instead of round.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Earthwork
Associated PRN sites	04419s

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No



Plate 141: The north western anti-landing trenches. 24th April 1942.

Image courtesy Welsh Government Photographic Archive.

4.4.6 Marcross Q Site Decoy.

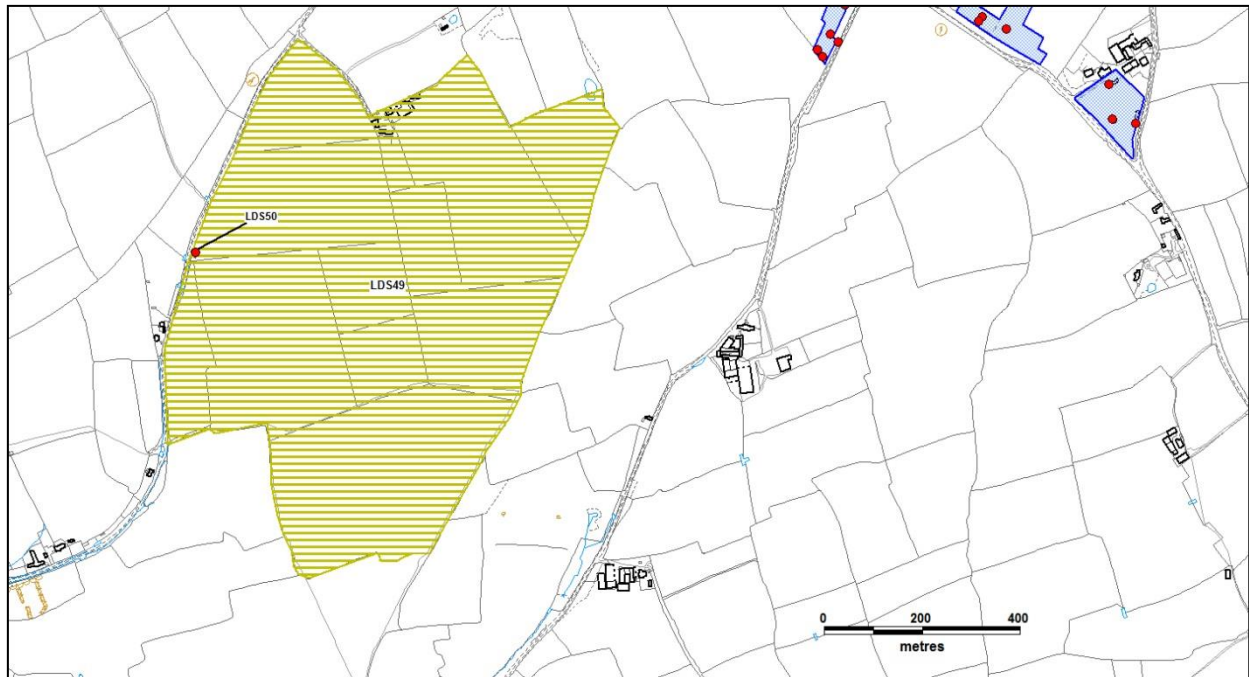


Figure 46: Marcross 'Q' site decoy (shown in yellow stripes).

ID No	LDS50
PRN	04420s
Name	MARCROSS 'Q' SITE DECOY
NGR	SS 93540 70030
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	Yes
Description	A Second World War 'Q' site bombing decoy located 1.7km to the south west of the airfield on land belonging to Channel View Farm. The decoy was constructed in the early 1940s to deflect enemy night bombing from RAF Llandow airfield, and to a lesser extent RAF St Athan. The decoy consisted of lights mounted on poles to simulate the flarepath lighting of the permanent RAF station to the northeast. The site was cleared and abandoned in 1943 when the threat of aerial attack had diminished. The decoy was the T-type lighting layout with the early sunken control and generator building, which still survives to the western boundary of the site (PRN 04421s).
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Document
Associated PRN sites	04421s

Linked to airfield function? Yes

Of technical/Structural interest? No

Historical association? Yes



Plate 142: View to the southeast across the decoy site from the control shelter (PRN 04421s).

ID No	LDS51
PRN	04421s
Name	MARCROSS 'Q' SITE CONTROL SHELTER
NGR	SS 93150 70139
On Air Ministry Plan	No
MoD Building No	-
Drawing No	3395/40
In Use	No
Description	An early sunken 'Q' site control shelter used to command operations at Marcross decoy (PRN 04420s). The building was designed by the Directorate of Works and Buildings at the Air Ministry, and was widely used for the early T-type 'Q' sites, until frequent flooding led to the adoption of surface-built shelters for the DREM Q of 1941. A two-man crew would have been stationed at the site, where they would wait on duty throughout the night and shelter in the event of an attack. The structure, orientated north/south, is linear in plan and is separated into two spaces with a co-joining passageway and stairs. The southern smaller room housed the generator, and the generator bed is still in place, while the larger was the control room. The interior is constructed from pre-cast concrete sections bolted together, though the passageway is more substantial, as the construction is of dressed stone blockwork with a corrugated iron roof lining. Both rooms have thick pre-cast concrete doors, which were once covered in a Hessian type of fabric, traces of which still remain. The interior of the site was flooded when visited. A small rectangular concrete plinth at the northern end of the roof was the mounting for the decoy's headlamp. This was angled slightly above the horizontal to be swung carefully through an arc, so as to represent the movements expected from the headlights of a taxing aircraft (Dobinson, 2000, 45).
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	04420s
Linked to airfield function?	Yes
Of technical/Structural interest?	Yes
Historical association?	No



Plate 143: Entrance to the sunken 'Q' site control shelter.



Plate 144: Two images of the interior. (Left) The generator room. (Above) Remains of the crew room.

4.5 RAF Rhoose

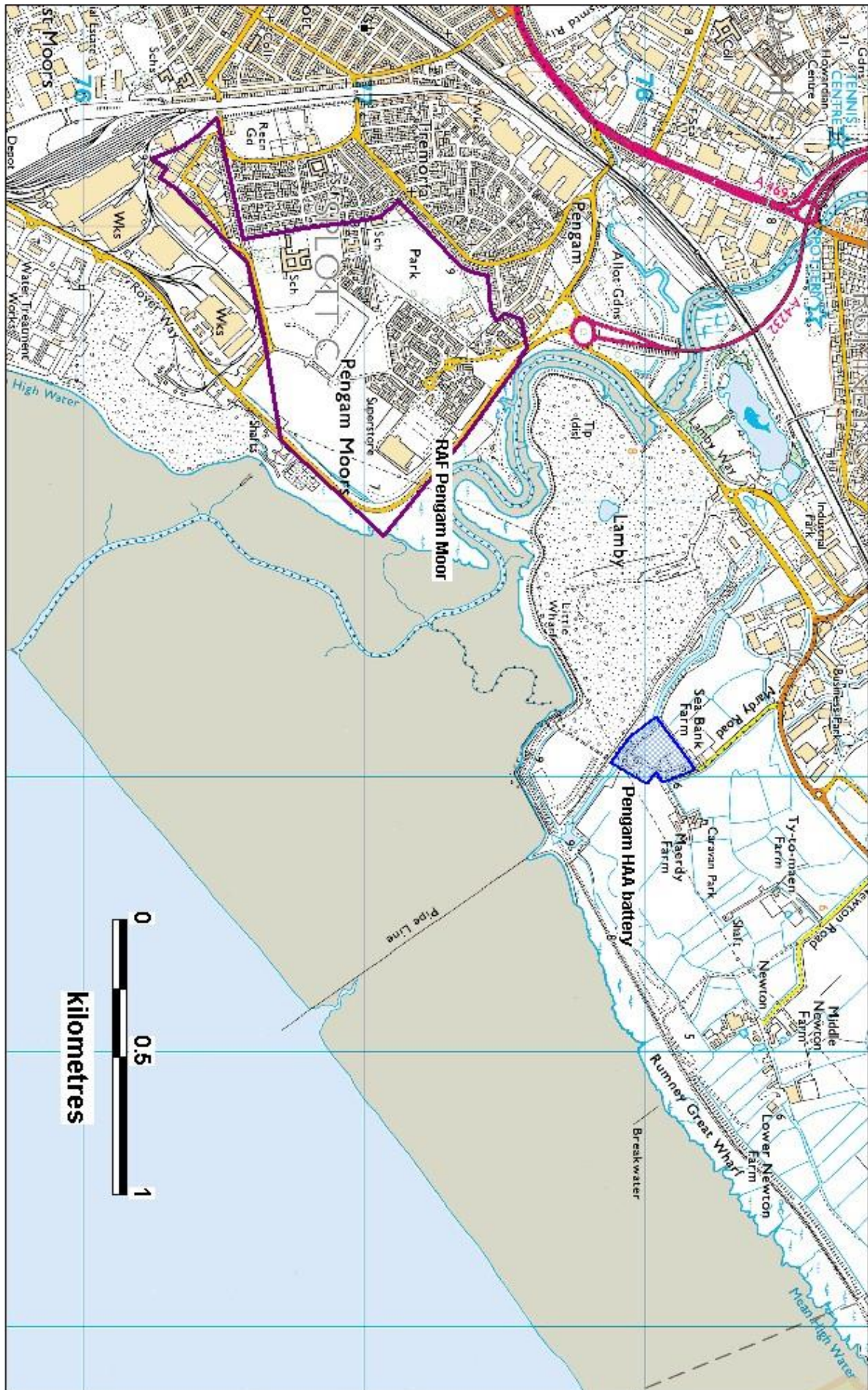


Figure 47. RAF Rhoose Airfield Hinterland.

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4.5.1 Dispersal Sites

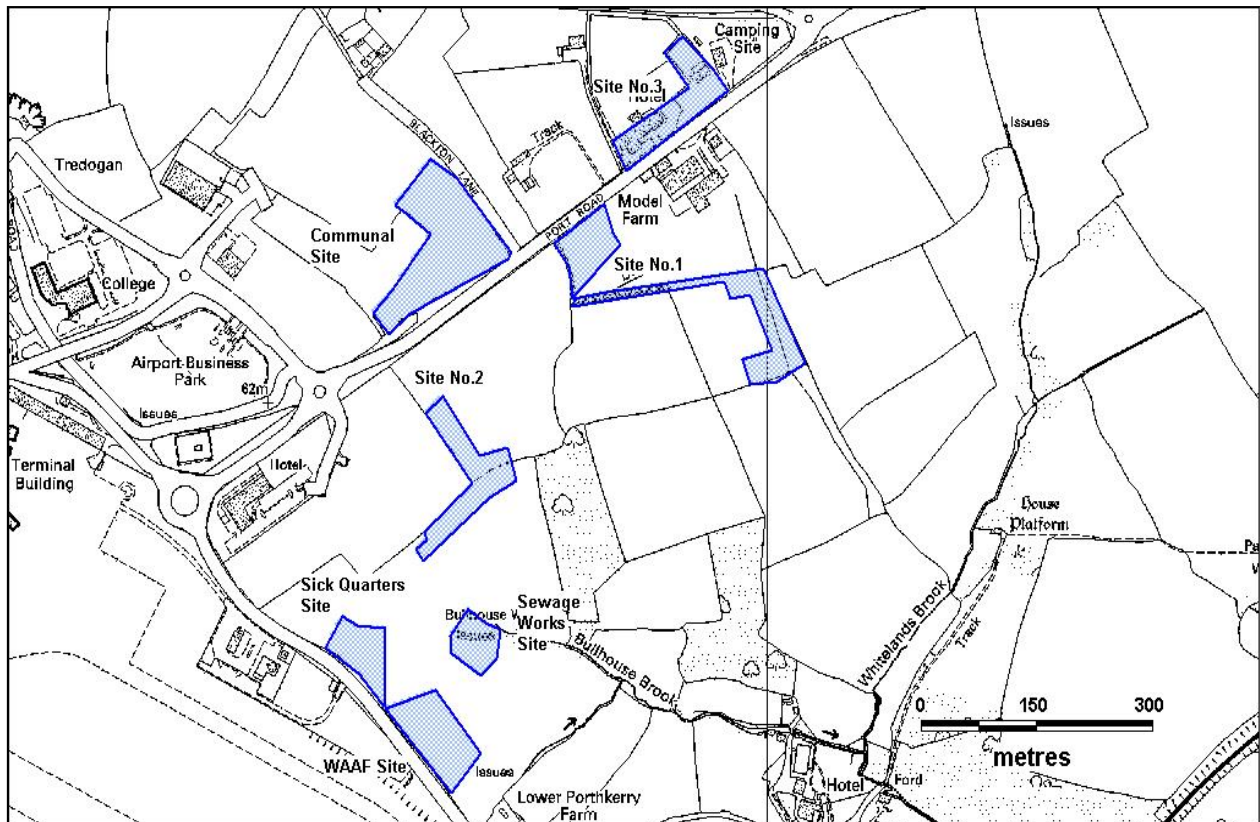


Figure 48: The eastern dispersed accommodation sites shown in blue (drawn from Air Ministry plans).

