

A GB 10 167 Flugplatz l 150 x 560 m
1) 4 Hallen etwa 10 500 qm
2) 1 Lagerhalle etwa 1 200 qm
3) Unterkunfts- und Nebengebäude etwa 10 300 qm
bebaute Fläche etwa 22 000 qm

B GB 10 194 Flugplatz S a l i s b u r y (High Post)

Figure 13a: 1945 Aerial photo - detail of satellite field to the north marked B



Photo of WWII pill box now demolished



Figure 13b: 1945 Aerial photo - detail of buildings near Green Lane



Figure 13: 1945 Aerial photo

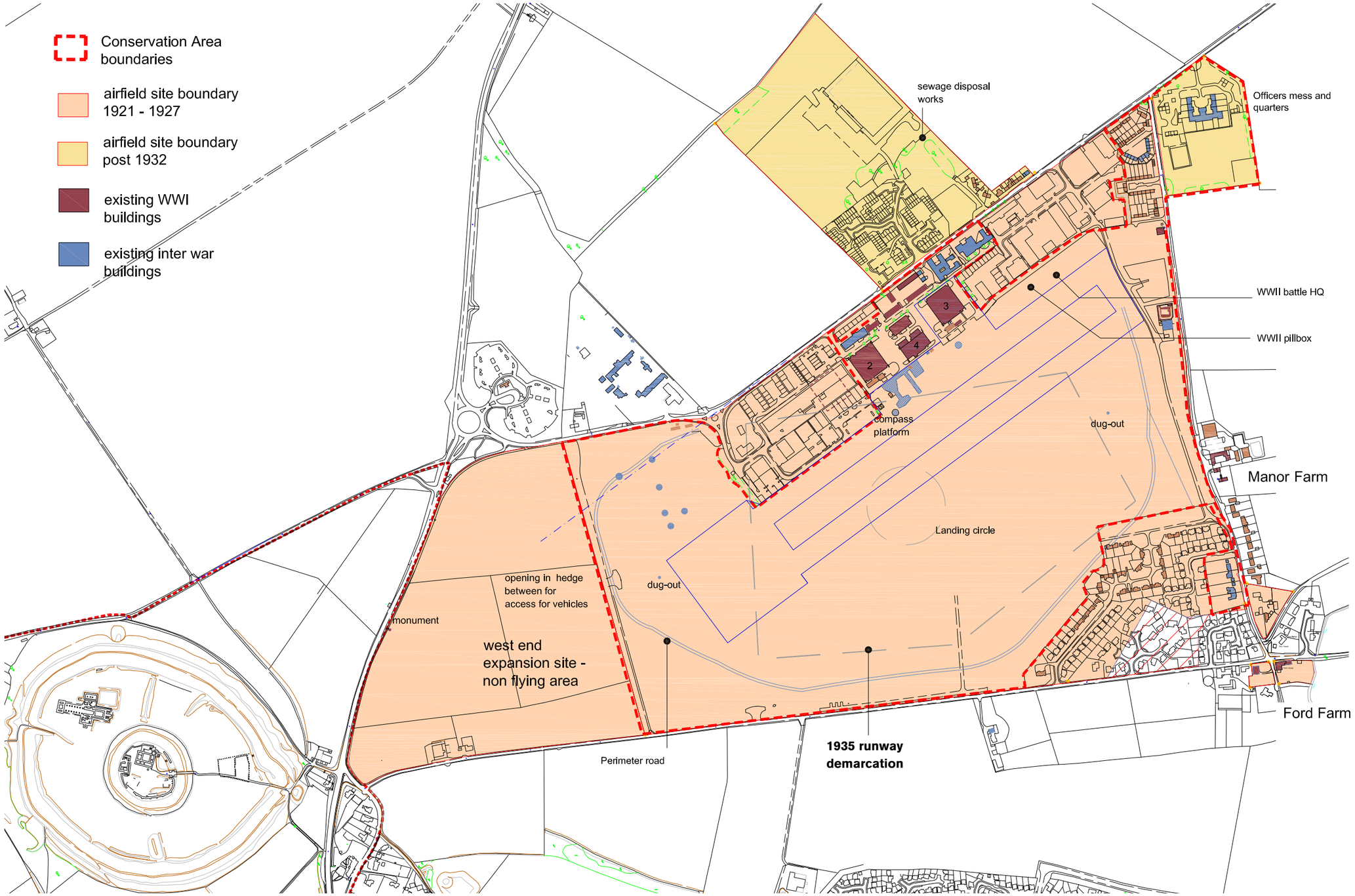


Figure 14: World War II boundary

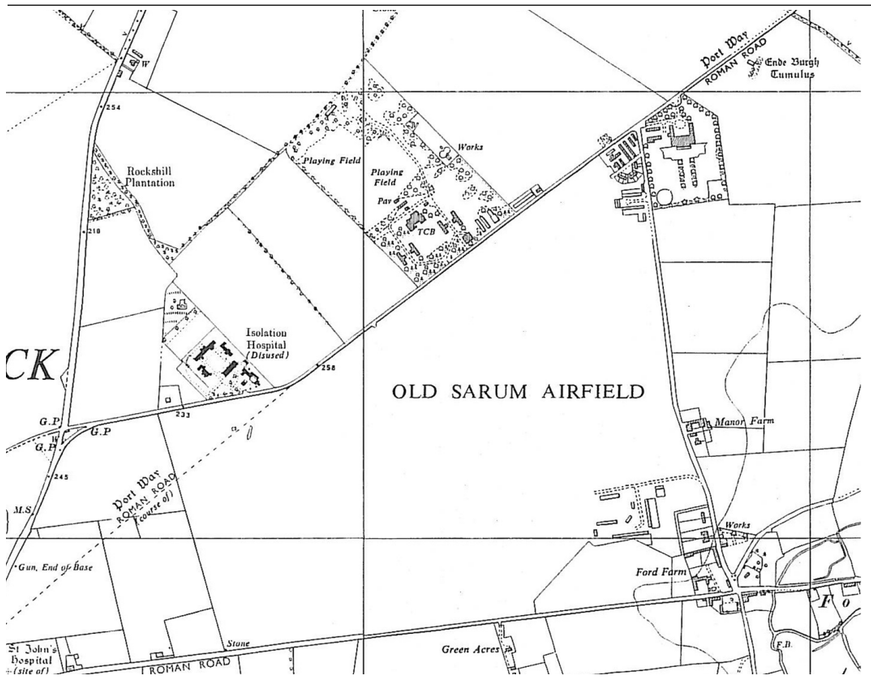


Figure 15: Ordnance Survey Map 1962/3

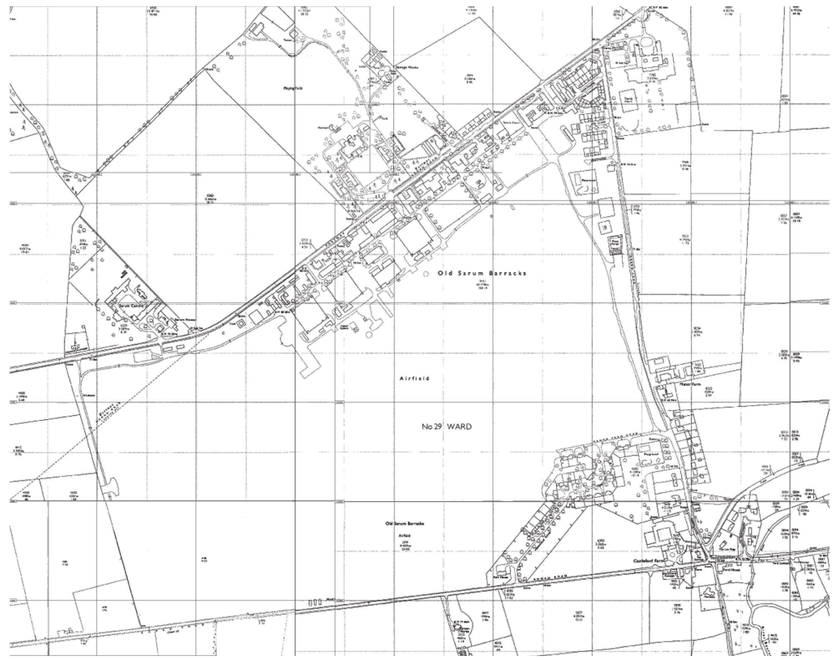


Figure 16: Ordnance Survey Map 1975

Post-Second World War Military Use

In 1947, the School of Air Support was renamed the 'School of Land/Air Warfare' with the specific purpose of training RAF, Army and Naval officers. With the helicopter emerging as a key post-war development, the RAF part of the Helicopter Development Unit was formed at Old Sarum in 1961 where a small number of early helicopter prototypes were located. This was superseded by the new Joint Helicopter Development Unit (JHDU) formed at the aerodrome in 1965. In turn, the JHDU and Army Air Transport Development were amalgamated in 1968 to become the Joint Air Transport Establishment (JATE). The domestic areas were expanded to accommodate the increase in personnel as a result of the formation of JATE.

During the Cold War, information deemed highly sensitive was often expunged from maps of strategic sites. The Ordnance Survey Map of 1962/3 (see fig 15) shows the aerodrome with its military structures curiously absent. There appears to have been expansion of the residential area to the north of Ford Farm.

In December 1971, Old Sarum ceased operation as an RAF base, although it served the Army until 1979. The 1975 Ordnance Survey map (fig 16) shows the continued expansion of residential development around Ford Farm. The diagram of the aircraft functional areas (fig 18) shows that the relationship between flying activities and other uses had become much more complex than that of the World War I aerodrome. The diagram also plots known historic activities associated with the military occupation and indicates that a significant part of the of aerodrome did not have functions related to flying.

