

Newquay Cornwall Airport

Historic Environment Assessment and Characterisation



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Historic Environment Projects

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The Project Manager was Andrew Young.

The views and recommendations expressed in this report are those of Historic Environment Projects and are presented in good faith on the basis of professional judgement and on information currently available.

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Abbreviations

CAA	Civil Aviation Authority
CAL	Cornwall Airport Limited
CC	Cornwall Council
CDC	Cornwall Development Company
CRO	Cornwall County Record Office
EH	English Heritage
HAS	Hardened Aircraft Shelter

HBSMR	Historic Buildings, Sites and Monuments Record
HER	Cornwall and the Isles of Scilly Historic Environment Record
HE	Historic Environment
HE, CC	Historic Environment, Cornwall Council
JMF	Joint Maritime Facility
ILS	Instrument Landing System
LDO	Local Development Order
NATO	North Atlantic Treaty Organisation
NCA	Newquay Cornwall Airport
NGR	National Grid Reference
NMP	National Mapping Program
NMR	National Monuments Record
MCO	Monument Cornwall (HBSMR unique number)
MOD	Ministry Of Defence
OCU	Operational Conversion Unit
OS	Ordnance Survey
PRN	Primary Record Number in Cornwall HER
RAF	Royal Air Force
RCAF	Royal Canadian Air Force
RNAS	Royal Navy Air Station
RIC	Royal Institution of Cornwall
RMB	Royal Marine Base
SAR	Search and Rescue
USAAF	United States Army Air Forces
USAF	United States Air Force
USN	United States Navy
WSI	Written Scheme of Investigation
HLC	Historic Landscape Characterisation

1 Summary

This report is an assessment of the historic environment at Newquay Cornwall Airport and the area of Cornwall Council owned land included within Local Development Orders one and two (1LDO and 2LDO respectively). It includes the airport and two groups of fields at Parkyn's Shop and at Trebarber.

Cornwall Council commissioned the work in response to The *Newquay Cornwall Airport Masterplan 2008-2030* which outlined the need for an historic environment or cultural heritage strategy for the airport. All project liaison was conducted through Cornwall Development Company.

The first LDO (1LDO) was adopted by Cornwall Council in July 2011 and permits development without planning permission. However, a condition of this LDO requires all development 'involving the disturbance of ground or the alteration of buildings shall be implemented in accordance with the recommendations and mitigation measures contained in a historic environment assessment and characterisation report pertaining to the area of the development or works within the boundary of the LDO. All mitigation works so required shall follow a written scheme of investigation approved in writing by the Historic Environment Service in consultation with the Local Planning Authority'.

This report is also provides historic environment assessment and guidance for the area of 2LDO.

Newquay Cornwall Airport is the main civilian airport in Cornwall. It was formerly part of a Royal Air Force base (RAF St Mawgan) but in 2006 the airfield part of the base was purchased by Cornwall Council from the Ministry of Defence. The remaining area of RAF St Mawgan is located to the south of the airport and is still in active military use.

The assessment included desk-based work, rapid fieldwork, for each building photographic recording (using a digital camera) to English Heritage Level One, and the mapping of the assessment area into ten 'character areas' based on a distinctive range of attributes, including its date of origin, building type, form and survival, associated site types, past and present function, and the overall appearance and contribution it makes to the airport's historic environment, and its broader landscape setting.

Each character area is described in detail. Further sections in the report outline the significance of the airport's heritage and management recommendations, with certain work prioritised.

The Airport's heritage is important due to the airfield's association with key political events in the twentieth century (Second World War and the Cold War) and its relationship with military personnel and aircraft, in particular the US military and the use of the Nimrod (of which it is considered of note).

The airfield contains 91 buildings and structures of which 66 are associated with the airfield's former military use. Most are of local (D) or moderate (C) importance but there are 11 buildings of very high (A) importance relating to the Cold War and one building of high (B) importance, originally dating to the Second World War. These are concentrated on the southern side of the airport, within the 'RAF air traffic control', 'Nimrod servicing area', and 'Hardened concrete buildings' character areas.

Management recommendations made aim to inform and influence future development proposals in relation to identified and potential heritage assets within the assessment area, principally through the informed understanding of the former military buildings and structures, and the character areas they are located within.

The mitigation strategy is a positive one and accepts that landscape change is not necessarily negative in its effect. A key aim should be to manage change to the historic environment from an informed position, and where possible, to maximise the beneficial effects to it.

2 Introduction

2.1 Project background

This report is an assessment of the historic environment at Newquay Cornwall Airport (NCA) and the area of Cornwall Council owned land included within Local Development Orders one and two (1LDO and 2LDO; centred SW 8717 6442, see Fig 1 for location). It includes the airport and two groups of fields at Parkyn's Shop and at Trebarber.

The work was commissioned by Mark James, Economic Development team, Cornwall Council (CC), with all project liaison conducted through Miles Carden and James Evans of Cornwall Development Company (CDC).

Newquay Cornwall Airport is the main civilian airport in Cornwall. It was formerly part of a Royal Air Force base (RAF St Mawgan) but in 2006 the airfield part of the base was purchased by Cornwall Council (CC) from the Ministry of Defence (MOD). The remaining area of RAF St Mawgan is located to the south of the airport and is still in active military use.

Between 2007 and 2008 the airfield was updated to fulfil the requirements of the Civil Aviation Authority (CAA). As part of this transition process a series of appraisals, plans and assessments were undertaken, culminating in the *Newquay Cornwall Airport Masterplan 2008-2030* (Newquay Cornwall Airport Development Team 2008). This outlined the need for an historic environment or cultural heritage strategy for the airport (2008, Chapter 17).

In December 2010, as an initial basis for a heritage strategy, Dan Ratcliffe and Vic Robinson, Cornwall Council Historic Environment Planning advisors (HEPa), produced a Brief to guide an historic environment assessment for the airport. The Historic Environment (HE, CC) Projects team's Written Scheme of Investigation (WSI) in response to the Brief is included in Appendix 13.3.

2.1.1 Planning background

(James Evans, Cornwall Development Company)

In the summer of 2010 Cornwall Council, in association with Cornwall Airport Limited (CAL) and Cornwall Development Company (CDC), initiated applications for two Local Development Orders (LDO) in relation to Newquay Cornwall Airport.

Both LDO applications were approved by Cornwall Council's Cabinet – Planning Policy Advisory Panel in December 2010.

The first LDO (1LDO) was adopted by Cornwall Council in July 2011 and permits development without planning permission for 10ha of aviation related development within the existing airport boundary. It should be noted that a condition of this LDO requires all development 'involving the disturbance of ground or the alteration of buildings shall be implemented in accordance with the recommendations and mitigation measures contained in a historic environment assessment and characterisation report pertaining to the area of the development or works within the boundary of the LDO. All mitigation works so required shall follow a written scheme of investigation approved in writing by the Historic Environment Service in consultation with the Local Planning Authority'.

The full proposals for the second LDO (2LDO) is currently being drawn up for 32ha of land located next to the southern edge of the airport (within the assessment area). It is envisaged that the development will be an aviation related business park (see Masterplan, Newquay Cornwall Airport Development Team 2008 for further details).

Both LDOs form part of the Local Economic Partnership (LEP) bid for Enterprise Zone (EZ) status at the airport. In August 2011 it was announced that the bid had been successful.

2.2 Aims

The key aims of this assessment are to -

- Identify the known and potential historic environment resource in the assessment area (including an inventory of extant buildings to English Heritage Level One).
- Outline the known historic environment resource and HE designations within a 1km buffer zone surrounding the assessment area.
- Summarise the development of the historic environment in the assessment area.
- Define and divide the assessment area into Character Areas where the historic environment in the present landscape is similar due to shared attributes and time-depth.
- Identify key stakeholders for testing and reviewing the assessment's findings.
- Outline the significance of the historic environment.
- Develop recommendations for the future management of the historic environment, and to outline the potential requirements for archaeological mitigation and the areas it would be required.
- Demonstrate the opportunities and limitations where the historic environment can contribute to and influence future development.

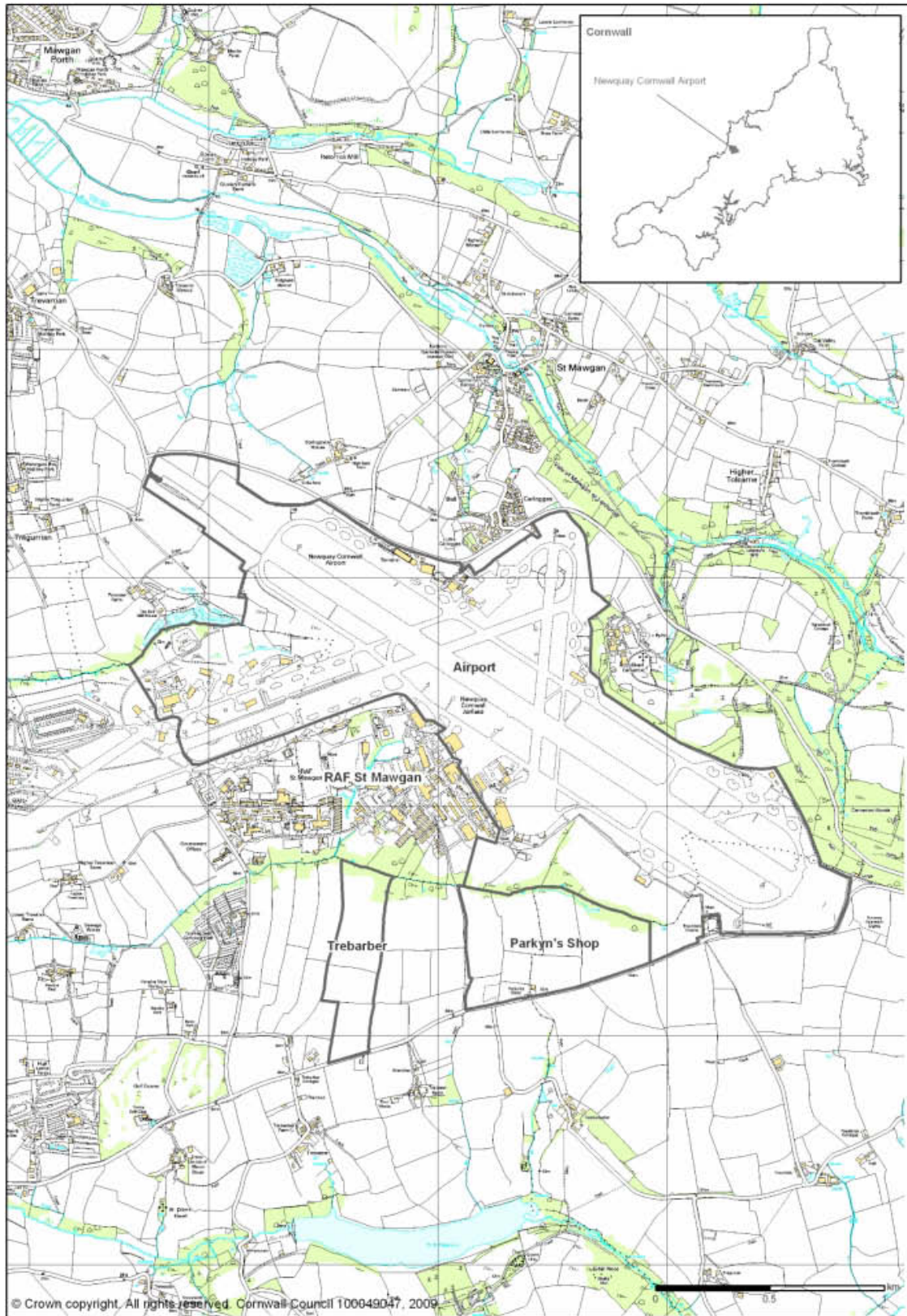


Fig 1 Location

2.3 Methods

The assessment included four stages of work; an initial desk-based study, fieldwork and photography, GIS mapping and the completion of this final report and its accompanying archive.

2.3.1 Desk-based assessment

During the desk-based assessment historical databases and archives were consulted in order to obtain information about the history of the site and the structures and features that are likely to survive within and surrounding it. The main sources consulted were as follows:

- Cornwall HER (including HBSMR, NMP data, EH Listed Building and Scheduled Monuments, HE aerial photographs).
- Cornwall Council Planning and Regeneration department (vertical aerial photographs taken in 1988, 2000, 2005; see Section 11.1).
- English Heritage National Monuments Record aerial photographs (see Section 11.1)
- Historic maps and photographs (see Section 11.1).
- Published histories (see Section 11.2).
- Websites (see Section 11.3).

A further source consulted during the assessment was Steve Gardner, Buildings Manager for Newquay Cornwall Airport. Steve was formerly an air traffic controller at RAF St Mawgan.

2.3.2 Fieldwork

Fieldwork comprised an initial site overview and two days of fieldwork and photography.

- 04/05/2011. Site Overview: a rapid initial appraisal of the entire assessment area with Andrew Young (HE, CC) Steve Gardner (NCA) and James Evans (CDC).
- 02/06/11 and 03/06/2011. Accompanied by Steve Gardner. Rapid walk-over survey of the assessment area (excluding main runway) using 1:2500 OS maps as an underlay for field notes. Attention focussed on extant buildings and defining Character Areas. A brief description was noted for each building, and each part of the airfield was assessed for its key attributes and time-depth. Each building was photographed using a digital Canon SLR with a 28mm wide-angle lens and described to English Heritage Level One (see English Heritage 2006).

2.3.3 GIS

The extent of each character area was mapped using ArcView 9.2 GIS software. The full attributes and description of character of each area is outlined in Section 8 of this report.

2.3.4 Consultation

- Following the fieldwork stage of the assessment English Heritage was approached to try and gain an accurate understanding of the potential national significance of the hardened aircraft buildings, RAF air traffic control tower and Nimrod hangar. A general overview was received from Wayne Cocroft (Senior Archaeological Investigator/Team Leader East).
- On the 18/08/11 a review meeting was held to discuss the first draft of the report. In attendance was Miles Carden (CDC), James Evans (CDC), Tim Kellett (CDC) and Dan Ratcliffe (CC HEPa).

2.3.5 Report and archive

An inventory of extant buildings and sites of archaeological interest identified within the assessment area can be found in Appendix 13.1 (see Figures 35, 38-44 also). An accompanying DVD includes a digital image of each building.

The broad archaeological and historic development of the area up to the early part of the Second World War is outlined in Section 4, progressing to a more detailed story of RAF St Mawgan in Section 5, with the final transition to Newquay Cornwall Airport explained in Section 6.

Each character area is described in Section 7 with reference to its main attributes, time-depth, building types, and significance. Figure 37 shows the location and extent of each character area.

Section 8 makes clear the value and significance of the assessment area including its key buildings and areas of archaeological potential.

A full outline of guiding principles for a future cultural strategy is given in Section 9, with a summary table listed by site and character area in Section 10.

Finally, the location and contents of the project archive is outlined in Section 11.

2.4 Terminology: Importance

Each site or feature has been allocated a Report gazetteer number that exists only within the confines of this report.

Where sites listed in the inventory are referred to in the report they are pre-fixed with an asterisk (*). Each site or feature is listed with its national grid reference, a relevant date or range of dates, a brief description and, where possible, a PRN.

The grades used to identify the importance of the archaeological sites and features at national, county and local level. This has been simplified for use in the present assessment as an A, B, C, D scale:

- **A- Very High Importance:** sites of national importance - usually Scheduled Ancient Monuments, or monuments in the process of being scheduled; Grade-I and Grade-II Listed buildings,
- **B - High Importance:** sites of regional or county importance, including Grade-II Listed buildings,
- **C - Moderate Importance:** sites of importance within a district context;
- **D - Low Importance:** sites of importance within a local context only.

3 Background

The assessment area is located approximately 6km to the northeast of Newquay and 4km to the west of St Columb Major.

It is divided into three blocks (see Fig 1); the largest, 280.1ha in area, covers the airport itself (centred SW 87264 64493). The others comprise two areas of fields to the south; the first lies near the former settlement of Parkyn's Shop (centred SW 87453 63367; 32.2ha in area) and the second to the north of Trebarber and Treissac (centred SW 86638 63370; 16.1ha in area).

3.1.1 The airport

The airport is approximately 3.5km in length and is situated on a broad flat-topped ridge aligned northwest-southeast. Its north-western end is situated near to the coast at Mawgan Porth and its eastern inland edge extends almost as far as St Columb Major.

There are far-reaching views to and from the ridge: to the high ground of Bears Downs and Denzell Downs; further afield to Castle-an-Dinas; across Goss Moor to the Clay District; to the wind turbines at Carland Cross in the south, and further to the southwest towards Newquay and Towan Head.

At its far western end the airport stands at 90m OD increasing in height with the slightest of slopes to 119m OD at its eastern edge. On its upper western side a promontory extends from the main ridge to the west-south-west. This forms an arm of high ground which extends beyond the assessment area to Creepinghole Point, near Trebelsue (where RAF Trebelsue airfield was developed). To the north of this arm of high ground is a narrow valley that rises from Watergate to below Penvose. The head of the valley lies within the assessment area.

The two areas of fields are located on the sides of a wider, more substantial valley which extends inland from Porth to a shallow valley head to the west of Trevithick Downs farm.

3.1.2 Parkyn's Shop fields

The fields near Parkyn's Shop are situated mainly on broad, gently sloping ground. From the A3059 they gently slope from 110m OD down to 80m OD to the stream at the bottom of the valley. To the north of the stream, a group of fields climb more steeply to the edge of the airfield. In places, the topography is made ground, created by the infilling of a small valley during the construction of the airfield in 1943.

3.1.3 Trebarber fields

This smaller group of fields is located further to the west of Parkyn's Shop. At its southern end is a ridge of high ground at 90 m OD, from which the ground slopes gently to the north down to the valley bottom and stream, reaching its lowest height at 70m OD in the northwest corner.

3.2 Geology and soils

The geology underlying the assessment area consists of the slate, sandstone and siltstone of the Dartmouth group, apart from its far southern margin, where the bedrock is formed by interbedded slates and sandstone of the Meadfoot group (British Geological Survey 1981).

Over much of the assessment area the dominant soil group is Denbigh 2 with 'well drained fine loamy soils over slate or slate rubble' with associated 'fine loamy soils seasonably affected by groundwater' (Avery *et al*, 1974). An exception is the shallow valley to the southeast of Penvose, where the dominant soil group is Powys 'shallow well drained loamy soils over rock' (*ibid*).

3.3 Land use

(June 2011)

The airport is dominated by the tarmac/concrete surface of the runways, taxiways and dispersal areas, with an assortment of buildings and hangars concentrated in certain parts of the site. Tightly mown grass infills the areas between these built features, except for the Penvose valley where the area is dominated by scrub.

Near to Parkyn's Shop the enclosed land retains its field boundaries, and is leased out as farmland, predominantly pasture. Here, in the valley bottom an area of scrub straddles either side of the stream.

The smaller group of fields near to Trebarber is enclosed farmland, leased out by the Council. Sturgess (2010) noted arable cultivation in all three fields.

3.4 Access

No public rights of way or open access have been identified in the assessment area.

3.5 Previous Archaeological work

(see Fig 33 for location)

Nineteenth century antiquarians such as Penaluna, Polsue, Blight and Langdon noted 'Mawgan Cross' at its former site with both medieval crosses at Mawgan Cross and Trenoon Cross recorded by Charles Henderson in his 1914 notebook (see Section 4.3; Fig 35).

With the construction of St Mawgan airfield in 1943 CK Croft Andrew, Inspector of Ancient Monuments, undertook a hurried excavation of sixteen cist graves revealed with the reduction in ground level for the runway (see *98). The graves had already been considerably disturbed by earth-moving machinery before Croft Andrew was notified, with the site of a former building (*97) suggested by a worker who had observed a linear 'stony patch' as the ground was removed (see Preston Jones 1984; Section 4 of this report for further explanation).

In January 2010 an archaeological assessment was undertaken as part of a proposed 'Southern Access Road'. The area of study extended from the A3059 at Parkyn's Shop narrowing as a strip before opening-up in the area of the airport (see Fig 33). Historic buildings recording was undertaken on three buildings surviving at Parkyn's Shop and two buildings in the airport (Johns 2010). The buildings at Parkyn's Shop were recorded to EH Level Three (photographed, planned and described). Accompanying the assessment work a magnetometer survey was undertaken across a part of the fields, and an open grassed area within the airport (Sabine and Donaldson 2009). This identified a number of potential archaeological features (see Inventory, Section 13.1).

Work started on the southern access road in June 2011. An archaeological watching brief was undertaken by CC's 'HES Projects' team during soil stripping for the route. This confirmed a number of post-medieval and modern anomalies but none of the potential prehistoric features identified by the 2009 geophysical survey (Shepherd 2011).

Late in 2010 a further magnetometer survey was undertaken across the fields at Trebarber, except the area of scrub near the stream (Roseveare and Roseveare 2010). A number of potential archaeological features were identified (see Inventory, Section 13.1; Fig 35). This formed part of an archaeological assessment in advance of a proposed solar farm which included the results of a watching brief on eight geo-technical pits dug in the fields (Sturgess 2010).

3.6 Historic Landscape Characterisation

Historic Landscape Characterisation (HLC) was undertaken for the whole of Cornwall in 1994 (Cornwall County Council 1996; Herring 1998).

HLC seeks to understand the development of the entire landscape. Areas of land with similar distinguishing attributes are defined and mapped to specific HLC Types. In areas of enclosed land the definition of HLC Types is based principally on differences in the shape of field boundaries (e.g. whether they are sinuous or straight), variations in field shape and size, and the regularity/irregularity of field patterns (all of which can be defined as 'attributes'). Similarities in HLC Type, and therefore shared attributes, are the result of similar historic processes and periods of land use (e.g. areas classed as the HLC Type Medieval enclosed land contain fields whose character and shape reflect the enclosure of open field systems during the late medieval period). In Cornwall, each HLC Type was given a short explanatory or descriptive text to describe its main characteristics.

In the 1994 HLC the assessment area was characterised by three HLC Types

- 'Military'. At the time of the 1994 characterisation the airport was still an active RAF base.
- 'Post-medieval enclosed land'. The fields at both Parkyn's Shop and Trebarber were characterised as having been enclosed and improved from rough ground from the middle of the sixteenth century onwards.
- 'Plantation and scrub'. Following the stream in both areas of fields was a band of land characterised as 'Plantations and scrub', with further 'Plantations and scrub' mapped at the head of the Penrose Valley.

With the development of the airport and its civilian terminal since 1994, this current assessment highlights the need to revise the HLC of the airport. Whilst the 'RAF air traffic control', 'Nimrod servicing area', 'hardened concrete buildings' and the 'Aprons' character areas of the of the airport retain a predominantly 'Military' character, the rest of the airport should be re-characterised as 'Airfield' (civil) HLC Type.

The area of the present military base at RAF St Mawgan also retains its 'military' character and influences the broader landscape setting of the character areas on the southern side of the airfield (see Section 7).

3.7 Designations

There are no statutory designated Listed Buildings or Scheduled Monuments within the assessment area.

3.7.1 Listed Buildings within 1km buffer-zone

Within an external 1km buffer zone surrounding the assessment area there are fifty six Listed Buildings with notable concentrations in the settlements of St Mawgan, Carbnanton and Nanswhyden (see Appendix 13.2 for full table).

At a closer proximity, within an external 150m buffer zone, are eight Listed Buildings.

Listing ref number	Name	Grade	Date Listed
1137370	STABLES ABOUT 60 METRES NORTH OF CARNANTON HOUSE	II	25/08/1987
1137857	MILESTONE AT SW 882634	II	12/05/1988
1144158	SCHOOL HOUSE ABOVE 40 METRES SOUTH WEST OF CARNANTON HOUSE	II	25/08/1987
1137358	KENNELS ABOUT 15 METRES NORTH OF CARNANTON HOUSE	II	25/08/1987

Listing ref number	Name	Grade	Date Listed
1327367	MILESTONE AT SW 867 629	II	12/05/1988
1144161	IVY COTTAGE	II	12/05/1988
1327395	CARNANTON HOUSE	II*	25/08/1987
1144116	MIDDLE LODGE	II	12/05/1988

Table 1 Listed buildings within 150m buffer zone of the assessment area

The buildings at Carnanton House (LB refs 1137370, 1144158, 1137358 and 1327395) and Middle Lodge (LB ref 1144116) are situated within very close proximity to the airport. The buildings are shielded by plantations of deciduous woodland. The exact curtilage of the Listed Buildings is not known.

3.7.2 Scheduled Monuments within 1km buffer-zone

There are four scheduled monuments within a 1km buffer zone of the external edge of the assessment area. All are at some distance from the assessment area, the nearest being the 'round 340m north west of Treloy Farm' (SM ref 1020864), approximately 570m from the external edge of the assessment area.

SM ref number	Name
1020867	Standing cross immediately west of St Mawgan church
1020864	Round 340m north west of Tresawle Farm
1018575	St Pedyr's well, Treloy
1020866	Lanherne cross, standing cross in the grounds of the convent, Lanherne

Table 2 Scheduled Monuments within a 1km buffer zone of the assessment area

3.7.3 Hedgerow regulations

The majority of the field boundaries in the 'Fields' and 'Rough Ground' character areas were recorded on the c1840 Tithe Survey and therefore are considered 'important' under the historic criteria of the Hedgerow Regulations (1997).

4 Pre RAF St Mawgan - Archaeological and Historic background

(See Fig 35; Appendix 13.1 for sites and features)

4.1 Prehistory and Romano-British period (c8000BC – AD410)

Few traces of Mesolithic (c8000BC to c4000BC) or Neolithic (c4000BC to c2500BC) activity have been identified in the immediate area. However, a stone axe found during the construction of the airfield could be Neolithic in date (MCO1439).

In the Early Bronze Age (c2500BC to c1500BC) place-name evidence and archaeological survey shows that a number of barrows (earthen mounds) were built near to Tregurrian, Tolcarne Merock and at Carloggas (see MCOs 2337, 2867, 3661 and 3580). Barrows were often located in prominent locations on ridge lines and 'false crests' (on the edge of summits and spurs of land).

Locally, further Bronze Age activity is suggested by a well-preserved hoard of bronze weapons and implements found in a field below Lanherne House, near St Mawgan churchtown (MCO25950).

During the Late Iron Age (from c400BC onwards) enclosed settlements, known in Cornwall as rounds, were built throughout Cornwall, their use continuing into the Romano-British period (AD49 to AD410). Interpreted by archaeologists as farming hamlets, their distribution avoids the more exposed areas of the upland ground, and the damp low-lying areas of valley bottoms.

The surrounding area, away from the ridge line, has a high concentration of rounds (MCOs 3325, 3326, 7749, 8514, 8731) and potential late prehistoric settlement sites (MCOs 33284, 33257, 33301 as examples). In the 1940s, in advance of a housing development near Carloggas, a round was excavated revealing the remains of several round houses (MCO7749).

Excavation and field survey has demonstrated that rounds were often surrounded by extensive field systems (see Dudley 2011 for discussion). In the assessment area traces of prehistoric activity have been identified from aerial photographs and by geophysical survey (for example at Trebarber – see *136, *137, *139 and *140).

4.2 Early Medieval period (AD410 to AD1066)

In the area surrounding the airport there is a high concentration of *tre-* place-names. Cornish language *tre-* and *bod-* place-name elements are used by landscape historians to understand the early medieval landscape. These settlements are often found in close proximity to the location of Iron Age and Romano-British rounds and archaeological excavation in Cornwall has confirmed that the extent of medieval enclosed land *generally* corresponds with the area of later prehistoric farming activity.

The use of *tre-*, 'farmstead, estate' (but sometimes interpreted by archaeologists as 'farming settlement'), dates to the sixth to the tenth centuries AD (Padel 1985). The former settlements of Trenoan, Tregonning and Trebby in the area of RAF St Mawgan are *tre-* place-names. The second elements used in the earliest forms of Tregonning and Trebby are not clear, but Trenoan was first recorded as *Trenoan*, derived from *tre-*, and *goan*, 'downs', suggesting a larger area of unenclosed rough ground on the ridge line (HE transcription of ICS place-name index).

Settlements named with the *bod-* element are thought to date to a similar period (Padel 1985). The former settlement of Bodruggo, was first recorded as *Bodrugon* derived from *bod-*, dwelling, and an unknown second element (HE transcription of ICS place-name index).

St Mawgan was an important early centre of Christian activity. Originally known as *Lanhernou* (Lanherne) this early medieval place-name contains *lann-*, 'Christian

enclosure' and a Welsh saint's name. Evidence for smaller, less significant settlement, has been revealed at Mawgan Porth. Here, a small settlement of three houses with a nearby cemetery of stone-lined cist burials was dated to between the ninth and eleventh centuries (Bruce-Mitford 1997).

4.3 Later medieval period (AD1066 to AD1540)

The Domesday Book of 1086 definitely recorded three of the many medieval settlements in the area; Lanherne, Tolcarne and Treloy (Thorn and Thorn 1979). These were considered important enough to record, most probably due to their ownership by the Bishop of Exeter, Tavistock church and St Michael's respectively.

It is probable that Carnanton was also recorded in the Domesday Book of 1086 as Thorn and Thorn (1979, 1.8) list a *Carneton* under the ownership of King William. The place-name contains the Cornish, *carn*, 'tor' with the English, *tun*, 'farmstead, estate'. Carnanton was recorded in the seventeenth century as 'Carnton', and is often locally pronounced as such. It was certainly an important manor by the latter part of the twelfth century supporting its identification as a *tun* settlement in the ownership of the King in 1086 (O Padel pers comm).

Through the twelfth and fourteenth centuries other settlements in the area were recorded in documentary sources for the first time, however, it is likely that some, in particular Trevithick, pre-date their first reference in documentary sources. Settlements include,

- Carloggas, recorded in 1284 as *Cruclogas*; Cornish, *cruck*, 'barrow' and *logas*, 'mice'.
- Nanskeval, recorded in 1277 as *Nanscuvel*; Cornish *nans*, 'valley' and an unknown personal name.
- Nanswhidden, recorded in 1262 as *Nanwhythan*; Cornish, *nans*, 'valley' and *gwyth*, 'trees' (Padel 1985).
- Trevithick, recorded in 1264 as *Trevidick*; Cornish, *tre-*, 'farmstead, estate' and an unknown element.
- Treissac, recorded in c1250 as *Tredreisuc*; Cornish, *tre-*, 'farmstead, estate' and *dreys*, 'brambles'.
- Trebarber, recorded in 1221 as *Trebervet*; Cornish, *tre-*, 'farmstead, estate' and *perveth*, 'middle'.
- Penvose, recorded in 1327 as *Penvos*; Cornish, *pen-*, 'summit', and *vos*, 'ditch, dyke' (road?).

In the medieval period most of these settlements were probably farming hamlets of several tenants farming blocks of open strip fields. Each tenant would have held land in a series of inter-mixed holdings, as long, narrow rectangular 'strips' being cultivated within open groups or cropping units. Several groups of cropping units would be open to one and another, but would have been enclosed within a large field (an 'open' field) bounded by a substantial, stock-proof boundary. (In the nineteenth century open strip field systems were still in use at the nearby hamlets of Trevorrian and Tregurrian.)

As part of this regime the ground was managed under convertible husbandry whereby the 'in-ground', or the 'improved' fields close to the hamlet, was never permanently under either arable or pasture, but was worked in a rotation based upon a long ley period. The land would have been cropped for two or three years, occasionally more, with ley grasses sown with the last crop, and the ground then used as grass (for hay, pasture, etc) for between four to nine years, though the lengths of leys were variable.

The movement of stock to rough ground nearby during the summer and autumn was a necessary part of the system, as it enabled the fields to be used for arable crops and haymaking. In the winter, following the harvest, livestock returned from the rough

ground to replenish the fields with manure. The rough ground would also by then have little vegetation and would be exposed to the winter elements.

It is likely that large parts of the ridge and sections of the valley bottoms were areas of rough ground. Despite widespread enclosure and improvement, evidence for the former existence of these large areas of rough ground was preserved in field-names on the c1840 Tithe Survey, several of which included the English 'downs' and 'moor' or the Cornish element, *hal*, 'moor' in their name.

In the thirteenth and fourteenth centuries a deer park associated with Lanherne, by then an important manor under the Arundell family, extended from the house up and on to the ridge (P Herring pers comm). The park would probably have been rough ground, although areas of former fields may have been enclosed within it. The estimated extent of the deer park encompassed almost 380 acres from the River Menahyl southwards up and beyond Mawgan Cross. The early nineteenth century settlement of Deer Park was created in the upper reaches of the former deer park (see Section 4.4 for further discussion).

At the end of the twelfth century Carnanton was certainly an important medieval settlement. By 1331 records show that a licence for a private chapel for the sole use of the family was granted (MCO9852). Ann Preston-Jones, in an interpretation of Croft Andrew's 1943 excavation of a Christian cemetery, suggests that an earlier chapel was sited on the hill above Carnanton, within the area of the airport (1984; see *97).

The later chapel at Carnanton was dedicated to St Mary, and it is interesting to note that a field within the holding (and area of the airport) was recorded by the c1840 Tithe survey as TA 1216, 'Lady Croft'.

Mawgan Cross (*102) and Trenoon Cross (*101) were both the former sites of medieval wayside Christian crosses, a feature for which Cornwall is renowned. Crosses were sited in prominent positions on routes to and from the churches and chapels. Both were removed to St Mawgan churchyard with the construction of the airfield in 1943 (see Langdon 2002).

From the fifteenth and sixteenth centuries, extending into the early post-medieval period changes in land tenure, economy and agriculture lead to the amalgamation and enclosure of strip-fields into enclosed fields. Farming hamlets were correspondingly re-arranged with interspersed land-holdings agglomerated into blocks attached to a single tenant.

4.4 Post-medieval period (c1540AD – 1899)

Further population pressure, together with a growth in the economy and industry, ensured further changes to the landscape, particularly from the late eighteenth century onwards (Dudley 2011). This resulted in the creation of many new farms and small holdings, and the piecemeal intake of new enclosures, much reducing the extent of rough ground in Cornwall.

Martyn's 1748 map recorded the assessment area as predominantly enclosed land, except for a small parcel of open rough ground to the north of Trevithick. Mawgan Cross was recorded as a hamlet, showing that the deer park surrounding Lanherne had been disparked by then and the land enclosed by fields. The settlement grew up at a busy crossroads and in the nineteenth century possessed a chapel, smithy and public house (see *104, *105 and *122).

To the south west of Trenoon and Tregonning, Martyn recorded the hamlet of 'Hard to come by' for the first, and only time, as later maps did not record the settlement again (see *138).

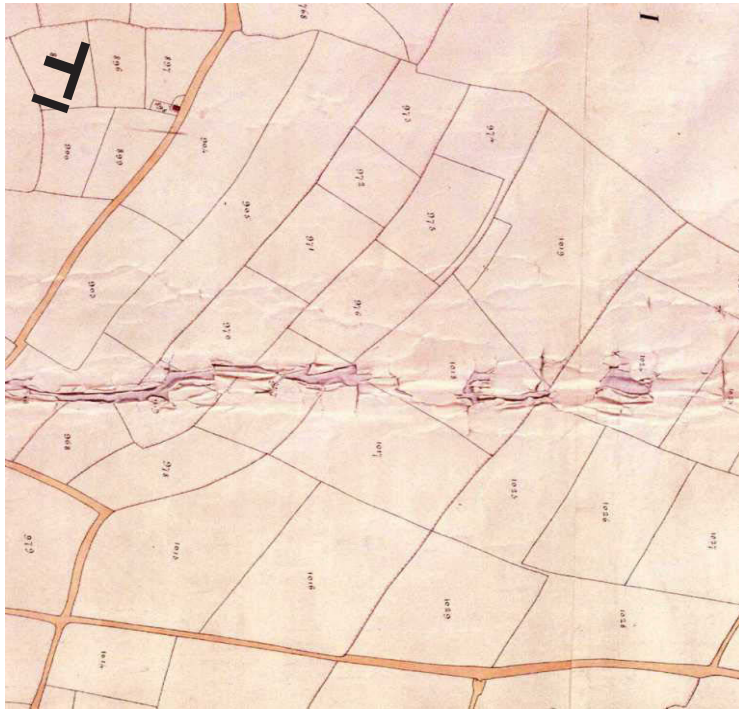


Fig 2 Excerpt from the c1840 Tithe map of the fields at Trebarber (Parish of St Columb Minor). Not to scale. (Cornwall Records Office, Cornwall Council, 2011)

Due to the scale of Martyn's map it is unclear whether the settlement was located in within the assessment area or to the west of it.

Parkyn's Shop (*123) was also first recorded in 1748 by Martyn. This new farm was probably enclosed from a larger area of rough ground, and later field-names within the holding support this (c1840 TA 1056 was recorded as 'Higher Down' for example).

The c1813 OS map recorded little change to Martyn's map of 1748, and little further landscape detail other than the location of individual buildings. An exception was Deer Park which had been established as a holding for the first time (see *112), the fields surrounding it presumably re-organised at this time.

It was only with the c1840 Tithe survey that the entire area was surveyed in close detail. Comprehensive in the information it contains, the survey records the name of each holding, field-names, state of cultivation (land use), ownership and the name(s) of lessee(s) for each parcel of land. It was undertaken on a parish by parish basis and the assessment area falls within the ecclesiastical parishes of St Mawgan in Pydar, St Columb Minor and St Columb Major.

The field systems surrounding the medieval farming settlements are characterised by broadly rectangular fields with sinuous boundaries. The larger fields are fossilised cropping units, but near Trenoon and Bodruggo there are many narrow, linear fields derived from amalgamated strip fields.

Near Trenoon Cross and Mawgan Cross and, in particular, close to Deer Park, the fields were bounded by straight boundaries which represent the post-medieval enclosure of the former deer park, areas of rough ground and perhaps some re-organisation of surrounding medieval fields. Similar field systems, characterised by straight field boundaries, were also recorded near Parkyn's Shop and to the north of Trebarber.

The c1880 OS map recorded a similar arrangement of the field patterns across the area, with only minor amalgamation and subdivision of fields. Perhaps the greatest change occurred near to Trevithick where the area of former rough ground had been fully improved and sub-divided.