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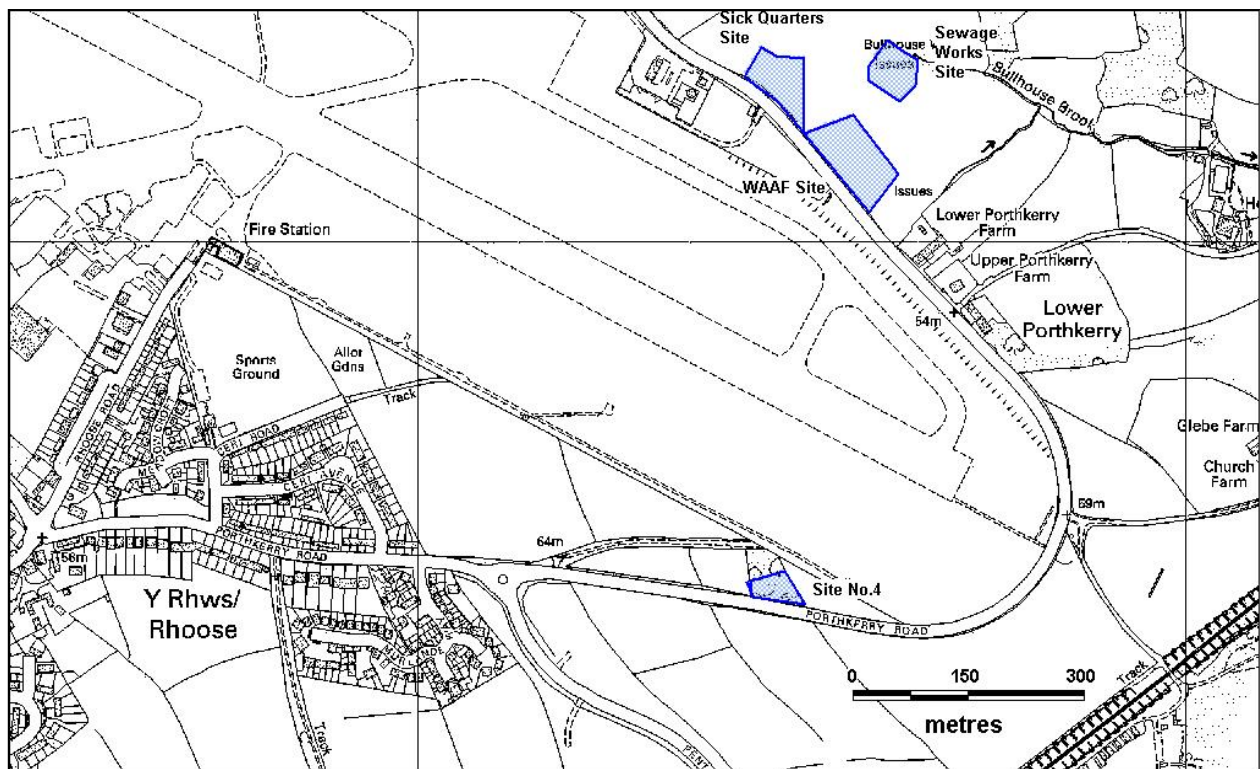


Figure 49: The southern dispersed accommodation site shown in blue (drawn from Air Ministry plans).

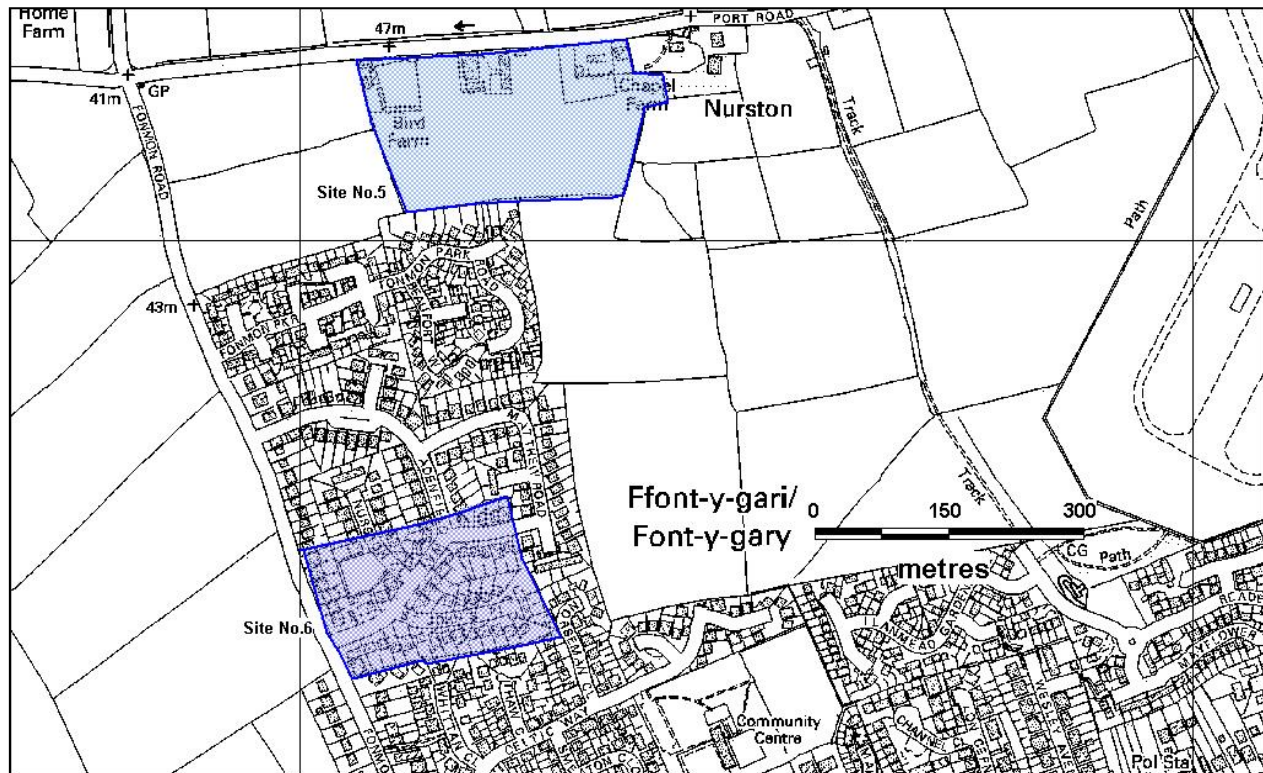


Figure 50: Western dispersed accommodation sites shown in blue (drawn from Air Ministry plans).

ID No	RDS1
PRN	04422s
Name	RAF RHOOSE DISPERSED ACCOMMODATION
Air Ministry Plan?	Yes
In Use	Yes
Description	The airfields main accommodation sites lie around 0.2miles to the east of the main airfield core and consist of 10 individual dispersed areas, these consist of communal and segregated sleeping areas, sick quarters, water management site and an operations block. The majority of these sites were constructed on either side of Lower Port Road and to the south towards Lower Porthkerry. Further sites (No.5 and No.6) are located to the west at Nurston and Font-y-gary. None of the footprints for the accommodation sites survive and this also is true for the majority of their internal structures. The bulk of the sites have reverted back to agricultural use, though the south western dispersal site was cleared to make way for new housing and is now covered by Nurston Close, Adenfield Way and St. John's Place, Font-y-gary.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Form	Dispersal sites

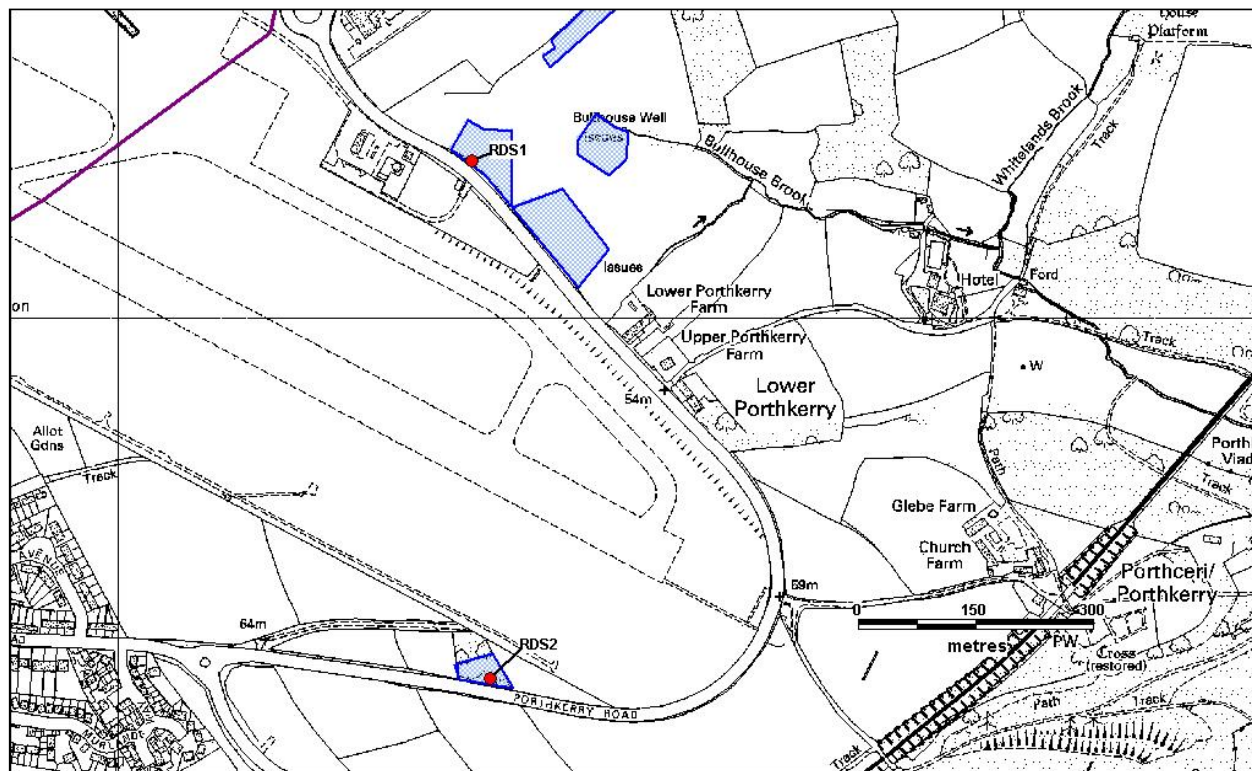
(i) Sick Quarters & Site No.4

Figure 51: Surviving sites within the dispersal areas 'Sick Quarters and Site No.4' (shown in blue).