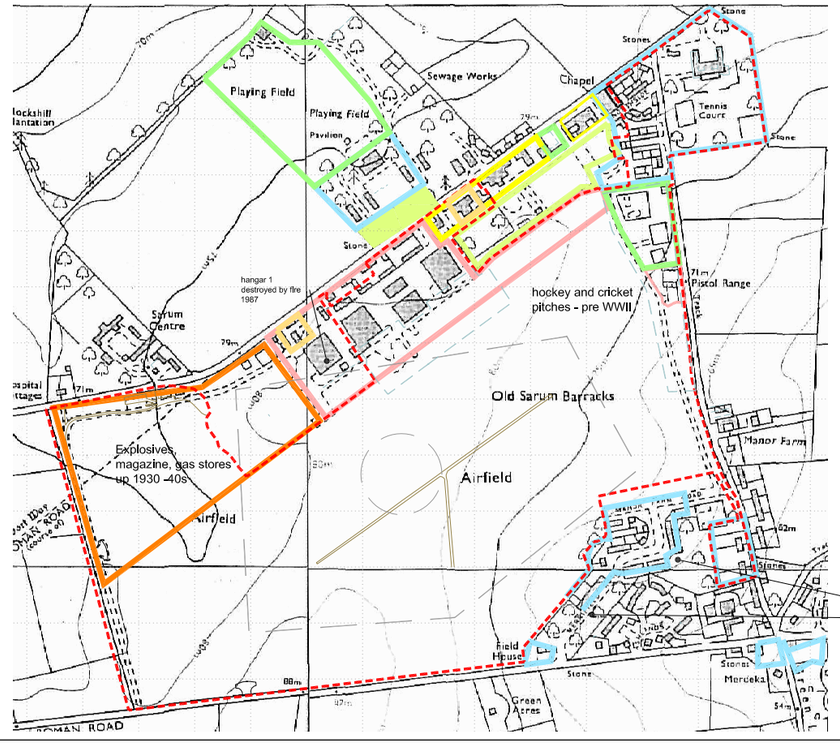


Figure 18: Functional areas at end of military use



An Optica Aircraft

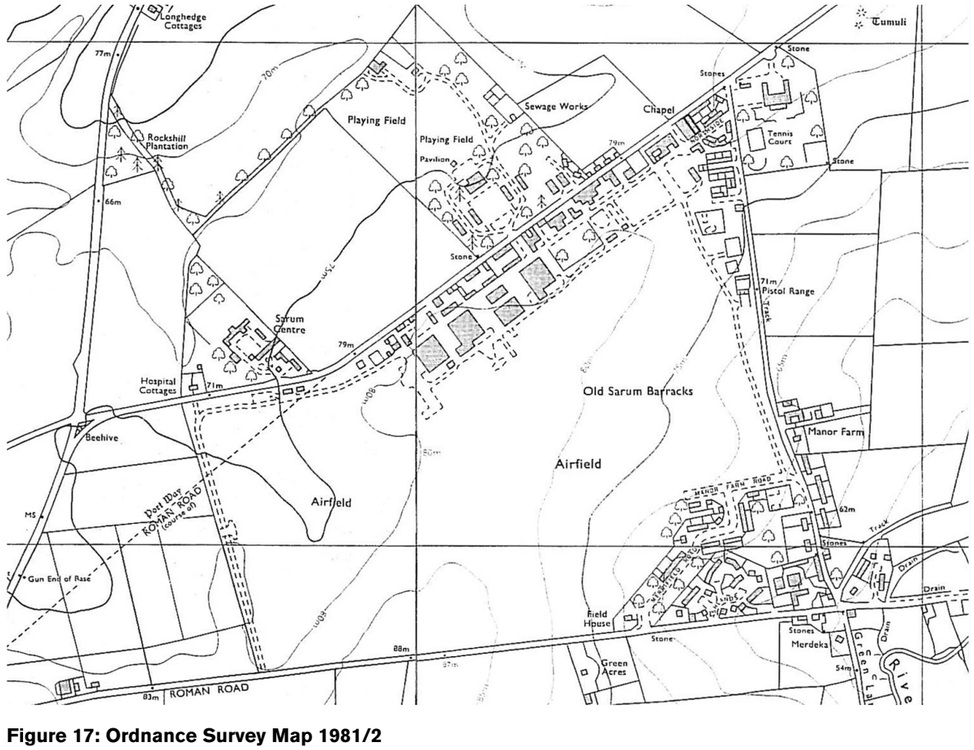


Figure 17: Ordnance Survey Map 1981/2

Civilian Use

In 1982 ownership of the airfield was sold to Edgley Aircraft Ltd on a 999 year lease, together with the freehold ownership of Hangars One and Two. Edgley designed and manufactured aircraft at the airfield and carried out test flying on site. In 1986, Brooklands Aerospace Group bought the Optica business, continuing with aircraft manufacture and test flying. They also acquired a CAA licence for the airfield which formally defined a position for the runway and allowed flying training to be carried out. In 1987, Hangar One, the western most of the sheds, was destroyed by fire and Brooklands bought Hangar Three to replace it. In 1989 the lease for the airfield and Hangar Three was bought by Blanefield Investments. Brooklands also disposed of Hangar Two.

Development as a Commercial and Industrial site

The space left by the lost hangar and the areas of the site not used for aircraft have gradually been developed as a light industrial estate and for commercial use. New buildings within this are dominant, masking views of the hangars and their relationship with the grass airfield. The parts of the airfield not licensed for flying are once again in agricultural use, recently for raising livestock and in particular pigs arcs and tents. This use is as visually intrusive as the modern buildings but easier to reverse.

Adjacent Development

A 'Park and Ride' terminal was opened in March 2001. The MoD buildings north of Portway have been demolished and replaced with a small housing development and a football ground. To the south the inter-war housing has been expanded and in-filled with modern housing. The officers mess has been converted to private residential use.

In 2007 plans were approved for the construction of a large mixed use development north of Portway immediately adjacent to the site. An approval of a planning application for residential and open space development for the MOD playing fields in the centre of this site is awaiting completion of a Section 106 agreement. The masterplan for these areas of proposed development has been incorporated in the following analysis drawings and in fig 02.

Surviving historic aerodrome buildings

Figures 19, 19a and 19b locate, list and illustrate buildings and features which survive as evidence of the military use of the site from World War I till the late twentieth century.