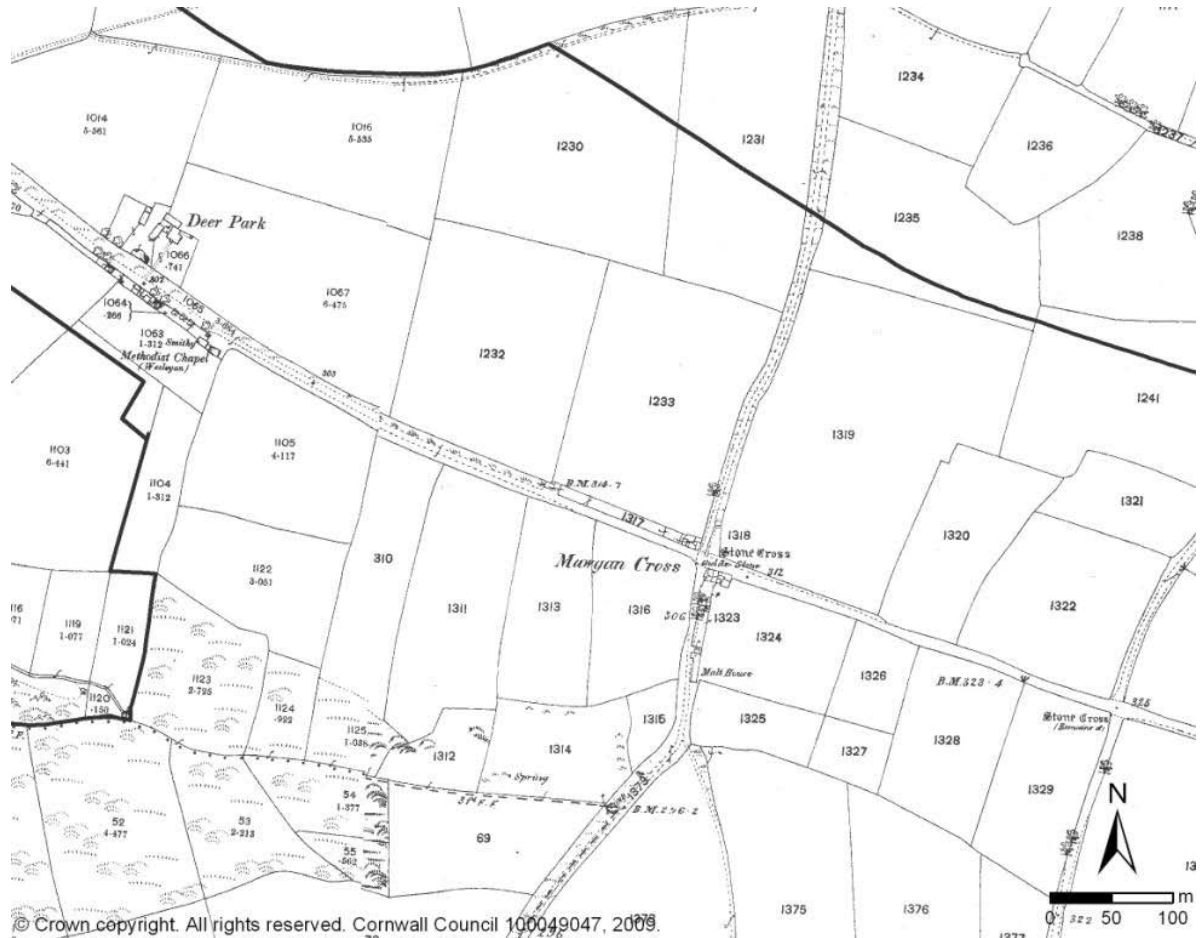


Fig 3 Excerpt from the c1880 OS map 1: 25-inch edition showing Deer park and Mawgan Cross (not to scale)

4.5 Modern period: pre RAF St Mawgan (1900 to 1943)

Little change to the field patterns in the area had occurred by the time of the c1907 OS map other than the minor amalgamation and subdivision of fields, and the creation of Trevithick Downs farm (just outside the assessment area).

On 27th August 1933 a forty-acre site known as 'Trebelsue Big Field' was used by Alan Cobham's National Aviation Display (Saunders 1995, 5). The 'big field' may have been a large field to the east of the settlement of Trebelsue rather than a formalised runway.

In 1939 (presumably utilising the 'Big Field') the Weston-super-Mare based company, Western Airways, opened a twice daily service between Swansea - Barnstaple - Newquay (Trebelsue) - Penzance (St Just), operated by a DH984 Dragon, which could carry six passengers. However, with the outbreak of the Second World War in 1939 all civilian flying ceased (*ibid*).

With the onset of the War RAF Trebelsue was developed as a satellite airfield for nearby RAF St Eval. A Royal Air Force photograph from June 1941 shows the airfield under construction (NMR RAF WLA/11/01316 12-JUN-1941). The airfield was located nearer to the coast than RAF St Mawgan, with its western edge in an exposed position only 500 metres from the cliffs of Tinner's Point, and its eastern edge extending up to the settlement of Bodruggo. The photos record grass runways with a possible east-east runway strip marked out partially with white guide lines and a second strip aligned southwest-northeast. A possible third aligned northwest-southeast is suggested by patches of grass across the former roads/trackways that ran across the site.

By December 1941 the airfield was operational with two hard-surfaced runways and 44 Group of Ferry Command together with personnel from No 2 Overseas Dispatch Unit (originally based at RAF Portreath) moved to Trebelsue (Saunders 1995, 5). A photograph taken by the RAF in March 1942 recorded the airfield as two strips, each approximately a kilometre long and 45 metres wide (NMR RAF/NLA/31/5013 26-MAR-1942). A sinuous taxiway on the northern side of the airfield stretched from its western end to the vicinity of Bodruggo (*92), where two airplanes stood on a small apron.

In 1942 No 1 Anti-Aircraft Co-operation Unit (1 AACU) also moved to the airfield. The Unit used Hawker Henleys as target tugs to tow targets for shooting practice at Penhale Camp firing range, situated between Perranporth and Holywell (Saunders 1995, 5).

Frequent crosswinds and the short runways limited operations at Trebelsue and in late April 1942 the decision was made to develop RAF St Mawgan further inland (Ashworth 1990, 175; Saunders 1995, 5).



Fig 4 1942 Vertical RAF aerial photograph of RAF Trebelsue (NMR RAF/NLA/31/FR5013 26-MAR-1942). Note, settlement of Bodruggo upper right. English Heritage (NMR) RAF Photography.

5 The historic development of RAF St Mawgan

This section presents a summary of RAF St Mawgan's development, from its creation in the latter part of the Second World War to the eventual transfer of the airfield to Cornwall Council in 2006.

Its strategic location in relation to the Atlantic has always been an important factor in the role the base has played. There has also been a long-standing involvement of the United States military, a relationship started in 1943 when the United States Army Air Force (USAAF) built the widest runway in Britain to handle large numbers of American bombers. Despite being constructed over 60 years ago the scale of the main runway and surrounding aprons are still considered of note.

The base has had a series of ever-changing military roles, reflecting the perceived threats to Britain and NATO during the Cold War and its aftermath. However, its strategic location in terms of the Atlantic has always ensured a focus on maritime reconnaissance, search and rescue, and inter-communication.

Due to its former strategic military role, and as an active RAF base, readily available documentary sources are limited. Two studies were used to provide the main background to the RAF base until the early 1990s; Ashworth (1990) and Saunders (1995). However, these tend to focus on the history of aircraft and further background was gleaned from snippets of information disseminated across the internet.

A further important source of information for the years of 1946, 1957 and 1971 was a series of aerial photographs held by the National Monuments Record (NMR) in Swindon and for the years 1988, 2000 and 2005 colour aerial photographs held by Cornwall Council.

5.1 Second World War and post-war period: 1943 - 1950

Construction of the airfield started late in 1942 and continued into the summer of 1943. It was officially named RAF St Mawgan in February 1943 and the first runway was declared open on 1st July 1943. At this point RAF Trebelsue, which until then had been actively maintained, became a dispersal area for the new airfield (Ashworth 1990; Saunders 1995).

A month earlier, in June 1943, the first personnel of the 491st Base and Air Base Squadron, Air Transport Command, USAAF arrived and shortly after the first runway opened it was used by an American B-24 Liberator and a B-17 aircraft. This was the start of a long-term joint Allied operation at the airfield.

By August the remaining runways had been completed, effectively relegating Trebelsue to a parking area. With the completion of the airfield RAF and USAAF aircraft movements increased dramatically. It also became the main terminal for worldwide flights to and from the UK, making St Mawgan one of the busiest airfields in the country.

From late in 1943 to the spring of 1944 a further phase of construction work extended the main runway 32/14, together with new dispersal areas, aprons, control tower (with operations room and meteorological section), and accommodation huts. The Americans installed an SBS51 Instrument Landing System (ILS) for the main runway to ensure a safer approach to the airfield in poor visibility (Ashworth 1990; Saunders 1995).

Several large-scale Bomber Command and 8th Air Force diversions were handled by St Mawgan and other Cornish airfields in the winter of 1944-45 when 'home' airfields in south-eastern England were plagued by persistent fog.

With the end of the Second World War in Europe in May 1945 St Mawgan became the departure point for USAAF and RCAF (Royal Canadian Air Force) squadrons returning home. It also became the RAF Transport Command's no 1 Diversion Centre for the UK departure point for heavy aircraft reinforcements for the Far East, where the War continued until early September.

In July 1945 an Air Traffic Control school opened at St Mawgan and a month later, in August 1945, the USAAF left, handing over all their facilities to the RAF. At the same time the airfield at RAF Portreath closed and its traffic transferred to St Mawgan. Aircraft to rebuild the French Air Force were also dispatched in August and with the completion of the deliveries, traffic level declined significantly.



Fig 5 Oblique RAF aerial photograph looking NW across the bottom end of the Northern Loop and up the northern taxiway (in the area of the present terminal complex). To the left is the main runway. Note aircraft on dispersals. (NMR RAF/106G/UK/952/ PSFO 0044 27-OCT-1945). English Heritage (NMR) RAF Photography.

A series of RAF aerial photographs taken in October 1945 (NMR RAF/106G/UK/952/ PSFO 0041 - 0053 incl.) and July and October 1946 (NMR RAF 106G/UK/1662/ RP 3087-89 incl.; NMR RAF/CPE/UK/1904/4171-74 incl. respectively) show the airfield in considerable detail. The airfield was an open landscape dominated by a large number of dispersal areas. The southern part of the airfield had the main concentration of buildings with the control tower (and its associated SECO maze buildings; see *17), groups of buildings nearby, and a large concentration of accommodation huts further to the south.

On 1st July 1947 the airfield was reduced to a care and maintenance role by the RAF. Limited pleasure flying occurred in 1949 and in 1950 the western end of the airfield (Trebelstue?) was used by Fingland Aviation as a weekend service to and from

Manchester. However, at the end of 1950 the Air Ministry declared that civil flying would cease at St Mawgan due to it opening again for military operations (Ashworth 1990; Saunders 1995).



*Fig 6 Vertical RAF aerial photograph of airfield in 1946. Note, the lack of buildings in the area of the runways, taxiway and dispersals, and the Seco 'maze' behind the RAF control tower *17 (bottom middle right). (NMR RAF/CPE/UK/1904 RS 4172 18-DEC-1946). English Heritage (NMR) RAF Photography.*

5.2 Cold War: Coastal Command, 1951 – 1969

St Mawgan's new role was part of RAF Coastal Command's response to the potential threat in the Atlantic posed by the Soviet Union. The United States Air Force (USAF) also had a role at St Mawgan but the exact date this began, and in what function, is not easy to establish using the available documentary sources.

In 1951 the newly formed School of Maritime Reconnaissance, Air Sea Warfare Development Unit and 744 Squadron, Fleet Air Arm started to re-use St Mawgan. The base, however, was far from fully operational partly due to the poor state of its accommodation for personnel.

The first squadron to be permanently based at St Mawgan were 22 Squadron, whose headquarters moved from Thorney Island, West Sussex in June 1954. With a focus on search and rescue (SAR) operations they used Westland Whirlwind helicopters. St Mawgan was initially used for servicing but it was not until 1956 that the two operational aircraft of 'A' Flight started SAR work from the base.

'A' flight left for RAF Chivenor in 1959. In the same year the Training Flight part of the Headquarters (HQ) Flight became an Operational Training Unit providing training and standardisation for both 22 and 228 Squadrons. This unit stayed at St Mawgan until 1962 when it transferred to RAF Valley, Anglesey (website, 22 Squadron Association).

In the summer of 1956 the School of Maritime Reconnaissance based at St Mawgan was disbanded with the withdrawal of the RAF's last Lancaster aircraft. This enabled the St Eval-based Shackleton-flying 220 Squadron (renamed 201 Squadron in October 1956) and 228 Squadron to be redeployed to St Mawgan and in 1958 42 Squadron and 206 Squadron followed, allowing St Eval to be placed under care and maintenance as its runways were inadequate for the larger MR.3 Shackleton.

RAF aerial photographs taken in February 1957 of the northern section of the airfield show the dispersals with a number of Shackleton aircraft (NMR RAF/58/2106 F22 24-9 incl. 14-FEB-1957). Each dispersal area had an associated group of buildings, probably including operations rooms, mess and perhaps squadron buildings, whereas in 1946 there had often only been a single building associated with each dispersal area.

In 1959 Starways Ltd of Liverpool introduced a Liverpool-Newquay (via Exeter Airport) service on Saturdays, flown using Dakotas and Dc-4s. There were further attempts at small-scale civil services by Summer-British International Airlines, Westpoint, British Midland from the airfield but most failed. However, passenger numbers were gradually increasing and in 1962 Newquay Town Council constructed a small terminal on the northern side of the airfield.

In 1965, due to perceived changes in the Soviet submarine threat, 201 and 206 Squadrons moved to RAF Kinloss, in northeast Scotland. In exchange, the RAF's Maritime Operational Training Unit (MOTU) with their Shackleton T4 aircraft moved to St Mawgan from Kinloss. Meanwhile 42 Squadron remained at St Mawgan.

A weapons store at RAF St Mawgan (outside the assessment area) is likely to have contained nuclear armament maintained by USAF staff on the base. It is unclear when the facility was built, but similar facilities were developed by USAF at other RAF airfields in the 1950s and 1960s as part of Strategic Air Command (Cocroft and Thomas 2011).

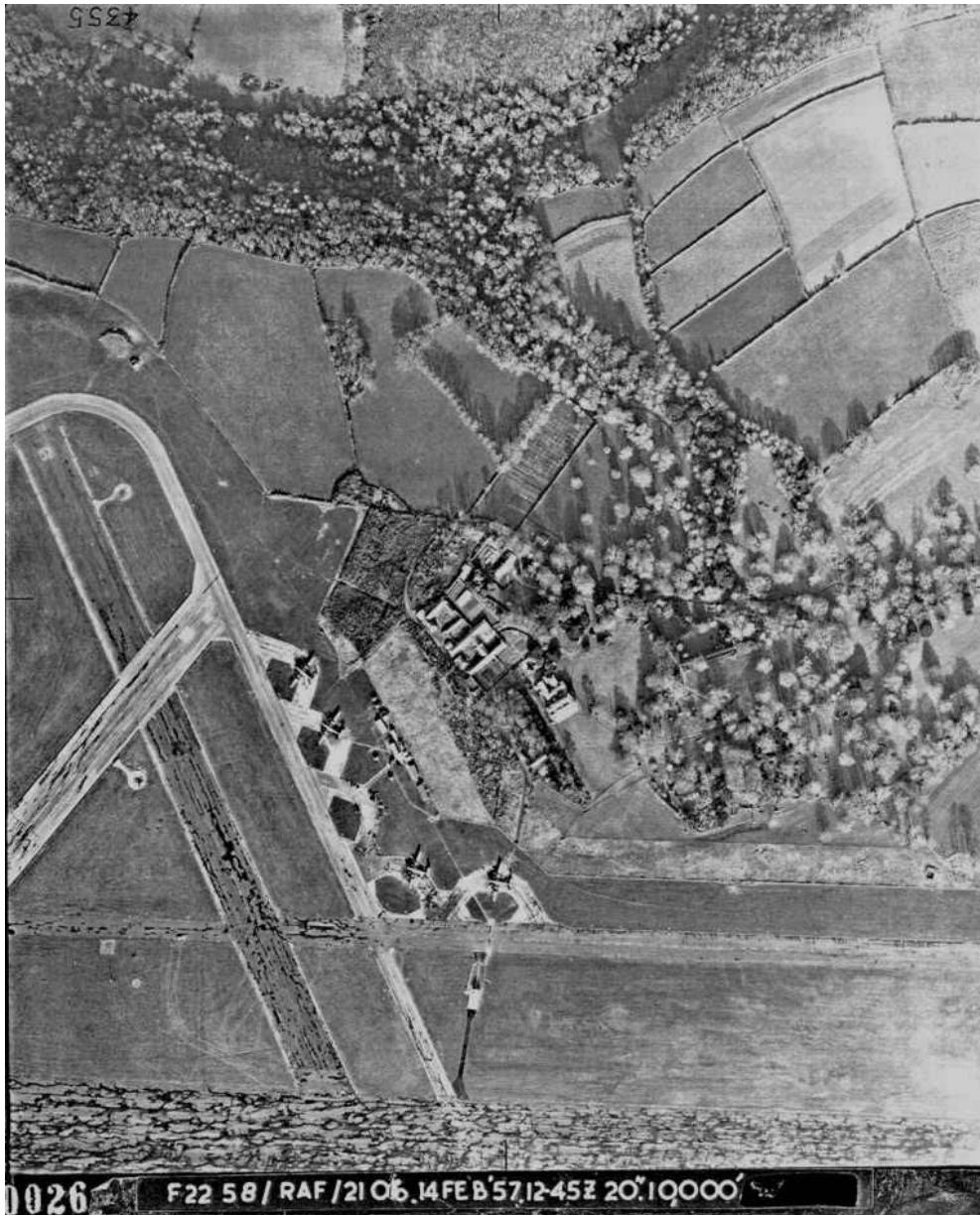


Fig 7 Vertical RAF aerial photograph, taken in 1957. Shackleton aircraft on dispersal with possible squadron and operations buildings against airfield boundary. (NMR RAF/58/2106 F22 26 14-FEB-1957). English Heritage (NMR) RAF Photography.

5.3 Cold War: The Nimrod, 1969 – 1989

Coastal Command was disbanded on 28th November 1968 and merged with Strike Command to form No 18 (Maritime) Group (website, RAF history). RAF St Mawgan continued its duties in anti-submarine warfare and air-sea rescue with the deployment of the newly developed Nimrod.

The first Nimrod MR.1 aircraft joined the newly re-formed 236 Operational Conversion Unit (OCU) at St Mawgan in October 1969. The Nimrod was the first jet-propelled maritime patrol aircraft to enter service in the world; its primary role intended for anti-submarine warfare. It could also be adapted to carry nuclear armament.

OCU were tasked with converting the Shackleton crew of 42 Squadron in the use of the Nimrod, and this was completed by April 1971 when it was fully adopted at the base. Both the OCU and 42 Squadron operated their aircraft in a pool, with a central servicing system in a large purpose-built hangar (*31) and extended apron in front of it.

In May 1970, 7 Squadron was re-formed at St Mawgan in a target facilities role; to test gun and missile positions at locations around the British Isles by towing drones behind Canberra aircraft. The squadron also provided 'silent targeting' facilities for Army and Navy exercises, providing the aircraft as low and fast targets for radar and unloaded guns to track (Saunders 1995, 12).

Vertical aerial photographs taken on 6th September 1971 recorded a number of different planes grouped in dispersals across the airfield. A group of Shackeltons stand in the northern part of the assessment area (near the present terminal) in their last few weeks of operation (the last Shackelton left St Mawgan on 23rd September 1971; Saunders 1995, 63). In the north-eastern dispersal area is a group of Nimrods and a new set of operations buildings to the north. On the southern side of the airfield, standing in the apron in front of the large Nimrod servicing hangar (*31), are a group of Canberras, together with a lone Nimrod.

At the northern end of runway 10/19 was a circular compass base for aircraft to align their instruments without magnetic interference. To the west of the compass base was a small scatter of buildings, possibly an operations group, and further to the northwest, positioned centrally on the edge of a dispersal area, was the lone civilian terminal building.



Fig 8 Vertical aerial photograph taken by the National Soil Research Institute in 1971. The arrival of the Nimrod to RAF St Mawgan resulted in the construction of three large apron areas (note the colour of the new concrete), the Nimrod servicing hangar, and the re-arrangement of NE dispersal. Nimrod MR1 aircraft and Canberra aircraft can be seen waiting on the servicing apron and at NE dispersal. (NMR MAL/71131 V 70 5-SEP-1971). English Heritage (NMR) RAF Photography.

In 1974 22 Squadron Headquarters left St Mawgan returning to RAF Thorney Island.

Brymon (later, Brymon Airways) established a base at Newquay Airport in 1972 but moved to Plymouth in 1973. British Midland Airways operated a Newquay-London (Gatwick) route from 1969 until 1977, and built a new terminal building in 1975. In January 1977 Brymon took over the running of Newquay Airport and, during this year, carried over 25,000 passengers on its Newquay-London flight alone. Operations also grew at Newquay Airport as the 1970s drew to an end: Alidair, Guernsey Air Lines and Jersey European Air lines all ran services (Newquay Airport website).

Its military role continued to change, and in 1982 7 Squadron was disbanded (and re-established elsewhere in the same year as an RAF helicopter squadron).

In 1982 the new Nimrod MR.2 arrived at St Mawgan for use by 42 Squadron accompanied by 236 OCU to facilitate the conversion process.

CC aerial photographs from 1988 recorded the further development of the civilian airport facilities in the northern part of the airfield (CC 42 88 065; CC 42 88 074; CC 42 88 076 17-MAY-1988). A car park had been built, together with further small terminal buildings those built by Brymon in 1975. To the southeast of the terminal a small fuel depot had been developed. The north-eastern dispersal was being used by a construction company to sort aggregate for the re-surfacing of the runway (S Gardner pers comm.). On the other side of the runway, the SECO offices behind the control tower (*17) had been removed.

The 'Treloy' area of the assessment area was still relatively undeveloped. The buildings of Bodruggo settlement (*92 - *94 incl.) were still extant. A principal difference from the aerial photograph of 1971 was the development of a large fuel depot (*85) in the valley beneath Penvose. This was probably built in advance of the hardened concrete buildings.



Fig 9 Excerpt from a vertical aerial photograph taken by Cornwall Council in 1988 showing the 'Treloy' area prior to the development of the hardened concrete buildings in 1989. (CC 42 88 074 17-MAY-1988). Cornwall Council.

5.4 The end of the Cold War: HAS construction and the loss of fixed wing aircraft, 1989-1992

In 1989 the Treloy area of the airfield was radically redeveloped with the construction of nine Hardened Aircraft Shelters (HAS; *68-*74 incl.), an accompanying hardened decontamination/operations building (*78), communications hub (*84), and separate garage (*82) for fuel tankers. Seven of the HAS stand within the assessment area, whilst the other two are on land which has been retained by the MOD. Further changes were made to a large apron created for the use of the Nimrod. 'Backline Treloy' was enclosed by a security fence and developed as a 'citadel' in the event of a plane hijack situation.

Each HAS was built with a narrow taxiway approach and small apron in front of the shelter, which was designed to house two Tornado aircraft in the event of a full biological, chemical and nuclear conflict (S Gardner pers comm). The shelters and associated hardened buildings were camouflaged with green paint. Four square reservoirs were built to provide water for fire-fighting (see *75-*77 incl; the fourth is outside the assessment area).

The first HASs in the UK were built in 1977 on key strategic airfields where the USAF (United States Air Force) contributed to the cost. HASs were built to limit the effect of a pre-emptive strike on aircraft staged at strategic airfields and were typically sited away from technical and domestic accommodation, generally in squadron groups of eight to thirteen shelters. In the UK around 300 were built with three standard NATO designs. (Cocroft and Thomas 2011, 64).

Following the initial breakdown of the Warsaw Treaty Organisation in 1989 and the subsequent withdrawal of Russian troops from Eastern Europe, the collapse of the Soviet Union occurred in December 1991 (Cocroft and Thomas 2011). In 1992 changes in the perceived threat to security led to 42 Squadron leaving St Mawgan permanently for RAF Kinloss. The loss of the Nimrods was accompanied by the removal of 236 Squadron OCU to Kinloss where it was renamed as Nimrod Operational Conversion Unit, No 42 (Reserve) Squadron (Website, Number Two Reserve Squadron, RAF).

5.5 Post Cold War: Sea Kings, JMF and airport, 1993 - 2005

A new civilian terminal was developed in 1993 as the airport continued to expand (see *55). This building forms the departures hall of the present airport terminal. During the autumn of 1995 the first charter flight was established.

Since the late 1970s the RAF had been training Sea King search and rescue aircrews at RNAS (Royal Navy Air Station) Culdrose. However, in April 1993 the RAF Sea King Training Unit (SKTU) moved to St Mawgan. On 1 April 1996 the RAF SKTU became 203 (R) Squadron, and by December a Sea King Simulator was opened at St Mawgan to enhance the training of both 203 (R) students and operational squadron aircrew (website, 22 Squadron Association).

This corresponded with the transfer of the Search and Rescue (SAR) wing Headquarters to St Mawgan under the Command of the Station Commander RAF St Mawgan as the SAR Force Commander. RAF St Mawgan continues to be the headquarters of the RAF Search and Rescue wing and the centre for the military's Survive, Evade, Resist and Extract training school (website, RAF).

The headquarters of 22 Squadron returned to St Mawgan, staying until December 1997 (website, 22 Squadron Association).

In the spring of 1994 the Joint Maritime Facility became operational at RAF St Mawgan (outside the assessment area). The facility was a joint venture between the United States Navy (USN), Royal Navy and RAF Strike Command as a secure communications centre to co-ordinate naval activity between the USA and UK in the Atlantic. It was a large hardened operation centre buried beneath the ground, together with a refurbishment of barracks and the construction of education and religious facilities and

a retail centre to serve the US servicemen (Saunders 1995, 12; website, US Military). A small electric sub-station (*37) to provide an emergency back-up supply to the JMF was built in the assessment area in the late 1990s.

RAF St Mawgan was the focus of several military operations involving the armed forces from several countries. The physical remains of the training exercises survive in the form of three pill boxes (*65, *89 and *91) and three HESCO bastion buildings constructed by the Royal Engineers in the late 1990s (*50, *51 and *90). In the Treloy area five blast walls of HESCO bastion (see *66) were built (the areas in between were later laid with portable surface platforms to form blast shelters for aircraft). Two buildings with steel-shuttered roofs were constructed from HESCO bastion in the northeast dispersal area (*50 and *51). This dispersal area was no longer used and the former operations and buildings had been demolished. These earlier buildings are visible on the 1998 CC aerial photographs. A third HESCO bastion building survives in the area of the hardened concrete buildings (*91).

Further changes in the civilian facilities occurred in 2000 when the airport passenger terminal was extended. To the east of the terminal a hangar for commercial use had been erected and the existing car parking areas extended as airport usage began to increase (website, Newquay Airport).



Fig 10 Excerpt from a Cornwall Council aerial photograph showing the terminal in the summer of 2000. Cornwall Council.

6 Newquay Cornwall Airport

In 2005 Adam Ingram, then Defence Minister, announced that St Mawgan would not be the future base for the European Joint Combat Fighter, signalling the airfield's long-term demise (website, Air Scene UK).

The previous year Cornwall County Council had taken over sole control of the civilian air terminal from joint responsibility with Restormel Borough Council. Building on its existing role the Council approached the Secretary of State to ensure the continuation of the civilian airport (Newquay Cornwall Airport 2009, section 4.1.4). In 2006 the airfield was transferred to Cornwall Council. Following the purchase, the Council embarked on a transition project to undertake the change from a military to full CAA licence.

The transition phase occurred between 2007 and December 2008 requiring a number of substantial changes to the airfield to fulfil the CAA licence. This included a new secure perimeter fence, runway re-surfacing and re-profiling, new ILS and navigation aids (see *8, *and *12), a new control tower (*60) and air traffic control equipment (*9, *11, *63 and *67), new lighting systems, a new fire-training area (*47, *48), and a new fire station (*45) (Newquay Cornwall Airport 2009, section 4.8.5).

Military activity at RAF St Mawgan continues despite the annexation of the airfield to a civilian licence. The JMF closed in 2009 as part of a phase of defence cuts with many of the USN, RAF and RN personnel transferring to Virginia, USA. However, in March 2009, the RAF base became part of the Royal Air Force No 22 (Training) Group, providing parenting to RAF Portreath (a remote radar site) and Royal Marine Base (RMB) Chivenor (home of 'A' Flight of 22 Squadron Search and Rescue). Further support is also provided to Air Cadet Corps in the South West.

7 Character Areas

7.1 Introduction

The assessment area has been divided into ten Character Areas (see Fig 37), each defined by its distinctive range of attributes, including its date of origin, building type, form and survival, associated site types, past and present function, and the overall appearance and contribution it makes to the airport's historic environment, and its broader landscape setting.

The Character Areas are:

- Runways, taxiways and dispersals
- RAF air traffic control
- Hangars and technical areas
- Nimrod servicing area
- Emergency services
- Terminal
- Aprons
- Hardened concrete buildings
- Rough ground (Penvose Valley)
- Fields

The character areas have been identified to form the basis for review and discussion of future development proposals. In the event of redevelopment within the character areas, there should be a presumption in maximising the beneficial effects to the historic environment, with a view to achieving a balance between development and the retention and reuse of key buildings and associated structures.

7.2 Runways, taxiways and dispersals

(See Fig 38)

Summary:	Developed as the core of the RAF St Mawgan in WWII around which the other character areas were developed. It includes the main runway and its two ancillary runways, and a dispersed scatter of built features around them. These are associated with communication and storage of equipment, mostly for navigation and air traffic control.
Location:	The core of the airfield, the principal axis around which the other character areas were developed.
Period:	Second World War adapted in later phases.
Form:	Large main runway (14/30), with remnants of two subsidiary runways (08/26 and 10/19), linked by an encircling taxiway connecting several dispersal areas.
Buildings:	RAF receiver mast and building (*4), RAF storage buildings (*2, *3), RAF flare store (*5), RAF fuel depot and pump house (*6), RAF airfield lighting centre buildings with generators and fuel tanks (*7 and *10), RAF storage building (*15).
Other built features:	Runway (14/30), runway (08/26), runway (10/19), thresholds, taxiways, dispersal areas, lights, large areas of grassland, runway caravan points, compass base, radio masts and buildings (*9, *11), site of RAF airfield building and transformer station (*10), Instrument Landing System (ILS) including localiser stations (*8, *12), glide slope masts and sub station buildings, fuel separator reservoirs (*13, *16).
Survival:	Good. The runways, taxiways and dispersal areas survive though there has been alteration. Many of the buildings are modern features built in the 'transition' period to Newquay Airport.
Condition:	Where in active use, for example the main runway and associated navigation features are, understandably, in good condition. Parts of the subsidiary runways, however, are now defunct and their condition deteriorating. A majority of older RAF buildings and built features are unused and survive in a deteriorating condition. An exception is the storage building which continues to be used.
Complexity:	Moderate. Due to the ongoing adaptation of the original Second World War runways, taxiways and dispersals its time-depth is not always appreciable.

Origin

Runways 14/30, 08/26 and 10/19 and their corresponding dispersal areas and taxiways were constructed in the later part of Second World War as part of RAF St Mawgan. Buildings in the area have been modified several times with changes in technology and military use of the airfield. Traces of its RAF days survive in the form of several small redundant buildings, principally concentrated on the Northern Loop and at the eastern end of the runway.

Description

Views

Due to the scale of this character area the views to and from it vary greatly.

Views from the runway are the most complete of any of the character areas. To the north views extend to the ridge of high ground that forms an arm of St Breock Downs,

extending from St Eval airfield eastwards to Castle-an-Dinas. Views to the east give glimpses of the hills of the Hensbarrow granite (Clay district), with a particularly fine view to Goss Moor from the far eastern end of the runway. To the south the views are far-ranging, extending as far as Carland Cross and the A30. Moving around to the south west are glimpses of Newquay and the ocean beyond it. To the west the ridge of high ground upon which sits the Trebelsue part of RAF St Mawgan blocks any views beyond.



Fig 15 View across southern taxiway and main runway to 'Terminal' character area

The plateau of the airfield, and its large scale, ensure an open landscape that is both panoramic and dramatic. The view from the far north western end of the main runway looking back into the airfield is a fine sight, with a fantastic view across the main part of the airfield.

Due to a slight rise in the contours the far eastern end of the runway is visually separated from the rest, giving it a more isolated feel.

The Northern Loop also has a degree of isolation, the feeling enhanced by the security fence that now divides it 'landside', separate from the rest of the airfield.

Form

Large open area dominated by the NW-SE axis of the main runway (14/30), which is the most dominant feature of the airfield. Arranged around this are two further, shorter runways (08/26 orientated WSW-ESE and 10/19 orientated N-S) that are now defunct, the southern thresholds of both converted into large aprons in the late 1960s (with the arrival of the Nimrod to the base). Encircling and connecting all three runway thresholds is a taxiway, to the side of which are groups of dispersal areas.

Appearance and scale

The area is dominated by the wide open space of the runways, taxiways and dispersal areas which in scale dwarf the buildings and features in the character area. Large blocks of grassland, often tightly mown, divide the area, separating off each block of land or building from the next.

Scatters of small buildings stand dispersed around the edges of the runways, including a small collection of former RAF buildings (now defunct) and small hangar (now used for storage). At both ends of the runway are lines of ILS equipment, with recently built radio masts and ILS equipment scattered across the area.



Fig 16 RAF buildings *2 and *3 on the eastern edge of the Northern Loop (left) and former RAF flare store *5 (right)

It is easy to discern between buildings that date to RAF St Mawgan and those of Newquay Airport. The recently-built buildings and features are bright in paint scheme (typically striped red and white stripes or the yellow and orange of the ILS array) whereas those dating to the RAF are painted camouflage green. They can also be further distinguished by their abandonment and dilapidated condition.

The greatest concentration of former RAF buildings and features can be found on the eastern side of the Northern Loop. Close to a former dispersal area are two buildings (*2 and *3) that were once part of a greater group, most probably an operations block and ancillary buildings for a squadron flying Shackleton aircraft. Building *3 has a collapsed fence surrounding it as it was once a store for equipment with low radioactive levels. At the apex of the Northern Loop stands a mothballed RAF receiver mast and building (*4), with the remains of concrete anchor points and former installations around it.



Fig 17 ILS array at north-west end of main runway (left) and newly built receiver mast and accompanying building *11 (right)

A further group of RAF buildings is located at the far south eastern corner of the area. Here, a pump house (*6) associated with remnants of a Second World War fuel depot and a building (*7) that once controlled the airfield lighting survive. As with the RAF buildings elsewhere, these survive in a dilapidated and deteriorating condition.

In places, glimpses extend into the retained military base at RAF St Mawgan. The continued military feel of its buildings and grounds of the base influence the broader setting of this character area within the airfield.

Value

This character area is the core around which the other character areas were developed. For the most part its original form and layout dating to the Second World War is still preserved with only the slight alteration. Its significance is crucial as its very nature makes clear the original military use of the airport.

Surrounding the runways, taxiways and dispersals are dispersed buildings, some solitary, others grouped, often loosely. Many are recent in build, dating to the 'transition' period to Newquay Cornwall Airport, and these can be distinguished by their bright colour schemes and markings, related to the civilian use of the airport.

The older RAF buildings are now redundant. They are further distinguished by their camouflage colour scheme. They lie in three groups; the Northern Loop, the east end of the main runway, and a solitary store building on the south side of the southern taxiway. Individually, the buildings are of low significance. However, together they have an important role in the time-depth of the airport, clearly demonstrating its earlier use as a military base.

7.3 RAF air traffic control

(See Fig 39)

Summary:	U-shaped cluster of buildings centred on the Second World War RAF control tower (*17) with later successive phases of alteration.
Location:	Located on the southern side of the airfield, on the edge of the southern taxiway, to the west of the southern end of runway 10/19. It is now sandwiched between two large aprons of the 'Nimrod servicing' and 'hangar and technical' areas.
Period:	Second World War with successive later changes, mainly dating to the Cold War.
Form:	A U-shaped arrangement of buildings around a small grassed quad located on the southern side of the main runway.
Buildings:	RAF Control tower (1288/43 Very Heavy Transport Stations type) with later additions (weather station and maintenance building) (*17), fire station (*23), toilet (*27), boiler house (*29), pill box (*25), air raid shelters (*19, *20, *21), store buildings (*22, *24, *26, *28, *30).
Other built features:	Car park, reservoir (*18), area for weather station instruments.
Survival:	Good. The buildings survive intact although the area is now a neglected part of the airfield.
Condition:	Good. Limited internal damage to the Control Tower.
Complexity:	Simple. Pre-dominantly military in character.

Origin

The area contains the greatest concentration of Second World War buildings on the airport. The area has been successively altered in the Cold War period, including the extension, alteration and removal of older buildings, and the construction of new structures and features.

Description

Views

Far-ranging views extend further to the south than those to the north.

Within the airfield the control tower is one of the most visible buildings on the airfield.

Form

A U-shaped arrangement of buildings grouped around the edge of a small grassed quad located on the southern side of the main runway (14/30). The RAF control tower and fire station front on to the runway and are the main focal point for the area. To the northwest and southeast the area is fringed by two large aprons still used by aircraft and helicopters.



Fig 18 View to area (left) and RAF air traffic control tower *17 (right)

Appearance and scale

Overall, the area still has a military feel a due to its appearance and building types. Its understanding is relatively straightforward although the area has undergone successive periods of change, and now stands abandoned.

Most of the buildings are painted RAF camouflage green or clad in green sheeting except for an eastern addition to the control tower complex, the front extension to the fire station (*21) and one of the small store buildings (*30). Most are single storey in height and small in scale, except for the control tower which is up to three storeys in height, and the front extension of the fire station which was heightened to allow for larger modern fire appliances.

The area was the main focal point of the RAF airfield containing the control tower and adjoining weather station and communications buildings from 1943 through to the hand over to Cornwall Council in 2006.

Built in 1943 the control tower (*17) is the oldest large building on the airfield but has been extended and altered in a series of phases from the 1960s onwards. Its original brick clad tower is now hidden beneath the sheet cladding added in the 1990s. To the east of the tower is a single storey office block. This is likely to be the final remainder of Second World War SECO buildings which once formed a network or 'maze' of buildings to the south of the tower up until the late 1970s. The three air raid shelters (*19-*21 incl.) located nearby also date to Second World War.



Fig 19 RAF fire station *23 (left) and attached UPS store *24 (right)

The other substantial building in the area is the fire station (*23). The core of the building is an older three-bay fire station with an office block to the rear built in the 1950s. The older building was later extended post 1971 to the front to accommodate new appliances, with a further store building added to one side.



Fig 20 RAF boiler house *29 (left) and air raid shelters *19 and *20 (right)

The small boiler house (*29) also probably dates to the later part of Second World War and survives in good condition. There has been some alteration in later periods.