ID No	RDS1
PRN	02768s
Name	PICKET POST
NGR	ST 0745 6720
On Air Ministry Plan	Yes
MoD Building No	230
Drawing No	14294/41
In Use	No
Description	A slight depression in the field marks the spot where the Picket Post of the Sick Quarters site was located. The site was originally recorded in 1997. The original structure would have been a cement rendered brick building with external brick piers. Picket Posts were placed at the entrances to dispersed sites to control traffic entering and leaving.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Earthwork
Associated PRN sites	-
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No

ID No	RDS2
PRN	04474s
Name	UNKNOWN STRUCTURE
NGR	ST 07472 66540
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A series of heavily overgrown linear structures, standing 4 or 5 courses high. Two of the structures are orientated north east/south west, while another, located to the northwest, is aligned east/west. The most complete structure is sub-divided into 3 small compartments, with cement rendered walls. The roof may have been pre-cast corrugated sheeting, the remains of which are noticeable beneath the vegetation
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	-
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 145: The most visible surviving structure within Site No.4. Note the small compartments.

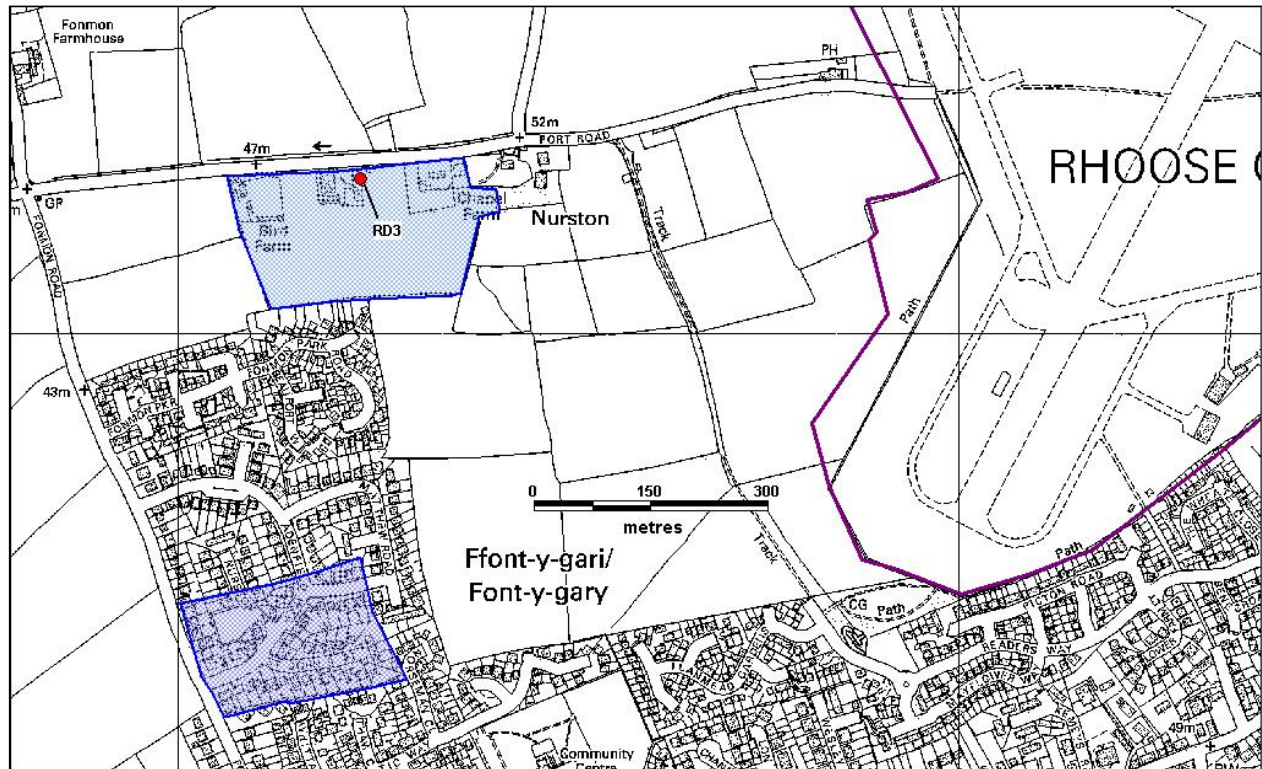
(ii) Site No.5

Figure 52: Surviving sites within the dispersal area 'Site No.5' (shown in blue).

ID No	RDS3
PRN	04475s
Name	UNKNOWN STRUCTURE
NGR	ST 05230 67200
On Air Ministry Plan	Yes
MoD Building No	-
Drawing No	-
In Use	Yes
Description	A heavily converted linear brick structure survives and is currently used as a garage. The author was unable to gain access during the course of this project and therefore the condition rating is not known.
Condition	Not known
Condition rating	Not Recorded
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	-
Linked to airfield function?	No
Of technical/Structural interest?	No

Historical association? No

4.5.2 RAF Rhoose anti-landing trenches

(i) North eastern anti-landing trenches

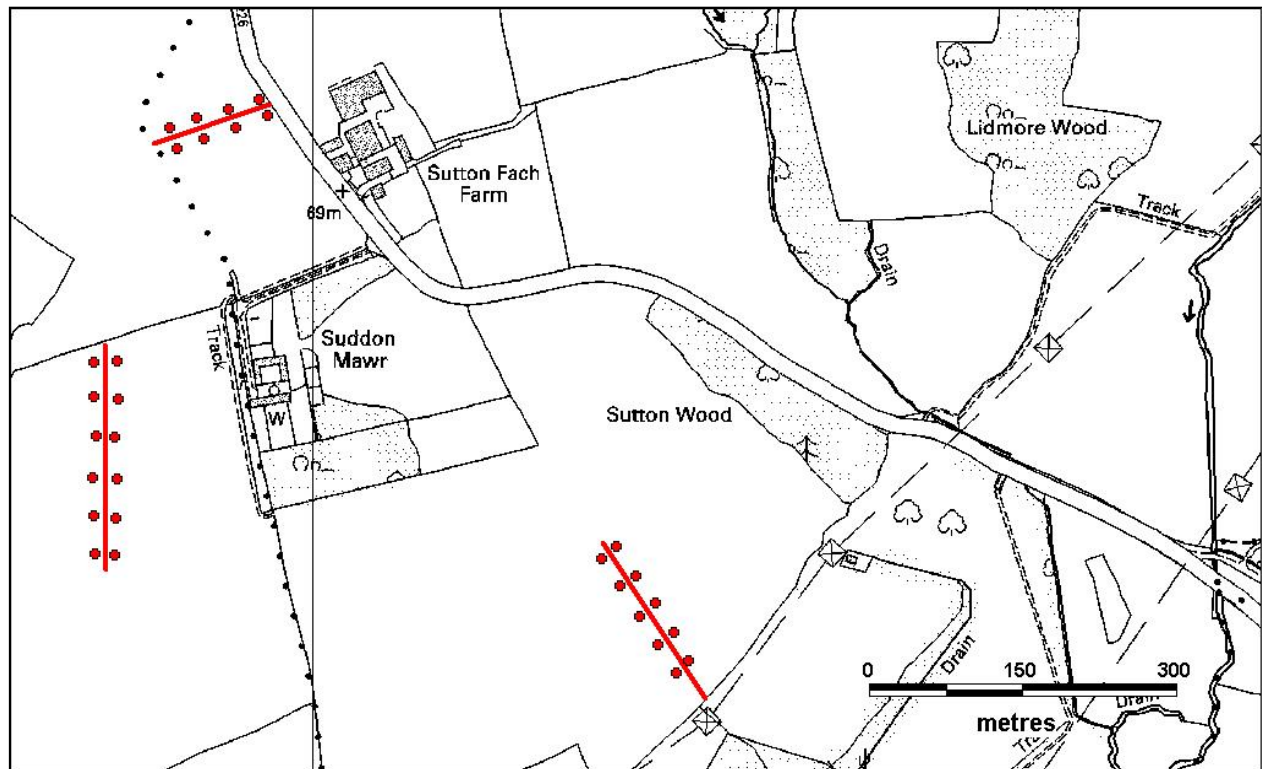


Figure 53: The north eastern anti-landing trenches to protect RAF Rhoose (shown in red).

ID No	RDS4
PRN	04476s
Name	RAF RHOOSE NORTH EASTERN ANTI-LANDING TRENCHES
NGR	Multiple (centered on ST 08100 69540)
On Air Ministry Plan	Yes
MoD Building No	-
Drawing No	
In Use	No
Description	A series of purpose built trenches covering farmland 1.7km to the northeast of the airfield. These trench systems, visible on aerial photograph (RAF Medmenham HLA /429/016. 26/03/1942), were designed to be 4 ft. wide flanked with spoil piles to enhance the obstacle (approved method issued by War Office on 27th May 1940) and help prevent the successful landing of enemy glider-borne and airborne forces.
Condition	Near Destroyed
Condition rating	Near Destroyed
Period	Modern
Group Value	Yes
Form	Documents

Associated PRN sites 04477s, 04478s

Linked to airfield function? Yes

Of technical/Structural interest? No

Historical association? No

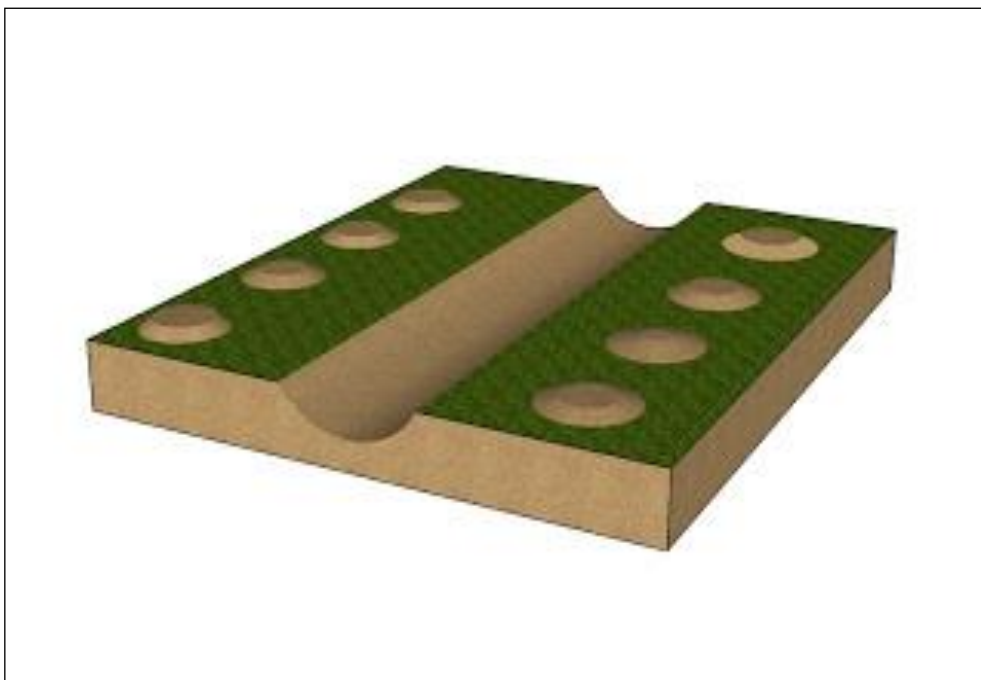


Figure 54: Image showing the construction of the anti-landing trenches. Image courtesy of pillboxesinsuffolk.

