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Entec

Defence Estates

HMS Daedalus

Cultural Heritage Desk Study
DE Project No 05002

Final Report

5 May 2005

Entec UK Ltd for the
Ministry of Defence under
commission DE11/4471



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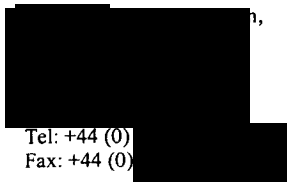
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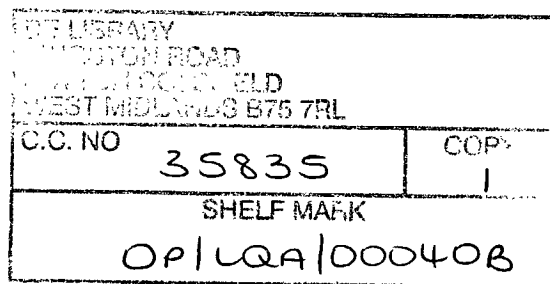
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Cultural Heritage Desk Study for HMS Daedalus, Lee-on-the-Solent

Terms of Reference

The Ministry of Defence (MOD) requires an assessment of the cultural heritage interest of HMS Daedalus, Lee-on-the-Solent, Gosport, Hampshire (the Site). Entec (UK) Ltd (Entec) was commissioned by Defence Estates (DE) to undertake a Cultural Heritage Desk Study of the site on 13 January 2005. The purpose of the assessment is to provide information on the cultural heritage interest of the site as well as the implications this may have for future land uses.

Site Description and History

The site essentially comprises two parts; the airfield to the north and the technical area to the south. The northern airfield is grassed with the exception of hardstanding on the runways, taxiways, hangar surrounds and buildings.

The southern technical area comprises workshops, hangars and other buildings, and associated hardstanding, with local grassed areas.

Prior to the military use of the site, it comprised agricultural land and was bisected through the centre by a north-south aligned Milvill Lane. A small wood was present within the north-eastern part of the site, though other than this the site was wholly occupied by enclosed fields set around three farmhouses. By the end of the nineteenth century Lee-on-the-Solent was also developing as a coastal resort.

The airfield at Lee-on-the-Solent was initially established as a temporary satellite station to Calshot, though it soon became a permanent site and work started on seaplane sheds to serve this. Slipways were also cut to provide access for aeroplanes to the sea. The station was transferred from the Admiralty to the newly formed RAF and following WWI it retained its training function. During WWII the airfield operated as an important headquarters site and assisted in the formation of Fleet Air Arm squadrons for aircraft carrier service. It also played a role in support of the D-Day landings.

In the years following WWII the activity at the station was reduced, and as the airfield was largely unsuitable for the new jet aircraft it became predominantly used by helicopters. By this time the slipway had long been disused, but it was brought back into use in 1962 as the site was used for hovercraft trials. Other training functions also remained, with various technical schools based there.

Sources of Information

The following sources of information have been used in preparation of this report:

- Hampshire Sites and Monuments Record (a register of known archaeological and historical sites);
- Historic maps;
- Aerial photographs;

- Published sources and previous reports on the site;
- A visual inspection of the site.

Principal Implications for Redevelopment

The site contains six buildings which are of sufficient architectural and historical interest that they have been recommended by English Heritage for designation as listed buildings. There are nineteen further buildings which, whilst individually of lesser interest, contribute as a group to the historical character of the site. Many of these are within a part of a site which has been designated as a Conservation Area. None of the buildings are any longer in the use for which they were built. Whilst some further use has been found for a number of the buildings, most are empty.

It is recognised that the preservation of buildings can best be achieved through their continued use and maintenance, even where this use may be different to their original purpose. As most of the historic buildings are currently unoccupied, it is clear that redevelopment and re-use of the site is required in order to ensure their long term preservation. However, the historic character of the site can only be preserved if the re-use is sympathetic and appropriate, and redevelopment proposals will need to reflect this.

Contents

1.	Introduction	1
1.1	Terms of Reference	1
1.2	The Site	1
1.2.1	Location	1
1.2.2	Description	1
1.2.3	Site History	2
1.3	Report Format	3
1.4	Future Site Use	3
2.	Aims and Methodology	5
2.1	Policy and Guidance	5
2.1.1	National Policy and Legislation	5
2.1.2	Military Sites	5
2.2	Scope	6
2.3	Information Sources	6
2.3.1	Existing Information	6
2.3.2	Site Visit by Entec on 26 November 2004	7
3.	Military Buildings	9
3.1	Introduction	9
3.2	Listed Buildings	9
3.2.1	Seaplane Sheds	10
3.2.2	Dining Rooms and Cookhouse	10
3.2.3	The Wardroom	10
3.2.4	Westcliffe House	10
3.3	Other Buildings of Architectural or Historic Interest	11
3.4	Conservation Area	12
3.4.1	Seaplane Sheds and Slipway	12
3.4.2	Wardroom and Adjoining Buildings	12
3.4.3	Dining Rooms and Barrack Blocks	13
3.4.4	Wykeham Hall	13

4.	Archaeological Resource	15
4.1	Introduction	15
4.2	Known Resource	15
4.2.1	Scheduled Monuments	15
4.2.2	Hampshire Sites and Monuments Record (HSMR)	15
4.2.3	Aerial Photographs	16
4.2.4	Features Identified in this Assessment	17
4.3	Archaeological Potential	17
4.3.1	Prehistoric	17
4.3.2	Romano-British and Medieval	18
4.3.3	Post-Medieval	18
5.	Statement of Significance	19
5.1	Sensitivity	19
5.1.1	Military Buildings	19
5.1.2	Archaeology	20
6.	Implications for Development	21
6.1.1	General	21
6.1.2	Current Buildings	21
6.1.3	Setting	22
6.1.4	Archaeology	22
7.	Bibliography	23
7.1	Written Sources	23
7.2	Cartographic Sources	23
Table 3.1	Buildings Proposed to be Listed	9
Table 3.2	Other Buildings of Architectural or Historic Interest	11
Table 4.1	Features Recorded on HSMR within the site	16
Table 4.2	Key features notable on aerial photographs	16
Table 4.3	Features Within the Site Identified During this Assessment	17
Figure 3.1	Technical Area: Historic Interest	After Page 14
Figure 3.2	Archaeological Resource	After Page 14
Appendix A	Site Photographs	
Appendix B	Historic Maps	
Appendix C	Conservation Area Appraisal	
Appendix D	Military Buildings Report	
Appendix E	Listed Buildings within 500m of the Study Area	
Appendix F	Non-designated Features within 500m of the Study Area	
Appendix G	List of Aerial Photographs	

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May 2005

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LAND QUALITY ASSESSMENT REPORT (PROJECT No 05002)

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HMS DAEDALUS –

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Cultural

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Regards



Construction Support Team - (CST)
Environmental

cc.

1. Introduction

1.1 Terms of Reference

The Ministry of Defence (MOD) requires an assessment of the cultural heritage interest of HMS Daedalus, Lee-on-the-Solent, Gosport, Hampshire (the Site). The purpose of the assessment is to provide information on the cultural heritage interest of the site as well as the implications this may have for future land uses.

Entec UK Ltd (Entec) was commissioned by Defence Estates (DE) to undertake a Cultural Heritage Desk Study of the site on 13 January 2005. This commission was carried out under the Specialist Environmental Term Contract DE11/4471 between Entec and Defence Estates.

1.2 The Site

1.2.1 Location

HMS Daedalus is located between Lee on the Solent and Stubbington, Hampshire, as shown on Figure 3.2. The site is a former airfield, barracks and training establishment over an area of around 200 ha. It was vacated by the Royal Navy in 1996.

1.2.2 Description

General

Access is currently via Argus Gate off Broom Way (B3385) to the east of the site, leading into two distinct areas as follows:

- airfield and associated former aircraft hangars (northern area), and;
- former workshops and aircraft hangars (southern technical area).

The northern airfield is grassed (85% of area) with the exception of hardstanding on the runways, taxiways, hangar surrounds (10% of area) and buildings (5% of area).

The southern technical area comprises workshops, hangars and other buildings (30% of area), and associated hardstanding (50% of area), with local grassed areas (20% of area).

The site is currently occupied in part by tenants conducting a wide variety of activities, including the following:

- light aircraft repair and storage;
- warehousing and storage;
- vehicle repairs;
- hovercraft storage; and

- helicopter search and rescue base.

1.2.3 Site History

A more detailed site history is provided in Appendix D, and so a summary only is provided in this section.

Prior to the military use of the site, it comprised agricultural land and is shown as such on a series of maps from the eighteenth century onwards.

The pre-development layout of the site is most clearly shown on the 1st Edition Ordnance Survey map of 1870, and is a very similar layout to that shown on earlier maps. The site was bisected in the centre by a north-south aligned Milvill Lane. Two farms, called *Milvill* and *Swags*, were located on the eastern side of the lane and a third, *Broom House*, to the east of these. A further lane, called Chark Lane, ran in an easterly direction from Milvill Lane within the southern part of the site. A small wood known as *Pettycot Copse* was present within the northeastern part of the site, though other than this the site was wholly occupied by enclosed fields. Tithe records of c. 1840 demonstrate that these fields comprised a mix of arable and pasture.

By the end of the nineteenth century Lee-on-the-Solent was developing as a coastal resort, and a street layout is shown on the Ordnance Survey 2nd edition sheet of 1898. The Ordnance Survey sheet of 1910 shows the presence of a brick kiln within the northern part of the site, and *Kingslands House* at the corner of Milvill and Chark Lanes. The latter is still present within the site (**Building 277**).

The airfield at Lee-on-the-Solent was initially established as a temporary satellite station to Calshot, when it operated as the Naval Seaplane Training School. There were very few permanent buildings, though Westcliffe House was requisitioned as an Officers' mess. Other accommodation was provided by tents and temporary timber framed hangars clad in canvas. It became a permanent site in November 1917 and work started on the buildings required for this. Five standard Admiralty seaplane sheds were built, and slipways cut through to the waterline in order to provide access to the sea. From April 1918 the further development of the station became the responsibility of the newly formed RAF and developments included a new power house and men's accommodation blocks.

Following the end of WWI the site was run down, before re-opening in 1920 as an RAF station, with the title *School of Naval Co-operation and Air Navigation*. Its principal task was the training of Observers though it also continued its role as a seaplane training school. The base also supported operations of the Fleet Air Arm. Limited funds for the RAF at this time restricted development of the station, but a Motor Transport Vehicle Shed was built in 1920.

Limited funds were made available for development from 1925 and new buildings included a guardhouse and parachute store.

In the 1930s a major expansion of the base accompanied the designation of the site as headquarters for RAF Coastal Command, and a number of the current buildings date to this period. Technical buildings included a new aeroplane shed, whilst domestic buildings involved the construction of new Officers' mess, four new barrack blocks and a dining room with cookhouse. A grass airstrip was also set out at this time, allowing for the use of aircraft other than seaplanes. This covered an area to the north of the station, and involved levelling, grading and sowing the area with grass seed. The site continued to be used as a base for Fleet Air Arm

aircraft disembarked from their carriers. Further development was instigated by the RAF expansion from 1934 onwards, which at Daedalus involved a new aircraft shed, watch office and other buildings.

By the outbreak of WWII the base had been transferred back to the Navy and was renamed as HMS Daedalus. Anti-aircraft defences were put in place, including air raid shelters, and three hard surfaced runways built. A new control tower was built in 1942 to replace an earlier watch office which had been destroyed in an air raid. The base was principally used for the formation of units, ready to be assigned to aircraft carriers.

In the years following WWII the activity at the station was reduced, and as the airfield was largely unsuitable for the new jet aircraft it became predominantly used by helicopters. By this time the slipway had long been disused but it was brought back into use in 1962 as the site was used for hovercraft trials. Other training functions also remained, with various technical schools based there.

The site has therefore served a variety of functions related to naval aviation. This has included seaplane training, headquarters, support of naval aviation and hovercraft trials.

1.3 Report Format

This report comprises a Desk Study assessment of cultural heritage interest. This assessment draws upon available desk research information sources, a site walkover inspection and discussions with site staff.

The report summarises the land quality of the site in the following structure:

Section 2: The Site: location, site description, historical development of the airfield;

Section 3: Military buildings: current buildings of cultural heritage significance, current and future designations;

Section 4: Archaeological Resource: other known features and potential for the presence of archaeology;

Section 5: The Conclusions of the Study: site sensitivity and implications for redevelopment.

1.4 Future Site Use

The site has been closed and is no longer in use by the MOD. Parts of the site are in use by the Police, Coastguard and commercial operators and the principal runway remains in use. The whole site is due for disposal and this assessment considers the implications of the cultural heritage interest within the site on any future redevelopment.

2. Aims and Methodology

2.1 Policy and Guidance

2.1.1 National Policy and Legislation

The importance of cultural heritage remains is recognised in both legislation as well as national and local policy. Certain features that are deemed to be of particular importance are given legal protection through the *Ancient Monuments and Archaeological Areas Act 1979* (Scheduled Monuments), and through planning legislation (Listed Buildings and Conservation Areas). Further advice on how cultural heritage should be treated is given in Planning Policy Guidance Notes (PPGs) 15 and 16. PPG 15 deals with the historic environment, including Listed Buildings and Conservation Areas whilst PPG 16 deals with archaeology. PPG 16 describes archaeological remains as a *finite and non-renewable resource* that should not be *thoughtlessly or needlessly destroyed*.

The presence of cultural heritage features is a consideration in assessing development proposals, and early consultation with the local authority is encouraged in planning guidance. Where there is a reason to believe that cultural heritage features may be affected by a development proposal then the first step is often the preparation of a desk-based assessment, such as is presented by this report. This involves the collection of existing information that can assist in the assessment of the likely or potential impact of the development.

2.1.2 Military Sites

The importance of twentieth century military structures has been increasingly recognised, and a considerable body of information on surviving structures has been collated over the last ten years. They played an important part in the defence of this country during two world wars, and at times have had a huge impact on the landscape. However, by their nature the structures have often been hastily erected or transitory and the surviving remains often only represent a fraction of the structures originally built. This has created an impetus for the recording of surviving structures, and in some cases the implementation of measures for their protection.

English Heritage has prepared specific guidance dealing with twentieth century military sites, and airfields in particular. *Historic Military Aviation Sites: Conservation management guidance* deals with the management and redevelopment of historic airfields. In addition to the production of guidance, English Heritage has also been engaged in a review of the statutory protection of military sites. This has included an identification of twentieth century airfield structures which may be suitable for designation as listed buildings, or worthy of protection through other means.

2.2 Scope

In completing a desk-based assessment of the effects of development on cultural heritage it is crucial to define the known and potential nature of features that may be involved. This requires consideration of a number of factors:

- Development can affect features of cultural heritage interest not only through direct impacts (e.g. land take) but also indirect impacts, such as the setting of monuments;
- Desk-based assessment involves a review of current information only and there may be further features within the site that are not yet known. The potential for this may be assessed from the conditions of the site, features within the wider area and a history of land use within the site;
- Not all cultural heritage features are considered of equal “importance” and it is important to identify the significance of the features. This is done through reference to legislation, policy guidance and professional judgement.

Given that the disposal of HMS Daedalus has been planned for some time, the military buildings have previously been assessed in order to determine their importance and identify any which should be preserved within any re-use of the site. English Heritage has also included HMS Daedalus within its Thematic Survey of Military Aviation sites, which is aimed at identifying structures which are suitable for listing. There has been no similar assessment of the potential for the presence of sub-surface archaeological features within the site, and there have been no known previous archaeological investigations of the site.

This assessment has therefore included a review of the previous studies on the military structures within the site. Information is provided on the heritage protection measures which have been, or are due to be implemented, together with advice on the implications for reuse of the site. A desk-based assessment has also been completed, to identify the potential for the presence of archaeological remains within the site.

2.3 Information Sources

The following sources of information were used in preparing this assessment.

2.3.1 Existing Information

- County Sites and Monuments Record (county based register of known archaeological and historical sites);
- Cartographic and historic documents;
- Aerial photographs;
- Place and field name evidence;
- Published sources;
- Previous reports on the site.

These were obtained from the following organisations:

- Hampshire County Council, Archaeology & Historic Buildings Section;
- Hampshire Record Office;
- English Heritage (including www.english-heritage.org.uk);
- Entec Library and internet sources;
- Defence Estates;
- Landmark.

2.3.2 Site Visit by Entec on 26 November 2004

- Observations, notes and documents reviewed;
- Photographs and visual assessment of the site.

Photographs of the site taken during the site visit are included in Appendix A. Historical maps are presented in Appendix B.

3. Military Buildings

3.1 Introduction

The surviving military buildings represent a significant component of the cultural heritage resource of the site. The site has been subject to a specialist assessment of the military buildings and has been included by English Heritage within its Thematic Survey of Military Aviation sites. This section provides a description of the buildings of cultural heritage list and their planning significance.

3.2 Listed Buildings

There are no buildings currently listed within the site at the time of preparation of this report. However, recommendations have been made by English Heritage regarding a number of buildings and it is anticipated that they will be listed in the near future. These are listed in Table 3.1 below:

Table 3.1 Buildings Proposed to be Listed

Building	Name	Description	Proposed Grade
31	Type J Seaplane Shed	Built in 1918 on the northern side of the slipway to house seaplanes for the Naval Seaplane Training School. Comprises a steel frame, originally clad in corrugated asbestos though now replaced with iron. Includes a winch house on south-west side.	II
35	Type J Seaplane Shed	Description as above.	II
37	Type J Seaplane Shed	Description as above.	II
91	Dining Rooms and Cookhouse	Brick built dining rooms and kitchen built in the 1930s to replace an earlier mess building. Originally built in an 'H' plan with three dining rooms and a kitchen. Extensions built to either side in 1939 to create the current 'U' shaped layout.	II
118	The Wardroom	Officers Mess built in 1930 Is of a design and scale designed to befit the sites status as HQ for Coastal Command. Brick built to three storeys with a mock Tudor entrance block designed to complement the adjacent Westcliffe House.	II
119	Westcliffe House	Large detached Victorian house built in 1894 and originally within extensive grounds. Requisitioned in 1917 for use as Officer's quarters.	II

3.2.1 Seaplane Sheds

A total of five seaplane sheds were built at Daedalus, three of Admiralty Type J and two of Admiralty Type G design.

Type G sheds comprise a side-opening steel-framed shed, normally built with a length of 180 ft. (twelve bays of 15 ft. each), a span of 60 ft. and a height of 25 ft. Cladding of the roof and walls was normally originally of asbestos sheeting. The Type G sheds at Daedalus have been altered with the removal of two bays from Building 40 and three bays from Building 39, in order to create more open space for the operation of hovercrafts. As they do not survive in their original form, they have not been recommended to be listed.

Type J sheds comprise coupled, end-opening steel-framed sheds with each half having a span of 48 ft. Their original asbestos cladding has been replaced by corrugated iron, but otherwise they survive in their original form. This type of shed is thought to be unique to Daedalus as operational changes meant that by the time they were built there was no longer a need for more seaplane sheds of this small size.

3.2.2 Dining Rooms and Cookhouse

The dining room was planned in 1931 to form part of a group, to be placed at the head of a parade ground with barrack blocks to either side. The barrack blocks were also built (Buildings 92, 97, 137 and 139) but the parade ground was never realised. Instead the space between these buildings is occupied by a number of single storey huts.

The original dining room building was laid out in an H shaped plan with three small dining rooms and kitchens to the rear. Extensions to either side were built in 1939 and known as the Albatross and Triumph dining halls.

3.2.3 The Wardroom

With the designation of Daedalus as the headquarters for Coastal Command, the existing Officers' Mess at Westcliffe House was clearly not adequate, and a new impressive building was required. Therefore the Wardroom which was built was considerably larger than a standard RAF Officers' Mess, and could accommodate a total of 100 officers.

The architectural treatment of the building was designed to complement the existing Westcliffe House, and this is reflected in the brickwork, tiles and style of the entrance block. The Wardroom also features a large mess room with barrel vaulted ceiling and panelled walls. Other rooms located on the ground floor include a billiard room, orderly room and two ante-rooms. Two staircases lead to Officers' quarters on the upper two floors, which comprise bedrooms, bathrooms and servants' quarters.

The wardroom also has three sets of Officers' garages.

3.2.4 Westcliffe House

Westcliffe House is a large detached Victorian residence which was built in 1894, at a time when Lee-on-the-Solent was developing as a coastal resort. It was requisitioned in 1917, on the establishment of the training station at Lee-on-the-Solent for use as an Officers' mess and quarters, and retained this role when the base was made permanent.

3.3 Other Buildings of Architectural or Historic Interest

English Heritage has identified further buildings which are of some architectural or historic interest for the contribution they make to the setting of the site. They do not merit listing, as they are either of not sufficient interest or have been too heavily altered. These are listed in Table 3.2 below:

Table 3.2 Other Buildings of Architectural or Historic Interest

Building	Name	Description
36	The Brambles	Late Victorian detached house requisitioned in 1917 for use as the Commanding Officer's house.
39	Type G Seaplane Shed	Side-opening steel-framed shed built in 1918. Originally clad in asbestos but this has been replaced with corrugated iron. Was reduced in length by 30 ft in 1969 to allow hovercraft movements in this area.
40	Type G Seaplane Shed	Side-opening steel-framed shed built in 1918. Originally clad in asbestos but this has been replaced with corrugated iron. Was reduced in length by 45 ft in 1969 to allow hovercraft movements in this area.
51	Engineer's Workshop	Brick-built workshop of WWI.
68	Swann Hangar	Type A Aeroplane shed built in 1931 to a 1924 design. Steel framed with reinforced concrete in-filled walls. Seriously damaged during a 1940 air raid, following which the roof was replaced.
73	Dunning Hangar	Type C Aeroplane shed built during the RAF expansion period of the 1930s. Larger than the Type A shed in order to accommodate the increasing bomber size of the period. Seriously damaged during a 1940 air raid, following which the roof was replaced.
87	Norbury House	Late Victorian detached house requisitioned for technical use.
92	Type E Barrack Block	Barrack block comprising central entrance block with rooms to either side. Built in 1932 of brick with a slate clad roof over asbestos sheeting.
96	Power House	Brick built in 1918 with two compartments to house engine and generating sets. Roof has a ridge mounted lantern light and is clad in corrugated asbestos.
97	Type E Barrack Block	Barrack block comprising central entrance block with rooms to either side. Built in 1935 of brick with a slate clad roof over asbestos sheeting.
101	Parachute Store	Built in 1926 to hang, dry, pack and store parachutes. Brick built with a slate roof.
116	Eagle Block	Built in the 1930s to serve as offices for the station as well as RAF Coastal Command. Three storey building to an H plan designed to isolate the different elements of the building from one another to minimise the effect of any bomb damage.
128	Eagle Club	Built in 1934 as part of the RAF expansion as an institute with dining rooms, kitchen, barbers shop, games room and accommodation. Brick built to two storeys.
131	Guardhouse	Built in 1926 to control one of the station entrances, and also to hold prisoners. Includes three cells and an enclosed exercise yard, whilst the roof has a central bell tower.
137	Type E Barrack Block	Barrack block comprising central entrance block with rooms to either side. Built in 1935 of brick with a slate clad roof over asbestos sheeting.

Table 3.2 (continued) Other Buildings of Architectural or Historic Interest

Building	Name	Description
139	Type E Barrack Block	Barrack block comprising central entrance block with rooms to either side. Built in 1935 of brick with a slate clad roof over asbestos sheeting.
154	Overlord Hangar	Bellman Aeroplane shed of a type designed in the 1930s as a temporary hangar, easily erected by unskilled labour. One of five built at Daedalus. Two were destroyed in air raids whilst the other two remain in use in the north western part of the airfield (Buildings 356 and 358).
165	Wykeham Hall	Large brick-built detached two and a half storey house built in 1895 and requisitioned in 1917 for use as an Officers' mess. Extended in 1931 and also used as a headquarters building.
166	Keith Cottages	Pair of late Victorian semi-detached houses requisitioned in 1917. Have been used as the dental department.

3.4 Conservation Area

Part of the site has been designated by Gosport Borough Council under the Planning (Listed Buildings and Conservation Areas) Act 1990 as a Conservation Area. The boundaries of the Conservation Area are shown on Figure 3.1 and an appraisal of the Conservation Area which has been prepared by Gosport Borough Council is included as Appendix C.

The Conservation Area takes in all of the proposed Listed Buildings, as well as additional buildings of identified architectural or historic interest. This can be regarded as comprising four distinctive areas:

- Seaplane sheds and slipway;
- Wardroom and adjoining buildings;
- Dining rooms and barrack blocks;
- Wykeham Hall.

3.4.1 Seaplane Sheds and Slipway

This part of the Conservation Area includes five seaplane sheds (**Buildings 31, 35, 37, 39 and 40**) built in 1918 and set around an open area of concrete which was used for the manoeuvring of aircraft. The Conservation Area also extends to include the slipway which provided access to the sea. There has been relatively limited alteration of this area, although parts of the sheds have been removed and the cladding is not original.

3.4.2 Wardroom and Adjoining Buildings

The principal buildings within this area are Westcliffe House (**Building 119**), the Wardroom (**Building 118**) and Eagle Block (**Building 116**). The first of these is a late Victorian detached

house which was present prior to the development of the base, and the latter two were built for the RAF in the 1930s expansion period.

Married Quarters on Richmond Road and Kings Road, as well as the War Memorial, are within the Conservation Area, but are not within the site covered in this report.

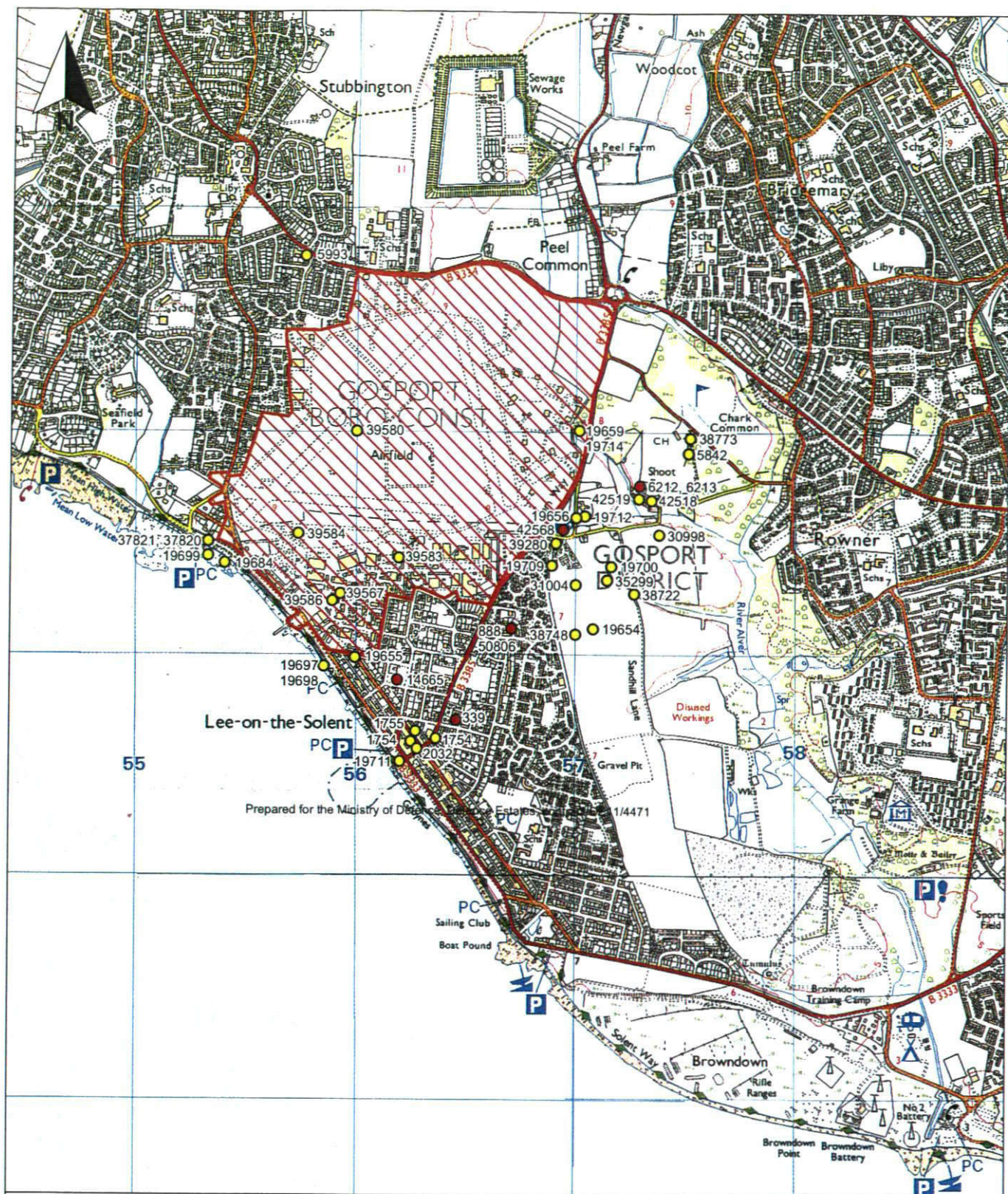
3.4.3 Dining Rooms and Barrack Blocks

This comprises an area centred on the Dining rooms and cookhouse (**Building 91**). Barrack blocks (**Buildings 92, 97, 137 and 139**) are arranged to either side to enclose a central area. The barrack blocks and dining rooms were built for the RAF in the 1930s expansion period and are of a consistent design. Other buildings include the Power House (**Building 96**) and Parachute Store (**Building 101**).

This area also contains additional buildings which are of no architectural or historic interest, whilst some of the buildings noted above have been altered or extended, not always in a sympathetic manner.

3.4.4 Wykeham Hall

Wykeham Hall (**Building 165**) comprises a large detached late Victorian house which was requisitioned in 1917 and has served as an officers' mess and a headquarters building. It is therefore of some architectural and historic interest, but is also surrounded by other buildings of lesser interest.



Key

- Site boundary
- Listed buildings
- Other features of cultural heritage interest

0 km 1.5 km

Scale 1:25,000 @ A4

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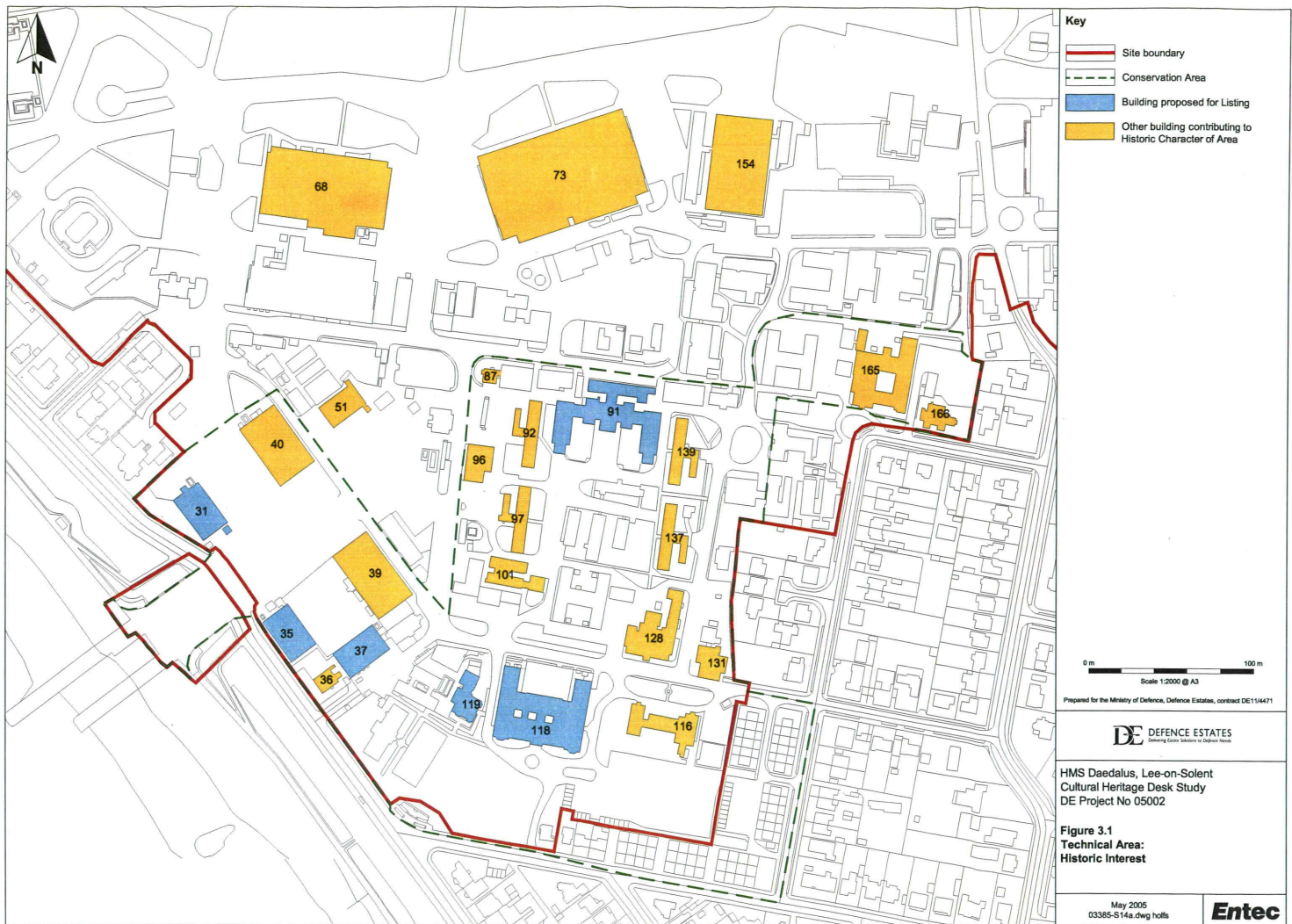
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DE Project No 05002

Figure 3.2
Archaeological Resource

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4. Archaeological Resource

4.1 Introduction

In addition to military buildings, there may be a potential for the site to contain features of archaeological interest

Finds and features of archaeological interest can include visible features such as buildings and structures, ruins, earthworks, banks, ditches and walls, as well as less obvious or concealed remains that include artefact scatters and buried archaeology. The latter category, by its nature, cannot be identified without specialist research and normally on-site archaeological investigation.

