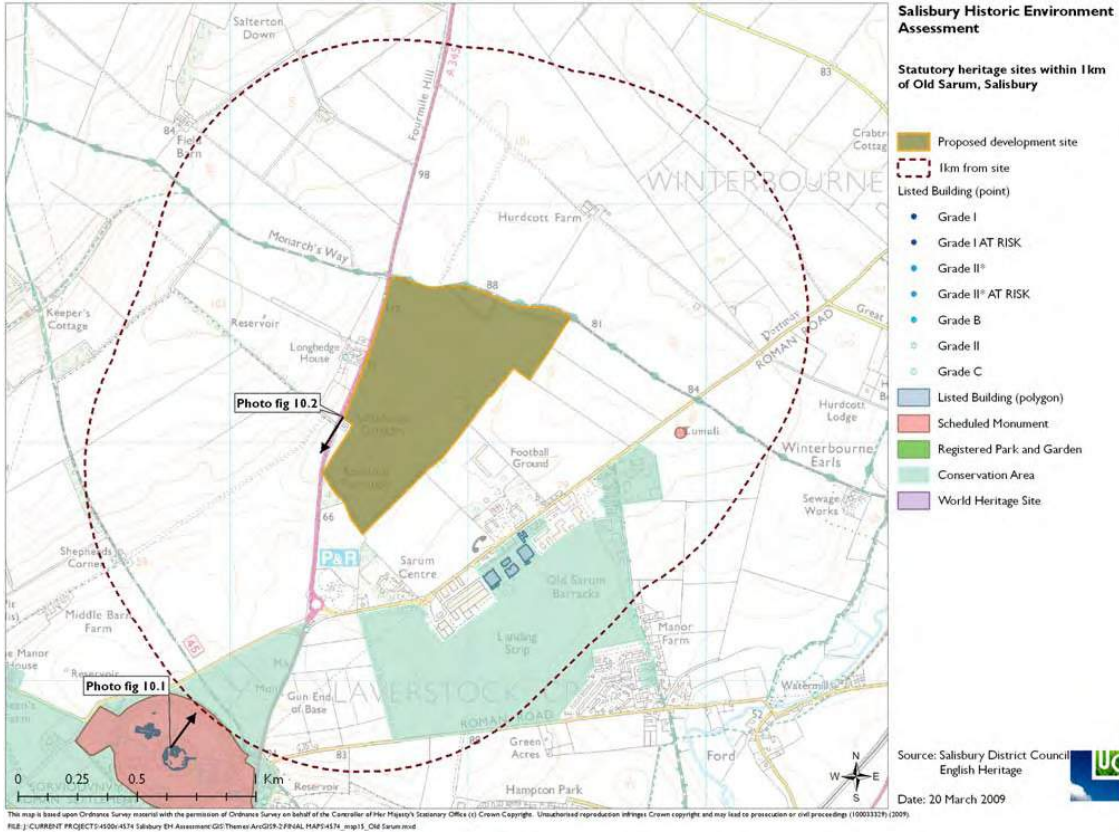


Map 10.1: Statutory heritage sites within the 1km study area

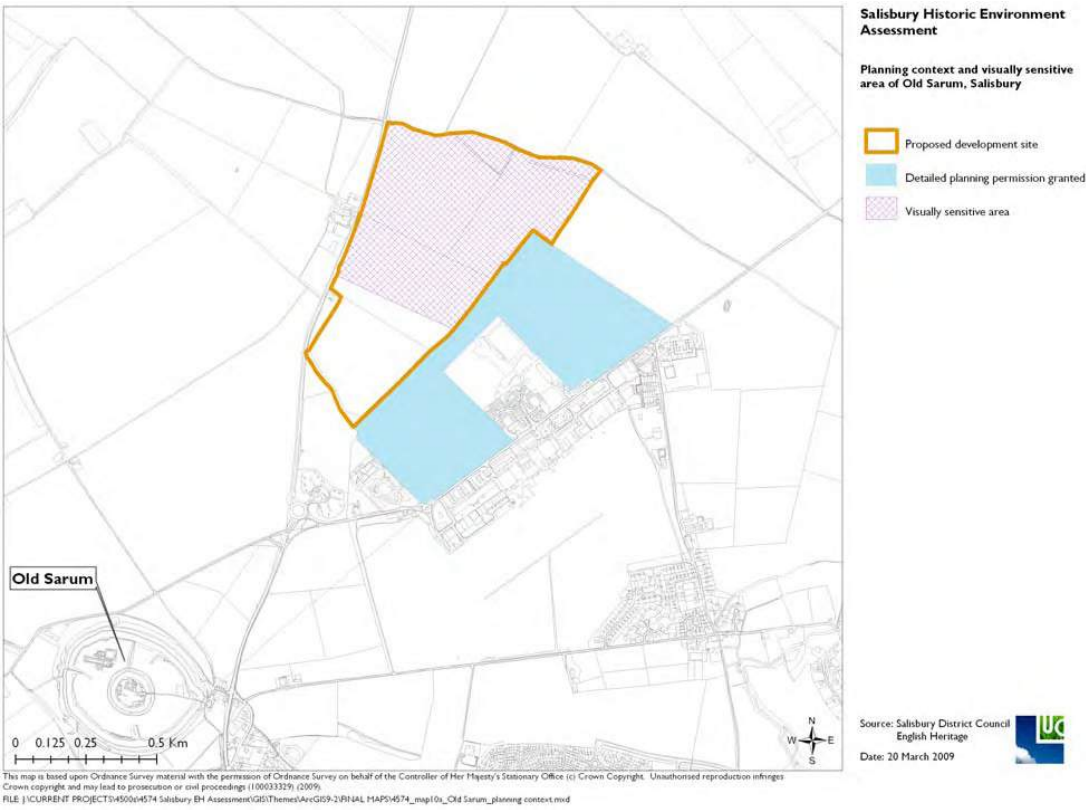


- On route of rural gateway into Salisbury (in between first view and urban gateway).

Fig 10.1: View from Old Sarum towards site looking north east. The red section shows the visible parts of the site. See Map 10.1 for location of photograph



Map 10.2: Planning context and most visually sensitive area of site



Possible influence on setting and views

Site or monument setting or key views

- The site lies within critical views to and from Old Sarum, especially the northern end of the site where it slopes towards the monument (see Fig 10.1 – note that that part of the site which is visible in this photograph is the northern two-thirds of the site (shown in Map 10.2) the southern one third of the site is ‘dead ground’ screened from this view by the treebelt in the foreground and by the lie of the land).

Designed landscape or farmstead setting or key views

- The agricultural and rural setting of the 18th century farmstead of Longhedge would be adversely affected by the development of this site although this is currently minimised by a partial screen of trees

Settlement setting and key views

- In area of “rural setting with neckline villages (including springline villages)” (SSA)
- Identified key views into Salisbury unaffected as the site is further out of the City than was considered in the SSA

SUMMARY OF SENSITIVITIES AND IMPACTS

Sensitivities

Known and unknown archaeology: There is great potential for unknown prehistoric barrows, field systems and enclosures across the site as well as the possibility of further evidence of Roman activity associated with the Roman road and medieval remains.

Setting and views to Old Sarum and the Roman road: The scheduled Iron Age hillfort of Old Sarum would be compromised by development on this site with its associated traffic movements and lighting, particularly on the visible northern two-thirds of the site which is directly in view of Old Sarum (**Fig 10.1**). Old Sarum is the site of the original settlement of Salisbury and commands a prominent location in the landscape, Old Sarum hillfort is of paramount importance to the setting of the modern city, directly contributing to its rootedness and an understanding of its past evolution.

The setting of the proposed development site is currently predominantly rural, with little visual connectivity with Salisbury itself. The northern two-thirds of the site is elevated, and will be bounded by open country on two sides even after existing development around the football ground is complete. The site is key to the setting of Old Sarum within a rural context, contributing to its visual prominence within the landscape. This will change to an extent when the development to the south east of the site is complete. But this existing development site is significantly less visible being on lower lying ground that is already largely developed. It will therefore have a significantly reduced effect on Old Sarum when compared with this proposed development site.

The approach to Old Sarum and Salisbury from the north along the Roman road on the western edge of the site (A345) would be negatively affected by development. The Roman roads radiating from Salisbury are important features in the landscape and contribute directly to an appreciation of the City's regional status in the past, as well as the importance of its connectedness with other nearby cities (see **Fig 10.2**).

Summary of impacts

Overall HIGH risk of unknown archaeology on the site

Overall HIGH risk to the setting of and views to and from Old Sarum and the integrity of the Roman Road, necessitating that the northern two-thirds of the site is NOT developed and that if development is undertaken on the southern part of the site the greatest care is taken to maintain the rural setting of Old Sarum, retain the visual setting to the Roman road and retain the visual dominance of Old Sarum when viewed within its rural setting.

Fig 10.2: View towards Old Sarum along Roman road (A345), adjacent to the site. See map 10.1 for location of photo, looking south west



Required mitigation measures

- There is **NO DEVELOPMENT** of any form (including access) on the northern two-thirds of the site visible from Old Sarum.
- Archaeological investigations are undertaken prior to the site allocations as currently undiscovered archaeology could be of sufficient importance to significantly affect the development.
- Design of development on the southern part of the site, if taken forward, avoids affecting views to and from Old Sarum, maintains the rural setting of Old Sarum and is kept back from the Roman road.
- Building height does not exceed two storeys and at no point intrudes into the view from Old Sarum,
- There are no alternations to the line of the Roman road.
- Overall building mass is in keeping with the rural setting.
- Lighting does not exceed the height of the development and is designed to minimise light pollution and skyglow. Lighting should not impinge on the views from Old Sarum.
- Strengthening of the existing tree belt

Further work to understand potential impacts

- Site investigations prior confirmation of site allocations
- Detailed analysis of views from Old Sarum to identify the area of land where housing development could be hidden from the views from Old Sarum
- Detailed lighting plans to demonstrate how the impact of skyglow on views from Old Sarum can be minimised