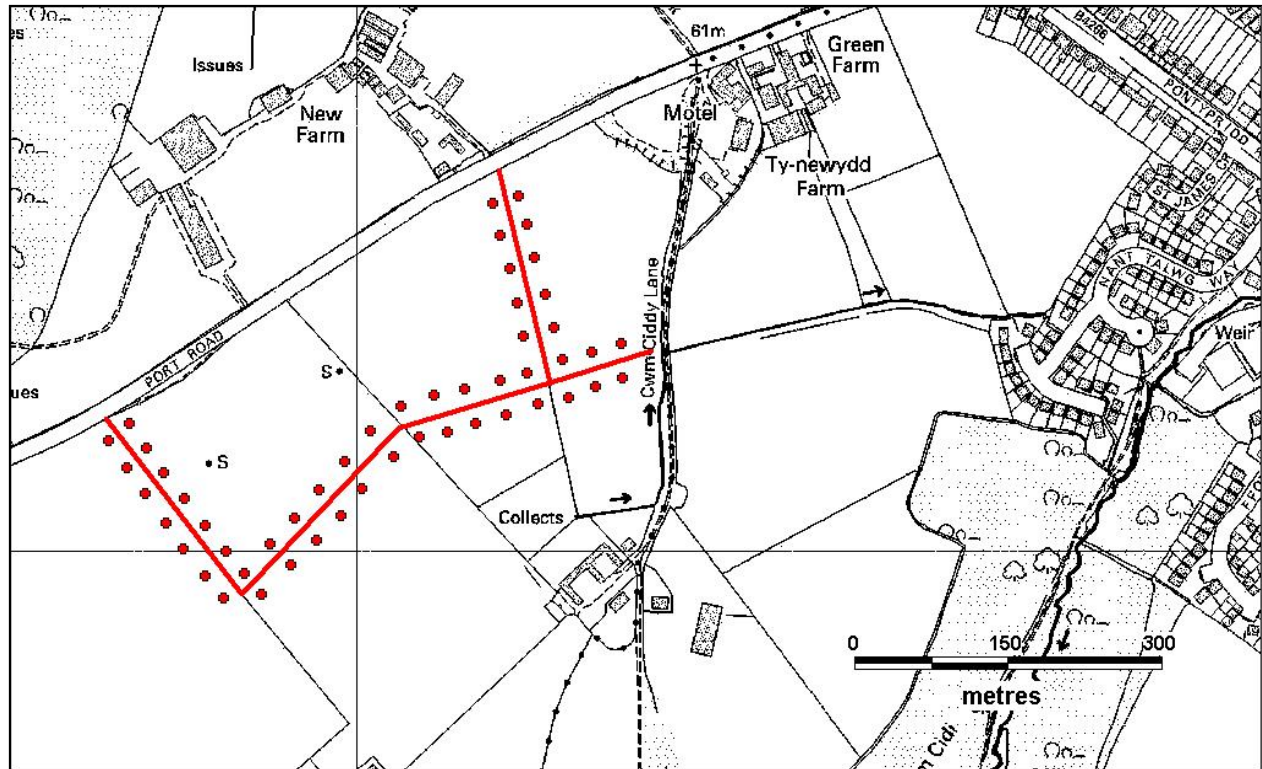
(ii) Eastern anti-landing trenches

Figure 55: Eastern anti-landing trenches (shown in red).

ID No	RDS5
PRN	04477s
Name	RAF RHOOSE EASTERN ANTI-LANDING TRENCHES
NGR	Multiple (centered on ST 09042 68118)
On Air Ministry Plan	-
MoD Building No	-
Drawing No	-
In Use	No
Description	A series of purpose built trenches covering farmland 1.8km to the east of the airfield. These trench systems, visible on aerial photograph (RAF Medmenham HLA /429/023. 26/03/1942), were designed to be four ft wide flanked with spoil piles to enhance the obstacle (approved method issued by War Office on 27th May 1940) and help prevent the successful landing of enemy glider-borne and airborne forces.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Documents
Associated PRN sites	04476s, 04478s
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No

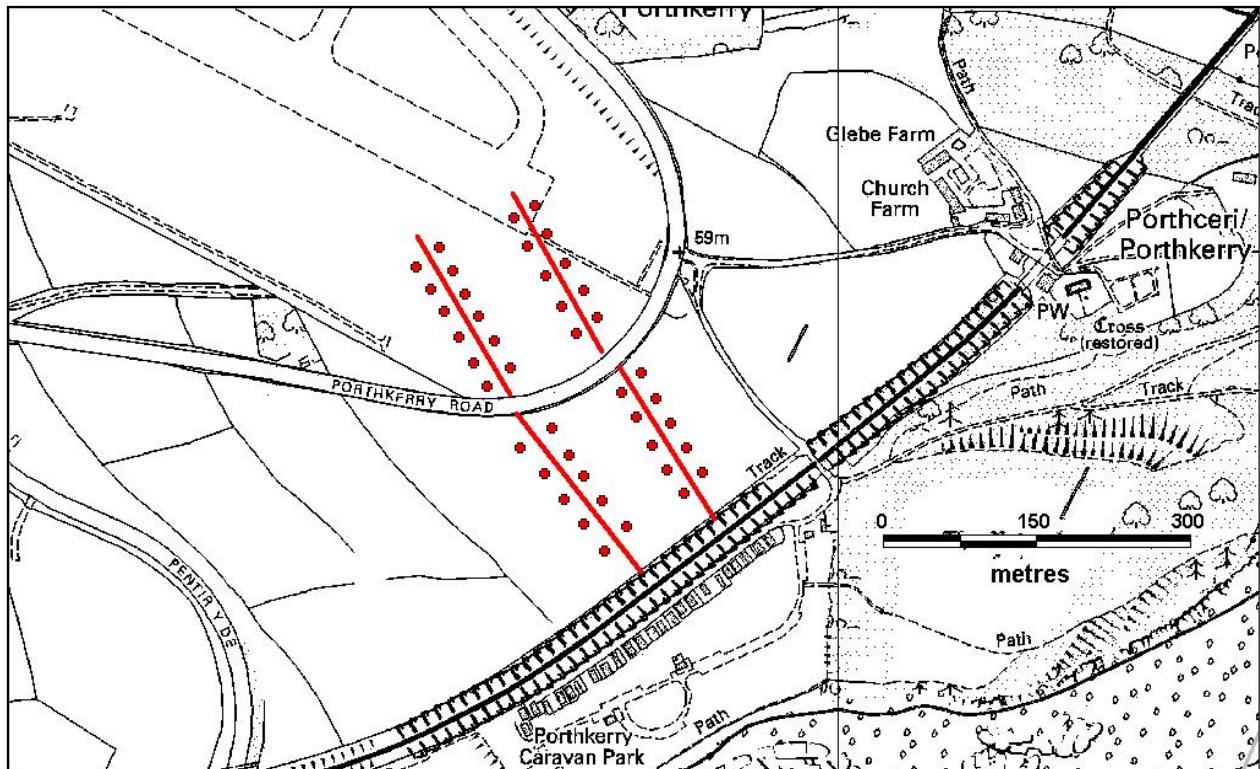
(iii) Southern anti-landing trenches

Figure 56: Southern anti-landing trenches (shown in red).

ID No	RDS6
PRN	04478s
Name	RAF RHOOSE SOUTHERN ANTI-LANDING TRENCHES
NGR	Multiple (centered on ST 07740 66520)
On Air Ministry Plan	-
MoD Building No	-
Drawing No	-
In Use	No
Description	A series of purpose built trenches covering farmland 810m to the southeast of the airfield. These trench systems, visible on aerial photograph (AC42.A13/017. 27/04/1942), were designed to be four ft wide flanked with spoil piles to enhance the obstacle (approved method issued by War Office on 27th May 1940) and help prevent the successful landing of enemy glider-borne and airborne forces. These features may be related to earthworks noted in 2002 (PRN03424s).
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Documents

Associated PRN sites 04476s, 04477s

Linked to airfield function? Yes

Of technical/Structural interest? No

Historical association? No

4.5.3 Bulwarks Heavy Anti -Aircraft Battery

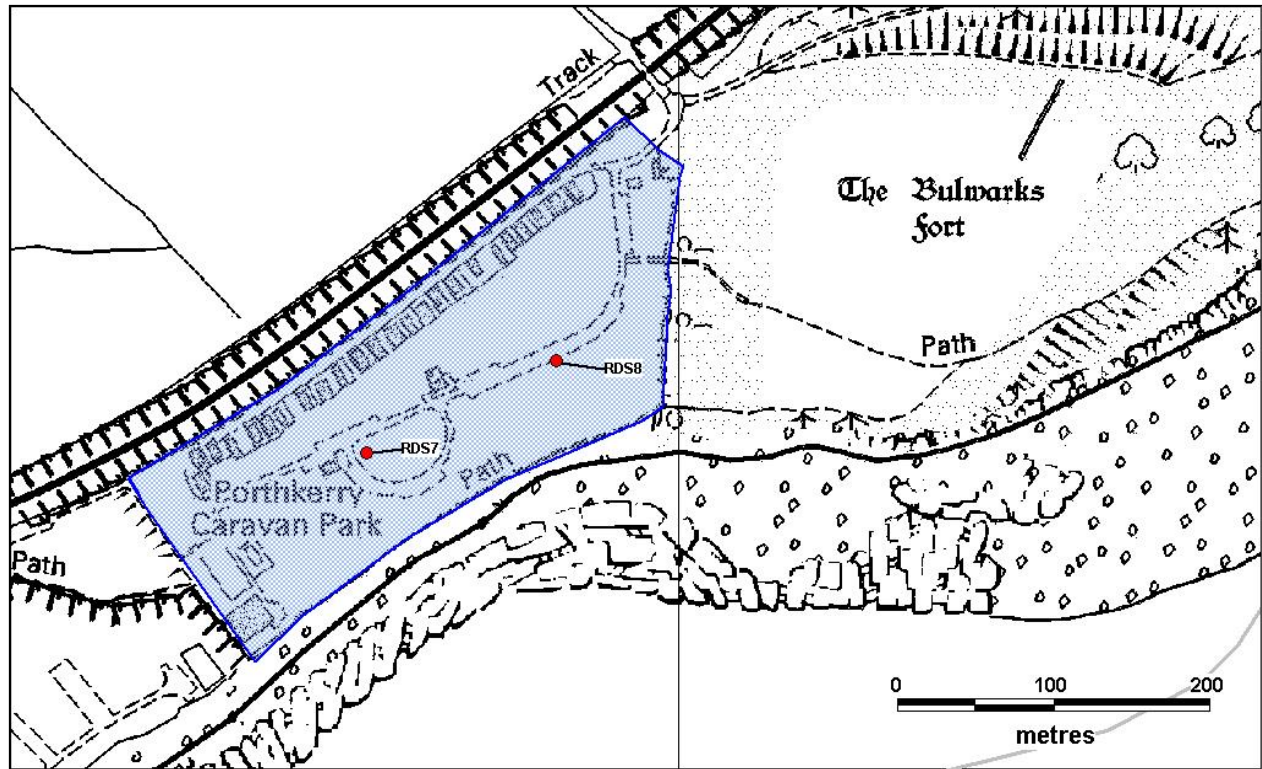


Figure 57: Surviving sites within the Bulwarks Heavy Anti-Aircraft area (shown in blue)



Plate 146: Aerial view of the Bulwarks HAA Battery. (27th April 1942). Note the hexagonal GL mat (PRN04480s) to the right of the battery. Image courtesy Welsh Government Photographic Archive

ID No	RDS7
PRN	02398s
Name	BULWARKS HEAVY ANTI-AIRCRAFT BATTERY
NGR	ST 7820 66210
On Air Ministry Plan	Yes
MoD Building No	-
Drawing No	Yes
In Use	No
Description	All that remains of this heavy anti-aircraft battery is the concrete roadway around the external site and battery. All of the gun emplacements that housed the four 3.7-inch guns have been covered over and due to coastal erosion are now situated at the very cliff edge. Due to this a new section of road has eaten into the central command bunker ellipse. No other features associated with this battery are today visible. However, the internal curbing that encircles the command bunker oval would seem to be contemporary and still contains small fixtures for lighting. Today the site is a caravan park for static caravans. Though not strictly part of the defences for RAF Rhoose, the close proximity of the Bulwarks HAA battery would nevertheless have been utilised in the defence of the airfield.
Condition	Near Destroyed
Condition rating	Poor
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	04479s
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 147: The remains of the perimeter track around the main battery (view to the southwest)