At Daedalus there are no visible features of archaeological interest which pre-date the establishment of the station. These would not be expected as much of the ground has been cleared and levelled as part of construction of the airfield and runways, as well as the technical and accommodation areas. However, finds and features from the surrounding areas suggest occupation from Prehistory onwards, and there may be associated remains surviving within the site. Any such remains would have been subject to disturbance during development of the airfield, but in some areas, such as grassed areas between the runways, this may have been relatively light.

4.2 Known Resource

4.2.1 Scheduled Monuments

There are no Scheduled Monuments within the site, with the nearest being SM 24322 *Motte and Bailey Castle Near Apple Dumpling Bridge, South Of Rowner* at NGR SU 561 019.

4.2.2 Hampshire Sites and Monuments Record (HSMR)

There are six features within the site recorded on the Hampshire Sites and Monuments Record, and all but one of these relate to the airfield. The exception is the record of the find of a stone axe, though the recorded location is not specific and so it may have come from outside the site. The listed buildings within 500 m of the site boundary are listed in Appendix E.

There are further recorded features within the vicinity of the site, and those within 500 m of the site boundary are listed in Appendix F. These include a number of references to Prehistoric stone tools and other implements found within the area. Other recorded finds have included a possible Romano-British pottery kiln and evidence for medieval occupation near to the eastern edge of the site.

Features recorded on the Hampshire Sites and Monuments Record (HSMR) are listed on Table 4.1.

Table 4.1 Features Recorded on HSMR within the site

ID	Location	Name/Description
19710	SU 56000 02000	Tranchet axe. Found at Lee-on-Solent.
39567	SU 55930 01270	One of two remaining air-raid shelters within HMS Daedalus.
39580	SU 56100 02000	HMS Daedalus. Out of a total of 74 Fromson and Fromson-Massillion hangars, eight remain as well as a number of other aeroplane sheds. The last squadron was disbanded in 1981 and the airfield was used by Air Sea Rescue and for gliders. It was officially closed in March 1996. Built in 1917 as a temporary satellite Royal Navy sea plane school to RNAS Calshot. It became a permanent RAF station in June 1919, but in 1939 it was commissioned as HMS Daedalus. It was one of the first stations to have hard runways - two were built in 1939 and a third in 1942. It returned to its role as a training station after the Second World War. 798 Squadron was formed at RNAS Lee on Solent on 11/10/1943 and was located in hangars and offices in the SE corner of the airfield from where they operated for some time until a few weeks before the D-Day invasion. The site is the former Fleet Air Arm Airfield and Shore Establishment.
39583	SU 56200 01400	A military camp, known as 'North Camp' associated with the airfield and part of HMS Daedalus.
39584	SU 55750 01540	Control tower associated with second World War airfield, HMS Daedalus.
39585	SU 55890 01240	One of two remaining air-raid shelters associated with HMS Daedalus.

4.2.3 Aerial Photographs

A range of aerial photographs held at the National Monuments Record, Swindon were viewed as part of this assessment. These included vertical and oblique photographs covering the period 1940 to 1999. These features are listed below in Table 4.2. A full list of aerial photographs viewed is included as Appendix G.

Table 4.2 Key features notable on aerial photographs

Photo Reference	Comment
RAF/225D/UK848 Frame 2697, July 1940	The technical area is shown as fully developed though none of the hard surfaced runways had been built by this time. Milvil Lane and Milvil farmhouse were still present to the north of the technical area.
RAF/225D/UK848 Frame 2698, July 1940	The western side of the current airfield had clearly been levelled for use as a grass airstrip. Traces of former the field boundaries are visible as soilmarks on the photographs. East of Milvil Lane the field boundaries remained intact.
RAF/36/TUD/UK/163 Frame 5009, April 1946	By this time the three hard surfaced runways had been built though Milvil Lane and Milvil farmhouse were still present.
OS/88275 Frame 165, September 1988	Milvil Lane and Milvil farmhouse had been removed though traces of them are visible as soilmarks on the photograph. Similarly traces of the former field boundaries remain visible.

4.2.4 Features Identified in this Assessment

The review of primary sources have the potential for the presence of a small number of additional features of archaeological interest, and these are listed in Table 4.3 below:

Table 4.3 Features Within the Site Identified During this Assessment

Ref	Location	Source	Name/Description
A	SU 562019	1st Edition OS	Milvil Farm. Farmhouse location shown on 1 st Edition OS map, but also shown on maps from the eighteenth century. Still present in 1954, but demolished by 1988.
B	SU 562024	1st Edition OS	Swags Farm. Farmhouse location shown on 1 st Edition OS map, but also shown on maps from the eighteenth century. Still present in 1940, but demolished during WWII to allow runway construction.
C	SU 568021	1st Edition OS	Broom Farm. Farmhouse location shown on 1 st Edition OS map, but also shown on maps from the eighteenth century. Still present in 1940, but demolished during WWII to allow construction of hangars.
D	SU 565027	OS Map 1910	Brick kiln shown on OS map of 1910. No longer present by 1942.
E	SU 556021	Site visit	Concrete base. Square concrete base, approximately 3 m square. May have been related to a former rifle range or have been the base to a small pillbox.
F	SU 562014- SU 562027	1st Edition OS	Milvil Lane. Shown on 1 st Edition OS map, but also shown on maps from the eighteenth century and likely to be earlier in origin. Remained substantially intact during runway construction, but later removed.

4.3 Archaeological Potential

4.3.1 Prehistoric

There are no known Prehistoric features within the site, but this may partly be explained by the lack of previous investigations, or opportunities for chance finds. There are records within the vicinity of the site of finds of Prehistoric material, which have been recovered during construction and quarrying. These include flint tools from a number of locations and midden deposits which may be Prehistoric in date. Also a possible ring ditch has been identified on aerial photographs.

There is therefore clear evidence for Prehistoric activity within the wider area and it is likely that this would have included the site. More recent activity, including levelling of the airstrip and development of the airfield structures, including three runways, will undoubtedly have resulted in significant disturbance to the site. However, former field boundaries, as well as Milvil Lane show clearly as soilmarks on aerial photographs as recent as 1988. The fact that these marks survive suggests that disturbance of the grassed areas between the runways may have been limited.

4.3.2 Romano-British and Medieval

There are no known features of Romano-British or Medieval date within the site, though a small number are recorded within the immediate vicinity. These include a possible pottery kiln found on the golf course to the east. It is therefore possible that other features may extend into the site, and for the reasons given above, features could survive within the grassed areas.

4.3.3 Post-Medieval

Three farmhouses were present within the site during the eighteenth century, and it is possible that they had an earlier origin. The remainder of the site was in agricultural use as arable and pasture with a small area of woodland. There is no evidence for any other activity prior to the establishment of a small brick kiln within the northern part of the site.

5. Statement of Significance

5.1 Sensitivity

Features of cultural heritage interest can be described as being of either national, regional, local or negligible importance by reference to relevant guidance and legislation¹. Scheduled ancient monuments are of national importance, and should be preserved *in situ* within an appropriate setting. Listed buildings are graded in importance, with grades I (most important), II*, and II. Buildings listed at Grades I and II* are of national importance.

Sites of Regional or Local importance are those which do not merit scheduling but which are nevertheless of interest. The preservation of these in an appropriate setting is desirable, but protection is not as high as for sites of national importance. Conservation Areas, maintained on regional and district registers, can be considered to be of Local or Regional Importance. Grade II listed buildings will also normally be of local or regional importance. Features on non-statutory registers of designated sites, namely the Register of Parks and Gardens of Special Historic Interest and the Register of Historic Battlefields (maintained by English Heritage) may be of national, regional or local importance.

Features of negligible importance are recorded features whose loss could not result in a significant effect. These may include individual or 'out of context' recorded finds, features which are known to be no longer present and some very common feature types with little or no potential to contribute to an understanding of past human use of the landscape.

5.1.1 Military Buildings

The existing buildings can be considered as coming within various levels of sensitivity with respect to any future redevelopment of the site. These are considered as following:

National Importance

There are no Scheduled Monuments or buildings that are, or are planned to be, listed Grade I or II* within the site. There are therefore no features or structures which can be clearly described as being of national importance.

However, it is worth noting that a number of the buildings due to be listed at Grade II appear to be unique in their design and therefore could be described as having an importance at a national level. This is true for the Type J seaplanes sheds, which appear to be the only surviving sheds of their type, and the wardroom, which is of a design particular to HMS Daedalus.

¹ The Secretary of State's criteria for the assessment and designation of Scheduled Monuments are *Period, Rarity, Documentation, Group Value, Survival/Condition, Fragility/Vulnerability, Diversity and Potential*. Reference to these criteria may usefully be made in the assessment of the significance of all features.

Regional Importance

The buildings of the highest sensitivity are those described in Table 3.1, which are likely to be designated as Listed Buildings prior to site disposal and all can be considered as at least of Regional Importance. These will require Listed Building Consent for any demolition, extension or alteration which will *affect its character as a building of special architectural or historic interest*².

The HMS Daedalus Conservation Area can also be considered as of regional importance. The Conservation Area contains all of the buildings which are due to be listed, but also contains further buildings which have identified as being of architectural or historic interest (included within Table 3.2). The latter have been noted by Gosport Borough Council as contributing to the historic character of the Conservation Area and therefore these can also be considered as of regional importance.

Local Importance

A smaller number of buildings identified as being of architectural or historic interest and included within Table 3.2 are located outside of the Conservation Area and hence do not contribute to its historic character. These include two aeroplane sheds which were heavily damaged in air raids and therefore do not survive in their original form (Buildings 68 and 73), and another (Building 154) which is one of three surviving examples of its type within the site. These buildings are therefore considered to be of local importance only and they do not contribute to the historic character of the site.

Negligible Importance

The remainder of the buildings within the site have not been identified as being of any particular architectural or historical interest, and are considered to be of negligible importance.

5.1.2 Archaeology

There is no confirmed evidence for the presence of any sub-surface archaeological remains within the site, and the development of the airfield and associated structures are likely to have caused some disturbance to any archaeology present within significant parts of the site. Therefore the potential for the presence of any features of national or regional importance is considered to be low, and archaeology cannot reasonably be expected to have an effect on the type and layout of any redevelopment of the site.

A number of features of potential archaeological interest have been identified from historic mapping and aerial photographs, but these are considered to be of local importance only.

However, there is evidence for the presence of archaeology within the immediately surrounding areas and there may be some potential for the presence of archaeology within less disturbed parts of the site. Aerial photographs from as recent as 1988 show soilmarks of former field boundaries within the grassed areas between the runways. Whilst these are likely to be of negligible importance in themselves, their presence may suggest that these areas are relatively undisturbed and therefore may retain deposits of further archaeological interest. It may therefore be necessary to undertake targeted archaeological evaluation and record any areas of interest prior to development.

² Planning (Listed Buildings and Conservation Areas) Act 1990

6. Implications for Development

6.1.1 General

We have considered the implications on any development of the known cultural heritage resource of the site. The site contains a range of buildings occupied as part of its use as a military aviation site. Some of these are due to be designated as Listed Buildings, whilst others are identified as being of some architectural or historical interest. A Conservation Area has been designated by Gosport Borough Council within the technical area, and this contains all of the proposed Listed Buildings and most of the other buildings of interest. The Conservation Area also contains some buildings of low quality which add nothing to, or detract from the character of the Conservation Area.

6.1.2 Current Buildings

The proposed Listed Buildings are of at least regional importance and it is anticipated that they will need to be retained in any redevelopment scheme. It would be recognised that some alterations will be required as part of any reuse and in some cases this could involve partial demolition (such as of unsympathetic extensions) or extension. The latter would be expected to retain the character of the building.

Total or substantial demolition of a building within a Conservation Area will require Conservation Area Consent. No additional consent would be required for redevelopment works requiring planning permission, though the desirability of maintaining and enhancing the character of the Conservation Area will be a consideration for the local authority in considering any proposals.

It is likely that the local authority would favour the retention of the buildings described in Table 3.2 where these lie within the Conservation Area. However, where it can be shown that the building cannot be appropriately reused, and that redevelopment can occur in a way that enhances the overall character of the Conservation Area, then demolition of individual buildings may be acceptable.

Consent is also required from the local authority before carrying out works to a tree within a Conservation Area.

Some of the buildings which are of negligible importance are nevertheless within the Conservation Area, and therefore Conservation Area Consent would be required for demolition. However, it is anticipated that this could be done without detracting from the character of the Conservation Area.

The remainder of the buildings have no cultural heritage value as they are either recent, of low quality, or are a common type of building with better examples elsewhere. It is anticipated that these buildings would be demolished as part of any redevelopment.

Where demolition of a building is required, this may need to be preceded by the preparation of a drawn and photographic record of all or part of the building. This will not be required in all cases, and the scope for this would need to be agreed with the local authority.

6.1.3 Setting

Redevelopment of the site will need to be undertaken with regard to the settings of the retained buildings, particularly the Listed Buildings. This will affect the nature of development which will be possible around the development in terms of its scale and mass.

The seaplane sheds are relatively large structures in their own right and therefore it is likely that they can accommodate similar sized structures within the vicinity without significant adverse affects. The remainder of the buildings to be listed vary between one and three storeys in height and development to a greater height within their vicinity would be likely to affect their settings. In particular the Wardroom currently dominates its immediate surroundings and this was clearly intended in its scale and design. The spaces between the buildings are also important, though in some areas these spaces have been infilled with low quality buildings.

6.1.4 Archaeology

There are no known archaeological features within the site, but there is a potential for the presence of features within the site. This is not anticipated to have any implications on the nature and layout of any redevelopment, but provision for investigation and recording is likely to be required in accordance with PPG16.

7. Bibliography

7.1 Written Sources

English Heritage 2003 *Twentieth Century Military Sites: current approaches to their recording and conservation*

English Heritage 2003 *Historic Military Aviation Sites: conservation management guidance*

Lake, J. 2000 *Thematic Survey of Military Aviation Sites and Structures* English Heritage Thematic Listing Programme

Lowry, B. (ed). *20th Century Defences in Britain: an introductory guide* Council for British Archaeology

Francis, P 1996 *HMS Daedalus* Airfield Research Publishing

Francis, P 2003 *HMS Daedalus: Historic Buildings Assessment* Airfield Research Publishing
Gosport Borough Council *HMS Daedalus - Conservation Area Appraisal*

7.2 Cartographic Sources

Titchfield Tithe Map (CR0 21M65/F7/234/8 and 6)

Titchfield Parish Map and Manors (CRO 21M52/1)

Whethams Copyhold and Freehold (CRO 25M86/2)

Map of Land at Milvill Farm and Brown House Farm (CRO 25M86/1)

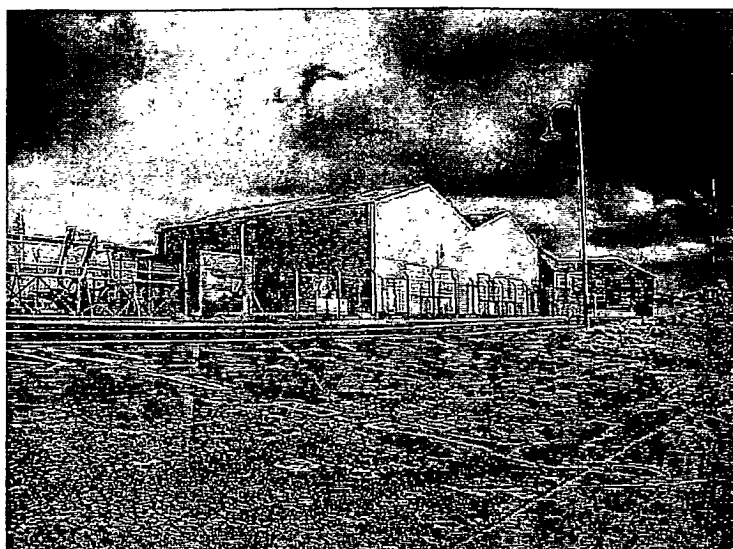
Portsea Defence Map 1783 (CRO 16M51/7)

Ordnance Survey Maps 1870-2000

Appendix A

Site Photographs

5 Pages



Photograph 1 - Seaplane Shed (building 35) from slipway



Photograph 2 - Seaplane shed (building 37)



Photograph 3 - Westcliffe House (building 119)



Photograph 4 - Wardroom (Building 118)



Photograph 5 - Dining rooms (Building 91)



Photograph 6 - Barrack Block (Building 92)



Photograph 7 - Power House (building 96)



Photograph 8 - Guard Room (Building 131)



Photograph 9 - Eagle Block (Building 116)



Photograph 10 - Eagle Club (building 128)



Photograph 11 - Wykeham Hall (Building 165)



Photograph 12 - Engineers Workshop (Building 51)



Photograph 13 - Possible pill box site



Photograph 14 - Overlord Hangar (Building 154)



Photograph 15 - Swann Hangar (Building 68)

Appendix B

Historic Maps

10 Pages



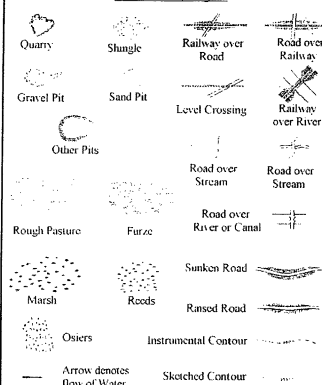
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SITE DETAILS Grid Reference 456260 101950

HMS Dardanelles

Historical Map Legend



HAMPSHIRE & ISLE OF WIGHT

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In the late 1940's, a Provisional Edition was produced, which retained the 1:50,000 mapping from a number of sources. The maps appear unaltered, with all military camps and other strategic sites removed. These maps were initially overlaid with the National Grid. In 1950, the first 1:50,000 maps were produced using the Transverse Mercator Projection. The revision process continues until recently, with new editions appearing every 10 years or so for urban areas.

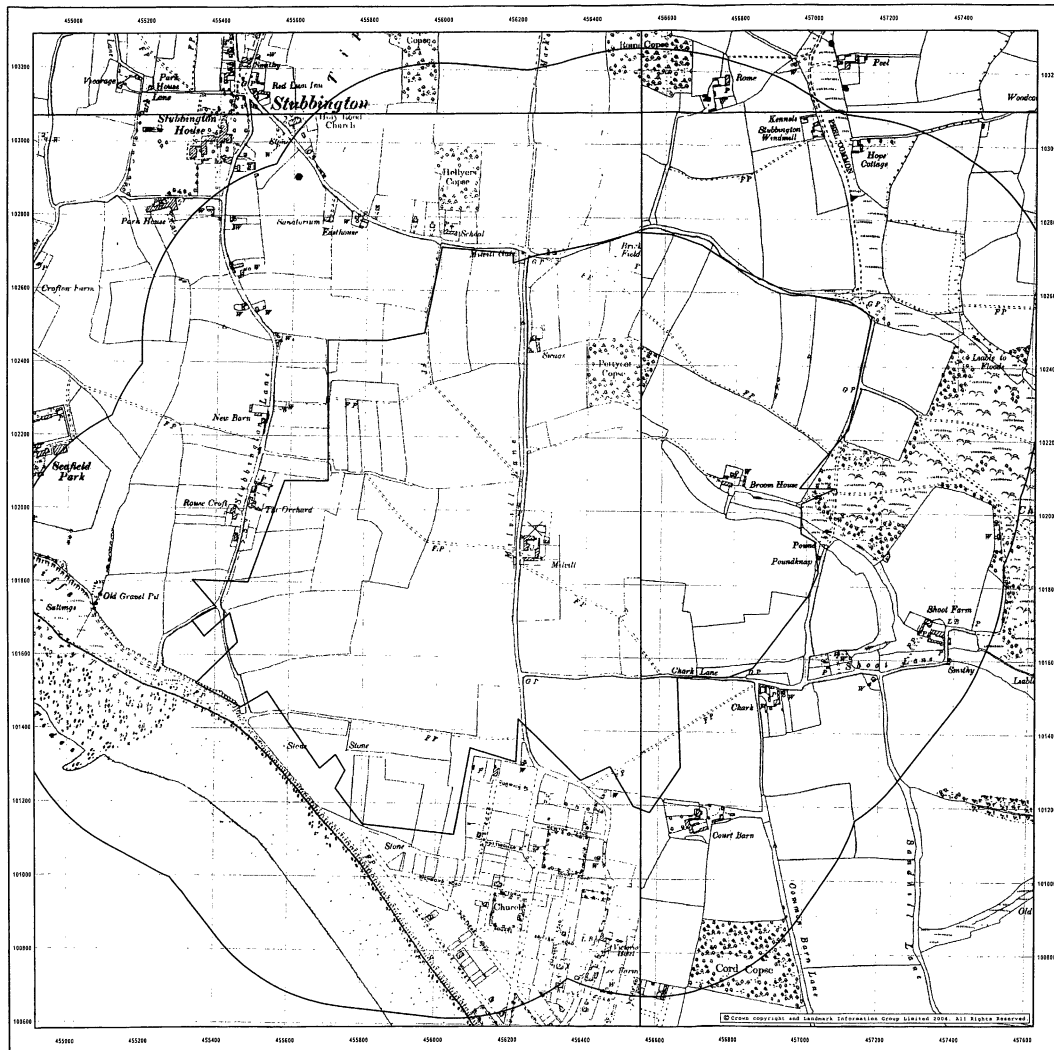
Source map scale - 1:50,000

1870	1870
1871	1874

Date(s) of Publication



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HMS Deadline

Historical Map Legend

Quarry	Shingle	Railway over Road	Road over Railway
Gravel Pit	Sand Pit	Level Crossing	Railway over River
Other Pits		Road over Stream	Road over Canal
Rough Pasture	Furze	Sunken Road	Raised Road
Marsh	Roads	Instrumental Contour	Sketched Contour
Osiers		Arrow denotes flow of Water	

HAMPSHIRE & ISLE OF WIGHT

The historical maps shown were reproduced from maps predominantly held at the scale indicated for England, Wales and Scotland in the 1840s. In 1854 the 1:50,000 scale was adopted for mapping urban areas. These maps were used to update the 1:125,000 maps. The published data given on the right-hand page is shown from the 1840s. Before 1854, all OS maps were based on the Cassini Projection, with subsequent surveys of a single county or group of counties, giving rise to significant inaccuracies in mapping areas.

In the late 1840s, a Professional Edition was produced, which updated the 1:50,000 mapping from a number of sources. The maps appear 'collated', with all military camps and other strategic areas enclosed. These maps were initially overlaid with the National Grid. In 1970, the first 1:50,000 maps were produced using the Transverse Mercator Projection. The revision process continued and recently, with new editions appearing every 12 years or so for urban areas.

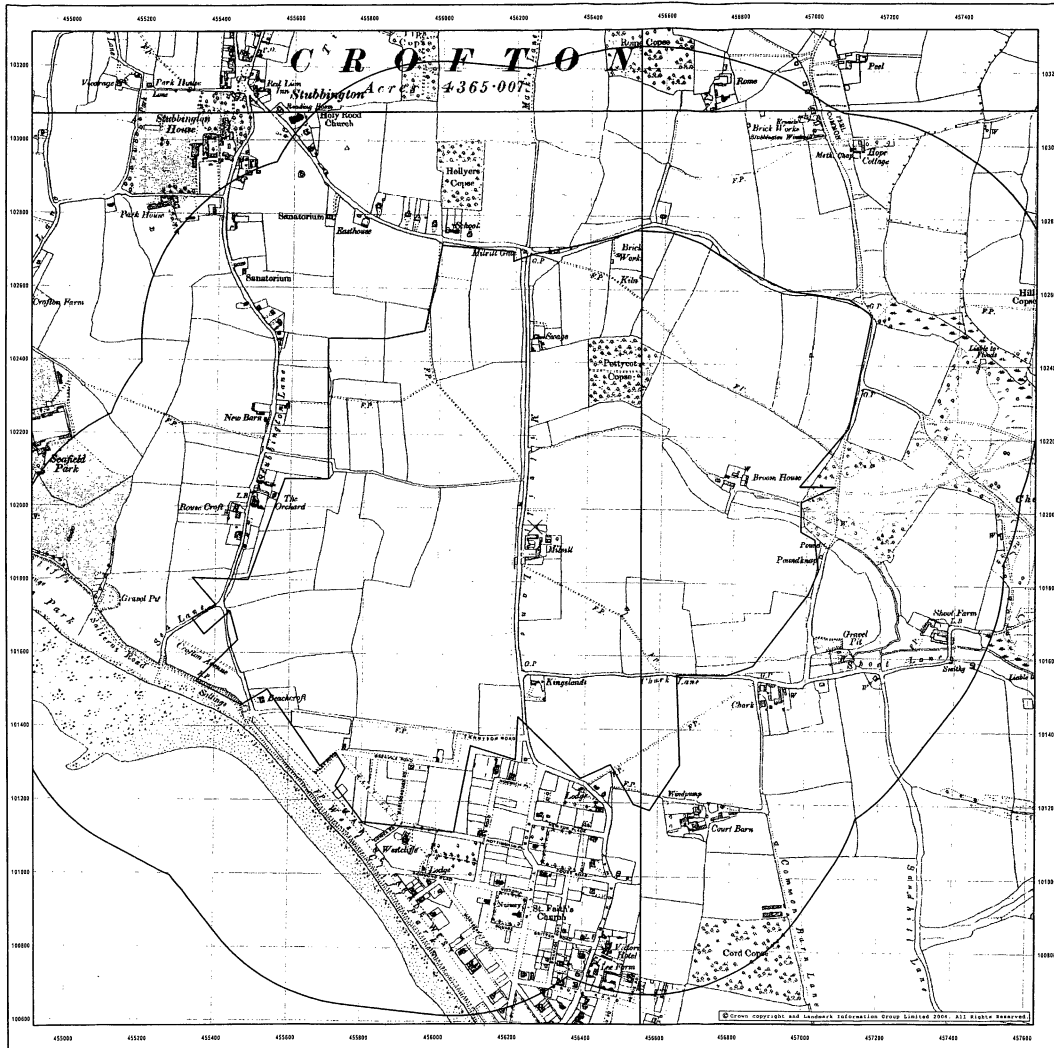
Source map scale - 1:12,500

Date(s) of Publication

1898	1898
1898	1898

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HMS Datasets

Historical Map Legend

Quarry	Shingle	Railway over Road	Road over Railway
Gravel Pit	Sand Pit	Level Crossing	Railway over River
Other Pits		Road over Stream	Road over Stream
Rough Pasture	Furze	Road over River or Canal	
Marsh	Roads	Sunken Road	
Osiers	Raised Road	Instrumental Contour	
Arrow denotes Flow of Water	Sketched Contour		

HAMPSHIRE & ISLE OF WIGHT

The historical maps shown were reproduced from maps as deposited at the scale of 1:10,000 in 1910. The 1:10,000 scale was adopted for mapping urban areas. These maps were used to update the 1:10,000 maps. The published date given on the right therefore is often some years later than the survey date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

In the late 1940s, a Provisional Edition was produced, which included the 1:10,000 mapping from a number of sources. The maps were utilised - with all military camps and other strategic sites marked. These maps were initially overlaid with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Source map scale: 1:10,000

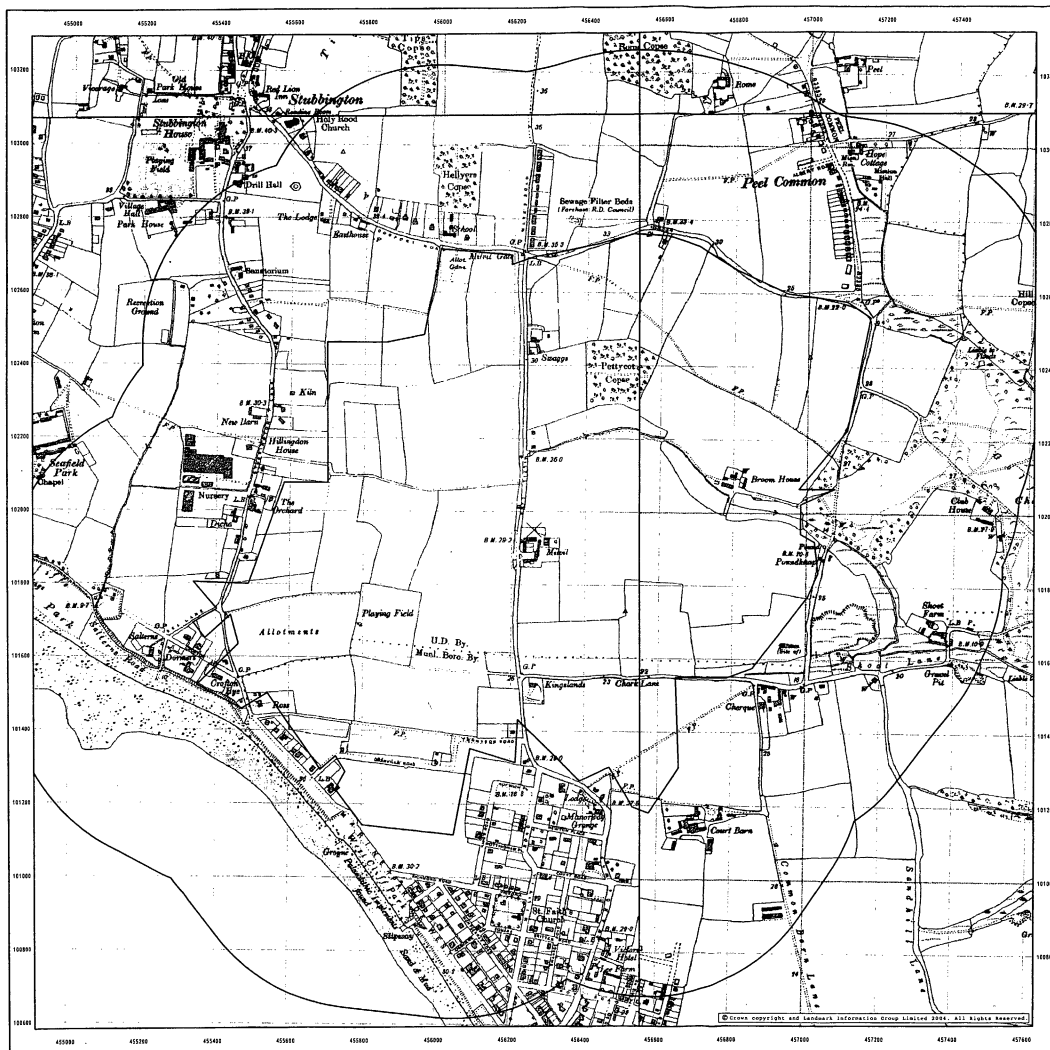
1910	1910
1910	1911

Date(s) of Publication

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In the late 1940's a Provisional Edition was produced, which updated the 1:50,000 mapping from a number of sources. The maps appear 'outstanding' with all railways and other drainage also corrected. These maps were initially overlaid with the National Grid. In 1975, the first 1:50,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 15 years or so for urban areas.

Source map scale - 1:50,000


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HMS Dealish

HISTORICAL MAP LEGEND

Chalk Pit Clay Pit or Quarry	Non-coniferous Trees	Bracken
Gravel Pit	Coniferous Trees	Heath
Sand Pit	Scrub	Rough Grassland
Disused Pit or Quarry	Lake, Loch or Pond	Reeds
Refuse or Slag Heap	Electricity Transmission Line	Saltings
Direction of Flow of Water	Shingle Sand	Marsh
Cutting	Embankment	Standard Gauge Multiple Track
Road Under	Road Over	Standard Gauge Single Track
Level Crossing	Foot Bridge	Siding, Tramway or Mineral Line
		Narrow Gauge

ORDNANCE SURVEY PLAN

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In the late 1940's, a Photoreduced Edition was produced, which updated the 1:12,500 mapping from a number of sources. The maps were collated, with all military camps and other strategic sites removed. These maps were initially overlaid with the National Grid. In 1975, the first 1:12,500 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 15 years or so for urban areas.

