



Former Air Traffic Control Tower, Newquay Cornwall Airport

Historic Building Record



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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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Cover illustration

The former RAF Air Traffic Control tower, viewed from the south

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Abbreviations

ATC	Air Traffic Control
CAA	Civil Aviation Authority
CC	Cornwall Council
CDC	Cornwall Development Company
EH	English Heritage
HEP	Historic Environment Projects
HER	Cornwall and the Isles of Scilly Historic Environment Record
NGR	National Grid Reference
OD	Ordnance Datum – height above mean sea level at Newlyn
OS	Ordnance Survey
RAF	Royal Air Force
UPS	Uninterruptible Power Supply
VCR	Visual Control Room

1 Summary

Cornwall Council acquired the former airfield of RAF St Mawgan in 2006 and buildings for a new civilian airport were constructed on the north side of the main runway area. Part of the requirements to convert the site to a full CAA licence included construction of a new Air Traffic Control Tower as part of the civilian site. Cornwall Development Company, on behalf of CC, are developing options for the future of the old military air traffic control (ATC) tower and its immediate surroundings.

The older ATC tower is the focus of the former RAF St Mawgan on the south side of the runways. Originally built as part of the war effort in 1943 it is a three-storey building with an additional observation cupola on its roof. This structure commands extensive views over a considerable part of mid-Cornwall and beyond. As well as the ATC functions the tower has housed a meteorological station and radar and telecommunications equipment. The original brick-built tower has been extended during its existence, with a two-storey wing created to the northwest and a single-storey wing to the southeast, to create more space and capacity for changing requirements.

CDC requested Historic Environment Projects to carry out a photographic and descriptive survey of the former control tower, and buildings/structures within its immediate environs. This work is to inform the appraisal process and provide a record of the building in its current form.

Potential future options include complete demolition and replacement of the building or retention and conversion to new uses, including office space and/or a restaurant.

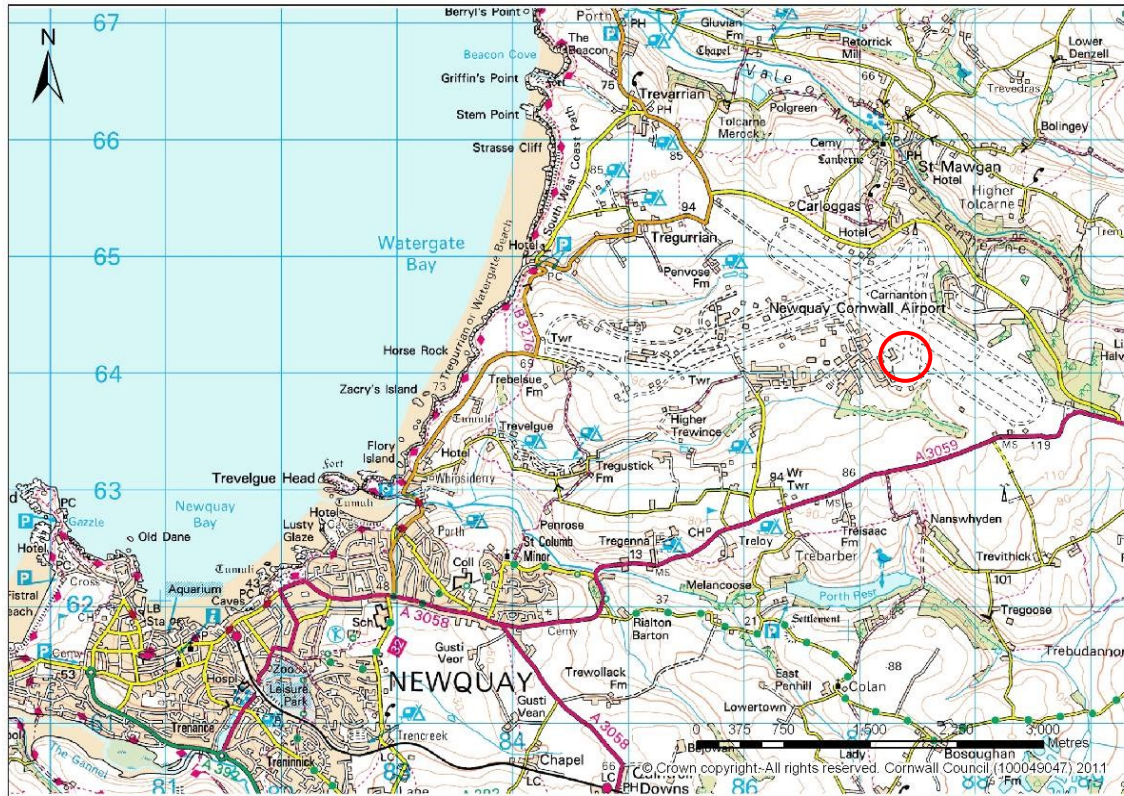


Fig 1 Location map

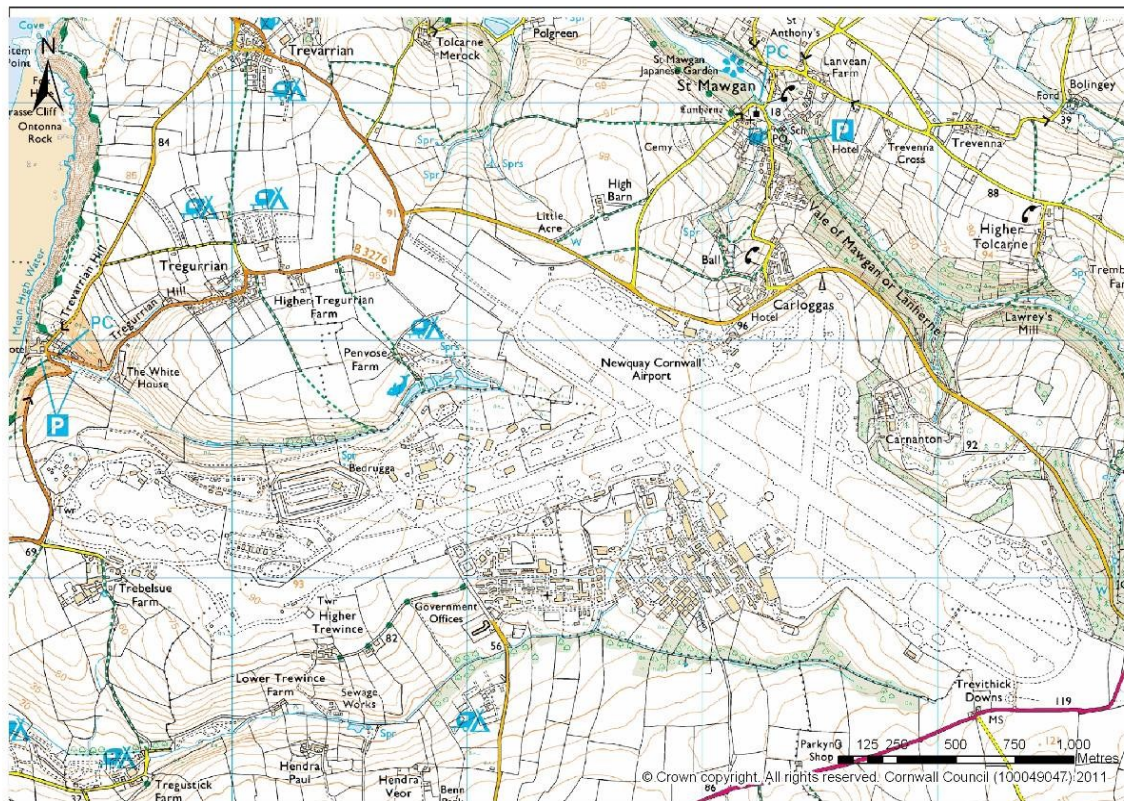


Fig 2 Site extent

2 Introduction

2.1 Project background

In 2006 Cornwall Council acquired the former RAF St Mawgan airfield site and set about expanding the civilian airport facilities on the north side of the site that have now become known as Newquay Cornwall Airport. Part of the civilian redevelopment included a new Air Traffic Control Tower. The disused military control tower is the oldest large building on the former RAF St Mawgan. This building was built in 1943 and has been extended and altered in a series of phases. Its original brick-built tower is now hidden beneath sheet cladding added in the 1990s. A recent assessment of the airport site by Historic Environment Projects, Cornwall Council (Dudley 2011) recorded the former control tower as site 17 and the gazetteer entry reads:

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 [sic] 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).