ID No	RDS8
PRN	04479s
Name	BULWARKS HEAVY ANTI-AIRCRAFT BATTERY GL MAT
NGR	ST 07920 66260
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A hexagonal gun-laying (GL) mat equipped with a central Mk II radar unit is visible on aerial photographs (AC42.A13/017. 27/04/1942) to the east of the Bulwarks HAA battery (PRN 02398s). The GL mat is approximately 130 m in diameter and consisted of an octagonal cat's cradle of strained wires supporting a grid of two-inch netting, within which the radar cabin stood on a central platform. The purpose of the mat was to neutralise the vagaries in radar performance by surrounding the radar set with a uniform area of known electrical properties (Dobinson, 276, 2011). This site has been lost beneath the Caravan Park.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Documents
Associated PRN sites	02398s,
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No

4.6 RAF Pengam Moor

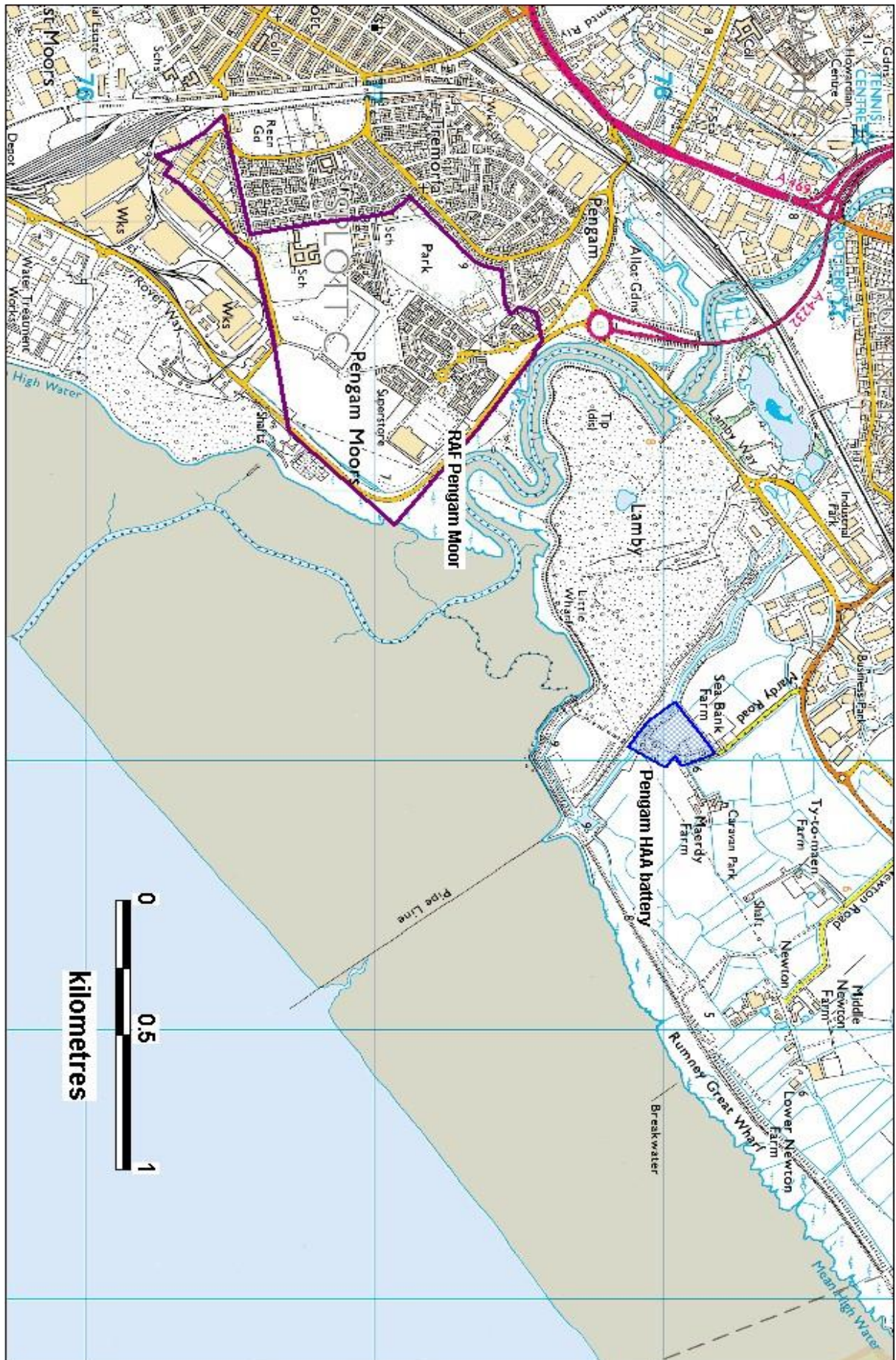


Figure 58: RAF Pengam Moor Airfield Hinterland.

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4.6.1 Pengam Heavy Anti-Aircraft Battery



Plate 148: Aerial view of Pengam HAA Battery. (1st March 1941).

Image courtesy Welsh Government Photographic Archive

ID No	PMDS1
PRN	04480s
Name	PENGAM HEAVY ANTI-AIRCRAFT BATTERY
NGR	ST 22950 77950
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	Yes
Description	All that remains of the heavy anti-aircraft battery is the concrete roadway around the central command bunker ellipse. No other features associated with this battery are today visible. The site is now occupied by a garage and breakers yard. Though not strictly part of the defences for RAF Pengam Moor, the close proximity of the HAA battery would nevertheless have been utilised in the defence of the airfield.
Condition	Destroyed
Condition rating	Very Poor
Period	Modern
Group Value	No
Form	Other structure

Associated PRN sites - ,

Linked to airfield function? No

Of technical/Structural interest? No

Historical association? No



Plate 149: The remains of the perimeter track around the main battery (view to the south west)

ID No	RDS1
PRN	04481s
Name	TAXIWAY (RAF ST. ATHAN TO RAF LLANDOW)
Air Ministry Plan?	Yes
In Use	Yes
Description	The reasons for creating a taxiway between RAF St Athan and RAF Llandow lie with a number of factors. Firstly, the close proximity of two aircraft storage airfields dealing with the same types of aircraft would have been beneficial for the sharing of resources between the two stations, especially when dealing with post-war surpluses. Secondly, St Athan's northern dispersal field had come within two-three fields of Llandow's 'Scrapping Loop', which meant creating a connection would have been cost effective and quick to create. Finally, St Athan's runway was deemed too short for larger aircraft to safely land and had no runway lighting or night approach aids. Instead, pilots preferred to land at Llandow instead, and then have the aircraft towed to St Athan. The earliest piece of evidence relating to St Athan's Aircraft Dispersal sites is an Air Ministry plan of West Camp dated September 1937. This shows the Air Ministry land around Picketston to be not more than the hangars and taxiways leading towards them. The plan does not show any gaps in hedges for aircraft to be dispersed in fields. However this plan is stamped 'advance issue' which strongly suggests a plan that has been drawn up prior to building work commencing. A Luftwaffe aerial photo of St Athan (dated 21 October 1940) shows that the Picketston site has been expanded to include the fields to the west of the E-Type hangars for the dispersal of aircraft. There is a minor road to the north of the hangars but there is no track leading past the hangars or any hedge gaps on either side of the road. However, photos dated 26 March 1942 show a track extension running past the hangars towards the road that is just out of shot. There is evidence the track is being concreted as it is not a continuous line. A mosaic photo supplied by the Welsh Government dated one month later (24th April) shows the section as completed. The April Mosaic shows the dispersal running about three miles in a north westerly direction with a minor spur running south of the road, leading west into Llanmaes. Some of the Robins Hangars were placed along this route with the furthest almost within the village. The route running North West had taken a far more northerly route than depicted in later photos. It ran past Croes Heol Farmhouse, across the road north, then North West towards Pen-y-Bryn Farmhouse, passing one field south of the house, and joining a dispersal field and Robin Hangar on the western side of the house. This route may have been abandoned due to the steepness of the hill. According to an Ordnance Survey map of the area, after the road crossing aircraft would have been towed up to twenty metres in ascent over the course of half a kilometre, before reaching Pen-y-Bryn farmhouse at the top. From RAF Llandow's perspective is a Luftwaffe aerial photo dated 3rd May 1941. South East Dispersal shows a small section of concrete in the shape of a hook. However, there is indication of further dispersal running south on grass to the east of Pleasant View Farmhouse, due to earth disturbance on both sides

of the road. This is confirmed by photos from the 26th March 1942, which also show the track spurring off in an easterly direction after this road crossing. The 24th April 1942 mosaic shows this track crossed the road running north into Signingstone and into two fields where a Robins Hangar is situated. This site was later known as the 'Scrapping Loop' due to large amounts of aircraft dismantling post-war. The important point about the 1942 photos for both sites is that there is no evidence for a taxiway connection despite being two-three fields apart.

The 8th March 1944 APs show the northern route abandoned, and a new route in the form of the one that can be traced today. The photos show that the concrete was being extended which means that the track previously used Sommerfield Tracking (strips of metal mesh wire) as a taxiway surface. However, looking closely at the most northerly of the route, there still is no connection with Llandow with five hedges and a road to negotiate before reaching the 'scrapping loop'. An Air Ministry plan of May 1944 does not show any hedge penetration either.

25th September 1945 is important because not only had the war ended by then, but the hedges and road have been negotiated and we see the formation of a continuous taxiway. There is a concrete plinth across the road and gaps in the hedges on each side of the road it crosses. No one would go through the trouble of doing this without expressing intent of moving aircraft between both sites. All throughout the dispersed sites of both stations are large amounts of surplus aircraft, nearly all for scrap. It is from this point we see these numbers dwindle over the next sets of photos.

In the 4th December 1946 photo the northern most area of the dispersal is no longer populated with aircraft and livestock have taken their place. However, there is a possibility a fence is blocking the animal's access to the two fields adjacent to the road crossing, meaning the taxiway could still be in use. 25th August 1947 shows the numbers of aircraft have retreated to no further across the road where the new house on Slade Paddocks Farm is located today. Steven Bond and Ivor Jones attest that the last of the airframes were broken up in 1949. The September 1951 Air Ministry plan for St Athan's requisitioned land shows that the Air Ministry controlled land had shrunk to no further than the northern B1 Type Hangar on Picketston site. This means that the taxiway would have fallen into disuse at some point from 1949-51. (Lewis, 2013)

Condition	Damaged
Condition rating	Poor
Period	Modern
Form	Airfield
Historical association?	Yes

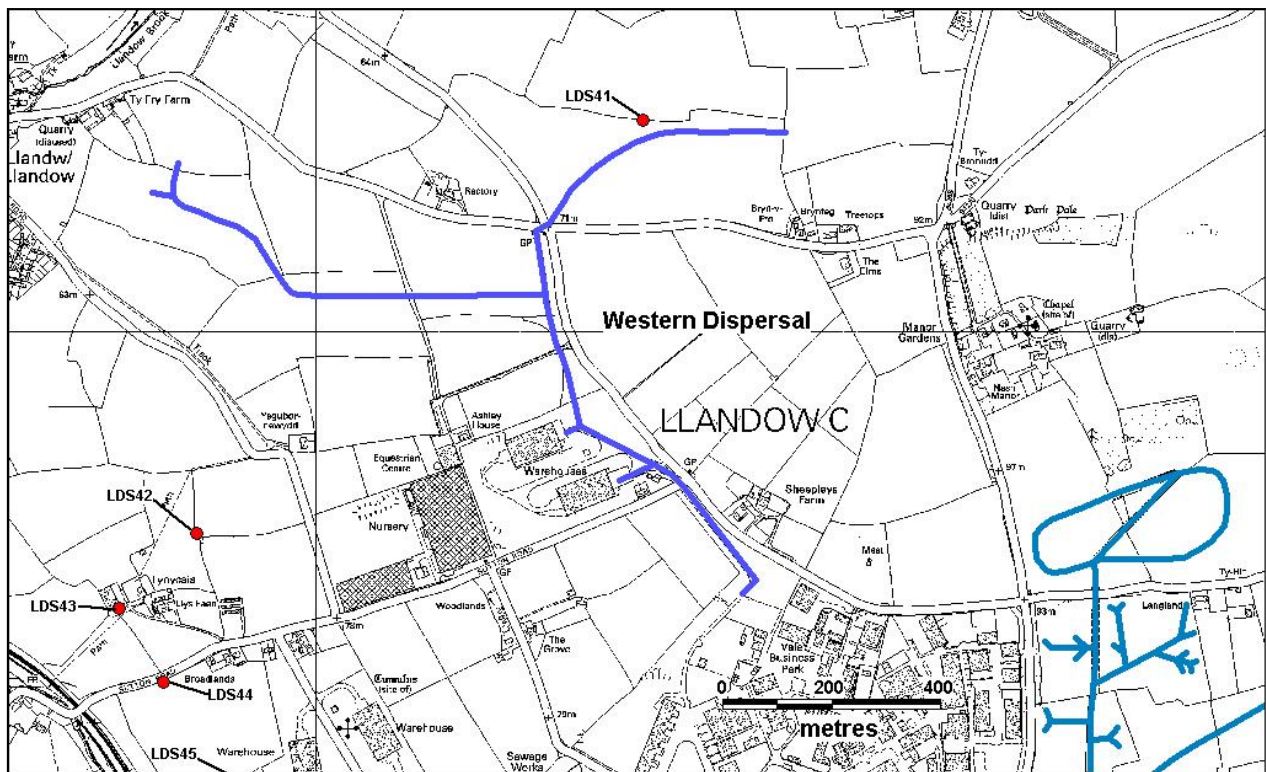
(i) Western Dispersal

Figure 60: The route of the western dispersal.