Study boundary up to 5km

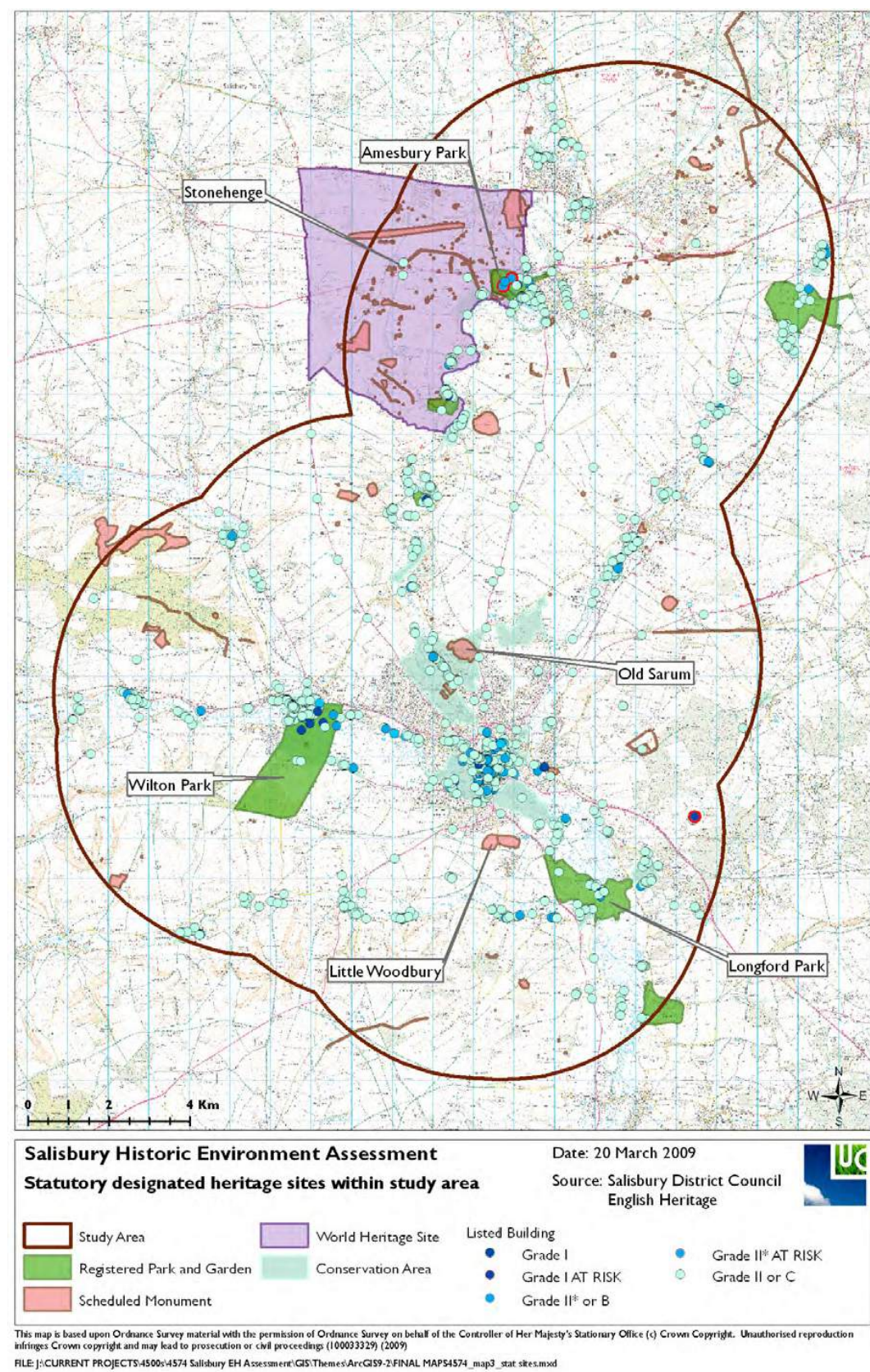


Fig 42

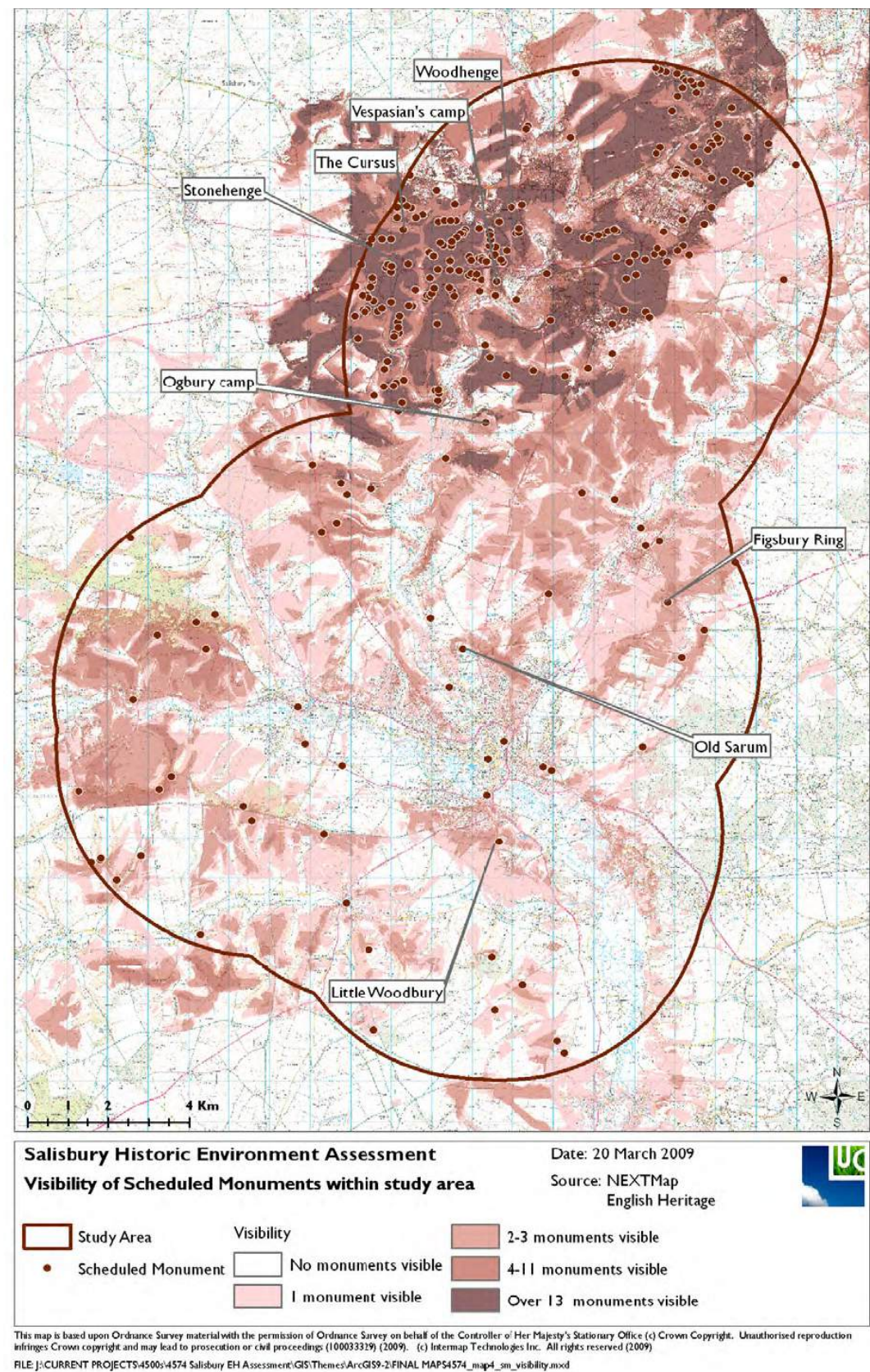


Fig 43

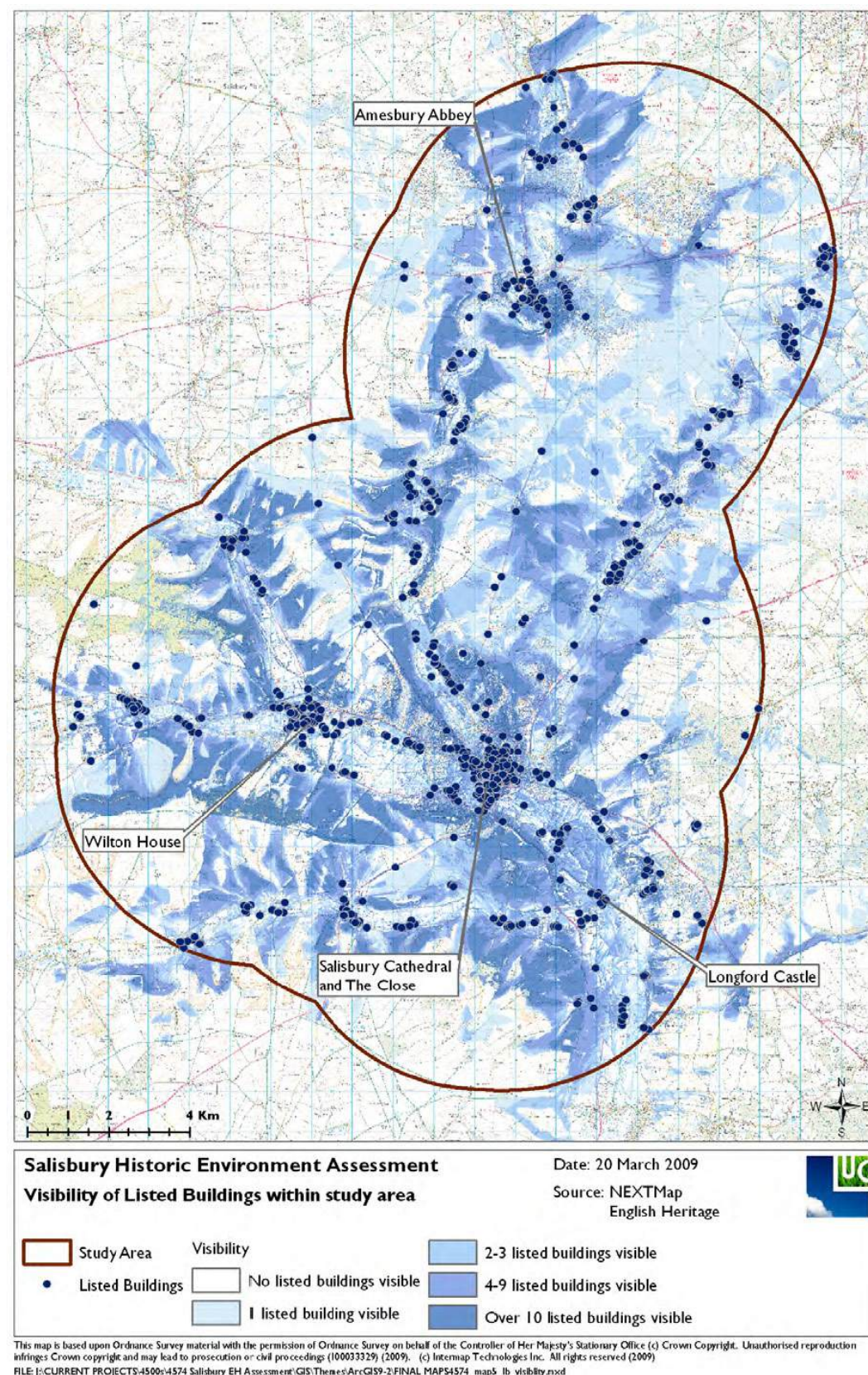


Fig 44

4.2 Views

The contribution of setting to the significance of a heritage asset is often expressed by reference to views, a purely visual impression of an asset or place which can be static or dynamic, including a variety of views of, across, or including that asset, and views of the surroundings from or through the asset, and may intersect with, and incorporate the settings of numerous heritage assets.

Views which contribute more to understanding the significance of a heritage asset include:

- Those where relationships between the asset and other historic assets or places or natural features are particularly relevant;
- Those with historical associations, including viewing points;
- Those where the composition within the view was a fundamental aspect of the design of the heritage asset.
- Those with intentional inter-visibility between heritage assets, or between heritage assets and natural features.¹

The following appraisal indicates that views into and within the airfield have been undermined by modern development (see following illustrations entitled 'views').

It also illustrates that one of the key aspects of the character of the Conservation Area is the uninterrupted views from the hangars across the airfield. The spire of Salisbury Cathedral is visible from parts of the site and is an important aspect of its character.

EDP² has analysed views to and from the existing buildings and the surrounding area to establish a Zone of Visual Influence, baseline conditions of intervisibility and identified potential impacts of change. The impact on key viewpoints relating to the appreciation of the Listed buildings, Conservation area and Scheduled Monument is discussed in sections 7.0 and 8.0.

It is essential that views to the historic structures are not obstructed by new development. The relationship between these structures should be maintained and, where possible, enhanced. Where new development is proposed which will have a substantial impact on the site, there should be an appropriate landscape strategy produced to help mitigate any adverse visual impacts.

EDP's analysis³ demonstrates that the existing buildings occupy the highest and most prominent positions on the site. A baseline diagram establishes the visibility of buildings at Old Sarum aerodrome from the areas surrounding the site (see figs 39, 43 and 44). Extracts from Land Use Consultants' report 'Salisbury Historic Environment Assessment' for Historic England in April 2009 have also been used to show visibility of Listed buildings and scheduled

¹ <<http://www.english-heritage.org.uk/content/imported-docs/a-e/eh-good-practice-advice-note-setting-v1.pdf>> [accessed: January 2015]

² EDP Position Paper 2007: Old Sarum Airfield - A Review of Landscape Capacity and Potential Landscape Impacts Arising from Proposed Development.

³ Ibid.

ancient monuments within a 5km study area.

EDP has developed a series of principles as the basis of any future landscaping strategy. The view from the SM has been mentioned earlier. EDP's study demonstrates that the land between the west boundary of the Castlegate Business Park and the current west boundary hedge of the aerodrome is experienced as a very narrow strip when viewed from the ramparts of the SM. However, the field between the aerodrome and the road is visually prominent. It is suggested that the current aerodrome boundary here provides a natural boundary for any future development. The enhancement of views towards the SM has also been considered by EDP, and could be achieved by extending the line of the Portway towards the SM.

It is also noted from EDP's analysis that the village of Ford and land around it is not visible from the SM and from the front of the hangars. The land to the north of Ford could offer opportunities for housing development that is less harmful to the overall setting.

The Scheduled Monument can be appreciated visually from the surrounding area and views it are part of its amenity value. The extent to which intervisibility occurs is indicated approximately in fig 05 and described more thoroughly in EDP's analysis.

Although views to and from the SM and the presence of the SM in the wider setting of Old Sarum Airfield is acknowledged as important in this CMP, the Stratford-Sub-Castle Conservation Area Appraisal does not make any reference to the relationship between the SM and the airfield.

Modern development has been detrimental to views from the Scheduled Monument, as shown in the images on the following pages.

4.3 Curtilage

Setting is separate from the concepts of curtilage, character and context: "Curtilage is a legal term describing an area around a building, the boundary of which is defined by matters including past and present ownership and functional association and interdependency. The setting of an historic asset will include, but generally be more extensive than, its curtilage (if it has one)."⁴

Fig 40 proposes a definition of these areas for discussion with Historic England and the local planning authority⁵.