Cornwall Council is now considering the future of the redundant ATC and associated buildings. The buildings are derelict and stand on a prime hangar development site within Development Zone 1 of the Aerohub Enterprise Zone. This ATC building was identified as a building of high importance within the RAF Air Traffic Control Character Area in the Historic Environment Assessment but has no official heritage designation.

HEP was invited by Cornwall Development Company to provide a tender for undertaking a historic building record of the tower and the associated structures. Following acceptance of the tender a Written Scheme of Investigation (WSI) was prepared and submitted (reproduced here as Appendix 1).

2.2 Aims

The principal aim of the study is set out in the Written Scheme of Investigation, that is, to gain a better understanding of the historical development, survival and significance of the ATC. The objectives were to obtain the equivalent of an English Heritage Level 2 historic building record for the ATC tower, Level 1 records for the other associated buildings within the character area (see English Heritage 2006 for definitions).

2.3 Working methods

The detailed methodology for the project is set out in Appendix 1. In brief it comprised three stages:

- a rapid review of existing information including the existing assessment survey, information held in the Cornwall HER and online searches.
- fieldwork including a photographic survey and descriptive notes (a site visit was carried out on 12th March 2013). The former ATC tower and adjoining structures were recorded as a Level 2 standard survey, with exterior and interior photography as well as descriptive notes on floor plans. Other structures were recorded with exterior photography only and short notes.
- Cataloguing/archiving of project materials, and preparation of this report.

3 Location and setting

The former RAF St Mawgan airfield is sited within the southern part of St Mawgan parish on Trevithick Downs. The old ATC tower, which forms a focus of the old military

airfield, is located at SW 87277 64168 on relatively flat ground between 100 and 105m OD.

4 Designations

No conservation designations (of either national, county or local level) apply to the airport site. The Vale of Mawgan/Lanherne to the north of the airport is part of an Area of Great Landscape Value (AGLV).

5 Previous archaeological work

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.

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. The graves had already been considerably disturbed by earth-moving machinery before Croft Andrew was notified, with the site of a former building suggested by a worker who had observed a linear 'stony patch' as the ground was removed.

In 2011 Peter Dudley of Historic Environment Projects undertook an archaeological and historical assessment of the whole airfield, including the former RAF St Mawgan and the civilian Newquay Cornwall Airport. A series of character areas was defined, one of which was based upon the RAF ATC tower and its immediate setting. The tower itself was recorded as Building 17.

6 The historic development of RAF St Mawgan

(reproduced from Dudley 2011, with minor edits)

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 important factor in the role the base has played. There has also 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 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.

6.1 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 metrological 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.

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), 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 (Trebelsue?) 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).

6.2 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 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).

6.3 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 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 Shackletons stand in the northern part of the assessment area (near the present terminal) in their last few weeks of operation (the last Shackleton 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, 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.

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 had been removed.

The 'Treloy' area of the assessment area was still relatively undeveloped. The buildings of Bodruggo settlement were still extant. A principal difference from the aerial photograph of 1971 was the development of a large fuel depot in the valley beneath Penrose. This was probably built in advance of the hardened concrete buildings.

6.4 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), an accompanying hardened decontamination/operations building, communications hub, and separate garage 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.

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).

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

A new civilian terminal was developed in 1993 as the airport continued to expand. 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 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 and three HESCO bastion buildings constructed by the Royal Engineers in the late 1990s. In the Treloy area five blast walls of HESCO bastion 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. 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.

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).

6.6 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, a new control tower and air traffic control equipment, new lighting systems, a new fire-training area, and a new fire station (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 Building description – the RAF ATC tower

7.1 Plan development

(See Figs 60-62)

The original plan-form of the ATC tower is rectangular, with its axis oriented southwest – northeast. The front side of the building faces northeast, overlooking the taxiways and runways, and there is a balcony at second floor level that provides a greater viewing area. The tower is of three storeys, with an additional octagonal cupola on the roof, which houses the Visual Control Room (VCR)(see Figs 5 and 6). The VCR provides a panoramic view over the taxiways and runways immediately northeast and also over a substantial part of mid-Cornwall.

Several additions and alterations have been made to the site over the years. Earlier historic photographs of the tower show that it was once attached to a 'maze' of Seco buildings (a type of military pre-fabricated single-storey structure, see [www.controltowers.co.uk /s/st_mawgan.htm](http://www.controltowers.co.uk/s/st_mawgan.htm) and Brown *et al* 1996, xi, 25). Short ranges of these Seco buildings were originally attached as wings to the northwest and southeast sides of the ATC tower, and five additional longer ranges occupied the now grass-covered space to the southwest (see fig 6 in Dudley 2011). A single Seco range attached to the southeast side of the tower still exists (referred to as the 'SE Wing' in this report). The Seco range attached to the northwest side has since been demolished and replaced by a two-storey wing (hereafter called the 'NW Wing'). In later years requirements for more space led to the addition of Portakabin-type buildings mounted

on a steelwork frame above the flat roof of the NW Wing. These had access provided via doorways from the upper floor of the tower and a fire escape stairway was provided at the northwest end. The Portakabins and steelwork were removed after the new ATC tower for the civilian airport was commissioned and the RAF tower became disused. Doorways formerly leading into the Portakabins from the upper storey of the tower have been blocked off.

The present VCR cupola is not an original feature but is a replacement for an earlier, smaller cupola (see the copyrighted wartime photographs reproduced in www.controltowers.co.uk/s/st_mawgan.htm and http://www.controltowers.co.uk/S/St_Mawgan_1960.htm). The original cupola was replaced c1960. The structure of the later cupola is supported on four steel piers that can be traced through the different floor levels of the tower (S Gardner pers comm., and see floor plans Figs 60-62).

7.2 Materials

The original tower is constructed of red brick in English bond, bedded in cement-based mortar. Earlier photographic views (for example the 1968 photograph in www.controltowers.co.uk/s/st_mawgan.htm) show that the external walls were rendered over and painted, although the northwest and northeast external faces of the upper floor were left as pointed brickwork. Sometime prior to 2002, most likely in the 1990s, all external walls were covered with dark green painted corrugated steel cladding. This has probably hidden external evidence for some alterations in the building.

Internal wall surfaces are generally un-plastered and painted over; the brickwork has a slightly uneven surface which probably reflects the rapid nature of the original wartime build. The original windows were probably all steel-framed multi-pane casement designs, as shown extant in 1946 photographs. By the 1960s vertical hung sash windows had been added to the smaller openings. Virtually all windows in the main part of the tower have since been replaced with UPVC double-glazed units. The steel-framed windows of the cupola have been provided with secondary sliding glazing (Fig 59).

7.3 Ground floor

On the ground floor of the tower a pair of original entrance doors is located in the northeast wall; these lead into a hallway (Fig 21) that originally extended along the whole length of the southwest side and was lit by two windows. Another original entrance at the southeast end of the hall leads into the surviving Seco range on this side (Fig 22). At a later date a subdividing wall was inserted into the hallway. Within the space nearer the Seco range is a surviving cupboard with double doors and traces of shelving in the interior. It is noticeable that there is no trace of any door fitting to the opening in the exterior wall of the tower leading to the Seco buildings. This strongly suggests that the access to the tower was always through the Seco range on this side, i.e. that the Seco range was built around the same time as the tower. Although a pair of double doors is now fitted in the opposite entrance on the northwest side, it is likely that originally the access to the tower was via the Seco range that was once attached here.