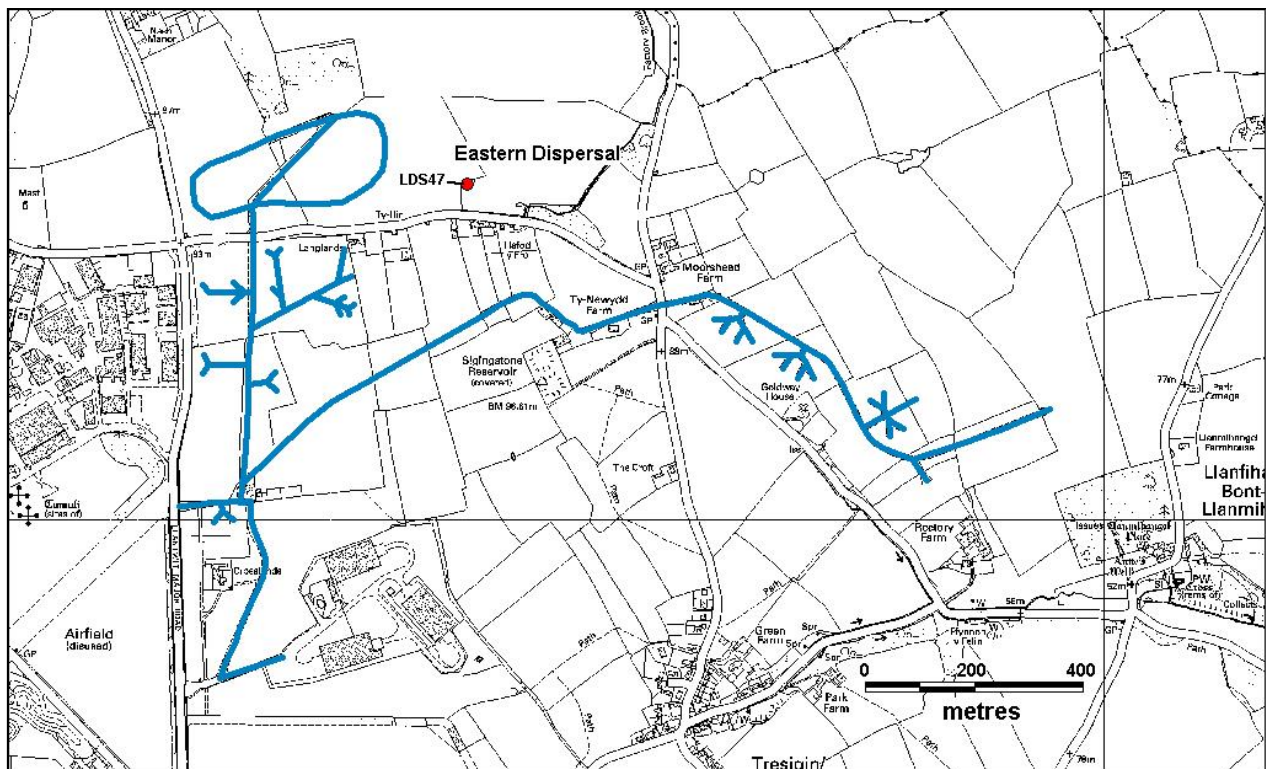
(ii) Eastern Dispersal

Figure 61: The route of the eastern dispersal.

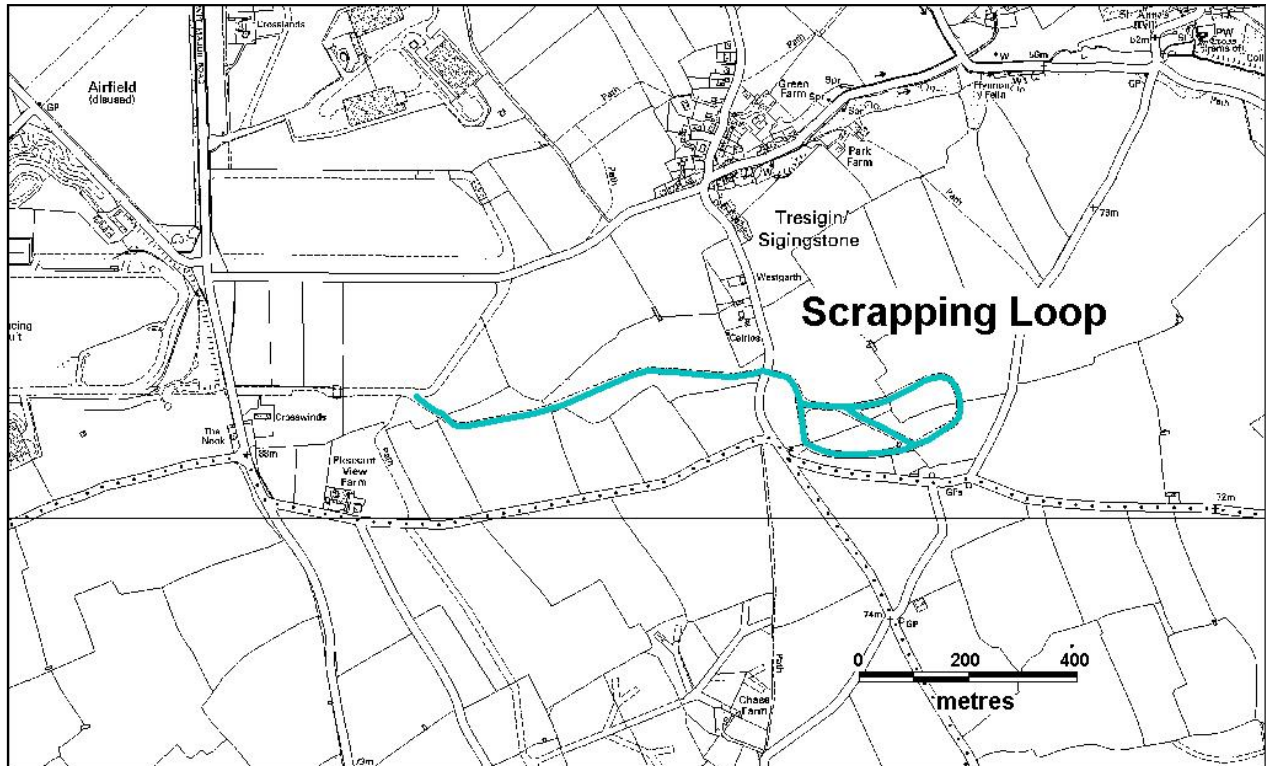
(iii) Scrapping Loop

Figure 62: The 'Scrapping Loop'.

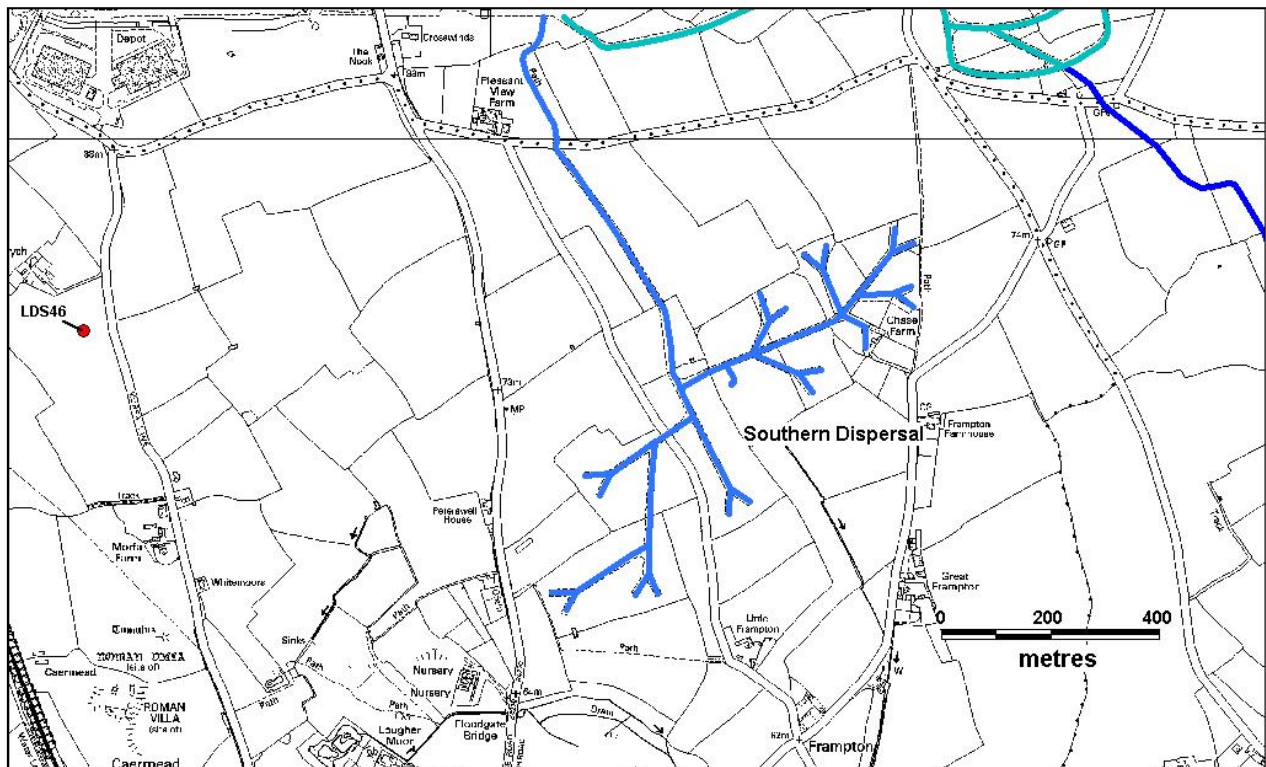
(iv) Southern Dispersal

Figure 63: The route of the southern dispersal.