With regard to curtilage, the Planning Inspector found 'no clear basis for identifying the curtilages of the hangars' and stated that 'it would be unreasonable to identify the curtilages as extending beyond the land that immediately joins the hangars'.⁶

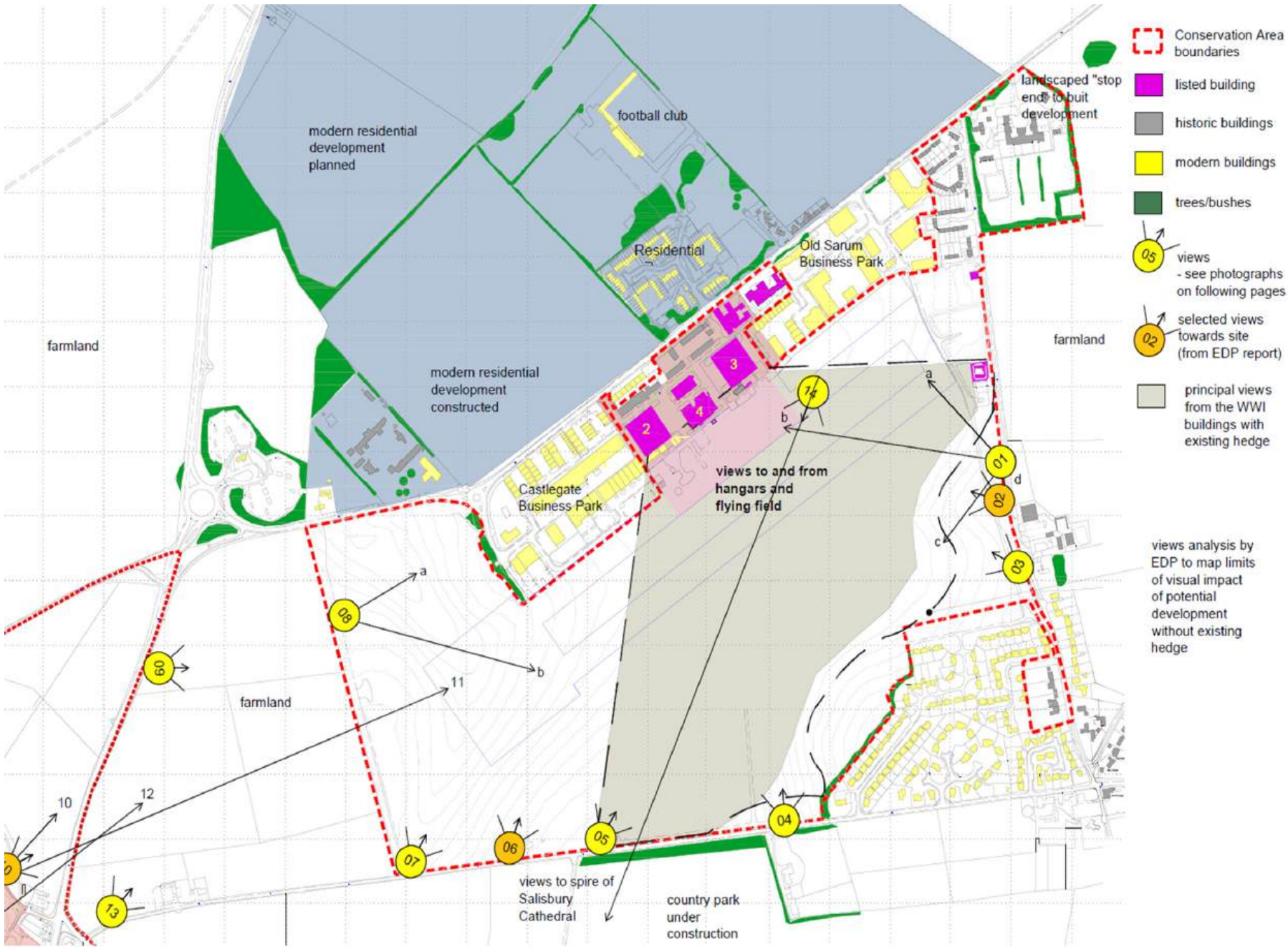
⁴ <<http://www.english-heritage.org.uk/content/imported-docs/a-e/eh-good-practice-advice-note-setting-v1.pdf>> [accessed: January 2015]

⁵ In Preliminary discussions in February 2005, SDC referred to a Planning Appeal Decision - APP/T3915/A/1052146 - March 2001 and the opinions of the Planning Inspector, Richard Ogier are referred to here. Since then, the issues have been considered again at the Public Inquiry in 2010 with the Local Development Framework. 6 March 2001



View from the SAM looking east towards Old Sarum Airfield, standing beside the planning inspector at the site visit which was part of the public inquiry (March 2010)