Source map scale - 1:12,500


1962

1963

Date(s) of Publication



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HMS Deadwater

Historical Map Legend

Chalk Pit, Clay Pit or Quarry	Non-coniferous Trees	Bracken
Gravel Pit	Coniferous Trees	Heath
Sand Pit	Scrub	Rough Grassland
Disused Pit or Quarry	Lake, Loch or Pond	Reeds
Refuse or Sleg Heap	Electricity Transmission Line	Saltmarsh
Direction of Flow of Water	Shingle	Marsh
Cutting	Embankment	Standard Gauge Multiple Track
Road Under	Road Over	Standard Gauge Single Track
Level Crossing	Foot Bridge	Siding, Tramway or Mineral Line
		Narrow Gauge

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SITE DETAILS Grid Reference **456260 101950**

HMS Daedalus

HISTORICAL MAP LEGEND

Chalk Pit, Clay Pit, or Quarry	Non-coniferous Trees	Bracken
Gravel Pit	Coniferous Trees	Heath
Sand Pit	Scrub	Rough Grassland
Disused Pit or Quarry	Lake, Loch or Pond	Reeds
Refuse or Slag Heap	Electricity Transmission Line	Saltmarsh
Direction of Flow of Water	Shingle	Marsh
Cutting	Embankment	Standard Gauge Multiple Track
Road Under	Road Over	Standard Gauge Single Track
Foot Crossing	Level Crossing	Siding, Tramway or Mineral Line
Narrow Gauge		

ORDNANCE SURVEY PLAN

The historical maps shown were reproduced from maps originally published by the Ordnance Survey. The 1:25,000 scale was adopted for mapping urban areas, while maps of rural areas were at a scale of 1:50,000. The published date given on the right indicates the date when the map was surveyed. Before 1939, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in adjoining areas.

In the late 1940s, a Provisional Edition was produced, which replaced the 1:25,000 mapping with a number of sheets. These maps were originally surveyed with all military camps and other strategic sites covered. These maps were subsequently corrected with the National Grid. In 1970, the first 1:25,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

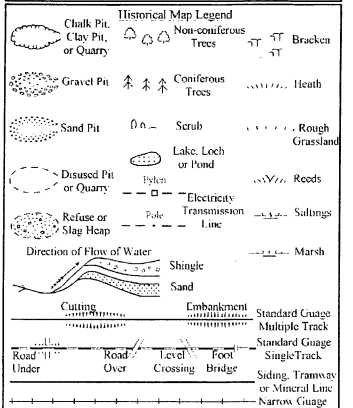
Source map scale: 1:25,000

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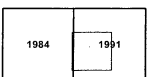


ORDNANCE SURVEY PLAN

The historical maps shown were reproduced from maps predominantly held in the main archive for England, Wales and Scotland in the 1940s. In 1944 the 1:25,000 scale was selected for mapping urban areas. These maps were used to update the 1:50,000 maps. The published data given on the right therefore is often some years later than the surveyed date. Before 1928, all OS maps were based on the Cassini Projection. With independent surveys of a single county or group of counties, going into significant re-orientation in existing areas.

In the late 1940s, a Provisional Edition was produced, which updated the 1:50,000 mapping from a number of sources. The maps appear contemporary, with all railway curves and other strategic lines removed. These maps were initially uncorrected with the National Grid. In 1970, the first 1:50,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

Source map scale - 1:10,000



Date(s) of Publication





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Customer Ref: **033855LM**

Enroc UK Ltd
160162 Abbey Foregate
SHEWSEBURY
Shropshire SY2 6AL

SITE DETAILS Grid Reference **456260 101950**

HMS Daedalus

Historical Map Legend

	Non-coniferous Trees		Pylon
	Coniferous Trees		Telephone Line (where shown)
	Orchard		Electricity Transmission Line (with poles)
	Rough Grassland		Gravel Pit
	Heath		Shingle
	Scrub		Refuse Tip or Slag Heap
	Marsh, Salt Marsh or Reeds		Sand
	County Boundary (England only)		Sand Pit
	Civil Parish or Community Boundary		Slopes
	Constituency Boundary		District, Unitary, Metropolitan, London Borough Boundary

ORDNANCE SURVEY PLAN

The historical maps shown were produced from the Ordnance Survey's 1:10,000 contour raster mapping. These maps are derived from Landmark® which contains the old 1:10,000 maps originally published in 1975.

The data is largely derived showing buildings, fences and field boundaries as well as all roads, tracks and paths. Road names are also included together with the relevant road number and classification. Boundary information also includes county, unitary authority, district, civil parish and constituency.

Source map scale: 1:10,000

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15 of 14

Appendix C

Conservation Area Appraisal

4 Pages

HMS DAEDALUS - CONSERVATION AREA APPRAISAL

INTRODUCTION

This report is a brief summary of the historic and architectural significance of HMS Daedalus written in support of the proposed designation of the Conservation Area.

The Historic Study of HMS Daedalus commissioned by the County Council and discussions with English Heritage surrounding the current thematic review airfield sites make it clear HMS Daedalus is a site of national historic and architectural importance with buildings soon to be recommended for Listing.

A Conservation Area is an area of 'special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' (Planning (Listed Buildings and Conservation Areas) Act 1990, S.69(1)).

The designation of the Conservation Area is made in recognition of the historic and architectural significance of HMS Daedalus and is intended to safeguard the most important buildings and their unique setting.

SUMMARY HISTORY OF THE SITE

1890s to World War I

A 'Seaside Watering Place' was developing at Lee-on-the-Solent in the last years of the 19th Century. By the First World War this was only partially complete and when in 1917 the HM Naval Seaplane Training School, Lee-on-Solent was set up for front line RNAS squadrons it absorbed the western edge of this estate into its base. Designated a long term seaplane base in November 1917 permanent Admiralty designed hangars, camp buildings and slipways began to be constructed. By the Armistice around 70 flying boats and seaplanes and a staff of nearly 500 occupied the site.

Post War Expansion: The 1920s

After an initial rundown the site became the RAF School of Naval Cooperation and Air Navigation in 1920 principally concerned with Observer training for RAF and RNAS units. With the formation of the Fleet Air Arm in 1924 the sites significance escalated with the growth of this organisation. A number of new buildings appeared on the site.

Coastal Command Headquarters: 1930s expansion

Lee developed into a major headquarters location in the early 1930s. A large rebuilding programme with many grand station buildings reflected its importance as the Coastal Area Headquarters and landplanes began to use a grass aerodrome laid out to the north.

With the growing Nazi threat another major expansion took place from 1936 and Coastal Area was expanded to become Coastal Command; by 1939 this made Lee the nerve centre of all naval flying with operational squadrons frequently using the site. In May 1939 the transfer of Fleet Air Arm to Admiralty control resulted in Lee becoming one of His Majesty's Ships HMS Daedalus.

World War II

HMS Daedalus is associated with key events of the War and suffered two air raids due to its strategic significance. Intensive activity surrounded the build up to D-Day and significantly more sorties were launched from Lee than from any other UK airfield on 6th June 1944. HMS Daedalus developed into a key Naval Aviation Base with a vastly expanding camp and airfield to the north and north east of the Base.

Post War until closure

The site rapidly contracted after the War and focused on technical training and engineering in its last decades. Helicopter Training and Hovercraft testing for military use also featured, as has the use of the site as a base for Air Sea Rescue.

CHARACTER APPRAISAL

Lee has played a primary role in the history of naval aviation and seaborne aircraft. The range and quality of a number of buildings, particularly towards the southern edge of the site, indicate its historic and architectural significance.

English Heritage have confirmed that the group of World War I hangars adjacent to their original slipway are a unique survival in the history of military aviation. This complex forms an imposing group set within a clearly defined square. Their importance to the site is accentuated by their survival from the first phase of development of the base in Lee, and at a significant historic period in military aviation.

Apart from this key area the site's prime significance was unquestionably as the headquarters for the Coastal Area then Coastal Command in the 1930s and 1940s; making the site a nerve centre of naval flying. Its role in important historic events, notably D-Day, confirms the national significance of the site.

With the exception of Wykeham Hall, the key group of headquarters buildings are grouped together on the southern edge of the site, these being Eagle Block (Headquarters Coastal Area and Station Offices), the Wardroom (Officers Mess and Quarters) and Westcliffe House (Officers Mess and Quarters from 1917) but previously a substantial detached villa. With the adjacent rows of Married Quarters, the Guardhouse, Memorial Lodge, and open space (originally the grounds of Westcliffe House), this forms a well defined and attractive group of buildings.

A third clearly defined area focuses on the courtyard created by the group of domestic buildings north of the Wardroom; key of which are the two storey red brick 1930s barrack blocks. Although interrupted by some piecemeal developments from other periods there is the potential to enhance the key buildings and their setting which includes some important trees and open space. They also form an important complementary development to the Wardroom and Eagle Block as part of the 1930s expansion when the site achieved its high status.

To the north east of this barrack block complex is Wykeham Hall. This is an imposing building dating to 1895 of particular significance to the Fleet Air Arm. There are striking views of the facade from along King's Road and from the top of Vengeance Road. It is acknowledged that there is the opportunity to redevelop the area between Wykeham Hall and Vengeance Road and this area is included within the Conservation Area to ensure that the visual links are enhanced and the setting of the Hall (which includes some prominent trees) is preserved. The pair of Victorian Houses to the east of Wykeham Hall are also important to the history of the base and the setting of the Hall.

The purpose of designation, therefore, will be to preserve and enhance these key groups of buildings.

Although of historic interest the rest of the site has suffered from numerous ad hoc building phases and relatively modern alterations which have devalued its quality. A high level of recording of other buildings of interest can take place as part of the planning process. There are no other buildings on the site of significant quality or which are unique to this site. Even within the Conservation Area it is recognised that the demolition of some poor quality buildings will be encouraged so as to enhance the setting of the key groups detailed above, and listed at the end of this appraisal.

THE CONSERVATION AREA BOUNDARY

As detailed in the previous section the Conservation Area is made up of clearly defined groups of buildings which form important focal points in the area. These focal points are linked by a well defined grid pattern of roads which with Unicorn Road, Hermes Road and Implacable Road mark logical and sustainable boundaries to the Conservation Area.

A key aspect of any designation is that boundaries protect not only the key building groups, but also their setting. This is best achieved by following what is largely the open vistas of the historic road network and

the long established site boundary along the southern and eastern sides. It is acknowledged that there are some poor buildings on the fringes of the 1930s barrack complex but their inclusion within the Conservation Area recognises the importance of protecting the setting of these barracks from inappropriate redevelopment.

The same principle applies to the area between the barracks complex and Wykeham Hall which, as explained above, could be enhanced by the sensitive redevelopment of the poor quality buildings.

In summary, therefore, there are four principal focal points in the area which define its fundamental character and around which the boundary has been carefully drawn. These areas are:

1. The setting of Westcliffe House, the Wardroom and Eagle Block; including the rows of 1920s Married Quarters along Kings Road and Richmond Road.
2. The group of WWI Hangars.
3. The 1930s Barrack Blocks, Cook House and Dining Room.
4. The setting of Wykeham Hall.

BUILDINGS OF HISTORIC OR ARCHITECTURAL INTEREST

The buildings detailed in this section are of group value to the setting of the Conservation Area, or of individual historic or architectural significance. They include the key individual buildings or building groups of the most important phases of the development of the area as a seaplane base and Coastal Command Headquarters (in effect the building phases from WWI until the late 1930s). Although the area expanded greatly in WWII there are few buildings of merit, or which are not common to many sites, from this period and the principal command buildings remained those within the proposed Conservation Area.

PHASE 1 (BEFORE THE AIRFIELD)

Westcliffe House (Proposed Listing) Lodge and Boundary Wall

Large detached villa and lodge dated 1894 and an excellent example of an 'Arts and Crafts' style building used as an Officers' Mess and Quarters from 1917 (the Lodge being the Warrant Officer's Quarters).

Wykeham Hall

Large brick built house of 1895 requisitioned by the Admiralty in 1917 and extended before 1931 to Group Officers' Mess then HQ Flag Officer Naval Command. It has been connected with military aviation for nearly 80 years and was for much of that time a major Fleet Arm headquarters buildings of significant historic interest.

Keith Cottages

Pair of late Victorian houses requisitioned c1917 as Married Officers' Quarters.

Norbury House

Late Victorian brick built house requisitioned in 1918 as a Quatermaster's Store, then a Married Quarters house until remodelled and extended in 1935 as the Station Armoury. Group value in a prominent location.

The Brambles

Detached house possibly of Edwardian period requisitioned around 1917 as Commanding Officers' Quarters. Prominent location and of historic interest and Group value.

PHASE 2 (WORLD WAR 1)

Admiralty Type "J" Aeroplane Sheds (Proposed Listing)

1917-18. Three sheds unique to Lee-on-the-Solent (Lee and Calshot being the only seaplane stations) of Admiralty steel design. The two adjacent to their original slipway and including a winch house are being recommended for listing.

Admiralty Type "G" Seaplane Sheds

1917-18. Although some bays were removed, upsetting the original design, only three others are known to survive (two at Calshot Listed Grade II*). Important group value.

The Power House

Designed by Lt. J G N Clifts, Royal Engineers, as an engine room and adjacent battery charging room, workshop, offices and store. A prominent building requiring more research into its historic and architectural significance.

PHASE 3 (1920'S EXPANSION PERIOD)

Married Quarters

Fronting Richmond Road and Kings Road these quarters are excellent examples of the style of cottages associated with 'model villages' which influenced the planning of many estates after the first World War. They form a visually prominent and attractive group. Recent alteration have been relatively restrained.

Guardhouse

Built 1926, the design incorporates a gabled-shaped roof and a central bell tower. The Guardhouse was located at the site entrance to give clearance to all visitors. Prisoners could be held there in cells. The verandah dates from the 1940's. The building is complete with all three cells and is in excellent condition. Attractive building of group value and historic interest.

Parachute Store

Dating from 1926 and extended around 1939 this was a specially constructed building for parachute drying, inspection, packing and storage. Built in red brick with Queen post trusses supporting a large glazed roof lantern. It is the largest example of its kind. Group value and historic interest.

PHASE 4 (1930'S)

Headquarters Coastal Area and Station Offices (Eagle Block)

Its location and unique design reflect its importance as both the Station Offices and formerly the Headquarters of Coastal Area. The construction method using a brick clad steel frame is rare on RAF stations. Significant historic interest and in prominent location.

Officers' Mess and Quarters (Wardroom) (Proposed Listing)

It could accommodate 100 members and had quarters for 54 officers. It was designed to impress and reflect the base's significance as HQ Coastal Area. The style is strongly influenced by that of Westcliffe House. Architect : M May.

Dining Room and Cookhouse - Ratings' Mess (Triumph Galley)

The central core was built in the early 1930's with two wings added in 1939. A well built and interesting building in a simple classical style located at the head of what was planned to be a parade ground flanked by the two-storey barrack blocks. Significant group value in the form and layout of the early 1930's base.

Type "E" Barrack Blocks (Anson, Blake, Duncan, Cunningham)

Built 1932-5. The largest version of RAF barrack block design with a steel truss roof for protection against incendiaries. They form an important group with the Dining Room and Cookhouse. Built of red brick to a simple classical design.

PRINCIPAL SOURCES OF INFORMATION

- HMS Daedalus. A Detailed Report by Aviation Research Publishing commissioned by Hampshire County Council.
- Ordnance Survey Plans : 25" to 1 mile for 1880s and 1910.
- Jeremy Lake: English Heritage officer carrying out the Thematic Review of Airfield Sites.

Appendix D

Military Buildings Report

72 Pages

*History
Historic Buildings Survey*

HMS DAEDALUS

Airfield Research Publishing

CONTENTS

List of Illustrations

Plates	2
Figures	3

Introduction and Acknowledgements	3
--	----------

Construction and Layout

1917-1919	5
1925-1934	6
Technical Buildings	7
Domestic Buildings	8
RAF Expansion Period 1934-1940	9
World War Two 1939-1945	9

Key to Figure 1	11
Key to Figures 4 and 5	11

Operational History

1917-1919	20
1920-1939	21
World War Two	23
Post War	27

Gazetteer of Surviving Structures 1918-1945

Part 1: Technical Buildings	30
Part 2: Dispersed Technical Buildings	41
Part 3: Domestic Buildings	48
Part 4: North Camp Buildings	59
Part 5: Miscellaneous Buildings	65

Conclusions	66
Listing	68
Appendix "A": Schedule of Properties & Land Held on Requisition	70
Primary Sources	73
Secondary Sources	74

LIST OF ILLUSTRATIONS

Plates

Plate 1: Guardhouse	43
Plate 2: Headquarters Coastal Area	43
Plate 3: Parachute Store	43
Plate 4: Motor Transport Shed	43
Plate 5: Power-House and Battery Charging Room	44
Plate 6: Norbury - Station Armoury	44

Plate 7:	Admiralty Type "J" Seaplane Shed & Winch House	44
Plate 8:	Engineers' Shop	44
Plate 9:	Control Tower	45
Plate 10:	Type "A" Aeroplane Shed :	45
Plate 11:	Type "C" Aircraft Shed	45
Plate 12:	Hinaidi Aeroplane Repair Section Shed	45
Plate 13:	Orlit Hut	46
Plate 14:	Kingslands House	46
Plate 15:	Kingston Villa - Signals & Lecture Room	46
Plate 16:	Main Hangar (K)	46
Plate 17:	Fromson Hangar (O)	47
Plate 18:	Bellman Aeroplane Shed	47
Plate 19:	Station Sick Quarters	47
Plate 20:	Type "E" Barrack Block	47
Plate 21:	Type "H" Barrack Block	56
Plate 22:	Dormitory Block	56
Plate 23:	Dining Room and Cookhouse	56
Plate 24:	Ration Store	56
Plate 25:	Institute	57
Plate 26:	Officers' Mess and Quarters	57
Plate 27:	Westcliffe House	57
Plate 28:	Squash Racquets Court	57
Plate 29:	Wykeham Hall	58
Plate 30:	Hetwell Bungalow	58
Plate 31:	North Camp - Dining Room and Cookhouse	58
Plate 32:	North Camp - Sleeping Quarters	58

Figures

Figure 1:	RNAS/RAF Lee-on-Solent Site Plan 1918	13
Figure 2:	RAF Lee-on-Solent Plan A 1931	14
Figure 3:	RAF Lee-on-Solent Plan B (Interim Scheme) 1931	15
Figure 4:	RAF Lee-on-Solent Plan C (final Scheme) 1931	16
Figure 5:	RAF Lee-on-Solent Site Plan 1937	17
Figure 6:	RNAS Lee-on-/Solent Site Plan 1941 and 1943	18
Figure 7:	RNAS Lee-on-Solent Site Plan 1973	19
Figure 8:	North Camp Site Plan April 1941	63
Figure 9:	North Camp Site Plan 1943	64
Figure 10:	RNAS/RAF Lee-on-Solent - Plan Showing Methods of Getting Aircraft to the Sea	72

INTRODUCTION

This survey has been commissioned by Hampshire County Council, in order to assess the extent and quality of survival of historic buildings and structures at RNAS Lee-on-Solent.

Nearly 80 years ago, a temporary Naval seaplane training school opened at Lee-on-the-Solent, as a satellite to the well established school at Calshot. While the station was being developed as a permanent station, the administration of Lee changed to become an RAF Station. Training continued under the RAF Fleet Air Arm, throughout the 1920s and in 1931,

steps were taken for the laying out of an aerodrome. Lee-on-Solent now became Headquarters Coastal Area which involved a major re-building programme. With the expansion of the RAF now taking place, and with more new buildings under construction, Parliament announced on 21 July 1937, that the Fleet Air Arm would come under Admiralty control.

On 24 May 1939, RAF Lee-on-Solent was returned to Admiralty control and was commissioned as HMS Daedalus. Construction started first on two runways and then in 1942/43, a third runway was added. Wartime expansion included a new hutted camp and a unique three-storey barrack blocks.

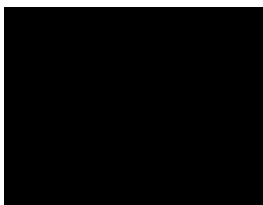
Throughout the war years, Lee-on-Solent was used for the formation and work-up of newly commissioned operational squadrons and for the re-equipment of others. Lee also played a major contribution to the D-Day landings.

Post-war, the station's function returned to that of training and a decision was made to develop the station as the FAA's major technical training establishment. 1962 saw the formation of the Joint Service Hovercraft Unit. In 1973 a Naval Search and Rescue Flight became operational from the base and this commitment is still retained in 1996 - albeit by Bristow Helicopters Ltd. on behalf of the Coastguard. HMS Daedalus closed on 31 March 1996.

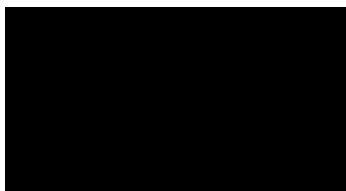
Survey Methodology

A rapid survey was carried out on 30 May 1996. The survey report encompasses all aspects of the airfield complex, including construction and operational histories, technical and domestic accommodation, perimeter track, runways and roads. A Gazetteer has been compiled of a selection of the surviving buildings that date from 1918 to 1945.

Acknowledgements



Airfield Research Group - Airfield Historian
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Hampshire County Council
Property Manager - HMS Daedalus
Fleet Air Arm Museum
Gosport Museum
RAF Museum



Tel: 

July 1996

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CONSTRUCTION AND LAYOUT 1917-1945

1917-1919

Lee-on-Solent started life in July 1917 as a temporary satellite RNAS seaplane station to RNAS Calshot, with very little in the way of permanent buildings. It was not until the RAF had been formed on 1 April 1918, and the transfer of the site to the Air Ministry had taken place, that technical and domestic buildings, similar in design to those under construction at the Seaplane Training Establishment at Calshot, were built.

"Westcliffe House" was requisitioned in 1917 to become a combined Officers' Mess and Quarters. Fields to the north of Westcliffe Road were used for the erection of Bell tents as temporary mens' accommodation. Two Bessonneau hangars were also erected at the corner of Marlborough Road and Westcliffe Road. One of these was used as an MT garage and the other functioned as a store. Land forming part of the Westcliffe estate with Kings Road and Richmond Road forming the boundaries, was used initially as the main hangar site. This involved the erection of temporary Bessonneau and HP type timber framed and canvas clad hangars. To serve these, the existing Richmond Road was extended past Marine Parade to the beach. Here, a steam crane transferred the aircraft onto a winch operated trolley mounted on a railway track which took the aeroplane to the sea.

In November 1917 it was decided to develop the station as a permanent base and work was therefore immediately started on the reconstruction of the 30 acre site. Standard Admiralty designed buildings were required to replace the tented camp. The station was planned with two 60ft. span Admiralty Type "G" Seaplane Sheds and three 48ft. span Admiralty Type "J" (coupled) Seaplane Sheds. These were to be laid out in a rectangular pattern and served by a double slipway rising 25 feet from sea level. One 30 feet wide slipway was to be 460 feet. long and the other, with a similar width, had a design length of 967ft. Immediately behind the Type "G" Seaplane Sheds, work was started on the erection of a single 60ft. span RFC 1913 pattern Aeroplane Flight Shed to be used as a Erecting and Carpenter's Shop. Another five Bessonneau hangars were also erected adjacent to the earlier hangars. From here a concrete road was built which curved round to pass between the houses "St. Aubyns" and "Homelea" and connected with the original slipway.

Meanwhile, with the formation of the Royal Air Force in April 1918, the design responsibility changed from the Admiralty to the newly formed Air Ministry. At this time the Air Ministry Works and Bricks Department architect, Lieutenant JGN Clifts, Royal Engineers, was engaged in the design of RAF station buildings. One of the first buildings at Lee-on-Solent to come under the new design branch, was the Power-House, built to supplement an existing private facility. Construction also commenced on new domestic buildings and included six mens' dormitories (a further six were added later) and their associated bathhouses and latrines. A new Officers' Mess was constructed in the grounds of Westcliffe House where it was connected by a corridor to the original house which now functioned as Officers' Quarters. A double Squash Racquets Court was also planned to be built at the rear of "Stanmore House".

Under the new administration, a survey of all former RNAS and RFC stations was completed by 1 August 1918. At this time Lee-on-Solent did not yet feature on the list as one of the permanent RAF stations. The aeroplane sheds were only 60% complete, a start had been made on the Erecting and Carpenters' Shop, workshops and the brickwork for the new Power-House was only 40% complete. At this time only six dormitories, the bathhouse,

Men's Mess, Women's Quarters and Officers' Mess had been finished. The construction of the remaining buildings including another six dormitories and the Squash Racquets Court, were all suspended pending completion of more urgent work. All of these were scheduled to be completed by 1 March 1919, but were probably delayed with the intervention of the November Armistice and Lee-on-Solent did not feature on the permanent RAF station list until June 1919.

Now with most buildings in place, the complete site was fenced off, with the timber fence following the former boundaries of many requisitioned houses. The following properties are known to have been requisitioned c1917-1918:

- "Brendene"
- "Esleforde"
- "Norbury House" - Quartermaster's Stores
- "Ponds Cottage"
- "St. Aubyns"
- "Stanmore"
- "The Brambles" - Officers' Quarters
- "Whycroft" - Staff Quarters

Around 1920 a new permanent Motor Transport Vehicle Shed built in style similar to the Engineers' Shop and replaced the original vehicle shed established inside a Bessoneau hangar.

Headquarters 10 Group, RAF which had formed in September 1919, to control all air units working with the Navy, came here in July 1920 and set up office in the new Officers' Mess, with their own Officers' Mess established in Westcliff House. Wykeham Hall was then extended to become the station Officers' Mess.

1925 - 1934

In January 1925, as part of a change in the defensive structure, came the introduction of the Air Defence of Great Britain Scheme. A small number of new permanent RAF stations were planned to be built on former WW1 aerodrome sites that had closed in 1919. Limited funds were also available for the reconstruction of existing stations such as Lee-on-Solent. The financial situation in early 1926, for the expansion of the RAF, was by now so acute that the cost of running squadrons at home had to be reduced. This had the effect that a reduction had to be made to limit the number of aircraft in a squadron from eighteen to twelve. With Lee-on-Solent now fully established as a permanent RAF station, a few buildings within the existing boundary were constructed from 1926:

- Guardhouse
- Gymnasium and Cinema
- Married Airmen's Quarters
- Parachute Store
- Coal Yard

On new RAF stations such as those at Bicester and Upper Heyford, the layout of the camp consisted of both technical and domestic groups of buildings and these were usually separated from each other by a public highway. The planning of Lee-on-Solent however, was more satisfactory in the eyes of the RAF Building Committee. Here, public roads and houses were simply incorporated into the new station which created a more "compact" and integrated layout. While this was necessary from the security aspect and became a feature of

new stations built during the RAF Expansion Scheme, at Lee-on-Solent it actually created a lot of ill-feeling among local people. (ref: Fleet Air Arm Museum negative A\STN 1103).

In 1931, while the new combined Coastal Area Headquarters and Station Offices was being designed, the 124th meeting of the RAF Building Sub-Committee under the Chairmanship of RJM Pearson, recommended that the development of Lee-on-Solent should be achieved in two stages. The first stage - an interim scheme - involved the requisition of land to the north of the existing camp for the laying out of an airfield. This area of land forming 120 acres was roughly square-shaped with Stubbington Lane and part of The Orchard Estate forming the west boundary. Milvill Lane located at the eastern end and another road connecting the two served as the north boundary. A contract for the aerodrome work was awarded to En-Tout-Cas Ltd. This involved the clearing of the site of all trees, hedges, and levelling, grading and surface work which included the sowing of grass seed.

With an aerodrome established, the station was now divided into two distinctive parts with public roads separating the two. The reason for this unsatisfactory situation, was that there were still a number of properties in private hands and access to them was required along Grenville and Tennyson roads.

Rebuilding work was to be carried out during 1932 and the retention of some existing station buildings also formed part of the recommendations. The ultimate aim, was to have a station large enough to accommodate the following units:

- Coastal Area Headquarters & Station Headquarters
- Headquarters School of Naval Co-operation (with workshops, MT and a Training Flight)
- Telegraph Air Gunners Flight
- Two Flights of Fleet Air Arm aircraft
- A Co-operation and a Communication Flight

The most significant addition on the aerodrome site, was the erection of a Type "A" Aeroplane Shed. A site was also reserved here for a further aeroplane shed, should it be required and both were planned to be built just north of Grenville Road. Opposite here and on the other side of Grenville Road, a new but shortened Hinaidi Aeroplane Shed, was to be used as a temporary Main Stores. The old Main Stores situated in a former WW1 1913 pattern Aeroplane Flight Shed, would now function as a temporary Aircraft Repair Section Shed.

New domestic accommodation included a large Officers' Mess and Quarters in the grounds of Westcliffe House. Also a single, two-storey Type "E" Barrack Block was to be built next to the northern row of single-storey dormitory blocks. The only other new building proposed at this time was a new Dining Room and Cookhouse to replace the existing WW1 building. A connecting road joining the new barrack block and the Dining Room and Cookhouse was also to be built at this time.

The Second Stage proposals of the 1931 RAF Building Committee and details of the actual building construction taking place c1934-1935 forming, the first building contract are as follows:

Technical Buildings

- A single Type "A" Aeroplane Shed was built slightly further north of the proposed site, but erection of the second shed was not proceeded with. (As the number of aircraft in a squadron had now been reduced).

- It was proposed to double the length of the Hinaidi Aeroplane Shed to enable it to become the new Aircraft Repair Section Shed. The construction of this hangar was actually carried out in one stage to its full design length and also included brick-built annexes. It was actually built on the north side of Grenville Road behind the Type "A" Aeroplane Shed.
- The proposed new MT Sheds and Yard were not built. The existing MT Shed was extended instead.
- A new Station Offices was planned to be built on part of the site of the old MT Shed. The construction of the new Station Offices in 1935, took place on a green field site close to the Station Sick Quarters.
- A new Main Stores and Parachute Store were proposed. A new Main Stores was constructed on a different site and the old 1913 pattern Aeroplane Flight Shed which was proposed to be demolished - was retained (for a while). The old Parachute Store was retained and extended.
- A new Inflammable Store was constructed.
- A new Station Armoury was planned to be built next to the Power-House. (see below)

Domestic Buildings

- A new Station Sick Quarters was proposed to be built on the site of the Gymnasium and Cinema. But this site was instead used for a Institute (see below) and the new SSQ was built on a vacant site - but not until 1935.
- A new Ambulance Shed was built close to the new SSQ.
- Wykeham Hall was proposed as an Institute and Sergeants' Mess. However, with the construction in 1935, of a new Institute on the site of the former Gymnasium and Cinema, Wykeham Hall was used instead as an additional headquarters building for RAF Coastal Area and later, by Coastal Command.
- The design for an Officers' Mess and Quarters, first proposed in 1931, was changed and a larger version dated 1933, was finally accepted and construction commenced in 1934.
- Six Type "E" Barrack Blocks were proposed in a grid pattern, located on three sides of a parade ground. Construction of the first Type "E" Barrack Block went ahead in 1932 and another three were added in 1935. These were built on the original sites selected in 1931, but the parade ground and the other two barrack blocks were not proceeded with. Instead, six dormitory huts originating from WW1, which had been scheduled for demolition, were retained as additional barrack huts.
- The Dining Room and Cookhouse, first proposed in 1931 were actually built on the site suggested at that time, which was to be at the head of the parade ground. When it opened, the original one was demolished.

At this stage the aerodrome and all station buildings north of Grenville and Tennyson roads were still separated from the main camp area by these two public highways, which from the security aspect, was still unsatisfactory. The reason may have been that, without compulsory powers it was not possible to requisition certain houses as the owners were unwilling to part with their properties. The Air Ministry had to rely upon the Defence Act of 1842 for

compulsory acquisition of buildings and land. Under this Act the procedure for obtaining possession was largely through consent.

RAF Expansion Period 1934-1939

While all of this reconstruction work was taking place under the first building contract, rearmament plans had been announced by Parliament involving the expansion of the RAF. A number of schemes were formulated between 1934 and 1939 but only five were passed by the Cabinet ("A", "C", "F", "L" and "M"). Under Schemes "A" and "F", the construction of new buildings and extensions to existing structures commenced under the second building contract of 1935. This contract involved the following:-

- "Kingston Villa" was extended to become a W/T Signals and Lecture Room
- "Norbury House" was also extended to include an armament instruction classroom which became the Station Armoury.
- A new Ration Store was built.
- A new Laundry was built.
- A Watch Office with Tower was built in front of the Type "A" Aeroplane Shed.
- A 100,000 gallon Water Reservoir was provided for station use.
- The Type "C" Aircraft Shed was erected.
- An Intake Sub-Station was also constructed
- A new Institute was erected

Many buildings designed for the last two schemes ("L" and "M") were not proceeded with at Lee-on-Solent as in May 1939, the station once again came under Admiralty control. Therefore Air Ministry designs such as, Central Heating Station, Decontamination Centre and the Annexe to Station Sick Quarters were not built here. The Admiralty did however, build two, three-storey Type "H" Blocks which were based on the R AF two-storey version.

World War Two 1939-1945

Lee-on-Solent was one of the first stations to have hard runways and the construction of concrete runways along the centre line of two flight strips started in May 1939. One of these, the east-west (50 yards wide and 750 yards long) runway (heading 13-31) only had restricted use (Kingsland House, occupied in the late 1930s by one Percy Marsh Whettam - was on the approach) and eventually abandoned when it was proposed to extend the hutted North Camp in 1941. The other runway on a heading of 24-06 had a length of 3,000 feet. Connecting with runways, hangars and aircraft blast pens, was a 50 feet wide perimeter track.

By the beginning of 1942 land to the east of Milville Lane was purchased for the construction of a third runway on a heading of 18-36. The abandoned runway was rebuilt and extended further east on a new heading (11-29) to avoid Kingslands House and the new hutted camp.