(v) Picketston Dispersal

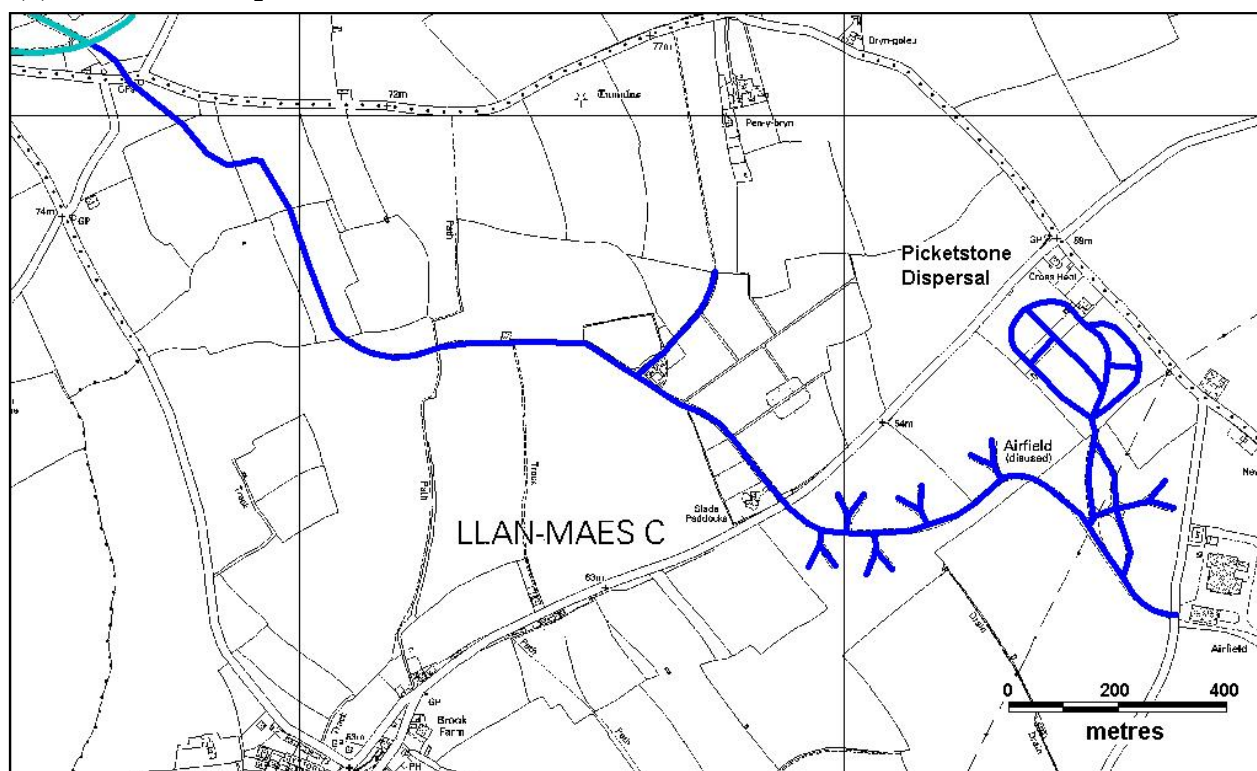


Figure 64: The route of the Picketston dispersal.

5. CONCLUSIONS/RECOMMENDATIONS

The scattered layout of temporary buildings and structures that comprise the greater part of the fabric of the South Wales Military Airfield Dispersal Sites are a difficult proposition for preservation. Most structures are in an advanced state of decay and others survive in varying states of completeness, typically being used in recent years for agricultural purposes, whilst others only survive as footprints, shadows of what had been. In principle we should aim to preserve some examples of this type of airfield fabric, however, there is a difficult question of balance to be achieved. Many of the buildings as already stated, are poorly preserved, but are also of standard types that are commonly found on all dispersal sites across not only Wales but also the United Kingdom as a whole.

If only 1 airfield and its associated sites had to be chosen for preservation from those visited for this project, then it would surely be RAF Llandow. The extent and quality of the dispersed communal and living quarters sites is overall poor, the majority of buildings having been removed or converted, however, what makes the airfield buildings and structures at RAF Llandow so special, apart from the obvious individual ones such as the control tower, and hangars, is the remarkable completeness of the site, with just under half of the airfield's total complement of buildings still extant. We also need to consider the runways and perimeter track, which are also complete and fine examples of early tarmac runways. A third important aspect is the completeness of the above ground air-raid shelters (Sites No.3 and 4) which represent only about half of the total number built at the airfield, but this is quite high when compared to other airfield sites. It should be noted that the continued survival of such features is perilous, for the very factors that have aided their survival, i.e. being converted into commercial industrial estates and agricultural use, also carries the pressure of reuse, redevelopment, and removal.

A number of the sites of National significance will be recommended for consideration for protection through Scheduling and these details will be provided in a separate Scheduling report.

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 5099/45 RAF Llandow: Record Site Plan Dispersed Sites
 2306/45 RAF Rhoose: Record Site Plan
 3619/44 RAF Pengam Moor: Record Site Plan

Aerial Photographs

Location	Date	Sortie No.	Scale	Organisation	Type
Fairwood	23/03/1942	HLA /424	1:9000	Medmenham	B/W
“	26/03/1942	HLA /429	1:9000	Medmenham	B/W
“	07/07/1946	106G UK 1625	Various	RAF	B/W
Stormy Down	19/05/1947	CPE UK 2081	1:10000	RAF	B/W
St. Brides	24/04/1942	HLA/495	1:9000	Medmenham	B/W
Llandow	08/03/1944	LOC 212		RAF	B/W
“	26/03/1942	HLA /429	1:9000	Medmenham	B/W
“	25/09/1945	106G UK 844	1:10000	RAF	B/W
“	05/01/1945	106G LA/93	Oblique	RAF	B/W
Rhoose	26/03/1942	HLA/429	1:9000	Medmenham	B/W
Pengam Moor	01/03/1941	HLA/134	1:10000	Medmenham	B/W
“	21/08/1951	540 RAF 579	Oblique	RAF	B/W
Chepstow					

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APPENDIX 1: Additional Yr.1 Sites

This appendix covers additional sites that have been discovered within the airfield boundary, as defined in Year 1 of the project.

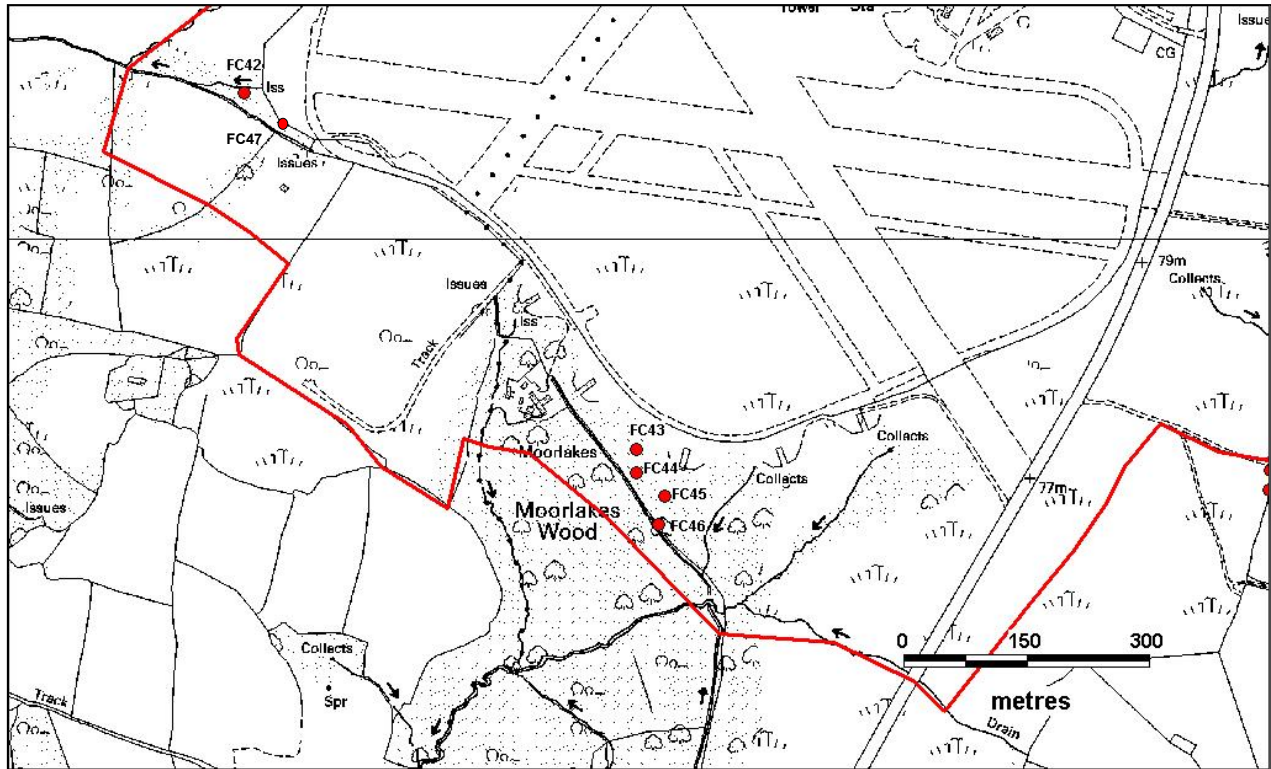
RAF Fairwood Common

Figure 65: Surviving sites within the airfield boundary (shown in red), but not covered in Yr.1.

ID No	FC42
PRN	07863w
Name	INFANTRY SLIT TRENCH
NGR	SS 56159 91178
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A submerged concrete-lined gunpit or infantry slit trench located beyond the western end of runway 29/11. This feature formed part of the airfields perimeter defences, along with several other slit trenches (PRN 06856w, 6857w, 06858w, 06859w, 06860w and 06861w) that lie to the northeast. The structure is concrete lined, with corrugated sheeting having been used as shuttering.
Condition	Near Destroyed
Condition rating	Near Destroyed
Period	Modern
Group Value	Yes
Form	Other structure

Associated PRN sites 06856w, 6857w, 06858w, 06859w, 06860w, 06861w

Linked to airfield function? No

Of technical/Structural interest? No



Plate 150: Remains of a slit trench, protecting the end of runway 29/11.

ID No	FC43
PRN	07864w
Name	ARMOURY WORKSHOP
NGR	SS 56639 90741
On Air Ministry Plan	Yes
MoD Building No	255
Drawing No	1965/41
In Use	No
Description	All that remains today of the workshop is a heavily overgrown concrete plinth.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07865w, 07866w, 07867w
Linked to airfield function?	No
Of technical/Structural interest?	No



Plate 151: Very little now remains to show that this was once one of the airfields workshops.

ID No	FC44
PRN	07865w
Name	CREW ROOM, WORKSHOP & SQUADRON SIGNALS OFFICE
NGR	SS 56639 90713
On Air Ministry Plan	Yes
MoD Building No	256
Drawing No	1965/41
In Use	No
Description	All that remains today of the crew room is a heavily overgrown concrete plinth. The remains of the external brick piers are also visible.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07864w, 07866w, 07867w
Linked to airfield function?	Yes
Of technical/Structural interest?	No



Plate 152: Remains of the concrete plinth for the Crew Room. View to the northwest.

ID No	FC45
PRN	07866w
Name	ABLUTIONS & DRYING ROOM
NGR	SS 56674 90683
On Air Ministry Plan	Yes
MoD Building No	258
Drawing No	14052/40
In Use	No
Description	All that remains today of this building is a heavily overgrown concrete plinth. The ablutions block that original stood at the south western gable end of the building has been demolished, with only the structures slab concrete roof and remains of a single sidewall visible for identification. The Air Ministry Plan notes that this structure was taken over by the airfields Photographic Section.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07864w, 07865w, 07867w
Linked to airfield function?	No
Of technical/Structural interest?	No



Plate 153: (Above) The concrete plinth on which the Drying Room would have stood. (Right) The roof and wall belonging to the external latrine block.