Within the core of the tower a central corridor/passage provides access to rooms and also a staircase leading to the upper floors. A door leading into a cupboard is fitted with a panelled door having 4 horizontal panels, most likely an original fitting. A former Plant Room and Switch Room on the northwest side of the corridor are accessed from the exterior only. The Frame Room, containing switchgear and extant remains of electrical panels for telecommunications equipment, was situated in a room on the south east side of the corridor (Fig 24). The major space on the ground floor was the Radio Equipment Room, which occupied the whole building width at the northeast end (Figs 25 and 26).

7.4 First floor

A central corridor that runs almost the full length of the building dominates the plan of the first floor. On the southwest side of the tower are two small storerooms and also a safe/strong-room fitted with a steel door manufactured by Chubb locksmiths (Figs 49-51). The wooden panelled doors to the storerooms appear to be surviving original features, although the door to the outer storeroom has been boarded over.

Rooms to the southeast of the corridor were used in more recent times by Met Office staff; the two rooms towards the east corner were originally connected by a serving hatch, so presumably functioned as a mess area (Fig 41). The eastern room here has been provided with a sink and cupboards, most likely part of a 1970s refit (Fig 42). The two middle rooms on this side of the building are separated by a part-glazed wooden screen and doorway, although this feature is an insertion (Fig 39).

On the northwest side of the corridor are two rooms separated by a corridor linking into the upper floor of the NW Extension (Fig 45). This area has seen considerable change of layout as there were originally three separately approached rooms on this side. Traces of removed partitions can be seen in the Met Office Records Room (Figs 43 and 44) and the former BCU Office (Fig 36).

7.5 Second floor

The second floor has a different character to the other floors as its walls have all been plastered and painted in more recent decades. This has followed considerable alteration, particularly to the rooms on the northwest side of the central corridor. The present plan includes male and female toilets on the south west side. On the northwest side is an office (once the Senior ATC Officer's space) and a corridor lined with cupboards along one side. This corridor linked with the Portakabins mounted on the roof of the NW Wing. Older photographs show a different window arrangement on this side; small high level windows and external drainpipes indicate that there was once a larger toilet space at the west corner.

To the southeast side, beyond the stairs, is a single office, previously occupied by the Principal Flight Operations Manager (Fig 52). This has a connecting door to the Radar Control Room, which occupied all the width of the building at the northeast end (Figs 53 and 54). This large room faces the runways and has a balcony accessed by a door in the southeast and northwest walls. Earlier photographs show that it once had larger windows (almost entirely glazed) and may have originally functioned as a Visual Control Room before cupolas were added at the roof level. By 2002 the windows had all been blocked/covered with cladding, as blackout conditions were needed for the radar equipment that was then installed. By 2004 installation of newer radar equipment allowed the windows to be re-exposed (see http://www.controltowers.co.uk/s/st_mawgan.htm).

7.6 Visual Control Room

The present Visual Control Room (see Figs 56-59) is housed in an octagonal cupola mounted at roof level and accessed by a stairway and a corridor/landing from the upper floor. Few features are visible in the room as equipment was removed by the RAF when the building was decommissioned. A 'ghosting' in the carpet indicates the space occupied by the ATC desk. The windows of the cupola are all fitted with secondary double glazing (as sliding openable units). Anti-glare blinds have also been fitted to the windows facing the south side.

Before 1960 when the present cupola was built, arrangements were somewhat more primitive with a smaller rooftop rectangular cupola which was accessed only from the exterior. Connection to the roof level was by a ladder from the front balcony (see http://www.controltowers.co.uk/S/St_Mawgan_1960.htm) or possibly by another stairway leading to a turret head at the southwest end of the building. As is common practice with control towers, the roof level of the building has always been provided with handrails.

7.7 SE Wing

The SE wing comprises a long rectangular range of Seco pre-fab buildings that was originally part of a much larger group of similar structures. The original extent of these ranges can be seen on fig 6 in Dudley 2011.

In plan the range has a long corridor along the southwest side, with an external door provided in a shallow porch part way along. Along the northeast side are a range of spaces, mostly former offices or mess rooms (see Figs 30-34).

There have been some upgrades and renewals to this range over the years (it now has UPVC windows, probably installed in the 1990s). The building is nevertheless now in very poor condition and has a leaking roof; the middle rooms are extremely damp.

7.8 NW Wing

The NW Wing is a two-storey concrete block-built extension to the ATC tower, constructed (according to a captioned photograph on http://www.controltowers.co.uk/s/st_mawgan.htm) sometime after 1968. On the ground floor is a southwest facing external entrance leading into a corridor that connects with the Radio Equipment Room in the tower itself. Leading off the corridor are former offices and storerooms (and plan Fig 60). A rest room/kitchen on the northeast side is connected to a neighbouring room via a serving hatch (Fig 28). The rest room is the only room in this part of the building that has any decoration, having painted wood strips arranged as inverted 'A's on the walls (Fig 27). Adjoining the entrance is an unidentified room which once had a U shaped bench running around three of its walls; above the former bench area are a series of power sockets (Fig 29).

The first floor of this wing housed the former Met Office forecasters' room (Figs 47 and 48). This is a large L shaped room occupying the full width of the wing at the northwest end, with the greater part serving as desk space and the smaller part nearer the ATC tower as a pilots' briefing area (S Gardner, pers comm.). The remainder of the space on this floor was taken up with the Met Office teleprinter/communications room (Fig 46), which was also provided with a doorway into the records room within the original ATC tower.

8 Other buildings/structures

The following features in the vicinity of the ATC tower (and noted by Dudley in 2011 as part of the RAF air traffic control Character Area) were recorded at Level 1, comprising photography and brief description.

8.1 Reservoir

(numbered 18 in Dudley 2011)

Square-plan reservoir used for fire fighting, first recorded on CC 1988 aerial photograph.

8.2 Air raid shelters

(numbered 19, 20 and 21 in Dudley 2011; see Figs 13, 14 and 16)

Three Stanton type air raid shelters are extant close to the ATC tower at St Mawgan. These are visible on 1946 air photographs and were probably built to provide emergency shelter for the occupants of the Seco buildings that were once sited here.

Above ground these are visible as long grass-covered earthen mounds. The below-ground elements of these are constructed of curved cast concrete sections bolted together. These form a long pointed arched structure, with a main doorway at one end (accessed by steps and protected by a blast wall) and an emergency escape hatch at the other.

8.3 Storage building

(numbered 22 in Dudley 2011; see Figs 15 and 16)

A small rectangular store building, labelled 'Warning compressed gases', which was used for storing oxygen cylinders for meteorological equipment. Built of concrete blockwork, it has grilles over the windows and abundant copper earthing to prevent lightning damage.

8.4 Fire Station

(numbered 23 in Dudley 2011; see Figs 7-9)

The former RAF airfield fire station, which was probably built in the 1950s when Coastal Command reused RAF St Mawgan. It comprises an original core of a three-bay garage (extended with an additional bay on the north side) with rear offices and rooms. It was extended post-1971 and the garage area also heightened to accommodate larger fire appliances.

8.5 Building

(numbered 24 in Dudley 2011)

Building to west of RAF fire station, possibly built to accommodate a standby generator/UPS. Most likely pre-1971 in date.

8.6 Pill-box

(numbered 25 in Dudley 2011; see Figs 17 and 18)

A small rectangular building which resembles a pillbox, but it is not of WWII date and does not appear on air photos until 1988. Constructed of painted block-work with a cast concrete roof.