Views



View point 1a looking north west



View point 1b looking west



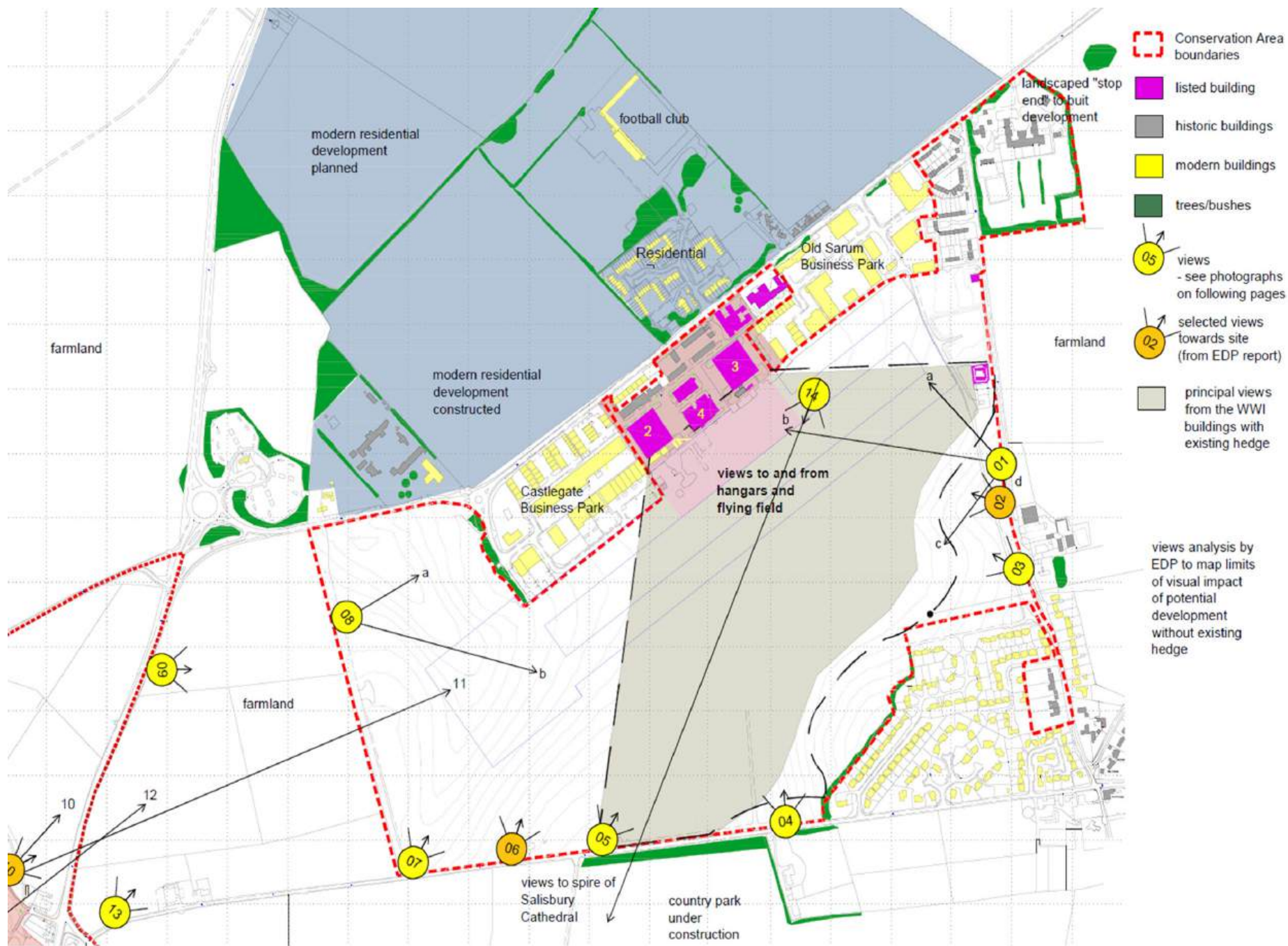
View point 1c looking south west



View point 1d looking south

Fig 38 Views to and from Listed Buildings

Views



View point 2 looking north west



View point 3

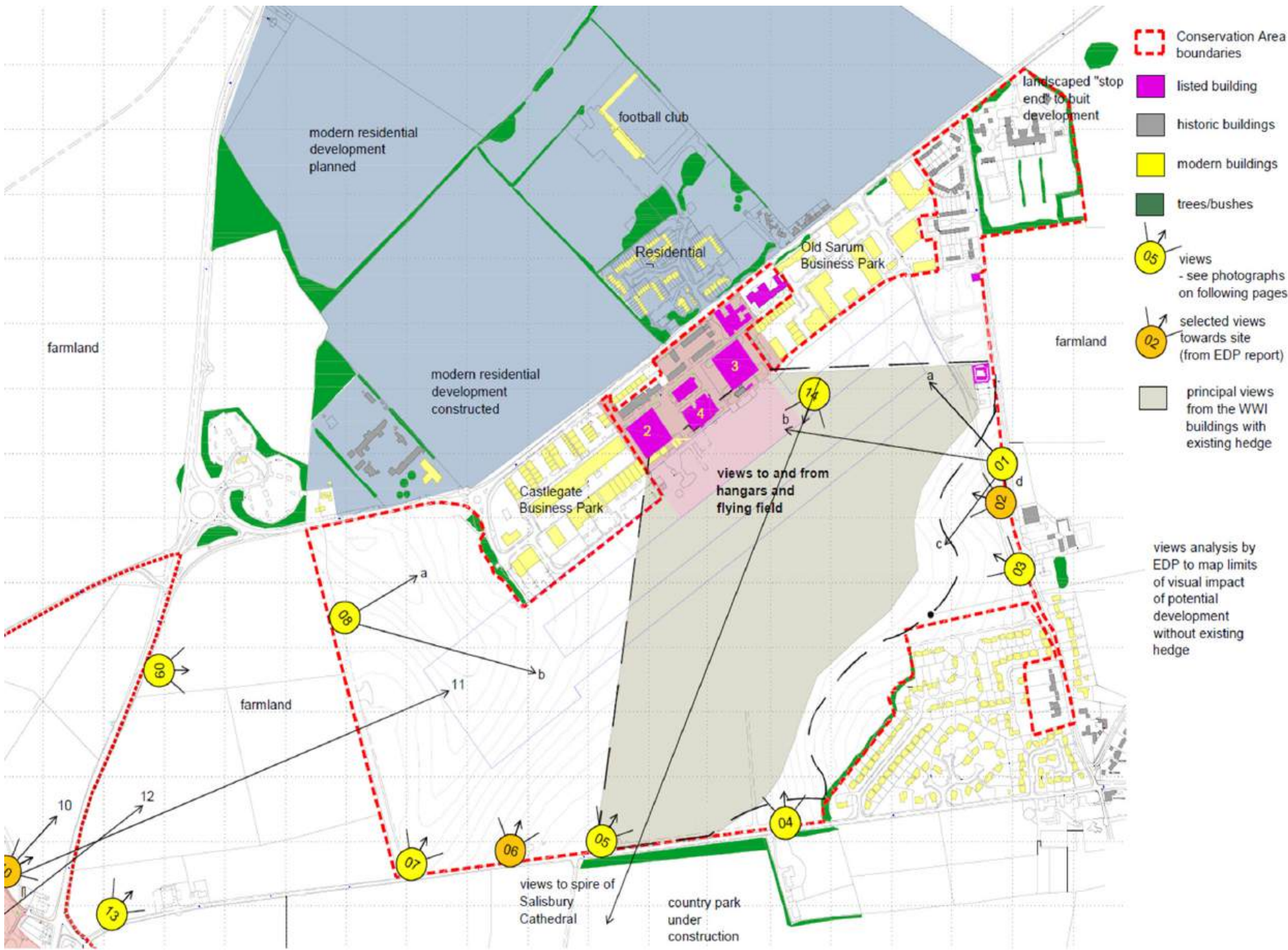


View point 4 looking north



View point 5 looking north east

Views



View point 6 looking north east



View point 7 looking north east



View point 8a



View point 8b



View point 9



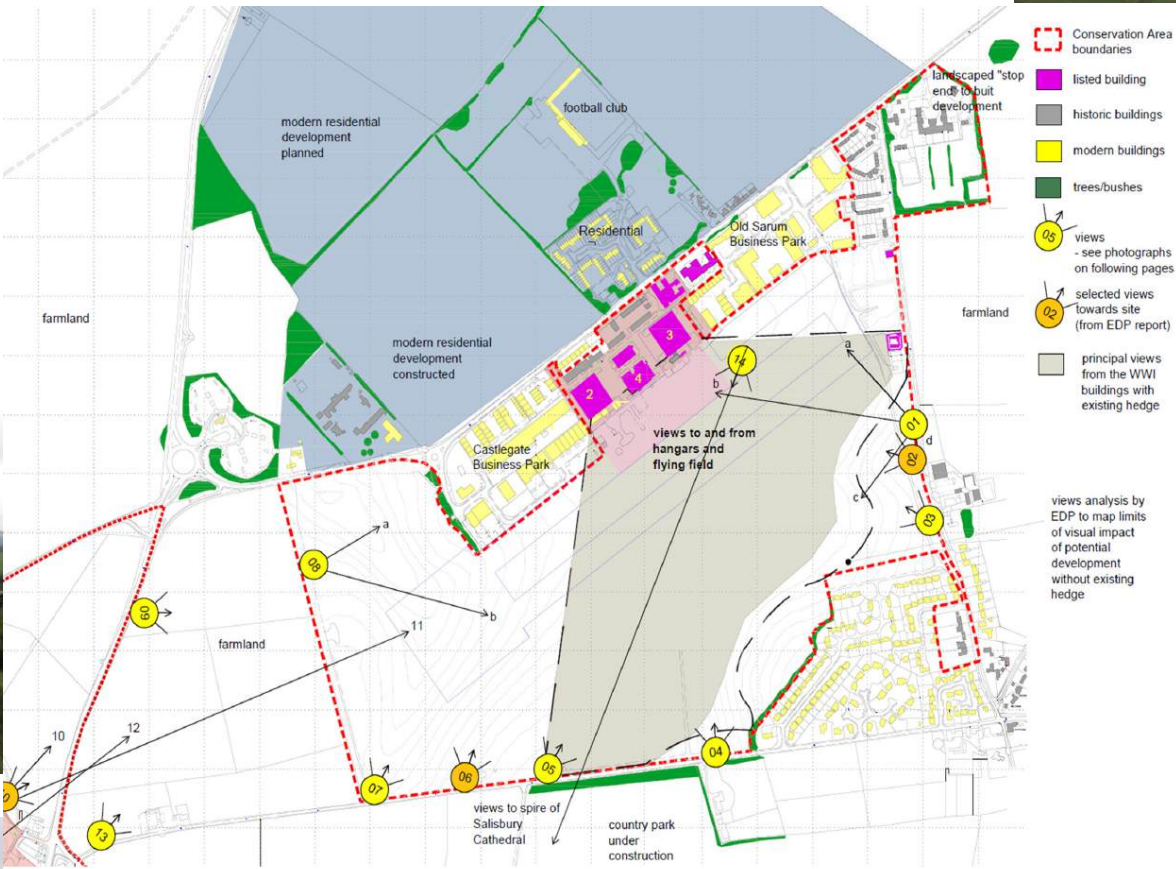
View point 10



View point 11 from Old Sarum



View point 12

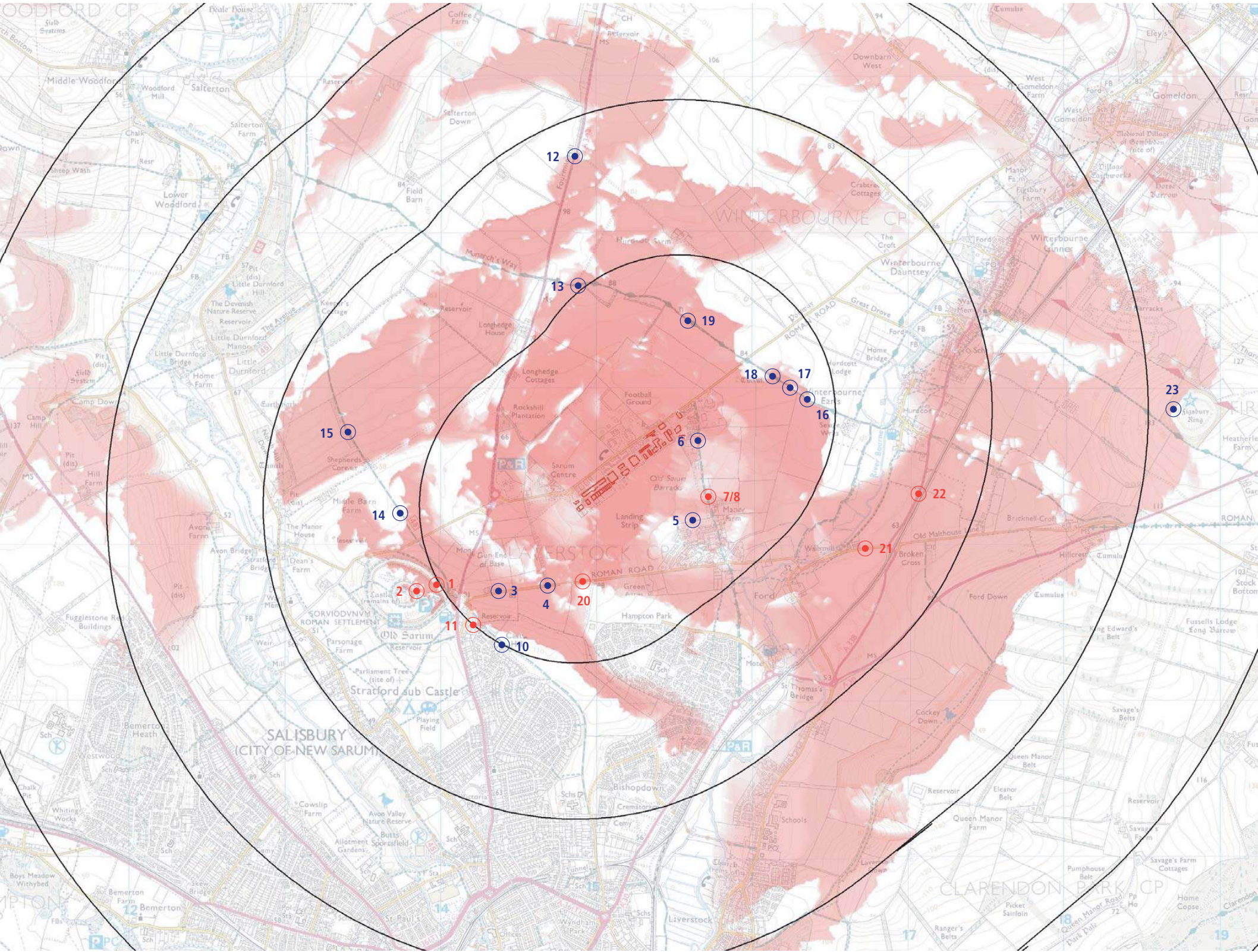


View point 13



View of Salisbury Cathedral Spire (View point 14)





- Viewshed analysis illustrating areas which theoretically enjoy intervisibility with the existing commercial buildings, assuming an 11m ridge height
- EDP viewpoint (VP) location and number - see photoviewpoint sheets
- Selected VP



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e info@edp-uk.co.uk w www.edp-uk.co.uk

date 18 SEPTEMBER 2007 drawn by GS
scale SEE SCALE BAR checked DM
drawing number EDP 391/03

client
Blanefield Property

project title
Old Sarum Airfield, Salisbury

drawing title

Fig 39 Intervisibility with existing commercial buildings at Old Sarum aerodrome

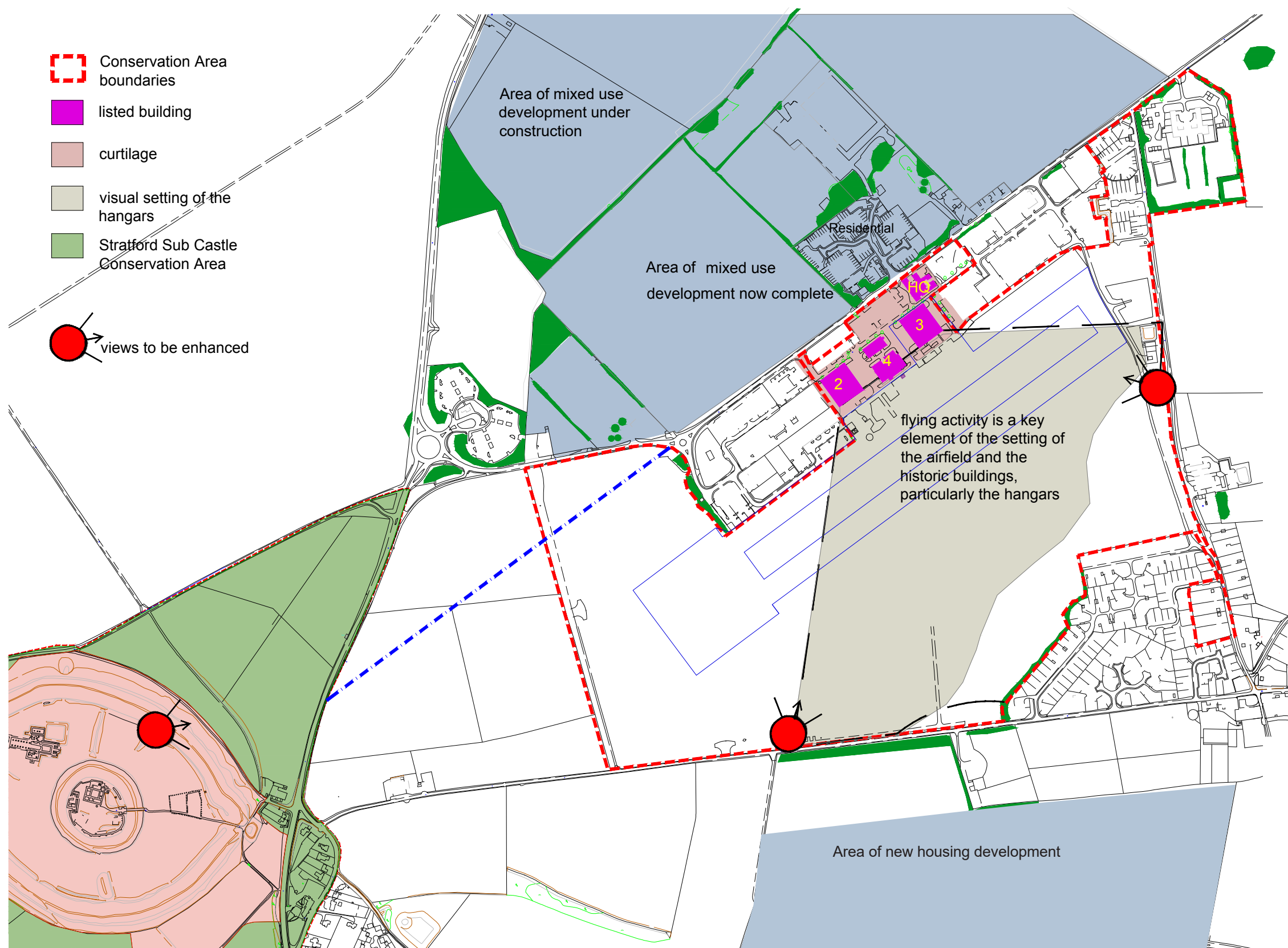
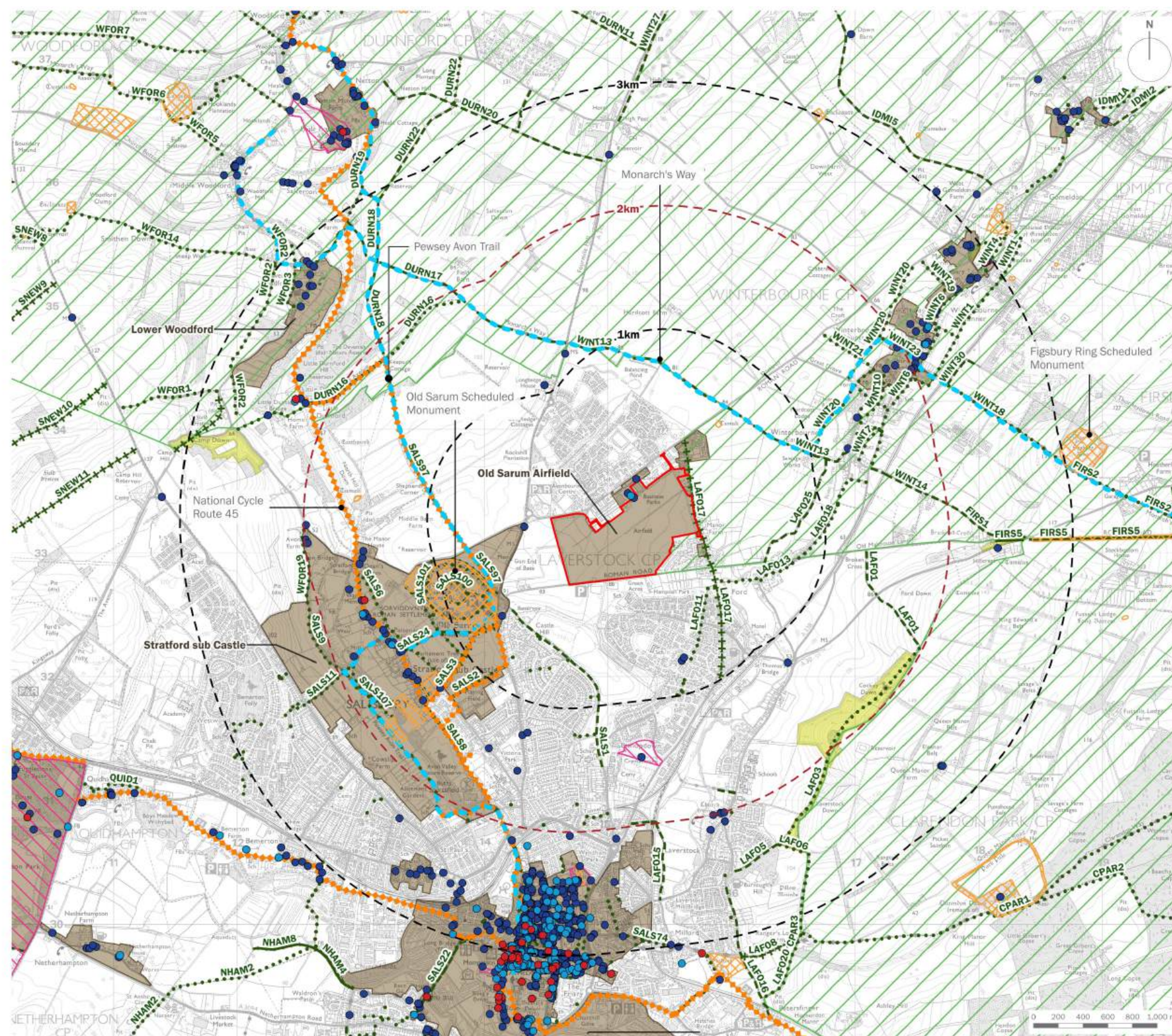