ID No	FC46
PRN	07867w
Name	FLIGHT OFFICE & REST ROOM
NGR	SS 56666 90648
On Air Ministry Plan	Yes
MoD Building No	259
Drawing No	6529/40
In Use	No
Description	The Flight Office is 'T' shaped in plan and would have comprised a large open plan frontal area to the front with a series of individual rooms running off a side corridor at the rear. This building provided office accommodation for flight commanders and flight sergeants, but also included pilots' rest rooms, storerooms and locker rooms. The building when extant would have looked very similar to PRN 06836w, the lies 200m to the northwest. Today all that remains is a heavily overgrown brick and concrete plinth.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	07864w, 07865w, 07866w
Linked to airfield function?	No
Of technical/Structural interest?	No



Plate 154: Entrance to the Flight Office. View to the northeast.

ID No	FC47
PRN	07868w
Name	CONCRETE BLOCK
NGR	SS 56242 91117
On Air Ministry Plan	No
MoD Building No	-
Drawing No	-
In Use	No
Description	A large square concrete block of unknown use, located to the south of runway 11. The block rests on one of its faces, having been pushed over to the east. The base of the block flares outwards on all visible sides. The remains of four 'L' shaped metal fittings extend out from the top of the block.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	-
Linked to airfield function?	No
Of technical/Structural interest?	No



Plate 155: Concrete block of unknown use.

Note the remains of four 'L' shaped metal fittings extend out from the top.

RAF Stormy Down

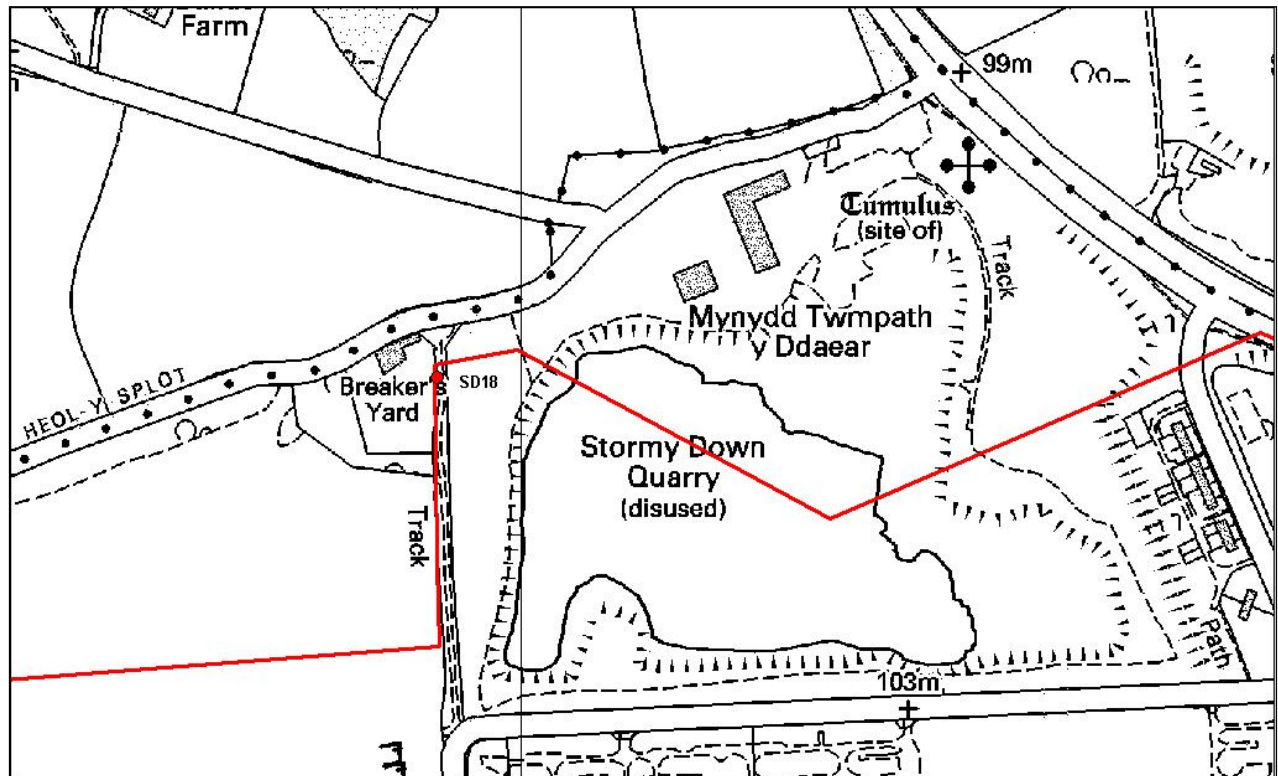


Figure 66: Surviving sites within the airfield boundary (shown in red), but not covered in Yr.1.

ID No	SD19
PRN	07415m
Name	UNKNOWN BUILDING
NGR	SS 83937 80465
On Air Ministry Plan	Not Known
MoD Building No	-
Drawing No	-
In Use	Yes
Description	A brick built building with concrete render and corrugated iron roof, located against the northern boundary of the airfield. This building once stood next to a sunken air raid shelter, which is now destroyed. The structure is currently used by the breakers yard for storage.
Condition	Damaged
Condition rating	Fair
Period	Modern
Group Value	No
Form	Building
Associated PRN sites	-
Linked to airfield function?	No
Of technical/Structural interest?	No

Historical association? No



Plate 156: Building of unknown use. View to the west.

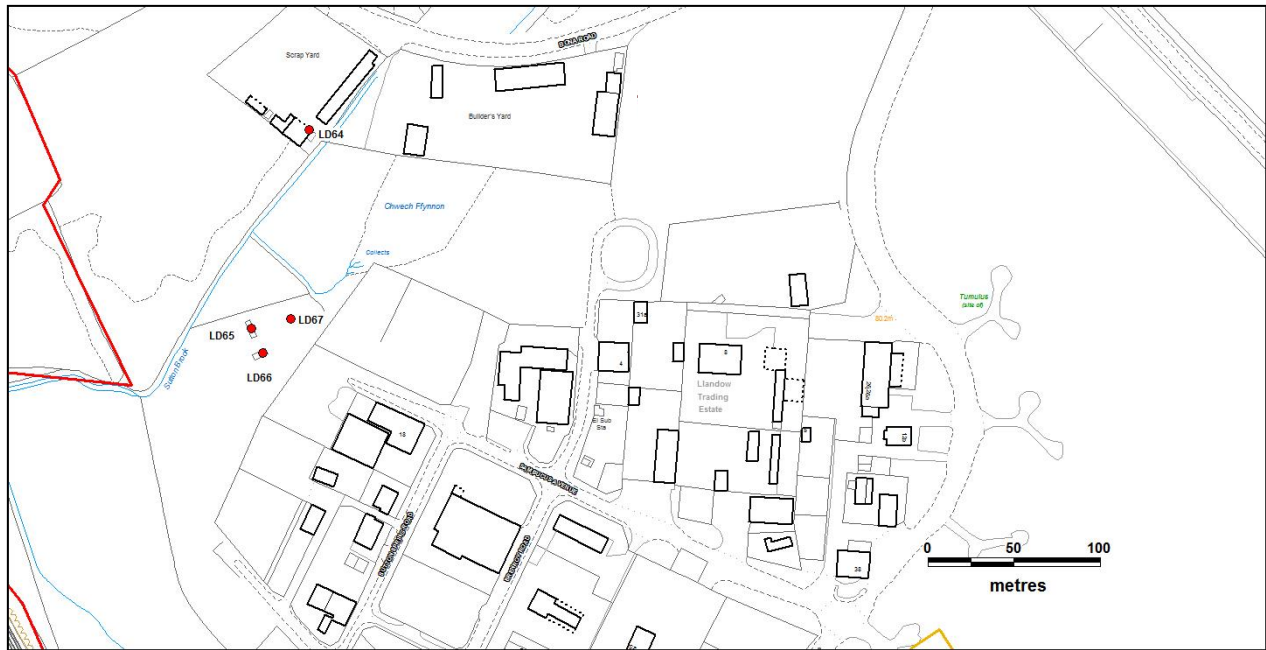
RAF Llandow

Figure 67: Surviving sites within the airfield boundary (shown in red), but not covered in Yr.1.

ID No	LD69
PRN	04482s
Name	AIRCRAFT MACHINE GUN TEST BUTT (40ft.)
NGR	SS 95229 71985
On Air Ministry Plan	Yes
MoD Building No	126
Drawing No	12312/41 (as listed on AM plan, though it may actually be 13212/41)
In Use	Yes
Description	Large brick built structure with concrete rendered front elevation. The sides have stepped brick piers to form 4 bays. Two high walls flank the entrance, the north western of which has been incorporated into a later extension. This building was designed for the testing and synchronising of aircraft guns and the substantial internal space would have been filled with sand and used as a backstop to absorb the cannon shells. The remains of the hopper chute doors are visible at the rear of the building. These would have been used for the de-leading of the test butt in order to prevent ricochets.
Condition	Converted
Condition rating	Converted
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	-
Linked to airfield function?	Yes
Of technical/Structural interest?	Yes

Historical association? No



Plate 157: Northeast facing elevation of the Aircraft MG Test Butts.



Plate 158: The rear exit chute for the Test Butts.

The spent shells and lead would be thrown into the hoppers to be removed here.

ID No	LD70
PRN	04483s
Name	LATRINE BLOCK
NGR	SS 95200 71872
On Air Ministry Plan	Yes
MoD Building No	60
Drawing No	16338/40
In Use	No
Description	Very little survives of the latrine block building except the western wall. From the remains it can be seen that structure was brick built with concrete render. The site is heavily overgrown.
Condition	Near Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	Yes
Form	Building
Associated PRN sites	-
Linked to airfield function?	Yes
Of technical/Structural interest?	No
Historical association?	No



Plate 159: All that remains of the latrine block is this east facing wall.

ID No	LD71
PRN	04484s
Name	BLAST SHELTER
NGR	SS 95204 71866
On Air Ministry Plan	Yes
MoD Building No	7F
Drawing No	2360A/41
In Use	Yes
Description	A standard above ground rectangular blast shelter. These sites had traversed blast walls and were built back to back with flanking shielded entrances; the protected area ran at right angles to either side of the entrance. The shelter was enclosed within an earthen bung built against the outer walls to give bomb splinter protection. Such shelters however would be no protection from a direct hit, but were for personnel to use at the last minute, minimizing the disruption of their duties. There were three standard sizes giving effective protection for 10, 20 or 30 personnel. This site has suffered some damage to its sloping entrance and is heavily overgrown with scrub vegetation.
Condition	Near Destroyed
Condition rating	Damaged
Period	Modern
Group Value	Yes
Form	Other structure
Associated PRN sites	-
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 160: The northwest facing entrance to the blast shelter.

ID No	LD72
PRN	04485s
Name	FUEL COMPOUND
NGR	SS 95229 71985
On Air Ministry Plan	Yes
MoD Building No	34
Drawing No	10556/40
In Use	No
Description	There is very little today to show where the fuel compound once stood. The remains of the surrounding earthen mound and an upturned corner of a brick structure are all that is visible.
Condition	Destroyed
Condition rating	Destroyed
Period	Modern
Group Value	No
Form	Other structure
Associated PRN sites	-
Linked to airfield function?	No
Of technical/Structural interest?	No
Historical association?	No



Plate 161: Remains of a corner of a building

APPENDIX 2: Percentage of survival per Airfield

AIRFIELD NAME	NUMBER OF STRUCTURES*	AMOUNT OF STRUCTURES RECORDED	PERCENTAGE OF SURVIVING STRUCTURES
RAF FAIRWOOD COMMON	669	97	14.5%
RAF STORMY DOWN	123	49	15.8%
No. 6 SLG ST BRIDES MAJOR	3	6	100%
RAF LLANDOW	251	123	49%
RAF RHOOSE	233	3	1.3%
RAF PENGAM MOOR	118	9	7.6%
No.7 SLG CHEPSTOW RACECOURSE	0	0	0

Table 1: Percentage of surviving features per airfield studied.

*The above amounts are rough approximations only. The number of structures per airfield has been calculated from Air Ministry plans and where none available, aerial photography.