There is a scatter of smaller buildings in the area which date to successive phases of RAF use.

Through the airport's perimeter fence views extend into the retained military base at RAF St Mawgan. The continued military feel of its buildings and grounds of the base also influence the broader setting of this character area, enhancing the military feel of the landscape.

Value

This character area maintains its military feel, with its dense concentration of camouflage RAF buildings including three air raid shelters and the most dominant of the group, the RAF air traffic control tower. The control tower is the last example of a very heavy bomber type and is important as a focal point of surviving Second World War character in this area.

The buildings vary in design and appearance, and are generally on a smaller scale than the RAF buildings in other character areas. All the buildings are currently redundant.

Due to its concentration of older RAF buildings the area is of high importance. It makes a substantial contribution to the airport's historic character, enabling the easy interpretation of the airport's former military role and a further degree of time-depth to the airport's landscape.

7.4 Nimrod servicing area

(See Fig 40)

Summary:	Servicing area dominated by a huge apron and substantial servicing hangar, both originally built for use by Nimrod aircraft. Later buildings and features situated on the eastern periphery of the apron.
Location:	Located on the southern end of runway 10/19 on the southern side of the airfield.
Period:	Cold War Nimrod phase with limited changes in the post Cold War period.
Form:	Group of buildings arranged around the periphery of a very large apron, the area is dominated by its scale and the size of the Nimrod servicing hangar.

Buildings:	Nimrod servicing hangar (*31), RAF building and garage (*32), RAF store buildings (*33, *34), MOD electricity substation electricity (*37), sub station (*38).
Other built features:	Apron, edge lights, drains, fuel separator reservoir (*38), radio mast and station building (*40), Sea King engine test bed (*39), oxygen cylinder storage depot (*35).
Survival:	Very Good. All the older buildings and the apron survive with only minor alteration.
Condition:	The Nimrod servicing hangar (*31) and apron are still in active use, and survive in good condition. The surrounding RAF buildings are now unused and their condition is starting to deteriorate
Complexity:	Simple, the scale of the servicing hangar and apron dominate the landscape and most of the other built features relate to its use.

Origin

Predominantly Cold War in character, the area was substantially developed when the Nimrod MR1 came to St Mawgan in the late 1960s. Originally all Nimrod servicing was carried out here. The area was originally the southern threshold of runway 10/19 with an accompanying southern loop taxiway and runway caravan parking point. Further changes, albeit the addition of minor buildings, date to the immediate latter part of the Cold War, and the post Cold War period.

Description

Views

External views extend predominantly to the south, east and west from this area. Views to and from the north are more limited but still possible from the high ground of St Eval airfield to Castle-an-Dinas.

Due to its scale the Nimrod servicing hangar is visually the most dominating building on the airfield. When visibility allows it is clearly discernible from the A30 as it crosses the high ground at Carland Cross and near to Indian Queens.

Within the airfield it is also the largest building, and where visible, dominates the airfield's landscape, drawing the eye away from other areas.

Form

A loose group of buildings arranged around the southern arc of a very large concrete apron which in turn leads on to the southern taxiway.



Fig 23 Apron (left) and Nimrod servicing hangar *31 (right)

Appearance and scale

The apron is substantial in area covering approximately 4.5ha in size. It has lights set around its edge with drains set across its western and southern ends to collect run-off from it.

Fronting on to the apron is the Nimrod servicing hangar (*31), which is substantial in scale, both in height and length it is the largest building on the airfield, dwarfing the other buildings.

Internally the hangar has been modified only slightly by the addition of a small office building in its south eastern corner but otherwise it survives as originally built. It is now used to store small private aircraft but originally it was used to service Nimrod aircraft (and possibly other aircraft) from 1969 until 1992. Once the Nimrod left RAF St Mawgan Sea Kings were serviced in the hangar instead.

On the south eastern edge of the area is a Sea King engine test bed (*39). Following the apron round to the west there is a mothballed electricity sub station (*37) which was built between 1995 and 2000 as a high voltage back-up to the JMF facility. Both the engine test bed and older sub station are the only buildings in the area painted in RAF camouflage green. Adjacent to the older sub station, but set at a different orientation, is a brick built electricity sub station (*38) constructed in the 'transition' period to Newquay Airport. Beyond this is a fuel separator reservoir (*36) which helped to separate water and fuel run-off from the apron.



Fig 24 Apron detail: drain covers (left) and edge light (right)

A single storey brick-built visiting aircraft building with a metal garage (*32) adjoining right (west) is separated from the Nimrod hangar by a car park. To the rear of the building is a fuel store and a small brick-built store. The visiting aircraft building contained the offices and mess of the engineering crew and a waiting room for visiting dignitaries and other people.

Beyond the car park, further to the south, are two brick-built stores (*33 and *34) contained materials for servicing aircraft. A concrete road runs down to the most isolated part of the area, a fenced storage compound (*35) with separate entry and exit gates, where oxygen tanks were once stored.

The close proximity of the active RAF base lends a more military feel to the area, with a water tower on RAF property looming above the area, and a redundant MOD-owned mast and building (*40) standing in the corner of the car park.



Fig 25 Sea King engine test bed *39 (left) and rear of former visiting aircraft building and garage *32 (right)

Through the airport's perimeter fence views extend into the retained military base at RAF St Mawgan. The continued military feel of its buildings and grounds of the base also influence the broader setting of this character area, enhancing the military character of the landscape.

Value

The character area is a very important part of the airport's military time-depth. It is notable for the scale of its apron, and the very high (A) importance of the Nimrod servicing hangar. It is these two structures with their imposing form that dominate character here; the other RAF buildings and structures make a contribution to the military feel but have a limited importance by comparison.

7.5 Hangars and technical areas

(See Fig 40)

Summary:	Technical area with hangars and aprons located on the southern edge of the airfield.
Location:	Located on the periphery of the southern side of the airfield, on the edge of the southern taxiway, between the perimeter fence with RAF St Mawgan and adjoining the Nimrod servicing area to the southeast.
Period:	Cold War developed from a Second World War apron with successive periods of change including reuse within 'transition' period.
Form:	Open area with a hangar and large storage building located opposing each other across a large apron. Associated office and store buildings. A smaller apron is located to the south of the store shed with a modern office block to once side.
Buildings:	T2 hangar with associated office, workshop and store buildings (*44), storage building (used as a vehicle store - *42), RAF office building (*41) and new office building (*43)
Other built features:	Large apron with landing circles and smaller apron, two sets of rails set in far ends of smaller apron.
Survival:	Good, though the older buildings have been altered over successive phases of use.
Condition:	Good, as still in active use.
Complexity:	Simple.

Origin

Developed as an aircraft servicing area as part of the Coastal Command, the area adapted a large apron that was originally developed in the latter part of Second World War as part of British Overseas Airways Corporation (BOAC) terminal. Further changes occurred in the post Cold War period with the partial alteration and replacement of original buildings and development of a new office block, and its continued use as part of the civilian airport.

Description

Views

Externally views to the west and northwest dominate this area. Its proximity to RAF St Mawgan makes it feel almost part of the military base.

Within the airport views extend to the Treloy area and, in particular, the hardened aircraft shelters. Good views extend across to the terminal and up and down the central part of the main runway.

Form

The area has two groups of buildings that cluster around the present and former location of hangars, and are separated by a large apron. A smaller apron links to the rear of the large Nimrod servicing shed.



*Fig 21 New store shed on former site of T2 hangar - *42 (left) and T2 hangar with flanking associated office, workshop and storage buildings - *44 (right)*

Appearance and scale

The large apron is perhaps the most commanding feature of the area, around which the remaining T2 Hangar (*44) and new store shed (*42) sit in a peripheral arrangement.

Either side of the large T2 hangar and con-joined to it via link passageways, are smaller single-storey office and store buildings (see *44). The hangar and these buildings are used by AugustaWestland as a helicopter training school and servicing centre.



Fig 22 Detail: Concrete cover in apron allowing access to service duct (left) and new office block *43 (right)

On the lower side of the new store shed is an office block (*41); the only remains of an additional T2 hangar complex. The new store shed is a much narrower building and was built between 2000 and 2005, when it was used as a motor transport store for military vehicles used on the RAF base. It is now used as a store and servicing area for Newquay Airport vehicles.

On the far edge of the smaller apron, in tight against the northern end of the large Nimrod hangar, a two-storey office building (*43) was built between 2000 and 2005.

All in active use, the buildings and aprons survive in good condition, though they have been altered with successive phases of use. The only remnants of the second T2 hangar complex is the office building and a set of rails set into the smaller apron. A similar set of rails, and the remains of a runner for a hangar door, can be found to the rear of the large Nimrod shed, suggesting that an additional T2 hangar once stood here (S Gardner pers comm).

The area has large buildings and aprons but these are dwarfed by the scale of the Nimrod servicing area.

Through the airport's perimeter fence views extend into the retained military base at RAF St Mawgan. The continued military feel of its buildings and grounds of the base also influence the broader setting of this character area, enhancing the military character of the landscape.

Value

This area continues in active operation as part of the airfield. The less militaristic design of its former RAF buildings lend themselves to continued use. As such, it is probable that the military feel of this area was always less tangible than the older buildings of 'RAF air traffic control' area and the hard military might of the 'hardened concrete buildings'.

While a majority of its architecture and building forms provide less obvious clues of time-depth to the airport, the older office buildings and remaining T2 make a contribution. Further details (for example, the groups of rails that survive in the aprons) are subtle hints of earlier functions and the sites of former buildings.

Due to their contribution to time-depth the older office buildings and T2 hangar are important, albeit moderate when compared to other RAF buildings on the airport. Perhaps of similar significance is their continued use as offices, workshops and maintenance hangar associated with the servicing of helicopters and training of helicopter pilots.

7.6 Emergency services

(See Fig 41 for layout)

Summary:	The focus of fire-fighting services and emergency co-ordination on the airfield, the area is dispersed in three small pockets across the north-eastern edge of the airport. It is predominantly modern in character dating to the 'transition' period to Newquay Airport.
Location:	North eastern edge of the northern taxiway, adapting the edge of two dispersal areas.
Period:	Newquay Cornwall Airport.
Form:	Dispersed.
Buildings:	Fire station (*45), fire practice control room (*48), portable store (*47), HESCO bastion building (accommodation, *50), HESCO bastion building (operations block, *51), bat house (*49), pump house (*46), airfield building (*52).
Other built features:	Covered reservoir (see *46), fire practice rig, fuel tanks, concrete apron, drain, wall.
Survival:	Good. A majority of the built structures are recently built and in active use. The two defunct RAF HESCO Bastion buildings survive but are unused.
Condition:	Good. The modern built features are in good condition and still look new in appearance, however, the HESCO Bastion buildings are starting to deteriorate.
Complexity:	Simple. The area is predominantly modern in character, with the HESCO bastion buildings the only remnants of former military use.

Origin

Predominantly modern in character, the area is associated with the provision and training of the fire-fighting services and the rendezvous point for emergency services at Newquay Cornwall Airport. The area was originally developed as part of two dispersal areas in Second World War. In the late 1950s - 1960s a series of buildings were built in the northeast dispersal area, most probably an operations block and ancillary buildings for a squadron based at St Mawgan. By the late 1990s these buildings had been demolished, and two HESCO bastion buildings (*50 and *51) were built by the Royal Engineers during a military training operation.

Description

Views

Due to dense woodland cover nearby and the local topography there are few external views to and from this area. However, to the east views can extend to the Hensbarrow granite (the Clay District). Otherwise, the area feels closed off and secluded from much of the airfield.

Within the airfield views to the area are restricted to the eastern end of the runway and from dispersals 38 and 39 to the south.



Fig 13 New fire station *45 (left) and 'emergency services rendezvous point' building *52 (right)

Form

Open area with three focal points dispersed on the northern side of the northern taxiway.

Appearance and scale

The large, new brick-built fire station (*45) is in the westernmost part of the area. The building is the largest structure in this character area, and has been built on a former dispersal.

Approximately 800 metres further to the east is a large concrete apron dominated by the rusted hulk of the fire practice rig that forms the focus of this area. To the west are two small buildings, a permanent store (*47) and a portable control room (*48), with fuel tanks for the rig located further to the west. It is an open area, but slightly sheltered, enclosed to the north by dense woodland, and hidden slightly by the lie of the natural topography. To the north of the apron is a large, open-cut drain which passes through a high block-built wall. The wall is built between two HESCO bastion buildings (*50 and *51) with a recently built bat house (*49) built to the rear.



Fig 14 Fire practice rig (left) and rig, HESCO Bastion buildings *50 and *51 and bat house *49 (right)

Relatively slight in scale the buildings in the area are dominated by the large fire practise rig and its surrounding concrete apron. The RAF HESCO bastion buildings (*50 and *51) are easily distinguished from the more recent structures built for use of the civilian airport. Painted in RAF camouflage green the buildings can also be distinguished by their construction (large bags of aggregate), form and their now derelict appearance.

The easternmost part of this character area is located a further two hundred metres to the south east, near to an emergency entrance/exit to the airport. It is a small tarmac car park with a bright green and white building (*52) which together form the 'Emergency Services Rendezvous Point'. Bright and eye-catching in appearance the building's paint scheme is due to its emergency service role, otherwise the building is negligibly different in appearance from others built recently on the airfield.

Value

The area is predominantly modern in character, with the two surviving RAF HESCO Bastion buildings (*50 and *51) having a negligible visual and physical impact. Due to their form and construction the buildings are of low significance.

Where recent development has been undertaken the potential for buried archaeology is probably limited. However, flanking each side of the practice-rig there is the potential for the remains of former RAF buildings to be revealed by ground disturbance (in particular on the eastern side where a series of concrete platform and wall footings were noted during fieldwork).

7.7 Terminal

(See Fig 42 for layout)

Summary:	Centred upon the passenger terminal, the area is the busiest part of the airport. Dominated by recently built large terminal buildings and hangars, interspersed with car parks, fences and pavements, with two former RAF buildings the only visible remnants of former military use.
Location	The area is located on the northern side of the airport, between the main runway (31/13) and the public road.
Period:	Newquay Cornwall Airport.
Form:	Linear.
Buildings:	Air Terminal (*55), Air Traffic Control Tower (*60), aircraft hangars (*56, *59), ancillary buildings including portable offices and stores (*57, *58, *61, *62) RAF generator house (defunct; *53) and RAF operations building (defunct; *54).
Other built features:	Car parks, fences, portable buildings, and pavements.
Survival:	Good. A majority of buildings have been recently built and are in active use as part of the airport. The two defunct RAF buildings are externally intact but are unused.
Condition:	Good. The modern buildings are in good condition. The two defunct RAF buildings are unused and are beginning to deteriorate in appearance.
Complexity:	Simple. Modern but the two former RAF buildings add a degree of further time-depth. However, they have a limited visual impact.

Origin

Originally a marginal part of the Second World War airfield, it once contained Coastal Command RAF operations and ancillary buildings associated with an aircraft dispersal area. From the early 1960s it became the focus of civilian facilities, which were updated and enlarged upon in several phases up into the 1990s. The area is now the focus of Newquay Cornwall Airport, and the centre of recent large-scale development since Cornwall Council took control of the airfield in 2006.

Description

Views

Externally, distant views to the area are limited to the high ground of St Breock Downs to the north. At a closer scale the civilian terminal visibly dominates the view from the public road.

Within the area, the control tower (*60) and hangars (*56 and *59) dominate visually. Views across the area are often limited due to interruption by intervening buildings and fence lines.

From within the airfield the civilian terminal (*55) is visible from almost all parts of the central and north western sides of the airfield.

Form

It is a linear arrangement of modern buildings, each orientated differently in relation to the runway. On the landward (north) side the modern control tower (*60) and hangars (*56 and *59) are interspersed with pavements, landscaping, wooden fences, car parks, areas and compounds divided by security fences and gates, a scatter of ancillary buildings and at its eastern end a concentration of portable buildings (centred upon St Mawgan House – see *61 and *62).



Fig 11 Terminal* 55, hangars *56 and *59 from 'airside' (left) and modern control tower * 60 (right)

Appearance and scale

The air traffic control tower (*60) and two hangars (*56 and *59) are the largest and highest in scale and where visible, draw the eye. The white and grey external colour schemes of the modern civilian buildings further distinguish them from the green camouflage paint used by the RAF.

The buildings within the area are concentrated in a tight linear group, sandwiched between the runway and the public road, and as such, form the densest concentration of large buildings on the airfield. Its surroundings, however, feel very open.

In terms of activity, the area is now the busiest on the airfield with frequent vehicle and aircraft movements, a stream of passengers arriving and departing, coupled with the bustle of the car parks, and the close proximity of the main road.

The area is predominantly modern in character, but the two former RAF buildings give a glimpse, albeit limited, of further time-depth. The buildings look quite incongruous, an aspect heightened by their isolated nature (they are fenced off), defunct appearance, military paintwork and limited scale when compared to the surrounding modern buildings which crowd them.



Fig 12 RAF buildings, flight office *54 with aircraft hangar *59 to the left (left) and generator house *53 (right)

Value

Due to the scale and number of recent buildings and structures this area's character relates to the Newquay Cornwall Airport phase. The two surviving RAF buildings make a negligible impact to the character of the area as it is currently found. Of the two, the former generator house (*53) is the more impressive due to its slightly greater scale, distinctive appearance (its two large exhaust flues draw the eye), and that it stands in a more visible location.

Potential for buried archaeology is limited due to the scale and density of modern buildings (and associated services).

7.8 Aprons

(See Fig 43)

Summary:	A little used part of the airfield it was developed substantially in the Cold War as two large aprons for Nimrod aircraft.
Location:	This area is located at the western arm of the airfield adjoining the present RAF St Mawgan on its southern and western sides.
Period:	Cold War, altering a Second World War runways, taxiways and dispersal areas
Form:	Large open area with two large aprons, named 'Frontline' and 'Backline' Treloy, situated either side of the former runway 08/26, a surrounding taxiway on its southern side (ownership split with MOD). The northern apron is enclosed by a security fence with three entry/exit points.
Buildings:	Radar mast and associated building (*63), pill boxes (*64, *65), radio station and antenna (*67).
Other built features:	Two large aprons with edge lights and anchor points, runway, taxiway, HESCO Bastion blast walls (*66), enclosure defined by security fencing, areas of grassland.
Survival:	Good, all the features survive as built.
Condition:	Good but deteriorating.
Complexity:	Simple, an under-used part of the airfield with only limited alteration since the late 1960s

Origin

The area was originally developed in Second World War as the western end of runway 08/26 with an encircling taxiway and two dispersal areas. Its character, however, is

predominantly Cold War in date due to the construction of two large aprons flanking the runway in the late 1960s for use by Nimrod aircraft. Later features are limited in scale and visual impact.

Description

Views

Although high and exposed views externally to and from the area are limited to the north and east, greater far-ranging views are available to the south. On this side, the area can be seen from afar, the eye drawn by the hardened aircraft shelters to the north.

Internally within the airfield, views are also limited to the central part of the main runway, across to the terminal buildings and the hangars and technical areas nearby. Due to the lie of natural topography Backline Treloy is a hidden and secluded part of the airfield.

Through the airport's perimeter fence views extend into the retained military base at RAF St Mawgan. The continued military feel of its buildings and grounds of the base also influence the broader setting of this character area, enhancing the military character of the landscape.

Form

The area has been a neglected part of the airfield since the end of the Cold War and the loss of Nimrod aircraft from RAF St Mawgan in 1992. The surviving taxiway is used as an access road by airport vehicles but the two large aprons and the runway stand unused. In the Nimrod days the two large aprons were used to park aircraft where they could get easy access to the main runway and if needs be, nearby weapons stores.

Frontline Treloy (the southernmost apron) is a large concrete apron defined from the runway and taxiway by a concrete kerb. Access points allowed aircraft on to the apron, where the remains of edge lights and aircraft anchor points still survive. Here, Nimrod and visiting aircraft could be parked and if, needs be, tethered, with associated service buildings found to the south (within the present RAF St Mawgan).



Fig 26 'Frontline Treloy' (left) and 'Backline Treloy' (right)

Backline Treloy was a similar large dispersal area built for use by the Nimrod. However, it was later adapted as a 'citadel' where aircraft taken hostage could be parked within a secure zone. An encircling security fence (surviving in a dilapidated condition) and access points that could be closed off enabled the site to be secured and allow Special Forces to undertake anti-terrorist operations if required.

The area was under-used in the post Cold War period, utilised instead for temporary operations and military training. The erection of six three-tier HESCO Bastion blast walls (*66) was undertaken in the late 1990s during training operations. The walls were built as blast shelters for aircraft, with portable surface platforms used to allow aircraft access. The runway surface is no longer fit for purpose and shows the scars of earlier features and fence lines, most probably built for training purposes. Two pill boxes (*64

and *65) were probably built during such operations; both are simple rectangular breeze block examples, one left unpainted, and the other camouflage green.



Fig 27 HESCO Bastion blast walls *66 (left) and west end of runway 08/26 (right)

A new primary and secondary radar mast (*63) and small radio station (*67) are the only new structures in the area, built for the needs of a civilian licence in the 'transition' period to Newquay Airport.

Through the airport's perimeter fence views extend into the retained military base at RAF St Mawgan. The continued military feel of its buildings and grounds of the base also influence the broader setting of this character area, enhancing the military character of the landscape.

Value

Located near the dominating form of the hardened aircraft shelters and RAF St Mawgan nearby, this redundant part of the airport retains a faded military feel than many other parts of the airport. With almost no RAF buildings in the area its main importance is its contribution to the broader setting of the 'runways, taxiways and dispersals' and 'Hardened concrete buildings' character areas.

As an open area the aprons allow lines of sight to the 'hardened concrete buildings' character area from other parts of the airport; ensuring that time-depth to the airport's landscape is readily appreciated.

At present, however, this is perhaps diminished by their neglected nature, separated from the active parts of the airfield. A more active use could provide a need for continued maintenance and upkeep, and to ensure the area continues to make a positive contribution to the broader landscape setting of the 'hardened aircraft buildings' and 'runways, taxiways and dispersals' character areas.

7.9 Hardened concrete buildings

(See Fig 44)

Summary:	Distinctive in its building types and their hardened construction the area is military in character, and the most distinct from other character areas.
Location:	Slightly detached from the rest of the airfield, located at the far western arm of runway 8/26, the area includes an exposed ridge line and the bottom of the sheltered Penrose Valley.
Period:	Cold War
Form:	Open with a dispersed group of hardened concrete buildings, arranged around the edge of runway 08/26 extending to a former fuel depot in the valley bottom. The built features are interspersed with areas of grassland, and lower down the valley, scrub.

Buildings:	Hardened Aircraft Shelters (HAS; *68 - *74 incl.) and small aprons (x7), operations block and decontamination building (*78), communication building (*84), garage (*82). Non-hardened structures: T2 hangar (*80), storage building (*81), electricity sub station (*79, *87, *88), sewage pumping station (*83), HESCO Bastion building (*90), pill box (*91).
Other built features:	Fuel depot (*85), reservoirs (*75-*77 incl.), fuel separator reservoir *86, building platforms (x6)
Survival:	Good, with little alteration.
Condition:	Good, though the HESCO Bastion building and T2 hangar are starting to deteriorate.
Complexity:	Simple, the area is dominated by scale and appearance of the hardened concrete buildings.

Origin

Extensively developed in the last phase of the Cold War. Previously the area was mainly open grassland, including fields, located on the edge of runway 08/26 and its taxiway. Early development was restricted to a small group of buildings (which now survive as building platforms) and the T2 Hangar.

Description

Views

External views into and out of the area vary due to differences in topography.

From the ridge line extensive views extend far to the south, to Newquay and beyond to St Agnes Beacon and the ridge of high ground at Carland Cross. To the north, views are less extensive but reach to St Eval and the ridge of high ground as far as Winnard's Perch. As the area descends into the Penvose valley views become more restricted to the settlement of Penvose and the valley sides.

Internally views to within the airfield also vary with location. On the ridge line views extend to the terminal, the central part of the main runway, and across to the Control Tower, hangars and Nimrod servicing area.

Through the airport's perimeter fence views extend into the retained military base at RAF St Mawgan. The continued military feel of its buildings and grounds of the base also influence the broader setting of this character area, enhancing the military character of the landscape.

In the valley bottom, views are restricted to the valley sides, but in certain places the height of scrub prevents views to any distance.

Form

The core part of the area is the dispersed group of hardened aircraft shelters arranged in a loose concentration on the most visible part of the site. Further buildings and features are located to the north and north west of the shelters, in dispersed groups on the slopes of the valley as it descends gently to the stream.

Appearance and scale

The HAS are distinctive in shape and size (see *68 -*74 incl.). Each is identical, with a domed rectangular hangar (with ten central air vents) fronted by heavy reinforced doors, to the side (right) a blast-protected entrance, and to the rear (left) a con-joined generator building and rear central, an enclosed jet-efflux chamber with two opposing deflectors.

To the front each has a small concrete apron which in turn is connected to a taxiway linking to the runway 08/26. Separating each shelter is an area of grassland with three small, square reservoirs (*75-*77 incl.) that acted as an emergency water tank for fire crews.



Fig 28 HAS *70 from front (left) and HAS *74 from right side (right)

Further hardened concrete buildings in the area are dispersed in two groups of ancillary buildings; the first group is near to the T2 hangar (*80) and includes an operations block and decontamination building (*78); the second group further down the valley includes a communications building (*84) and garage (for fuel tenders; *82).

Distinctive in their build quality, the hardened concrete buildings are also distinctive in their design. Built to withstand chemical, biological and nuclear attack the buildings have an imposing feel that buildings in the other character areas on the airfield lack. All the buildings in the area are painted RAF camouflage green; the only exception being the T2 hangar which stands out as an incongruous part of the group.



Fig 29 Communications building *84 (left) with HESCO Bastion building *90 and pill box*91 (right)

A majority of the HAS are currently leased for aircraft storage with HAS 2 (*69) leased to Cornwall's Air Ambulance. Standing empty, the ancillary buildings are in a dormant state.

An access trackway links the shelters to the former fuel depot (*85) in the valley. The depot is now defunct but is still enclosed by a security fence within which is a central buried fuel tank, associated small buildings, and circular access way. The depot was installed prior to the development of the hardened concrete structures and became the principal fuel depot for RAF St Mawgan (S Gardner pers comm). In the valley two further electricity sub stations (*87 and *88) and fuel separator reservoir (*86) were developed as part of the hardened concrete development phase.



Fig 30 Fuel depot buildings * 85 (left) and T2 hangar *80 (right)

The hillslope between the hardened aircraft shelters and fuel depot has scrubbed over giving this part of the area a neglected feel. This includes an area of building platforms and concrete hard standings where a series of buildings once stood (see below). In the late 1990s a pill box (*91) and HESCO Bastion building (*90) was built during a training operation. These buildings now stand empty and unused; though they fit into the more militaristic character of this area.

Standing above this area is a T2 Hangar (*80). The hangar was a replacement built on the footings of an earlier example (S Gardner pers comm). The original hangar on this site and the complex of ancillary buildings beneath it was developed in the Second World War, perhaps as a servicing area. The complex continued in use until the 1980s before it was removed as part of the HAS development; the T2 hangar the only remains of the earlier complex.

To the south and west, through the airport's perimeter fence views extend into the retained military base at RAF St Mawgan. The continued military feel of its buildings and grounds of the base also influence the broader setting of this character area, enhancing the military character of the landscape. The two HAS retained within MOD ownership are highly visible, located in close proximity to this character area.

Value

The 'hardened concrete buildings' character area makes a highly significant contribution to the time-depth of the airport. The dominating form of the HAS, their layout and presence draws the eye, ensuring that the former military role of the airport is easily understood. Its significance is enhanced as the area is formed by a complex of associated structures which vary in design and appearance; the larger HAS built together with accompanying hardened communication, decontamination and service buildings.

The area is also the last significant phase of Cold War activity at RAF St Mawgan. Approximately 300 HAS were built in the UK in the Cold War but many are now likely to lie redundant on non-active airfields. The continued use of the HAS as part of Newquay Airport is therefore important (even though the aircraft are civilian). The continued use of the HAS, and if possible, the associated buildings should form a key part of future development proposals.

7.10 Rough ground (Penrose Valley)

(See Fig 43)

Summary:	Area of former fields and enclosures of rough ground now dominated by scrub.
Location:	Penrose Valley, on the western side of the airfield, at the head of a stream that flows down to Watergate Bay.
Period:	Pre RAF St Mawgan.

Form:	Head of valley and valley bottom. Once fields, now scrubbed over with a mixture of willow and furze (gorse).
Buildings:	None.
Other built features:	Field boundaries.
Survival:	Unknown, due to the level of scrub it is not clear if the field boundaries survive.
Condition:	Unknown, due to the level of scrub it is not clear in what condition the field boundaries survive.
Complexity:	Simple

Origin

The area was recorded on c1880 and c1907 OS maps as a mixture of cultivated fields and enclosures of rough ground (furze and coarse grassland). The c1840 Tithe survey recorded a similar arrangement, the fields and enclosures holdings attached to the settlement of Bodruggo. In the valley bottom field-names 'Turf Moor' (TA 732) and 'Sedge Moor' (TA 752) indicated the water-logged nature of the ground.

Description

Views

Due to the enclosed nature of the valley its external and internal views are mainly limited to within it. Parts of the hardened concrete buildings and Backline Treloy ('Aprons' character area) are visible because of their close proximity. As the head of the valley rises in height it becomes more visible to areas within the airfield, with glimpses into it possible from the southern taxiway ('Runways, taxiways and dispersals' character area).

Form

The area covers 13.5 hectares of scrub dominated by willow trees and furze bushes.

Appearance and scale

The area has become dominated by scrub vegetation in the past 24 years since the hardened concrete buildings were developed and the fields abandoned. Annexed off from the remaining part of the airfield by the new security fence, the area is now used by the RAF for survival training.

It is likely that the remains of former field boundaries survive beneath the scrub. Based on map evidence these are likely to be a mixture of sinuous and straight boundaries.



Fig 31 Rough ground beyond security fence. Note, height of scrub.

Value

The significance of this character area is difficult to determine due to the density of the scrub which now crowds out the former field boundaries recorded on historic aerial photographs and maps.

Many of the boundaries were recorded on the c1840 Tithe survey and if revealed could contribute to an increased perception of the time-depth in the Penvose Valley.

Traditionally, many parts of this area were once a mixture of rough grassland and furze (gorse). With the construction of the hardened concrete buildings in 1989 the area has been unmanaged and left to scrub over. Careful management of the scrub would reveal the former field boundaries and return the vegetation to lower levels, as in early periods.

7.11 Fields

(See Fig 45)

Summary:	Two groups of fields located on the ridge and valley slope to the south of the airfield.
Location:	Two areas of fields located to the south of the airport. The larger of the two groups is located near to the former settlement of Parkyn's Shop. The fields stretch from the A3059 northwards up to and abutting the perimeter security fence, including the valley bottom which is covered by woodland and scrub. Part of the area is currently being developed as part of the Southern Access Road to the airport. The smaller group is a linear arrangement of fields that stretch from the ridge line of the A3059 northwards downslope to the stream at the bottom of the valley. The stream forms the southern boundary of RAF St Mawgan.
Period:	Pre RAF St Mawgan.
Form:	Two areas of fields located to the south of the airfield; the larger group located near to the former settlement of Parkyn's Shop, the smaller to the north of Trebarber.
Buildings:	None (Parkyn's Shop buildings demolished May 2011)
Other built features:	Field boundaries.
Survival:	Good, though the area has been altered where the new Southern Access Road is being developed.
Condition:	Field boundaries not inspected.
Complexity:	Simple.

Origin

The two groups of fields have different dates of origin.

The fields near Parkyn's Shop and Trevithick Downs are post-medieval in character with straight field boundaries, though the field patterns have been altered. Parkyn's Shop was an eighteenth century new farm that enclosed a former area of rough ground between the A3059 and the valley bottom. The fields near to Trevithick Downs farm are even later, enclosed and improved in the latter part of the nineteenth century.

The fields to the north of the stream were attached to the holding of Trenoon. Due to the construction of RAF St Mawgan the landscape has been drastically altered in places.

A small stream valley was infilled to make space for the southern threshold of runway 10/26.

The eastern part of this group of fields once included enclosures of altered post-medieval enclosure with former medieval fields further to the west. However, all of these fields altered in the Second World War, resulting in a homogenous altered landscape which is post-medieval/modern in character.

Located to the north of Trebarber, this small group of fields are post-medieval in character although it could have included an area of medieval outfields cropped only intermittently. Field-names recorded on the c1840 Tithe Survey suggest a former area of rough ground, only recently permanently enclosed; TA 1019 'Lower Down' and TA 1015 'Homer New Park' for example.

Description

Views

Externally views into and out of the two areas are largely restricted due to their aspect as a north-facing valley side.

Glimpses into the area can be gained from the western perimeter of the airport, and in particular from the areas of the 'Aprons' and 'hardened concrete structures' character areas, and from traffic passing along the A3059. RAF St Mawgan has the clearest views into the area, and correspondingly good views into the base are available from the fields.

The south-facing fields abutting the security fence to the north of Parkyn's Shop are more exposed and long-ranging views extend far to the south.

Form

Two separate groups of fields located within the same valley, to the south of the airfield. Most have a gentle and steady gradient, but as you near Trevithick Downs Farm they feel more open and exposed to the elements.



Fig 32 Fields at Parkyn's Shop (left; note soil stripped for Southern Access Road) and fields at Trebarber (right).

Appearance and scale

The fields are owned by Cornwall Council but are leased out to local farmers who use them for pasture and arable.

The fields have been heavily altered with periods of sub-division and amalgamation notable from the analysis of modern field patterns and those recorded on historic maps. Most are Cornish Hedges (stone-faced earth banks) laid out in a straight alignment.

Due to the proposed developments in the fields, parts of the character area (Southern Access Road development) have recently been covered by geophysical survey (see

Johns 2010; Roseveare and Roseveare 2010) and an archaeological watching brief (Shepherd 2011).

Value

The two areas of fields are predominantly enclosed land in character. Its immediate character is determined by its attributes as farmland and the nature of the field boundaries which define and divide the fields.

As fields they also contribute to the present broader landscape setting of the surrounding 'enclosed land' to the south of the assessment area. However, its broader landscape setting is more complex, as the existing buildings of the airport and the neighbouring base at RAF St Mawgan draw the eye and dominate the landscape to the west and north.

It is likely that the character of the area will change as it is the focus for proposed development.

Future development proposals could be carefully designed to minimise the visual impact on the broader landscape setting of the surrounding Enclosed Land HLC type to the south of the assessment area. The height, scale, density and appearance of the buildings should be carefully designed, as should the landscaping of the grounds.

Due to its undeveloped state, the character area has high potential for buried archaeology of significant value, particularly in the fields at Trebarber. The remaining fields at Parkyn's Shop also have high potential though this should be tested by further geophysical survey at an early stage, prior to full development proposals being drawn up.

8 Significance

Newquay Cornwall Airport's heritage is important due to the airfield's association with key political events in the twentieth century (Second World War and the Cold War) and its relationship with military personnel and aircraft, in particular the US military and the use of the Nimrod (of which it is considered of note).

The airfield contains 91 buildings and structures of which 66 are associated with the airfield's former military use. Most are of **local (D)** or **moderate (C)** importance but there are 11 buildings of **very high (A)** importance relating to the Cold War and one building of **high (B)** importance, originally dating to the Second World War. These are concentrated on the southern side of the airport, within the 'RAF air traffic control', 'Nimrod servicing area', and 'Hardened concrete buildings' character areas.

These concentrations of military character give the airfield's landscape added time-depth, with the nearby, and often easily visible, RAF St Mawgan contributing to the interpretation.

This character of the airfield has constantly evolved over time with changes in military strategy, and with the increase, and eventual transfer, to civilian usage. In the 'Terminal' character area, for example, the two older RAF buildings are now dominated by larger modern buildings which are strikingly different in design and appearance.

The broader assessment area also includes areas of high archaeological potential, with two potential prehistoric settlement sites of **very high (A)** importance identified in the fields at Trebarber. The fields at Parkyn's Shop (up to the edge of the airfield perimeter fence) not yet covered by archaeological assessment and recording also have a high archaeological potential.

8.1 Historical and political associations

The airfield, in its former role as part of RAF St Mawgan, has a **moderately important** association with the Second World War.

It was neither extraordinary in terms of battles or conflicts, or the names of individual airmen who flew from the airfield regularly, but is considered of note for the sheer physical scale of its main runway, its strategic location in relation to the Atlantic, and its relationship with the United States military.

During the Second World War the substantial width and length of the main runway enabled the airfield to deal with significant numbers of large-sized bombers, making it one of the busiest Allied airfields in the final two years of the War. This was a result of the influence of the USAAF in its construction as a very heavy bomber airfield, and its strategic location as a diversion airfield on the edge of the Atlantic, ready to receive and send off bombers and military passenger traffic making the jump across the Atlantic, and to other parts of the globe.

Since the Second World War the airfield (and RAF St Mawgan) has had a **highly important** political and strategic association with the United States military. The understanding of this association is only partially understood, though it is clear that US forces played an active part in the Cold War phases of the airfield, and more recently, between 1995 and 2009 as the key component of the Joint Military Facility housed at RAF St Mawgan (outside the assessment area).

Many thousands of US servicemen will have memories of using the airfield over the past 70 years: from the end of the Second World War when it was the final disembarkation point for USAAF aircraft returning home; from its use as a weapons depot (and perhaps other activities) in the Cold War period; and from its strategic surveillance and co-ordination point in the North Atlantic for the American and British services.

Due to its proximity to the Atlantic, and Cornwall's position jutting out into the Western Approaches, the airfield's strategic role in the Cold War is of **very high importance** in

terms of anti-submarine reconnaissance and warfare, and search and rescue co-ordination.

8.2 Military history

It is its **very highly important** association with the Nimrod aircraft that the airfield is probably best known amongst military enthusiasts. Together with RAF Kinloss, the airfield was the home of the Nimrod, from 1969 through to 1992. It was, moreover, the central point for training and servicing for many years. The physical manifestation of this role survives in the large aprons and the Nimrod servicing hangar (*31); a substantial building that survives in a relatively unaltered state and in a good condition.

The importance of the base's role in relation to the squadrons flying Shackletons, especially in the final stages of the aircraft's use as a surveillance plane in Coastal Command, is not completely clear. It is possible that the airfield was the last from which Shackleton aircraft flew, but this could be an area for further research.

The layout, size and scale of the airfield, and the navigational and air traffic control equipment it housed, put it at the 'cutting edge' of airfield design in the latter part of the Second World War.

The airfield's original design of runways, taxiways and dispersal areas have been altered successively in the Cold War and 'Transition' periods but a large part of the original layout survives, making it **moderately important** in this respect.