8.7 Flare store

(numbered 26 in Dudley 2011; see Fig 18))

Flare store first recorded on CCC 1988 air photograph. It comprises a small square reinforced concrete structure, in effect a small external cupboard.

8.8 Toilet

(numbered 27 in Dudley 2011; see Fig 19)

Toilet block first recorded on CCC 1988 air photograph. This building is constructed on the site of part of the WWII Seco range.

8.9 Bin store

(numbered 28 in Dudley 2011; see Fig 19)

Small store for rubbish bins. Wire fence cage on a brick footing. This structure is located on the site of part of the Seco range.

8.10 Boiler house

(numbered 29 in Dudley 2011; see Figs 9-12)

A brick-built boiler house, that provided heating to the ATC tower and Seco buildings. Recorded on 1946 air photographs. Its chimney above the east gable has been heightened. A pair of fuel tanks on a concrete base adjoins the west gable end. The earliest parts of the boiler house are built in English bond, as is the ATC tower. A small addition to the rear east has been built in stretcher bond.

8.11 Building

(numbered 30 in Dudley 2011)

A small brick-built structure, either a pump house associated with the reservoir or a storage building. First recorded on CC 1988 air photograph

8.12 Enclosure for weather station equipment

A fenced rectangular enclosure for weather station equipment is extant between the ATC tower complex and the nearby taxiway.

8.13 St Mawgan station initials

The large initials 'SM' are picked out in white on a low rectangular concrete plinth on the grass between the ATC tower and the nearby taxiway (Fig 20).

9 Chronology/dating evidence

As there is little available written information regarding the dating of structures at St Mawgan, the most reliable evidence for chronology of the ATC tower is the sequence of dated air photographs, and the available historic ground photos such as those displayed on www.controltowers.co.uk/s/st_mawgan.htm. These help to provide evidence for the relationship of the ATC tower with the former Seco ranges and also the addition of the NW Wing. There is also evidence of change visible in the building itself, and further alterations are likely to have been masked by modern finishes, including the external cladding.

The Seco ranges appear to have been contemporary with the construction of the ATC tower and are likely to have been the original points of access into the tower complex. The strongest evidence for this is the lack of a wooden door/door frame within the southeast entrance of the tower, where the single storey Seco range abuts it. If the tower had originally been a freestanding building, then a door would have been fitted there.

The date of the NW Wing rests upon the date given for a photograph on www.controltowers.co.uk/s/st_mawgan.htm. According to the photo the NW Wing was built sometime after 1968. Some evidence inside the building however might suggest the wing was added earlier than this. Electrical switches for a 2-way light fitted in the Met Office Records room (adjoining a doorway which leads into the upper floor of the wing) appear to be of a style common in the 1950s. Decorative joinery within the rest room on the ground floor of the wing also appears to be pre-1960s.

The re-organisation of room spaces on the first floor of the tower can also largely be related to the addition of the NW Wing. Reorganisation of some rooms on the second floor is likely to relate to the addition of the Portakabin style buildings mounted on the roof of the wing.

Steel piers supporting the present VCR cupola can be seen to be secondary within the tower structure. Evidence for the pre-1960 cupola is entirely dependent upon photographic images. This also suggests there must have been some reorganisation on the upper floor to incorporate the stairs which lead to the present VCR.

10 Significance

The old RAF tower is significant structure within the former RAF St Mawgan complex and was once the focus of the airfield's organisation. This building is also visible from many miles around so has become a landmark in its own right.

In terms of historical value the tower is a survivor from the time the airfield opened during WWII and played an important role in the airfield's service to the war effort, as St Mawgan had the capacity to accommodate heavy US bombers. The tower is also now the only remaining example of a Very Heavy Transport Station type. There is also chronological development at St Mawgan showing the changing role of control towers, as the smaller earlier watch house/control tower of RAF Trebelsue also survives. The site now has a third, modern control tower, built for the civilian development of Newquay Cornwall Airport.

Alterations inside the building reflect the changing use and available technology for ATC work spanning some five decades. The evidence for change in the building helps to explain some of that story.

Other significant buildings close to the St Mawgan ATC tower include the three air raid shelters, which are all in good condition. These were also built for the war effort and relate to the former Seco buildings that once existed here. The boiler house also demonstrates the same brick building technique as the tower, so is clearly contemporary with it. Its siting was also related to the former extent of the Seco complex. Although of slightly later build the fire station also played an important role within RAF St Mawgan.

11 Recommendations

Historic Environment Projects strongly recommends that the former ATC tower has potential to be retained and converted to new uses. Although later, the NW Wing is also a substantial (and very readily convertible) structure and would benefit from reuse.

The remains of the Seco range, now surviving as the SE Wing, is unfortunately now in poor condition and modernisations such as replacement of windows and finishes have to some extent devalued its historical interest. As with other pre-fabs, these buildings were never intended to have a long lifespan and were made of cheap materials. Although the removal of wartime buildings will be an historic loss, it does not appear to be viable to refurbish and reuse this part.

If viable, conversion of the buildings should be carried out with full understanding of the historic value of the structures; it appears likely that further clues to past uses will arise during 'opening-up' works and opportunity should be taken to record evidence where required.

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English Heritage, 2006. *Understanding Historic Buildings: A guide to good recording practice*. English Heritage, Swindon

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<http://www.heritagegateway.org.uk/gateway/> English Heritage's online database of Sites and Monuments Records, and Listed Buildings

http://www.raf.mod.uk/rafstmawgan/rafcms/mediafiles/999C5E1B_5056_A318_A88EC_CCD6DAA03E5.pdf

<http://www.controltowers.co.uk/T-V/Trebelzue.htm>

http://www.controltowers.co.uk/s/st_mawgan.htm

http://www.controltowers.co.uk/S/St_Mawgan_1960.htm

<http://www.newquayvoice.co.uk/news/6/article/2208/>

<http://www.raf.mod.uk/rafstmawgan/aboutus/history.cfm>

13 Project archive

The HE project number is **146234**

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.
2. Black and white photographs archived under the following index numbers: GBP 2298
3. Digital photographs stored in the directory R:\Historic Environment (Images)\SITES.M-P\Newquay airport ATC tower
4. English Heritage/ADS OASIS online reference: cornwall2-152748

This report text is held in digital form as: ..\Historic Environment\Projects\Sites\Sites N\Newquay Airport ATC tower HBR 2013\Report\Newquay airport ATC tower report draft1.doc.



Fig 3 Air photograph of the control tower and environs, 2000



Fig 4 Air photograph of the control tower and environs, 2005



Fig 5 The former RAF ATC tower viewed from the east



Fig 6 The former RAF ATC tower viewed from the south



Fig 7 Fire station, UPS building (towards the right) and concrete apron in front



Fig 8 RAF Fire and Rescue badges on the fire station



Fig 9 Rear of the fire station (left) and boiler house (right)



Fig 10 Boiler house and chimney, viewed from the east



Fig 11 Boiler house, viewed from the northeast



Fig 12 Boiler house, viewed from the south



Fig 13 Two air raid shelters, situated south and west of the boiler house



Fig 14 Entrance to air raid shelter



Fig 15 Gas store, viewed from the southeast



Fig 16 Gas store, viewed from the west



Fig 17 Pill box, viewed from the southwest



Fig 18 Pill box (and flare store, to the right), viewed from the north



Fig 19 Toilet block, bin store and part of the car park, viewed from the northeast



Fig 20 St Mawgan initials, adjacent to taxiway and runways



Fig 21 Entrance hall and external doors of ATC tower



Fig 22 Entrance hall, looking into SE Wing (Seco range)