The final runway lengths were as follows:

- Runway 18-35: 3,000 feet
- Runway 24-06: 4,290 feet
- Runway 11-29: 3,300 feet

It is interesting to note that, with the introduction of the Defence Regulations made under the Emergency Powers (Defence) Act, 1939, the difficulties of obtaining possession only with the agreement of owners were removed and now permitted the taking of immediate possession of land and buildings. This may be the reason why Kinglands House was retained even though it was in such a dangerous position close to runway 31. The building of a hutted camp on a site that was restricted in area only reinforced its retention - the only option open was to rebuild the runway on a new heading. A Highway Closing Order was also served on Drake Road, Grenville Road and Tennyson Road. The surviving properties which had until now, been in private hands, were finally requisitioned. None of these were demolished and all were retained within the development of the station.

The first four Bellman Transportable Aeroplane Sheds were erected in 1939/40 on a site close to the north-west section of perimeter track. These were not the standard RAF Bellman sheds but, a larger Navy version. In order to store the large number of aircraft held in reserve (Reserve Aircraft Complement), a number (approx. eight) of small storage sheds based around a common farm building - the Dutch Barn - were dispersed around the northern and central areas (Milvill Farm) of the aerodrome. As space was limited, aircraft were stored inside these sheds with wings folded.

Construction commenced in 1941 on an extension to a small hutted camp located to the east of the main site. This included further air-raid shelters, barrack huts, ablutions and a new Dining Room and Cookhouse.

In 1942 to coincide with the reconstruction of the runways, a new Admiralty designed control tower was built. This replaced the original Watch Office with Tower which had been destroyed during the air-raid on 16 August 1940.

The 1941 camp was again extended in 1943, but this time instead of brick huts as used before, a new type of prefabricated hut designed by the Ministry of Works (Production) was built. Other buildings also erected at this time included a Cinema (replacing the one demolished in 1934) and a Drill Shed.

In addition to the private houses already listed above, other requisitioned properties at this time included the following:

House	Grid Reference	Occupier in 1935
◦ "Dean House"	NGR: 5642 0104	Vice-Admiral Andrew Raymond
◦ "Greenaway"	NGR: 5617 0139 (now demolished)	Francis Draddy
◦ "Gurseland"	NGR: 5612 0139 (now demolished)	Henry Roger
◦ "Lyncroft"	NGR: 5616 0139 (now demolished)	owner not known
◦ "Manorway Grange"	NGR: 5644 0118 (now Admirals House)	owner not known
◦ "Manorway Lodge"	NGR: 5638 0124 (now Admirals Cottage)	owner not known
◦ "Neuralia"	NGR: 5618 0139 (now demolished)	William A Gayer
◦ "Newton House"	NGR: 5636 0111	owner not known
◦ "The Lodge"	NGR: 5613 0139 (now demolished)	owner not known
◦ "Vine Cottage"	NGR: 5599 0131 (now demolished)	owner not known
◦ "Woodbury"	NGR: 5610 0130 (now demolished)	owner not known

Key to Figure 1

- | | |
|---|--------------------------------------|
| 1. Admiralty Type "G" Seaplane Shed | 29. "Wykeham Hall" |
| 2. Admiralty Type "J" Seaplane Shed | 30. "Lalkotti" |
| 3. RFC Pattern Aeroplane Flight Shed | 31. "Keithlands" |
| 4. "Whytecroft" Staff Quarters | 32. "Norbury" Quarter Master Stores |
| 5. "The Brambles" Offices | 33. Bath House |
| 6. Winch House | 34. unknown |
| 7. unknown | 35. Blacksmith's and Tinsmith's Shop |
| 8. "Stanmore" | 36. Dope Shop |
| 9. "Ponds Cottage" | 37. Old Engine Store |
| 10. Squash Racquets Court | 38. Engine Striping Shop |
| 11. "St. Aubyns" | 39. Engine Store |
| 12. "Homelea" | 40. Engine Test House |
| 13. Petrol Store | 41. Engine Test House |
| 14. Bessonneau Hangar | 42. Engineer's Shop |
| 15. "Brendene" | 43. Power-House |
| 16. "Esleforde" | 44. Chief Petty Officers' Cubicles |
| 17. Guard Hut | 45. Petty Officers' Mess |
| 18. Officers' Mess | 46. Petty Officers' Dormitory |
| 19. "Westcliffe House" - Officers' Quarters | 47. Bessonneau Hangar - Garage |
| 20. Servants' Mess & Dormitories | 48. Power-House |
| 21. Lecture Hut | 49. Petrol and Oil Stores |
| 22. Power-House | 50. Bessonneau Hangar - Store |
| 23. "Glenqarry" | 51. Workshops |
| 24. "Inverkip" | 52. Station Sick Quarters |
| 25. Coal Compound and Office | 53. Beach Hut |
| 26. Men's Dormitories | 54. "Westcliffe Lodge" |
| 27. unknown | 55. proposed site of Water Tower |
| 28. unknown | 56. Men's Mess and Galley |
| | 57. Galley |
| | 58. Steam Crane and Coal House |

Key to Figures 4 and 5

- | | |
|---|--|
| 1. Admiralty Type "G" Seaplane Shed | G. Main Stores |
| 2. Admiralty Type "J" Seaplane Shed | GG. Lubricant and Liquid Container Store |
| 3. 1913 Pattern Flight Shed | H. Coal Yard |
| 5. "The Brambles" | I. Reservoir |
| 6. Winch House | J. Fire Booster Pump House |
| 18. Former Headquarters 10 Group | K. Station Sick Quarters |
| 19. "Westcliffe House" (former Officers' Mess 10 Group) | KK. Ambulance Shed |
| 21. Lecture Hut | L. Station Offices |
| 26. Men's Dormitories | M. Type "E" Barrack Block |
| 29. "Wykeham Hall" (former officers' Mess and proposed Sergeants' Mess) | N. Parachute Store |
| 30. "Keith Cottages" (former Officers' Married Quarters) | O. Motor Transport Sheds and Yard |

32.	"Norbury" - Station Armoury	P.	Works Services and Contractor's Yard
32A	Armoury and Photographic Block	Q	Officers' Mess and Quarters
33.	Bath House	R.	Headquarters Coastal Area (Station Offices)
36.	Dope Shop	RR.	Station Offices
43.	Power-House	S	Guard Station
56.	Dining Room and Cookhouse	T	Fire Pool Accommodation
56a	Institute	TT	Water Storage Tank and Fire Booster Pump House
A.	Watch Office	U.	Guardhouse
B.	Type "A" Aeroplane Shed	V.	Married Quarters
C.	Type "C" Aircraft Shed	W	Married Quarters
D.	Hinaidi Aeroplane Repair Section Shed	X.	Officers' Garages
E.	Petrol Tanker Shed	Y.	Inflammable Store
F.	"Kingston Villa" - W/T Signals and Lecture Room		

Gazetteer

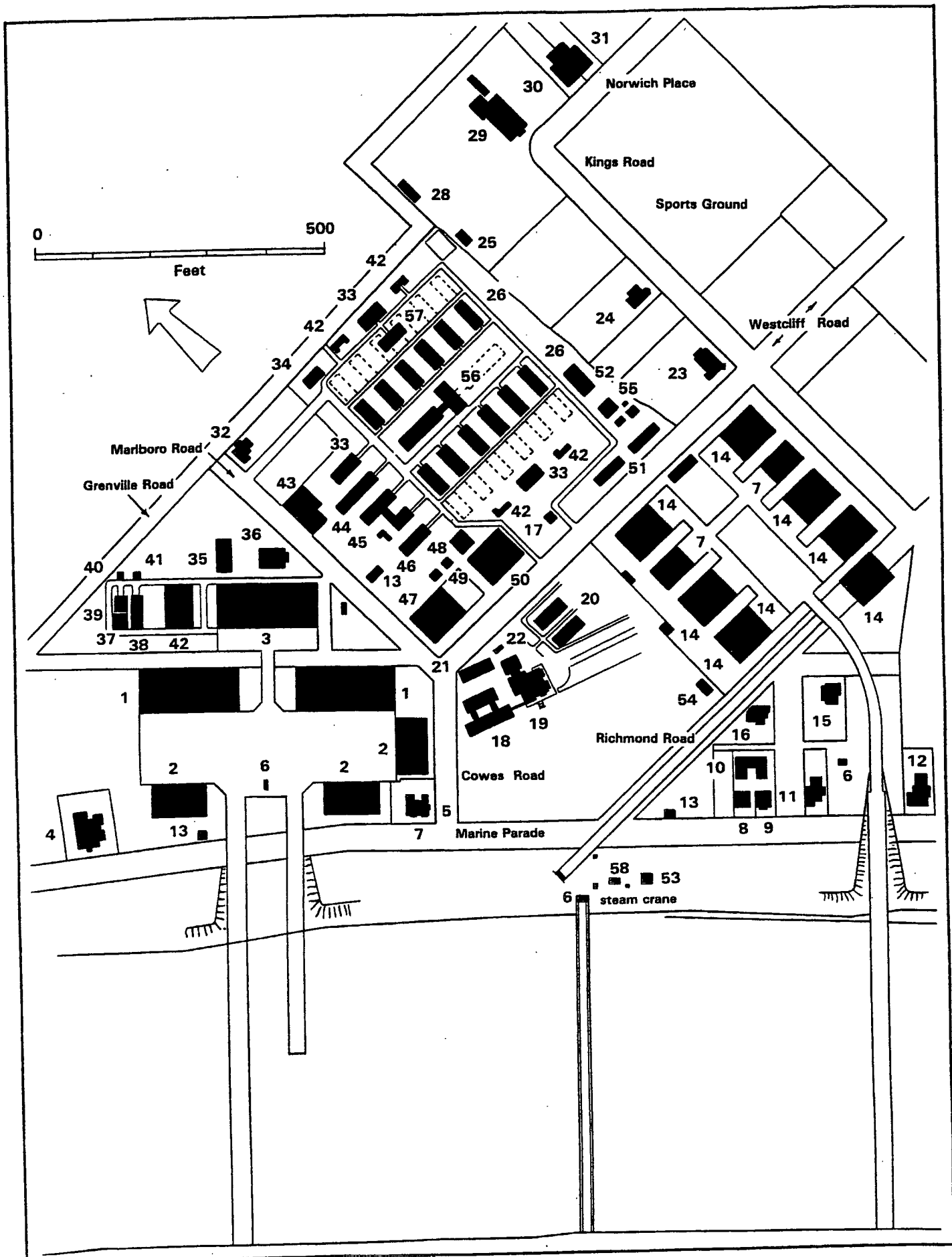
The following notes may help explain the different numbers allocated to airfield buildings in Parts 1 to 4 of the Gazetteer and Conclusion sections of this report.

I) The first number shown against a building title is the survey number (item number). For example, the Power-House is shown as item 8.

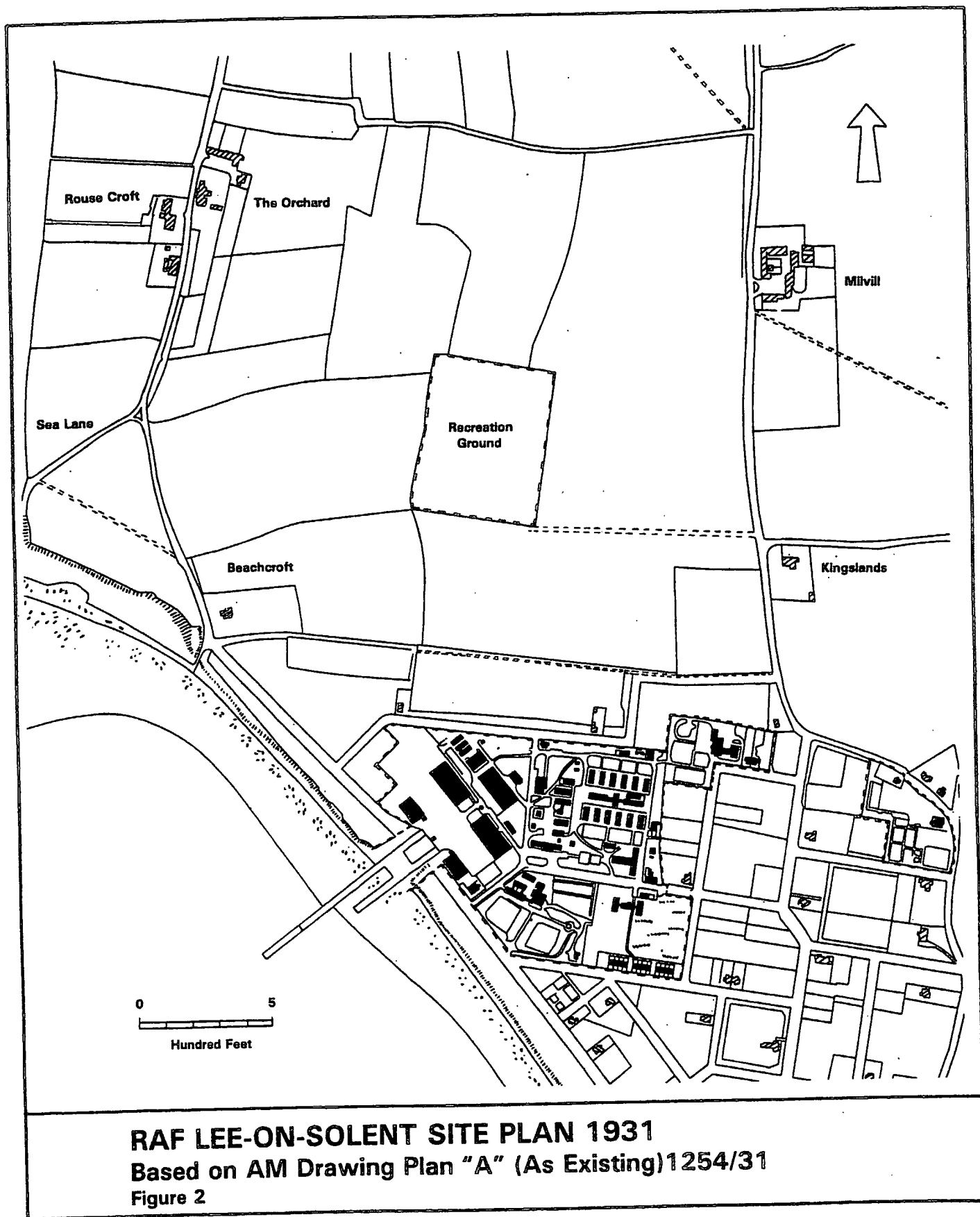
II) The exact position of all buildings on an RAF or Fleet Air Arm station are shown on either Air Ministry or Admiralty Site Plans. Each building is identified by a number and the set of numbers used in this report are those taken from the 1975 Site Plan. For example, the Power-House is building number 96.

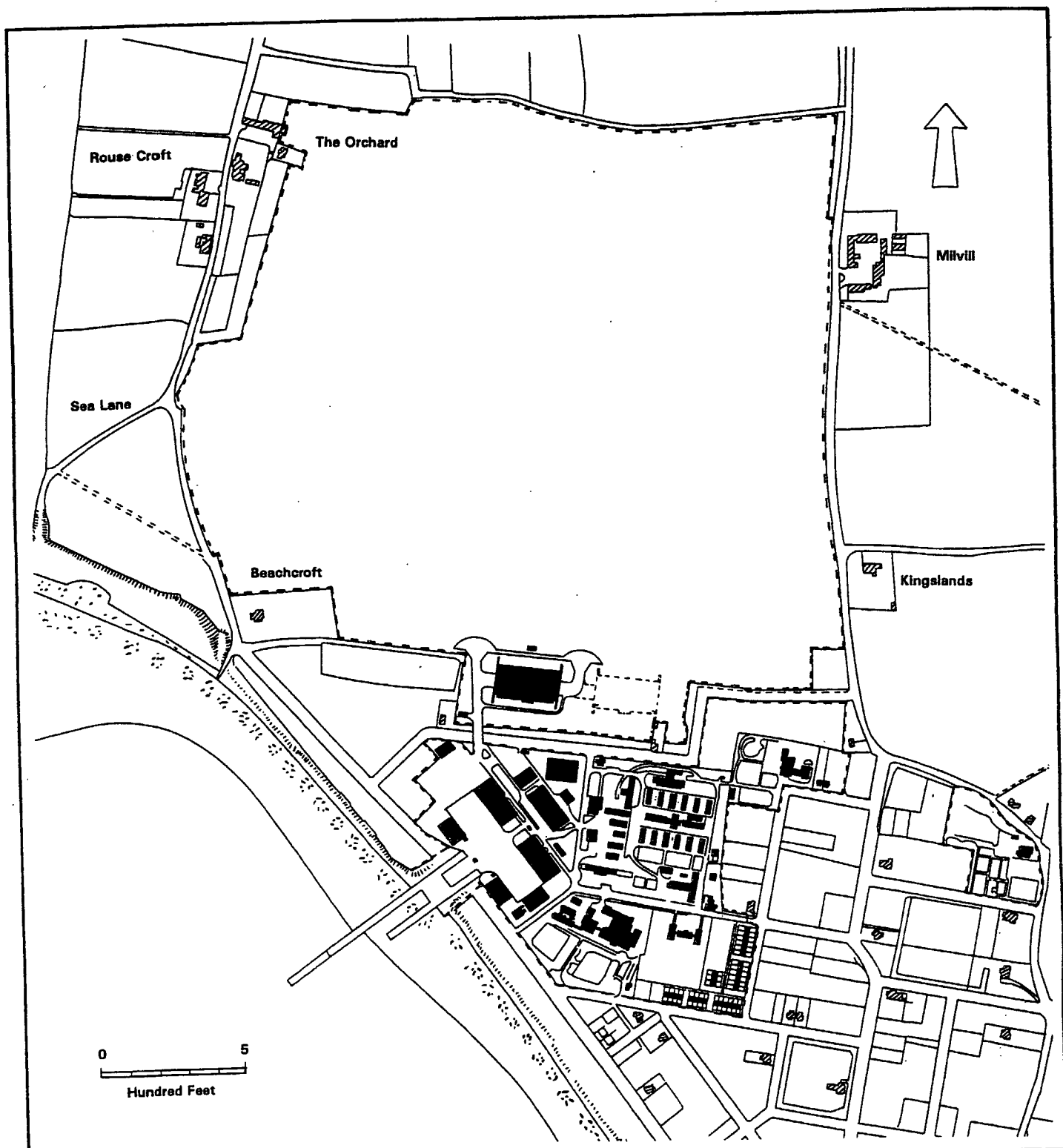
III) All Air Ministry and Admiralty buildings were built to standard designs. Each one was given a drawing number. For example, the Power-House is 1180/18. The number after the slash indicates the year it was drawn, in this case 1918.

IV) A title of a building shown in brackets after the original title, indicates the buildings change of use. For example, the Power-House 1180/18 is also identified as a (Stand-by Set House) An asterisk indicates that the original function is unknown and the title shown was the function of the building in 1975.



RNAS/RAF LEE-ON-SOLENT SITE PLAN 1918
Figure 1

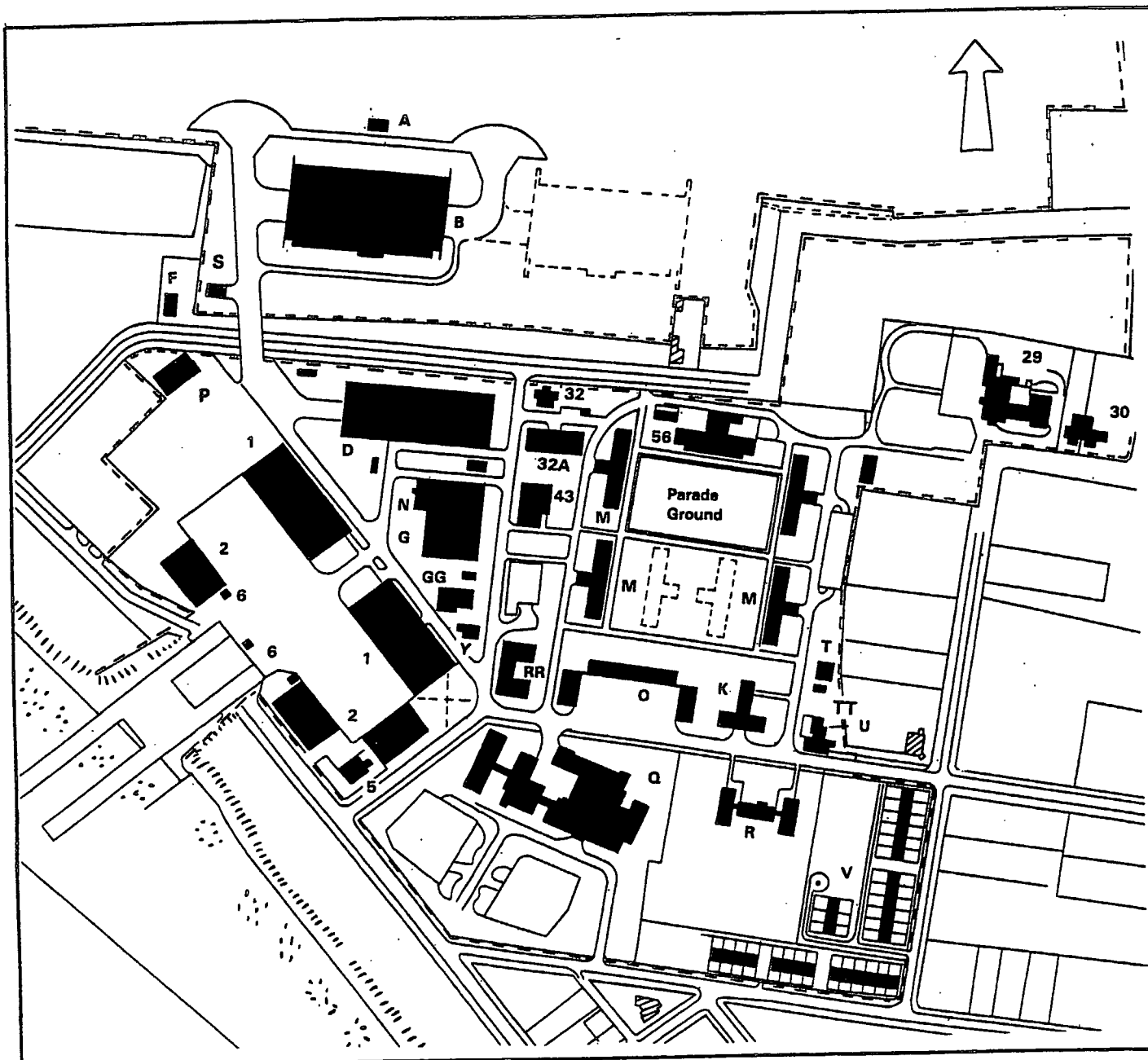




RAF LEE-ON-SOLENT SITE PLAN

**Based on AM Drawing Plan "B" (Interim Scheme) 1255/31 for
Future Station Establishment**

**Plan to Illustrate the Recommendations at the 124th Meeting of the RAF
Building Sub-Committee Figure 3**

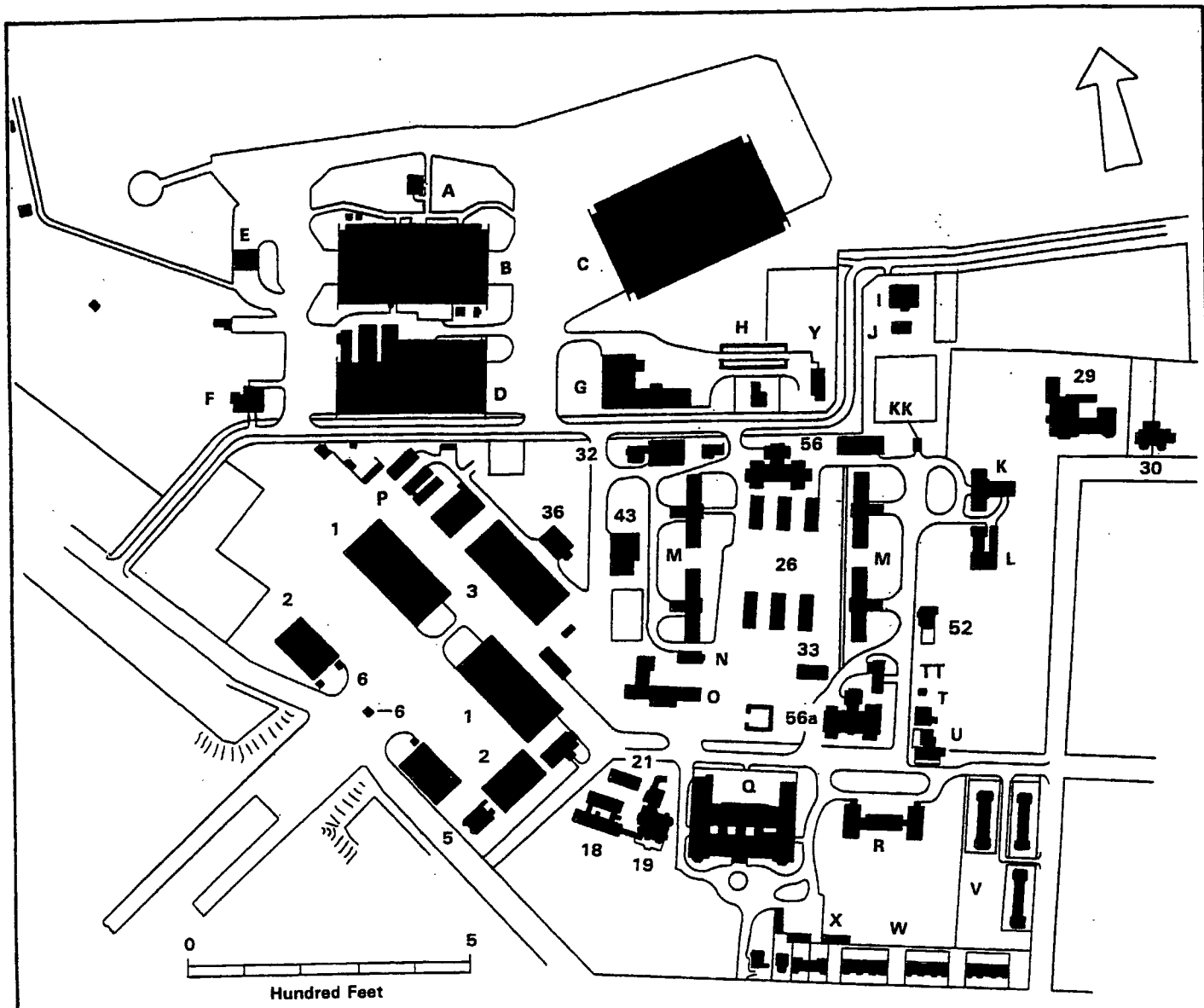


RAF LEE-ON-SOLENT SITE PLAN

**Based on AM Drawing Plan "C" (Final Scheme) 1256/31 for
Future Station Establishment**

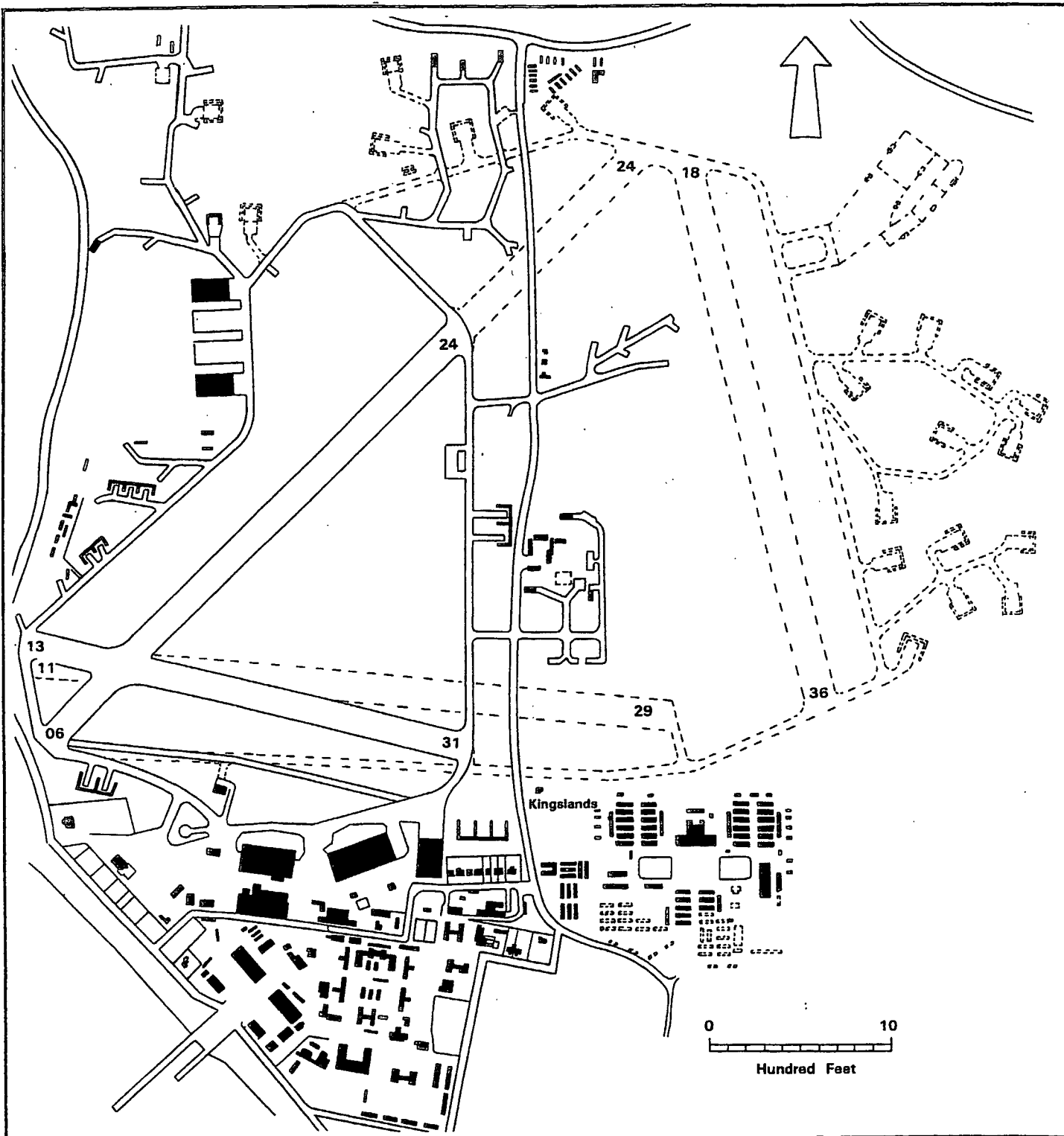
**Plan to Illustrate the Final Recommendations at the 124th Meeting of the
RAF Building Sub-Committee**

Figure 4

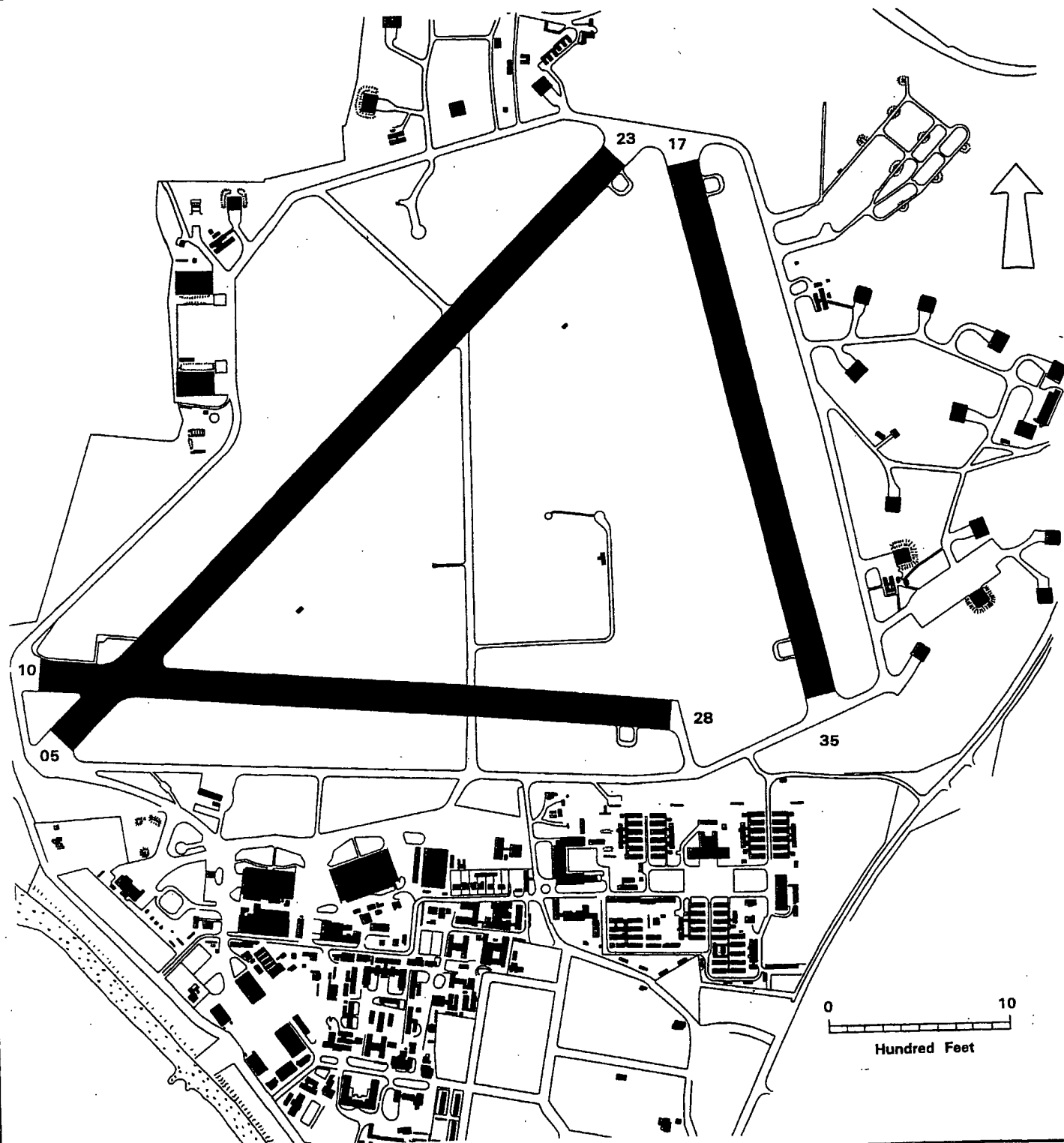


RAF LEE-ON-SOLENT SITE PLAN 1937
 Based on AM Drawing Lee 299/1 of July 1937

Figure 5



RNAS LEE-ON-SOLENT SITE PLAN 1941 and 1943
Showing Runways as at 1941 (solid line) and 1943 Runway
Layout (broken line) Figure 6



RNAS LEE-ON-SOLENT SITE PLAN 1973
Based on PSA Drawing ALG/1D Figure 7

OPERATIONAL HISTORY

1917-1919

From its earliest days as a seaplane training base in early 1917, and later as a conventional aerodrome, Lee-on-Solent has always been closely involved with seaborne aircraft and Naval aviation.