The most significant alterations since the Second World War have been the development of further hangars and technical areas, the Nimrod servicing area and two associated large aprons, the HAS development, and more recently, the modern civilian terminal. Despite this, 22 of the Second World War dispersal areas survive out of the original 38, and most of the original taxiway is still in active use. The main runway, as part of the transition to a CAA licence, was narrowed for the use of aircraft and had additional lighting put in place.

8.3 Character areas

The assessment area has been divided into ten character areas. Each is defined by its present range of attributes that give a tangible feel of historic time-depth and in particular, to past military use. Attributes considered for each area include its date of origin, building types (if any) and their form and survival, associated site types, past and present function.

The character areas have been identified to help inform future development proposals. Ideally, in the event of proposed development within the character areas, there should be a presumption in maximising the beneficial effects to the historic environment, with a view to achieving a balance between development and the retention and reuse of key buildings and associated structures (those of very high and high importance).

The areas are listed below in terms of their present character to give a clear indication where time-depth is most apparent in the assessment area.

Predominantly military in character

- 'RAF air traffic control'
- 'Nimrod servicing area'
- 'Aprons'
- 'Hardened concrete buildings'

Mixture of military and civilian in character

- 'Runways, taxiways and dispersals'
- 'Hangars and technical areas'

Predominantly civilian in character

- 'Terminal'
- 'Emergency Services'

Predominantly rough ground in character

- 'Rough ground (Penvose Valley)'

Predominantly enclosed land in character

- 'Fields'

Within certain character areas are buildings and archaeological sites of higher importance than others.

8.4 Buildings and structures

8.4.1 Buildings of Very High Importance (A)

'Nimrod servicing area' character area

- Nimrod hangar (*31). This large hangar is important due to its historical association with the Nimrod aircraft, as it was the hangar where all RAF Nimrod aircraft were serviced between 1969 and 1992. It is also likely to be of very high importance based on its construction type, as potentially one of the few buildings built of the Ballykelly type. It is unaltered except for the addition of a small internal office building and due to active use, is in good condition.

'Hardened Concrete Buildings' character area

- Hardened Aircraft Shelters (*68, *69, *70, *71, *72, *73 and *74). The seven shelters are impressive buildings associated with the latter part of the Cold War, and the threat of nuclear, biological and chemical attack. Externally unaltered, and for a large part unaltered internally. However, a sound-proofed room once found in each HAS been removed by the MOD prior to the transfer of the airfield to full civilian use. The structures survive in good condition and are currently used for the storage of aircraft.
- Generator House, decontamination building and operations block (*78). The building was the main operations building for the HAS complex. It also contained a decontamination room for pilots. A substantial part of the internal furniture survives, though computing equipment has been removed.
- Garage (*82). A hardened concrete garage to house the tenders needed to refuel the airplanes stationed in the HAS complex.
- Communication building (*84). The building was the main communications building for the HAS complex. Internally, fixtures and fittings associated with the generator house survive but the computing equipment has been removed.

8.4.2 Buildings of High Importance (B)

'RAF air traffic control' character area

- Control tower, weather station and maintenance buildings (*17). The brick-built core of the RAF air traffic control tower dates to the Second World War and is likely to be the only example of the very heavy bomber station type. In the 1990s English Heritage assessed the significance of all the surviving air traffic control towers, scheduling those identified as most nationally important. It is likely that this air traffic control tower

was not scheduled due to the number of alterations to it (W Cocroft pers comm). However, it remains the focal point of the 'RAF air traffic control' character area, and is important as the most important and impressive surviving Second World War building found on the airport.

8.4.3 Buildings of Moderate Importance (C)

'Runways, taxiways and dispersals' character area

- Storage buildings (*2, *3)
- Storage building (flare store, *5)
- Radio mast and station (*4)
- Airfield building, generator transmitter station (*7, *10)

'RAF air traffic control' character area

- Air raid shelters (*19, *20 and *21)
- Fire station (*23)
- Boiler House (*29)
- Storage building (flare store, *26)

'Nimrod servicing area' character area

- Airfield building and garage (*32)
- Storage buildings (*33, *34)
- Electricity sub station (*37)

'Hangars and technical areas' character area

- Office (*41)
- Aircraft hangar, office, store and workshop (*44)

'Terminal' character area

- Generator house, fuel tank (*53)
- Flight office (*54)

'Hardened concrete buildings' character area

- Reservoirs (*75, *76 and *77)
- Electricity sub station, transformer station (*79)
- Aircraft hangar (*80)
- Storage building (*81)
- Sewage pumping station (*83)
- Fuel depot (*85)
- Fuel separator reservoir (*86)
- Electricity sub station (*87, *88)

8.4.4 Buildings of Low Importance (D)

'Runways, taxiways and dispersals' character area

- Storage building (*15)
- Fuel separator reservoir (*16)

'RAF air traffic control' character area

- Reservoir (*18)
- Storage buildings (*22, *24, *28 and *30)
- Pill box (*25)
- Toilet (*27)

'Nimrod servicing area' character area

- Storage depot (*35)
- Fuel separator reservoir (*36)
- Electricity sub station (*38)
- Engine test bed (*39)
- Radio mast, radio station (*40)

'Hangars and technical areas' character area

- Storage building (*42)
- Office (*43)

'Emergency Services' character area

- Fire station (*45)
- Pump house, reservoir (*46)
- Storage building (*47)
- Control room (*48)
- Bat house (*49)
- Airfield buildings – HESCO Bastion (*50, *51)
- Airfield building – 'Emergency services rendezvous point' (*52)

'Terminal' character area

- Terminal building (*55)
- Aircraft hangars (*56, *59)
- Airfield building (*57)
- Fuel depot (*58)
- Control Tower (*60)
- Portable buildings (*61, *62)

'Aprons' character area

- Radar mast, transformer station (*63)
- Pill boxes (*64, *65)
- Blast walls – HESCO Bastion (*66)
- Radio station (*67)

'Hardened concrete buildings' character area

- Pill boxes (*89, *91)
- Airfield building – HESCO Bastion (*90)

8.5 Buried Archaeological Potential

(For location, see Fig 36).

The potential for buried archaeology varies across the assessment area and within each character area.

High potential

- Potential enclosure *98 ('Runways, taxiways and dispersals' character area). Enclosure detected as a cropmark from aerial photographs. Potentially prehistoric in date, and therefore of **very high (A)** or **high (B)** importance. However, the interpretation of the site is uncertain and it could potentially be of lesser importance and more recent in date, or be of non-archaeological origin.
- Northern apex of the Northern Loop ('Runways, taxiways and dispersals' character area; surrounding the RAF transmitter mast and building *4). There is the high potential for buried archaeological evidence of Cold War date relating to inter-communications within the airfield. There are several extant concrete anchor points and a circular enclosure which relate to various earlier arrays and masts. Although likely to be of **low (D)** importance, potential features could provide further local information on the past use of the airfield.
- Parkyn's Shop and edge of airfield ('Fields' character area). The fields surrounding Parkyn's Shop and the south eastern edge of the airfield have a high potential for buried archaeology. The importance of potential sites is unknown and requires further evaluation (see Section 9.3.12). Geophysical survey and an archaeological watching brief have been undertaken nearby, in the area of the Southern Access Route (see Section 3.5).
- Trebarber ('Fields' character area). Identification of cropmarks by the NMP suggests the high potential for prehistoric archaeology in the fields to the north of Trebarber (although geophysical survey by Roseveare and Roseveare in 2010 proved inconclusive due to soil conditions). The two prehistoric settlements (*136 and *137) and the possible traces of a prehistoric field system(s) (*139 and *140) nearby could be of **very high (A)** or **high (B)** importance.

Moderate potential

- Head of Penvose Valley ('Rough ground' character area). In the upper part of the valley RAF aerial photographs dating to 1945 and 1946 recorded a group of buildings in the area. It is possible that these buildings were reused in the Cold War phase of the airfield. The 1971 aerial photograph (NMR MAL/71131 V 70 05-SEP-1971) recorded the area as recently disturbed with no buildings visible. It is likely that the potential features would be of **low (D)** importance, but little of its original use is known. The potential survival of any remains is also difficult to establish as the area is covered by low scrub vegetation.
- Lower part of Penvose Valley ('Rough ground' character area). There is moderate potential for buried archaeology in this part of the valley, but this is likely to relate to medieval and post-medieval field boundaries, and therefore be of **low (D)** importance.
- NW end of main runway ('Runways, taxiways and dispersals' character area). In the area of the ILS array, there is moderate potential for survival of buried features, although the degree to which service trenches and ILS array foundations have disturbed the area is not clear. This area was not intensely used as part of the military airfield, but the surviving remains of isolated military features could be revealed. These, however, are likely to be of **low (D)** importance relating to inter-communication within the airfield and to aircraft. There is also limited potential for pre-RAF St Mawgan features to be revealed here, though the potential importance of these is difficult to establish.

- E end of main runway ('Runways, taxiways and dispersals' character area). In the area of the ILS array, there is moderate potential for survival of buried features, although the degree to which service trenches and ILS array foundations have disturbed the area is not clear. This area was not intensely used as part of the military airfield, but the surviving remains of isolated military features could be revealed. These, however, are likely to be of **low (D)** importance relating to inter-communication within the airfield and to aircraft. There is also limited potential for pre-RAF St Mawgan features to be revealed here, though the potential importance of these is difficult to establish.
- Dispersal area in the vicinity of buildings *2 and *3 ('Runways, taxiways and dispersals' character area). Aerial photographs dating to the Cold War (1957 and 1971) recorded groups of buildings here. These were probably operations blocks and storage buildings for squadrons based at RAF St Mawgan. Today, most of these buildings survive only as footprints (gravelled/concrete platforms) and networks of concrete trackways and paths leading to them. Potential features are likely to date from the Cold War, in particular the Coastal Command phase, and be of low importance. There is a lower potential here to reveal features dating to the Second World War but these are likely to be **low (D)** in importance, and probably poor in survival.
- Area surrounding buildings *6 and *7 ('Runways, taxiways and dispersals' character area). The area contained the original fuel depot for the airfield of which building *6 is the only surviving part. Building *7 originally controlled the airfield lighting in the eastern half of the airfield. Potential features are likely to date from the Cold War, but be of low importance. There is a lower potential here to reveal features dating to the Second World War but these are likely to be **low (D)** in importance, and probably poor in survival.
- NE dispersal area ('Emergency Services' character area). Aerial photographs dating to the Cold War (1957 and 1971) recorded groups of buildings here. These were probably operations blocks and storage buildings for squadrons based at RAF St Mawgan. Today, most of these buildings survive only as footprints (gravelled/concrete platforms) and networks of concrete trackways and paths leading to them. Potential features are likely to date from the Cold War, in particular the Coastal Command phase, and be of **low (D)** importance. There is a lower potential here to reveal features dating to the Second World War but these are likely to be **low (D)** in importance, and probably poor in survival.
- HESCO Bastion blast walls *66 ('Aprons' character area). The grassed area surrounding the walls could have limited potential to reveal pre-RAF St Mawgan archaeological features. It is difficult to establish the potential importance of features that might be revealed. The degree to which original airfield construction and later cross-cutting of services to the hardened concrete structures has affected the potential survival of earlier features is currently poorly understood.

Low potential

- Much of the airfield, its runways, taxiways and dispersals, only have the potential to yield buried archaeology relating to use of the airfield in the Cold War, and to a lesser degree, its post Cold War phase. The density, scale and importance of these features are likely to be low; the surviving remains most probably concrete standings, wall footings, ducts and cabling.

In many places the construction of the airfield in the Second World War obliterated all features dating to the pre-RAF landscape. Writing in 1943 in the midst of construction Croft Andrew noted the substantial degree of ground disturbance (Preston Jones 1984). It was often the case that the topsoil would

be stripped completely and stock-piled while the sub-soil was reduced and graded to minimise any significant contours (*ibid* 159).

- 'Hangars and technical areas', 'RAF air traffic control', 'Nimrod servicing', 'Aprons', and 'Hardened concrete buildings' character areas. These areas have low archaeological potential due to the probable scale of past ground disturbance. Potential features that could be revealed are likely to be Second World War and Cold War in date and to be of low importance. There may be small concentrations of concrete standings, ducts and cabling in the RAF air traffic control area dating to the Second World War but their level of survival is potentially poor (due to comprehensive clearance) and of **low (D)** significance (relating to inter-communication within the base and to aircraft).

Unknown potential/Obscured

- Area of cist cemetery and possible chapel (*96 and *97 respectively; 'Runways, taxiways and dispersals' character area). Croft Andrew noted significant ground disturbance in the area (see Preston Jones 1984). The true extent and depth of re-profiling across the entire part of this area, however, is difficult to quantify from Croft Andrew's notes. Because of the **very high (A)** importance of the features revealed in the past, further archaeological work in the grassed areas next to the runway and taxiway could help gain a clearer understanding of the survival, if any, of the original ground level, and therefore the potential for buried archaeological features. However, due to the very high (A) importance of potential archaeological sites and features in this area ground disturbance should be carefully considered, and where possible, minimised.
- Bodruggo (area of former settlement, see *92; 'Hardened Concrete Buildings' character area). It is also unclear to what degree the settlement of Bodruggo was demolished in 1989 with the development of the hardened concrete buildings. The settlement had its origins in the early medieval period. The CC 1988 aerial photograph showed surviving farm buildings and dwellings of the former settlement, however, no trace of the buildings was noted during fieldwork. It is possible, however, that elements of the settlement survive as buried archaeology though the extent (if any) and nature of these features is not clearly understood.
- Earth heap (Northern Loop; 'Runways, taxiways and dispersals' character area). In the 'transition' period between 2007 and 2008 an area of sub-soil and topsoil was dumped here, obscuring the former ground surface beneath. The original potential for these areas was low as few features had been recorded.
- Earth heap (Head of Penvose Valley; 'Penvose valley' character area). In the 'transition' period between 2007 and 2008 an area of sub-soil and topsoil was dumped here, obscuring the former ground surface beneath. The original potential for these areas was low as few features had been recorded.
- To the south of runway 08/19 ('Fields' character area). The natural topography at the southern end of runway 08/19 (to the north of the area covered by Shepherd 2011) was altered by the infilling of material. Recent geophysical survey (Sabine and Donaldson 2009 in Johns 2010) and analysis of historic maps (by this assessment) suggests that infilling could be widespread and on a substantial scale.

Excavated: Southern Access Road

- 'Fields' (Parkyn's Shop) character area. The area of the Southern Access Road was covered by geophysical survey (see Sabine and Donaldson 2009 in Johns 2010) and archaeological assessment (Johns 2010) and more recently an archaeological watching brief during soil stripping (Shepherd 2011). The watching brief revealed the remains of parallel ditches associated with former Cornish hedges confirming features identified by geophysical survey, but failed

to identify other anomalies (Anomalies 1 2, 11, 12 and 19 identified by Johns 2010; see *132 and *133 this report).

9 Management Recommendations

The following section outlines the key principles that should be taken forward to form the cultural strategy for the assessment area.

9.1 Aims

The strategy aims to inform and influence future development proposals in relation to identified and potential heritage assets within the assessment area, principally through the informed understanding of the former military buildings and structures, and the character areas they are located within.

The mitigation strategy is a positive one and accepts that landscape change is not necessarily negative in its effect. A key aim should be to manage change to the historic environment from an informed position, and where possible, to maximise the beneficial effects to it.

A positive outcome can be achieved in a number of ways - through the careful and considered design of future development, with the aspiration to maintain and reuse former RAF buildings where possible, by encouraging further research on the military use of the airfield (and RAF St Mawgan as a whole), by the dissemination and outreach of the results of this research, and through archaeological mitigation in terms of future evaluation, recording and excavation, and the wider dissemination of its results.

Underpinning this strategy is the principle that Newquay Cornwall Airport is a distinctive historic landscape due to its past military use, with important heritage value relating to its former days as a strategic RAF airfield. The value includes political and military associations and relationships (non-physical) and the actual surviving military buildings and related structures (physical).

The strategy has been produced to aid the management of the historic environment within the assessment area by the Newquay Cornwall Airport team, and to encourage engagement with a range of broader stakeholders.

It also aims to foster and develop the wider story of the airfield's history and in particular, its strong international links with the United States military, and from a British perspective, its association with the Nimrod aircraft.

Development proposals could be used as a focus for linking the local community, military enthusiasts, British serviceman and squadrons who served at the airfield, together with United States serviceman and their military associations, giving it local, national and international links, bringing both wider recognition and positive publicity to the airport.

9.2 Character Areas summary recommendations

Potential management recommendations for each character area are listed below. For more detailed statements outlining the opportunities for mitigation/enhancement see Section 9.3. For a summary of recommendations listed for each building/structure/archaeological site identified in the assessment area see Section 10.

'Runways, taxiways and dispersals'

1. Where possible, future development proposals, should be designed to maximise the beneficial effects to the historic environment, by carefully managing the potential alteration of the layout of the airfield's runways, taxiways, thresholds and dispersal areas. This is the context within which the RAF buildings sit, and therefore is an important aspect of the airfield's military character. It is also integral to the understanding of the military plan and function of the airfield, and its evolution through the Cold War and post Cold War periods (see Section 9.3.2).

2. Where possible, try to retain RAF buildings and structures (*2, *3, *4, *5, *6, *7, *10, *13 and *16) in active use as part of the airport (see Section 9.3.3).
3. In the event of alterations being made to the exterior or interiors of the RAF buildings (*2, *3, *4, *5, *6, *7 and *10), ensure that change is guided by historic building recording, undertaken beforehand (see Section 9.3.10 for details). Where possible, try to retain the existing military colours and appearance of the RAF buildings.
4. In the event of the demolition of buildings (*2, *3, *4, *5, *6, *7 and *10), ensure that historic building recording is undertaken beforehand (see Section 9.3.10 for details).
5. Ensure consideration is given to the buried archaeological potential in the context of any development in this part of the airport (see Fig 36 and Section 8.5).
6. Ground disturbance upon, and in the close vicinity of, archaeological sites of **very high (A)** and **high (B)** importance should be minimised (see Section 9.3.11).
7. If possible, further research the history of the dispersal areas and the squadrons that used them in the past (see Section 9.3.8).

'RAF air traffic control'

1. Where possible, future development proposals, should be designed to maximise the beneficial effects to the historic environment. The character area is the context within which the RAF buildings sit, and is an important part of the airfield's military character, contributing to the understanding of the military function of the airfield, and its evolution through the Cold War and post Cold War periods.
2. Try to retain the RAF air traffic control tower and its attached buildings (*17) in active use as part of the airport (see Section 9.3.3).
3. Historic Building recording of the RAF air traffic control tower and its attached buildings (*17) should be undertaken as a priority (see Section 9.3.1). This will help to inform its future management and potential alteration to its exterior and interior (see Sections 9.3.3 and 9.3.10).
4. Assess the potential for the RAF air traffic control tower and its attached buildings (*17) as a site for a viewing café and museum open to the public (see Section 9.3.7 for details).
5. Where possible, try to retain RAF buildings and structures of moderate and low importance (*18, *19, *20, *21, *22, *23, *24, *25, *26, *27, *28, *29, *30) in active use as part of the airport (see Sections 9.3.3).
6. In the event of alterations being made to the exterior or interiors of the RAF buildings (*19, *20, *21, *23, *28, *29) ensure that change is guided by historic building recording, undertaken beforehand (see Section 9.3.10 for details). Where possible, try to retain their existing military colours and appearance.
7. Historic building recording in this character area should include a broader photographic survey of the area. This should record the landscape setting of all the military buildings and structures before any change takes place (including *18, *22, *24, *25, *26, *27 and *30 - see Sections 9.3.10).

'Nimrod servicing area'

1. Where possible, future development proposals, should be designed to maximise the beneficial effects to the historic environment. The character area is the context within which the RAF buildings sit, and is an important part of the

airfield's military character, contributing to the understanding of the military function of the airfield, and its evolution through the Cold War and post Cold War periods.

2. Retain the Nimrod hangar (*31) and its associated apron in active use as part of the airport (see Sections 9.3.3).
3. In the event of alterations being made to the exterior or interior of the Nimrod hangar (*31) ensure that change is guided by historic building recording, undertaken beforehand (see Section 9.3.10 for details). Due to the building's very high importance this work is of high priority (see Section 9.3.1).
4. Where possible, try to retain RAF buildings and structures of moderate and low importance (*32, *33, *34, *35, *36, *37, *39, *40) in active use as part of the airport (see Sections 9.3.3).
5. In the event of alterations being made to the exterior or interiors of the RAF buildings (*32, *33, *34, *37) ensure that change is guided by historic building recording, undertaken beforehand (see Section 9.3.10 for details). Where possible, try to retain their existing military colours and appearance.
6. Historic building recording in this character area should include a broader photographic survey of the area. This should record the landscape setting of all the military buildings and structures before any change takes place (including *35, *36, *39 and *40 - see Section 9.3.10).

'Hangars and technical areas'

1. Where possible, try to retain RAF buildings (*41 and *44) in active use as part of the airport (see Sections 9.3.3).
2. In the event of alterations being made to the exterior or interiors of the RAF buildings (*41 and *44), ensure that change is guided by historic building recording, undertaken beforehand (see Section 9.3.10 for details). Where possible, try to retain their existing military colours and appearance.
3. Try to retain the aprons associated with this character area in active use (see Sections 9.3.2).

'Emergency Services'

1. Ensure consideration is given to the buried archaeological potential in the context of any development in this part of the airfield (see Fig 36 and Section 8.5).
2. If possible, further research the HESCO buildings (*50, *51) to better understand the military training operations they were associated with (see Sections 9.3.8).

'Terminal'

1. Investigate the opportunity for interpretation close to or inside the terminal buildings to explain the original military use of the airfield (see Sections 9.3.9).
2. Where possible, try to retain RAF buildings (*53 and *54) in active use as part of the airport (see Sections 9.3.3).
3. In the event of alterations being made to the exterior or interiors of the RAF buildings (*53 and *54), ensure that change is guided by historic building recording, undertaken beforehand (see Section 9.3.10 for details). Where possible, try to retain the existing military colours and appearance of the RAF buildings.
4. In the event of the demolition of buildings (*53 and *54 ensure that historic building recording is undertaken beforehand (see Section 9.3.10 for details).

'Aprons'

1. Try to retain the aprons associated with this character area in active use (see Sections 9.3.2).
2. Try to retain the remnant of runway 08/26 and surrounding taxiways in active use as part of the airport (see Sections 9.3.2).
3. Ensure consideration is given to the buried archaeological potential in the context of any development in this part of the airport (see Fig 36 and Section 8.5).
4. If possible, further research the HESCO Bastion blast walls (*66) could be undertaken to better understand the military training operations they were associated with (see Sections 9.3.8).

'Hardened concrete buildings'

1. Where possible, future development proposals, should be designed to maximise the beneficial effects to the historic environment. The character area is the context within which the RAF buildings sit, and is an important part of the airfield's military character, contributing to the understanding of the military function of the airfield, and its evolution through the Cold War and post Cold War periods.
2. Retain the hardened aircraft shelters (*68, *69, *70, *71, *72, *73, *74) and their associated aprons and taxiways in active use as part of the airport (see Sections 9.3.2 and 9.3.3).
3. Retain the open, grassed over areas between the HAS to maintain their visual integrity and landscape setting (see Section 9.3.2).
4. Retain the hardened aircraft buildings (*78, *82 and *84) in active use as part of the airport (see Section 9.3.2).
5. In the event of alterations being made to the exterior or interiors of the hardened concrete buildings (*68, *69, *70, *71, *72, *73, *74, *78, *82 and *84) ensure that change is guided by historic building recording, undertaken beforehand (see Section 9.3.10 for details). Due to the very high (A) importance of the buildings this should be undertaken as a high priority (see Section 9.3.1).
6. Retain the military colours and appearance of the hardened concrete buildings (*68, *69, *70, *71, *72, *73, *74, *78, *82 and *84).
7. Where possible, try to retain RAF buildings and structures of moderate and low importance (*75, *76, *77, *79, *80, *81, *83, 85, *86, *87, *88, *89, *90, *91) in active use as part of the airport (see Sections 9.3.3).
8. Where possible, try to retain the military colours and appearance of the RAF buildings and structures of moderate and low importance (*75, *76, *77, *79, *80, *81, *83, 85, *86, *87, *88, *89, *90, *91) as an active part of the airport's landscape.
9. In the event of alterations being made to the exterior or interiors of the RAF buildings, (*79, *80, *81, *83, *87, *88, *89, *90, *91), ensure that change is guided by historic building recording, undertaken beforehand (see Section 9.3.10 for details). Where possible, try to retain their existing military colours and appearance.
10. Historic building recording in this character area should include a broader photographic survey of the area. This should record the landscape setting of all the military buildings and structures before any change takes place (including *75, *76, *77, *85, *86, *89, *90, *91 – see Section 9.3.10).

11. Ensure consideration is given to the buried archaeological potential in the context of any development in this part of the airport (see Fig 36 and Section 8.5).

'Rough ground (Penvose Valley)'

1. Where possible, maintain existing field boundaries with the aim to re-use materials from the local area (ideally from the original boundary), and seek to maintain the boundaries' existing character (height, width and facing style) (see section 9.3.4).
2. Ensure consideration is given to the buried archaeological potential in the context of any development in this part of the airport (see Fig 36 and Section 8.5).

'Fields'

1. Ensure consideration is given to the buried archaeological potential in the context of any development in these two areas (Trebarber and Parkyn's Shop), except the area of the Southern Access Route which has already been evaluated and recorded (see Fig 36 and Sections 8.5, 9.3.12 – 9.3.14 incl.).
2. Further evaluation is a high priority (see Sections 9.3.1, 9.3.12 and 9.3.13).
3. Ground disturbance upon, and in the close vicinity of, archaeological sites of **very high (A)** and **high (B)** importance should be minimised (see Section 9.3.11).
4. Where possible, future development proposals should be carefully designed to minimise the negative effects on the broader landscape setting of the surrounding Enclosed Land HLC type (the rural landscape beyond the assessment area). The height, scale and construction of buildings should be carefully considered. However, it is acknowledged that existing development and infrastructure (the airport's buildings and infrastructure and neighbouring RAF St Mawgan) has already had considerable visual effect upon it (see Section 9.3.5).

9.3 Opportunities for mitigation/enhancement

The following statements outline the potential opportunities for mitigation and enhancement to ensure an overall positive effect for the historic environment.

9.3.1 Priorities

The following assessments should be undertaken as a priority, as the results of each should help to better inform the detail of future development proposals.

- Evaluation: geophysical survey of remaining part of 'Fields' character area at Parkyn's Shop (see Fig 36).
- Evaluation: Evaluation trenching at Trebarber (sites *136 and *137).
- Recording: Historic building recording of Nimrod hangar (*31), together with accompanying photographic survey of surrounding character area.
- Recording: Historic building recording of RAF control tower (*17), together with accompanying photographic survey of surrounding character area.
- Recording: Historic building recording of the hardened concrete buildings (*68, *69, *70, *71, *72, *73, *74, *78, *82 and *84), together with accompanying photographic survey of surrounding character area.
- Management Strategy (together with recording): At the earliest available opportunity a management strategy should be produced for the former RAF buildings and structures identified within this report. A key aim should be to highlight which buildings are intended for adaptive reuse as part of the airport's

future. The strategy would benefit from each building being covered by historic building recording to help guide potential changes and alterations.

All the suggested items should be carried out following consultation with Cornwall Council's Historic Environment Planning Advice team (See Sections 9.3.10 – 9.3.14 incl. for further advice).

9.3.2 Airport: Maintenance of time-depth

The airport contains buildings, structures and character areas that clearly demonstrate its original military role, giving a tangible feel of time-depth to certain parts of the landscape. The surviving RAF buildings are distinct in appearance from the civilian buildings and often draw the eye.

A small number of these buildings are of **very high (A)** and **high (B)** importance; the Nimrod servicing hangar (*31), the hardened concrete buildings (*68, *69, *70, *71, *72, *73, *74, *78, *82 and *84) and the RAF control tower (*17).

The overall design of the airport also contains vestiges of its original military character. Its runways, encircling taxiway, numerous unaltered dispersals and later large-scale aprons form a distinctive part of the airport. Since its original development in the Second World War the airfield has undergone successive alteration in the Cold War and post Cold war periods but a large part of its original design still survives.

The importance of these surviving military attributes is that they demonstrate a deeper level of time-depth to the landscape; an area associated with British and NATO military strategy in two key political eras of the twentieth century, the Second World War and Cold War.

Where possible, future development proposals should seek to maintain and enhance the visual impact of the former RAF buildings, to ensure that they continue to contribute to the time-depth of the airport's landscape. If existing RAF buildings are to be maintained as part of the airport's future then new buildings and structures should ideally be designed to minimise the visual and physical impact upon them.

9.3.3 RAF Buildings - adaptive re-use and management strategy

Ideally, adaptive re-use should be sought for the RAF buildings, and be designed to maximise beneficial effect to them. To create a clear way forward, a management strategy could be produced to guide future proposals for all the former RAF buildings in the airport. Buildings of **very high (A)** and **high (B)** importance should be prioritised. If certain areas, or character areas, require immediate development, then these should also be prioritised.

Where possible, recommendations should seek to make the most of a building's existing qualities. Each building could be evaluated for its potential in this respect, and this process should underpin proposals for each surviving RAF building on the airfield to help build and inform the management strategy. Historic building recording for each building should be undertaken at the earliest opportunity to inform and guide future management and proposals for alteration and change (see Section 9.3.10 for further discussion).

Immediate attention should focus on the potential re-use of the buildings of very high (A) and high (B) importance; the Nimrod hangar (*31), hardened concrete buildings (*68-*74 incl., *78, *82 and *84), and the RAF air traffic control tower (*17). These buildings could form 'iconic' focal points within future proposed development and are of high priority for historic building recording (Section 9.3.1).

For example the potential for the RAF air traffic control tower to become a public café and museum (of the airfield's history) could be investigated (see sections 9.3.7 – 9.3.8 incl. for further discussion).

The continued use of the seven HAS for aircraft maintenance and storage is to be welcomed, and where possible, every effort should be made to maintain these distinctive structures as part of the airport's landscape. The re-use of the other hardened concrete buildings may not be as simple, but they have distinctive qualities which should form the basis for their retention and re-use. They are likely to be potentially secure, stable environments with little natural light, and these characteristics could form the principal attraction for future use. The buildings are an integral part of the 'Hardened concrete buildings' character area.

The Nimrod hangar is still in active use for aircraft servicing and storage. In the longer-term an ideal situation would be for this building to continue in active use.

For many of the smaller buildings, re-use may not be as simple. However, where possible, re-use should be considered and the reasons both for and against outlined. The future of the HESCO Bastion buildings (*50, *51 and *90) is likely to be problematic, but efforts should be made to see if they can be adaptively re-used within their expected lifespan.

9.3.4 'Fields' and 'Rough Ground' character areas – field boundaries

The 'Fields' and 'Rough Ground' character areas are defined by field boundaries; most probably Cornish hedges (stone-faced earth banks).

The majority of the surviving boundaries were recorded on the c1840 Tithe maps for St Mawgan, St Columb Minor and St Columb Major (depending on their location), and therefore are considered 'important' under the historic criteria of the Hedgerow Regulations (1997; see Section 3.7.3).

Where possible, the field boundaries could be maintained as part of development proposals. However, it is likely that in areas of proposed development it may be difficult to retain them due to the layout of new buildings and infrastructure.

If maintained within areas of proposed development, construction proposals could aim to use existing breaches and gateways. Where disturbance is required the boundaries could be fully reinstated after the construction phase. This should aim to re-use materials from the local area (ideally from the original boundary), and seek to maintain the boundaries' existing character (height, width and facing style).

9.3.5 'Fields': broader setting and the effects on HLC

The immediate character of the two areas of 'Fields' character areas is determined by its land use and the nature of the field boundaries which define and divide the fields.

As fields they also contribute to the present extensive block of 'enclosed land' historic character landscape that extends to the south of the assessment area. However, the appreciation of the broader historic landscape character is more complex, as the existing buildings of the airport and the neighbouring base at RAF St Mawgan draw the eye and dominate the landscape to the west and north.

It is likely that the character of the 'Fields' area will change as it is the focus for proposed development.

Future development proposals could be sympathetically designed to maximise beneficial effect to the visual landscape setting of the surrounding Enclosed Land HLC types to the south of the assessment area. The height, scale, density and appearance of the buildings should be carefully designed, as should the landscaping of the grounds.

Development in the character area is likely to have a less negative effect on the broader landscape setting of the historic landscape character of the airfield and the neighbouring RAF St Mawgan base, as these areas already contain buildings and structures that vary in construction materials, height and density.

9.3.6 Landscape setting: influence of RAF St Mawgan

The retention and continued military use of RAF St Mawgan immediately bordering the southern side of the airport influences the broader landscape setting of this part of the airport. From the 'Hangars and technical areas', 'Nimrod servicing area', 'Aprons' and 'Hardened concrete buildings' and parts of 'Runways, taxiways and dispersals' character areas views extend into the military base through the security fence.

This helps to give an idea of further time-depth to the landscape by providing further military context to the airfield. This is principally through lines of view to buildings and structures, and through the military vehicles and personnel glimpsed through the security fence.

Where possible, the design of proposed development should consider how the military buildings and structures, and the character areas, within the ownership of the airport visually relate to associated structures located within RAF St Mawgan.

These relationships can be simple but important, for example, the two HAS retained in MOD ownership relate to the 'hardened concrete buildings' character area. However, where the association is based solely on a shared past military use, rather than a direct functional association, the significance of these relationships will be of lower importance.

It is possible that security considerations will also be an important factor in the lines of sight considered permissible, and consultation with the MOD in this respect may be required.

9.3.7 Potential for Amenity and Community Appreciation

As an active civilian airfield, and due to the proximity of RAF St Mawgan in its retained active military role, the potential for public amenity in parts of the airport may be limited. There could be potential, however, for a viewing area and museum to be developed for the public to watch the aircraft and to find out about the history of the airport.

A viewing area at RNAS Culdrose, Cornwall is very popular, with its own café owned and managed by trading arm of the Fleet Air Arm museum (<http://www.fleetairarm.com/en-GB/merlincafe.aspx>). A similar café or development at the airport could provide the focal point for a museum chronicling the history of the airfield, and perhaps other former RAF airfields in the area with which RAF St Mawgan had associations; RAF Portreath, Perranporth and St Eval for example.

Due to the large numbers of servicemen who passed through the airfield, both British and American, and the local people who worked on the base, there is potential for a café and museum to become a focal point for the collation of oral history and a photographic archive of its historic military use. This in turn could form a hub to house future research and perhaps be the meeting place for ex-servicemen and if successful, a group dedicated to the history of the airfield.

The development could provide a focus for linking the local community, military enthusiasts, British serviceman and squadrons who served at the base, together with United States serviceman and their military associations, giving the airport further local, national and international links.

To better inform proposals a stakeholder consultation could be undertaken to investigate the potential for a working group to establish the potential for further documentary research and oral history, and to investigate the foundation of an airfield history group, and help better establish the potential for a long-term archive and museum to be housed as part of the airport development (see Sections 9.3.8 and 9.4).

9.3.8 Research Potential and airfield history group

Because of the continued military role of the retained part of RAF St Mawgan there are significant gaps in the detailed history of the airfield: these details are, out of necessity, not yet in the public domain. For those parts of the original military base now covered by the airport we do have a partial understanding, but for many areas of activity there is little available documentary material.

The understanding of the airfield's military use presented in this assessment provides only a general outline. For a more detailed history further research is required into the squadrons that used the airfield, the aircraft that they flew, and the strategic role to which they contributed.

Areas of particular interest could include-

- The very highly important association of the airfield with the use of the Nimrod aircraft in the Cold War; its surveillance role, its servicing in hangar *31, and its potential for the deployment of nuclear weapons.
- The highly important association of the airfield with the United States military in the Second World War, and the continuing relationship in the Cold War and post Cold War periods.
- The relationship between the airfield and the weapons depots in the Trebelsue section of the RAF base.
- The Shackleton squadrons and their use of the dispersal areas.
- The search and rescue and survival training roles undertaken from the airfield.
- The international training operations undertaken in the post Cold War period.

The recent loss of the Nimrod aircraft from the RAF as a whole may trigger further research into history of the aircraft and its surveillance role in the Atlantic from the airfield.

Oral history from serviceman formerly based at RAF St Mawgan could help fill these gaps but will require a co-ordinated central effort to be undertaken effectively.

The potential scale of the documentary and oral history sources available is currently not well understood. The continued use of RAF St Mawgan may explain the paucity of detailed information readily available on the military use of the airfield but further research and oral history could also help bridge this gap.

The results of further work and the creation of links to the local community, the remaining military part of RAF St Mawgan, ex-servicemen and airfield enthusiasts should aim to create a definitive archive of photographs, documentary material, and oral history relating to RAF St Mawgan.

To better inform proposals a stakeholder consultation could be undertaken to investigate the potential for a working group to establish the potential for further documentary research and oral history, and to investigate the foundation of an airfield history group.

The consultation should contact the authorities at RAF St Mawgan to establish if there is an archive held there, what information the broader MOD might hold, and try to establish if there are groups of ex-servicemen and enthusiasts and other potential sources, from which further information could be gleaned (see Section 9.4 for further discussion).

9.3.9 Outreach

There is considerable scope to improve the awareness and understanding of the airfield's former military role amongst local communities and users of the airport. This could potentially increase the positive appreciation of the airport and its historic environment.

To help achieve this, the results of historical research contained within this report, and potentially in future, the results of further historical research, should be disseminated to a wider audience.

In the first instance this could be achieved by presenting further details on the history of the airfield on the existing Newquay Cornwall Airport website.

Additionally, an interpretation board or leaflet could be available for airport users at the terminal building.

Further, more creative, ways by which the results could be disseminated should be evaluated. If an airfield history group was established they should investigate the potential ways by which further documentary research and oral history could be disseminated (see Section 9.3.7 for further discussion).

9.3.10 Historic building recording

Alterations to, and the demolishing of, historic RAF buildings should be carefully considered and designed.

If undertaken, however, historic building recording could be required beforehand.

All historic buildings recording work should be carried out following consultation with Cornwall Council's Historic Environment Planning Advice team.

Very High (A) and High Importance (B)

These buildings should be retained, ideally in active use as part of the airport.

It is likely that these RAF buildings will require more detailed historic building recording, perhaps to EH Level Three or Level Four (English Heritage 2006).

The buildings would benefit from the recording being undertaken as an immediate priority as this would help to give a clearer understanding of their potential management opportunities, and help to guide the design of potential alterations if any are considered (see Section 9.3.1 for priorities).