Fig 40 Listed Buildings - Proposed Curtilage and Setting to be discussed with EH and WCC



- Site Boundary
- Range Rings (at 1km intervals)
- 2km Detailed Study Area
- Registered Park and Garden
- CRoW act 2000 Access Layer
- Scheduled Monument
- Conservation Area
- Special Landscape Area
- National Cycle Route
- National/Long Distance Footpath
- Footpath
- Bridleway
- Byway
- Restricted Byway
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building

client
Old Sarum Airfield LTD

project title
Old Sarum Airfield, Salisbury

drawing title
Landscape Designations and Other Considerations

date	28 FEBRUARY 2023	drawn by	VMS
drawing number	edp0391_d078	checked	GEv
scale	1:30,000 @ A3	QA	GYo

edp the environmental dimension partnership

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Fig 41A EDP Landscape Designations and Other Considerations, February 2023

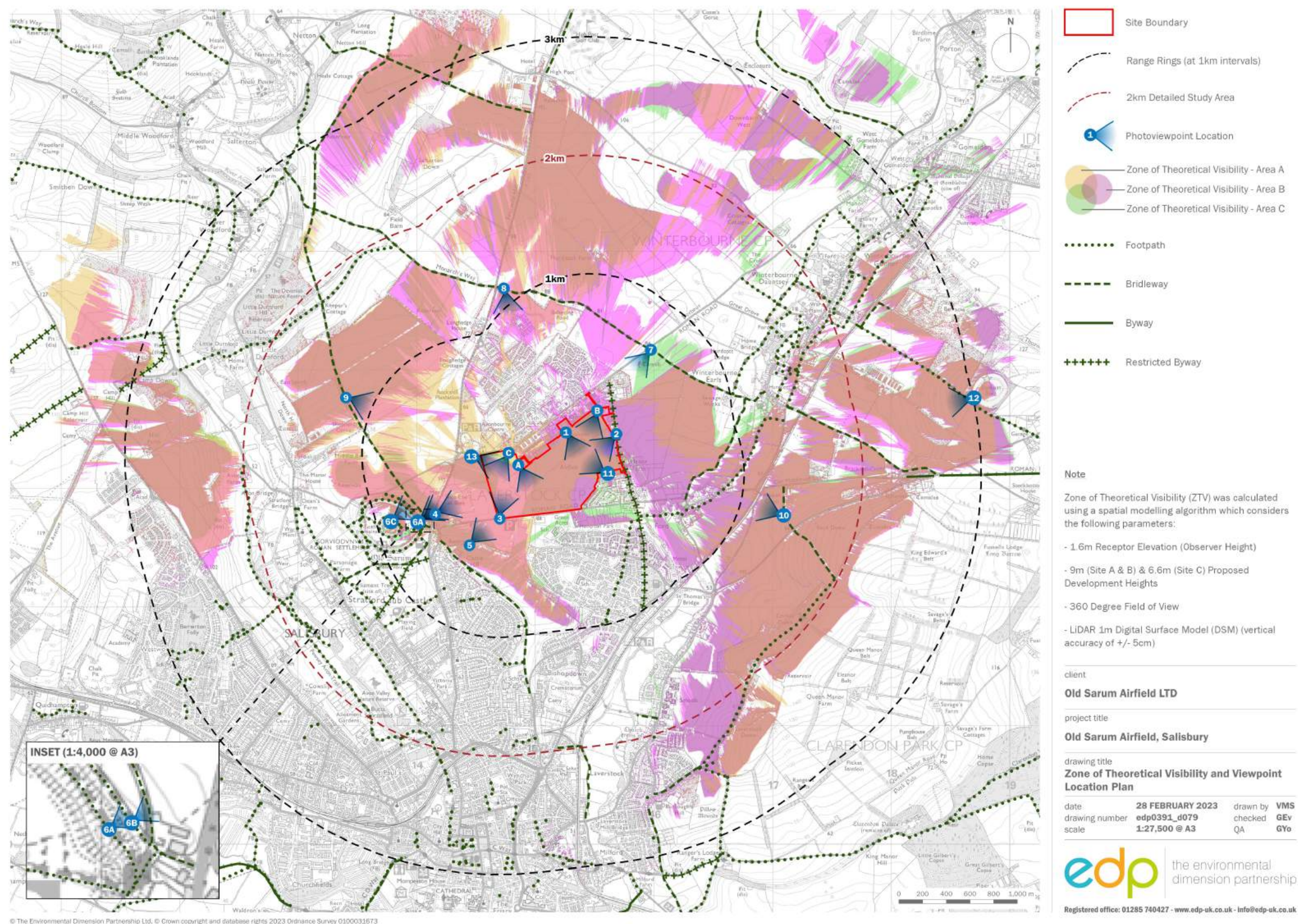


Fig 41B EDP Zone of Theoretical Visibility and Viewpoint Location Plan, February 2023

5.0 Statement of Significance

The aerodrome at Old Sarum is of great local and national importance for historic, architectural and cultural reasons. Its physical fabric embodies key changes in the practice of military aviation and it manifestly represents the earliest period at which durable (if not intentionally permanent) buildings were routinely erected on military airfield sites. It stands for the formalisation of airfield design and facilities after the early years of essentially ephemeral experimentation. More specifically, (see 5.7) Old Sarum belongs to a group of airfields which collectively can be linked to the birth of fixed wing military aviation.

NPPF defines significance (for heritage policy) as:

“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”¹

A ‘statement of significance’ of a place should be a summary of the cultural and natural heritage values currently attached to it and how they inter-relate, which distils the particular character of the place. It should explain the relative importance of the heritage values of the place (where appropriate, by reference to criteria for statutory designation), how they relate to its physical fabric, the extent of any uncertainty about its values (particularly in relation to potential for hidden or buried elements), and identify any tensions between potentially conflicting values. So far as possible, it should be agreed by all who have an interest in the place. The result should guide all decisions about material change to a significant place.²

The statement of significance will cover the following:

- Role of Statement of Significance
- Formal Designation and Statutory Listing
- Setting
- Historic and Cultural Importance
- Architectural Significance
- Community Value and Association
- Sensitivity Analysis

5.1 Role of the statement of significance

The purpose of a statement of significance is to provide a concise account of the reasons why a heritage asset is valued. The assessment invariably provides a more thorough appraisal than the listing description alone and

1 <https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf> [accessed: January 2015]
2 <http://www.english-heritage.org.uk/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplespoliciesguidanceapr08web.pdf> p.40 [accessed: January 2015]

identifies those features that are crucial to the significance to explain why the asset should be protected and preserved. The assessment also helps to clarify which items have little or no value or which actively detract from the significance such that changes and opportunities for enhancement can be explored.

The assessment underpins the sensitivity analysis and the conservation policies generated from this Conservation Management Plan.

“Any decisions about the management of individual historic aviation sites and structures should be based on a proper understanding of their special archaeological, architectural or historic significance. As a first step, commissioning an airfield study may be necessary to provide an explanation of the function and development of a site and its constituent buildings and structures. In addition to this descriptive study, a statement of significance or conservation statement can provide an evaluation of the national and/or local importance of a site.”³

5.2 Formal Designation and Statutory Listing (non designated assets are referred to in the EIS)

365/2/175 PORTWAY 15-AUG-89 (South side) 3 FORMER WORLD WAR I AIRCRAFT HANGARS AT OLD SARUM AIRFIELD

GV II*

Group of one single and two paired aircraft storage hangars. 1917 design, built 1918. Piers, curtain walls and gantries brickwork, rendered externally, ‘Belfast’ roof trusses, asphalt covering to roof.

PLAN: each hangar is in 16 bays, Hangars 1 and 3 being paired with a central row of brick columns, and each has subsidiary workshop and storage space in low annexes on the long sides. Single-span hangar was built for the Aircraft Repair Section, with a detached workshop (qv) to the rear. The whole group extends approx. 250m E-W, with a large concrete manoeuvring area (aprons) around the entrances and the airfield side.

EXTERIOR: windows are the original painted steel casements, set as a high clerestory to the long sides of the hangars in 14 of the 16 bays; they are doubled 24-pane units incorporating 4-pane pivoted lights to each bay. The infill walling above and below is in brick (half-brick thickness), but on the S (airfield) side of each hangar broad asbestos sheet cladding has been added. Each of the hangars has full width and height doors sliding to external brick gantries: each of these comprises 6 doors suspended to overhead gear protected by a deep projecting weathering, and sliding to ground rails into their external brick gantries, the latter having three pairs of piers linked at the head by segmental brick diaphragm arches. The paired hangars also have, between the doors, a brick pier with deep central recess carrying a large rain-water downpipe. Above the horizontal dressing to the door track is a flat

3 Historic Military Aviation Sites Conservation management guidance Draft for external consultation July 2014
<<http://www.english-heritage.org.uk/content/imported-docs/a-e/draftguidancehmasconsultation.pdf>> [accessed: January 2015]

segmental pediment to each shed, with close-set vertical joint divisions to metal cladding, and a wide central ventilation louvre. Flanking the long sides are the single-storey ancillary spaces with near-flat felted roofs waethered to the curtain walls and buttresses. These are in brick, with 9-pane casements, the upper 6 panes horizontally pivot-hung. Sheds 1 and 3 each have a 14-bay range to the S, with 2 entrances in the wall to N. Shed 2 has to the S a 7-bay range a boiler room, with flue cropped at the eaves, and 2 separated single-bay units: on the N side two gabled sheds have been added, parallel with the main wall. All roofs have a continuous gabled ridge lantern in patent glazing: this is probably original, and appears in a photograph taken in 1931. INTERIOR: The paired sheds have a central row of brick piers, joined longitudinally by a series of ‘diaphragm’ walls to low segmental arches. The ‘Belfast’ trusses are formed from small-section timbers, the top and bottom chords sandwiching a mesh of closely-spaced cross-bracing; at the supports is further shear strengthening with a length of diagonal boarded bracing, and a raking strut rises from brick corbelling near the heads of the piers, which continue through to the eaves levels. There are continuous runs of longitudinal cross-bracing in the vertical plane, and extra horizontal bracing to the bottom chord in the end bays. Trusses carry small purlins and closely-spaced rafters, with continuous sheathing in diagonal boarding.