Fig 23 Ground floor corridor, with stairs to upper floors to right



Fig 24 Frame Room on ground floor, with remains of telecom panel to right



Fig 25 Radio Equipment Room, looking southeast



Fig 26 Radio Equipment Room, looking northwest



Fig 27 Rest room and kitchen (with serving hatch) within the NW Wing
Note the inverted 'A' pattern joinery decoration



Fig 28 Eng Control room, probably a former mess room connected by a hatch, within the NW Wing



Fig 29 Unidentified room in the NW Wing, with traces of a former bench around three sides. An office was situated in the room behind



Fig 30 Corridor and unidentified room within the SE Wing (Seco buildings)



Fig 31 Unidentified room within the SE Wing, with boards for equipment surviving



Fig 32 Unidentified room within the SE Wing



Fig 33 Unidentified room within the SE Wing



Fig 34 Unidentified room within the SE Wing
Note the original panelled door



Fig 35 Interior of BCU Office, looking south



Fig 36 Interior of BCU Office, looking north



Fig 37 Weapons cabinet within the BCU Office



Fig 38 Met Office Admin room, looking southwest



Fig 39 Met Office Admin room, looking east

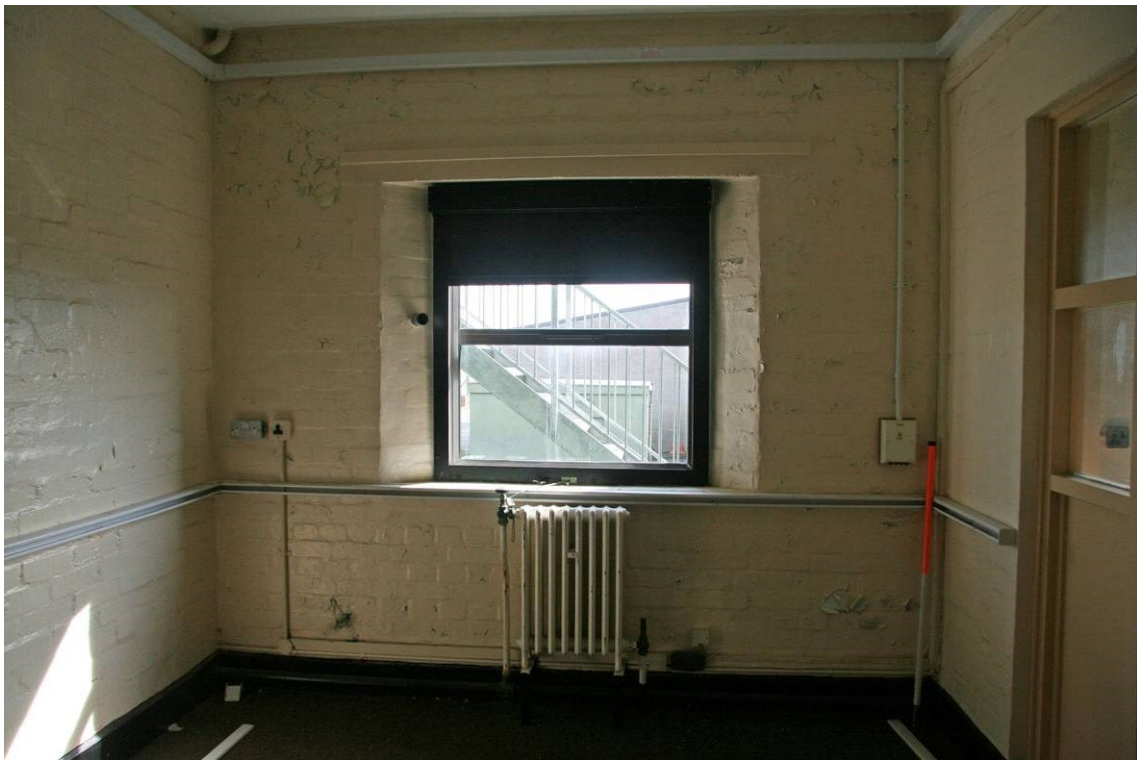


Fig 40 Senior Met Forecaster's Office, looking southeast



Fig 41 Blocked serving hatch within Senior Met Forecaster's Office (from mess room behind)



Fig 42 Met Office Rest Room, looking north



Fig 43 Met Office Records room, looking east



Fig 44 Met Office Records room, looking west and into NW Wing



Fig 45 Corridor connecting original ATC tower to NW Wing



Fig 46 Met Office Teleprinter room within NW Wing, looking northwest



Fig 47 Met Office Forecasters' Room, looking northwest



Fig 48 Met Office Forecasters' Room, looking southeast



Fig 49 First floor Store Room, looking southeast
Note the original panelled door



Fig 50 Store room and safe/strong-room on first floor, looking southeast



Fig 51 Chubb insignia on safe door



Fig 52 Principal Flight Operations Manager's room, looking west



Fig 53 Radar Control Room, looking west



Fig 54 Radar Control Room, looking east

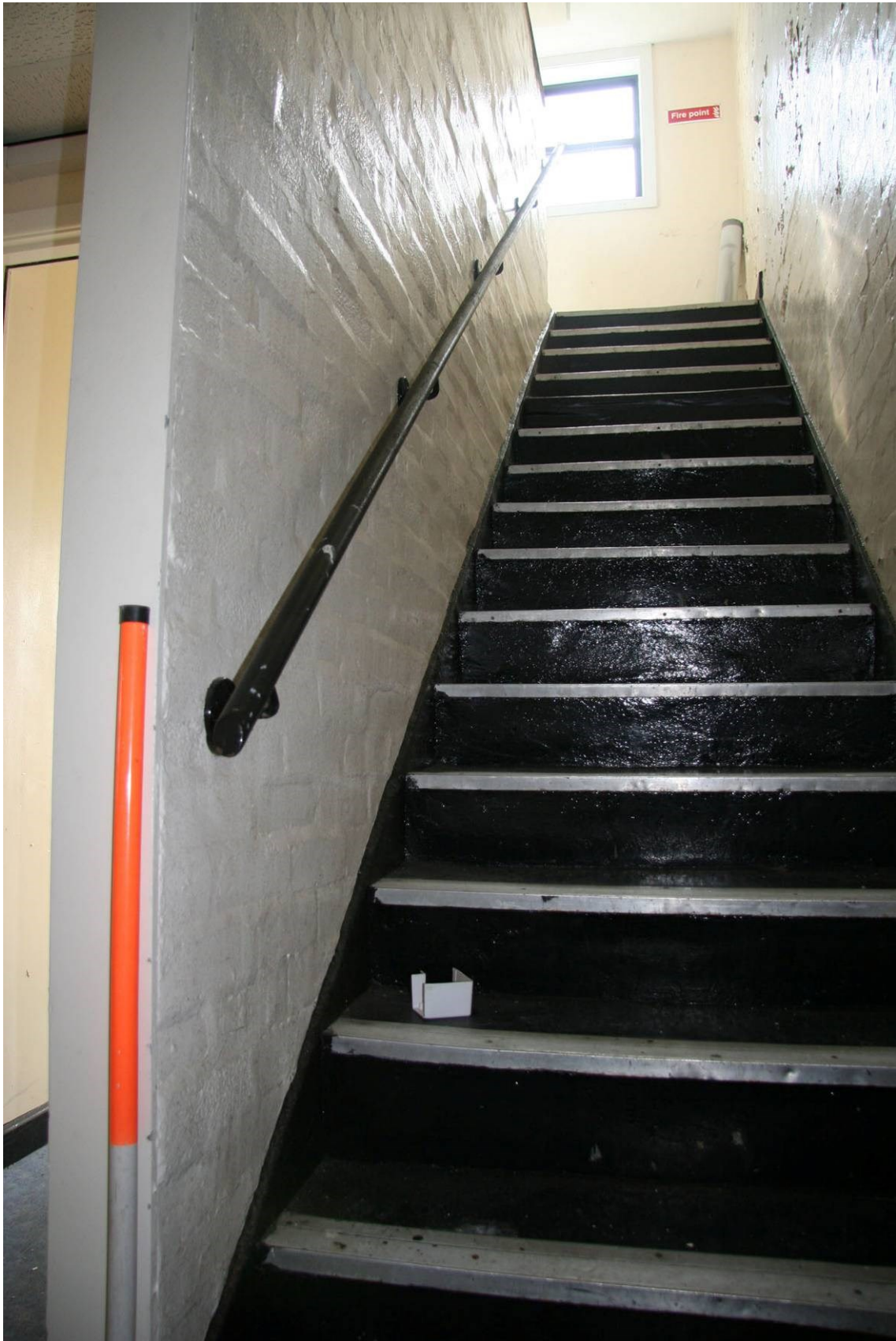


Fig 55 Stairs to Visual Control Room



Fig 56 Interior of the Visual Control Room, with a view north towards the runways, civilian airport buildings and replacement control tower