Moderate (C) and Low Importance (D)

These buildings and structures should be covered by historic building recording at the earliest opportunity possible to help inform the management strategy for adaptive reuse (see Sections 9.3.1 and 9.3.3), and if required, demolition. Many of those of low importance have already been adequately recorded by this report (see Sections 9.2 and 10).

If no further use can be found for the less important RAF buildings and structures and they are proposed to be demolished or altered, each building should be fully recorded beforehand.

For most buildings this is likely to be to be guided by English Heritage Level Two or Level Three recording (see English Heritage 2006). These would focus on the historic use of the building and would benefit from further documentary research and oral history (as discussed in Section 9.3.7).

Photographic survey - broader landscape setting

Where former RAF buildings and structures are located within character areas of dominant military character, historic building recording should include a monochrome (archive quality) photographic survey of the broader setting. This should be undertaken to clearly record the landscape setting of the buildings prior to any redevelopment.

The character areas to be covered are,

- 'RAF air traffic control'
- 'Nimrod servicing area'

- 'Hardened concrete buildings'

9.3.11 Design: Buried archaeology - reduction of physical impact

If development is proposed then it could be designed to minimise the amount of ground disturbance, particularly where sites are of **very high (A)** or **high (B)** importance have been identified. A potential benefit of this method could be to reduce the potential cost of archaeological mitigation.

Archaeological evaluation and recording may be required if development proposals are taken forward.

Design proposals to reduce physical impact should be carried out following consultation with Cornwall Council's Historic Environment Planning Advice team.

9.3.12 Evaluation: Geophysical Evaluation (fields at Parkyn's Shop)

An immediate priority should be further evaluation work to better establish the archaeological potential and significance of the fields at Parkyn's Shop not developed as part of the Southern Access Road.

This could take the form of a detailed geophysical survey. The results could then be used to inform development proposals in the area, which should, ideally, be designed to minimise ground disturbance in any areas of high archaeological significance.

If potential sites of **very high (A)** and **high (B)** importance are identified by the geophysical survey it is possible that archaeological evaluation may be required to further inform mitigation proposals.

All geophysical work should be carried out following consultation with Cornwall Council's Historic Environment Planning Advice team.

9.3.13 Evaluation: Trenching at Trebarber

Two potential prehistoric settlements (*136 and *137) have been identified at Trebarber. These are potentially of **very high (A) or high (B)** significance.

The geophysical survey at Trebarber was hampered by soil conditions and the two potential enclosures previously identified by the NMP were not confirmed (see Sturgess 2010). This may be due to a number of reasons, but does not mean that these two sites do not survive as buried archaeology.

A potential means of further testing the results of the geophysical survey would be to excavate evaluation trenches across each potential feature. This would confirm the presence or absence of the enclosures and help dictate any further mitigation required. If the sites were confirmed to be present, possible mitigation considered could involve a redesign of the development proposals to avoid these sites (see Section 9.3.11 for further discussion).

All evaluation trenching should be carried out following consultation with Cornwall Council's Historic Environment Planning Advice team.

9.3.14 Archaeological Recording

Areas of the assessment area differ in their potential for buried archaeological remains. For certain areas the mitigation requirements outlined in the following section could change following the results of further archaeological evaluation.

All historic archaeological recording work should be carried out following consultation with Cornwall Council's Historic Environment Planning Advice team.

Controlled soil stripping

The 'Fields' character area is an area of high archaeological potential.

Potential archaeological sites of **very high (A)** or **high (B)** importance have been identified at Trebarber (*136-7, *139-140). Large areas of ground disturbance here will probably require 'controlled soil stripping' (mechanical topsoil and subsoil stripping under the direction of an archaeologist, followed by recording of archaeological features). However, evaluation trenching could help better define the archaeological importance at an earlier stage, and potentially result in a different mitigation option (see Section 9.3.12).

In the 'Runways, taxiways and dispersals' character area a potential enclosure (*98) has been identified from aerial photographs. This could be prehistoric in date and be of **very high (A)** or **high (B)** importance. However, it could be later in date and less important, or potentially non-archaeological. Where possible, ground disturbance in this area should be avoided or minimised (see Section 9.3.11). However, if disturbance is necessary it is likely that the area will require 'controlled soil stripping'.

At Parkyn's Shop the 'Fields' character area (excluding the area of the Southern Access Route) could require future archaeological mitigation where ground disturbance is planned during development. This could take the form of controlled soil stripping, however, this could depend on the evaluation results of a geophysical survey.

Where sites of **very high (A)** and **high (B)** importance are revealed during controlled stripping, it is likely that archaeological excavation will be required as a further mitigation stage.

Archaeological watching brief

Where areas of ground disturbance are proposed in areas of medium and high potential, but where the likely importance of the buried archaeology is of **moderate (C)** or **low (D)** importance, archaeological mitigation should take the form of an 'archaeological watching brief'.

A watching brief records any archaeological remains uncovered during ground disturbance (a watching brief is where an archaeologist checks areas disturbed during the development).

There is limited potential for previously unidentified sites of **very high (A)** and **high (B)** importance to be revealed in these areas. If revealed it is possible that archaeological excavation will be required as a further mitigation stage.

The area of the former settlement of Bodruggo (*92), and the area surrounding the former cemetery (*96) and possible chapel site (*97), require further investigation to establish if any remnants of buried archaeology survive.

If small-scale trenching work is undertaken in these areas an archaeological watching brief could be used to test for the potential for buried remains and/or the true extent of ground re-profiling and disturbance. Depending on the results the archaeological potential for these areas may have to be re-appraised in future.

Excavation

In the event of major ground disturbance, archaeological excavation could be required for any areas or sites of **very high (A)** or **high (B)** importance identified either from aerial photographs or geophysical survey or during controlled soil stripping or watching brief.

All archaeological excavation work should be carried out following consultation with Cornwall Council's Historic Environment Planning Advice team.

9.4 Further consultation

English Heritage

Further consultation with English Heritage could be undertaken at an early stage to discuss the potential future reuse of the Nimrod hangar (*31) and hardened concrete buildings which have been highlighted as potentially of **very high (A)** importance.

An initial general overview regarding these buildings, and the RAF air traffic control tower, was received by the report author from Wayne Cocroft, who specialises in modern military buildings and history (via email, dated 19/07/2011).

The Inspector for the South West should be the initial contact for further consultation with English Heritage (contact details are listed in Appendix 13.4).

Broader consultation – Local Development Order

As part of the Local Development Order it will be necessary for the recommendations made in this assessment report to be reviewed by public consultation (M Carden pers comm).

Broader consultation – Stakeholder group

A consultation day for relevant stakeholders could help to further develop the potential for documentary research and the collection of oral history into the airfield's military past (see Sections 9.3.7 and 9.3.8).

The following potential stakeholders have been identified:

- Cornwall Council Historic Environment Planning Officer
- Cornwall Council local member
- Cornwall Council Cabinet Member for Waste Management, Climate Change and Historic Environment
- Newquay Town Council
- St Columb Major Town Council
- RAF St Mawgan
- Newquay Old Cornwall Society
- St Columb Old Cornwall Society
- Cornwall Archaeological Society
- Cornish Buildings Group
- Davidstow Airfield and Cornwall at War Museum

(The contact details for each is listed in Appendix 13.4)

The list should not be viewed as exhaustive and there is potential for further individuals and organisations to be added. It is a mixture of locally based organisations and individuals who are likely to have an interest in the airfield's history and its potential for further research.

The review could also form the initial impetus for an airport history working group to be established. A key role for the group would be to work with the Newquay Airport Development team to further investigate the potential for future research, public appreciation and trans-national links associated with the military use of the airfield (see Sections 9.3.7 and 9.3.8).

9.5 Future management of historic environment data

GIS data

The site inventory contained within this report has an associated GIS-based database (shapefile) containing the same information. An accompanying DVD also contains a digital image (jpg) of each building and structure. The GIS shapefile and DVD of digital images will be passed on to the Newquay Cornwall Airport team (together with this report).

An ideal way by which the Newquay Cornwall Airport team could manage the airfield's historic environment in future would be to have a GIS-based layer of heritage assets. A hyperlink to an image for each building/structure could be added to the GIS table of attributes.

With further archaeological mitigation likely to occur it will be necessary that the database is updated with each piece of work.

To ensure this happens it could become a requirement of future archaeological briefs for each mitigation stage.

Updating of cultural strategy

This report makes a number of recommendations for future archaeological and historic building evaluation and recording. It is likely that this work will affect some of the management recommendations made in this report. These will have to be updated to ensure a coherent and current cultural strategy exists for the airport.

To ensure this happens it could become a requirement of future archaeological briefs for each mitigation stage.

10 Summary table of archaeological assessment

The following table is designed as a single summary point for the requirements for each building, structure and site identified within the assessment area (Section 9.2 is a similar summary but based upon each character area).

The table is a quick reference point to allow for the easy use of this report. A hyperlink is provided to each relevant detailed section in the management recommendations. The summary should be read in conjunction with Sections 8 and 9 to gain a full appreciation of the cultural strategy for the assessment area, the full recommendations and the prioritisation of further recording and evaluation work.

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
Runways, taxiways and dispersals	Runways, dispersals, taxiways (*1).	Moderate.	<ol style="list-style-type: none"> 1. Ideally, the arrangement of runways, taxiways and dispersals could be retained in its present form, however, some level of change is acceptable to allow adaptation to new use. 2. May be altered subject to mitigation. 	<ol style="list-style-type: none"> 1. Alterations to the historic environment, including its present arrangement of the runways, taxiways and dispersals should be designed carefully to manage the extent of alteration (Section 9.3.2). 2. Further documentary research and oral history should be undertaken to gain a better understanding of the past military use of the airfield; its runways, taxiways and dispersal areas (Section 9.3.8).
Runways, taxiways and dispersals	Storage buildings (*2, *3).	Moderate. RAF buildings located on the eastern side of the Northern Loop.	<ol style="list-style-type: none"> 1. Ideally, could be retained in present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3). 2. May be removed subject to mitigation. 	<ol style="list-style-type: none"> 1. Consideration should be given to the potential for the adaptive re-use and alteration of the buildings (Section 9.3.3). 2. Historic building recording, undertaken at the earliest possible opportunity, should be used to help guide potential proposals for reuse (Section 9.3.3 and Section 9.3.10). 3. If removal is required, historic building recording should be undertaken prior to change (Section 9.3.10). 4. Moderate potential for buried archaeology in surrounding area to reveal features

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
				associated with the Cold War. Ground disturbance in immediate area will require archaeological recording (Section 9.3.14).
Runways, taxiways and dispersals	Radio mast; radio station (*4).	Moderate. RAF transmitter equipment building and mast located at the northern end of the Northern Loop.	<ol style="list-style-type: none"> 1. Ideally, could be retained in present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3). 2. May be removed subject to mitigation. 	<ol style="list-style-type: none"> 1. Consideration should be given to the potential for the adaptive re-use and alteration of the building (Section 9.3.3). 2. Historic building recording, undertaken at the earliest possible opportunity, should be used to help guide potential proposals for reuse (Section 9.3.3 and Section 9.3.10). 3. If removal is required, historic building recording should be undertaken prior to change (Section 9.3.10). 4. Historic building recording should include the surrounding anchor points. 5. High potential for buried archaeology in surrounding area to reveal features associated with the Cold War. Ground disturbance in immediate area will require archaeological recording (Section 9.3.14).
Runways, taxiways and dispersals	Storage building (*5).	Moderate. RAF flare store located on the Northern Loop.	<ol style="list-style-type: none"> 1. Ideally, could be retained in present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3). 2. May be removed subject to 	<ol style="list-style-type: none"> 1. Consideration should be given to the potential for the adaptive re-use and alteration of the building (Section 9.3.3). 2. Historic building recording, undertaken at the earliest possible opportunity,

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
			mitigation.	<p>should be used to help guide potential proposals for reuse (Section 9.3.3 and Section 9.3.10).</p> <ol style="list-style-type: none"> 1. If removal is required, historic building recording should be undertaken prior to change (Section 9.3.10).
Runways, taxiways and dispersals	Pump house; fuel depot (*6); Airfield building; generator; transformer station (*7).	Moderate. RAF buildings located at the south eastern end of the main runway	<ol style="list-style-type: none"> 1. Ideally, could be retained in present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3). 2. May be removed subject to mitigation. 	<ol style="list-style-type: none"> 1. Consideration should be given to the potential for the adaptive re-use and alteration of the buildings (Section 9.3.3). 2. Historic building recording, undertaken at the earliest possible opportunity, should be used to help guide potential proposals for reuse (Section 9.3.3 and Section 9.3.10). 3. If removal is required, historic building recording should be undertaken prior to change (Section 9.3.10).
Runways, taxiways and dispersals	Airfield building (*8); Radio mast; radio station (*9).	Low. Buildings built in recent 'transition' period.	<ol style="list-style-type: none"> 1. May be altered or removed without mitigation. 	<ol style="list-style-type: none"> 1. None required as recorded by this report.
Runways, taxiways and dispersals	Airfield building; generator; transformer station (*10).	Moderate. Only RAF building in this part of the airfield.	<ol style="list-style-type: none"> 1. Ideally, could be retained in present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3). 2. May be removed subject to mitigation. 	<ol style="list-style-type: none"> 1. Consideration should be given to the potential for the adaptive re-use and alteration of the buildings (Section 9.3.3). 2. Historic building recording, undertaken at the earliest possible opportunity, should be used to help guide potential proposals for reuse (Section 9.3.3 and Section 9.3.10). 3. If removal is required,

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
				historic building recording should be undertaken prior to change (Section 9.3.10).
Runways, taxiways and dispersals	Radio mast; radio station (*11); Airfield building (*12).	Low. Buildings built in recent 'transition' period.	1. May be altered or removed without mitigation.	1. None required as recorded by this report.
Runways, taxiways and dispersals	Fuel separator reservoirs (*13, *16).	Low. RAF structures associated with drainage of main runway.	1. May be altered or removed without mitigation.	1. None required as recorded by this report.
Runways, taxiways and dispersals	Earthwork (*14).	Low. Associated with the former location of a temporary RAF air traffic control room.	1. May be altered or removed without mitigation.	1. None required as recorded by this report.
Runways, taxiways and dispersals	Storage building (*15).	Low. Storage building built by RAF to store equipment.	1. May be altered or removed without mitigation.	1. None required as recorded by this report.
Runways, taxiways and dispersals	Cemetery (*96); Chapel? (*97)	Potentially Very High , if any remains survive.	1. Ground disturbance in certain areas subject to mitigation.	1. Unknown potential for buried archaeology in surrounding grassed areas in the vicinity of these sites. Potential to reveal features associated with the medieval period. Ground disturbance in this area will require archaeological recording (Section 9.3.14) 2. Ground disturbance should be minimised upon, and surrounding, sites of very high (A) and high (B) importance (see Section 9.3.11) 3.

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
Runways, taxiways and dispersals	Enclosure (*98)	Very High/High (if prehistoric). Potential enclosure recorded by the NMP from aerial photographs. However, could be a non-archaeological feature.	1. Ground disturbance in areas subject to mitigation.	1. High potential for buried archaeology. Potential Ground disturbance in this area will require archaeological recording (Section 9.3.14). 2. Ground disturbance should be minimised upon, and surrounding, sites of very high (A) and high (B) importance (see Section 9.3.11).
Runways, taxiways and dispersals	Rabbit warren? (*99): Farm buildings; farmyard (*100): Crosses (*101, *102): House (*103, *121): Blacksmith's workshop; public house (*104): Malt house (*105): Building; shop? (*106): Gate lodge (*108): Kennels (*109): House; outbuilding (*122).	Low. Demolished sites recorded from documentary sources.	3. May be altered or removed without mitigation.	1. None required as recorded by this report.
Runways, taxiways and dispersals	Nonconformist chapel (*110, *116): Building (*111): Settlement (*112): Farm buildings; farmyard (*100,	Low. Demolished sites, mainly dating to the post-medieval period, recorded from documentary sources.	1. Ground disturbance in this area could be subject to mitigation.	1. Moderate potential for buried archaeology in grassed area in the vicinity of these sites. Ground disturbance in this area could require archaeological recording (Section 9.3.14).

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
	*113): House; farm building (*114): Field Barn (*115): Blacksmith's workshop (*117): Building; outbuilding (*118): Buildings (*119, *120):			
RAF air traffic control	Control tower; weather station; maintenance building (*17).	High. RAF air traffic control tower. Built in WW2 but altered significantly.	2. Ideally, should be retained in present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3). 3. May be removed subject to mitigation.	1. Consideration should be given to the potential for the adaptive re-use and alteration of the building (Section 9.3.3). 2. Historic building recording should be undertaken as an immediate priority (see Section 9.3.1 and Section 9.3.10). 3. If removal is required, historic building recording should be undertaken prior to change (Section 9.3.10). 4. The buildings and structures should be covered by a broader photographic survey of the character area. This should be undertaken prior to any development and is of high priority (Section 9.3.10). 5. Further documentary research and oral history should be undertaken to gain a better understanding of the past military use of the building (Section 9.3.7).
RAF air traffic control	Air raid shelters (*19, *20,	Moderate. However, the buildings also	1. Ideally, could be retained in present form, however, some	1. Consideration should be given to the potential for the adaptive re-use and

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
	*21).	contribute to the broader context of the RAF air traffic control character area.	<p>level of change acceptable to allow adaptation to new use (Section 9.3.3).</p> <p>2. May be removed subject to mitigation.</p>	<p>alteration of the building (Section 9.3.3).</p> <p>2. Historic building recording, undertaken at the earliest possible opportunity, should be used to help guide potential proposals for reuse (Section 9.3.3 and Section 9.3.10).</p> <p>3. If removal is required, historic building recording should be undertaken prior to change (Section 9.3.10).</p> <p>4. The buildings and structures should be covered by a broader photographic survey of the character area. This should be undertaken prior to any development and is of high priority (Section 9.3.10).</p>
RAF air traffic control	Fire station (*23): Boiler house (*29).	Moderate. However, the buildings also contribute to the broader context of the RAF air traffic control character area.	<p>1. Ideally, could be retained in present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3).</p> <p>2. May be removed subject to mitigation.</p>	<p>1. Consideration should be given to the potential for the adaptive re-use and alteration of the building (Section 9.3.3).</p> <p>2. Historic building recording, undertaken at the earliest possible opportunity, should be used to help guide potential proposals for reuse (Section 9.3.3 and Section 9.3.10).</p> <p>3. If removal is required, historic building recording should be undertaken prior to change (Section 9.3.10).</p> <p>4. The buildings and structures should be covered by a broader photographic survey of the character area. This should be</p>

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
				undertaken prior to any development and is of high priority (Section 9.3.10).
RAF air traffic control	Reservoir (*18): Storage buildings (*22, *24, *26, *28, *30): Pill box (*25): Toilet (*27).	Low. However, the buildings and structures contribute to the broader context of the RAF air traffic control character area.	1. As an important area for surviving military character, the buildings and structures may be altered or removed subject to mitigation.	1. The buildings and structures should be covered by a broader photographic survey of the character area. This should be undertaken prior to any development and is of high priority (Section 9.3.10).
Nimrod servicing area	Aircraft hangar (*31).	Very High. A 'Ballykelly' type cantilever-built hangar with large apron to front. Associated with servicing all RAF Nimrod aircraft between 1969 and 1992.	1. Retain building in present form, however, limited level of informed change acceptable to allow adaptation to new use (Section 9.3.3). 2. Potential alteration should be informed by historic building recording. This work is of high priority. 3. Future development proposals in the area should seek to maintain the active use of the large apron in front of the building.	1. Consideration should be given to the potential for the adaptive re-use and alteration of the building (Section 9.3.3). 2. Historic building recording should be undertaken as an immediate priority (see Section 9.3.1 and Section 9.3.10). 3. Further documentary research and oral history should be undertaken to gain a better understanding of the past military use of the airfield; its runways, taxiways and dispersal areas (Section 9.3.7). 4. The buildings and structures should be covered by a broader photographic survey of the character area. This should be undertaken prior to any development and is of high priority (Section 9.3.10).
Nimrod servicing area	Airfield building; garage (*32): Storage buildings (*33, *34):	Moderate. However, the buildings contribute to the broader context of the Nimrod servicing area	1. Ideally, could be retained in present form, however, some level of change acceptable to allow adaptation to new use	1. If removal is required, historic building recording should be undertaken prior to change (Section 9.3.10). 1. Consideration should be given to the

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
	Electricity sub station (*37).	character area.	2. May be removed subject to mitigation.	<p>potential for the adaptive re-use and alteration of the building (Section 9.3.3).</p> <p>2. Historic building recording should be undertaken as an immediate priority (see Section 9.3.1 and Section 9.3.10).</p> <p>3. The buildings and structures should be covered by a broader photographic survey of the character area. This should be undertaken prior to any development and is of high priority (Section 9.3.10).</p>
Nimrod servicing area	Storage depot (*35): Fuel separator reservoir (*36): Engine test bed (*39): Radio mast; radio station (*40).	Low. However, the buildings and structures contribute to the broader context of the Nimrod servicing area control character area.	1. As an important character area, the buildings and structures may be altered or removed subject to mitigation.	1. The buildings and structures should be covered by a broader photographic survey of the character area. This should be undertaken prior to any development and is of high priority (Section 9.3.10).
Nimrod servicing area	Electricity sub station (*38).	Low. Building built in recent 'transition' period.	1. May be altered or removed without mitigation.	1. None required as recorded by this report.
Hangars and technical areas	Office (*41): Aircraft hangar; store; workshop (*44).	Moderate. RAF buildings associated with the 'Coastal Command' phase of the airfield.	<p>1. Ideally, could be retained in present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3).</p> <p>2. May be removed subject to mitigation.</p>	<p>1. Consideration should be given to the potential for the adaptive re-use and alteration of the building (Section 9.3.3).</p> <p>2. Historic building recording, undertaken at the earliest possible opportunity, should be used to help guide potential proposals for reuse (Section 9.3.3 and Section 9.3.10).</p> <p>3. If removal is required, historic building</p>

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
				recording should be undertaken prior to change (Section 9.3.10).
Hangars and technical areas	Storage building (*42): Office (*43).	Low. Modern buildings.	1. May be altered or removed without mitigation.	1. None required as recorded by this report.
Emergency Services	Fire station (*45): Pump house; reservoir (*46): Building (*49): Airfield building (*52):	Low. Modern buildings in recent 'transition' period.	1. May be altered or removed without mitigation.	1. None required as recorded by this report.
Emergency Services	Storage building (*47): Control room (*48).	Low. Modern buildings built in recent 'transition' period.	1. Ground disturbance in certain areas subject to mitigation.	1. Moderate potential for buried archaeology in surrounding grassed area to W. Potential to reveal features associated with the Cold War. Ground disturbance in this area will require archaeological recording (Section 9.3.14).
Emergency Services	Airfield buildings (*50, *51).	Low. HESCO Bastion revetment RAF buildings associated with post Cold War military training operations.	1. Ground disturbance in certain areas subject to mitigation.	1. Moderate potential for buried archaeology in surrounding grassed areas to E and W. Potential to reveal features associated with the Cold War. Ground disturbance in these areas will require archaeological recording (Section 9.3.14). 2. Further documentary research and oral history should be undertaken to better understand the past military training exercises associated with the HESCO Bastion buildings (Section 9.3.7).
Terminal	Generator house; Fuel	Moderate. RAF buildings	1. Ideally, could be retained in	1. Consideration should be given to the

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
	tank (*53): Flight office (*54).	associated with the 'Coastal Command' phase of the airfield.	present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3). 2. May be removed subject to mitigation.	potential for the adaptive re-use and alteration of the building (Section 9.3.3). 2. Historic building recording, undertaken at the earliest possible opportunity, should be used to help guide potential proposals for reuse (Section 9.3.3 and Section 9.3.10). 3. If removal is required, historic building recording should be undertaken prior to change (Section 9.3.10).
Terminal	Terminal building (*55): Aircraft hangar (*56, *59): Airfield building (*57): Fuel depot (*58): Control tower (*60): Portable buildings (*61, *62).	Low. Modern buildings associated with the civilian use of the airfield.	1. May be altered or removed without mitigation. 2. The historic relationship of the airport and its former military use should be promoted in the terminal building.	1. The results of historical research contained within this report, and the results gleaned from future research, could be presented on the existing Newquay Cornwall Airport website and in the terminal building (Section 9.3.9).
Aprons	Radar mast; transformer station (*63): Radio station (*67).	Low. Buildings built in recent 'transition' period.	1. May be altered or removed without mitigation.	1. None required as recorded by this report.
Aprons	Pill boxes (*64, *65): Blast walls (*66).	Low. RAF structures associated with post Cold War military training operations.	1. Ground disturbance in certain areas subject to mitigation.	1. Moderate potential for buried archaeology in surrounding grassed areas to E and W of HESCO Bastion blast walls. Ground disturbance in this area will require archaeological recording (Section 9.3.14).

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
				2. Further documentary research and oral history should be undertaken to better understand the past military training exercises associated with the HESCO Bastion buildings (Section 9.3.7).
Hardened concrete buildings	Hardened Aircraft Shelters (*68, *69, *70, *71, *72, *73, *74): Generator house; decontamination building; operations block (*78): Garage (*82): Communications building (*84).	Very High. Well preserved complex of hardened concrete buildings built in the late Cold War.	1. Retain buildings in present form, however, limited level of informed change acceptable to allow adaptation to new use (Section 9.3.3). 2. Potential alteration should be informed by historic building recording. This work is of high priority (Section 9.3.10). 3. Future development proposals in the area should maintain the active use of the aprons in front of each HAS. 4. Future development proposals should maintain the inter-visibility of the HAS between one and another.	1. Consideration should be given to the potential for the adaptive re-use and alteration of the building (Section 9.3.3). 2. Historic building recording should be undertaken as an immediate priority (see Section 9.3.1 and Section 9.3.10). 3. The buildings and structures should be covered by a broader photographic survey of the character area. This should be undertaken prior to any development and is of high priority (Section 9.3.10). 4. Further documentary research and oral history should be undertaken to gain a better understanding of the past military use of the airfield; its runways, taxiways and dispersal areas (Section 9.3.8).
Hardened concrete buildings	Electricity sub station; transformer station (*79): Storage building (*81): Sewage pumping station (*83): Fuel depot	Moderate. Scattered group of small buildings and structures associated with the use of the hardened concrete buildings built in the late Cold War. Contribute to	1. Ideally, could be retained in present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3). 2. May be removed subject to mitigation. 3. Ground	1. Consideration should be given to the potential for the adaptive re-use and alteration of the building (Section 9.3.3). 2. Historic building recording, undertaken at the earliest possible opportunity, should be used to help guide potential proposals for reuse

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
	(*85): Electricity sub stations (*87, *88).	the broader context of the character area.	disturbance in certain areas subject to mitigation.	<p>(Section 9.3.3 and Section 9.3.10).</p> <p>3. If removal is required, historic building recording should be undertaken prior to change (Section 9.3.10).</p> <p>4. Unknown potential for buried archaeology in grassed area surrounding the sewage pumping station. Ground disturbance in this area could require archaeological recording (Section 9.3.14).</p>
Hardened concrete buildings	Aircraft hangar (*80).	Moderate. RAF hangar. A replacement of an earlier hangar on the site.	<p>1. Ideally, could be retained in present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3).</p> <p>2. May be removed subject to mitigation.</p>	<p>1. Consideration should be given to the potential for the adaptive re-use and alteration of the building (Section 9.3.3).</p> <p>2. Historic building recording, undertaken at the earliest possible opportunity, should be used to help guide potential proposals for reuse (Section 9.3.3 and Section 9.3.10).</p> <p>3. If removal is required, historic building recording should be undertaken prior to change (Section 9.3.10).</p> <p>4. The buildings and structures should be covered by a broader photographic survey of the character area (Section 9.3.10).</p>
Hardened concrete buildings	Reservoirs (*75, *76, *77): Fuel separator reservoir (*86)	Moderate. Scattered group of structures associated with the use of the hardened concrete	<p>1. Ideally, could be retained in present form, however, some level of change acceptable to allow adaptation to new use (Section 9.3.3).</p>	<p>1. The buildings and structures should be covered by a broader photographic survey of the character area. This should be undertaken prior to any development and is of high priority</p>

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
		buildings built in the late Cold War. Contribute to the broader context of the character area.	2. May be removed subject to mitigation.	(Section 9.3.10).
Hardened concrete buildings	Pill boxes (*89, *91):	Low. RAF structures associated with post Cold War military training operations.	2. May be removed subject to mitigation.	1. The buildings and structures should be covered by a broader photographic survey of the character area. This should be undertaken prior to any development and is of high priority (Section 9.3.10).
Hardened concrete buildings	Airfield building (*90)	Low. HESCO Bastion building associated with post Cold War military training operations.	1. May be removed subject to mitigation.	1. The buildings and structures should be covered by a broader photographic survey of the character area. This should be undertaken prior to any development and is of high priority (Section 9.3.10). 2. Further documentary research and oral history should be undertaken to better understand the past military training exercises associated with the HESCO Bastion buildings (Section 9.3.7).
Hardened concrete buildings	Settlement (*92): House (*93): House; barn (*94): Field barn (*95).	Low. Demolished sites recorded from documentary sources.	1. Ground disturbance in area could be subject to mitigation.	1. Unknown potential for buried archaeology in this area. Ground disturbance in this area could require archaeological recording (Section 9.3.14).
Fields (Parkyn's Shop)	Quarry (*107): Brickearth pit? (*127).	Low. Location of quarry recorded on c1880 and c1907 maps.	1. Further archaeological evaluation in the surrounding fields is required. This is of high priority (Section 9.3.12). 2. Ground disturbance in area could be	1. High potential for buried archaeology in the broader area surrounding this site (Section 9.3.14). 2. Further archaeological evaluation is required in broader area of fields (Section

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
			subject to mitigation.	<p>9.3.12).</p> <p>3. Ground disturbance in this area could require archaeological recording (Section 9.3.14).</p>
Fields (Parkyn's Shop)	Settlement (*123): Outbuildings (*124, *125): Blacksmith's workshop (*126).	Low. Former post-medieval new farm, now demolished.	1. Buildings have been removed following mitigation.	1. Archaeological mitigation undertaken (see Shepherd 2011).
Fields (Parkyn's Shop)	Field boundaries (*128, *129, *130, *131, *134, *135).	Low. Former post-medieval field boundaries, identified by geophysical survey.	1. Already covered by mitigation.	1. Archaeological mitigation undertaken (see Shepherd 2011).
Fields (Parkyn's Shop)	Field system (*132): Enclosure (*133).	Low. Former post-medieval field boundaries, identified by geophysical survey.	1. Already covered by mitigation.	1. Archaeological mitigation undertaken (see Shepherd 2011).
Fields (Trebarber)	Enclosure? (*136): Settlement? (*137).	Very High/High , if prehistoric. Potential sites of prehistoric settlement identified from aerial photographs	<p>1. Ideally, ground disturbance in the area of the identified settlement sites should be minimised (Section 9.3.11).</p> <p>2. Ground disturbance in this area will be subject to mitigation.</p>	<p>1. High potential for buried archaeology in the broader area surrounding this site (Section 9.3.14).</p> <p>2. Further archaeological evaluation is a high priority (Section 9.3.13)</p> <p>3. Ground disturbance in this area will require archaeological recording (Section 9.3.14).</p> <p>4. Ground disturbance should be minimised upon, and surrounding, sites of very high (A) and high (B) importance (see Section 9.3.11).</p>
Fields (Trebarber)	Settlement? (*138)	Low. Potential site of post-medieval	1. Ground disturbance in this area will be subject to	1. High potential for buried archaeology in the broader area surrounding this site

Character Area	Feature/ Asset	Importance	Potential for change	Mitigation/ Management
		settlement.	mitigation.	<p>(Section 9.3.14).</p> <p>2. Ground disturbance in this area will require archaeological recording (Section 9.3.14).</p> <p>3. Ground disturbance should be minimised upon, and surrounding, sites of very high (A) and high (B) importance (see Section 9.3.11).</p>
Fields (Trebarber)	Field systems (*139, *140)	<p>Very High/High, if prehistoric.</p> <p>Potential sites of prehistoric field systems identified by geophysical survey</p>	<p>1. Ideally, ground disturbance in the area of the identified settlement sites should be minimised (Section 9.3.11).</p> <p>2. Ground disturbance in this area will be subject to mitigation.</p>	<p>1. High potential for buried archaeology in the broader area surrounding this site (Section 9.3.14).</p> <p>2. Further archaeological evaluation is a high priority (Section 9.3.13)</p> <p>3. Ground disturbance in this area will require archaeological recording (Section 9.3.14).</p> <p>4. Ground disturbance should be minimised upon, and surrounding, sites of very high (A) and high (B) importance (see Section 9.3.11).</p>

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12 Project archive

The HE project number is **2011038**

The project's documentary, photographic and drawn archive is housed at the offices of Historic Environment, Cornwall Council, Kennall Building, Old County Hall, Station Road, Truro, TR1 3AY. The contents of this archive are as listed below:

1. A project file containing site records and notes, project correspondence and administration.

Field plans and copies of historic maps stored in an A2-size plastic envelope (GRE 748).

2. Electronic GIS data (ArcView 9.2) stored in the directory . L:\Historic Environment (Data)\HE_Projects\Sites_N\Newquay airport assessment 2011038
3. Digital photographs stored in the directory . R:\Historic Environment (Images)\SITES.M-P\Newquay_Airport_2011038
4. English Heritage/ADS OASIS online reference: cornwall2-116812

This report text is held in digital form as: G:\Historic Environment (Documents)\HE Projects\Sites\Sites N\Newquay Airport Assessment 2011038

13 Appendices

13.1 Site Inventory

(See Figs 35, 38-45)

Key

(MON - Monument; BLD – Build; Findspot – FS; c - circa).

The grades used to identify the importance of the archaeological sites and features at national, county and local level, have been simplified for use in the present assessment as an A, B, C, D scale:

- **A - Very High Importance:** sites of national importance - usually Scheduled Ancient Monuments, or monuments in the process of being scheduled; Grade-I and Grade-II Listed buildings,
- **B - High Importance:** sites of regional or county importance, including Grade-II Listed buildings,
- **C - Moderate Importance:** sites of importance within a district context,
- **D - Low Importance:** sites of importance within a local context only.

GAZ	NGR (incl. '1' pre-fix for SW)	HBSMR MonUID	Record Type	Name	Monument Type	Period	From	To	Form	Character Area	Importance	RAF Building ref	Description
1	18670065000	MCO4011	MON	NEWQUAY AIRPORT	RUNWAYS; TAXIWAYS; DISPERSALS	Modern	1943		EXTANT STRUCTURE	Runways, taxiways and dispersals	C		RAF St Mawgan was built in the latter part of WWII following problems with RAF Trebelsue to the W. Main runway (14/30) and two ancillary runways (08/26 and 10/19). When built the main runway was the widest in Britain and one of the longest. In 2008 the main runway was made narrower by the addition of lighting as part of the requirements for a Civil Aviation Authority licence. In the 1960s the S threshold of runway 10/19 and W threshold of 08/26 were developed into large aprons for Nimrod aircraft. These two ancillary runways are now defunct.
2	18766164741		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern	c1957		EXTANT BUILDING	Runways, taxiways and dispersals	C	437	RAF store that housed airfield lighting equipment. Possibly recorded on 1957 aerial photograph as part of a group of buildings (NMR RAF/58/2106 F22 26 14-FEB-1957). Housed switch gear for airfield traffic and taxiway lights (S Gardner pers comm).
3	18766164687		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern	c1957		EXTANT BUILDING	Runways, taxiways and dispersals	C	319F	RAF low-level radiation store. Possibly recorded on 1957 aerial photograph as part of a group of buildings (NMR RAF/58/2106 F22 26 14-FEB-1957). Housed items, such as instruments, with a low-level radiation risk (S Gardner pers comm).
4	18751065207		BLD	NEWQUAY AIRPORT	RADIO MAST; RADIO STATION	Modern	c1971		EXTANT BUILDING	Runways, taxiways and dispersals	C	529	RAF Radio Transmitter Equipment building and mast. First recorded on 1971 aerial photograph (NMR MAL/71131 V 70 05-SEP-1971) and probably built post Coastal Command with the arrival of the Nimrod at RAF St Mawgan. Groups of concrete anchor points surround building. Further arrays adjacent to mast and features to east recorded on 1971 aerial photograph.
5	18751764717		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern			EXTANT BUILDING	Runways, taxiways and dispersals	D		Small store building for flares. First recorded on 1971 aerial photograph (NMR MAL/71131 V 70 05-SEP-1971) but potentially earlier in date.
6	18830363491		BLD	NEWQUAY AIRPORT	PUMP HOUSE; FUEL DEPOT	Modern	c1946		EXTANT BUILDING	Runways, taxiways and dispersals	C		Building associated with early RAF bulk fuel depot. Probably WWII in date as recorded on 1946 aerial photograph (NMR RAF/106G/UK/1662 RP 3089 12-JUL-1946). Possibly a pump house.
7	18843763485		BLD	NEWQUAY AIRPORT	AIRFIELD BUILDING; GENERATOR; TRANSFORMER STATION	Modern	c1946		EXTANT BUILDING	Runways, taxiways and dispersals	C		RAF building that controlled the airfield lighting system for the eastern part of the airfield. Recorded on 1946 aerial photograph (NMR RAF/106G/UK/1662 RP 3089 12-JUL-1946) and therefore probably WWII in date. Three concrete plinths to E of building are the site of former RAF back-up generators. Modern single generator and transformer station to E.
8	18869663492		BLD	NEWQUAY AIRPORT	AIRFIELD BUILDING	Modern	2008		EXTANT BUILDING	Runways, taxiways and dispersals	D		GRP building housing equipment for Instrument Landing System array at E end of airfield. Built as part of 'transition' period to Newquay Airport.
9	18816963540		BLD	NEWQUAY AIRPORT	RADIO MAST; RADIO STATION	Modern	2008		EXTANT BUILDING	Runways, taxiways and dispersals	D		Airfield receiver mast with accompanying station building. Built as part of transition to Newquay Airport.
10	18637265299		BLD	NEWQUAY AIRPORT	AIRFIELD BUILDING; GENERATOR; TRANSFORMER STATION	Modern			EXTANT BUILDING	Runways, taxiways and dispersals	C		RAF control room for lighting for this part of airfield. Building, fuel tank and transformer station on CC aerial photographs from 1988 to 2005. Recorded on site on 1946 aerial photograph (NMR RAF/CPE/UK/1904 RS 4172 18-DEC-1946) and probably WWII in date.