HISTORY: After Duxford in Cambridgeshire and Leuchars in Scotland, Old Sarum retains the most complete group of technical buildings representative of a Training Depot Station of the First World War period. It also, uniquely for any of the key surviving sites of the period up to 1918, retains its grass flying field with none of the perimeter tracks and other interventions characteristic of the post-1938 period. Its position close to Salisbury Plain also gives it an association with three key sites in the development of military aviation - Larkhill, Upavon and Netheravon. It was one of 63 Training Depot Stations in existence in November 1918. Each TDS comprised three flying units, each having a coupled general service shed and one repair hangar (Old Sarum’s being the only example to have survived). Other specialist buildings, such as carpenters’ shops, dope and engine repair shops and technical and plane stores characterised these sites. The former technical support buildings lie between the hangars and The Portway: domestic buildings (not included) were located to the north of the road.

In 1917 the War Office bought land at Ford Farm for airfield development, but shortly after the base was renamed Old Sarum (after the hillfort and medieval royal castle and Cathedral to the W), and by September 1918 a series of 7 hangars (one single repair hangar and 3 paired hangars), motor transport sheds and various workshops had been built; personnel at that time were accommodated in tents. Used at first as a Training Depot Station for day bombing, Old Sarum’s position close to the army training areas on Salisbury Plain ensured its retention after 1919 for the School of Army Co-Operation. This ran courses primarily for Army and RAF observers and pilots, and by the end of 1930s Blenheims were flown from the base: foreign visitors included the German Air Attache and in 1939 both the Italian Air Attache and Chief Instructor of the Italian School of Army Co-Operation. The principal work of the base for the first four years of the Second World War was the formation and training of Air Observation Units, although it was also used by the SOE for airdrops into France and early in the war by the Royal Canadian Air Force Unit (110 Squadron) for anti-invasion coast patrols. In February 1944

the hangars were converted into use for housing vehicles being specially prepared for D-Day. After 1947 Old Sarum had become the School of Land/Air Warfare, attended mostly by high-ranking officers of all three services. It was closed as a military base in 1979, much of the immediate area having been since redeveloped as an industrial estate although club flying continues from the airfield. The most westerly of the 3 paired hangars was destroyed by fire in 1986.4

SU 13 SE PORTWAY 365/2/10009 (South side) 01-DEC-05 Old Sarum Airfield: Workshops immediat ely to N of central hangar (Hangar 2) GV II Workshops. 1918. Painted single-skin brick with internal buttresses; corrugated asbestos-cement roofing on steel trusses.

PLAN: a paired single-storey shed in 13 bays with twin gables at each end, formerly a large open space and now sub-divided. On the S side (facing Hangar No 2, qv) is a 2-bay lean-to with boiler house.

EXTERIOR: 12-pane steel casements where original, some later steel replacements. 3 paired plank doors to S, with a brick stack to 2-bay lean-to projection. Pair of doors to left gable of W elevation. Double and single plank doors to N side. Later C20 flat-roofed porch to E end.

HISTORY: After Duxford in Cambridgeshire and Leuchars in Scotland, Old Sarum retains the most complete group of technical buildings representative of a Training Depot Station of the First World War period. Despite the destruction of one of the original three paired hangars, this is one of the most complete hangar groupings of the period up to 1918 in Britain, uniquely relating to an airfield that has been less altered than any other pre-1918 airfield.5

365/0/10010 PORTWAY 01-DEC-05 Old Sarum Airfield (East side) Old Sarum Airfield: TA Headquarters

GV II Station headquarters. 1935 - 6. A Bulloch, architectural advisor to the Air Ministry's Directorate or Works and Buildings. Drawing No 135/35. Flemish bond brick, slate roof covering to pitched area, concrete structure with asphaltic finish to flat section.

PLAN: A main range in 2 storeys with flat roofs is in double-banded offices, with central entrance through a small lobby to large circulating hall, from which a central passageway is taken through on the main axis to a doorway at the rear. This range is flanked at either side by single-storey pavilions with hipped roofs, and across the rear a similar hipped unit, forming an asymmetrical 'H' in plan. The main open-well staircase is in the link building.

EXTERIOR: Small-paned timber sashes to all windows. The central 2-storey range is in 7 bays, with large upper lights, but smaller lower ones to flat segmental heads. A central pair of panelled doors to radial fanlight is set in

4 (Dr H F Thomas, The History of Old Sarum Airfield, undated; Wessex Archaeology, Portway House (Archaeological Desk-Based Study), 1996) from <<http://list.english-heritage.org.uk/resultsingle.aspx?uid=1355710>> [accessed January 2015]
5 <http://list.english-heritage.org.uk/resultsingle.aspx?uid=1391602> [accessed January 2015]

responds with a moulded arch keystone, and is all original. To each side the pavilions, in the same plane as the 2-storey range, have 3 bays of near-square lights, with 3 on the returns and rear, but the left-hand unit has to the rear an open 3-arched loggia on paired square piers, with voussoir arches to a keystone, and rudimentary capitals and bases. The back of the main range has 2 lights at each level, and returns to the T-arm at the same height, with 3 lights to each level to the NE, but smaller lights and a door, to the stair lobby, on the SW. The transverse rear range, like the pavilions with a high parapet, has 3 lights each side of a pair of doors in arch and responds similar to the front: this was originally the operations room. It returns to 3 bays each end, and 2 on the inner returns. Original hopper-heads and downpipes remain to all elevations.

INTERIOR: plain, retains dog-leg stair and some original joinery.

HISTORY: This is a distinctive design of 1935 by the Air Ministry architect, A Bulloch. Detailing is restrained throughout, but massing, spacing and proportions are carefully considered, in the neo-Georgian style favoured at this period, and influenced by the impact of the Royal Fine Arts Commission, especially though the architect, Sir Edwin Lutyens.

This building makes a significant contribution to a key aviation site. See description of hangars for fuller history and account of Old Sarum airfield.6

1477924 08-Nov-2021 Old Sarum Airfield, Old Sarum, Salisbury, Wiltshire

Grade II

Camera Obscura Building constructed between 1927-1931 for the Air Ministry's School of Army Co-Operation at RAF Old Sarum.

MATERIALS: of brick construction in stretcher bond with a pre-cast concrete roof covered in felt and a concrete floor. There are concrete lintels to the openings and the windows have metal casements and concrete cills. The door and window shutters are timber.

PLAN: rectangular on plan, approximately 4.5m x 3.7m, and of single storey.

DESCRIPTION: the principal elevation (north-west) has a door to the right and casement to the centre. The north-east and south-east (rear) elevations each have a central window, and the south-west elevation has a fixed metal ladder to the roof. The former aperture to the roof is sealed with boarding. The interior has a step up from the door to a single room with a central boarded aperture to the ceiling, which is lined by a metal casing. The three casements have timber shutters and there are light fittings to the ceiling and wall.
History

In 1917 the War Office bought land at Ford Farm for airfield development and shortly afterwards the base opened as Old Sarum (named after the nearby hillfort), and by September 1918 a series of seven hangars, motor transport sheds and various workshops had been built; personnel at that time were

6 <http://list.english-heritage.org.uk/resultsingle.aspx?uid=1391603> [accessed January 2015]

accommodated in tents. Used at first as a Training Depot Station for day bombing, Old Sarum's position close to the army training areas on Salisbury Plain ensured its retention after 1919 for the School of Army Co-Operation. This ran courses primarily for Army and RAF observers and pilots, and the Camera Obscura building for their use was constructed between 1927 and 1931; it is first shown on Air Ministry Plan 608/32. It was built to the south of the First World War hangars (listed at Grade II*) and is similar in design to Air Ministry AM 3391/35. A camera obscura was a device for assessing a pilot's ability to fly straight courses, find wind speed and direction and for the simulation of level bombing. An image of an aircraft passing overhead was projected onto a table via a roof aperture through a lens. Bombing accuracy would be determined from the image.

The Camera Obscura Building was in use for pilot training throughout the 1930s alongside new technologies as they were introduced, such as Link trainers in 1937. Air Ministry training became more formalised by the outbreak of the Second World War, and the principal activity at RAF Old Sarum became the formation and training of Air Observation Units. The improved designs of the Air Ministry Laboratory Bombing Teacher in 1942 led to the use of the camera obscura being surpassed and from around this time the building would have ceased to be operational. In February 1944 the hangars were converted into use for housing vehicles being specially prepared for D-Day and after 1947 Old Sarum had become the School of Land/Air Warfare. It was closed as a military base in 1979 and has since been redeveloped as an industrial estate. The most westerly of the 3 paired hangars was destroyed by fire in 1986 and the Camera Obscura Building remains disused in 2021. The camera equipment has been removed but lighting and shutters remain in situ.

Despite the destruction of one of the original three paired hangars, Old Sarum has one of the most complete hangar groupings of the period up to 1918 in Britain, uniquely relating to an airfield that has been less altered than any other pre-1918 airfield.

5.3 Setting

See 4.1

5.4 Historical and cultural importance

5.4.1 Archaeology

The site is set within a landscape comprising the visible remnants of past human activity dating from the prehistoric period onwards, including extensive Bronze age barrow cemeteries and linear land divisions. To the west of the Site, the prominent hilltop of Old Sarum was the site of a hillfort in the Iron Age and the focus for settlement and trade during the Roman and Saxon periods. Occupation continued during the early mediaeval period, with the construction of a Norman motte and bailey castle and a cathedral on its summit. The medieval settlement of Old Sarum is a Scheduled Monument (No. 26715) and is visible from some parts of the Site.

The airfield lies between two Roman roads, and at the foot of Old Sarum - there is the potential for buried archaeological remains associated with these

earlier periods of landscape history to survive within the undisturbed parts of the site. In addition, remains or foundations associated with the twentieth century development and use of the site as an airfield may survive beneath open areas of car parking or landscaping at the eastern end of the site.

5.4.2 World War I

Old Sarum was one of the few aerodromes not de-commissioned immediately after the war. The statutory listing from Historic England states that site has the only surviving repair hangar in existence from WWI, but in light of more recent investigations into military aviation history, this may need to be reconfirmed. It is the only surviving grass airfield with hangars still in use for civilian flying.

5.4.3 Aerial Archaeology

Aerial photography of sites was a concept developed by Crawford at Old Sarum between 1920 - 1924. See also section 3.4 of this report.

5.4.4 School of Army Co-operation

In 1921 the School of Army Co-operation transferred to Old Sarum. The grass flying field was an integral part of this training so may explain why a hard runway was never constructed. Analysis of aerial photos also shows that the relationship between the hangars and flying field was strengthened and rationalised in the interwar period.

5.4.5 World War II

During WWII, flying training at Old Sarum was terminated as the site was put to use as a supply point for ship and landing craft. Nearly all RAF motor transport vehicles heading from France passed through Old Sarum.

5.4.6 Post World War II

The RAF element of the Helicopter Development Unit (HDU) was formed at Old Sarum in 1961 where early helicopter prototypes were located.

5.4.7 Social and political history

Old Sarum was a key location in the creation of modern, British military practice. Pilots trained at Old Sarum for the Battle of Britain, the aerodrome was a key supply point for forces in the D Day landings and it was later used as a training school for NATO forces. A key element of the current significance of the site is that it is still flying today.

5.5 Architectural significance

Military aerodromes are usually extensive and highly complex sites: their construction was designed according to technological needs and advances as well as to the demands of military administration and providing accommodation for aircrew, technicians, administrators and their families. Old Sarum fits precisely into this model. It charts the complex workings between government departments, military officials and local figures, illustrating their

substantial impact on the rural English landscape.

The architectural layout and structure shows the pragmatic manner in which the early airfields were built. This was followed by a move to achieve greater aesthetic value because of mounting public recognition of their physical presence on the landscape. The overall dispersed layout was typical of contemporary military techniques to minimise concentrated bombing. The character of the buildings highlights the strong attention made to distinguish structures according to their function.

Military airfields were characterised by a profusion of type designs which catered for buildings of similar purpose, character and size required at successive airfields. The flying field at Old Sarum is the only surviving example in Britain of a flying field of the period up to 1918 which survives in relationship to its original technical buildings.

Some buildings of early phases of the site's development have been lost, in particular the WWI administration, former guardhouse and domestic buildings, and the Expansion Period parade ground to the north of Portway. The appearance of some of the key buildings has been altered by new signage, painting and modern fenestration, as described above. The original planting and landscaping that survives in the main Technical Area, is missing from the Administrative Area and other parts of the airfield. This has led to a loss of cohesion on the site.

Especially after 1942, the grass airfields of Bomber Command in 1939 were transformed into the extensive sites characterised by hardstandings for perimeter dispersal of aircraft and especially the runways for the four-engined bombers which took the Strategic Bomber Offensive to Germany. Old Sarum is one of a small number of sites to retain its grass flying field.