During the First World War, extensive use was made of seaplanes and flying boats for patrol purposes and many were based at Calshot, which was the principal Naval air station in the Solent area. By 1917, Calshot was beginning to suffer from serious congestion, as the site was so restricted, and it was therefore decided to provide a temporary satellite station, just west of Lee-on-the-Solent, to house the Naval Seaplane Training School.

At this stage it was not intended that this should be a permanent arrangement, so when the site was prepared in July, only canvas Bessonneau hangars and a tented camp was provided for the men. Officers travelled each day from their billets in Warsash. A number of store buildings in timber construction were also erected in the grounds of Wykeham Hall. IIM Naval Seaplane Training School, Lee-on-Solent, (note: this was the first use of the shortened title for Lee-on-the-Solent) was officially opened on 30 July 1917, under the command of Commander DCS Evill RN who had transferred from Calshot, with two officers and thirty men. The first seaplane training course commenced on 27 August, with twenty pupils.

The first aircraft to be brought into use on 22 September 1917, were eight Short 827s, a medium sized seaplane with a 54ft. wingspan, which were also being used for operations by RNAS front line squadrons.

In November 1917, it was decided to develop RNAS Lee-on-Solent as a long term seaplane base and orders were placed for the purchase of more permanent Admiralty designed hangars and camp buildings began. A few weeks later, a single slipway was opened, cutting through the low cliff and crossing the beach to the waterline. This avoided the cumbersome process of moving aircraft by cranes and trolleys down to the waters edge which had until then been used.

This first slipway served the temporary hangars at the east end of the site, but for the new permanent seaplane sheds further west, work also started on a much larger double slipway, which was finally completed in September 1918.

Meanwhile, on 1 April 1918, the Royal Naval Air Service was absorbed into the newly formed Royal Air Force, and RAF Lee-on-Solent became known as 209 Training Depot Station (SW Area; No.10 Group). The task of seaplane training still continued as before and by this time, the fleet of aircraft here, had grown to 36. Two-thirds of these were flying boats with the remainder seaplanes.

Pupils attended a seven to eight week course and at the end, were graduated category "B" with a minimum of 16 hours flying instruction on seaplanes. At this point with the rank of 2nd Lieutenant, they transferred to Calshot to complete their training.

The (provisional) establishment in August 1918 was as follows:

Officers (staff)	21
Officers under instruction	100
WOs and NCOs above the	

rank of Corporal	26
Corporals	22
Rank and File (airmen)	207
Forewomen	4
Women	54
Women (Household)	31

Total (exclusive of Hostel Staff) 465

The number and types of aeroplanes on strength at this time was as follows:

- 24 Short 184 Seaplanes
- 2 Short 827 Seaplanes
- 27 FBA Flying Boats
- 16 Norman Thompson NT2B Flying Boats

By the time of the Armistice in November, the station had grown to its peak strength. Soon afterwards however, the post-war rundown began and both men and machines were dispersed.

1920-1939

Seaplane training began again in June 1919, but only until December, when it ceased due to the run down of the Royal Air Force. After another period of "Care and Maintenance", it was finally decided to re-open the station in June 1920, as a permanent RAF station. Lee-on-Solent was initially given the title "School of Naval Co-operation and Air Navigation". The following year, it was renamed "RAF Seaplane Training School, Lee-on-Solent" but the designation "School of Naval Co-operation & Air Navigation" was soon reintroduced. This establishment remained throughout the period 1923 to 1938 as Lee-on-Solent's principal unit.

From January 1921 and now using Fairey IID floatplanes, the school's primary task was to begin the training of Observers for both RAF and RNAS units. Until 1924, seaplane training was also continued on an irregular basis. On 19 April 1923, came another title change, this time to the School of Naval Co-operation. During 1924, the Fleet Air Arm of the Royal Air Force was formed.

Whilst the bulk of the aircraft moving up and down the slipways during the 1920s, were the Fairey IID's of the school, other machines also made their appearance here during this period whilst they were engaged in experimental work. Types involved in trials included the seaplane version of the rugged little Fairey Flycatcher, which was the principal first line fighter in use with the FAA until 1934. The Fairey machine was also in service with many of the catapult flights on the capital ships of the Royal Navy.

Other experiments were conducted with radio-controlled Fairey IID's and the Parnall Peto, which was the subject of a remarkable project to provide a submarine with its own aircraft.

During the 1920s and early 1930s, the front line units of the Fleet Air Arm, were the 400 series flights, most of which were allocated to aircraft or seaplane carriers. One of the latter was HMS Vindictive, and for this, 444 (Fleet Reconnaissance) Flight was formed here with three Fairey IIIDs, on 15 January 1925, and eventually sailed for the China Station one year later. More and more battleships were also being equipped with catapult aircraft at this time and from 1929 onwards, 444 Flight (now returned from overseas) and 445 Flight were amongst the units based at Lee-on-Solent, to supply seaplanes and their crews for cruisers.

During the next six years, major changes took place at Lee-on-Solent, which was now being developed as a major headquarters location.

First of all, in 1930, the School of Naval Co-operation was re-equipped with the much improved Fairy IIIF, with its long twin floats, and in the following year, the school was joined by a new Floatplane Training Flight.

Secondly, the headquarters of 10 Group, which had been based here since 1920, was disbanded. Its place was taken by HQ Coastal Area - the forerunner of RAF Coastal Command. This directly led to a large rebuilding programme, with the erection of many grand station buildings that were specially designed to reflect the importance of housing the headquarters of Coastal Area. Another major change, was the decision to lay out a grass aerodrome on the landward side of the original seaplane station, even though this was only two miles away from the long established RAF aerodrome at Gosport.

Once this work was completed and landplane flying commenced in October 1934, a major reorganisation took place involving the units at both Gosport and Lee-on-Solent. When this had been fully put into effect, the expanded School of Naval Co-operation was responsible for:

- "A" Flight Seaplane and landplane pilot training (made up of "A" Flight Lee and "A" Flight Gosport)
- "B" Flight Naval Observer training (made up of No.2 {Training} Flight for Naval Observer training).
- "C" Flight Telegraphist Air Gunner training (made up of "B" Flight Gosport)
- "D" Flight Air Observers Mates training (formed 15 July 1935).

This left inadequate room for the catapult flights, and the current residents, 407 and 444 Flights, were transferred with their Ospreys to Mountbatten at Plymouth in July 1935.

By now, the Nazi threat was escalating in Germany, and a great expansion was taking place in the services. In July 1936, Coastal Area was expanded to become Coastal Command and its four component groups were all formed here before moving in turn to their various war stations.

Meanwhile, the aerodrome at Ford (Sussex) had been re-occupied by the RAF and prepared as a new home for the School of Naval Co-operation. Now re-equipped with Blackburn Sharks, the school transferred there in January 1938 and following a series of further changes, Lee-on-Solent shortly became the nerve centre of all naval flying.

One sign of things to come was the arrival in January, of the Ospreys and Swordfish aircraft of 801 and 811 Squadrons, which became the first of many operational units to be based here whilst disembarked from their carriers. The station also resumed its former role as the headquarters base for the catapult flights allocated to the warships of the home fleet.

During 1938, while the camp was further extended, a new series of flying units began to use the base, including a Communications Flight, which was established to serve the various RAF headquarters. In April 1938, the Floatplane Training Flight once more returned and other flying units moving in at this time included No. 2 Anti-Aircraft Co-operation Unit, which flew specially devised routines in order to enable the growing number of defence gunsites around the naval ports to practice their skills.

After much debate, over the interwar years the Fleet Air Arm was finally transferred to Admiralty control in May 1939, whereupon Lee-on-Solent became one of the first ex RAF stations to be commissioned as one of His Majesty's ships, in this case HMS Daedalus.

Over the next three months, the RAF Command and No.15 Group Headquarters moved out to Plymouth and Flag Officer (Air) Home set up his offices in Wykeham Hall in July. The first Admiral to fly his flag in HMS Daedalus was Vice Admiral R Bell-Davis VC CB DSO AFC who had been appointed Rear Admiral Naval Air Stations in 1937. Coastal Command Headquarters moved on 7 August 1939 to Northwood, Middlesex.

At the same time, the School of Naval Co-operation at Ford was expanded and formed into two new Observers Schools - No.1, which remained at Ford and No.2, which was established at Lee-on-Solent. To serve the school here, two new second-line flying units were formed in May - 753 Squadron with Sharks, and a few Seals, and 754 Squadron with Supermarine Walruses, a few Seafoxes and Percival Gulls - a total of 30 aircraft altogether. The Floatplane Training Flight with its Walruses continued to occupy the old seaplane sheds. This unit ran its own training courses and until the end of the year, maintained a reserve pool of trained seaplane pilots ready for service in the warship catapult detachments.

World War Two

When war broke out in September 1939, air attacks were expected at any moment and great efforts were made to camouflage the station buildings, set up gun defences and build air-raid shelters. The whole Solent area was surrounded by barrage balloons and gunsites and numerous flying restrictions were imposed. Despite all this, Observer training was pushed ahead, and two more squadrons were formed here at this time. The first of these, the small but very important 778 Squadron, the Service Trials Unit, was formed in September. This was equipped with a handful of Fairey Swordfish, Supermarine Walrus as well as a Blackburn Skua. The latter was amongst the first aircraft to be based here which was not a biplane. Other aircraft under trial, included the Albacore's which came here in December, and a Blackburn Roc which was used in both its landplane and seaplane configurations. In May 1940, three of the early Fulmars arrived for service trials.

In March 1940, 781 Squadron was formed to take over the role of Communication Squadron and thus began its stay here which was to continue, almost interrupted for the next forty-years! In April, seaplane training was next to be reorganised, with 765 Squadron henceforth specialising in preliminary courses and a new squadron (No.764) being formed, with Walruses, to give advanced training.

Meanwhile, plans had been drawn up for the improvement and extension of the small 1934 airfield to virtually double its size. Suddenly, on 10 May 1940, Blitzkrieg began, and with the incredibly rapid German advance into France, HMS Daedalus found itself in a much more vulnerable position. With invasion now threatening, some Observer School aircraft were earmarked to form a makeshift bomber force under operation "Banquet", which would have enabled a last desperate effort to be made to grapple with the invader. Meanwhile, 763 Squadron had to be evacuated from Jersey, and its Swordfish and Albacore's spent June here before being transferred to Worthy Down. Also from Jersey came the aircraft and personnel of Jersey Airways, many of whom were to form a strong nucleus in 781 Squadron - HMS Daedalus's own "airline", whilst their DH89 Rapides were to be the first twin engined aircraft to be used by the Fleet Air Arm.

In the summer of 1940 it became essential to find other, safer, bases for all training units and the first to go were the seaplane squadrons. Whilst 765 Squadron was relocated to Sandbanks

in Poole Harbour, 764 Squadron, whose syllabus required an amount of night flying, was transferred to the Sunderland base at Pembroke Dock.. Also in July, 778 Squadron, the service trials flying unit transferred to the as yet uncompleted airfield at Arbroath.

All this was just as well, for, on 16 August, as part of the Luftwaffe campaign against British airfields, Lee-on-Solent was subjected to a heavy attack by twenty Junkers Ju 87s. Considerable damage was caused which included two Bellman hangars destroyed. Also, the Type "A" and Type "C" Aircraft Sheds, were badly damaged. Fortunately however, the air-raid precautions worked very effectively and there were no casualties.

Without further delay, arrangements were made to relocate the Observers School and within three weeks, the main part had departed to Arbroath. Now with 781 Squadron as the only permanent flying unit, plus the regular detachments of catapult aircraft, a dozen or so Ospreys and Sharks of 780 Squadron, had to be transferred here to continue providing refresher and conversion courses for naval pilots. Their former home at Eastleigh, had become almost unusable due to the restrictions caused by the local anti-aircraft and balloon defences.

In September and October, 828 Squadron with Albacore aircraft was formed here and then spent five weeks working up. It was later replaced in November by the Swordfish of 825 Squadron, which were disembarked here whilst HMS Furious was being used to ferry aircraft from Britain to West Africa.

Another serious air-raid was suffered on the night of 23/24 November, 1940 when a single bomb scored a direct hit on Mansfield House killing eight WRENS.

In the early part of the war, a fleet of Armed Merchant Cruisers (AMC) played a notable part in making up for the lack of capital ships available for the protection of the ocean trade routes. These also required catapult aircraft and in the winter of 1940/41, 702 and 703 Squadrons were formed here with Seafoxes and Kingfishers, respectively, to provide AMC detachments on convoy duties.

The variety of naval aircraft flying from HMS Daedalus continued to increase in 1941, and a growing number of first line squadrons were based here whilst in the course of formation or re-equipment. No. 809 Squadron formed with Fulmars in January, for example, and was replaced in April by a new 832 Squadron with Albacores. The normal process with new squadrons was for personnel and aircraft to assemble and train here for five weeks and then move on for armament practice at stations with less restricted skies and adequate range facilities.

The strength of enemy opposition was making fighter cover ever more important for defending carriers trying to deliver desperately needed Hurricanes to Malta and in April, 800 and 801 Squadrons arrived to be re-equipped and reformed as three new Fulmar flights for HMS Furious, HMS Argus and HMS Victorious. The station's first American Martlets were used to form a new 881 Squadron in June 1941 for HMS Illustrious, but this ship had been so badly damaged in the Mediterranean that it had to be withdrawn for lengthy repairs in the USA. Consequently, 881 Squadron remained at Lee-on-Solent for over nine months.

Another new American aircraft acquired by the Navy, was the Vought Chesapeake dive bomber. In July, 811 Squadron was reformed here to evaluate this powerful looking monoplane. Trials continued for four months but the aircraft's performance did not meet the high standards of the Fleet Air Arm and soon after the squadron moved away to re-equip with another type.

The twelve month period commencing September 1941 was to see a major expansion in the Fleet Air Arm. In the last three months of the year, four completely new squadrons were formed here. Three Swordfish units were required for escort carriers (a small carrier based on a conversion of a merchant ship hull and used for trade protection and ferry duties) and a new Martlet squadron (No. 888) was formed, for the newly repaired and recommissioned HMS Formidable.

Following the sinking in November of the fleet carrier HMS Ark Royal in the Mediterranean, its resident unit, 825 Squadron was disbanded. However, the squadron was reformed here on New Years Day.

825 Squadron was soon to earn its place in history for one of the most courageous operations in which naval aircraft ever took part. For many months the German battleships Scharnhorst and Griesenau had been confined at Brest and it was confidently expected that they would eventually try to leave port. In anticipation of this happening 825 Squadron, having completed training as a torpedo attack squadron, was temporarily relocated on 4 February 1942 to RAF Manston. On 12 February during bleak weather, the two warships with a strong naval and fighter escort, made their way up the English Channel. By the time the enemy ships had reached the Straits of Dover, six Swordfish of 825 Squadron had been despatched to attack, along with a small number of fighters as escort. Regardless of their lack of protection, the very poor weather conditions and the inevitable hail of fire from the enemy warships, the Swordfish pressed on their attack against virtually impossible odds. All the aircraft were destroyed, but they had done all they possibly could to stop the escape. The remarkable courage of the crews was recognised in the posthumous award of the Victoria Cross to Lt. Cdr. E Esmonde, who had led 825 Squadron into the attack.

Throughout 1942, HMS Daedalus continued to play an important part in the formation of new naval squadrons and the re-equipment of others with more modern aircraft. In March 1942 a virtually new 825 Squadron, once again commenced training here with the Swordfish aircraft. Meanwhile, higher performance aircraft were now about to make their appearance in the Fleet Air Arm. In June, the Supermarine Seafire made its first appearance at Lee. The Seafires were earmarked for 807 Squadron which had been flying Fulmars on HMS Argus, but the squadron disembarked here to re-equip with the new aircraft.

The following month Sea Hurricanes arrived at Daedalus to equip the new 891 Squadron. This unit had formed for service aboard the ill-fated escort carrier HMS Dasher. Up to this point time most of the disembarked squadrons based here had been Swordfish units but between now and the following spring, visiting fighter squadrons became more numerous with their Seafires, Sea Hurricanes, Fulmars and Martlets.

A large hatted camp, known as North Camp was built here during this time and the station was now large enough to require command by a Commodore. Accordingly, Captain EC Thornton DSC RN was promoted to the rank of Commodore on 12 May 1942.

Up to five first-line squadrons could now be based here simultaneously, 780 and 781 squadrons continued to pursue their training and transport tasks but in June 1942 they were joined by a new 784 Squadron which used a small fleet of Fulmars, Chesapeakes and later, Avro Ansons for the development of naval night fighter and radar training.

Congestion had by now become a regular problem, in spite of the fairly extensive dispersal areas on the north-east side of the airfield. It was therefore necessary to arrange for a satellite landing ground to be brought into use for aircraft storage. This was located in the grounds of

Cowdray Park near Midhurst with similar storage arrangements to those at Lee-on-Solent, including the erection of a number of Dutch Barns.

The last few months of 1942 and early 1943 at Daedalus were taken up with extensions, realignment and the construction of a third hard runway.

A total of ten new squadrons were formed here during 1943 and a new type of torpedo bomber - the Fairey Barracuda began to be introduced. In the first part of 1943, two Swordfish and two Wildcat units were formed, and then in May, the station brought together the Barracudas for the new 830 Squadron. This was the first of a whole series of such units and during the next ten months, eight new Barracuda squadrons were formed here, whilst another three converted from Albacores or Swordfish to the new aircraft. After their initial work-up at Lee most of these units proceeded to one of the armament training stations (Arbroath or Crail) in Scotland. Later they embarked on one of the fleet carriers such as HMS Victorious, HMS Indefatigable and HMS Implacable.

Meanwhile, 780 and 781 Squadrons soldiered on with a remarkable variety of aircraft types. In July 1943 for example, they were using the following aircraft:-

780 (Pilot Conversion Training)

2 Swordfish	2 Masters
2 Swordfish (dual)	3 Proctors
2 Skuas	6 Tiger Moths
2 Fulmars	

781 (Communications)

1 Harrow	1 Swordfish
1 Oxford	2 Fulmars
3 Dominies	8 other types
1 Walrus	

A steadily increasing number of multi-engined aircraft was now in service with certain FAA second-line squadrons. 781B detachment was also at work here converting pilots for these using four Bristol Blenheims, a Bristol Beaufighter and an Airspeed Oxford. Subsequently, in October, this flight was expanded to form 798 (Advanced Conversion) Squadron and this also absorbed some of the duties previously carried out by 780 Squadron, which then transferred to Charleton Horthorne, Dorset.

Early 1944 found Lee-on-Solent embarked on its most extensive period of activity. The new Barracuda eventually proved to be one of the FAA's most unsatisfactory types. The Sea Otter meanwhile, first used to equip 1700 Squadron for Air Sea Rescue duties aboard the escort carrier HMS Khedive.

In February 1944, elements of No.3 Fighter Wing comprised of 885, 808, 886 and 897 Squadrons and equipped with Seafire L III and Seafire Vb aircraft were later joined by 26 and 63 Squadrons RAF at Lee. These squadrons together formed 34 Reconnaissance Wing 2nd TAF and with the Typhoons of 1320 Flight and three Mustang squadrons (2, 268 and 414) had been assembled at Lee for operation Overlord. The first aircraft from Lee-on-Solent to take part in the invasion of NW Europe, took off for the Normandy beach-head at 0441 hrs on D-Day, 6 June. They operated in pairs, with one looking for naval gunnery targets, while the other provided fighter cover. The total sorties flown from here on this day came to a staggering 435. This was by far the highest number achieved by any UK airfield on D-Day.

As well as the flying done by these units, the station handled the regular communication duties of 781 Squadrons, which had by this time developed four scheduled routes, serving St. Merryn, in Cornwall, Sydenham at Belfast, Donibristle, near Rosyth in Scotland and the RNAS stations in the Merseyside area - Burscough and Stretton. This squadron also

maintained detachments at Speke (Liverpool Airport) and Heathrow to serve the major headquarters units in Liverpool and London. The fleet of aircraft it was using had now been modernised and included a number of Reliants, Expeditors and Travellers, as well as the more familiar British types.

The station's largest unit at this time was 798 Squadron, which was equipped with a mixed fleet of nearly fifty aircraft including Barracudas, Seafires and Tiger Moths, to carry out its refresher and conversion courses. In January 1945, 798 Squadron was further expanded when it absorbed 780 Squadron, which had returned from Somerset two months before.

By the spring of 1945, although hostilities were drawing to a close in Europe, a violent naval war was still raging in the Far East and further squadrons continued to form for this campaign. More Sea Otters and Barracudas arrived in February, for the formation of 1701 and 816 Squadrons respectively. In March, Fairey Fireflies made their appearance here in preparation for the formation of 1791 (Night Fighter) Squadron.

By VE Day most of the fleet carriers, and many of the escort carriers as well, were concentrated in the Far East for the war against Japan. Consequently there was a lull in flying activity from Lee-on-Solent. On 15 May 1945 one of the last wartime units to form, 1792 Squadron, worked up here with night fighter Fireflies.

VJ Day in August marked the end of a remarkable period for the Fleet Air Arm. It had grown from a small force of 29 front-line squadrons in 1939 to no less than 157 units at its peak in the autumn of 1944. Being at the centre of all this development, Lee-on-Solent had itself grown enormously. The comparatively quite seaside aerodrome of September 1939 was now a key Naval aviation base with a large and still growing camp attached to it.

Post War

Post war cutbacks were not long in coming however. In a redistribution of duties at the end of July, a new 799 Squadron was formed as a Flying Check and Conversion Squadron. This absorbed "B" Flight of 798 Squadron in the process together with other duties from 781 Squadron. These included acting as a parent unit for the Navy's detached communications flight in the chaos of post war Germany. 799 Squadron was consequently equipped with a remarkably varied fleet, including not only Spitfires, Fireflies, Sea Otters and Tiger Moths for training but, at least five different types of transport aircraft as well. Meanwhile, 798 Squadron was posted away to Halesworth in Suffolk. 781 Squadron was then disbanded and replaced by a detached flight of 782 Squadron - the northern communications squadron based at Donibristle. The loss of Lee-on-Solent's own airline however, proved unsatisfactory, and only eleven months later 781 Squadron was reformed to continue as the station's longest resident.

In 1946 the Fleet Air Arm Field Gun Crew HQ was set up at HMS Daedalus when the first FAA crew was entered for the Royal Navy Field Gun Competition. They trained on the North Camp parade ground and adjacent Drill Shed.

In May 1946, the front line squadron aircraft returned. Among them were the Seafires of 807 Squadron from HMS Implacable who used the station as their shore base. The Seafires and Fireflies of 800 and 827 Squadrons were destined for service abroad on HMS Triumph.

Gosport was no longer large enough for the new types of fast piston engined and jet aircraft that were being developed at this time being only suitable for helicopters. The Fleet Requirements Unit (771 Squadron) therefore transferred to HMS Daedalus in March 1947.

At this time the principal aircraft type in use was the Martinet target tug, but the squadron also had smaller numbers of Seafires, Sea Otters and Ansons as well as some of the first de Havilland Mosquitoes to be used by the FAA. 783 Squadron provided radar equipped Anson and Barracuda aircraft to fly exercises for the Naval Air Signal School at Seaford Park.

Although the fighters of 778 (trials) Squadron also spent three months here in 1948, a gradual reduction in the number of units on the station began to take place. In May 1948, 799 Squadron left for Yeovilton and in November 1949 783 Squadron disbanded, leaving 771 and 781 squadrons as the principal residents for the next three years.

Between 1949 and 1953, there was just one other squadron that spent its shore time here in between service on HMS Implacable and later HMS Indomitable. This was 813 Squadron, equipped with the troublesome Blackburn Firebrand torpedo strike fighter.

However, several new types of aircraft made their appearance here during 1950. These included the twin engined de-Havilland Sea Hornet, the Short Sturgeon target tug, and a few de-Havilland Sea Vampires and Gloster Meteors. After major reconstruction work to take jet aircraft, RNAS Ford reopened and 771 Squadron transferred there in September 1952. Meanwhile 781 Squadron had received its first Sea Prince in 1950 painted in a special dark blue livery for its role as "Admiral's Barge".

On 24 November 1950, a record flight was made from Gibraltar to HMS Daedalus by a Sea Hornet of 809 Squadron. Flown by Lieutenant DM Rouse and navigated by Lieutenant DE Hunt, the flight to Lee took 2 hours 45 minutes, at an average speed of 370 mph.

The Fireflies of 826 Squadron used Lee-on-Solent as their shore base for much of 1952 and 1953, in between trips serving on HMS Indomitable and HMS Illustrious. Sometimes they were in company with the similarly equipped 820 Squadron, and both units were present for the event which proved to be the highlight of 1953.

Although the limitations of the airfield were becoming increasingly evident, the station was to have a moment of special glory, when it was chosen as the control centre for the massive flypast of 327 naval aircraft for the Coronation Review. A large part of this huge formation was assembled and despatched from the runways here. These had never been so full of aircraft since 1944.

The very last first-line fixed wing squadron to be based at Lee-on-Solent was also the first to introduce into service the highly promising Fairey Gannet. Disembarking in February 1954 with its Fireflies from HMS Glory, 826 Squadron had a long wait for its new aircraft, which finally began to arrive in January 1955. After working up until May, the squadron then went to sea on board HMS Eagle and undertook several months of successful trials before returning to HMS Daedalus to disband in November.

This was the point at which helicopters made their first appearance in strength at Lee-on-Solent, with the transfer of 705 Squadron (Helicopter Training Squadron) across from Gosport. This was equipped with Westland Dragonflies, Whirlwinds and Hillers, and was the principal Naval helicopter training unit at this time.

November 1955 also saw the formation of the very last operational unit to be formed at Lee-on-Solent - 845 Squadron. This was being reformed after previous service as the first naval anti-submarine helicopter unit and it worked up here with Westland Whirlwind HAS 22's before departing for Eglinton in April 1956.

The Queen's Colour was presented to the Royal Naval Barracks Lee-on-Solent, by Her Majesty the Queen on 30 July 1956.

781 Squadron continued with its transport duties, for which it was receiving some de-Havilland Sea Devons, but most of the flying at Lee was by helicopter activity. During 1957, intensive trials on Whirlwind HAS7 helicopters was being carried out by 700H Squadron. More helicopters arrived in October, when 701 Squadron reformed here as a Whirlwind and Dragonfly FRU. The squadron was responsible for supplying search and rescue helicopter detachments to serve on aircraft carriers, as well as providing aircraft for survey and ice patrol ships.

The local scene became quieter after January 1958, when 705 Squadron departed for Culdrose. Although 701 Squadron continued for the time being, its work was reallocated in the following September, leaving only 781 Squadron in residence.

In 1959 it was decided to develop the station as a major technical training establishment and this process began with the transfer of the Air Electrical School from Worthy Down near Winchester. The site chosen for the school was the former North Camp and the huts once used as sleeping quarters were converted into classrooms.

The name HMS Daedalus was associated with flying so the Board of the Admiralty directed that HMS Ariel, the former name of the school at Worthy Down should continue to be used for the school at Lee-on-Solent. HMS Daedalus was transferred to Wykeham Hall, the HQ of Flag Officer Air (Home) and a re-naming ceremony was conducted by the Chaplain of the Fleet, The Venerable Archdeacon FD Bunt on 31 October 1959.

After many use of disuse, the slipway was brought back into regular use in 1962 with the formation of the Joint Service Hovercraft Trials Unit. The task of the JSHTU was the testing of hovercraft for military purposes. By 1968, the unit had one SRN 3, two SRN 5s, two SRN 6s and one BH 7.

On 18 July 1963, the first purpose built accommodation block since World War One intended for female ratings, (Princess Marina Block) was officially opened by Her Royal Highness princess Marina, Duchess of Kent, Chief Commandant WRNS.

On 5 October 1965 HMS Ariel was renamed HMS Daedalus in recognition of the fact that RNAS Lee-on-Solent is regarded as the traditional home of the Fleet Air Arm.

Two very important changes took place in 1970 starting with the transfer of the Air Engineering School from Arbroath. This now absorbed the Air Electrical School and became the principal resident unit. On a smaller scale, but no less significant was the transfer of Naval Air Command Headquarters to Yeovilton, thus bringing to an end Lee-on-Solent's long held position as the focal point of the Fleet Air Arm.

During the 1970s, the main activities here were those of the Air Engineering School, and the only regular flying was that done by 781 Squadron. The unit's communications tasks were now much reduced, but in 1973 with the closure of RAF Thorney Island, the station also became responsible for Air Sea Rescue along the south coast. Receiving a flight of three Whirlwinds HAR Mk9 helicopters, they were affectionately known as Faith, Hope and Charity. The beginning of the end seemed to start in March 1981, when 781 Squadron was finally disbanded, this time for good. The Air Sea Rescue flight operated by Bristow Helicopters still remains as does gliding activity.

GAZETTEER OF SURVIVING STRUCTURES 1918-1945

PART 1: TECHNICAL BUILDINGS

1. 131 Guardhouse 1309/24 & AL 513/39

The Guardhouse has always been the first, and last building on any RAF station since visitors reported here on arrival for verification that they have the correct authority to enter the camp, and sign from here when they leave. The Guardhouse is the working office of an Orderly Officer who operates the building in an efficient workmanlike manner so as to create a good impression. Duties of the Orderly Officer include, the issuing of keys, basic investigations of crime, and controlling station transport leaving the base. Other duties include controlling the operation of street lighting, providing an escort when required, dealing with lost and found property and the dress and discipline of airmen on the camp.

An important function of the Guardhouse was the holding of prisoners pending their appearance before either the Section Officer, or CO depending on the seriousness of their "crimes".

The example built in 1926 at Lee-on-Solent is the smaller version without fire party accommodation and instead the fire party were provided with a detached building next door. The design incorporates a characteristic gabled-shaped roof and a central bell-tower. The air-raid warning siren when fitted was housed in the bell-tower.

In its original form, three service detention rooms were provided, also an enclosed exercise yard, small arms ammunition store, Orderly Officer's office, guardroom and latrines. In 1940, the building was extended to include a boiler house for a new combination boiler. The new extension also included more office space.

NGR: 5607 0112

Comments: the closing in of the verandah in brick and glass was not a feature of the design, but a local modification dating from before 1940. The building is in excellent condition and is complete with all three cells and cell doors etc. A date stone of 1926 was noted. Other examples can be found at Catterick, Bicester, Upper Heyford and Wittering, all early RAF stations.

2. Fire Party Accommodation & Fire Tender House 2345/25

Another important function of the personnel stationed in the Guardhouse was to provide a fire party to operate the station fire appliances. The fire engine was garaged in the Fire Tender House. The control panel for operating the air-raid siren to sound either the attack warning alarm (wailing note) or, raiders past (steady note), was here. The operation of the fire alarm bell from a bell-push located somewhere on the station, also indicated to the fire party, the exact position of the push (and the approx., position of the fire), by a doll's eye. Another example is extant at Upper Heyford. This is now used as a security office.

NGR: 5606 1114

3. 133 **Fire Booster Pump House**

Fire pumps provided an emergency boost to the water pressure should it be required from any of the fire hydrants located around the station. This was the original 1920s pump house providing a fire-fighting water supply from underground storage tanks. In later years it provided a back-up to the main Fire Booster House located close to the Water Reservoir. Both of these are now demolished and since then, building 133 has been used as the main Fire Booster Pump House for the water company supply.

NGR: 5607 0115

4. 116 **Headquarters Coastal Area & Station Offices 110-112/31 (Eagle Block)**

Built almost opposite the Guardhouse at the main entrance to the station, the position and size of Eagle Block together with its unique design reflect its importance not only as the Station Offices, but also as the Headquarters of Coastal Area which was its function in the past.

The layout is in three-storeys with a wing placed either side of the central block connected together by three-storey corridors giving the building a characteristic "H" shaped plan-form. Built with a steel-framework supporting steel roof trusses and cased steel beams supporting reinforced concrete floors. The rolled steel stanchions are cased in with brickwork and the position of these on the exterior walls are shown by brick piers. Wall in-filling between stanchions is of cavity wall construction.

