

D10 ARCHAEOLOGY AND HERITAGE

OBJECTIVES

- D10/a To develop an appropriate archaeological strategy which mitigates against any adverse effects of the new urban quarter on the archaeological resource;**
- D10/b To minimise any adverse impacts on the setting and character of Listed Buildings and Conservation Areas in the surrounding area;**
- D10/c To provide an educational resource which can be used to inform the local population and the wider academic environment on the archaeological significance of the area.**

POLICY CE/22 Archaeology

A detailed, fully analytical assessment of known and suspected sites or features of archaeological importance will be undertaken, and submitted to the local planning authorities as part of any planning application for development, to ensure the archaeological implications are understood and recorded and, as far as possible, any adverse impacts are mitigated. Any important remains will then be protected. The assessment should define the location, extent, character, condition, significance and quality of any remains.

- D10.1 As might be expected of a large site on the fringes of the City in Cambridgeshire there is evidence of continuous development and use from the earliest period. There are no Scheduled Monuments, but there are some 37 sites recorded on and around the airport on the Cambridgeshire Sites and Monuments record. The sequence of occupation was investigated via a desktop assessment in September 2001, by the Cambridge Archaeological Unit, on behalf of Marshall's of Cambridge. This established that there are likely to be further remains on and around the airfield.
- D10.2 The most significant surviving evidence was assessed to be from the Iron Age, Roman, medieval and post-medieval periods. The Iron-age remains are expected to cluster in small locations both north and south of Newmarket Road and over an extensive area around the main runway. The Roman remains were identified to the north of Newmarket Road around Greenhouse Farm. The most significant medieval remains are expected to be found on the site north of Cherry Hinton, including part of a large inhumation cemetery at Church End. The strongest surviving post-medieval evidence of interest is that resulting from the World War II use of the site.
- D10.3 The site therefore exhibits the potential of a collection of both buried and standing archaeological remains, creating an important and non-renewable

heritage resource. It will, therefore, be necessary for the developer to employ suitably qualified persons to undertake a fully analytical, archaeological investigation, prior to any development of the site. This will be necessary to facilitate a detailed understanding of the evolution and significance of the site, based on the assumption that any surviving remains should be preserved in situ, or at least subject to detailed recording, following excavation. The results of the study should be published and available for public examination.

BUILT HERITAGE

POLICY CE/23 Built Heritage

The developer will be required to undertake a comprehensive site survey to identify which buildings and structures should be retained for their heritage value, and establish the extent and character of their settings. The survey should conclude by proposing suitable long-term uses for identified heritage assets. Structures worthy of retention will be protected and maintained as features or points of interest in the landscape.

- D10.4 There are substantial built structures within the Action Plan area, especially north of Newmarket Road and in the north-west sector of the Airport. Those on the North Works site are not important as built heritage for either their architectural quality or their historical associations. Of the Airport buildings the surviving control and terminal building (now airport control and office building) is a fine Art Deco building dating from 1938. It was designed by AGG Marshall for his own firm and is listed Grade II. As the principle building on the site is listed, all other buildings which have a functional and historical relationship to the former terminal will be covered by the listing and may be considered as potentially having local and group value importance.
- D10.5 In particular, the survey should consider whether features such as the tall control tower have a heritage value, and any potential for reuse within the development. Such buildings are distinctive features in the wider Cambridge townscape when the City is viewed from the south and east. Whatever their architectural merits, these buildings are symbolic of a significant chapter in Cambridge's development and commercial history and their potential future contribution to the development of the site will require careful assessment.