From 1923, the Air Ministry's Directorate of Works and Buildings preferred a stylised Georgian domesticity for its officers' mess buildings, mirrored in the architecture of contemporary banks, post offices and labour exchanges. It was in this context and growing concerns around European rearmament that Ramsey MacDonald, as Prime Minister, had instructed that the Royal Fine Arts Commission be involved in airfield design, and that a process of consultation with the Air Ministry was initiated in November 1931. The station headquarters at Old Sarum Airfield are an example of this architectural style which makes an important contribution to its significance.

The buildings erected for much of the 1930s Expansion Period were more carefully proportioned than their predecessors, a clear distinction being made between neo-Georgian for domestic buildings and more stridently modern styles for technical buildings.

Whilst the rarity and historical of well-preserved and complete hangar groups dating from before 1919 has served to underpin recommendations for listing and upgrading, surviving examples of the transportable T-type and Bellman hangars constructed in great numbers from 1940 are located in relative isolation and are not sufficiently rare to merit listing.⁷

5.6 Community value and association

Flying activity remains important at Old Sarum for civilian aviation. The flying school and skydiving centre offer training for pilots and free fall parachuting. One of the hangars is used as an aviation museum and the repair shed is used as a metal recycling centre. The workshop is used for light industrial and other commercial purposes and the non Listed building are used for commercial activities. There is scant recognition of the significance of the buildings and the historic spaces between them. Lancaster Road, historically one of the main arteries of the aerodrome circulation, is blocked by fencing which attempts to define the boundaries of current ownership. Currently the site offers no amenities that attract members of the general public. A cafe is available to all visitors to the airfield.

The County of Wiltshire is the birthplace of fixed-wing British Military Aviation. Old Sarum Airfield was part of the group of military sites focussed on the Salisbury Plain area, and it played a key role in the two World Wars of the Twentieth century. The principal roles of the Airfield were in training and inter-forces cooperation for Land/Air Warfare, which remained, with some interruptions until the site's closure in 1979.

The airfield is associated with well known people and events. During World War II high ranking officials from the Allied forces met at Old Sarum to study the impacts of their strategies. Air Observation Units were formed and trained at Old Sarum and it was used by the Special Operations Executive (SOE) for airdrops into France and for anti-invasion coast patrols by the Royal Canadian Air Force Unit. For the 'Battle of Britain', trainee fighter pilots were selected from Old Sarum and sent to Hurricane and Spitfire Training Units. The airfield played a key role in the Allied Invasion and the D Day Landings. It was the supply point of the invasion force and thousands of personnel and over 25,000 vehicles passed through the site in the preparations for the landings. Three squadrons flew from Old Sarum Airfield as part of the invasion.

The airfield was later used as a strategic training school for NATO forces, who attended various courses to develop combat strategies during the Cold War. It is likely that many high ranking Army personnel from many of the world's armed forces have been to Old Sarum during this time.⁸

The Boscombe Down Aviation Collection was moved to Old Sarum and this has increased the airfield activity, interest in aviation and the airfield experience.

5.7 Sensitivity analysis

See section 7.0

5.8 Negative Impacts

There are factors that detract from the value of the airfield - features of the

7 Jeremy Lake, Thematic Study

8 Documents accessed at the Public Records Office provide evidence of the meetings, courses and events staged at Old Sarum Airfield.

modern landscape that are visually intrusive or harmful to the surviving character of the airfield.

In terms of the airfield's layout, in places some new and substantial buildings have altered the original form of the airfield, substituting former structures with modern ones that do not demonstrate the character of the early airfield buildings. At the Western end of the Technical Area, in terms of scale, extent and massing, new buildings are not dissimilar to the former airfield buildings, but their look is quite different. The sub-division of this area and the Administrative Area, with new fences and walls, makes the original layout hard to decipher. The once clear cut boundary of the built up part of the airfield at the eastern end of the Administrative Area is now extended and blurred.

Particularly in the Administrative Area, but also at the western end of the main Technical Area, the airfield does not retain the feel of a military site, and has lost much of its original character. This is not helped by the lack of attention to and maintenance of the landscaping in some parts of the airfield – in neglected areas such as at the site entrance and around the machine gun range, for example.

The paraphernalia associated with the industrial and commercial use of some of the listed and non listed buildings has a severe negative impact and detracts from the value of the airfield.

Some of the views into the airfield have been compromised by modern development around its perimeter. In particular, modern buildings block the view to the flying field from the station headquarters, and new buildings at the western end of the Technical Area, at the entrance, spoil the approach to the hangars from the main road. Views from the Technical Area to the former Administrative Area are also blocked by a new fence.

6.0 Character Appraisal

“An understanding of the character of historic areas is important to us, whether as residents, visitors, planners or developers. What we see today is the result of a centuries-long process of evolution, a process dictated in part by changes in natural conditions but much more immediately and obviously by human effort, adding, adapting and replacing.

Character in the historic environment is a subtle compound of many different ingredients. To varying degrees it can be said to embrace all the senses, though it is generally the visual sense that dominates our impressions. The main visual characteristics of an area are intimately linked, but may be summarised under the following broad headings:

- **Underlying landscape features:** geology, relief, soil, aspect and drainage
- **Layout:** parcel (field or plot) size, shape and land use; regularity and density of street pattern and other communications; positioning of buildings in relation to plots and sight-lines; building scale and density, and their relationship to street width; and the size, frequency and formality of the open space
- **Buildings:** functional types; morphology, including plan-forms and roof shapes; architectural styles, features and motifs; prevalent building materials and colour palette
- **Designed landscapes, green spaces and public realm:** Designed landscapes, green spaces and public realm: ornamental structures, earthworks, sculpture and water features; planting schemes (public and private); naturally occurring trees and vegetation; physical boundaries (eg walls, hedges, railings); surfaces (eg roads, alleys, forecourts and yards); street and park furniture”¹

Key Characteristics of Old Sarum Airfield:

- Remains in continuous use as a flying field
- Retains its grass flying field
- Near complete set of WWI hangars and technical buildings and only site that retains relationship with flying field relatively unaffected by later developments
- Buildings and structures of historical and architectural interest
- Imposing and striking views across the base
- The historical importance of Old Sarum’s impact on events and conflicts throughout its operational use
- Buildings of clearly defined groups and development ages
- Relationship to Old Sarum Scheduled Monument to west of site

“Military aviation sites have left their mark on the English landscape and

1 Historic England: Understanding Place Historic Area Assessments: Principles and Practice, published June 2010

remind us of the global conflicts and fast-changing technologies developed during the 20th century. They are typically extensive and highly complex sites, whose planners had to take into account both the functions of a technology-based service and the accommodation - ordered by rank - of communities of air crews, technicians, administrators and their families. Many of these bases continue to serve an ongoing military function. Others have developed with a mix of commercial, light industrial and residential uses, of value to local communities and the economy as a whole.

Public interest is reflected in growing visitor numbers to museums and sites connected with military aviation, the promotion of airfield trails by local authorities and the numerous specialist publications and societies devoted to military history. There are around 80 local military aviation museums across the UK, the majority run by volunteers as trusts. Other redundant airfields have been integrated into areas of public amenity and wildlife habitats, as at Hornchurch in Essex. Thus, military airfields are of cultural value, as well having social and economic significance. The importance of individual sites varies from those of international significance – such as Duxford – to those where only fragmentary remains survive, contributing to local character and a sense of place in the modern landscape.”²

According to Jeremy Lake’s study Old Sarum Airfield is “the best-preserved flying field of the period up to November 1918, bounded by one of the most complete suites of technical and hangar buildings of the period.”³ As such, Old Sarum Airfield is of national, if not international significance and is a highly value part of military aviation history.

6.1 Underlying landscape features

See Wessex Archaeology and EDP analysis reports.

6.2 Layout (from Atkins unless otherwise stated)

“The ‘campus’ character of many airfield sites derives from the open layout of the buildings, the consistent use of materials and the generous provision of trees and grassed areas. Many sites, especially those planned after 1936, were planned on the principle of dispersal in order to minimise exposure to concentrated bombing. On sites where coherent groups of historic buildings survive, it is desirable to maintain the scale and density of the original development and the visual connections between the original buildings. Such cohesiveness may warrant designation of a conservation area by the local planning authority.”⁴

Airfields of the First and Second World Wars generally follow the same layout, and are divided into four main functional areas: the Flying Field; the Technical Areas (which contained aircraft sheds and their support buildings as well as buildings which coordinated activity on the flying field); the Administrative Areas (including the Headquarters and associated support offices, as well as

2 Historic England: Historic Military Aviation Sites
Conservation management guidance Draft for external consultation July 2014
3 Jeremy Lake, 2001
4 Historic Military Aviation Sites Conservation management guidance Draft for external consultation July 2014

a large open parade ground); and Domestic Areas which were located away from the main body of the airfield and were segregated according to rank and marital status. Old Sarum Airfield follows this layout and all four functional areas can still be understood and appreciated in the buildings and spaces that we see today.

The Flying Field

This is the dominant part of the airfield and dictates its shape, as well as the layout of the surrounding airfield buildings. It occupies over three-quarters of the airfield and has not been significantly altered since its establishment in 1917. There has never been a formal runway within the flying field. Due to the topography of the grassed area only the relatively flat areas to the south of the hangars and running in a westerly direction could be used for take off and landing and other aircraft operations.

The Technical Area

The majority of this area consists of WWI buildings built between 1917 and 1918. Buildings and structures within the area include the hangars (also known as Aeroplane Sheds) and buildings associated with support functions relating to the hangars and the operation of the flying field. There has been some modern development within the Technical Area, and some of the buildings have been altered to accommodate modern business uses. These comprise the main entrance to the site from the Portway (the site of the former guardhouse) and the Castle Gate Industrial Estate. There is also a machine-gun range, built in 1918 and set away from the main technical area on the eastern boundary of the airfield – it is closely associated with the technical function of the airfield, used for testing and training.

The Administrative Area

This area is located to the east of the Technical Area, and is the one part of the airfield that does not retain its original appearance and character, due to the intrusion of industrial and commercial development of Old Sarum Business Park. The area was originally occupied by WWI administration and domestic buildings, prior to the business park development, but now only retains the Expansion Period station headquarters, the sick quarters / infirmary and Army School of Cooperation buildings.

The Domestic Area

There are several domestic areas associated with the airfield. These lie at the north-eastern end of the site and comprise the officers’ mess and quarters at Throgmorton Hall, single warrant officers’ house north of the Portway., NCOs and airmen’s married quarters on Green Lane, and the 1950s/1960s officers’ married accommodation on Manor Farm Road.

Site layout and open spaces

From the main entrance to Old Sarum Airfield, a tree-lined avenue of small-scale WWI buildings leads eastwards to the entrance to the flying field, which is flanked by the hangars. The approach suddenly opens up, with views of the

surrounding landscape and other airfield buildings. The character of this area, provided by the surviving landscaping and the setting of the buildings, has not been altered to such a degree that it has lost all semblance of a wartime airfield, although recent changes of use of some of these buildings has had a serious negative impact on the setting. The very poor dangerous condition of Hangar 3 surrounded by fencing to prevent access highlights the fragility if the “temporary” construction and has a significant detrimental impact on the area.

The character of the airfield is open. Whilst there is a substantial amount of building, within the Technical Area in particular, and some enclosed areas, such as the station headquarters, the airfield has a strong and distinct character, in part created by its planned landscaping and tree cover. The main area of significant planned landscaping is in the Technical Area where trees line the roads and verges.

Factors which contribute to this open character include:

- The flying field, which occupies over three-quarters of the area enclosed by the airfield;
- The location of the airfield within an open, rural landscape although this has been altered due to the very significant housebuilding to the north and south of the airfield;
- The survival of the original layout of the airfield within the main technical area, including long views along the main roads and the detached nature of many of the airfield’s buildings, separated or surrounded by open spaces.
- Large mature trees, mainly within the technical area, providing screens and backdrops to buildings and reinforcing the appearance of open spaces.

One of the key aspects of the character of the Conservation Area is the uninterrupted views from the hangars across the airfield. The spire of Salisbury Cathedral is visible from parts of the site and is an important aspect of its character. (F+M, 2008)

6.3 Buildings (see appendix D for full gazetteer of individual buildings)

The Flying Field

The flying field has been utilised for the take off and landing of military aircraft throughout the twentieth century. The flying field is still used in a civilian capacity. The southern portion of the field which was not used for flying is now used as agricultural land and is separated from the active flying field by a mature hedge. The 1950s control tower stands on the apron adjacent to the Technical Area, along with compass points, refuelling point and Flying School buildings.