Fig 57 Interior of the Visual Control Room; the ghosting on the floor indicates the position of the desk



Fig 58 Interior of the Visual Control Room



Fig 59 Access stairway into the Visual Control Room

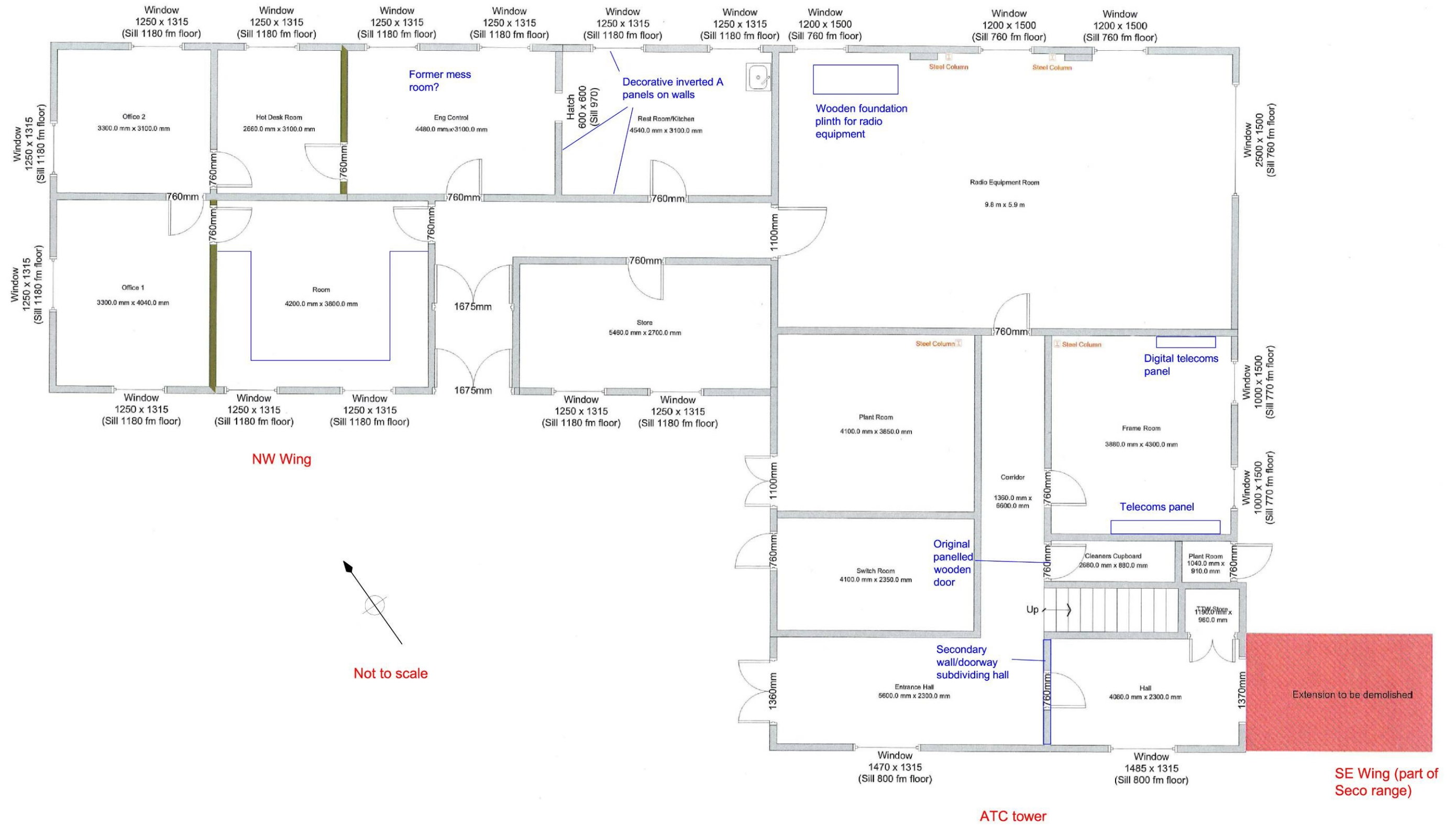


Fig 60 Ground floor plan of the former RAF ATC tower and NW Wing
(Measured sketch plan kindly provided by Steve Gardner, with HEP annotation)