Heating was provided by a boiler located in a basement in the central block which was served by a central chimney.

The two wings have their own projecting entrance vestibules, with double doors giving access to a hall and a central corridor with offices either side. The central block has a similar arrangement of central corridor connecting with offices either side and also joins with the corridors in either wing. When built, the ground floor of both the central block and the left-hand wing functioned as the Station Offices while the ground floor of the right-hand wing and all subsequent floors were used by Headquarters Coastal Area. Access to the upper floors is from a staircase located in the left-hand wing and served by an entrance in the connecting corridor.

NGR: 5603 0108

Comments: office accommodation such as this built of brick clad steel-framing, common elsewhere, is a rare feature on RAF stations. Together with its historical aspect, this is a very interesting building.

5. 101 **Parachute Store 2355/25 (Education Centre)**

On RAF stations, parachutes became standard equipment from 1927. All aircrew were measured up and issued with their own parachutes, these had to be periodically inspected to confirm that they were fit for service. One of the main storage problems was condensation and to prevent shrinkage, they had to be dried out. A secure dry atmosphere was required with constant and frequent ventilation and a temperature between 55 to 65 degrees F. The building had to be free of dust and built with a lobby so that the outer door could be closed before the inner was opened. The main room had to be of a sufficient height to permit

parachutes to be suspended from their apices for airing and drying without any part of the silk canopy touching the floor.

The Parachute Store was a specially designed building which met the requirements for parachute drying, inspection, packing and storage. The first purpose built design was 2355/25.

Construction is of red facing bricks with timber Queen-post trusses supporting a large ridge-mounted dormer roof light and roof cladding of slates.

This example was extended about 1939 and is therefore the largest example of its kind. In more recent times an annexe has been built against one of the side elevations.

NGR: 5594 0117

Comments: this is an attractive building and to appreciate its best qualities, an internal inspection is recommended - the Queen-post trusses and huge lantern light are very impressive. A date stone showing 1926 was noted. Other examples currently survive at Abingdon, Bicester, Evanton, Northolt and Upper Heyford.

6. 100 Motor Transport Sheds

Built c1920 to replace a Bessoneau hangar that had been temporarily used as a MT garage. In its original form, the new shed consisted of a three large garage bays in a central position with five smaller bays on one side and on the opposite sidewall, a further three small bays, making an eleven bay shed. Construction was of pebble-dashed temporary brick with piers and steel stanchions supporting steel trusses. Steelwork was supplied by the Dorman and Long Company Ltd.

In 1933 two of the original five small bays were converted into an MT office, store and rest room. Also at this time a further three small bays and two large bays, were added at right-angles to the original shed. These were built in a similar style to the existing shed but, a hipped-shaped slate roof was added to this new section and roller shutter type doors were used instead of timber folding doors as used on the original shed.

NGR: 5593 0115

Comments: this is a very attractive shed that could easily be reused in a civilian role.

7. 99 MT Petrol Pump House and Underground Petrol Storage Tanks

This is a small brick-built pump house and semi-underground MT petrol storage installation, located close to the MT Shed.

NGR: 5592 0158

8. 96 Power-House 1180/18 (Stand-by Set House)

Built at approximately the same time as the slightly larger version at Calshot, this was to the designs of Lieutenant JGN Clifts, Royal Engineers of the Air Ministry Works and Bricks Department.

Although this is a single building, it is divided into two separate halves. For safety reasons each one was independent from the other and constructed with walls of different heights. The larger half functioned as the engine room and contained three generating sets (at least one rated at 100kw and another at 66 Kw). Construction was of 9-in. temporary brick walls reinforced with wire bonding material and with internal piers supporting rails for a three ton travelling crane gantry which was used for installing the engines. Steel roof trusses were provided together with a ridge mounted lantern light. Roof cladding was of Trafford Tiles.

The main function of the smaller half, which shared a dividing wall with the engine room, was that of battery charging, but also the building contained a small workshop, store, office and toilets. Construction was similar to the engine room, but the internal piers supported timber King-post trusses and a large ridge mounted louvered air-vent. Again, roof cladding was of Trafford Tiles.

NGR: 5592 0124

Comments: JGN Clifts appears to have been, one of the main Air Ministry architects when the Royal Air Force was formed in 1918. He was responsible for buildings at Aldeburgh, Andover, Calshot, Halton, Lee-on-Solent, Orfordness and Uxbridge. Wherever possible, under the direction of the Ministry of Munitions, buildings were built with concrete slabs, and these were manufactured by George Wimpey & Co. Ltd. at the National Slab Factory, Yate.

The Power-House is one of many WW1 buildings at Lee-on-Solent which can be attributed to Lieutenant JGN Clifts, Royal Engineers.

9-10 60,94 Air-Raid Shelter

Only two out of 36 original air-raid shelters survive on the main site. Built of brick walls (with bricks laid in English Bond) supporting a flat reinforced concrete roof.

Air-Raid Shelter	60	NGR: 5589 0124
Air-Raid Shelter	94	NGR: 5593 0127

Comments: this type of shelter seems to be unique to Lee-on-Solent.

11. 84 Inflammable Store (Oil Store)

This is a larger than average Inflammable Store. Built of 9in. solid brick with reinforced concrete beams supporting a flat reinforced concrete roof. Metal louvres for ventilation were provided above the steel doors and windows.

NGR: 5603 0137

12. 71 Main Stores (MASIB)

This is an example of the smaller, single squadron version of a typical 1920s RAF Main Stores. It was designed for the storage of both technical and non-technical equipment with sections dedicated to engine and airframe components. Non-technical stores included barrack type stores such as clothing.

Built of 9in. brick in 19 bays with internal piers supporting steel trusses, the building was originally clad with slate.

After 1943, the building was extended with the addition of a Romney type hut. Romney huts were designed by the Directorate of Fortifications and Works as a storage hut, but were also used on RNAS stations as cinemas (including the one at Lee). They are semi-circular in-section and are built of 2.5in. tubular steel ribs curved to a radius of 17ft-6in, spaced at 8ft. centres and clad with corrugated iron. Huts were normally 12 bays long, but in this case the length is 64ft. (8 bays).

NGR: 5593 0133

Comments: The Main Stores at Lee-on-Solent is the only single squadron version that survives today. Larger examples can be seen at Bicester, Hendon and Upper Heyford.

13. 70 Inflammable Store*

Details unknown, but as construction is similar to buildings 66 and 94, this could have been used during WW2 as an air-raid shelter.

NGR: 5590 0135

14. 87 Quartermaster's Stores/ Station Armoury - Norbury House

Norbury is a late Victorian brick-built two-storey house requisitioned by the Air Ministry in 1918 for use as a Quartermaster's Store. It became a Married Quarters house in the early 1920s and was used as such until 1935, when a large extension was built onto the rear elevation. Now remodelled as the Station Armoury, it has contained a photographic laboratory, an armament lecture room and a single-storey armoury section for the repair of aircraft guns and the loading of ammunition belts.

NGR: 5594 0129

15. 99 Aviation Fuel Installation 2565/38

A single 72,000 gallon Aviation Fuel Installation was built here comprising six, 12,000 gallon tanks mounted in parallel and served by a common pump room at ground level. The whole structure was then buried under a huge mound of earth. A circular road of unequal width was laid around the site, a narrow section used for petrol company tankers to unload their contents into the installation and a wider road allowing two RAF tankers to park and be filled up simultaneously from the two filling standposts.

Comments: Only the five-way inlet valves survives. The filling stand posts have been removed. Elsewhere, two installations survive at Bicester and another example can be seen at Northolt.

NGR: 5592 0118

16-17. 39-40 Admiralty Type "G" Seaplane Shed

This is a smaller version of the more common Admiralty Type "F" Seaplane Shed built on most WW1 RNAS seaplane stations. Type "G" sheds consist of a side-opening steel-framed sheds, normally in twelve, 15ft. wide bays (180ft. long), with a span of 60ft. and a clear height of 25ft. A characteristic of this type of shed is the 90ft. long steel lattice girder which supports the main door opening. Wall and roof cladding was originally of ribbed asbestos sheeting but this has usually been replaced with corrugated iron sheeting.

Admiralty Type "G" Seaplane Shed	(MT Workshops)	39	NGR: 5585 0117
Admiralty Type "G" Seaplane Shed	(NHTU Hangar)	40	NGR: 5580 0124

Comments: two bays were removed from building 40 and three bays were removed from building 39 c1969, which have rather upset the balance of the front elevations. Admiralty Type "G" Sheds are however now very rare structures, only three more are known to survive. Two of these, at Calshot are Listed Grade 2*, while the third at Wimbledon was dismantled c1925 at the former RNAS station at Newhaven and bought by the Southern Railway Co. Ltd. This shed was re-erected as a stores building on a site close to what became the British Railway's Civil Engineering and Signal Telegraph Depot at Wimbledon.

18-20 31,35,37 Admiralty Type "J" Aeroplane Shed

These are coupled end-opening sheds, each half having a span of 48ft. and built with lattice stanchions spaced at 12ft. centres (five bays) supporting steel trusses. Steelwork supplied by the Frodingham Iron and Steel Co. Ltd. Cladding was originally of ribbed asbestos sheeting.

Admiralty Type "J" Seaplane Shed	(NHTU Hangar)	31	NGR: 5575 0121
Admiralty Type "J" Seaplane Shed	(MT Hangar)	35	NGR: 5581 0114
Admiralty Type "J" Seaplane Shed	(MT Hangar)	37	NGR: 5585 0113

Comments: Type "J" Seaplane Sheds are thought to be unique to Lee-on-Solent as Lee was the only seaplane station (apart from Calshot) which was under development in 1918. By the time the sheds were brought to the site, the RAF had formed and at that point there was no longer any requirement for small seaplane sheds.

21. 51 Engineer's Shop (Station Maintenance Engineer's Workshop)

This is a large First World War brick coupled shed, each half having 24ft. span steel trusses. Built in eleven bays with trusses supplied by the Frodingham Iron and Steel Co. This is thought to be another building to the designs of Lieutenant JGN Clifts, Royal Engineers.

NGR: 5584 0127

22. 16 Control Tower AL 15/42 & 566/42, AL 10-11/50

Designed in 1942 by MC Broad of the Civil Engineer in Chief's Department of the Admiralty, the Control Tower at Lee-on-Solent was far superior to contemporary RAF Watch Office designs. The original idea was to have single multifunctional two-storey building with a ground floor containing airfield services such as ambulance and crash tender garages and duty crew room. The first floor was made up of office accommodation for the meteorological officer and Commander Flying, a further two floors were provided in the form of a central tower for the offices of air traffic control. In this form the elevations resemble the demolished RAF Watch Office with Tower, suggesting perhaps that the architect was influenced by the earlier building.

After 1943, the structure at second floor level was redesigned to include a larger ATC office. This was achieved by building above the roof space so that the second floor was now the same width as the floors below. The air watch office above remained in its original form. Another extension took place in 1950-1, against a side elevation, designed to include a large single-storey meteorological office.

NGR: 5575 0154

Comments: unfortunately in recent times, balconies have been removed and the complete structure has been clad in ribbed plastic sheeting. The visual character of the building has now been lost.

23. 68 Type "A" Aeroplane Shed 19a/24 (Swann Hangar)

Type "A" Aeroplane Sheds were the first permanent end-opening hangars of the interwar period for RAF stations at home and abroad. Designed in 1924, they became the largest aeroplane shed until a new design - the Type "C" - replaced them during the RAF Expansion Period. A total of 34 were built in the United Kingdom. These were located at 17 sites and were built between 1925 and 1940.

They were designed to be built in pairs and in 1931, two hangars of this type were planned for Lee-on-Solent. In the end however, only one was built.

Main stanchions are positioned at 38ft-4in. centres and intermediate stanchions support steel-framed roof girders with cantilever gable trusses (ridge and valley) running longitudinally. Wall in-filling consisted of 14in. reinforced concrete up to a height of 12ft., then 9in. thick reinforced concrete for another eight feet. Natural light into the shed was achieved through rows of patent "Mellows" wired glazing panels in the walls and roof. Above the wall glazing panels were horizontal RSJs which were bolted to the stanchions and support gable end brickwork.

At either end of the shed steel doors in four leaves opened full width along door guides supported by braced trestles.

Office and workshop facilities are located on the side elevations. These were in the form of single-storey annexes either side with a two-storey centre section on the airfield elevation - but this was omitted here. Rooms included separate crew and locker rooms, ground equipment stores, flight equipment stores, heating chamber and gun cleaning room.

This hangar was seriously damaged during the raid on 16 August 1940, with the result that the complete roof has had to be replaced.

NGR: 5583 0140

Comments: the door gantries have been removed, but the building could still function as an indoor sports hall, or be used for storage.

24. 73 Type "C" Aeroplane Shed 2029/34 (Dunning Hangar)

The planning of the expansion of the RAF in 1934, when numerous new stations of permanent construction were being designed, demanded that a new standard RAF hangar for housing larger types of heavy bomber aircraft would be required. After initial investigations with a prototype Type "B" Aeroplane Shed at Martlesham Heath, it was estimated that the new shed would require a clear span of 150 feet, a clear length of 300 feet and a clear height of 35 feet. These dimensions allowed new specifications to be issued to aircraft manufacturers to design heavy bomber aircraft with wing spans greater than 100 feet. The hangar design chosen to meet these requirements became known as the Type "C" Aircraft Shed. The first two hangars of this type were erected at Gosport and Northolt, and after many improvements, these became the standard RAF hangar of the interwar period.

Hangars of this type were erected on nearly all of the early Expansion Period aerodromes. It was common practice to erect either four or five hangars at new bomber stations, typically, fighter stations had up to three hangars. A maximum of three were built on existing stations to supplement unsatisfactory aeroplane sheds. A total of 146 Type "C" Aircraft Sheds were built in Britain at 72 sites; of these 73 were of the later austerity type. Nine hangars similar that at Lee-on-Solent have been demolished and ten of the later type have been removed.

The steel structure was a different one from that used on Types "A" and "B". The spacing between lattice wall stanchions was reduced to 25ft., taking away the need for intermediate stanchions. These support lattice roof girders which are separated by portal roof trusses. Hipped-shaped gable ends are exposed above brick-built or concrete side walls, except at the end bays where the wall is carried above the roof girders. Doors are arranged in six leaves and were constructed with steel plates on both sides of a steel framework, the void having been filled with gravel to a height of twenty feet so as to provide protection against bomb splinters. These open out along door gantries supported by steel trestles.

Annexes were provided along both side walls containing: a squadron crew room, locker room, rest area and ground staff rooms. Various workshops were provided and included the following: machine-gun cleaning room, W/T workshops, auto-pilot workshop and ground equipment room.

This particular hangar was seriously damaged during the raid on 16 August 1940, with the result that the complete roof had to be replaced. Some of the large glazed wall panels were also destroyed. These were replaced by another type of glazing panel and evidence of this can still be seen today.

NGR: 5597 0141

Comments: today the hangar is clad in plastic sheeting; door gantries have been removed and a false ceiling has been inserted. Despite this much of the original structure remains. There is great potential here for use as an indoor sports centre.

25. 67 Hinaidi Aeroplane Repair Section Shed (Esmonde Hangar)

This was a semi-permanent shed designed by the Air Ministry Directorate of Works in 1927 as a quick and cheap hangar mainly designed for stations overseas. To save time and keep uniformity of parts, the structure was based on Admiralty Type "F" Seaplanes Sheds that already existed on many former World War One RNAS seaplane bases. The basic structure of the old sheds was redesigned in the form of an end-opening hangar. The hangar at Lee has a large workshop annexe built against a side elevation. All three steel doors at either end opened out along door gantries in one direction only. On the larger Hinaidi shed, doors were in four leaves and could open out either side on two door gantries supported by "A"-frame trestles.

This shed had walls of reinforced concrete with single-latticed stanchions supporting 80ft. span roof trusses spaced at 12ft-6in. centres. In 1941, a section inside the shed was partitioned off to become a dope shop.

NGR: 5582 0134

Comments: doors survive at either end but only one Hinaidi type door gantry survives.

26). 154 RNAS Bellman Aeroplane Shed 2270/39 (Overlord Hangar)

The Bellman Aeroplane Shed was designed by the Air Ministry Directorate of Work's structural engineer, NS Bellman, as a temporary hangar capable of being erected or dismantled by unskilled labour with simple equipment and designed to be easily transportable. Commercial manufacturing rights were acquired by Head Wrightson & Co of Teesdale Iron Works, Thornaby-on-Tees.

The hangar was constructed on a unit system of rolled steel and lattice sections, both walls and roof using the same component parts. The junction of wall and roof was closed by a standard corner unit. RAF hangars had a clear span of 87ft-9in. and were normally 14 bays long, while the Naval version was larger with a clear span of 105ft. and were erected in 15 bays.

Five Bellman sheds were built at Lee-on-Solent but two were destroyed by enemy action. (also see items 65-66)

NGR: 5608 0142

27-33 Ministry of Works (Production) Standard Hutting 5427/42

In 1942 the Ministry of Works designed a range of concrete huts as cheaper alternative to the expensive British Concrete Federation (BCF) huts then in production. The main advantage of this new system was that suitable wall cladding material available locally could be used. The first Standard hut to be put into production was of 18ft-6in. span. This was followed in 1944 by the 24ft. span hut. This type of hutting was adopted by the Fleet Air Arm from 1943 as their own standard prefabricated hut.

Each hut had a reinforced concrete traverse frame of ribs bolted to bracketed concrete posts and held at the ridge by a continuous tie. Concrete floor sills and lintels spanned between wall posts. Typical wall infilling could be 4.5 in. brick (building 153), clayblocks, mineralised siding board and slabs of wood cement. The roof consisted of standard corrugated asbestos cement sheeting, screwed to timber purlins and fixed to the concrete ribs.

85	Oil Store*	(5-bays)	NGR: 5602 0131
127	Church Hall*		NGR: 5600 0123
145	Photographic Section X-Ray Dept*		NGR: 5613 0122
153	Annexe to Bellman Aeroplane Shed	(29-bays)	NGR: 5605 0143
159	NATIU Store*	(17-bays)	NGR: 5615 0140
164	Printing Shop		NGR: 5614 0131
167	Schools Presentation Team*	(8-bays)	NGR: 5619 0126

Comments: many examples of this type of prefabricated hut survive today.

34. 161 Orlit Hut - Small Arms Range*

Manufactured by the Orlit Company of West Drayton, Middlesex, their precast concrete hut was purchased by the Ministry of Works between August 1942 and July 1943.

Using a system of "I"-section reinforced concrete posts spaced at six feet centres with walls of prestressed concrete planks fitted in two layers and separated by a cavity. Normally each bay would of had a metal window on the side walls. The wall posts supported reinforced concrete roof beams. Between them were room slabs covered with felt.

NGR: 5622 0140

Comments: the presence of covered over windows suggests that an indoor firing range was not the original function.

Comments: based on the experience gained from Orlit huts erected on military bases during the war, the company went on to build single and two-storey houses based on their post and panel huts, to meet the post war housing shortage. Orlit huts were not one of the more common huts erected on RNAS and RAF stations and therefore, they are now rare.

35. 277 Kingsland House

This is a large brick-built, two-storey late Victorian house requisitioned by the Air Ministry c1939. The exact function is unknown, but during WW2, because of its proximity to an active runway, it could of been used for air traffic control purposes. Other details unknown.

NGR: 5626 0153

36. 273 Kingsland House Stables (Ground Staff Office & Store)

This is a part of the curtilage of Kingsland House and is a two-storey brick-built stable or garage block. Other details unknown.

NGR: 5627 0147

37-38 274-275 Nissen Huts (Ground Staff Stores)

The Nissen Hut was invented in 1915 by a Canadian, Colonel PN Nissen. His earliest buildings were known as the Nissen Bow and Nissen Hospital huts and were used on the Western Front from 1916. Colonel Nissen set up a company - Nissen Buildings Ltd.- with a factory set up in 1922 at Hoddesdon, Herts.

From 1941, the Air Ministry purchased Nissen huts in bulk from the manufacturers for erection on aerodromes. They were used as the main alternative to temporary brick construction and soon became one of the standard forms of temporary buildings for all types of accommodation.

All Nissen huts were semi-circular in section and could be built to any desired length in multiples of six feet bays. The frame consisted of steel "Tee" ribs in three sections, spaced at six feet centres. Internal sheeting - where required - was in the form of corrugated iron lining sheets, with horizontal corrugations and held in place by the ribs and stiffened by straining wires. External sheeting with vertical corrugations were attached to timber purlins fixed to the ribs. End walls could either be prefabricated timber framed window and door units, or brick construction.

Nissen huts were available in three spans: 16ft., 24ft. and 30ft. Construction was the same for all three except the two larger spans could have any number of prefabricated window and door cheeks, along the side elevations.

The two huts at Lee-on-Solent are examples of the 16ft. span hut

Nissen Hut	274	NGR: 5626 0149
Nissen Hut	275	NGR: 5626 0150

39. 78 Hetwell Bungalow

This is another dwelling that the Air Ministry were having difficulties in requisitioning and along with its neighbours in Tennyson Road: "Greenaway", "Gurseland", "Lyncroft", "Neuralia" and "The Lodge", remained in private hands at least until 1938.

Hetwell Bungalow is a brick-built with a "U"-shaped plan-form, built c1920.

Other details unknown.

NGR: 5602 0137

40. 15 Petrol Tanker Shed 2773/34 (Crash Tender Bay)

Prior to the RAF Expansion Period, the method of refuelling aircraft was to taxi the aircraft to the Aviation Fuel Installation where they were refuelled. After 1934, the RAF's mobile tanker system of refuelling aircraft became the standard practice. To house the many petrol tankers required, a range of Petrol Tanker Sheds was designed for all stations. They were normally built close to hangar aprons so that tankers had easy access to aircraft dispersed out on the airfield.

At Lee-on-Solent a single four-bay shed was built midway between the Type "A" Aeroplane Shed and the Aviation Fuel Installation.

NGR: 5574 0142

41-42 33,34 Winch House

Two small Winch Houses survive, once used to winch seaplanes down and up the slipways. Built of brick with pitched roofs.

Winch House (IHU) 33 NGR: 5576 0119

Winch House (MT Oil Store) 34 NGR: 5580 0115

43. 14 W/T Signals & Lecture Room - Kingston Villa 216A/34

Kingston Villa was a small two-storey late Victorian house requisitioned c1934 to become a W/T Signals and Lecture Room. Prior to requisition the house did not have a mains water supply and water was pumped from a well at the front of the building. Reconstruction took place in 1934 with a single-storey extension built against the west elevation. This included a new entrance and the following rooms:

lecture room
workshop.
battery charging room
heating chamber

The fabric of the original house was altered with the removal of a chimney and the front room window bay. This bay was replaced with two window openings. Also at this time, the entrance was partly bricked up to include a third window. In its new form, the ground floor became a workshop, W/T room and store, while the first floor became an office, store and R/T workshop.

NGR: 5573 0135

Comments: Kingston Villa now looks like a typical early RAF Expansion Period building. The well still survives, now covered with a cast-iron cover. A date stone of 1934 was noted.

44. 47 Engine Stripping Shop (PSA Office and Store)

This is a 24ft. span WW1 hut of similar construction to the Men's Dormitories and designed by Lieutenant JGN Clifts, Royal Engineers of the Air Ministry Works and Bricks Department.

NGR: 5582 0130

45. 142 Station Offices ? (Wardroom Annexe) [Junior Ratings' Accom.] 53/59a

The original function of this building is unknown, but it is thought to have been Station Offices, built in 1935 to replace the Station Offices within the Headquarters Coastal Area building, when more office space was required by Coastal Area.

Built of 11in. cavity wall construction and built in a typical RAF Station Offices style, with two projecting gables. A single-storey annexe at the rear may have been an operations room.

NGR: 5608 0122

Comments: in more recent times a modern two-storey accommodation block has been added to the front elevation and the whole complex is now known as Frobisher Block.

PART 2: DISPERSED TECHNICAL BUILDINGS

46-56 Mains and Mainhill Type Aircraft Shed 4669/41 & 2198/42

A total of 335 Mains and Mainhill type hangars were designed and built by A & J Main & Co. Ltd. These were erected from 1941 on 29 RNAS airfields in the United Kingdom. This figure does not include those built on RNAS Repair and Storage Depots. Those at Lee-on-Solent comprise the following:-

Main Hangar	286	(A)	NGR: 5681 0173
Main Hangar	287	(C)	NGR: 5690 0181
Main Hangar	289	(D)	NGR: 5699 0181
Main Hangar	290	(E)	NGR: 5700 0190
Main Hangar	292	(B)	NGR: 5678 0187
Main Hangar	296	(G)	NGR: 5677 0195
Main Hangar	305	(K)	NGR: 5683 0225
Main Hangar	306	(J)	NGR: 5674 0227
Main Hangar	332	(U)	NGR: 5627 0258
Main Hangar	339	(T)	NGR: 5614 0256
Main Hangar	348	(Q)	NGR: 5580 0243

57-64 Fromson-Massillion Hangars 3752/43

A total of 74 Fromson and Fromson-Massillion hangars were erected from 1943 on nine RNAS airfields in the United Kingdom. This figure does not include any hangars erected on RNAS Repair or Storage Depots. Those at Lee-on-Solent comprise the following:-

Fromson Hangar	291	(F)	NGR: 5690 0191
Fromson Hangar	299	(O)	NGR: 5687 0208
Fromson Hangar	301	(N)	NGR: 5697 0206
Fromson Hangar	303	(M)	NGR: 5702 0215
Fromson Hangar	304	(L)	NGR: 5694 0218
Fromson Hangar	307	(H)	NGR: 5673 0215
Fromson Hangar	343	(R)	NGR: 5604 0268
Fromson Hangar	344	(P)	NGR: 5600 0257

65-66. RNAS Bellman Aeroplane Shed 2270/39

Naval type Bellman Aeroplane Sheds were erected from 1939 on RNAS aerodromes. Four were erected at Lee-on-Solent in 1939 on a dispersed site. Only two survive today:-

Bellman Aeroplane Shed	(No.4) (781 Squadron Hangar)	356	NGR: 5573 0230
Bellman Aeroplane Shed	(No.1) (Fleetlands)	358	NGR: 5574 0214

Note: see also item 26

67-72. Ministry of Works (Production) Standard Hutting 5427/42

18ft.-6in. span Ministry of Works Standard hutting was erected on both RAF and RNAS stations from 1942. Those dispersed around the airfield at Lee-on-Solent comprise the following:-

MARTSU Workshop*	295	NGR: 5678 0184
SAR Office*	308	NGR: 5667 0216
AIU Offices*	346	NGR: 5604 2352
Fleetlands ARS Offices & 781 Squadron Rest Room*	352	NGR: 5578 0236

Note: see also items 27-33

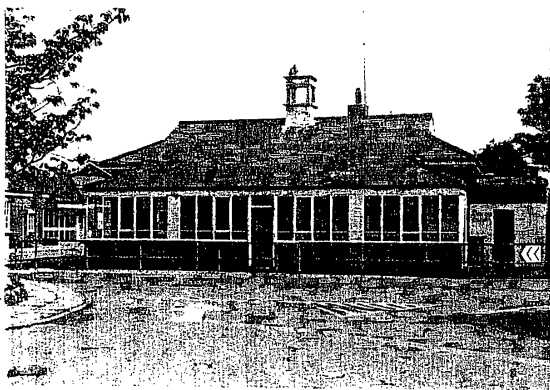


Plate 1: 131 Guardhouse



Plate 2: 116 Headquarters Coastal Area



Plate 3: 101 Parachute Store



Plate 4: 100 Motor Transport Shed



Plate 5: 96 Power-House and Battery Charging Room



Plate 6: 87, Norbury - Station Armoury

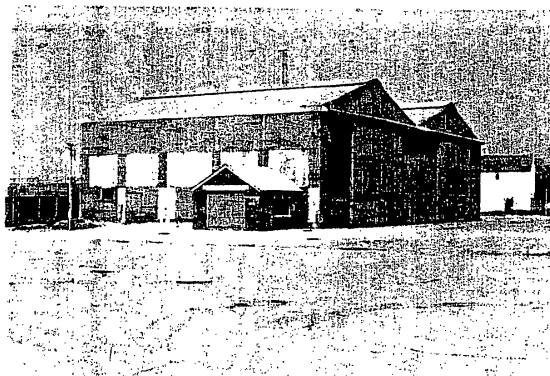


Plate 7: 31 Admiralty Type "J" Seaplane Shed & Winch House

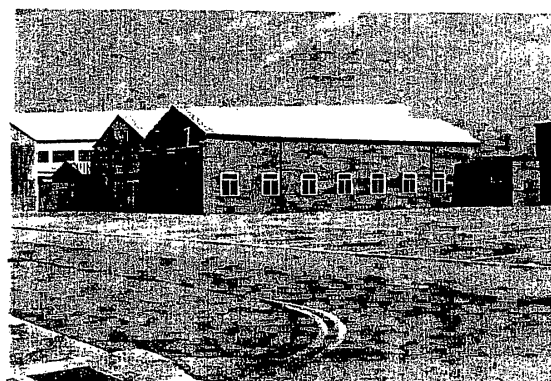


Plate 8: 51 Engineer's Shop

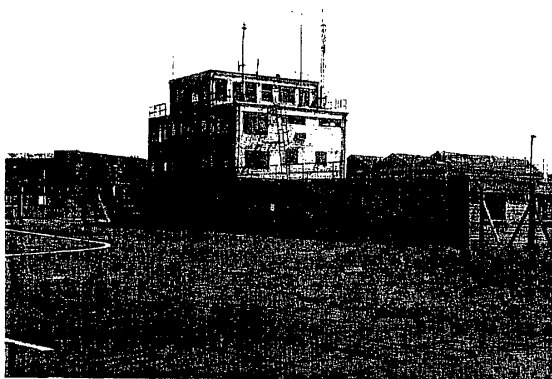


Plate 9: 16 Control Tower

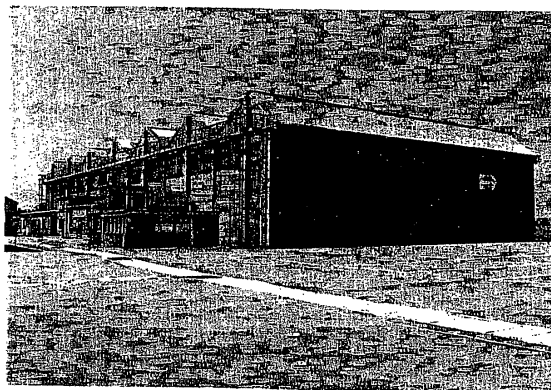


Plate 10: 68 Type "A" Aeroplane Shed

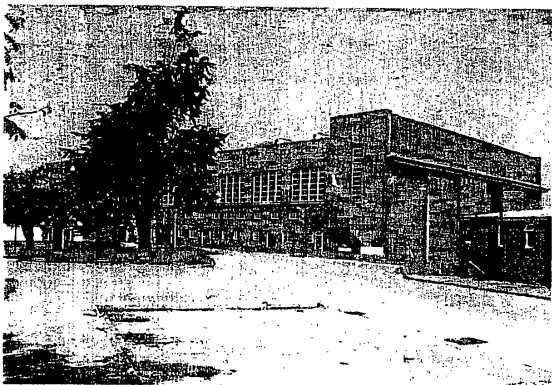


Plate 11: 73 Type "C" Aircraft Shed

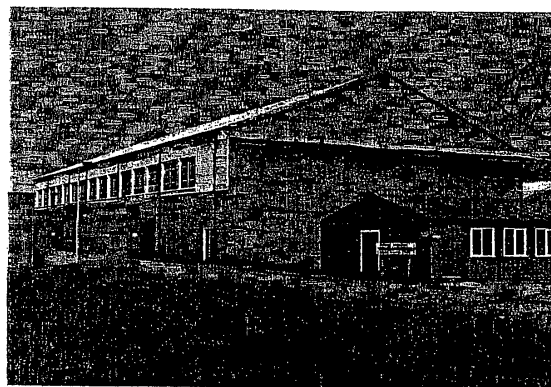


Plate 12: 67 Hinaidi Aeroplane Repair Section Shed

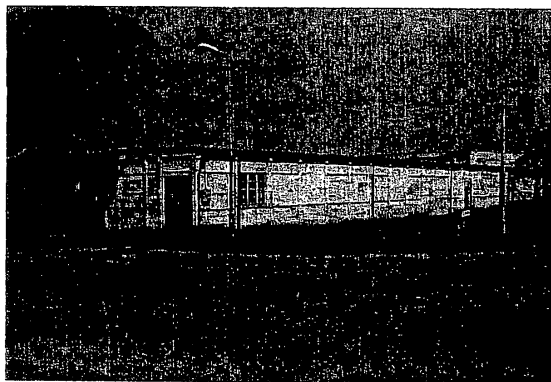


Plate 13: 161 Orlit Hut



Plate 14: 277 Kingslands House

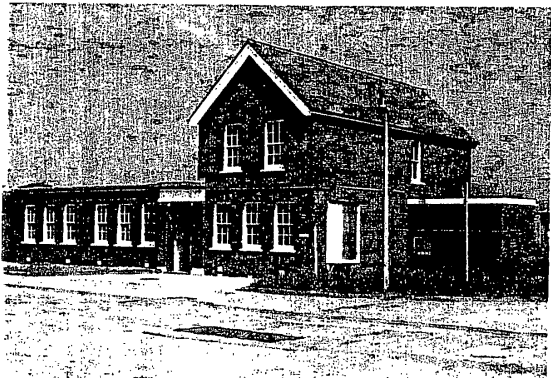


Plate 15: 14 Kingston Villa - W/T Signals & Lecture Room

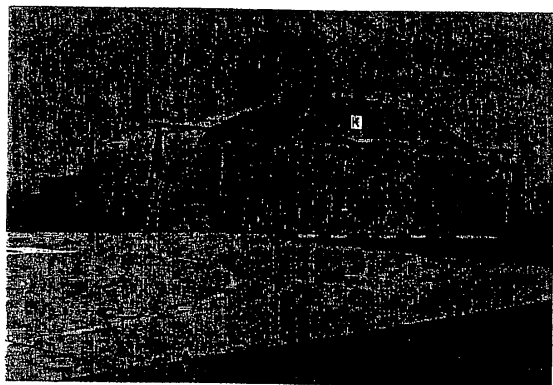


Plate 16: 305 Main Hangar (K)

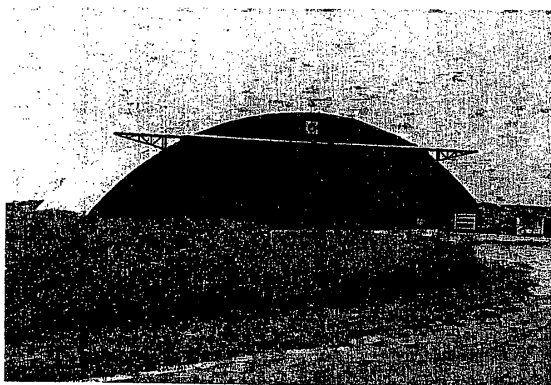


Plate 17: 299 Fromson Hangar (O)

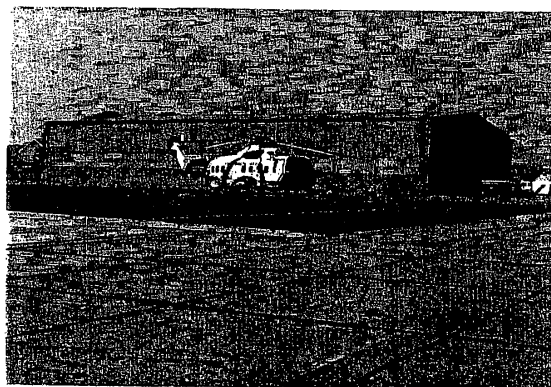


Plate 18: 356 Bellman Aeroplane Shed

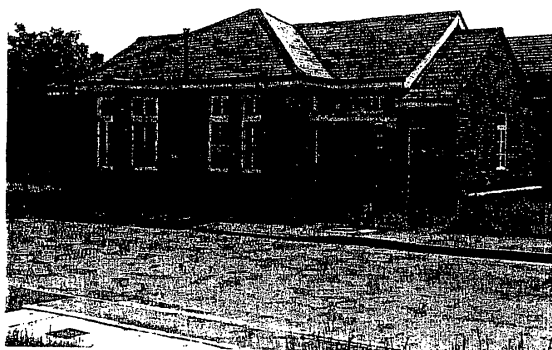


Plate 19: 135 Station Sick Quarters (SSQ)

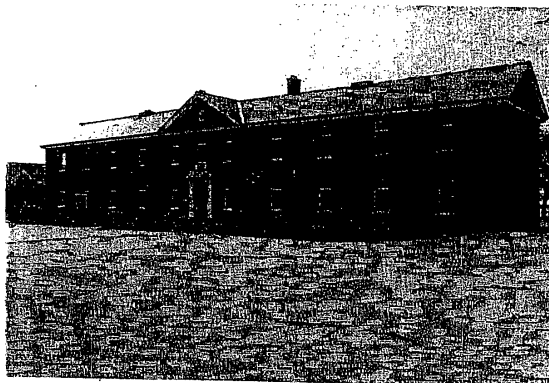


Plate 20: 97 Type "E" Barrack Block

PART 3: DOMESTIC BUILDINGS

73. 135 Station Sick Quarters (RPO's Mess)

The exact date of this small single-storey building is unknown but it was built before 1931 on a site close to the 1918 Station Sick Quarters. Designed in a style similar to the Type "E" Barrack Blocks.