GAZ	NGR (incl. '1' pre-fix for SW)	HBSMR MonUID	Record Type	Name	Monument Type	Period	From	To	Form	Character Area	Importance	RAF Building ref	Description
11	18646865283		BLD	NEWQUAY AIRPORT	RADIO MAST; RADIO STATION	Modern	2008		EXTANT BUILDING	Runways, taxiways and dispersals	D		Airfield transmitter mast with accompanying transformer and station building. Built as part of transition to Newquay Airport.
12	18582965488		BLD	NEWQUAY AIRPORT	AIRFIELD BUILDING	Modern	2008		EXTANT BUILDING	Runways, taxiways and dispersals	D		GRP building housing equipment for Instrument Landing System array at E end of airfield. Built as part of 'transition' period to Newquay Airport.
13	18808263623		BLD	NEWQUAY AIRPORT	RESERVOIR	Modern	c2000		EXTANT STRUCTURE	Runways, taxiways and dispersals	D		Fuel separator reservoir to separate fuel and water run-off. First recorded on CC 2000 aerial photograph.
14	18804863688		MON	NEWQUAY AIRPORT	EARTHWORK	Modern	c1988		EARTHWORK	Runways, taxiways and dispersals	D		Earthworks covered by scrub on edge of dispersal area. A former small central building/structure was first recorded on a 1988 aerial photograph (CC 42 88 076 17-MAY-1988) and again on subsequent CC aerial photographs in 2000 and 2005. This was a portable building used as an emergency control room (S Gardner pers comm).
15	18788563679		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern	c2000		EXTANT BUILDING	Runways, taxiways and dispersals	D	123	Rectangular storage building first recorded on 2000 CC aerial photograph. Yard to front. Formerly a store for beacons used by Nimrod aircraft for submarine surveillance (S Gardner pers comm).
16	18614964928		BLD	NEWQUAY AIRPORT	FUEL SEPARATOR RESERVOIR	Modern	c1988		EXTANT BUILDING	Runways, taxiways and dispersals	D		Fuel separator reservoir built to separate water and fuel run-off. Recorded under construction on 1988 CC aerial photograph (CC 42 88 065 17-MAY-1988).
17	18727764168		BLD	NEWQUAY AIRPORT - WWII RAF Air Traffic Control Tower with later extensions and alterations	CONTROL TOWER; WEATHER STATION; MAINTENANCE BUILDING	Modern	1943		EXTANT BUILDING	RAF air traffic control	B	1, 1A	Central RAF air traffic control tower with later additions and alterations. Built in 1943 it is the only surviving example of a 1288/43 Very Heavy Transport Stations type. Brick-built core survives. Originally had a network of WWII-date SECO buildings flanking and to rear, of which E wing only remainder. Original visual control room (VCR) replaced in 1960s. Radio maintenance building and metrological office additions to W added in two phases in 1970s. Third level addition to W (since removed) and cladding to entire building added in 1990s (website; Control Towers).
18	18724064093		BLD	NEWQUAY AIRPORT	RESERVOIR	Modern	c1988		EXTANT STRUCTURE	RAF air traffic control	D	384	Reservoir used for fire fighting first recorded on CC 1988 aerial photograph.
19	18725064099		BLD	NEWQUAY AIRPORT	AIR RAID SHELTER	Modern	1943		EXTANT BUILDING	RAF air traffic control	C		Air raid shelter. W of pair. Possibly a Stanton? Partially buried. Probably WWII in date. Visible on 1946 aerial photograph without bank (NMR RAF/CPE/UK/1904 RS 4173 18-DEC-1946). Not visible on later aerial photographs, presumably due to bank, until aerial photographs from 1988 onwards.
20	18726764085		BLD	NEWQUAY AIRPORT	AIR RAID SHELTER	Modern	1943		EXTANT BUILDING	RAF air traffic control	C		Air raid shelter. E of pair. Possibly a Stanton? Partially buried. Probably WWII in date. Visible on 1946 aerial photograph without bank (NMR RAF/CPE/UK/1904 RS 4173 18-DEC-1946). Not visible on later aerial photographs, presumably due to bank, until aerial photographs from 1988 onwards.
21	18731364159		BLD	NEWQUAY AIRPORT	AIR RAID SHELTER	Modern	1943		EXTANT BUILDING	RAF air traffic control	C		Air raid shelter. Front E of control tower. Possibly a Stanton? Partially buried. Probably WWII in date. Visible on 1946 aerial photograph without bank (NMR RAF/CPE/UK/1904 RS 4173 18-DEC-1946). Not visible on later aerial photographs, presumably due to bank, until aerial photographs from 1988 onwards.
22	18730864156		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern			EXTANT BUILDING	RAF air traffic control	D		Small store building. Housed oxygen cylinders for metrological equipment. First recorded on 1971 aerial photograph (NMR MAL/71131/ V 70 5-SEP-1971).
23	18729864118		BLD	NEWQUAY AIRPORT	FIRE STATION	Modern			EXTANT BUILDING	RAF air traffic control	C	320, 321	RAF fire station. Probably built in 1950s with Coastal Command re-use of RAF St Mawgan. Original core of three-bay garage with adjoining office and rooms. Extended to front (N) and side (W) post 1971. Original building intact but altered.
24	18729964143		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern			EXTANT BUILDING	RAF air traffic control	D		UPS?? Building to W of RAF fire station. Poss. pre-1971 in date.
25	18726364205		BLD	NEWQUAY AIRPORT	PILL BOX	Modern	c1988		EXTANT BUILDING	RAF air traffic control	D		Pill box first recorded on CC 1988 aerial photograph (CC 42 88 076 17-MAY-1988).
26	18725364198		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern	c1989		EXTANT BUILDING	RAF air traffic control	D		Flare store first recorded on CC 1988 aerial photograph (CC 42 88 076 17-MAY-1988) but could be earlier in date.
27	18725664169		BLD	NEWQUAY AIRPORT	TOILET	Modern	c1990		EXTANT BUILDING	RAF air traffic control	D	568	Toilet block first recorded on CC 1988 aerial photograph (CC 42 88 076 17-MAY-1988).
28	18726364167		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern	c1991		EXTANT BUILDING	RAF air traffic control	D		Small store for rubbish. Wire fence cage on brick footing.
29	18727264102		BLD	NEWQUAY AIRPORT	BOILER HOUSE	Modern	1943		EXTANT BUILDING	RAF air traffic control	C	3	Brick-built boiler house. Chimney to E gable end. Fuel tanks to W gable end. Small addition rear E. Probably WWII but with later alterations.

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													Recorded on 1946 aerial photographs. Provided heating to control tower and Seco buildings.
30	18725564086		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern	c1988		EXTANT BUILDING	RAF air traffic control	D	543	Brick-built store. First recorded on CC 1988 aerial photograph (CC 42 88 076 17-MAY-1988).
31	18728163960		BLD	NEWQUAY AIRPORT - Nimrod servicing hangar	AIRCRAFT HANGAR	Modern	c1967		EXTANT BUILDING	Nimrod servicing area	A	404	Hangar, built c1967, potentially one of very few 'Ballykelly' type cantilever structures built in UK. Largest hangar on airfield opening out to large apron to front (E). Originally built to service Nimrod aircraft. In 1990s used to service Sea King helicopters when a small office building was added to internal space.
32	18734963858		BLD	NEWQUAY AIRPORT	AIRFIELD BUILDING; GARAGE	Modern	c1988		EXTANT BUILDING	Nimrod servicing area	C	544	RAF Visiting Aircraft and Handling section. Office for the engineering team who dealt with visiting aircraft to base. Waiting room also. Garage addition to N. Small store to rear. First recorded 1988 CC aerial photograph (CC 42 88 076 17-MAY-1988).
33	18731663828		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern	c1971		EXTANT BUILDING	Nimrod servicing area	C	443	Three-bay store building first recorded on 1971 aerial photograph (NMR MAL/71131 V 70 5-SEP-1971) as W of pair.
34	18733663822		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern	c1971		EXTANT BUILDING	Nimrod servicing area	C	444	Three-bay store building first recorded on 1971 aerial photograph (NMR MAL/71131 V 70 5-SEP-1971) as E of pair.
35	18736463784		BLD	NEWQUAY AIRPORT	STORAGE DEPOT	Modern	c1988		EXTANT BUILDING	Nimrod servicing area	D		Oxygen tank store depot. Building and compound. First recorded on 1988 aerial photograph (CC 42 88 076 17-MAY-1988).
36	18742763834		BLD	NEWQUAY AIRPORT	FUEL SEPARATOR RESERVOIR	Modern	c1971		EXTANT STRUCTURE	Nimrod servicing area	D		Fuel separator reservoir first recorded on 1971 aerial photograph (NMR MAL/71131 V 70 5-SEP-1971). Built to separate water and fuel run-off from dispersal.
37	18746263867		BLD	NEWQUAY AIRPORT	ELECTRICITY SUB STATION	Modern	c2000		EXTANT BUILDING	Nimrod servicing area	C		Electricity sub station. Possibly a hardened concrete structure. First recorded on 2000 CC aerial photograph. Built as a back up to Joint Maritime Facility (JMF).
38	18744163858		BLD	NEWQUAY AIRPORT	ELECTRICITY SUB STATION	Modern	2008		EXTANT BUILDING	Nimrod servicing area	D		Electricity sub station built in "transition" period for Newquay Airport.
39	18756563941		BLD	NEWQUAY AIRPORT	ENGINE TEST BED	Modern	c2000		EXTANT STRUCTURE	Nimrod servicing area	D		Sea King engine test bed first recorded on 2000 CC aerial photograph.
40	18728363878		BLD	NEWQUAY AIRPORT	RADIO MAST; RADIO STATION	Modern	c2000		EXTANT BUILDING	Nimrod servicing area	D		Defunct radio mast and station building. Still MOD owned (S Gardner pers comm). First recorded on 2000 CC aerial photograph.
41	18716564087		BLD	NEWQUAY AIRPORT	OFFICE	Modern			EXTANT BUILDING	Hangars and technical areas	C	541	Office building built in early 1950s with Coastal Command re-use of RAF St Mawgan. Once associated with a T2 aircraft hangar to E, now demolished.
42	18718364106		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern	c2005		EXTANT BUILDING	Hangars and technical areas	D	661	Large storage shed built on former site of T2 hangar. First visible on 2005 CC aerial photograph. Used by the RAF, and now the Airport, for vehicle storage and maintenance.
43	18726164024		BLD	NEWQUAY AIRPORT	OFFICE	Modern	c2005		EXTANT BUILDING	Hangars and technical areas	D		Modern office building. First recorded on 2005 CC aerial photograph.
44	18706964279		BLD	NEWQUAY AIRPORT	AIRCRAFT HANGAR; OFFICE; STORE; WORKSHOP	Modern			EXTANT BUILDING	Hangars and technical areas	C	402	T2 aircraft hangar with adjoining office building to W and store and workshop to E. Built in early 1950s with Coastal Command re-use of base. In latter years it was used by RAF as Search and Rescue Conversion Training with Sea King helicopters. Now used by AugustaWestland as a helicopter pilot training facility.
45	18760664566		BLD	NEWQUAY AIRPORT - Modern fire station	FIRE STATION	Modern	2008		EXTANT BUILDING	Emergency services	D		New fire station built in 2008; officially opened 2009. Built on former dispersal.
46	18751564625		BLD	NEWQUAY AIRPORT	PUMP HOUSE; RESERVOIR	Modern	2008		EXTANT BUILDING	Emergency services	D		Pump house with accompanying covered reservoir built in 2008 to provide water for airport fire services.
47	18836364120		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern	2008		EXTANT BUILDING	Emergency services	D		Brick built storage building used as part of fire training area.
48	18837264129		BLD	NEWQUAY AIRPORT	CONTROL ROOM	Modern	2008		EXTANT BUILDING	Emergency services	D		Metal portable building used as control room for fire training area.
49	18846564131		BLD	NEWQUAY AIRPORT	BUILDING	Modern	2008		EXTANT BUILDING	Emergency services	D		Bat house built as a replacement roost for bats using adjacent HESCO bastion buildings.
50	18845664139		BLD	NEWQUAY AIRPORT	AIRFIELD BUILDING	Modern	c2000		EXTANT BUILDING	Emergency services	D		Larger of two buildings built from HESCO Bastion revetment. Steel shuttered roof. Constructed by Royal Engineers as part of a training operation in late 1990s when it was used as an accommodation building for a squadron. Built on site of earlier group of buildings associated with dispersal area. First recorded on 2000 CC aerial photograph.

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51	18847764106		BLD	NEWQUAY AIRPORT	AIRFIELD BUILDING	Modern	c2000		EXTANT BUILDING	Emergency services	D		Smaller of two buildings built from HESCO Bastion revetment. Steel shuttered roof. Two portable steel containers buildings within. Constructed by Royal Engineers as part of a training operation in late 1990s when it was used as an communications building for a squadron. Built on site of earlier group of buildings associated with dispersal area. First recorded on 2000 CC aerial photograph.
52	18864063791		BLD	NEWQUAY AIRPORT	AIRFIELD BUILDING	Modern	2008		EXTANT BUILDING	Emergency services	D		Small GRP building used as a co-ordination centre for airport emergency service rendezvous point.
53	18710864997		BLD	NEWQUAY AIRPORT	GENERATOR HOUSE; FUEL TANK	Modern	1955		EXTANT BUILDING	Terminal	C	322, 322A	RAF generator house. Built in 1955 (S Gardner pers comm) and recorded on 1957 RAF aerial photograph (NMR RAF/58/2106 F22 28 12-JUL-1946). Once housed two large Rolls Royce generators as a back-up to supply electricity to RAF St Mawgan in event of loss of mains power. Fuel tanks on N side.
54	18709564954		BLD	NEWQUAY AIRPORT	FLIGHT OFFICE	Modern	c1957		EXTANT BUILDING	Terminal	C		RAF building, possibly a former operations/squadron office. Building first recorded on 1957 aerial photograph NMR RAF/58/2106 F22 28 12-JUL-1946).
55	18687865084		BLD	NEWQUAY AIRPORT	TERMINAL BUILDING	Modern	1993		EXTANT BUILDING	Terminal	D		Newquay Airport terminal building. Built in 1993 and extended in phases using different materials. Departures to W and Arrivals to E.
56	18694965042		BLD	NEWQUAY AIRPORT	AIRCRAFT HANGAR	Modern	c2000		EXTANT BUILDING	Terminal	D		Large hangar. First recorded on 2000 CC aerial photograph.
57	18692965077		BLD	NEWQUAY AIRPORT	AIRFIELD BUILDING	Modern	c2000		EXTANT BUILDING	Terminal	D		Single-storey building used by car hire companies. First recorded on 2000 CC aerial photograph.
58	18700464994		BLD	NEWQUAY AIRPORT	FUEL DEPOT	Modern	2008		EXTANT STRUCTURE	Terminal	D		Fuel depot built with transition to Newquay Airport. Earlier fuel depot immediately to N recorded on CC aerial photographs from 1988 to 2005.
59	18706164962		BLD	NEWQUAY AIRPORT	AIRCRAFT HANGAR	Modern	2008		EXTANT BUILDING	Terminal	D		Hangar built in 2008 for servicing aircraft used by Skybus.
60	18714664894		BLD	NEWQUAY AIRPORT	CONTROL TOWER	Modern	2008		EXTANT BUILDING	Terminal	D		Air traffic control tower built in 'transition' period to Newquay Airport.
61	18713664942		BLD	NEWQUAY AIRPORT	PORTABLE BUILDING	Modern	2008		EXTANT BUILDING	Terminal	D		Portable building used as office. Known as 'St Mawgan House'.
62	18712064962		BLD	NEWQUAY AIRPORT	PORTABLE BUILDING	Modern	2008		EXTANT BUILDING	Terminal	D		Portakabin used as office.
63	18640364618		BLD	NEWQUAY AIRPORT	RADAR MAST; TRANSFORMER STATION	Modern	2008		EXTANT STRUCTURE	Aprons	D		Primary and secondary radar with transformer building. Built in 2008 with transition to Newquay Airport.
64	18632464347		BLD	NEWQUAY AIRPORT	PILL BOX	Modern	c1988		EXTANT BUILDING	Aprons	D		Pill box. Possibly visible on 1988 CC aerial photograph (CC 42 88 074 17-MAY-1988).
65	18606464311		BLD	NEWQUAY AIRPORT	PILL BOX	Modern			EXTANT BUILDING	Aprons	D		Pill box. Unpainted. First recorded on 2000 CC aerial photograph. Built as part of training operations in late 1990s (S Gardner pers comm). Possibly associated with remains of an array of some kind now visible on runway surface?
66	18617664318		BLD	NEWQUAY AIRPORT	BLAST WALLS	Modern			EXTANT STRUCTURE	Aprons	D		Alignment of six parallel HESCO Bastion revetment blast walls, each approximately 25m long, to form a series of five open-ended blast shelters. Built in 1990s by the Royal Engineers as part of a training exercise. The 2005 CC aerial photograph recorded portable surface platforms to form blast shelters for aircraft.
67	18652564674		BLD	NEWQUAY AIRPORT	RADIO STATION	Modern	2008		EXTANT STRUCTURE	Aprons	D		VHF direction finder. Built in 2008 as part of transition to Newquay Airport. Built on site of earlier structure.
68	18592364501		BLD	NEWQUAY AIRPORT	HARDENED AIRCRAFT SHELTER	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	A	HAS 1	Hardened Aircraft Shelter. One of a group of nine (seven in CC ownership). Two steel doors to front. Generator house and jet-efflux chamber and opposing deflectors to rear. Entrance to side front right protected by blast wall. Ten vents in roof structure. Internal sound-proofed room removed (S Gardner pers comm). Painted camouflage green. Built to withstand nuclear, chemical and biological attack.
69	18598864587		BLD	NEWQUAY AIRPORT	HARDENED AIRCRAFT SHELTER	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	A	HAS 2	Hardened Aircraft Shelter. One of a group of nine (seven in CC ownership). Two steel doors to front. Generator house and jet-efflux chamber and opposing deflectors to rear. Entrance to side front right protected by blast wall. Ten vents in roof structure. Internal sound-proofed room removed (S Gardner pers comm). Painted camouflage

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													green. Built to withstand nuclear, chemical and biological attack.
70	18609064555		BLD	NEWQUAY AIRPORT	HARDENED AIRCRAFT SHELTER	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	A	HAS 3	Hardened Aircraft Shelter. One of a group of nine (seven in CC ownership). Two steel doors to front. Generator house and jet-efflux chamber and opposing deflectors to rear. Entrance to side front right protected by blast wall. Ten vents in roof structure. Internal sound-proofed room removed (S Gardner pers comm). Painted camouflage green. Built to withstand nuclear, chemical and biological attack.
71	18618964626		BLD	NEWQUAY AIRPORT	HARDENED AIRCRAFT SHELTER	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	A	HAS 4	Hardened Aircraft Shelter. One of a group of nine (seven in CC ownership). Two steel doors to front. Generator house and jet-efflux chamber and opposing deflectors to rear. Entrance to side front right protected by blast wall. Ten vents in roof structure. Internal sound-proofed room removed (S Gardner pers comm). Painted camouflage green. Built to withstand nuclear, chemical and biological attack.
72	18632964635		BLD	NEWQUAY AIRPORT	HARDENED AIRCRAFT SHELTER	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	A	HAS 5	Hardened Aircraft Shelter. One of a group of nine (seven in CC ownership). Two steel doors to front. Generator house and jet-efflux chamber and opposing deflectors to rear. Entrance to side front right protected by blast wall. Ten vents in roof structure. Internal sound-proofed room removed (S Gardner pers comm). Painted camouflage green. Built to withstand nuclear, chemical and biological attack.
73	18617464449		BLD	NEWQUAY AIRPORT	HARDENED AIRCRAFT SHELTER	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	A	HAS 6	Hardened Aircraft Shelter. One of a group of nine (seven in CC ownership). Two steel doors to front. Generator house and jet-efflux chamber and opposing deflectors to rear. Entrance to side front right protected by blast wall. Ten vents in roof structure. Internal sound-proofed room removed (S Gardner pers comm). Painted camouflage green. Built to withstand nuclear, chemical and biological attack.
74	18601064376		BLD	NEWQUAY AIRPORT	HARDENED AIRCRAFT SHELTER	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	A	HAS 7	Hardened Aircraft Shelter. One of a group of nine (seven in CC ownership). Two steel doors to front. Generator house and jet-efflux chamber and opposing deflectors to rear. Entrance to side front right protected by blast wall. Ten vents in roof structure. Internal sound-proofed room removed (S Gardner pers comm). Painted camouflage green. Built to withstand nuclear, chemical and biological attack.
75	18623664624		BLD	NEWQUAY AIRPORT	RESERVOIR	Modern	1989		EXTANT STRUCTURE	Hardened concrete buildings	C		Reservoir developed with hardened aircraft shelters in 1989. Built as a reservoir for fire fighting in event of an emergency. Fed by water pipe.
76	18599864544		BLD	NEWQUAY AIRPORT	RESERVOIR	Modern	1989		EXTANT STRUCTURE	Hardened concrete buildings	C		Reservoir developed with hardened aircraft shelters in 1989. Built as a reservoir for fire fighting in event of an emergency. Fed by water pipe.
77	18607264423		BLD	NEWQUAY AIRPORT	RESERVOIR	Modern	1989		EXTANT STRUCTURE	Hardened concrete buildings	C		Reservoir developed with hardened aircraft shelters in 1989. Built as a reservoir for fire fighting in event of an emergency. Fed by water pipe.
78	18581764424		BLD	NEWQUAY AIRPORT	GENERATOR HOUSE; DECONTAMINATION BUILDING; OPERATIONS BLOCK	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	A		Hardened concrete operations block with integral decontamination area and generator house to survive nuclear, biological and chemical attack. Developed in 1989 with group of nine hardened aircraft shelters.
79	18584364442		BLD	NEWQUAY AIRPORT	ELECTRICITY SUB STATION; TRANSFORMER STATION	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	C		Electricity sub station with transformer. Non-hardened structure visible on 1988 CC aerial photograph (CC 42 88 074 17-MAY-1988).
80	18583464464		BLD	NEWQUAY AIRPORT	AIRCRAFT HANGAR	Modern			EXTANT BUILDING	Hardened concrete buildings	C		An aircraft hangar on the site was first recorded on 1946 aerial photograph (NMR RAF/CPE/UK/1904 RS 4171 18-DEC-1946) and was probably built in WWII. Present T2 hangar a replacement from another RAF base (S Gardner pers comm). This hangar appears to have been in place by the 1971 aerial photograph (NMR MAL/71131 V 70 5-SEP-1971).
81	18590964457		BLD	NEWQUAY AIRPORT	STORAGE BUILDING	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	C		Breeze block built store with three walls and concrete roof. Gated to full height on W side. Used as a rubbish store.
82	18573064553		BLD	NEWQUAY AIRPORT	GARAGE	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	A	640	Hardened concrete garage for refuelling lorries. Double-bay with reinforced steel doors to front.
83	18574864540		BLD	NEWQUAY AIRPORT	SEWAGE PUMPING STATION	Modern			EXTANT BUILDING	Hardened concrete buildings	C	316A	Small sewage pump house. Non-hardened structure visible on 1988 CC aerial photograph (CC 42 88 074 17-MAY-1988).

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84	18579464540		BLD	NEWQUAY AIRPORT	COMMUNICATIONS BUILDING	Modern	1989		EXTANT BUILDING	Hardened concrete buildings	A		Hardened concrete building. Internally divided into two sections; to W is a generator house, to the E a communications room which contained the central hub for the Uniter IT system (a company employed to provide an IT network system for the MoD in the 1980/90s; S Gardner pers comm).
85	18589564722		BLD	NEWQUAY AIRPORT	FUEL DEPOT	Modern	c1988		EXTANT BUILDING	Hardened concrete buildings	C		Fuel depot first recorded on 1988 CC aerial photograph (CC 42 88 074 17-MAY-1978), presumably in advance of construction of hardened concrete buildings in 1989. Associated buildings within fenced compound.
86	18582164707		BLD	NEWQUAY AIRPORT	FUEL SEPARATOR RESERVOIR	Modern	1989		EXTANT STRUCTURE	Hardened concrete buildings	C		Fuel separator reservoir to separate fuel and water run-off. Probably built in 1989 with the hardened aircraft shelters.
87	18588764651		BLD	NEWQUAY AIRPORT	ELECTRICTY SUB STATION	Modern	c1988		EXTANT BUILDING	Hardened concrete buildings	C		Electricity sub-station first recorded on 1988 CC aerial photograph (CC 42 88 074 17-MAY-1988).
88	18607064628		BLD	NEWQUAY AIRPORT	ELECTRICTY SUB STATION	Modern	c1989		EXTANT BUILDING	Hardened concrete buildings	C		Electricity sub-station first recorded on 1988 CC aerial photograph (CC 42 88 074 17-MAY-1988).
89	18602264598		BLD	NEWQUAY AIRPORT	PILL BOX	Modern	c2005		EXTANT BUILDING	Hardened concrete buildings	D		Pill box. Pre-formed concrete cylinder partially buried in earth. First recorded on c2005 aerial photograph, probably built as part of training exercise.
90	18586364556		BLD	NEWQUAY AIRPORT	AIRFIELD BUILDING	Modern			EXTANT BUILDING	Hardened concrete buildings	D		HESCO Bastion building. Steel frame roof. Contains two metal portable buildings. Built by Royal Engineers during a training exercise in late 1990s (S Gardner pers comm).
91	18586064542		BLD	NEWQUAY AIRPORT	PILL BOX	Modern			EXTANT BUILDING	Hardened concrete buildings	D		Block built pill box. Painted. Built as part of training exercise (S Gardner pers comm). Built between 2000 and 2005 as first recorded on 2005 CC aerial photograph.
92	18573464498	MCO13348	MON	BEDRUGGO - site of settlement	SETTLEMENT	Early Medieval	Early Medieval	1989	DOCUMENTARY EVIDENCE	Hardened concrete buildings	D		Place-name first recorded in 1327 as Bodrugan, containing the Cornish place-name element <i>bod</i> and an unknown element. Recorded as a hamlet by Martyn in 1748 and c1840 Tithe survey. Buildings visible on 1988 aerial photograph (CC 42 88 074 17-MAY-1988). Presumably demolished in 1989 with construction of hardened concrete structures.
93	18574864491		MON	BEDRUGGO - site of house	HOUSE	Post Medieval	c1840	c1943?	DOCUMENTARY EVIDENCE	Hardened concrete buildings	D		Building recorded on the c1840 Tithe survey as a barn. The building had either been enlarged or rebuilt by the c1880 and c1907 OS maps when it was possibly a dwelling house.
94	18573364510		MON	BEDRUGGO - site of farm building	HOUSE; BARN	Post Medieval	c1840	c1943?	DOCUMENTARY EVIDENCE	Hardened concrete buildings	D		Rectangular building recorded on the c1840 Tithe survey as a house. The building had been reduced in size by the c1880 and c1907 OS maps when it was likely to be a barn.
95	18614464327		MON	BEDRUGGO - site of field barn	FIELD BARN	Post Medieval	c1840	c1943?	DOCUMENTARY EVIDENCE	Hardened concrete buildings	D		Small building, probably a field barn, recorded on c1840 Tithe survey as 'Mowhay, Garden, and Waste' (TA 759) with adjacent enclosure. Recorded on the c1880 and c1907 OS maps but without enclosure.
96	18777064350	MCO26022	MON	CARNANTON - site of cemetery that contained stone-lined cist graves	CEMETERY	Medieval			DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	A (if extant, otherwise D)		Sixteen slate-lined cist graves disturbed (and destroyed) by creation of airfield in 1943. Noted and partially excavated by Croft Andrew for the Ministry of Works (Preston Jones 1984). Cemetery probably more extensive but many graves were destroyed before Croft Andrew was notified. Graves orientated in three rows with cists aligned E-W. Christian context, possibly medieval in date, possibly associated with an earlier chapel at Carnanton.
97	18779764308	MCO10220	MON	CARNANTON - site of possible chapel	CHAPEL?	Medieval			DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	A (if extant, otherwise D)		Possible location of chapel noted as a linear 'stony patch' by a workman reducing the ground level for the construction of the airfield in 1943. Workman noted the site as approximately 50 yards SSE of cist cemetery (see Preston Jones 1984). To the SE of this site the c1840 Tithe survey noted 'Lady Croft'. The date of the chapel is not clear but is probably earlier than the chapel built nearer to Carnanton House in the 14th century.
98	18831263925		MON	CARNANTON – possible enclosure of uncertain date	ENCLOSURE	Uncertain			CROPMARK	Runways, taxiways and dispersals	A/B, if prehistoric		NMP recorded a small circular ditched enclosure visible as a cropmark on aerial photographs (see HER record for details). The site is of uncertain date, but could be a prehistoric enclosure. However, it could also be of non-archaeological origin.
99	18765064680	MCO26000	MON	CARNANTON - possible site of post-medieval rabbit warren	RABBIT WARREN?	Post Medieval			DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Location of former rabbit warren suggested by 'Warren' field-name recorded by c1840 Tithe survey (TA 1234). No extant remains recorded on historic maps inspected by this assessment or by Sheppard (1978). Once within the grounds of Carnanton House.
100	18746064924		MON	CARLOGGAS - site of farm buildings and farmyard	FARM BUILDINGS; FARMYARD	Post Medieval		c1840	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		The c1840 Tithe Survey recorded 'Outbuildings and Court' (TA 1189). The buildings consisted of two small rectangular buildings at the southern end of a small yard. Possibly farm buildings and yard developed in the early 19th century as part of a phase of agricultural improvement. Demolished by the c1880 OS map. Both the c1880 and

GAZ	NGR (incl. '1' pre-fix for SW)	HBSMR MonUID	Record Type	Name	Monument Type	Period	From	To	Form	Character Area	Importance	RAF Building ref	Description
													c1907 OS maps recorded the area as a plantation.
101	18695064800	MCO6045	MON	TRENOON CROSS - Medieval cross	CROSS	Medieval			DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Site of Trenoon Cross, a medieval wayside cross now in St Mawgan churchyard having been moved there in 1943 with the construction at RAF St Mawgan. Former location marked on the c1880 and c1907 OS maps as 'Stone Cross (Remains of)'. 'Cross Close' (TA 1179) field name recorded nearby on c1840 Tithe survey. Andrew Langdon notes the remains of two cross-bases in St Mawgan churchyard. However, both records suggest that they came from the area of RAF St Mawgan (2002, 77). Further research is required to establish which base relates to Trenoon Cross, and the potential origin of the other stone.
102	18661064930	MCO5527	MON	MAWGAN CROSS - Medieval cross	CROSS	Medieval			DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Site of Mawgan Cross, a medieval wayside cross now in St Mawgan churchyard having been moved there in 1943 with the construction of RAF St Mawgan. Former location marked on the c1880 and c1907 OS maps. 'Great Cross Park' (TA 1091) and 'Cross Close' (TA 848) field names recorded nearby on c1840 Tithe survey. Andrew Langdon noted a short cross standing in a cross-base, the lower section of its shaft missing (2002, 56).
103	18646364975		MON	MAWGAN CROSS - site of building, possibly a dwelling	HOUSE?	Post Medieval	c1748	c1840	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Building recorded on Martyn's 1748 map and the OS map of 1813. Demolished by the c1840 Tithe survey.
104	18661464901	MCO9342	MON	MAWGAN CROSS - site of public house and smithy	BLACKSMITHS WORKSHOP; PUBLIC HOUSE	Post Medieval	c1840	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		A public house and smithy was recorded on the SE corner of Trenoon Cross on the c1840 Tithe survey (TA 1089). This was sold in 1847 (Sheppard 1978). An extended building on the site was recorded on the c1880 and c1907 OS maps, with a 'malthouse' to the S on the c1880 map. However, 'public house' and 'smithy' were not noted perhaps suggesting that these had closed by c1880. Mawgan Cross was shown as a hamlet on Martyn's 1748 map suggesting that the public house could date to before c1840. Buildings presumably demolished with the construction of RAF St Mawgan.
105	18660464839		MON	MAWGAN CROSS - site of malt house	MALT HOUSE	Post Medieval	c1880	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		L-shaped building first recorded on the c1880 OS map as a 'malthouse' to the south of a public house. Recorded on the c1907 OS map but not named, suggesting that it was no longer used as a malt house.
106	18694864830		MON	TRENOON CROSS - site of building	BUILDING; SHOP?	Post Medieval	c1840	c1880	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Small building recorded on the c1840 Tithe survey. Field next door named 'Shop Close' (TA 1108) possibly suggesting that the building was a shop. Demolished by the c1880 OS map.
107	18729063669	MCO26016	MON	ST MAWGAN - site of post-medieval quarry	QUARRY	Post Medieval	c1880	c1943?	DOCUMENTARY EVIDENCE	Fields (Parkyn's Shop)	D		Small quarry scoop recorded on the c1880 and c1907 OS maps. Not visible on modern maps.
108	18748864538		MON	CARNANTON - former site of lodge	GATE LODGE	Post Medieval	c1880	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Gate Lodge first recorded on c1880 OS map. Recorded again on c1907 OS map. Both maps showed a series of small outbuildings to the rear of the gate lodge. Presumably destroyed with the construction of RAF St Mawgan.
109	18758964887		MON	CARNANTON - site of former building, possibly a kennels	KENNELS?	Post Medieval	c1907	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Square building first recorded on the c1907 OS map. Building shown at NE end of a narrow enclosure. Presumably destroyed with the construction of RAF St Mawgan.
110	18601965239		MON	DEER PARK - site of Bible Christian chapel	NONCONFORMIST CHAPEL	Post Medieval	c1880	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Bible Christian chapel recorded on the c1880 and c1907 OS maps. Presumably destroyed with the construction of RAF St Mawgan.
111	18603265229		MON	DEER PARK - site of building	BUILDING	Post Medieval	c1880	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Small rectangular building recorded on the c1880 and c1907 OS maps. Unknown use. Presumably destroyed with the construction of RAF St Mawgan.
112	18617865188		MON	DEER PARK - site of early 19th century settlement	SETTLEMENT	Post Medieval	1813	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Settlement of Deer Park first recorded on the 1813 OS map. Located in the former area of the deer park associated with Lanherne. The c1840 Tithe survey recorded a probable dwelling and a small outbuilding. Rearranged with enlarged dwelling and group of new farm buildings by c1880 OS map. Similar arrangement recorded on the c1907 OS map. Presumably destroyed with the construction of RAF St Mawgan.
113	18615265193		MON	DEER PARK - site of late 19th century farm buildings associated with settlement	FARM BUILDINGS, FARMYARD	Post Medieval	c1880	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Farm buildings arranged around rectangular farmyard shown on c1880 and c1907 OS maps. Associated with redevelopment of Deer Park farm between c1840 and c1880. Presumably destroyed with the construction of RAF St Mawgan.
114	18598665300		MON	DEER PARK - site of two buildings	HOUSE; FARM BUILDING	Post Medieval		c1840	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		The c1840 Tithe survey recorded two buildings in a small enclosure as TA 855, 'Town-place and Garden'. A larger building may have been a house, and a smaller to the N, a farm building. These had been demolished by the c1880 OS map and a small field barn built to the NE.

GAZ	NGR (incl. '1' pre-fix for SW)	HBSMR MonUID	Record Type	Name	Monument Type	Period	From	To	Form	Character Area	Importance	RAF Building ref	Description
115	18601665315		MON	DEER PARK - site of a small building, possibly a field barn	FIELD BARN	Post Medieval	c1880	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Small building recorded on the c1880 and c1907 OS maps. Located in a NW corner of a field, possibly a field barn.
116	18621265096		MON	DEER PARK - site of Wesleyan chapel	NONCONFORMIST CHAPEL	Post Medieval	c1880	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Weslyan Methodist chapel. Recorded as a 'Methodist chapel' on the c1840 Tithe survey (TA1077). Shown as a 'Weslyan chapel' on the c1880 OS map. Building recorded on the c1907 OS map but not named as a chapel, presumably out of use. Presumably destroyed with the construction of RAF St Mawgan.
117	18620265102		MON	DEER PARK - site of smithy	BLACKSMITHS WORKSHOP	Post Medieval	c1880	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Smithy' recorded on c1880 and c1907 OS maps. Presumably destroyed with the construction of RAF St Mawgan.
118	18616565133		MON	DEER PARK - site of building, possibly a dwelling, with series of small outbuildings	BUILDING; OUTBUILDING	Post Medieval	c1880	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Square building recorded on the c1880 and c1907 OS maps. Series of smaller outbuildings in a linear arrangement to rear. Presumably destroyed with the construction of RAF St Mawgan.
119	18612465162		MON	DEER PARK - site of small building	BUILDING	Post Medieval	c1880	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Building recorded on the c1880 and c1907 maps. Possibly a dwelling or farm building. Presumably destroyed with the construction of RAF St Mawgan.
120	18606865205		MON	DEER PARK - site of small building	BUILDING	Post Medieval	c1907	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Small building first recorded on the c1907 OS map. Possibly a farm building. Presumably destroyed with the construction of RAF St Mawgan.
121	18648264989		MON	MAWGAN CROSS - site of former house, probably a cottage dwelling	HOUSE	Post Medieval	c1840	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		House, probably a small cottage dwelling, recorded on the c1840 Tithe survey (TA 848b). Recorded again on the c1880 and c1907 OS maps. Presumably destroyed with the construction of RAF St Mawgan.
122	18659564943		MON	MAWGAN CROSS - site of two former con-joined houses	HOUSE; HOUSE; OUTBUILDING	Post Medieval	c1840	c1943?	DOCUMENTARY EVIDENCE	Runways, taxiways and dispersals	D		Two con-joined houses recorded as 'Two Cottages and Gardens' on c1840 Tithe survey (TA 1087). Similar arrangement on c1880 OS map with a small outbuilding, perhaps a privy, added by the c1907 OS map. Presumably destroyed with the construction of RAF St Mawgan.
123	18740363173	MCO9211	MON	PARKYN'S SHOP - Late 18th century new farm, later a blacksmith's workshop	SETTLEMENT	Post Medieval	1748	2011	DOCUMENTARY EVIDENCE	Fields (Parkyn's Shop)	D		Settlement of Parkyn's Shop first recorded by Martyn in 1748. Small new farm probably enclosed from former rough ground. Smithy first recorded on c1880 OS map and recorded again on c1907 OS map. Johns (2010) described the settlement's development. Demolished in 2011 to make way for Southern Access Road to airport.
124	18738963178		BLD	PARKYN'S SHOP - building, formerly the E wing of a longer building	OUTBUILDING	Post Medieval	c1840	2011	DOCUMENTARY EVIDENCE	Fields (Parkyn's Shop)	D		Building recorded by Johns (2010). Building in this location recorded on 1813 OS map, and then in more detail on c1840 Tithe survey as part of TA 1067, 'Mowhay and Yard'. In c1840 the building extended further to the W, as it did on the c1880 and c1907 OS maps when it was attached to a deeper, longer wing to the W, which was possibly a dwelling. Johns noted that the W wing had been removed and the remaining E part dilapidated. Building demolished in 2011 for construction of southern access road to airport. Remains of a flagstone floor were recorded by Shepherd (2011, 5).
125	18739863183		BLD	PARKYN'S SHOP	OUTBUILDING	Modern		2011	DOCUMENTARY EVIDENCE	Fields (Parkyn's Shop)	D		Small outbuilding recorded by Johns (2010). Not recorded on the c1907 OS map, but presumably early 20th century in date as stone walls. Wide opening in W wall. Perhaps a cart shed? Building demolished in 2011 for construction of southern access road to airport.
126	18740263174		BLD	PARKYN'S SHOP - Post-medieval blacksmiths workshop	BLACKSMITH'S WORKSHOP	Post Medieval	c1830	2011	DOCUMENTARY EVIDENCE	Fields (Parkyn's Shop)	D		Dilapidated remains of a blacksmith's workshop recorded by Johns (2010) who noted that a blacksmith was first recorded here in 1830. Square building recorded on the c1840 Tithe survey as part of TA 1067, 'Mowhay and Yard'. Extended full-depth to N together with a partial length addition to SW corner by the c1880 and c1907 OS maps when it was recorded as a 'smithy'. Building demolished in 2011 for construction of southern access road to airport. Remains of a cobbled floor were recorded by Shepherd (2011, 5).
127	18775263519		MON	PARKYN'S SHOP - field name suggests site of clay extraction for brick production	BRICKEARTH PIT?	Post Medieval			DOCUMENTARY EVIDENCE	Fields (Parkyn's Shop)	D		Two fields named 'Brick Moor' were recorded on the c1840 Tithe survey of St Columb Minor (TAs 939 and 940). The name suggests the site of workings to extract clay for brick making.
128	18714763425		MON	PARKYN'S SHOP	FIELD BOUNDARY	Post Medieval			GEOPHYSICAL EVIDENCE	Fields (Parkyn's Shop)	D		Two parallel linear anomalies recorded by magnetometer survey (Anomaly 15, Area 3, Sabine and Donaldson 2009) suggest the former ditches associated with a Cornish hedge. Boundary last recorded on the 1971 aerial photograph (NMR MAL/71131 V 70 05-SEP-1971).