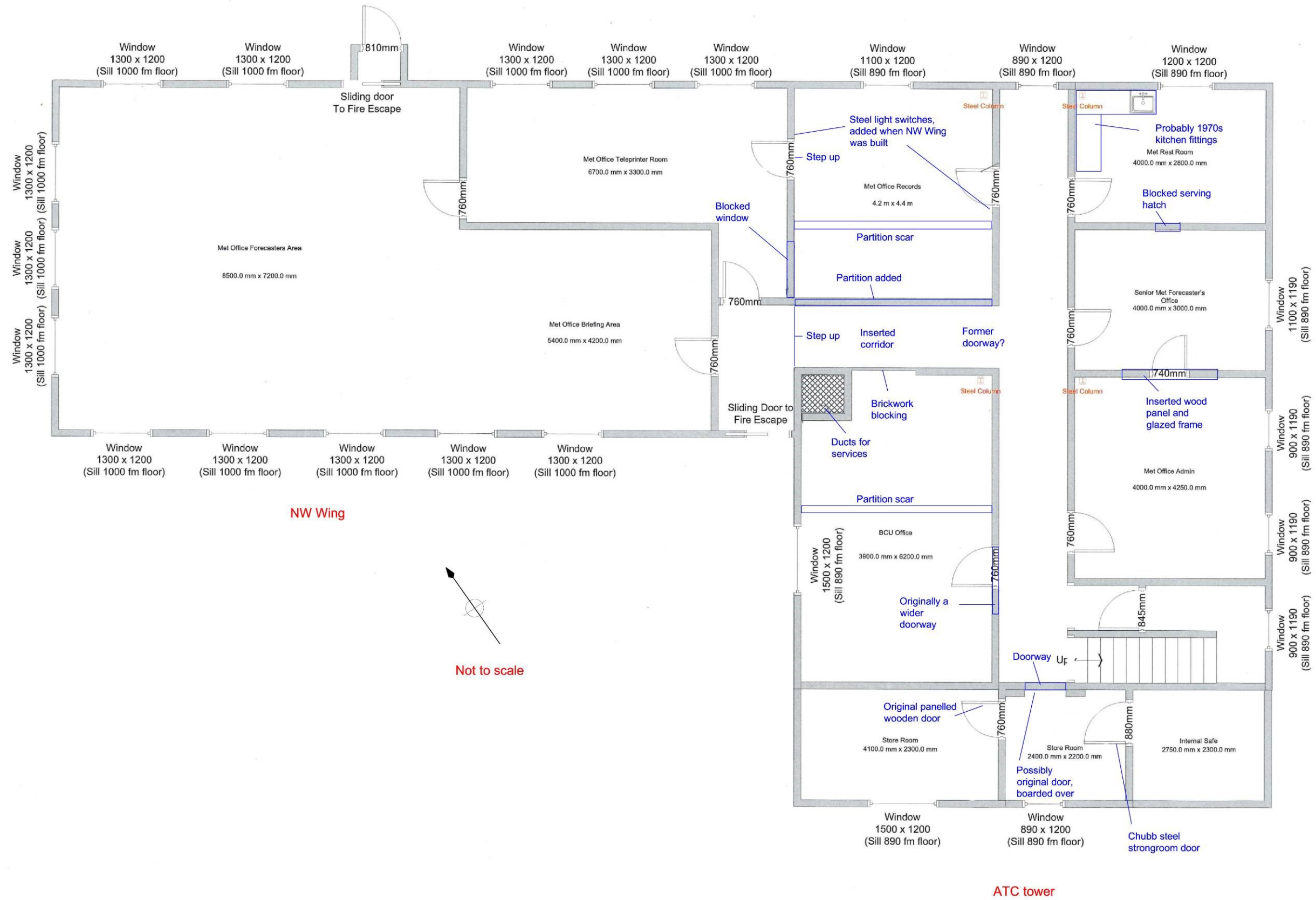


Fig 61 First floor plan of the former RAF ATC tower and NW Wing
 (Measured sketch plan kindly provided by Steve Gardner, with HEP annotation)

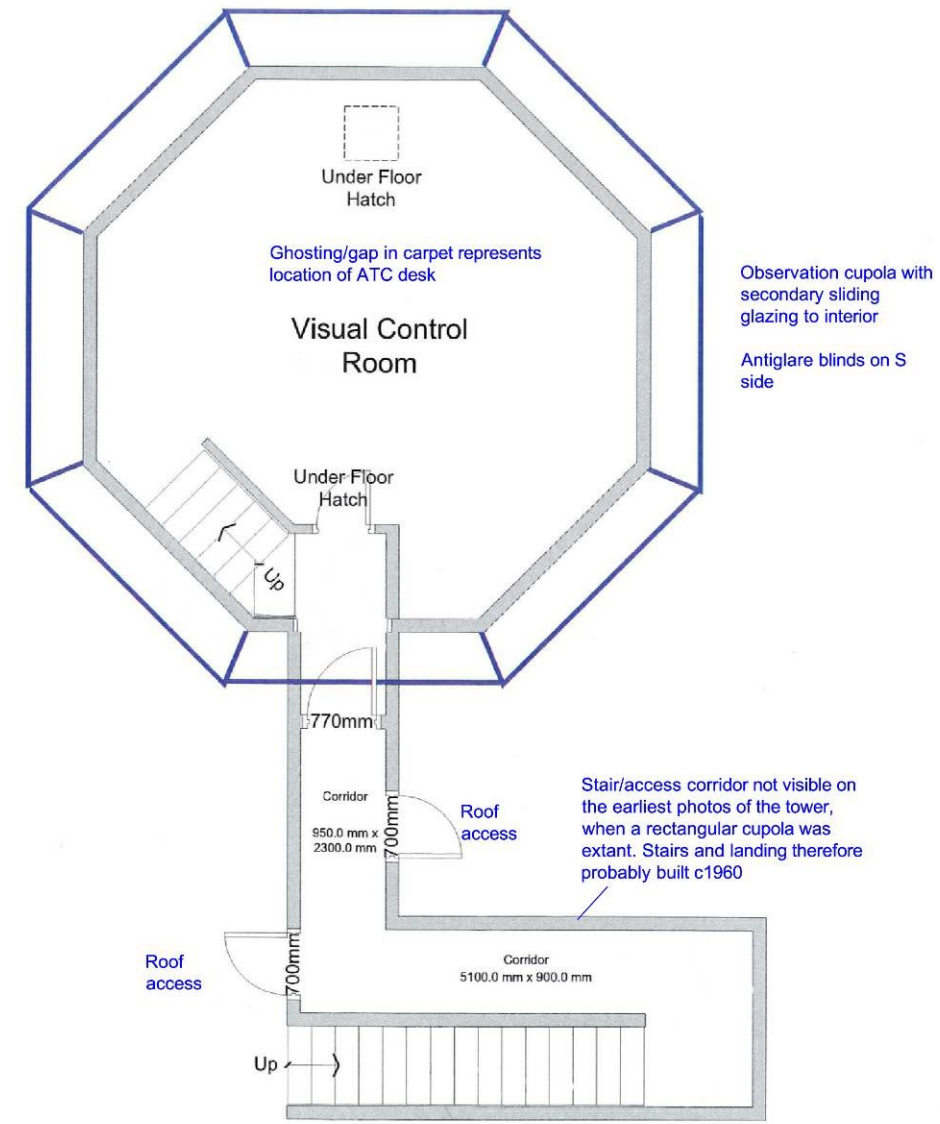
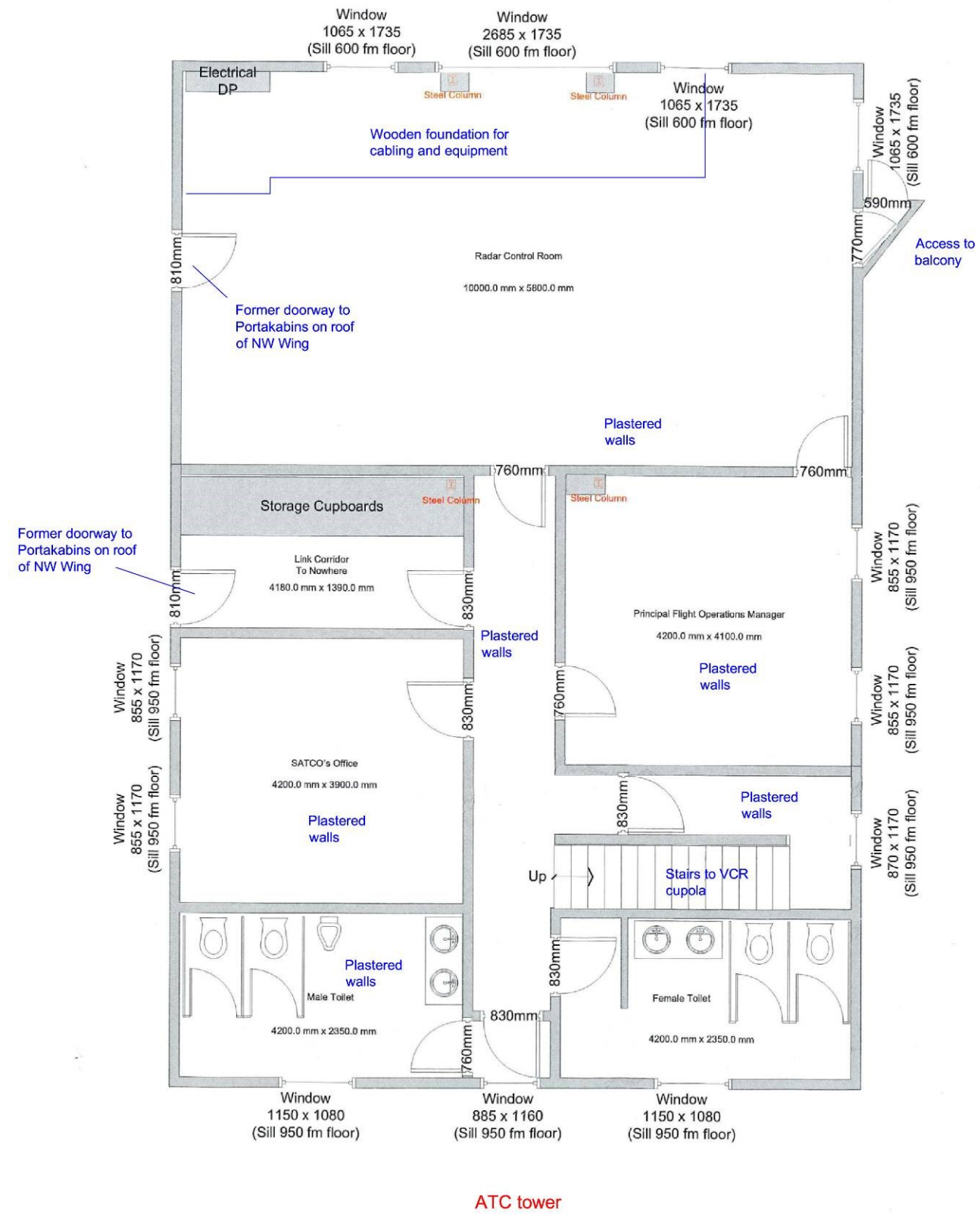