Construction was of 9in. red facing bricks with a slate covered pitched roof.

NGR: 5607 0118

74. 130 NAAFI Shop*

The exact date or original function is unknown, but it was probably built at the same time as the Institute as the NAAFI organisation would have operated both buildings. Built on part of same site as the 1920s Gymnasium, demolished in 1934 for the construction of the new Institute.

Construction is in 9in. red brick with a slate covered hipped-shaped roof.

NGR 5604 0116

75. 146 Station Sick Quarters (SSQ) AL 100-AL 102/41

This building replaced the earlier SSQ and was of an unusual layout with a "T"-shaped plan-form. Although its design was first drawn up in 1931, it was not actually built until 1935. Originally with a hipped-shaped roof, it was remodelled in 1941 when the roof above the front section was removed and replaced with a pre-cast concrete one. A central entrance led to an octagonal-shaped hall with a "T"-shaped corridor branching off. Rooms included the following:

- office
- consulting room
- theatre
- waiting room
- treatment room
- kitchen
- bathroom
- hospital ward.

Also in 1941 a single-storey decontamination centre, also of unusual design, was added at the rear and although it was separate from the SSQ, they were connected together by a corridor. This was for wounded casualties so that they could get treatment for both gas contamination and conventional wounds. This had its own protected entrance and separate female and male undressing areas. A wide corridor connected from a waiting room to another waiting room in the SSQ.

NGR: 5612 0125

76. 141 Ambulance Shed 2752/34 (Sub-Station & Ambulance Bay)

This is a small brick-built ambulance garage with a hipped-shaped roof - associated with the SSQ and built after 1935.

NGR: 5607 0127

Comments: in excellent condition and is complete with original doors. Now connected to the Intake Sub-Station by an annexe.

77. 141 Intake Sub-Station

This was the main electric power intake substation, where the electric company outside supply of 11,000 volts entered the station to feed a number of transformers. Here the line pressure was reduced to an Air Ministry/Admiralty supply of 400/230 volts which left the building via switchgear apparatus.

Built of 9in. brick and a flat reinforced concrete roof.

NGR: 5607 0127

78-81 92,97,137,139 Type "E" Barrack Block 447-450/32

The type and architectural style of two-storey barrack blocks built at Lee-on-Solent was only the second design for operational RAF stations. Similar to the first two-storey designs of the Home Defence Scheme of 1923, there were several sizes of barrack rooms built either side of a central entrance block. These were simply known as Types "A" through to "E", the "E" being the largest version. The design of central entrance block remained constant on all five types within this range and consisted of the main entrance, hall with the ablutions at the rear.

This type of barrack block was also known as a protected design with steel trusses and ceilings of asbestos sheeting - this was for protection against incendiaries - replacing the experimental barrack block designs at Gosport with flat roofs of steel decking. The first block (Anson) at Lee-on-Solent was built in 1932 and was followed in 1935 by the other three. The buildings at Lee comprise:-

Type "E" Barrack Block	(Anson Block)	92	NGR: 5595 0126
Type "E" Barrack Block	(Blake Block)	97	NGR: 5595 0120
Type "E" Barrack Block	(Duncan Block)	137	NGR: 5604 0120
Type "E" Barrack Block	(Cunningham Block)	139	NGR: 5604 0125

Comments: originally designed with open-plan barrack rooms, under the "Arlee Plan" of 1958/1959, separate rooms were added instead. Also, the ablutions at the rear of the blocks were extended with extra facilities. Type "E" Barrack Blocks are also extant at Abingdon.

82-83 121,147 Type "H" Barrack Blocks 1134/38, AL 529/39,2406/39

A redesign of RAF barrack blocks took place in 1938, so that extra facilities could be provided. The improvements incorporated in the new designs, comprised the following:

- An increase in floor area per man in barrack rooms and a reduction in the height of rooms from 10ft. to 9ft.

- A reduction in the number of men per barrack room so that a maximum of 12 was accommodated.
- The provision of a sitting room in each block to allow for entertainment such as radio and reading.
- The provision of utility rooms for cleaning equipment, washing and pressing of clothing.
- The last feature and one not seen before, was the provision of a Basement Refuge (also called an underground air-raid shelter) for 40 persons to each block, with direct approach from the entrance hall. An escape tunnel led to an exit at least 20ft. clear of the building.

The result of all these improvements was the two-storey "H" designs having both pitched and flat roofs with two sizes available to accommodate 56 or 84 airmen and 8 NCOs. At Lee-on-Solent two unique three-storey Type "H" Barrack Blocks designed to accommodate 156 ratings in each block were built instead of the RAF two-storey versions. These were based on the Air Ministry design 1134/38. The buildings at Lee-on-Solent comprise:-

Type "H" Barrack Block	(Exmouth Block)	121	NGR: 5588 0116
Type "H" Barrack Block	(Grenville Block)	147	NGR: 5611 0130

Comments: these are the only examples of three-storey Type "H" Barrack Blocks dating from 1938/39 known to exist in Britain.

84-86. 124-126 Men's Dormitory Blocks

Thought to be constructed of cement rendered 4.5in. brick with 24ft span steel roof trusses spaced at 10ft. centres. These were built to the designs of Lieutenant JGN Clifts, Royal Engineers of the Air Ministry Works and Bricks Department. Other examples were built in 1918 with concrete slabs at Calshot to drawing No. 1357/18.

Those at Lee comprise the following:-

Men's Dormitory	(RC Church)	124	NGR: 5597 0120
Men's Dormitory	(CE Church)	125	NGR: 5599 0119
Men's Dormitory	(Church of Scotland)	126	NGR: 5601 0119

Building 125 was extended c1944 with three bays of 24ft. span Air Ministry Standard Hutting.

The exact construction of these huts has not yet been established - further research is required.

87. 123 Bath House 1460/18 (Fire Store and Office)

Construction is the same as for the Men's Dormitories described above with similar internal arrangement to drawing number 1460/18 for Bath, Ablutions, Washing and Drying Rooms. Built to the designs of Lieutenant JGN Clifts, Royal Engineers of the Air Ministry, Works and Bricks Department.

Building is divided into a two main areas consisting of shower cubicles in one half and individual bath cubicles in the other.

NGR: 5601 0116

Comments: boiler room chimney stack and water tower have been removed. The original top-light window sashes are still in-situ as are the louvered air-vents above the doors.

88. 91 **Dining Room and Cookhouse - Ratings' Mess (Triumph Galley)**
 AL 742/40, 682/40

The planning in 1931 of a replacement for the old WW1 Mens' Mess was one of the few recommendations by the 124th Meeting of the RAF Building Committee that actually went ahead on time and built on the recommended site. The idea was to have the standard layout where the Dining Room was positioned at the head of a parade ground and flanked on either side with the latest type of two-storey barrack blocks.

The dining room part of the building was "H"-shaped in plan-form with three small dining areas and kitchens located at the rear of the building.

By 1939 it became clear that the existing building could not cope with the wartime expansion of the station and it was therefore decided to extend the kitchen and dining areas. The original shape was retained, but an "L"-shaped extension was added to the east and west elevations. These eventually became known as the Albatross and Triumph dining halls. A Galley was also added against the north elevation so that now the extended kitchen was in a central position serving all dining areas. This extension became known as the Triumph Galley.

NGR: 5560 0127

Comments: this is an interesting building and appears to be in excellent condition apart from movement in the brickwork on one of the Triumph dining hall corner walls.

89. 88 **Ration Store - Victualling Store (Bedding Store) 326/59**

Built in 1935, the Ration Store was a small single-storey building with a pitched roof. Built close to the Dining Hall, it was originally used as a shop. In 1959 under the "Arlee Plan" when a great number of existing domestic buildings were extended and others built, a flat roofed single-storey extension was added to the north elevation when the building was remodelled as a Bedding Store. Rooms at this time included the following:

loan clothing store
soiled clothing store
bedding store
rum store
beef screen.

NGR: 5597 0129

Comments: a date stone showing 1935 was noted.

90. 128 **Institute 2200/34 AL 127/44 (Eagle Club)**

The plan-form of this building is typical of an early two-storey RAF Institute and the later combined Dining Room and Institute designs of the RAF Expansion Period. The architectural treatment of the front elevation was similar to the Type "E" Barrack Blocks. In

its original form, it was designed to accommodate a maximum of 350 airmen, 60 Corporals and 30 civilians.

The internal arrangement was as follows: two projecting entrance halls contained stairs to the floor above and a lavatory. The main room on the ground floor consisted of a 56ft. long supper room. At one end was a folding partition and when this was opened during special functions, it provided another 12ft. of space. A Stage was also positioned at the opposite end. Another two restaurants were also provided, one for Corporals and another smaller version, for civilians. The servery, kitchens, scullery and food stores were all behind the supper room.

The first floor had a barber's shop and a large airmen's games room with a separate Corporals' games room and a reading and writing room. Also at this level but separated from the main block, was the staff quarters. This section has its own hipped-shaped roof.

NGR: 5603 0113

Comments: in 1935, when the building was new, the most distinctive feature was the two projecting entrances, each capped with a hipped-shaped roof that cut the main roof. After 1944 however, a flat roofed two-storey extension to the building was constructed in the gap between the projecting entrances. The window line at first floor level was retained, but the treatment to the brickwork was changed to that of cement rendering. In more recent times, the ground floor window line has been further altered and a new entrance lobby built. These changes to the front elevation have rather spoil the visual impact of this building.

91. 118 Officers' Mess and Quarters 1840-47/33 1852/33 (Wardroom)

This was not the original design for a new Officers' Mess and Quarters, but a much larger one which replaced the idea of incorporating Westcliffe House into the new building. The new design was for a detached three-storey structure, built on massive lines compared with anything built elsewhere. The mess was large enough to accommodate a total of 100 members (the standard Officers Mess built on the majority of operational RAF stations designed by the Air Ministry architect, Bulloch could only accommodate 45 members) and quarters were provided in the main building for 54 officers, while a further seven officers could be accommodated in Westcliffe House.

Designed to impress and reflecting its importance as the Officers' Mess of the Coastal Area Headquarters, the architect has incorporated some features of the adjacent Westcliffe House including similar facing bricks and roof tiles. The use of a mock Tudor architectural treatment to the central entrance is also in-keeping with Westcliffe House. This Officers' Mess has a more compact layout, than that of the Bulloch design, as here the quarters are incorporated into the main block creating a "U"-shaped plan-form. The traditional way had been to place the officers' quarters in two separate wings either side of the mess block with connecting corridors. This was not suitable here. The architect has instead made the best use of a restricted site and his design complements Westcliffe House in a very effective way.

A central entrance and vestibule opens into an Oak panelled hall. Here on one side of the vestibule is the telephone room, while on the other side is an orderly room. Through the hall is a central "T"-shaped corridor with an inner hall which receives natural light from an oak-framed top light. The inner hall gives access to the mess room. The mess room at 66ft. by 34ft. and is very impressive with a plaster beam barrel-vault ceiling, in the centre of which is a large diameter lay-light. The use of a barrel vault ceiling was traditional and is a feature of other RAF stations such as Henlow, Northolt and Uxbridge. The walls are decorated with

panelling and plasterwork and the north wall has six large windows. The west wall has a band gallery for use when special functions and events took place.

At either end of the central corridor are the staircases which connect with the officers' quarters on the two floors above. Other rooms on the ground floor include a billiard room, a card writing and two ante-rooms. Both ante-rooms feature large bay windows and impressive fireplaces.

The kitchens, scullery and larders were all located on the right-hand wing of the "U", while the opposite wing has the heating chamber, coal store, beer store, linen room and mess waiter's bedroom.

The first and second floors were simply sub-divided into a number of bedrooms, servant's quarters, lavatories and bathrooms. First floor: two Squadron Leaders, 24 single officers' quarters. Second Floor: 4 senior officers' quarters and 24 single officers' quarters.

Also associated with this building are three sets of Officers' Garages.

NGR: 5596 0109

Comments: the architect, (it is difficult to read the signature) M May, had also designed the Officers' Mess and Quarters at Henlow, which was built at a similar date to this one.

92. 104 Officers' Mess (PSA District Works Office)

This consists of two 24ft. span WW1 huts of unequal length and of similar construction to the Men's Dormitories described above. These are joined together with brick corridors and functioned in 1918 as the original Officers' Mess.

NGR: 5588 0110

93. Uni-Seco Hut

From 1942 Uni-Seco Structures Ltd. designed a range buildings based on a system of standard units for walls and roof. They were manufactured under licence by existing construction companies on a basis of 7.5 per cent profit above cost. The most successful company involved in the construction of the component parts of Seco hutting was En-tout-Cas Ltd.

Construction consisted of prefabricated, hollow aero plywood beams, columns and eaves-pieces. Wall and roof cladding consisted of timber-framed units of flat asbestos facing sheets separated by a cavity filled with a mixture of cement and wood wool. All of these component parts were profiled and jointed to fit together with other parts. The framework consisted of a series of upright aero columns bolted together to a timber keel plate fitted to a concrete base. Columns supported aero beams and, together with eaves-pieces between two beams formed the structure of the building. The gap between columns and eaves-pieces was filled with Seco wall units and windows. Door framework was attached to the end elevations. The roof was constructed of spars fitted between aero beams and roof ties between eaves-pieces. These supported Seco roof units which were covered with felt.

NGR: 5589 0109

Comments: Uni-Seco huts are now quite rare, this example is very similar to the type used as Emergency Housing of the post-WW2 period.

94. 36 Commanding Officer's Quarters -The Brambles

This a detached Edwardian? two-storey house requisitioned c1917 for use as offices.

NGR: 5583 0111

95. 119 Officers' Quarters (WRNS Officer Accommodation) -Westcliffe House

This is a large detached late Victorian house, built in 1894 and situated in extensive grounds. It was requisitioned c1917 for use as an Officers' Mess and Quarters

NGR: 5591 0110

96. 111 Warrant Officers' Quarters - Westcliffe Lodge

This is a detached late Victorian house, presumably built at the same time at Westcliffe House with a lodge function and requisitioned at the same time.

NGR: 5596 0102

97. 103 Lecture Room (Icarus Club) :

This is another WW1 cement rendered hut designed by Lieutenant JGN Clifts, Royal Engineers of the Air Ministry Works and Bricks Department.

NGR: 5590 0112

98. 22 Staff Quarters (NHTU) -Whytecroft House and Annexe

This is a large detached house requisitioned in c1917 as a Staff Quarters Block

NGR: 5571 0124

99. Squash Rackets Court 2078/18

This building consists of two Squash Racquet Courts united together as one building. It was designed by Lieutenant JGN Clifts, Royal Engineers of the Air Ministry Works and Brick Department and built 1918/19.

Construction consisted of 4.5in. brick walls with internal piers supporting timber King-post trusses and a large ridge mounted lantern light. Roof cladding was either asbestos sheeting or slates. Internal and external wall surfaces were normally cement rendered. Two courts were constructed side-by-side and separated by a connecting corridor, toilets and stairs to a viewing gallery. Below the viewing gallery are changing rooms.

NGR: 5594 0097

Comments: Squash Racquets Courts designed and built during WW1 are now extremely rare. This example, which is still used for its original purpose, has a roof clad with ribbed asbestos sheeting and a flush roof light instead of a ridge mounted lantern light.



Plate 25: 128 Institute



Plate 26: 118 Officers' Mess and Quarters



Plate 27: 119 Westcliffe House

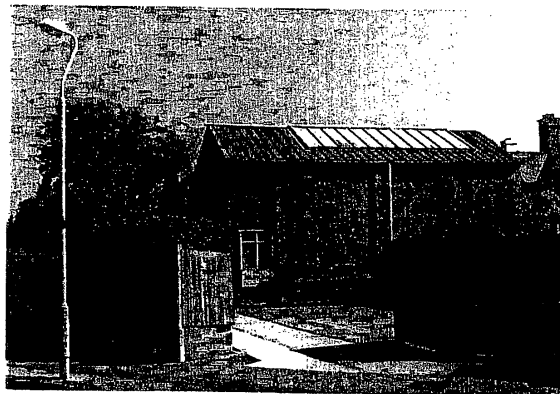


Plate 28: 372 Squash Racquets Court



Plate 29: 165 Wykeham Hall



Plate 30: 78 Hetwell Bungalow



Plate 31: 247 North Camp - Dining Room and Cookhouse



Plate 32: North Camp - MoWP Standard Hutting Sleeping Quarters

PART 4: NORTH CAMP DOMESTIC BUILDINGS (AIR ENGINEERING SCHOOL)

The following huts constructed of brick walls and timber trusses were planned and built in 1941:

Note: the original use is shown first and the most recent name is shown in brackets.

103-108. Living Huts for Men (Keyes Blocks 1-6)

Living Hut	259	(6)	NGR: 5638 0144
Living Hut	260	(5)	NGR: 5638 0145
Living Hut	261	(4)	NGR: 5638 0146
Living Hut	262	(3)	NGR: 5638 0147
Living Hut	263	(2)	NGR: 5638 0148
Living Hut	264	(1)	NGR: 5638 0149

109. 266 Ablution Block for Men (Keyes Block Offices and Toilet)

NGR: 5636 0147

110-115. Living Huts for Men (Mountbatten Block 1-6)

Living Hut	253	(1)	NGR: 5641 0149
Living Hut	254	(2)	NGR: 5641 0148
Living Hut	255	(3)	NGR: 5641 0147
Living Hut	256	(4)	NGR: 5641 0146
Living Hut	257	(5)	NGR: 5641 0145
Living Hut	258	(6)	NGR: 5641 0144

116. 251 Ablution Block for Men (Mountbatten Block Offices and Toilets)

NGR: 5643 0146

117. 249 Victualling Store (Victorious Drawing Office & Classroom)

NGR: 5648 0148

118. 247 Dining Room and Cookhouse (Victorious Workshop)

NGR: 5648 0144

119. 248 Boiler-House (Victorious Workshop) & Engines Laboratory)

NGR: 5651 0147

120. 270 Decontamination Store (Boyed Block Offices)

NGR: 5637 0138

121. 187 Main Offices and Officers' Quarters (Warneford Block)

NGR: 5639 0137

122-127.

Living Huts for Men (Nelson Block)

Living Hut	238	(6)	NGR: 5656 0144
Living Hut	239	(5)	NGR: 5656 0145
Living Hut	240	(4)	NGR: 5656 0146
Living Hut	241	(3)	NGR: 5656 0147
Living Hut	242	(2)	NGR: 5656 0148
Living Hut	243	(1)	NGR: 5656 0149

128. 245

Ablution Block for Men (Nelson Block Offices and Toilets)

NGR: 5654 0146

129-134.

Living Huts for Men (Onslow Block)

Living Hut	231	(1)	NGR: 5659 0149
Living Hut	232	(2)	NGR: 5659 0148
Living Hut	233	(3)	NGR: 5659 0147
Living Hut	234	(4)	NGR: 5659 0146
Living Hut	235	(5)	NGR: 5659 0145
Living Hut	236	(6)	NGR: 5659 0144

135. 229

Ablution Block for Men (Onslow Block Audio Visual Aids Centre)

NGR: 5661 0146

136. 224

Canteen [NAAFI] (Argus Block Accommodation)

NGR: 5659 0138

137. 226

NAAFI Quarters (Argus Block Accommodation)

NGR: 5662 0137

138-142.

Living Huts for Chief Petty Officers' (Somerville Block)

Living Hut	188	(1)	NGR: 5647 0136
Living Hut	189	(2)	NGR: 5647 0135
Living Hut	190	(3)	NGR: 5647 0134
Living Hut	191	(4)	NGR: 5647 0133
Living Hut	192	(5)	NGR: 5647 0132

143. 193

Ablutions for Chief Petty Officers (Somerville Block Offices & Workshop)

NGR: 5644 0133

144-146.

Living Huts for Petty Officers (Rodney Block)

Living Hut	209	(3)	NGR: 5650 0134
Living Hut	210	(2)	NGR: 5650 0135
Living Hut	211	(3)	NGR: 5650 0136

147. 212 Ablutions for Petty Officers (Rodney Block 10)

NGR: 5653 0135

The following Ministry of Works Standard 18ft.-6in. span, 60ft. long huts (5427/42) were planned and built in 1943:

148-151. Sleeping Quarters (Rodney Block)

Sleeping Quarters	203	(9)	NGR: 5650 0126
Sleeping Quarters	204	(8)	NGR: 5650 0127
Sleeping Quarters	207	(5)	NGR: 5650 0131
Sleeping Quarters	208	(4)	NGR: 5650 0133

152. 205 Ablutions (Rodney Block 7)

NGR: 5649 0129

153. 206 Latrines (Rodney Block Toilets)

NGR: 5651 0129

154-158. Sleeping Quarters (Vernon Block)

Sleeping Quarters	215	(1)	NGR: 5653 0132
Sleeping Quarters	216	(2)	NGR: 5653 0130
Sleeping Quarters	217	(3)	NGR: 5653 0128
Sleeping Quarters	218	(4)	NGR: 5653 0127
Sleeping Quarters	219	(5)	NGR: 5653 0126

159-167. Sleeping Quarters for Ratings (Troubridge Block)

Sleeping Quarters	174	(3)	NGR: 5635 0132
Sleeping Quarters	175	(2)	NGR: 5635 0133
Sleeping Quarters	176	(1)	NGR: 5635 0134
Sleeping Quarters	177	(5)	NGR: 5637 0134
Sleeping Quarters	178	(6)	NGR: 5637 0133
Sleeping Quarters	179	(7)	NGR: 5637 0132
Sleeping Quarters	180	(8)	NGR: 5637 0130
Sleeping Quarters	181	(10)	NGR: 5640 0130
Sleeping Quarters	182	(9)	NGR: 5640 0132

168. 172 Garage (Stand Easy Room)

NGR: 5634 0130

169. 173 Latrine (Troubridge Block Toilet)

NGR: 5636 0131

170. 183 Ablutions (Troubridge Block 11)

NGR: 5643 0130

Additional Buildings Constructed c1943

171. 223 Decontamination Centre ("X" Cleansing Station)

NGR: 5655 0136

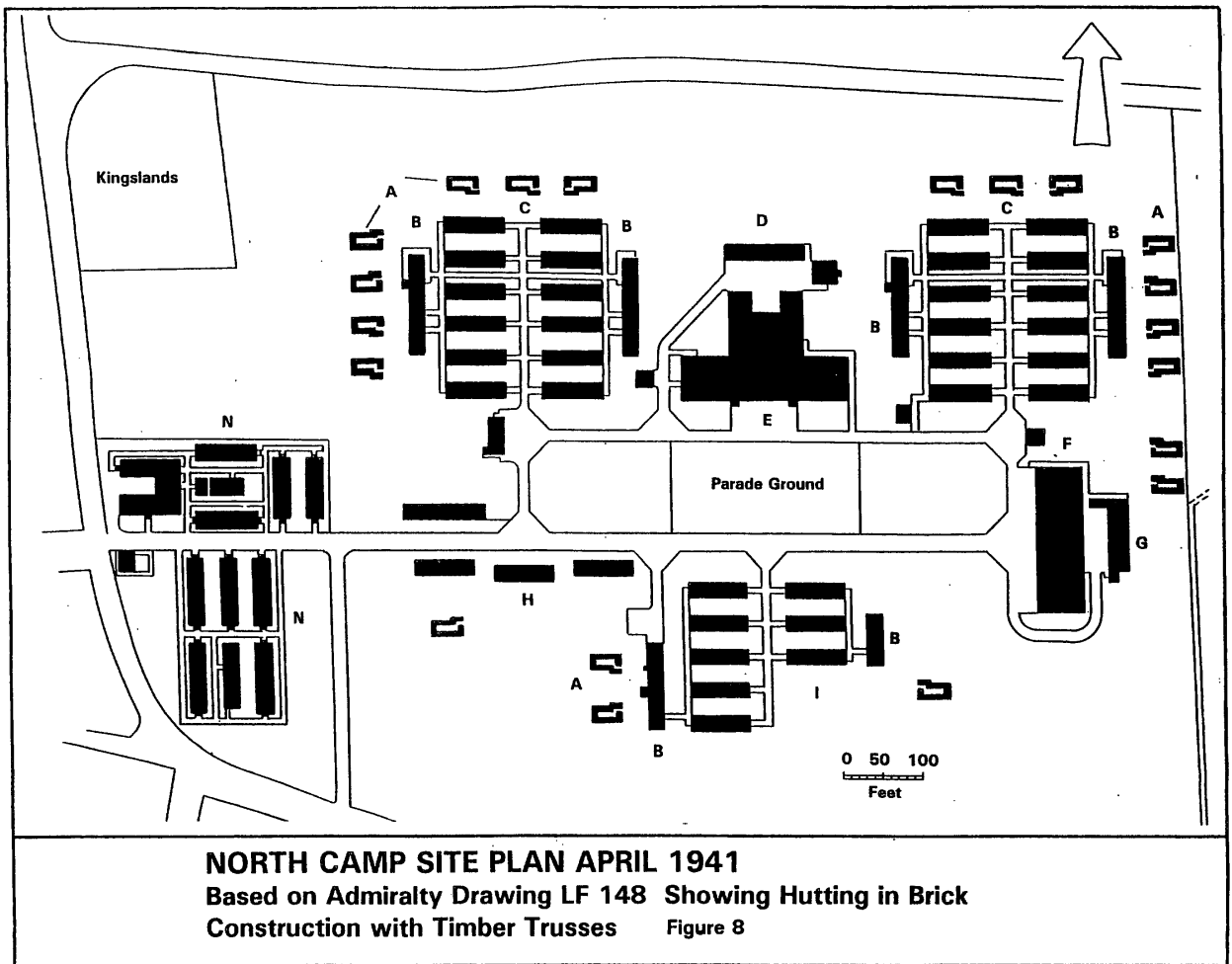
172. 222 Boiler House

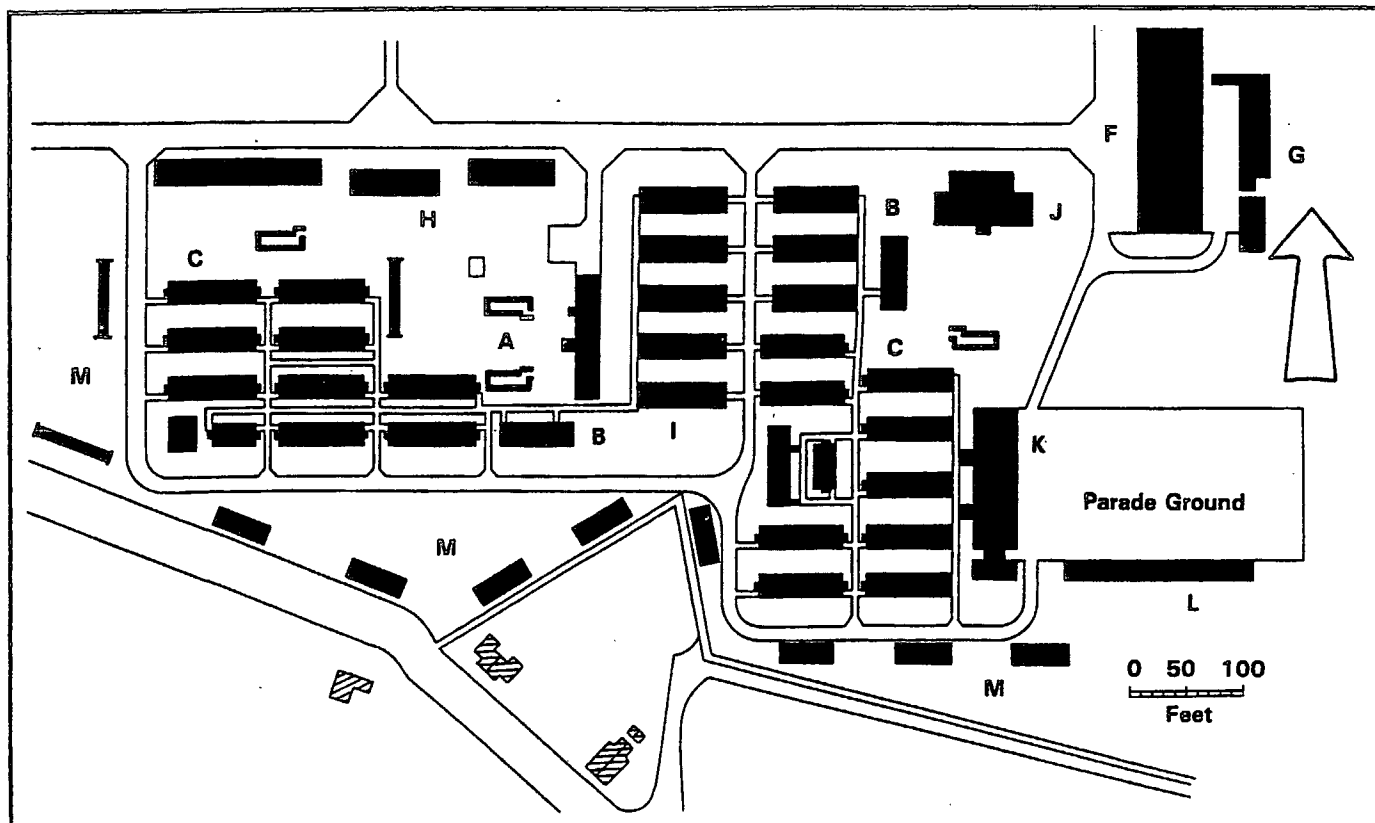
NGR: 5655 0134

173. 221 Drill Shed

This is a long narrow single-storey steel-framed building used for the indoor practice of marching drill. Normally the front elevations of Drill Sheds are without walls, only having exposed stanchions.