GAZ	NGR (incl. '1' pre-fix for SW)	HBSMR MonUID	Record Type	Name	Monument Type	Period	From	To	Form	Character Area	Importance	RAF Building ref	Description
129	18731463749		MON	PARKYN'S SHOP	FIELD BOUNDARY	Post Medieval			GEOPHYSICAL EVIDENCE	Fields (Parkyn's Shop)	D		Two parallel linear anomalies recorded by magnetometer survey (Anomaly 27, Area 4, Sabine and Donaldson 2009) suggest the former ditches of a Cornish hedge. Boundary last recorded on the c1907 OS map, presumably destroyed with construction of RAF St Mawgan in 1943. Recorded on the c1840 Tithe survey as the E boundary of TA 1202, 'Yonder Penhallow'. Sinuous, with potential origins in the medieval period. Not covered by Shepherd (2011) as watching brief did not extend into this field.
130	18722463747		MON	PARKYN'S SHOP	FIELD BOUNDARY	Post Medieval			GEOPHYSICAL EVIDENCE		D		Two parallel linear anomalies recorded by magnetometer survey (Anomaly 26, Area 4, Sabine and Donaldson 2009) suggest the ditches of a former Cornish hedge. Boundary not recorded on the c1880 OS map but recorded on the c1840 Tithe survey as the W boundary of TA 1202, 'Yonder Penhallow', part of the Trenoon. Not covered by Shepherd (2011) as watching brief did not extend into this field.
131	18737963201		MON	PARKYN'S SHOP	FIELD BOUNDARY; FIELD BOUNDARY	Post Medieval			GEOPHYSICAL EVIDENCE	Fields (Parkyn's Shop)	D		Two parallel linear anomalies recorded by magnetometer survey (Anomaly 9, Area 2, Sabine and Donaldson 2009) suggest the ditches of a former Cornish hedge. A less substantial anomaly branches from Anomaly 9 (Anomalies 10, Area 2, Sabine and Donaldson 2009) and is suggestive of a post-medieval sub-division, probably associated with the 18th century settlement of Parkyn's Shop. Anomaly 9 last recorded on the 1971 aerial photograph (NMR MAL/71131 V 70 05-SEP-1971). Not identified by shepherd (2011).
132	18727663179		MON	PARKYN'S SHOP	FIELD SYSTEM	Prehistoric			GEOPHYSICAL EVIDENCE	Fields (Parkyn's Shop)	D		Series of anomalies identified by magnetometer survey (Anomalies 1, 2, 11 and 12, Areas 1 and 2, Sabine and Donaldson 2009). Orientated on a different alignment to present medieval-derived field system. However, the field system was not recorded by Shepherd (2011) suggesting the geophysical survey misidentified the anomalies.
133	18718963303		MON	PARKYN'S SHOP	ENCLOSURE	Unknown			GEOPHYSICAL EVIDENCE	Fields (Parkyn's Shop)	D		Curvilinear anomaly identified by magnetometer survey (Anomaly 19, Area 3, Sabine and Donaldson 2009). However, the feature was not recorded by Shepherd (2011) suggesting the geophysical survey misidentified the anomaly.
134	18717163491		MON	PARKYN'S SHOP	FIELD SYSTEM	Post Medieval			GEOPHYSICAL EVIDENCE	Fields (Parkyn's Shop)	D		Series of linear anomalies identified by magnetometer survey (Anomalies 16 and 18, Area 3, Sabine and Donaldson 2009). The anomalies broadly fit into the alignment of the existing field system. Not recorded by Shepherd (2011), but a N-S trending anomaly was (<i>ibid</i> , 5).
135	18713063596		MON	PARKYN'S SHOP	FIELD BOUNDARY	Post Medieval			GEOPHYSICAL EVIDENCE	Fields (Parkyn's Shop)	D		A series of linear anomalies identified by magnetometer survey (Anomaly 17, Area 3, Sabine and Donaldson 2009). Associated with a Cornish hedge which defined a small field enclosure last recorded on c1880 OS map. Not identified by Shepherd (2011).
136	18667063590	MCO33258	MON	TREBARBER - Undated enclosure identified by NMP, but not confirmed by a magnetometer survey	ENCLOSURE?	Undated			CROPMARK	Fields (Trebarber)	A/B, if prehistoric		NMP recorded a small oval ditched enclosure, 30m across, visible as cropmarks on a vertical aerial photographs taken in 1995 (see HER record for details). A magnetometer survey undertaken in 2010 (Roseveare and Roseveare 2010) as part of an assessment of the area could not confirm the feature due to soil conditions (site 2, Sturgess 2010, 20-21).
137	18664063370	MCO33257	MON	TREBARBER - Potential prehistoric settlement identified by NMP, but not confirmed by a magnetometer survey	SETTLEMENT?	Prehistoric			CROPMARK	Fields (Trebarber)	A/B, if prehistoric		NMP recorded an enclosure defined by a single ditch. It is polygonal in shape, measuring 71m by 75m across with a small oval enclosure (16m by 13m) within it, possibly a hut circle. A curved feature externally abutting the eastern corner of the enclosure may be an additional enclosure or hut circle. The site was visible as faint cropmarks on aerial photographs taken in 1946. A magnetometer survey undertaken in 2010 (Roseveare and Roseveare 2010) as part of an assessment of the area could not confirm the feature due to soil conditions (site 1, Sturgess 2010, 20-21).
138	18660063541		MON	TREBARBER - Potential location of a former settlement last recorded in 1748	SETTLEMENT?	Post Medieval			DOCUMENTARY EVIDENCE	Fields (Trebarber)	D		Sturgess (2010) recorded this NGR as the potential location of settlement 'Hard to come by' last recorded on Martyn's 1748 map. NGR approximate.
139	18658863217		MON	TREBARBER - potential prehistoric field system identified by magnetometer survey	FIELD SYSTEM?	Prehistoric			GEOPHYSICAL EVIDENCE	Fields (Trebarber)	A/B, if prehistoric		Series of anomalies aligned NE-SW identified by magnetometer survey (Roseveare and Roseveare 2010; Sturgess 2010, site 8).
140	18656462971		MON	TREBARBER - potential prehistoric field system identified by magnetometer survey	FIELD SYSTEM?	Prehistoric			GEOPHYSICAL EVIDENCE	Fields (Trebarber)	A/B, if prehistoric		Series of anomalies aligned NW-SE identified by magnetometer survey (Roseveare and Roseveare 2010; Sturgess 2010, site 8).

13.2 Listed buildings within 1km buffer zone

(June 2011; based on EH opendata)

EH ref num.	Name	Grade	ListDate
1144134	LANHERNE CARMELITE CONVENT	I	12/05/1988
1144128	CHURCH OF ST MAWGAN	I	12/05/1988
1327382	KITCHEN GARDEN WALLS WITH GATE PIERS ABOUT 30 METRES SOUTH WEST OF LANHERNE CARMELITE CONVENT	II*	12/05/1988
1144119	NANSWYDHEN FARMHOUSE WITH WALL ABOUT 50 METRES TO SOUTH EAST	II	12/05/1988
1312316	FOUNTAIN ADJACENT TO RIGHT OF NOS 1,2 AND 3 TREHELDER	II	12/05/1988
1144133	SIGNPOST AT THE NORTH SIDE OF THE CHURCHYARD OF CHURCH OF ST MAWGAN	II	12/05/1988
1137370	STABLES ABOUT 60 METRES NORTH OF CARNANTON HOUSE	II	25/08/1987
1327358	TOLCARNE MEROCK FARMHOUSE WITH ATTACHED WALLS AND FARM BUILDING	II	12/05/1988
1137430	GILTON COTTAGE	II	12/05/1988
1327413	COACH HOUSE WITH ATTACHED SCREEN WALL ATTACHED TO NORTH OF NANSWYDHEN FARMHOUSE	II	12/05/1988
1312343	LAWREY'S MILL	II	13/02/1980
1137434	HAWKEY'S	II	12/05/1988
1137857	MILESTONE AT SW 882634	II	12/05/1988
1144113	BROOKLANDS	II	12/05/1988
1144158	SCHOOL HOUSE ABOVE 40 METRES SOUTH WEST OF CARNANTON HOUSE	II	25/08/1987
1115117	LANTERN CROSS APPROXIMATELY 7 METRES NORTH WEST OF CHURCH OF ST MAWGAN	II*	12/12/1991
1137478	PENPONT COTTAGE	II	12/05/1988
1137581	LANHERNE BARTON FARMHOUSE	II	12/05/1988
1144127	BRIDGE NORTH EAST OF THE CHURCHYARD OF CHURCH OF ST MAWGAN	II	12/05/1988
1144159	PAIR OF GATE PIERS ABOUT 50 METRES NORTH WEST OF THE MAIN EAST ENTRANCE TO CARNANTON HOUSE	II	25/08/1987
1137358	KENNELS ABOUT 15 METRES NORTH OF CARNANTON HOUSE	II	25/08/1987
1327367	MILESTONE AT SW 867 629	II	12/05/1988
1144161	IVY COTTAGE	II	12/05/1988
1327359	TREHELDER	II	12/05/1988
1144164	STABLE ABOUT 10 METRES NORTH OF THE OLD RECTORY	II	12/05/1988
1312212	HALL ABOUT 30 METRES SOUTH OF LANHERNE CARMELITE CONVENT	II	12/05/1988
1144163	THE FALCON INN	II	12/05/1988
1327395	CARNANTON HOUSE	II*	25/08/1987
1277523	K6 TELEPHONE KIOSK	II	04/11/1991
1144162	HOLLY COTTAGE AND THE LODGE	II	12/05/1988
1144180	TRELOY FARMHOUSE	II	12/05/1988
1327381	LYCHGATE AT EAST ENTRANCE TO CHURCHYARD OF CHURCH OF ST MAWGAN	II	12/05/1988
1144120	GRANARY ABOUT 50 METRES NORTH OF NANSWYDHEN FARMHOUSE	II	12/05/1988
1137869	WALL WITH RAILINGS AND GATEWAY ABOUT 10 METRES SOUTH WEST OF NANSWYDHEN FARMHOUSE	II	12/05/1988
1327366	MELANCOOSE MILL	II	12/05/1988
1327357	GATE PIERS, RAILINGS AND GATES AT THE MAIN EAST ENTRANCE TO CARNANTON HOUSE	II	25/08/1987
1327407	IVY COTTAGE	II	12/05/1988
1327409	EAST LODGE	II	12/05/1988
1137894	PAIR OF GATE PIERS AT SW 892635	II	12/05/1988
1312311	HOUSE IMMEDIATELY WEST OF LANHERNE AVENUE	II	12/05/1988
1144116	MIDDLE LODGE	II	12/05/1988
1327380	MAY MONUMENT IN THE CHURCHYARD ABOUT 8 METRES WEST OF NAVE OF CHURCH OF ST MAWGAN	II	12/05/1988

EH ref num.	Name	Grade	ListDate
1144131	TRELEAVEN MONUMENT IN THE CHURCHYARD ABOUT 14 METRES EAST OF SOUTH AISLE OF CHURCH OF ST MAWGAN	II	12/05/1988
1144130	GROUP OF 3 MONUMENTS TO THE GOBELDICK FAMILY IN THE CHURCHYARD ABOUT 8 METRES EAST OF CHANCEL OF CHURCH OF ST MAWGAN	II	12/05/1988
1144129	CROSS IN THE CHURCHYARD ABOUT 2 METRES EAST OF CHANCEL OF CHURCH OF ST MAWGAN	II*	12/05/1988
1144132	CROSS IN THE CHURCHYARD ABOUT 18 METRES EAST OF SOUTH AISLE OF CHURCH OF ST MAWGAN	II	12/05/1988
1327411	MILESTONE AT SW 895633	II	12/05/1988
1327360	ST MAWGAN SCHOOL	II	02/04/2002
1312299	THE OLD RECTORY	II*	12/05/1988
1312087	TREVITHICK COTTAGES	II	12/05/1988
1327361	LANVEAN COTTAGE	II	12/05/1988
1327413	COACH HOUSE WITH ATTACHED SCREEN WALL ATTACHED TO NORTH OF NANSWYDHEN FARMHOUSE	II	12/05/1988
1327358	TOLCARNE MEROCK FARMHOUSE WITH ATTACHED WALLS AND FARM BUILDING	II	12/05/1988
1144119	NANSWYDHEN FARMHOUSE WITH WALL ABOUT 50 METRES TO SOUTH EAST	II	12/05/1988
1137593	BOUNDARY WALL TO LANHERNE CARMELITE CONVENT	II*	12/05/1988
1312110	KITCHEN GARDEN WALLS ABOUT 50 METRES NORTH WEST OF NANSWYDHEN FARMHOUSE	II	12/05/1988

13.3 Written Scheme of Investigation (WSI)

Dated 18/04/2011

**Historic Environment Projects,
Cornwall Council**



Newquay Cornwall Airport: Written Scheme of Investigation for Historic Environment Assessment and Characterisation

Client: Economic Development, Cornwall Council

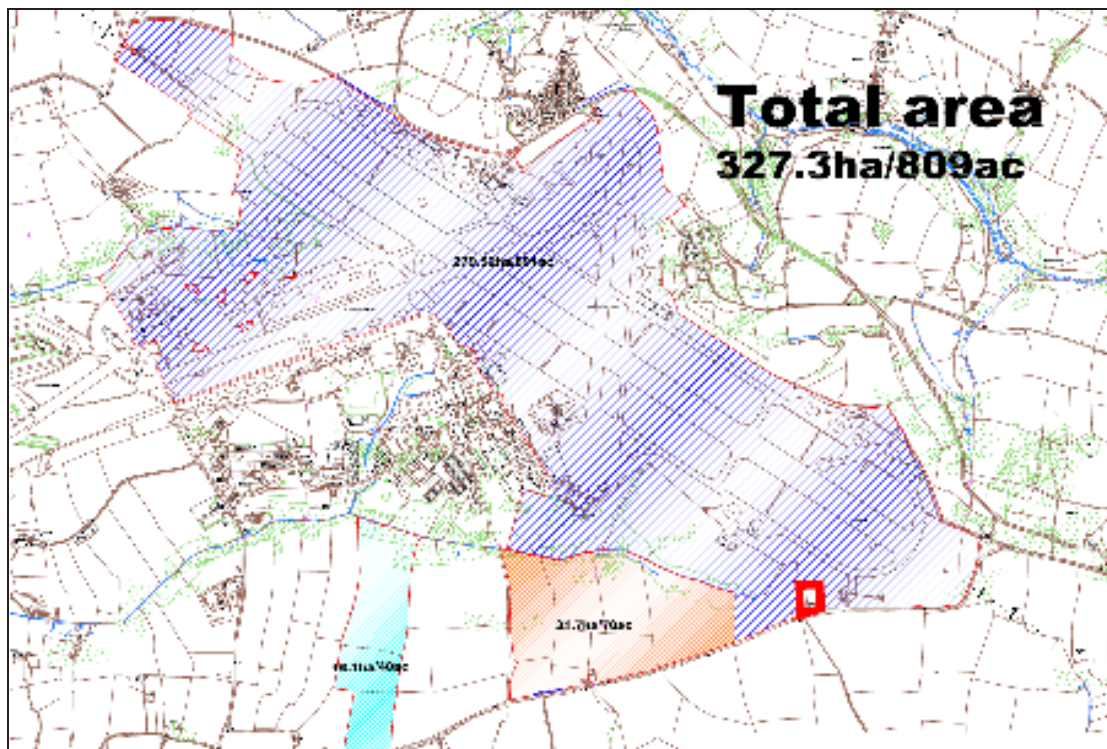
Client contact: Mark James

Client tel: 7973497395

Client email: mjames@cornwall.gov.uk

Site history

Newquay Cornwall Airport is centred on OS NGR SW 8717 6442 in the civil parish of Mawgan in Pydar. The site is 283ha in area and between 1.5 and 5km inland of Watergate Bay on the north coast of Cornwall near the historic village of St Mawgan. The site consists of the main runway of the former RAF St Mawgan, a smaller subsidiary runway, a terminal building and associated car parks, aprons and hangars, a control tower and a variety of structures of military origin. The site for evaluation includes all land owned by Cornwall Council (CC) including the licensed aerodrome and the southern terminal and business park sites on the south side of the airport.



Project background

Historic Environment Assessment and Characterisation is a process whereby an area based summary of the historic development of a place is used to produce an audit of its current form, context, condition and comparative significance in supplement to an assessment of its potential for below ground archaeological interest. The assessment is needed to ensure that a comprehensive evidence base underpins decision making connected with ongoing development at the airport. The results should be used to inform any revision of the current airport masterplan and to ensure that appropriate management of historic assets within the airfield can underpin ongoing development.

This work will address the first stages of the cultural heritage strategy set out in the *Newquay Cornwall Airport Masterplan 2008-2030* at Chapter 17.10. Section 17.10.4 of this document states that "a full assessment of the site and any development proposals need to be implemented and managed appropriately to ensure potential adverse impacts remain low."

Historic Environment Projects were awarded the work after submitting a quotation based on the brief prepared by the Historic Environment Advisors for Central Cornwall (Vic Robinson and Dan Ratcliffe)

Aims and objectives

The key aims of the work are to

- Undertake an archaeological desk based assessment in order to gain information about the known or potential archaeological resource within the site (including the presence or absence, character and extent, date, integrity, state of preservation and relative quality of the potential archaeological resource), in order to make an assessment of its merit in context.
- Provide an area-based summary of the historical development of the sites and their components
- Produce an inventory of buildings within the site
- Describe the present inherited historic character (the 'time-depth') of the sites, wherever possible in a landscape context
- Develop management recommendations based on the significance of various elements of the site

The key objectives of the work are to

- Identify key stakeholders for testing and reviewing the assessment's findings
- Bring together a variety of baseline documentary, archaeological, cartographic and photographic sources and, using these, to define character areas and key components within the site.
- Produce an analysis of the character areas and key components of the site to *i)* identify and develop an understanding of the significance of the fabric and archaeological potential of the character areas and key components, and *ii)* identify the limitations and opportunities offered by the sites' historic characteristics and how these can inform and add value to the design stages.
- Produce a report based on the findings of the assessment developing explicit recommendations for conservation of historic elements and the mitigation requirements of archaeological sites of less than national importance to feed into the ongoing management of the airport's historic environment.

Working methods

All recording work will be undertaken according to the Institute for Archaeologists *Standards and Guidance for Archaeological Investigation and Recording*. Staff will follow the *IfA Code of Conduct* and *Code of Approved Practice for the Regulation of Contractual Arrangements in Archaeology*. The Institute for Archaeologists is the professional body for archaeologists working in the UK.

Desk-based assessment

A desk-based assessment will be carried out. A GIS project will be set up in order to manage the data amassed by the assessment. The assessment will comprise:

- Collating HER, NMR and other sources of data showing existing designated and undesignated sites and landscapes and previous sites of archaeological or conservation research for the airport and surrounding area (within a 1km buffer). Other sources include the work undertaken by ENTEC in connection with the Southern Access Road project of 2006 and Cornwall's Historic Landscape Characterisation.
- Carrying out background research on the historic significance of twentieth century military sites, particularly thematic research on Cold War sites undertaken by English Heritage.
- Carrying out a map regression analysis of the site using the following OS sources
 - Parish Tithe maps (c1840),
 - 1st and 2nd Editions of the OS 25 inch maps (c1880 and c1907)
 - Epoch 3 and 4 OS maps (c1914 and 1935)
- Carrying out an analysis of the development of the airport site using MOD airfield plans (if available) and aerial photographs dating back to the 1940s held at the NMR in Swindon.

Fieldwork: description

A walk-over survey will be undertaken and a record of all upstanding historic buildings will be identified and described to English Heritage Level One (this will include digital photographs of the key buildings).

Definition of character areas and compilation of a site gazetteer

Historic characterisation identifies the key functional areas, structures (roads and land boundaries), and components (buildings and walls) that contribute to a landscape's distinctive character and quality and how it links to patterns observable in the surrounding area. Character areas will be determined by identifying areas with underlying historically defined patterns and will be selected as representative areas of both above ground architectural character and below ground archaeological potential.

A gazetteer of sites will be compiled based on the desk based data collation and notes made during the field visit. The gazetteer will be presented as a table containing fields for site name, OS grid reference and brief descriptions of each site.

Analysis of character areas and gazetteer data

Once the character areas are drawn up, the assessment process will identify the significance of each character area and of each key component in the site gazetteer using the baseline data from the characterisation exercise, desk based assessment, map regression and site visit. This exercise will make use of the 'heritage values' approach to the assessment of significance. This analysis will include the preparation of a model of the below ground archaeological significance of the site, outlining areas of high, medium, low or unknown potential.

Archive report

A written report will:

- Reiterate the reasons for and purpose of the study
- Define the area using map extracts
- Describe the principal lines of development and change
- Describe and illustrate each 'character area' and 'key components' of the site in respect of the aims, objectives and methods outlined above with examples and clear legible photographs, showing the extent to which they retain demonstrable historic significance
- Illustrate with a selection of key maps, historic views and current photographs
- Summarise the significant characteristics archaeological potential and condition of the historic environment in each element of the site
- Make clear recommendations for ways in which the design of the development should take account of the pre-existing historic significance and archaeological potential of each element of the landscape and provide an assessment of how development will impact on the setting of surrounding historic environment assets.
- Add a full bibliography and list of relevant sources of information that have been consulted and/or cited (maps; published material; visual material; recent reports or studies).

A paper copy and a digital (PDF) copy of the report, illustrations and any other files will be held in the Cornwall HER. Paper copies of the report will be distributed to the client, to local archives and national archaeological record centres.

Consultation with professional stakeholders and the local community

The draft report will be submitted to the client and relevant stakeholders such as the local authority planner, historic environment advisor, regeneration officer and community representatives to discuss the issues before working up the final report.

Monitoring and standards

The HEAA will be provided with a draft of the assessment report before it is finalised.

The project team will follow the Code of Conduct and appropriate Standards and Guidance of the IfA in the preparation and execution of this project.

Archive deposition

An ordered and integrated archive will be prepared in accordance with: *Management of Research Projects in the Historic Environment (MoRPHE) English Heritage 2006* upon completion of the project. An index to the site archive will be created and the archive contents prepared for long term storage, in accordance with HE standards.

The archiving will comprise the following:

- All correspondence relating to the project, the WSI, a single paper copy of the report together with an electronic copy on CD, stored in an archive standard (acid-free) documentation box. A copy of the report will be supplied to the National Monuments Record (NMR) Swindon.
- The project archive will be deposited initially at ReStore PLC, Liskeard and in due course (when space permits) at Cornwall Record Office.
- A summary of the contents of the archive shall be included in the final report, a copy of which should be supplied to the Cornwall and Scilly Historic Environment Record supported by any GIS data resulting from the survey and will be made available to the general public
- Completion of the English Heritage/ADS OASIS online archive index

Timetable

The study is anticipated to be commenced during May 2011. All tasks comprising the assessment will be completed by early August 2011. The deposition of the archive will be completed within 3 months of the completion of the archive report.

Monitoring and Signing Off Condition

Monitoring of the project will be carried out by Dan Ratcliffe, Historic Environment Planning Advice Officer.

Monitoring points during the study will include:

- Approval of the WSI
- Completion of fieldwork
- Completion of archive report
- Deposition of the archive

Historic Environment Projects

Historic Environment Projects is the contracting arm of Historic Environment, Cornwall Council (HE). HE employs some 20 project staff with a broad range of expertise, undertaking around 100 projects each year.

HE is committed to conserving and enhancing the distinctiveness of the historic environment and heritage of Cornwall and the Isles of Scilly by providing clients with a number of services including:

- Conservation works to sites and monuments
- Conservation surveys and management plans
- Historic landscape characterisation
- Town surveys for conservation and regeneration
- Historic building surveys and analysis
- Maritime and coastal zone assessments
- Air photo mapping
- Excavations and watching briefs
- Assessments and evaluations
- Post-excavation analysis and publication
- Outreach: exhibitions, publication, presentations

Standards



HE is a Registered Organisation with the Institute for Archaeologists and follows their Standards and Code of Conduct.

As part of Cornwall Council, the HES has certification in BS9001 (Quality Management), BS14001 (Environmental Management), OHSAS18001 (Health, Safety and Welfare), Investors in People and Charter Mark.

Other arrangements

Contract

HE Projects is part of Historic Environment, Cornwall Council. If accepted, the contract for this work will be between the client and Cornwall Council.

The views and recommendations expressed will be those of the HE projects team and will be presented in good faith on the basis of professional judgement and on information currently available.

Project staff

The project will be managed by a nominated Senior Archaeologist who will:

- Discuss and agree the detailed objectives and programme of each stage of the project with the client and the field officers, including arrangements for health and safety.
- Monitor progress and results for each stage.
- Edit the project report.
- Liaise with the client regarding the budget and related issues.

Work will be carried out by HE field staff, with assistance from qualified specialists and sub-contractors where appropriate.

Report distribution

Paper copies of the report will be distributed to the client, to local archives and national archaeological record centres.

A digital copy of the report, illustrations and any other files will be held in the Cornwall HER and also supplied to the client on CD or other suitable media.

Copyright

Copyright of all material gathered as a result of the project will be reserved to the Historic Environment, Cornwall Council. Existing copyrights of external sources will be acknowledged where required.

Use of the material will be granted to the client.

Freedom of Information Act

As Cornwall Council is a public authority it is subject to the terms of the Freedom of Information Act 2000, which came into effect from 1st January 2005.

HE will ensure that all information arising from the project shall be held in strict confidence to the extent permitted under the Act. However, the Act permits information to be released under a public right of access (a "Request"). If such a Request is received HE may need to disclose any information it holds, unless it is excluded from disclosure under the Act.

Health and safety statement

HE follows the Council's *Statement of Safety Policy*.

Prior to carrying out on-site work HE will carry out a Risk Assessment and will liaise with Cornwall Council and with Steve Gardner, the Buildings and Projects Manager at Newquay airport, over requirements for Health and Safety in assessing the site.

Insurance

As part of Cornwall Council, HE is covered by Public and Employers Liability Insurance.

Andrew Young

Senior Archaeologist

18th April 2011

Historic Environment Projects

Cornwall Council

Percuil Building, Old County Hall,

Station Road,

Truro, Cornwall. TR1 3AY

Tel: 01872 322534 Fax: 01872 323811

Email: ayoung@cornwall.gov.uk

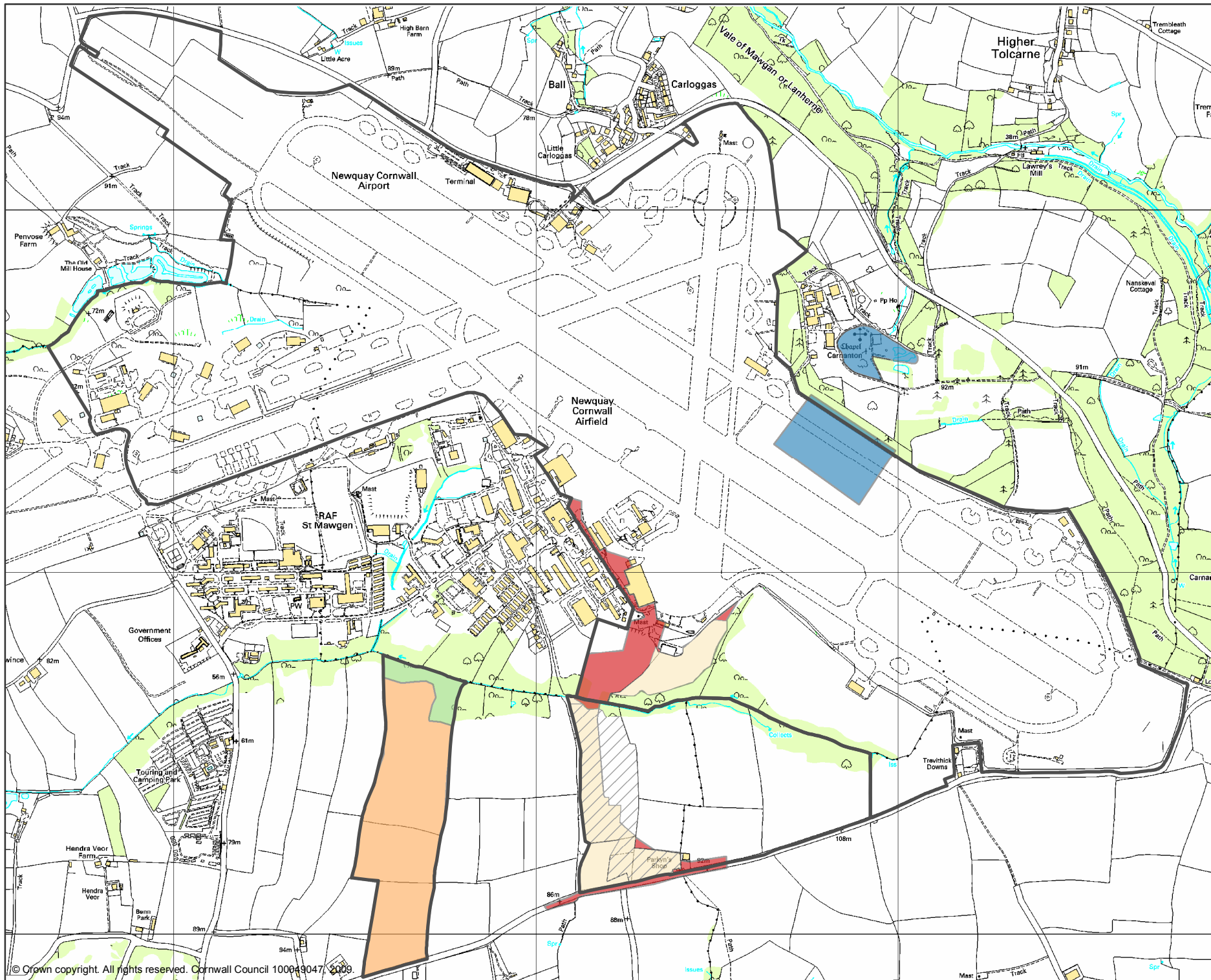
13.4 Potential stakeholder contact details

(Details compiled August 2011)

<p>Cornwall Council Historic Environment Planning Officer</p>	<p>Dan Ratcliffe, Cornwall Council, Historic Environment, Kennall Building. Truro. TR1 3HY. T: 01872 322603 E: dratcliffe@cornwall.gov.uk</p>
<p>Cornwall Council Cabinet Member for Waste Management, Change and Historic Environment</p>	<p>Cllr Julian German Cornwall Council, New County Hall, Truro. TR1 3HY. T: 01872 322571 E: jgerman@cornwall.gov.uk</p>
<p>Cornwall Council member</p>	<p>Cllr John Fitter (Colan and St Mawgan) Dinham House Bridge St Columb Major Cornwall TR9 6BD T: 01637 881336 E: jfitter@cornwall.gov.uk</p>
<p>English Heritage</p>	<p>Phil McMahon (Inspector of Ancient Monuments) English Heritage, South West Office, 29 Queen Square, Bristol. BS1 4ND. T: 0117 975 0699</p>

	E: Phil.McMahon@english-heritage.org.uk
Newquay Town Council	The Newquay Town Council. Municipal Offices, Marcus Hill, Newquay Cornwall TR7 1AF T: 01637 878388 E: townclerk@newquaycouncil.co.uk
RAF St Mawgan	Wing Commander Graham House RAF St Mawgan Newquay Cornwall TR8 4HP T: 01637 857405 or 857841
St Columb Major Town Council	Elizabeth Banfield (Town Clerk) St Columb Major Town Council, Town Hall, Market Place, St Columb Major, TR9 6AN T: 01637-889014 E: townclerk@stcolumb.org.uk
Newquay Old Cornwall Society	Miss Rosemary Pritchard (Secretary and Programme Secretary) 11 St. Aubyn Crescent, Newquay, TR7 2RQ. T: 01637 873076 E: pritchard.rosemary@talktalk.net
St Columb Old Cornwall Society	Mr. Phil Ellery (Secretary) T: 01637 880324 E: elleryp(at)tiscali.co.uk
Cornwall Archaeological Society	Roger Smith (Secretary) 18, Sulien, Luxulyan, Bodmin. PL30 5EB. Tel 01726 850792 E: secretary@cornisharchaeology.org.uk
Cornish Buildings Group	Miss Jenny Gason MBE (Secretary) Kea West Halvarras Road Playing Place Truro Cornwall. TR3 6HD. T: 01872 862586

Davidstow Airfield and Cornwall at War Museum	Steve & Sheila Perry Nottles Park, Davidstow, Camelford, PL32 9YF. Telephone: T: 07799194918 E: hq@cornwallatwarmuseum.co.uk
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- Key**
- Excavation:
 Croft Andrew, 1943
 (Preston Jones 1984)

 - Assessment:
 Sturgess (2010)
 - includes area
 of geophysical
 survey

 - Geophysical survey:
 Roseveare &
 Roseveare (2010),
 see Sturgess 2010

 - Assessment:
 Johns (2010)
 - includes area
 of geophysical
 survey

 - Geophysical survey:
 Sabine and
 Donaldson
 (2009)

 - Archaeological
 Watching Brief:
 Shepherd (2011)

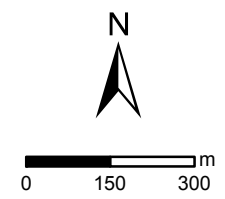
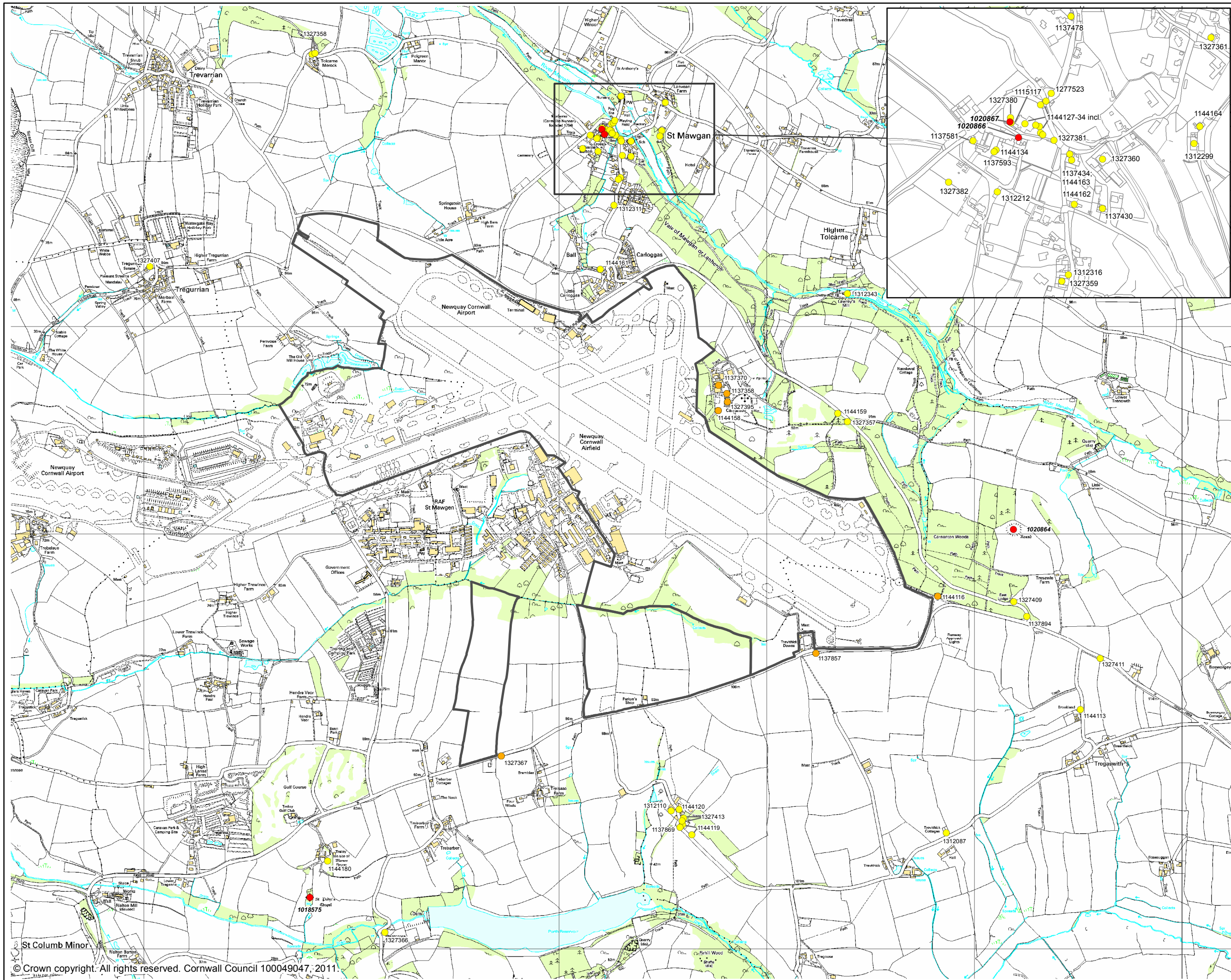