Fig 62 Upper floor plans of the former RAF ATC tower
(Measured sketch plan kindly provided by Steve Gardner, with HEP annotation)

Appendix 1: Written Scheme of Investigation

Historic Environment Projects, Cornwall Council



Newquay Airport air traffic control tower (and surrounding buildings): Project design for historic building recording

Client: Cornwall Development Company

Client contact:

Client tel:

Client email:

Site history

The former air traffic control (ATC) tower on Newquay Airport (located at SW 87277 64168) is the oldest large building on the site. This building was built in 1943 and has been extended and altered in a series of phases from the 1960s onwards. Its original brick clad tower is now hidden beneath sheet cladding added in the 1990s. The area has undergone successive periods of change and now stands abandoned.

A recent assessment of the airport site by Historic Environment Projects, Cornwall Council (HEP) (Dudley 2011) recorded the former control tower as site 17 and the gazetteer entry reads:

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).

Project background

Cornwall Council is now considering the future of the redundant ATC and associated buildings. The buildings are derelict and stand on a prime hangar development site within Development Zone 1 of the Aerohub Enterprise Zone. This ATC building was identified as a building of high importance within the RAF Air Traffic Control Character Area in the Historic Environment Assessment but has no official heritage designation.

HEP was invited by Cornwall Development Company to provide a tender for undertaking a historic building record of the tower and the associated structures. The tender was accepted and this document sets out HEP's approach and working methods.

Project extent

The tower and surroundings were briefly recorded as components of a character area of the airport (Dudley 2011):



Aims and objectives

The principal aim of the study is to gain a better understanding of the historical development, survival and significance of the ATC. The objectives are to obtain the equivalent of an English Heritage Level 2 historic building record for the ATC and Level 1 records for the other associated buildings within the character area (see English Heritage 2006 for definitions).

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 research

Brief desk-based research will be carried out to inform the fieldwork stage. This will comprise:

- Web searches
- Military records (as may be available)

[add or delete as required]

Fieldwork: photographic recording

To include:

1. Black and white photographs using a 35mm camera on fine grain archive quality film.
2. Supporting colour photographs taken with a digital camera (with a resolution of 8 million pixels or higher), to be used to illustrate the report.

The photo record will comprise:

- general views
- Views of (available) exterior elevations
- Interior views of principal rooms/spaces
- examples of structural and architectural detail

Methodology for the archive standard photography is set out as follows:

- Photographs of details will be taken with lenses of appropriate focal length
- A tripod will be used to take advantage of natural light and slower exposures
- Difficulties of back-lighting will be dealt with where necessary by balancing the lighting by the use of flash
- A metric scale will be included in all views, except where health and safety considerations make this impractical

Fieldwork: description

Analysis of the fabric will be undertaken on site (recorded as notes) to allow a description of the ATC to be written up at the archive stage.

Creation of site archive

To include:

- Archiving of black and white photographs to HER standards
- Digital colour photographs (stored according to HER guidelines and copies of images made available to the client)
- A detailed site/building description
- Completion of the English Heritage/ADS OASIS online archive index

Archive report

A written report will include:

- Summary
- Project background
- Aims and objectives
- Methodology
- Location and setting
- Designations
- Site history

- Archaeological results
- Chronology/dating evidence
- Significance
- References
- Project archive index
- Supporting illustrations: location map, historic maps, plans, elevations/sections, photographs

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.

Archive deposition

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:

1. 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
2. A2 drawn archive storage (plastic wallets for the annotated record drawings)
3. Archive standard negative holders and archive print holders, to be stored in the HES system until transferred to the Royal Cornwall Museum.
4. The project archive will be deposited initially at ReStore PLC, Liskeard and in due course (when space permits) at Cornwall Record Office.

Timetable

The study is anticipated to be commenced during February 2013.

The archive report will be completed by 30th April 2013.

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 120 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.

Terms and conditions

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.

The project team will include:

Nigel Thomas BA MIfA

Senior Archaeologist who has worked with HE and its predecessors since 1987. Responsible for management of projects relating to historic building recording and surveys of historic landscapes. Past work has included recording and structural analysis at Launceston and Restormel Castles, medieval chapels at Rame, Bodmin and Hall (Bodinnick), as well as landscape surveys at Lanhydrock park and Godolphin gardens. Project manager for historic building analyses at Tintagel Old Post Office, Cotehele House, St Michael's Mount summit complex and Trecice for the National Trust. Has recorded numerous industrial structures including Harveys Foundry, Loggans Mill (Hayle), Town Mills at St Columb Major, and china-clay area features including the waterwheel at Virginia CC Works, Greensplat engine house and Carrancarrow chapel. Project team leader for the Lostwithiel Town Characterisation Study. Member of the IfA's Buildings Group and Graphic Archaeology Group. An experienced user of AutoCAD and is responsible for HE's survey methodology.

Joanna Sturgess BA

Archaeologist with HE, with a wide range of experience in recording historic buildings, landscapes, excavation and post-excavation. Past historic building works have included Cutmadoc Farmhouse, Lanhydrock; City Wharf, Truro; Harvey's Foundry, Hayle; Boswednack Serpentine works, Porthmeor farm and various mining sites. Other projects include Gwithian's past excavations, Lemon Quay excavation, Goonhilly Earth Station survey, Lower Boscaswell and Trevesa in West Penwith landscape surveys. Expertise includes archaeological use of CAD software and survey.

Francis Shepherd BA PGCE inc DTTLs

Archaeologist. Since 2004, Francis has worked on various sites throughout Cornwall including; Scarcewater, Camelford School, Forrabury, Tremough, Penwith College, St Marys and St Agnes on Scilly, as well as several pipelines and various smaller watching briefs, evaluations and assessments. He has an HND in Multimedia Design, specialising in animation and digital image manipulation. Previously he has taught various different IT applications, including Microsoft Office and Adobe Photoshop, to students aged from 16 to 70. He now works exclusively for Historic Environment Projects, both in the field and as part of post excavation using AutoCAD, Adobe graphics packages, and ArcGIS. Most recently he has been working on the West Penwith Project, and the forthcoming A30 Publication.

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*. For more specific policy and guidelines HE uses the manual *Health and Safety in Field Archaeology* (2002) endorsed by the Standing Conference of Archaeological Unit Managers.

Prior to carrying out on-site work HE will carry out a Risk Assessment.

Insurance

As part of Cornwall Council, HE is covered by Public and Employers Liability Insurance, with a policy value of £50m. The Council also has Professional Negligence insurance with a policy value of £5m.

References

English Heritage, 2006. *Understanding Historic Buildings: A guide to good recording practice*. Swindon

Nigel Thomas

Senior Archaeologist

25th February 2013

Historic Environment Projects

Cornwall Council