NGR: 5660 0127





NORTH CAMP SITE PLAN 1943

**Based on Admiralty Drawing AL 12/43 Showing Additional
Ministry of Works Standard Hutting 5432/42 in Concrete
Construction**

Figure 9

Key to Figures 8 and 9

- A:** Blast Shelters
- B:** Ablutions
- C:** Ratings' Sleeping Quarters
- D:** Food Store
- E:** Dining Room & Cookhouse
- F:** Canteen (NAAFI)
- G:** NAAFI Quarters
- H:** Main Offices and Officers' Cabins
- I:** Living Huts for CPOs
- J:** Decontamination Centre
- K:** Cinema
- L:** Drill Shed
- M:** Air-Raid Shelters
- N:** Site of pre-1941 North Camp huts

PART 5: MISCELLANEOUS BUILDINGS

Buildings dating from 1920-1945 where, because of their unique design, the original function or date of construction is unknown The building titles shown are correct for 1975:

1.	NATEC Block	3	NGR: 5562 0140
2.	Explosives Stores	6 18 & 20	NGR: 5565 0136
3.	Expedition Centre	7	NGR: 5565 0135
4.	Explosive Store	18	NGR: 5564 0145
5.	Explosive Store	20	NGR: 5563 0150
6.	CAO's Office & Publication Office	38	NGR: 5585 0114
7.	DOE Machine Shop	43	NGR: 5581 0128
8.	Plumber's & Blacksmith's Shop	45	NGR: 5579 0130
9-11.	PSA Stores and Joinery Shop	48-50	NGR: 5583 0129
12.	PSA Store	55	NGR: 5586 0128
13.	MT Offices	56	NGR: 5587 0119
14.	Shipwright's Shop & Barrackmaster's Shop	61	NGR: 5590 0129
15.	Paint Shop	62	NGR: 5589 0129
16.	Classroom	72	NGR: 5587 0133
17.	Launderette	138	NGR: 5605 0121

CONCLUSIONS

The different periods of building construction at Lee-on-Solent clearly reflect the history of the Royal Naval Air Service, Royal Air Force and Fleet Air Arm who occupied the site for 78 years. In addition to those houses that pre-date the RNAS station that were requisitioned by the Admiralty or the Air Ministry, there are five construction periods between 1917 and 1945.

1. Pre RNAS Buildings

The following houses are also extant:

Hetwell Bungalow	78
Kingston Villa	14
Kingslands	277
Norbury	87
The Brambles	36
Ross House	1
Westcliffe	119
Westcliffe Lodge	111
Whytcroft	22

Many of these have been extended within the periods set out below.

2. The Transition From RNAS to RAF 1917 - 1919

A total of 16 Admiralty or Air Ministry designed buildings of the original 56 purpose-built permanent (does not include the temporary Bessoneau hangars) buildings that were present in 1919, are extant today. These are as follows:

Admiralty buildings which form a complete group on their own and comprise of five hangars, of two different types. These were almost certainly the last aeroplane sheds erected at an RNAS station:

Type "G" Seaplane Shed (2)	39,40
Type "K" Seaplane Shed (3)	31,35,37

Air Ministry buildings as represented by the following:

Bath House	123
Men's Dormitory Blocks (three huts)	124,125,126
Engine Stripping Shop	47
Lecture Hut	103
Officers' Mess (two huts)	104

(All eight are 24ft. span huts)

In addition, three individual buildings have the following functions:

Engineers' Shop	57
Power-House	96
Squash Racquets Court	372

All of the above are consistent with the designs of Lieutenant JGN Clifts, Royal Engineers of the Air Ministry, Works and Bricks Department and are good examples of the first purpose-built Air Ministry buildings.

It must be recorded that military aviation structures of this vintage are now rare and those that survive in the United Kingdom fall into five main categories:

- Air Battalion of the Royal Engineers: 1911
- Royal Flying Corps - Military Wing and Naval Wing: April 1912 - 1913
- Royal Flying Corps 1913 - 1918
- Royal Naval Air Service 1913 - 1918
- The formation of the Independent Royal Air Force: April 1918 -1922

The structures that survive at Lee-on-Solent fall into the last two categories. Not many military aviation structures were built after 1918 as the Armistice was signed in November. As the RAF reorganised itself to a peacetime role many stations were closed and their buildings subsequently removed. Lee-on-Solent was one of the few that remained opened and consequently sixteen buildings representing this period are extant here.

3. Post-War Modernisation 1920 - 1931

The next building phase between 1920 and 1930 with limited funds made available for the modernisation of existing RAF stations is represented by the following structures:

Guardhouse	131
Motor Transport Shed and Yard	100
Parachute Store	101
Station Sick Quarters	135
Winch Houses	33 and 34

4. The Setting up of Headquarters Coastal Area 1931 - 1934

Perhaps the most significant development to Lee-on-Solent in the inter-war period, was the decision in 1931, to extend the Air Ministry boundary further north for the laying out of an airfield. This also coincided with the earlier decision to replace Headquarters 10 Group, with Headquarters Coastal Area. The surviving buildings representing this important transition are as follows:

Dining Room and Cookhouse	91
Headquarters Coastal Area	116
Hinaidi Aeroplane Repair Section Shed	67
Inflammable Store	84
Institute	116
Main Stores	71
NAAFI	130
Officers' Mess and Quarters	118
Station Sick Quarters	146
Type "A" Aeroplane Shed	68
Type "E" Barrack Blocks (4)	92,97,137,139

**5. RAF Expansion Period and the Transition From Air Ministry to Admiralty
Control 1934 - 1940**

Sergeants' Mess	162
Station Offices	142
Type "C" Aircraft Shed	73
Type "H" Barrack Blocks (2)	121,147

The new buildings under the first two Expansion Period Schemes forming the second building contract, were built simultaneously as some of those listed above. Examples are the following: three Type "E" Barrack Blocks, Inflammable Store, Main Stores and the Station Offices.

6. World War Two 1939 - 1945

Control Tower	16
Fromson Hangars (8)	
Main Hangars (11)	
North Camp extensions	
MoW's Standard Hutting	

The Control Tower, Fromson and Main hangars are all unique to Fleet Air Arm stations, while the MoW's Standard Hutting is a rare feature on RAF stations, but is still fairly common on Fleet Air Arm stations.

LISTING

Careful consideration should be given to the following buildings:

1. Westcliffe House 119

This large Victorian house has been connected with military aviation for the last 80 years and is particularly special to the history of the Fleet Air Arm. Westcliffe Lodge (111) and the WW1 Officers' Mess (104) are part of the curtilage of the main house.

2. Officers' Mess and Quarters 118

The Officers' Mess and Quarters building with its unique plan-form, architectural style, historic interest, visual impact and relationship with the adjacent Westcliffe House - is a key survival and a very important one.

The group value and military planning of this compact site is another aspect here - the WW1 Officers' Mess is positioned in such away to be accessible from Westcliffe House and this is also true of the later Officers Mess and Quarters.

3. Headquarters Coastal Area and Station Offices 116

This building is special because of the historical aspect - as a headquarters building for Coastal Area. Other interesting points are: plan-form and position - reflecting its importance - at the main entrance, and its construction - a rare use of a steel and brick for an RAF office building.

Wykeham Hall has also been connected with military aviation for nearly 80 years, and a large proportion of this time has been a major Fleet Air Arm headquarters building. While the building has limited architectural interest and has been extended on a number of occasions throughout its career as a military building, it does hold a special place in the history of the Fleet Air Arm.

RNAS WW1 Hangars

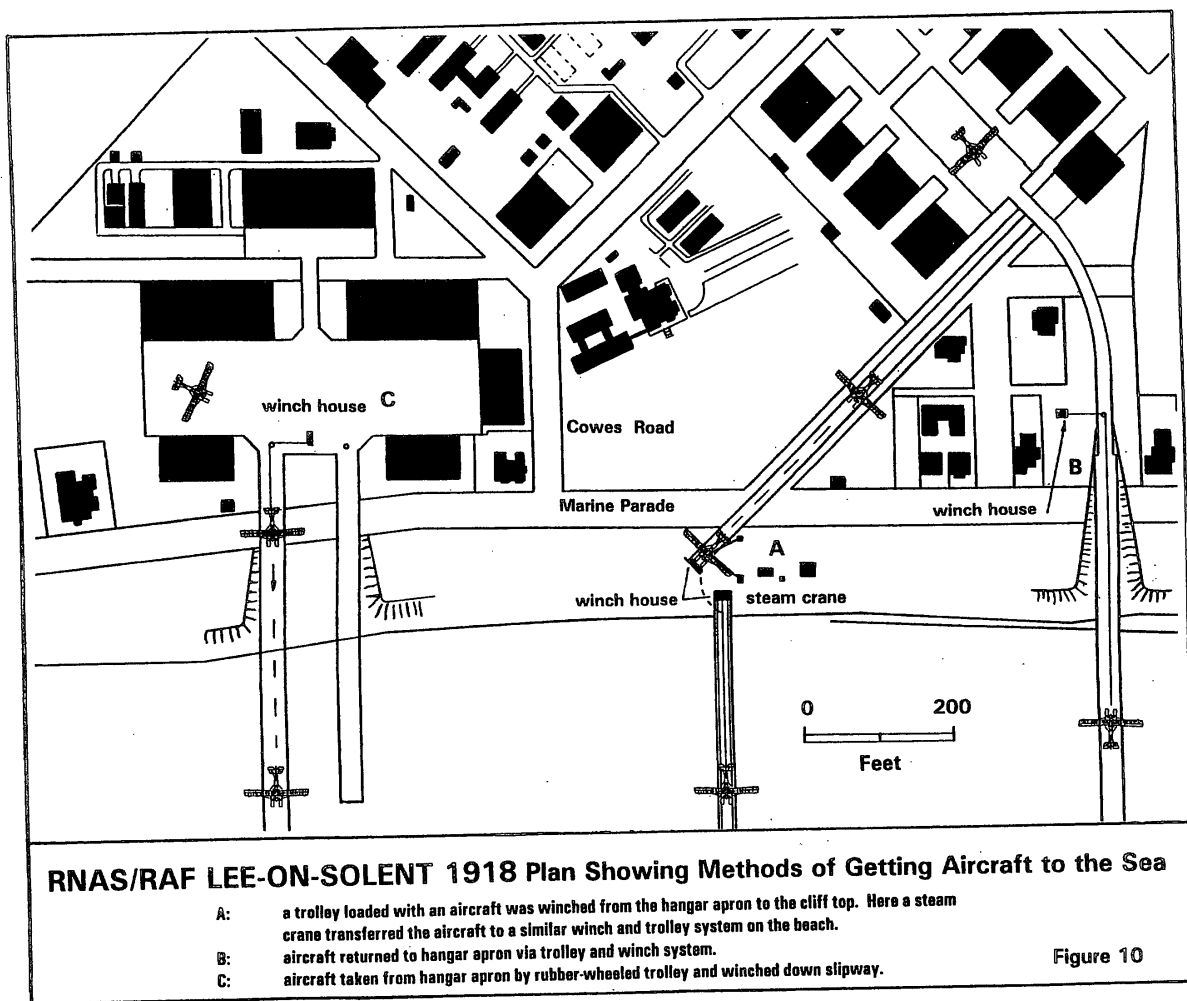
While the WW1 set of hangars form part of the original purpose-built buildings associated with seaplanes at Lee-on-the-Solent - they are not of listable quality. If any of these structures come under threat of demolition then the following recommendations should be carried out:-

- a thorough measured and photographic survey (with cladding removed) should be undertaken and copies of the report sent to the County Records Office and the Gosport Museum.
- that notification and advanced warning of their impending demolition be sent to the following organizations: British Aircraft Preservation Council (BAPC), Fleet Air Arm Museum - Yeovilton, Imperial War Museum - Duxford and the Royal Air Force Museum - Hendon.

Appendix A: Schedule of Properties & Land Held on Requisition September 1945

Description	Use Prior to Requisition	Admiralty Function
Area of land (40 acres) 4397/40	Market Garden	Dispersal of aircraft
Seafield Park, Hillhead	Private School	Accommodation of Ratings
Area of land on OS 337(a) 4393/40	Farming	Dispersal of aircraft
Area of land on OS 337(a) 658/42	Market Garden	Dispersal of aircraft
Two strips of land on OS 254(a) 660/42	Farming	Dispersal of aircraft
"The Master's House", Seafield Park	Private House	Accommodation for WRNS
"The Lodge", Stubbington Lane	Private Occupation	Storage Section Office
Area of land off Stubbington Lane (0.75 acre)	Undeveloped land	Site for Huttled Camp
"Bagleys House", Stubbington Lane	Private House	RM Defence personnel
"Tavistock", Stubbington Lane	Private House	RM Defence personnel
"Renmore", Stubbington Lane	Private House	RM Defence personnel
"Furzelow", Hill Head	Private House	Accommodation for Pay Office
"Solent Cottage", Hill Head	Private House	Pay Office for HMS Daedalus
The Hamble Yacht Club	Yacht Club	Accommodation
"Cliffe House", Hill Head	Private House	Accommodation for PO's and CPO's
The Haylands Court Hotel, Lee-on-the-Solent	Guest House	Accommodation for WRNS
Area of land OS 207 to Hook Lane (7.5 acres)	Grazing	Recreational facilities
"Beaconsfield", Manor Way, Lee-on-the-Solent	Private House	Accommodation for WRNS
Nos. 34 & 36 Marine Parade, Lee-on-the-Solent	Business Premises	Storage and Canteen facilities
Area of land 5156/44	Farming	VH/F - D/F
Area of land at Stubbington OS 254, 5075/44	No details	VH/F Transmitter
Area of land at Lee-on-the-Solent 41/45	No details	VH/F Receiving Aerial Mast
The Buffet Bar Room	Unoccupied	Naval Stores
Lee Tower Ball Room	Ballroom	Cinema
The Swimming Pool, Lee-on-the-Solent	Public Baths	Swimming Instruction
"Green Tubs", Lee-on-the-Solent	Private House	Accommodation for WRNS
"Red Lodge", Lee-on-the-Solent	Private House	Accommodation for WRNS
"Dene House", Lee-on-the-Solent	Private House	Accommodation for WRNS
"Bedale House", Lee-on-the-Solent	Private House	Accommodation for WRNS
"Glenagarry", Lee-on-the-Solent	Private House	Accommodation for WRNS
"Rye Cottage", Lee-on-the-Solent	Transferred from War Department 20-10-42	RM Defence Force personnel
"Conway", Lee-on-the-Solent	Transferred from War Department 8-2-43	RM Defence Force personnel
"Ogden", Lee-on-the-Solent	Private House	RM Defence Force personnel
A narrow strip of land for access to	Market Garden	For erection of Air-Raid Shelter
"Southwater", Lee-on-the-Solent	Private House	Accommodation for WRNS
"Southwater", Lee-on-the-Solent	Transferred from War Department 15-5-43	Accommodation for RM Defence personnel
"Elsaforde", Lee-on-the-Solent	Private House	Naval Stores
"Lauriston", Lee-on-the-Solent	Private House	Naval Stores
"Arosmoor", Lee-on-the-Solent	Private House	Accommodation for WRNS
"Edinburgh House"	Private Boys' School	Accommodation for WRNS
"Pinecroft", Lee-on-the-Solent	Transferred from War Department 19-4-43	

Description	Use Prior to Requisition	Admiralty Function
"Waverley House", Lee-on-the-Solent	Private House	Accommodation for Central Air Medical Board
"Inverkip", Lee-on-the-Solent	Transferred from War Department 25-3-43	Accommodation for FONAS
The Garage, Victoria Hotel, Lee-on-the-Solent	Garage attached to Hotel	Storage
Fletchers Garage, Lee-on-the-Solent	Garage	Motor Transport Garage
"Meadows", Lee-on-the-Solent	Unoccupied	Accommodation for WRNS
The Pier Hotel, Lee-on-the-Solent	Hotel	Accommodation for WRNS
St. Boniface School, Lee-on-the-Solent	Unoccupied School	Sick Bay
The Mansfield Hotel, Lee-on-the-Solent	Hotel	Accommodation for WRNS
"Winward", Lee-on-the-Solent	Transferred from War Department 25-6-43	Accommodation for WRNS
"Lonaig", Lee-on-the-Solent	Transferred from War Department 25-6-43	Accommodation for WRNS
"The Croft", Lee-on-the-Solent	Transferred from War Department 25-6-43	Accommodation for WRNS
"Lee Britten", Lee-on-the-Solent	Transferred from War Department 25-6-43	Accommodation for WRNS
"Ingleside", Lee-on-the-Solent	Private House	Office Accommodation
Messrs Bennett, Righton Garage, West St.	Garage	Engine Repair Shop
Area of land on 665/42 (0.25 acre)	Market Garden	Dispersal of aircraft
Area of land at Stubbington on 1063/42	Farming	Gun Site Defence positions
Area of land on 664/42 (2 acres)	Market Garden	Dispersal of aircraft
Field on OS 366 in parish of Fareham (8.75)	Farming	Sports ground
"Brynfield"	Private House	Accommodation for WRNS
"Newton Croft", Lee-on-the-Solent	Private House	Accommodation for PO's & CPO's
"Cotswold", Lee-on-the-Solent	Private House	Accommodation for PO's & CPO's
"Woodbury", Lee-on-the-Solent	Private House	Accommodation for PO's & CPO's
"Lyncroft", Lee-on-the-Solent	Private House	Accommodation for PO's & CPO's
"The Lodge", Lee-on-the-Solent	Private House	Accommodation for PO's & CPO's
"Greenaway Cottage" Lee-on-the-Solent	Private House	Accommodation for PO's & CPO's
"Neuralia, Lee-on-the-Solent	Private House	Accommodation for PO's & CPO's
"The Bungalow" Lee-on-the-Solent	Private House	Accommodation for PO's & CPO's
"Old Place", Lee-on-the-Solent	Private House	Club for PO's and Ratings
"Napier House", Lee-on-the-Solent	Private House	Central Medical Air Board
House adjoining Meadows, Lee-on-the-Solent	Private House	Accommodation for CPO's
"Chesneys", Lee-on-the-Solent	Private House	Accommodation for WRNS
"Wentworth", Lee-on-the-Solent	Private House	Accommodation for WRNS
The Barn at Lee Britton, Lee-on-the-Solent	Private House	Motor Transport Storage
"Corselands", Lee-on-the-Solent	Transferred from War Department 25-3-41	Accommodation for PO's & CPO's
"Hetwell Bungalow", Lee-on-the-Solent	Private House	Meteorological Station
Area of land 949/41, Lee-on-the-Solent	Farming	
Portion of Lee Tower, Lee-on-the-Solent	Licensed premises	Look-out post for machine-guns
Lee Tower Stores, Lee-on-the-Solent	Stores	Naval Stores
"Three Pines", Lee-on-the-Solent	Transferred from War Department 8-2-43	RM Defence Forces personnel
"Fyledene", Montsurate Road	Private House	Accommodation for WRNS
"Canico", Milvill Road	Private House	Accommodation for WRNS



PRIMARY SOURCES

The following sources have been consulted in the cause of the preparation of this report.

Air Ministry Site Plans from the RAF Museum, Hendon:

	Lee-on-Solent c1919 Site Plan (unknown drawing number)
1254/31	Lee-on-Solent Site Plan (as existing) Plan "A" 1931
1255/31	Lee-on-Solent Site Plan (Interim Scheme) Plan "B"
1256/31	Lee-on-Solent Site Plan (Final Scheme) Plan "C"
2370/35	Lee-on-Solent Second Building Contract

Air Ministry Building Plans from HMS Daedalus. Copies now held at the RAF Museum, Hendon:

1180/18	RAF Calshot - Seaplane Station Power-House Between Sheds "A" & "G"
1357/18	RAF Calshot - Guardhouse, Master-at-Arms, Post Office, Dormitories & Mess
1460/18	RAF Calshot - Bath, Ablution, Washing & Drying Room Blocks & Latrines
110/31	Coastal Area Headquarters and Station Offices Plans
111/31	Coastal Area Headquarters and Station Offices Plans and Details
112/31	Coastal Area Headquarters and Station Offices Elevations
1840/33	Officers' Mess & Quarters Ground Floor Plan
1841/33	Officers' Mess & Quarters First Floor Plan
1842/33	Officers' Mess & Quarters Second Floor Plan
1844/33	Officers' Mess & Quarters Elevations
1846/33	Officers' Mess & Quarters Elevations
1847/33	Officers' Mess & Quarters Elevations
1852/33	Officers' Mess & Quarters Details
11527/38	Sergeants' Mess & Quarters Design 170/17

Admiralty Site Plans at the RAF Museum, Hendon:

LF 148	Layout of Additional Accommodation 9-4-41
AL 121/43	Layout of Additional Accommodation 1943

Admiralty Building Plans from the RAF Museum, Hendon:

AL 513/39	Alterations and Additions to Guardhouse
2406/39	Additional Barrack Blocks
682/40	Ratings Mess Extension
AL 100/41	Proposed Rebuilding of Sick Bay
AL 108/41	Rebuilding of Sick Bay
AL 135/41	Dope Shop in Aircraft Repair Shed Details
566/42	Control Building - General Arrangement
5432/42	MoW's Standard 18ft-6in. Hut
2348/44	Extensions to FONAS Headquarters Offices
AL 5/50	Control Building - Proposed extension for Meteorological Offices
AL 10/50	Control Building
611/55a	Extensions to CPOs' Mess
1177/58	Westcliffe House - Proposed WRNS Officer Accommodation
1212/58	Anson, Cunningham and Duncan Blocks General Layout

53/59	Wardroom Annexe to be Converted and Extended for Junior Ratings
326/59	Provision of Bedding Store in Victualling Store
AK1/1	Concentration & Rationalisation of Supply Department 1968
XBG/1	Classrooms & Facilities in Building 40

Contemporary Photographs held at the Fleet Air Arm Museum, Yeovilton:

Negative Number	Date	Content
A/STN 320	c1918	Air-to-ground oblique view
A/STN 726	c1941	Air-to-ground oblique view
A/STN 727	c1941	Air-to-ground oblique view
A/STN 1103	c1933	Estate Agents window

Files held at the Fleet Air Arm Museum, Yeovilton

1. Naval Air Stations in UK - Schedule of Properties & Lands Held on Requisition.
September 1945

Files held at the Public Record Office, Kew:

AIR 1 /452/15/312/26 Pages 83-84 Lee-on-Solent Establishment as at August 1918

SECONDARY SOURCES

Ashworth RCB	<u>Action Stations Vol.9 - Military Airfields of the Central South and South-East: Patrick Stephens 1985</u>
Captain D Newbury	<u>Naval Aviation At Lee-on-the-Solent: Lt. Commander M Thomas RN, HMS Daedalus 1994</u>
Rosekill SW	<u>The War At Sea - 4 volumes: HMSO</u>
Sturtivant RC	<u>RAF Flights 400 Fleet Air Arm Series: Military Aviation Review Aug/Sep 1982.</u>
Sturtivant RC & T Ballance	<u>The Squadrons of the Fleet Air Arm: Air Britain 1994</u>
Sturtivant RC & M Burrow	<u>Fleet Air Arm Aircraft 1939-1945: Air Britain 1995</u>
Thetford O	<u>British Naval Aircraft 1912-1958: Putnam 1958</u>

Appendix E

Listed Buildings within 500m Study Area

1 Page

ID

339	SU 56432 00737	Le Breton Farmhouse	Grade II
		C14 house, recorded as being erected following the destruction by fire of the Great Manor at Rowner. Two-storey, of Binstead (IOW) stone. Central first floor projection above a porch, being a timber frame with brick nogging (added in 1548). Elaborate chimney stack. Tile roof, north end, gabled; south end, half hip, porch hipped.	
888	SU 56709 01186	Court Barn Conservative Club	Grade II
		C16 in origin, with C18 and C19 alterations. Irregular building of 2 storey and attic. Tiled roof, hipped at one end, with massive brick chimney stack. Red brick, chimney stack. Red brick walling, 3 gables to east elevation. Eight windows in all, 5 sashes with cambered heads, also casements with leaded lights. The interior has chamfered beams and an Inglenook fireplace.	
5993	SU 55769 02791	Littlecroft	Grade II
		C18. Painted brick with old tiled roof. End chimneys. 2 storeys. 3 windows, sashes with boxed frames with cambered head linings and glazing bars. West side has C19 canted bay on both floors with unbarred sashes. Centre gabled porch.	
6212	SU 57338 01704	Shoot Farmhouse	Grade II
		The original portion is C18. L-shaped. Red brick. Tiled roof. 2 storeys and attic. 2 windows and 2 dormers facing south, 2 windows facing east, sashes with glazing bars. South wing of 2 windows, partly tile hung, added in the early C19.	
6213	SU 57362 01677	Former Barn at Shoot Farm	Grade II
		Barn converted to domestic use, now called Shoot Barn. C18 or earlier, very large barn. Colourwashed facade, end wall to road of red brick. Very large, steeply pitched, tiled hipped roof half hipped at west end.	
14665	SU 56196 00880	Church of St Faith	Grade II
		Anglican church. 1933, by Seely and Paget, English bond red brick with some stone dressings; reinforced-concrete transverse arch structure. Clay plain tile roof with pedimented gable ends. Plan; nave with north and south aisles and chancel under one roof and with an integral outshut with flanking porches on the south side containing a chapel and vestries. Renaissance style exterior. Exterior: the east and west ends have superimposed brick pilasters at the corners and at the centre, the east end rising to an arch with a pediment in the gable; the moulded stone strings break forward over the pilasters and continue on the returns as gutters over the corner bays. On the north and south sides, between the corners, the mansard roof is carried down to lower eaves with four tall pedimented clerestory dormers with round-arch multi-pane windows, the eaves on the south side reach lower and the centre is flanked by pedimented porches with round arches containing stone doorcases; 1 and 2-light round-headed windows with metal frames with small panes. The west end has relieving arch over tall lancet at centre with stone doorframe below with panelled door; on the west gable a brick bellcote with an open pediment. Late C20 church rooms in monopitch extension on north side. Interior: whitewashed plaster interior with eight bays of reinforced concrete trusses with tall parabolic arches, each pierced by smaller parabola for the narrow passage aisles; purlins also reinforced-concrete. Stone altar has canopy over and tall flanking recessed round-arched lancets. Choirstalls, pulpit and lectern are intact and comprise low whitewashed walls capped with cedar tops. Other furnishings designed by the architects include, sedilia, alter rail, font and chapel altar.	

Appendix F

Non-designated Features within 500m of the Study Area

2 Pages

ID	Location	Name/Description
1754	SU 56243 00545	Solent and Marine Court Mansions Unlisted building in a Conservation Area.
1755	SU 56279 00570	8 Pier Street
2032	SU 56274 00565	12 and 14 Pier Street This property forms part of a rendered parade comprising shops with flats over, which makes an important contribution to the 1930's seaside resort character of Lee-on-Solent.
5842	SU 57522 01939	Rose Cottage Main facade faces east, red brick with grey headers, brick eaves cornice. Old tiled double span hipped roof with centre chimney in each span. 2 storeys. 2 windows, modern glazing in early C19 frames, the ground floor with cambered head linings. Centre door with pediment, pilasters and panelled reveals. 6 panelled door, top 2 now glazed. 1st floor centre has tablet bearing cottage name and fire insurance mark. North elevation rendered.
19654	SU 57100 01300	Scrapers, borers and a flake knife from south of Shoot Lane.
19655	SU 56000 01000	Neolithic (?) multi-purpose flint flake tool. Length 30mm, width (max) 15mm'. In Gosport Museum Acc. Reg. No. 977.68. (1978).
19656	SU 57010 01610	Kitchen midden found in a gravel pit at the SW corner of Chark Common 2ft 6in (0.75m) below the present ground surface. The midden layer consisted of a mass of shells. Sherds of pottery, hearths and flint finds also recovered.
19659	SU 57000 02000	Tiles and pottery recovered in making the new golf links near Lee-on-Solent. Thought to be possibly the remains of a kiln. No further information. (JB 1986).
19684	SU 55400 01400	Lower Palaeolithic handaxe recovered from beach deposit on Lee-on-Solent beach.
19697	SU 55810 00950	Numerous Palaeolithic implements found during building operations at Lee-on-Solent. All types of Palaeolithic implements recovered from Lee-on-Solent.
19698	SU 55810 00950	Tranchet axe recovered from this area.
19699	SU 55360 01420	Neolithic greenstone axe found on the shore below the 25ft terrace. Petrologically identified as a Welsh rock.
19700	SU 57170 01380	Neolithic or possibly Bronze Age flint implements recovered from here. Flints include 11 round scrapers, 6 fine scrapers, 2 borers, a flake knife and chisel-headed arrow (?).
19709	SU 56900 01400	Tranchet axe from field near Cherque Farm. Grey flint.
19711	SU 56200 00500	Palaeolithic hand axe found half way between high and low water marks. (1979).
19712	SU 57010 01610	Hearths found in same level as midden in gravel pit. Around the hearths was a layer of charcoal intermixed with flints. Shells and flints also recovered.
19714	SU 57000 02000	Castor ware and other potsherds and tiles recovered in making the new golf links near Lee-on-Solent. Thought to be possibly the remains of a kiln.
30998	SU 57350 01500	Shoot lane South East. Gravel extraction site. Types of tools found at this site suggests a long period of prehistoric presence, probably mid-Mesolithic to early Bronze Age

31004	SU 57000 01350	Sandhills lane West. High concentrations of flint dated from Palaeolithic to late Neolithic/early Bronze Age indicates this as an occupation site. The peak of occupation probably during the Neolithic period.
35299	SU 57130 01320	Possible ring ditch visible on APs. HCC AP ref: run40w013.
37820	SU 55300 01500	Neolithic material observed on beach at Hillhead in situ beneath the wave platform on the beach. Associated with SU50SE 67 B.
37821	SU 55300 01500	Palaeolithic material observed on beach at Hillhead in situ beneath the wave platform on the beach. Associated with SU50SE 67 A.
38722	SU 57200 01300	Two Palaeolithic hand axes and two flint flakes were recovered during a watching brief. A watching brief was undertaken by Wessex Archaeology during gravel extraction. The watching brief recorded sections through the geological deposits and recovered two hand axes and flint flakes
38748	SU 57000 01200	Possible site of medieval chapel.
38750	SU 57060 01610	Meadow Cottage A watching brief was carried out but no finds or features of archaeological significance were observed
38773	SU 57500 01900	An archaeological watching brief was carried out but no features or finds of archaeological significance were observed
39280	SU 56902 01504	Cherque Farm First documented in AD 1256 as CHERK (Rock or Fox Shore/Bank). The farmhouse has become The Wyvern PH, all other farm buildings have been demolished, and the entire site re-developed as housing.
42518	SU 57319 01684	Cart Shed, Tack Room and Loose Box Building at Shoot Farm Unlisted former cart shed (to house the farmer's trap or cart), with associated tack room and loose box, at Shoot Farm. Late C19, the cart shed has now been converted into a garage. Brick building, with brick pillars to the former cart shed part, weather-boarded NE wall.
42519	SU 57296 01702	Air Raid Shelter - Second World War; remaining from the use of the nearby Shoot Farmhouse, in connection with the adjacent airfield (HMS Daedalus). Brick built, above-ground structure, with a flat roof of concrete. Access via an entrance in the NW corner.
12622	SU 56376 00605	Southerndown, 8 Manor Way
42568	SU 56882 01476	The Wyvern PH Former Farmhouse at Cherque Farm, now a Public House. Late C19, converted to a public house at some time between 1930 and 1991.
50806	SU 56732 01186	Boundary Walls to Court barn. Curtilage.

Appendix G

List of Aerial Photographs

3 Pages

ENGLISH HERITAGE - NATIONAL MONUMENTS RECORD
National Monuments Record - Air Photos Library

Summary report for specialist collection

Date : 11-Nov-2004 Time : 12:23:07

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NGR Index Number	Accession Number	Frame	Original Number	Copy right	Repos itory	Film Details	Date Flowm	DF	6 Fig NGR	
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SU5501/2	NMR 18533	21		EHC	NMR	B 70mm,120,220	Black& white	04-OCT-1999	1	SU559015
SU5501/3	NMR 18512	30		EHC	NMR	B 35 mm	Colour slide	04-OCT-1999	1	SU559013
SU5501/4	NMR 18512	32		EHC	NMR	B 35 mm	Colour slide	04-OCT-1999	1	SU557015
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SU5501/9	NMR 18534	06		EHC	NMR	B 70mm,120,220	Black& white	04-OCT-1999	1	SU559013
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SU5501/11	NMR 18534	19		EHC	NMR	B 70mm,120,220	Black& white	04-OCT-1999	1	SU555014
SU5501/12	NMR 18534	20		EHC	NMR	B 70mm,120,220	Black& white	04-OCT-1999	1	SU556014
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SU5502/3	NMR 18534	16		EHC	NMR	B 70mm,120,220	Black& white	04-OCT-1999	1	SU557023
SU5502/4	NMR 18534	17		EHC	NMR	B 70mm,120,220	Black& white	04-OCT-1999	1	SU557023
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SU5601/4	NMR 18533	23		EHC	NMR	B 70mm,120,220	Black& white	04-OCT-1999	1	SU561012
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Total 37 Records

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Total 2 Records

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