Fig 33
*'Events' - past
 assessment,
 evaluation
 and excavation work*



Key

- Scheduled Monuments (1km buffer)
- Listed Buildings (150m buffer)
- Listed Buildings (1km buffer)

Based on English Heritage data. Sites shown with designation reference number (scheduled monuments in bold italics)

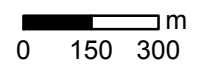
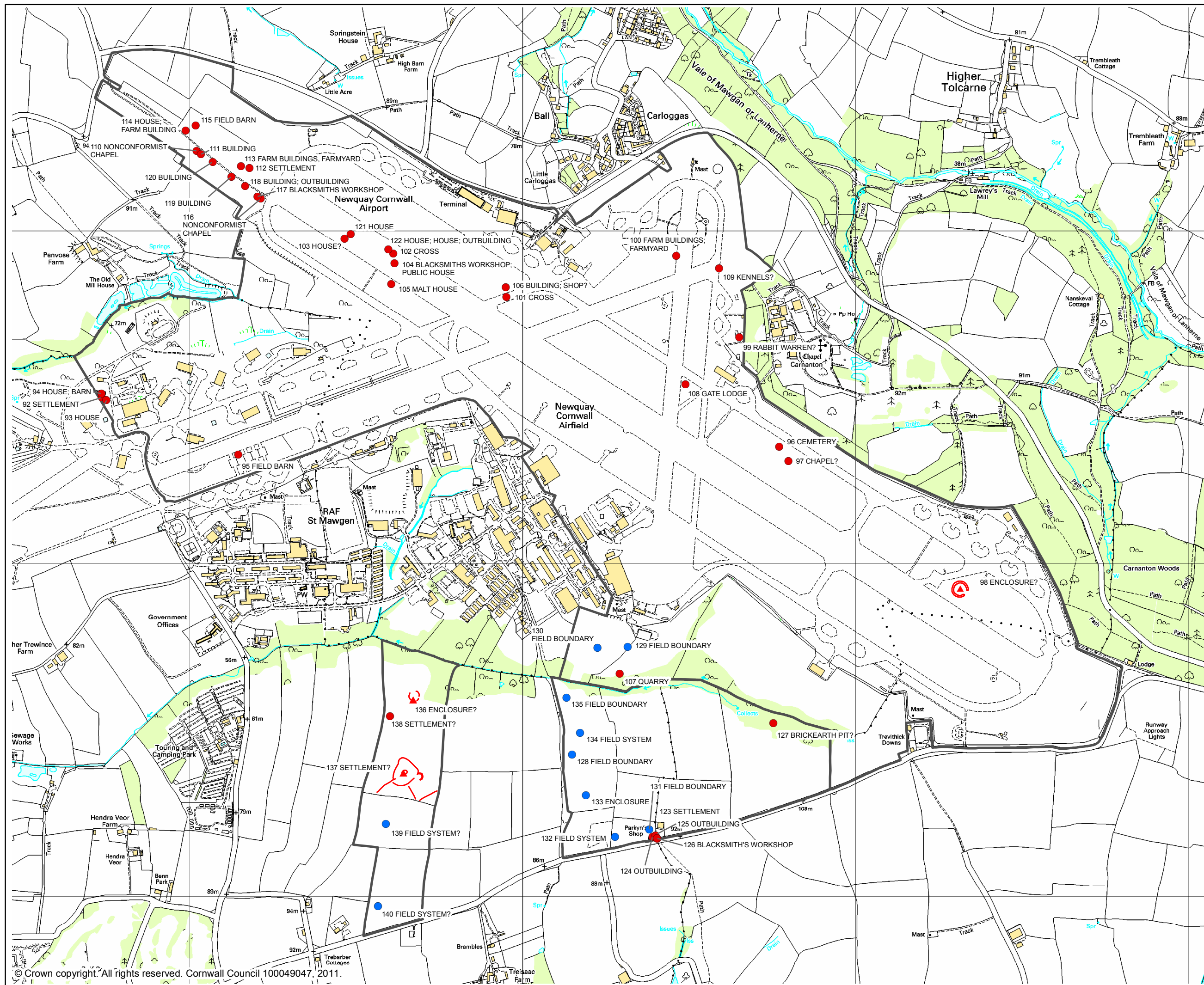


Fig 34
Statutory Designations



- Key**
- ▲ Cropmark
 - Documentary evidence
 - Geophysical evidence
 - NMP data (from aerial photographs)

All sites shown with gazetteer number (see Inventory, Section 13.1)

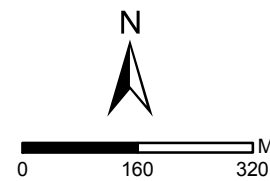
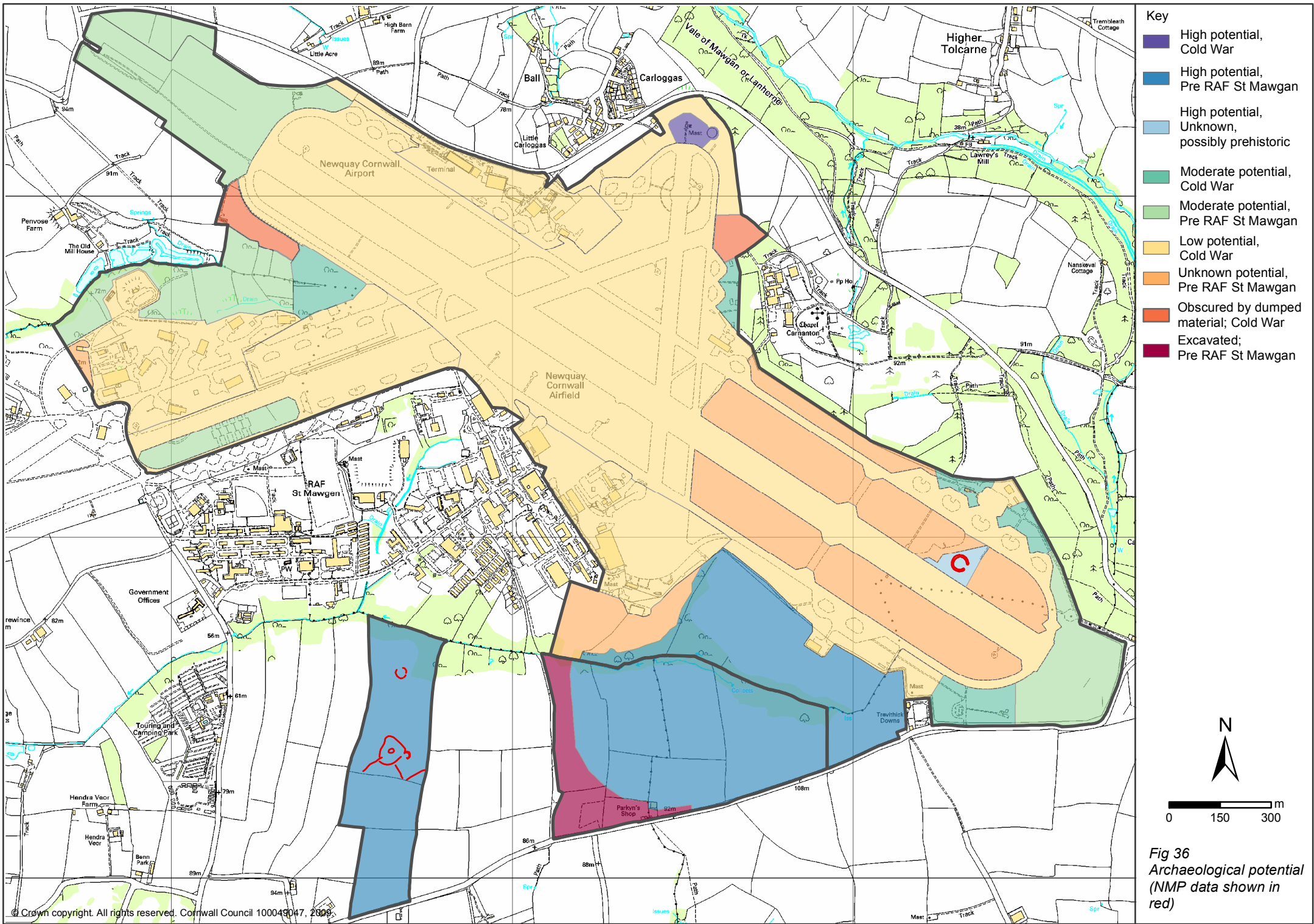
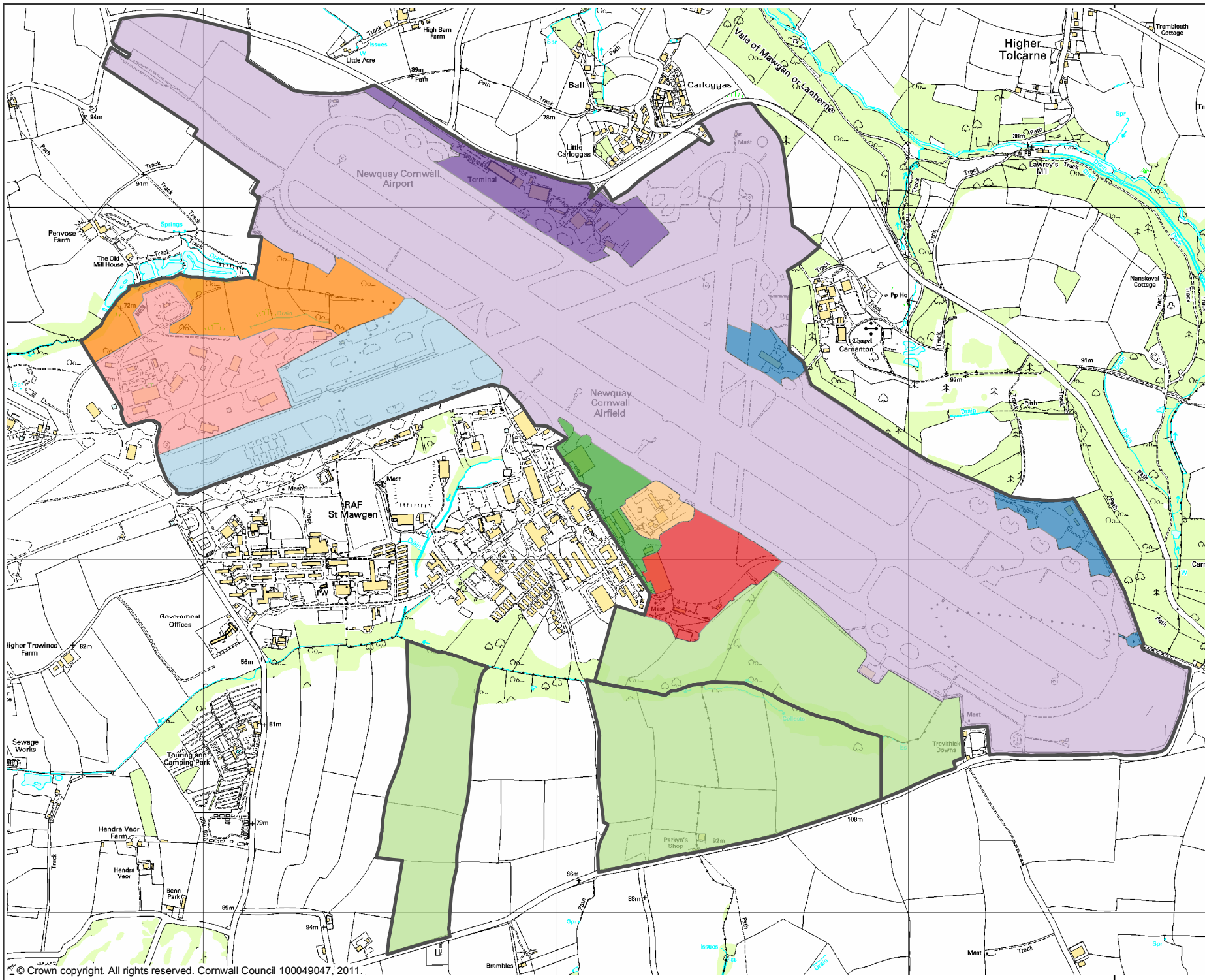


Fig 35
Archaeological sites and features (pre RAF St Mawgan in date)





- Key**
- Terminal
 - Emergency Services
 - Runway, taxiway and dispersals
 - RAF air traffic control
 - Hangars and technical areas
 - Nimrod servicing area
 - Aprons
 - Hardened concrete buildings
 - Rough ground (Penvose Valley)
 - Fields

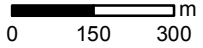
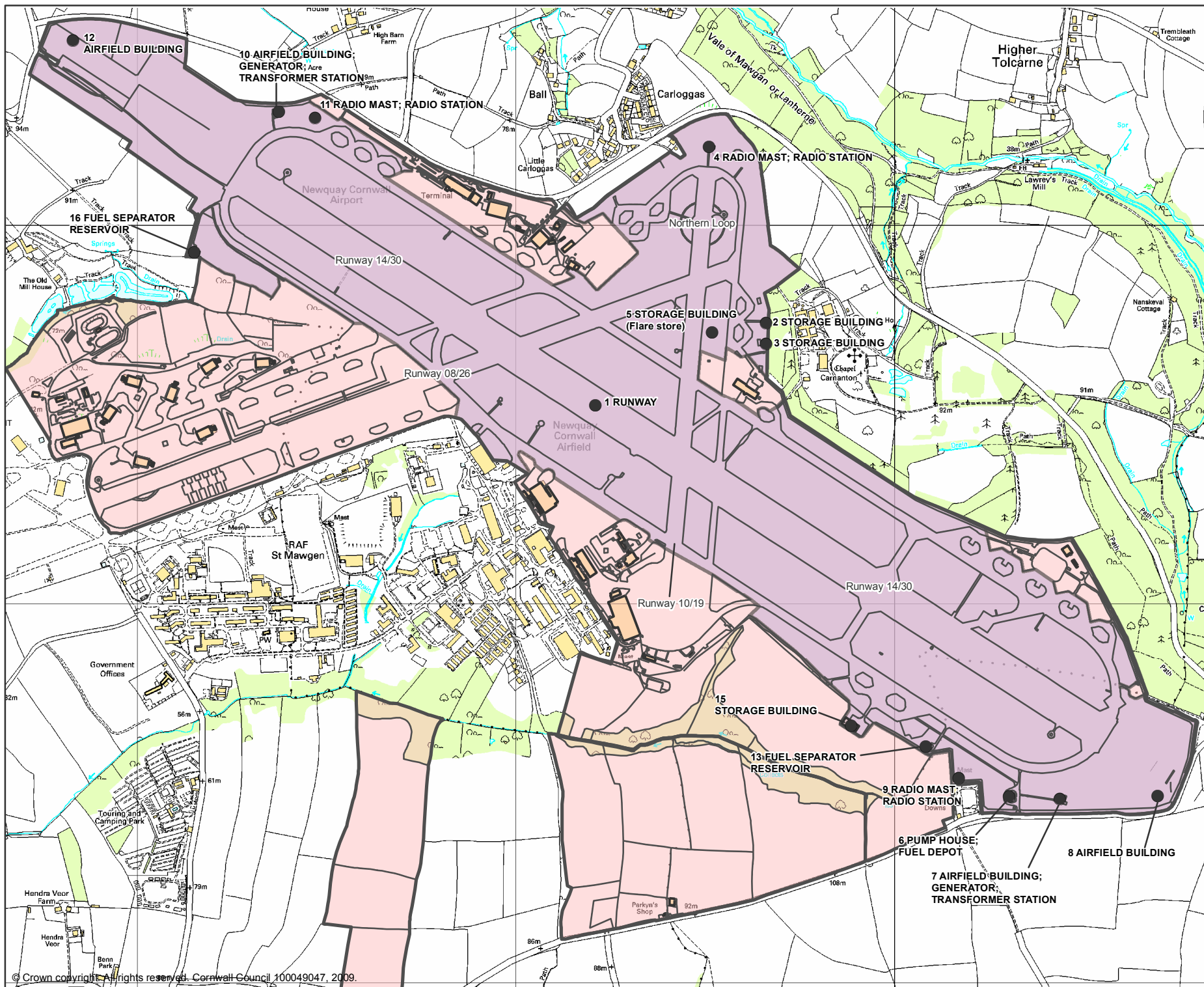


Figure 37
Character Areas



Key
 'Runways, taxiways
 and dispersals'
 character area

All sites shown with
 gazetteer number
 (see Inventory, Section 13.1)

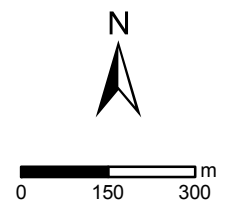


Figure 38
 'Runway, taxiway
 and dispersals'
 character area,
 shown with extant
 buildings and structures



Key

RAF air traffic control

All sites shown with gazetteer number (see Inventory, Section 13.1)

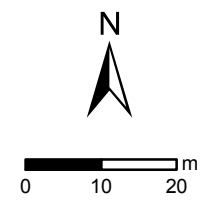
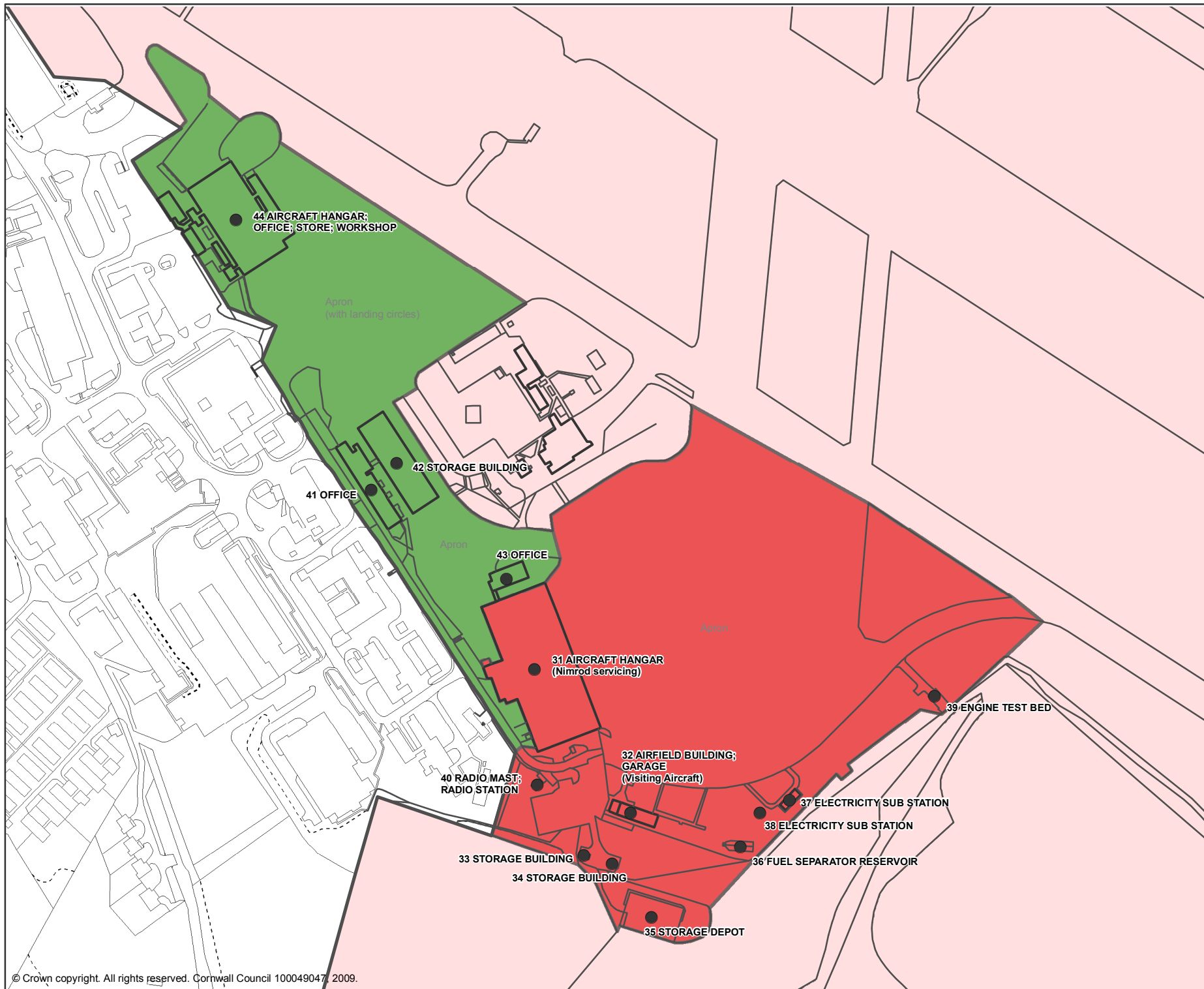


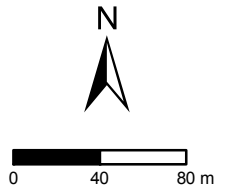
Figure 39
 'RAF air traffic control'
 character area,
 shown with extant
 buildings and structures



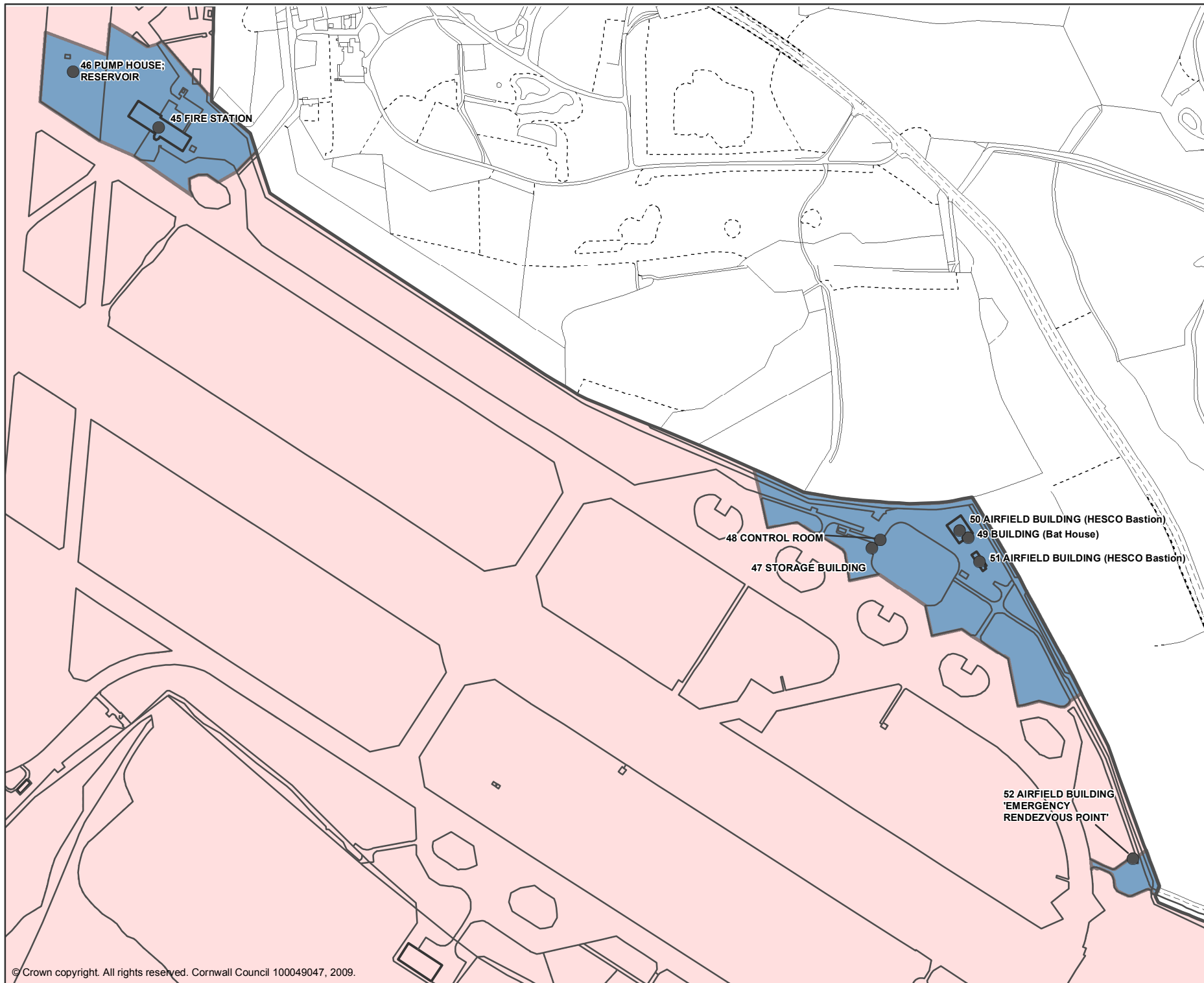
Key

- Hangars and technical areas
- Nimrod servicing area


All sites shown with gazetteer number (see Inventory, Section 13.1)



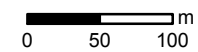
*Figure 40
 'Hangars and technical areas'
 and 'Nimrod servicing'
 character areas,
 shown with extant
 buildings and structures*



Key

 'Emergency Services' character area


All sites shown with gazetteer number (see Inventory, Section 13.1)



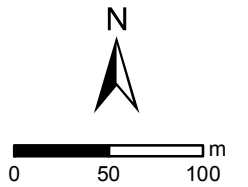
*Figure 41
'Emergency Services' character area, shown with extant buildings and structures*



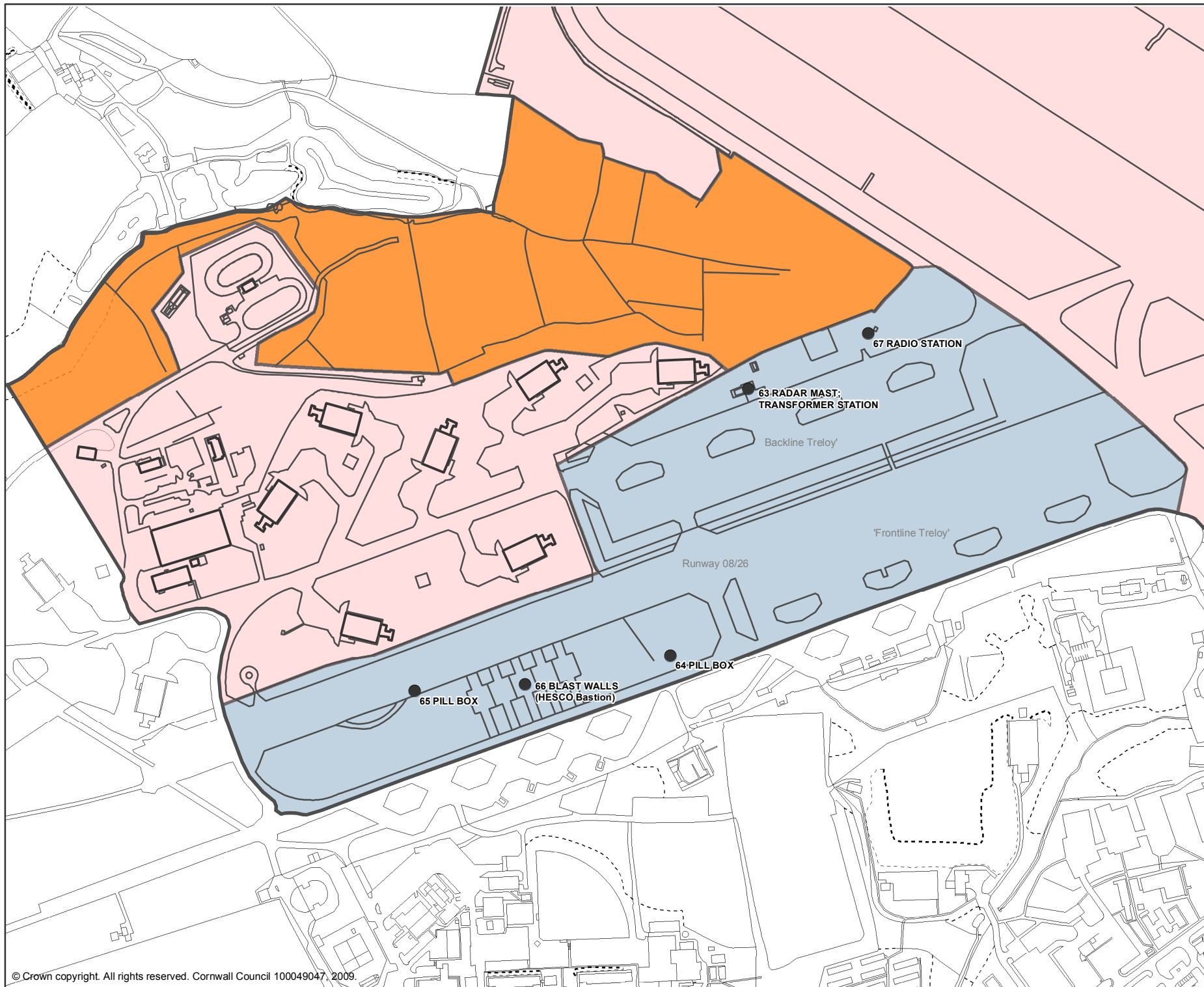
Key

 'Terminal' character area

All sites shown with gazetteer number (see Inventory, Section 13.1)



*Figure 42
'Terminal' character area
shown with extant
buildings and structures*



Key
 Aprons
 Rough ground (Penvose Valley)

All sites shown with gazetteer number (see Inventory, Section 13.1)

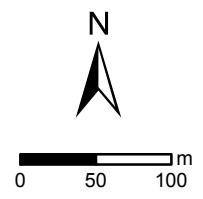
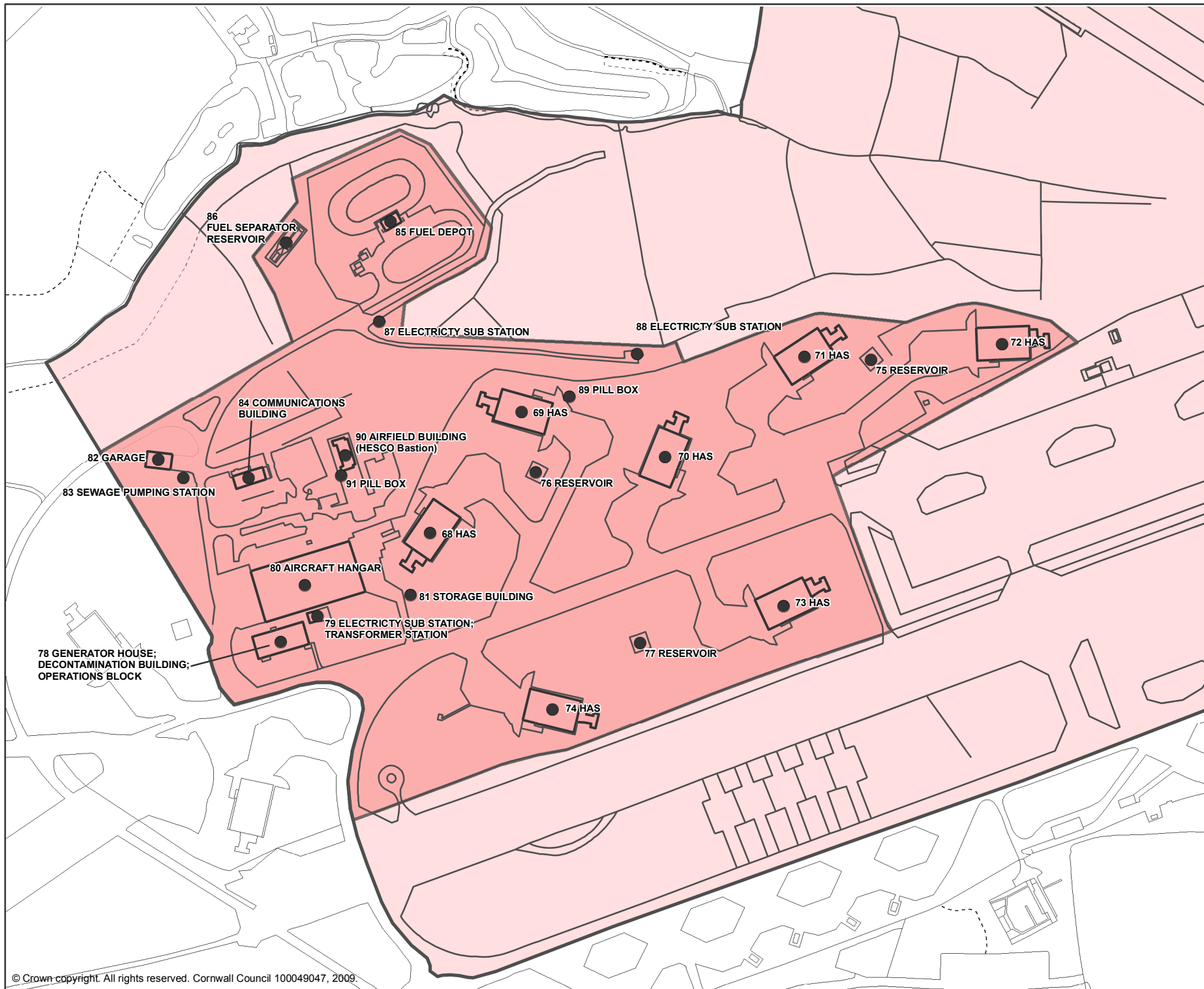


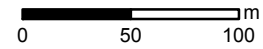
Figure 43
 'Aprons' and
 'Rough ground
 (Penvose Valley)
 character areas,
 shown with extant
 buildings and structures



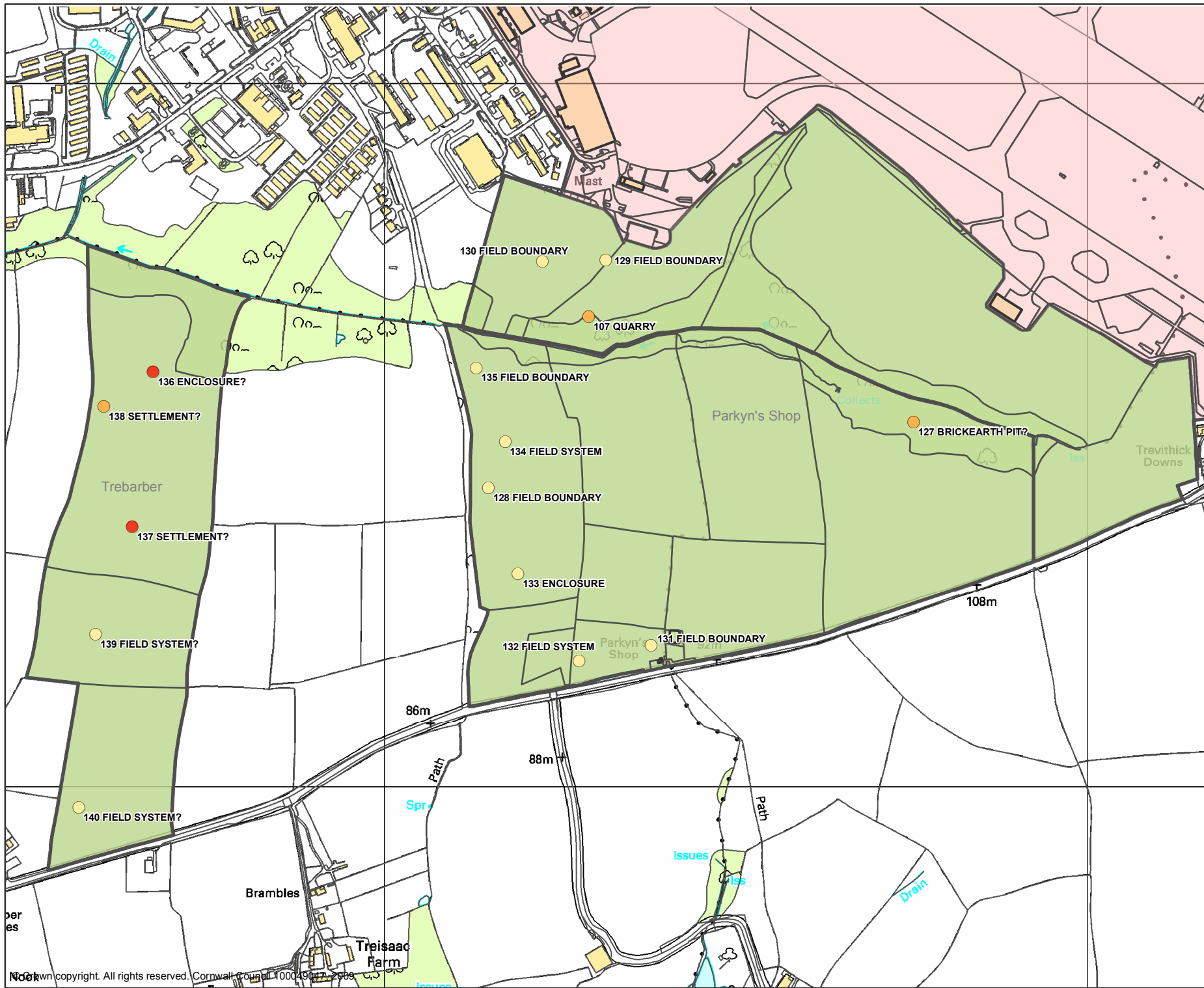
Key

Hardened concrete buildings

All sites shown with gazetteer number (see Inventory, Section 13.1)



*Figure 44
 'Hardened concrete buildings'
 character area,
 shown with extant
 buildings and structures*



- Key
- Fields
 - Cropmark
 - Documentary evidence
 - Geophysical evidence

All sites shown with gazetteer number (see Inventory, Section 13.1)

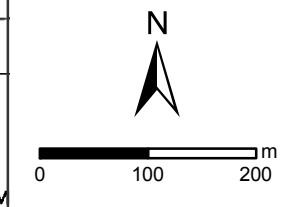


Figure 45
 'Fields' character area, shown with extant buildings and structures