The pillbox is of standard monolithic reinforced concrete and formed part of the airfield outer defences. This class of pillbox is the most common design found on or near military airfields.

It is possible that there are surviving landing lights positioned within the flying field. Certainly, at the western end of the airfield, next to the boundary hedge

separating the flying field from agricultural land, there are surviving remnants of a concrete slab perimeter track that probably dates from WWII.

There is no formal landscaping within the flying field, although the grass is routinely cut. The boundaries of the outer extents of the flying field are provided by the apron with the technical area to the north, and to the other three sides by mature hedges and roads.

Technical Area

There are two technical areas, the main one located in the northern part of the airfield, to the south of the Portway, now partly occupied by the Castle Gate Industrial Estate and the machine-gun range at the eastern end of the flying field. Both technical areas were constructed as part of the original WWI airfield development, and in the absence of substantial modern development, retain almost all of their original buildings. The WWI technical buildings are of a style representative of many of the airfields of the time.

The main Technical Area was originally used for the storage and maintenance of planes in the main aeroplane repair sheds (ARs), with surrounding buildings housing specialist support services, such as the dope shop, carpenters and metalworking shop.

Today this area is used as a museum (Boscombe Down Aviation Collection) in Hangar 2, a metal recycling centre in the repair shed and Hangar 3 is currently unused due to its unsafe condition. The workshops are used for storage and commercial operations, and the smaller technical support buildings are used as business premises. The western end of the area, where the third general service shed once stood, is now totally occupied by large modern warehouse buildings associated with the Castle Gate Industrial Estate.

The area is dominated by the three aeroplane sheds, Listed Grade II*: the two general service aeroplane sheds (of 16 bays with steel-framed windows and clad in green/grey painted steel panels with pitched corrugated roofs) and the central, single-span aeroplane repair shed with pitched roof and workshop annexe. The workshops to the north of Hangar 2 are Grade II Listed Buildings.

Located just to the west of the Administrative Area are two standard Royal Flying Corps 13-bay motor transport (MT) vehicle sheds, facing each other and separated by an 80ft wide motor vehicle manoeuvring area. The sheds are similar in form and scale, but the northern one has two repair bays at the west end and a pair of motor-cycle bays.

Adjacent to the western gable is a brick-built fuel attendant’s shelter, and at the north-east end of the sheds is a two-cell engine test house.

A post-war Control Tower has replaced the WWI Flight Office that used to be located in front of the westernmost GS Shed. Its date of construction is unknown and it is a non-standard design. The building is a rectangular two storey, brick-built structure.

The ancillary technical buildings are all single-storey, and built mainly from brick covered with green/grey render. The smaller buildings have been significantly altered over recent years to cater for the current use. The majority of the buildings have modern, pitched, corrugated metal roofs, of standard 30ft span timber trusses fixed to brick piers. All these buildings are currently in use by private businesses which have modified the appearances by signage, painted exterior walls and exterior alterations.

Modern warehouse buildings and single and two storey office buildings are located at the western end of the technical area, where the third GS shed once stood, in a modern industrial complex backing onto the Portway. They are separated from the surviving WWI buildings by a large hedge which runs along the length of the boundary between the WWI and modern buildings. The Castle Gate Industrial Estate now occupies land at the entrance to the site where early airfield buildings once stood, including the original guardhouse, the location of which is commemorated by a plaque on the side of one of the new buildings. Larger buildings (on the footprint of the third GS aeroplane shed) are constructed of corrugated steel with pitched roofs. Modern office accommodation is located to the south of the warehouses and faces onto the flying field, from which it is separated by an earth bund approximately half a metre high. The buildings look out onto the flying field, are low rise, constructed of modern dark bricks, with pitched roofs and UPVC sash windows. The area is served by a series of modern roads which do not match the layout of the original airfield roads and paths.

Views from the support buildings to the Aeroplane Sheds have not been altered significantly, and views from the Sheds to the open flying field have also been preserved. However, a large wood-panel boundary fence has obscured views into the Administrative area. The fence is 7 ft high with a gate adjacent to the Wessex Archaeology complex.

The original road network of the main technical area survives relatively intact, although modern kerbstones and road surfaces have replaced the original hard landscaping. The main road that originally connected the Technical Area to the Administrative Area is still in use, although it has been truncated at the eastern end by the fence described above.

No original street furniture associated with the WWI airfield or Expansion Period layout survives. Modern signs identifying businesses and directing traffic to the Flying Club have also been erected.

The machine-gun range marks the eastern extent of the flying field, and consists of red brick walls, each 40ft high with concrete buttresses, forming three sides of a square enclosure. A small wooden hut is situated at the south of the middle wall, with a wooden panel-built building at its southern side that accommodated the fighter planes. The range is a prominent feature within the airfield, and is visible from a wider area.

It can be seen clearly from the southern approaches to Ford, and from the ramparts of Old Sarum.

Administrative Area

The Administrative Area lies immediately adjacent to the eastern end of the main Technical Area, and contains the surviving Expansion Period Station Headquarters and the Army School of Cooperation, both built between 1935 and 1936. The area was also once occupied by WWI buildings, used for administration and temporary accommodation. The majority of these buildings survived until the early-mid 1980s, when they were removed to make way for units associated with the Old Sarum Business Park.

The Territorial Army currently occupy the Station HQ (as well as the WWI Motor Transport Sheds and yard), and Wessex Archaeology occupies the Army School of Cooperation buildings.

Of the remaining building complexes, the Station HQ survives in a more intact state. It is a two-storey flat fronted brick building with a hidden flat concrete roof, flanked by two single storey pavilions with hipped roofs.

The original windows have been replaced, and there is a modern extension, but the building is still imposing, and modern clutter has been kept to a minimum.

The Army School of Cooperation and sick quarters / infirmary buildings have been subject to more extensive improvements, including modern UPVC windows throughout.

New doors and fire escapes have also been added to both parts of the complex. An extension has also been built which connects the main school building to the infirmary. The ambulance station and attached mortuary were demolished to make way for this extension in the late 1990s. Between the surviving buildings of the Administrative Area and the Flying Field, a number of modern buildings have been constructed in the place of smaller accommodation and administrative buildings of the Expansion Period. All the modern buildings are brick built and of two storeys with pitched roofs. There is also a large car park. Buildings also extend eastwards, housing modern offices, car showrooms and warehouses, each with their own access routes and car parking areas.

The road layout within the area has been significantly altered by the construction of these buildings. Views that were once open to the flying field from this area have also now been obscured.

The site of the parade ground, originally located north of the Portway, is now occupied by a 1980s housing estate. All the houses are of modern brick construction with pitched roofs. There is no evidence of the original parade ground layout in the new development.

A large modern fence now blocks the road linking the army school (Wessex Archaeology) and the station HQ and Technical Area. The station HQ is also surrounded by a 7ft high brick wall topped with barbed wire, which divorces it not only from the Army School, but also from the rest of the airfield.

Landscaping in this area consists of gravel flower beds and trees, all associated with the more modern development. Street furniture consists of modern lampposts, signs and paving. Near the Wessex Archaeology buildings

mature trees and flowerbeds may represent surviving elements of the Expansion Period landscaping.

Most of the buildings from the original Administrative Area have been removed or significantly altered to make way for modern development. The bulk of the area is now taken up by Old Sarum Business Park. The Station Headquarters has survived and is now occupied by the Territorial Army but is isolated from the remainder of the Conservation Area by its function and surrounding security fencing.

The Domestic Areas

There are five main domestic areas. The surviving elements of these are:

- Ford Farmhouse (used in 1917-1918 as temporary accommodation but not built specially for purpose)
- The warrant officers' married accommodation, single house north of the Portway – 1931
- The officers' married quarters at the central and southern end of Green Lane – 1923 and 1950s.
- The NCO and airmen's married quarters (at NE end of airfield, next to the officers' mess – built mid-1920s)
- The officers' mess & quarters – 1934

None of the domestic areas are now in military use, and have been converted into private residences. However, none of the buildings within the area have been altered to such a degree that their original character has been changed beyond recognition. Furthermore, as a group, the surviving domestic accommodation provides examples of military domestic architecture from every decade of the site's development.

Ford Farmhouse

This was originally used by the station commander and is located at the north of the village of Ford. The area around the farm house has seen little development, although there is a large modern housing development between it and the south-eastern corner of the flying field.

Warrant Officer's Married Accommodation

This is a single-storey house directly north of the Portway, near the modern-day turning into Old Sarum Business Park. This building is now used as a private residence. It was built in 1931 and is a threebedroom two-storey house of standard design. It has been little altered, although additions have been made to the doors, windows and front garden. This building has not been included with the proposed Conservation Area boundary as it now forms part of a terrace of later houses that are not associated with the airfield.

NCO and Airmen's Married Quarters

This area is located at the north-eastern end of the airfield, between the Administrative Area and officers' mess and quarters. It is still used as a

residential area, although all the buildings are now in private ownership. 'The Close' and 'Southside' are small post-WWII Air Ministry estates of NCO and airmen's housing. The Close is based on a 'U'-shaped planning scheme with two terrace rows each of six houses conforming to north and south aspect designs. At the head of The Close was originally a pair of semi-detached houses, but these have since been extended with an additional house at each end. There is another semi-detached block fronting on to Green Lane, while Southside has a detached terrace of three houses.

Officers' Married Quarters at Green Lane

Located in Green Lane are two semi-detached and a detached Officers' Married Quarters, the design of which dates to 1923. These residences were for either a wing commander or a squadron leader. This particular style of property is based on a 1921 standard model (359/21) but this is a roughcast version of 1923.

Officers' Mess and Quarters

The combined officers' mess and quarters was erected during 1935 on a new site at the road junction of the Portway and Green Lane. The building's design is unique and reflects the importance placed on Old Sarum as a School of Army Co-operation. It is based on a 'U'-shaped plan-form with the mess at ground floor level located within the central block. Today the building is known as Throgmorton Hall, a private residential area consisting of 15 apartments within the original building. All windows have been replaced in UPVC. A veranda has been created along two sides of both wings but this does not detract from the outstanding and impressive architectural treatment of the building. The building is set in impressive and mature grounds.

6.4 Designed landscapes

The openness of the airfield, its road alignments and trees, and the position and design of its buildings provide many different views, vistas and focal points which contribute to its character and attractiveness, and highlight historic features.

Aspects of particular importance include the wide and long views across the flying field. Old Sarum and the northern extents of Ford village Ford village can be seen from the flying field, providing an appreciation of the airfield's location within a continuous and important historic landscape. Long views along some roads provide a distinctly military feel, notably the Portway, on which lie the Station Headquarters and School of Army Co-operation buildings. Views from within the boundaries of the airfield also provide the visitor with an impression of being within a rural landscape, in particular along the main road leading to the hangars.

Landscaping and boundaries

Within the airfield, surfaces are mostly modern tarmac, except around the hangars and the airfield apron where original concrete surfaces survive. There is not a great amount of street furniture, predominantly concrete lighting columns along the roads in the administrative area and simple road name

boards, providing a relatively uncluttered feel to the place. Where signage and street furniture does exist, it tends to be modern and associated with modern development.

Within the Technical and Domestic Areas, a large number of the original trees survive. In particular, the tree lined avenue linking the Technical and Administrative Areas remains as it appears on maps from 1936. Within the Administrative Area trees are limited to small stands planted in the 1980s during the development of Old Sarum Business Park. The perimeter boundaries of the airfield survive today in the form of roads, paths, Air Ministry boundary stones from the 1920s, as well as hedges. Within the airfield there are several modern boundaries which have cut off the links between the different functional areas.

Key boundary features are:

- The mature hedges and trees along the perimeter of the airfield that define the boundary of the flying field area
- Simple iron railings separating the officers' mess from the airmen's married quarters
- Simple wood panel fences, installed as part of modern development character area analysis

The first impression that is received on arriving at the site is that it is an industrial estate bounded by a tree lined road to the north and a grass airstrip to the south. The main hangars are not visible to the casual observer from the road, and only certain parts of some buildings are visible from the walls of Old Sarum to the west, from Ford to the south. The surroundings of the airfield are encircled by recent modern development. This statement was firmly endorsed by the LDF inspector in 2010.

Only civilian aircraft now use the airfield for flying. As highlighted above there is no hard landscaping to mark out a runway. To the south west of the airfield, fenced off by temporary barriers, the land is taken up for agricultural purposes. On the edge of the area used for landing and take-off, just south of the former Technical Area, is a Control Tower built in the 1950s, together with the Signal Square and Airfield Code Letters.

The modern buildings in this area have all been built in brick and consist in two-storeys with a pitched roof. Their uses include offices, car showrooms and warehouses. The layout of roads and paths here has been significantly modified by the construction of these buildings.

The Parade Ground site since the 1980's has been occupied by a residential estate, with modern brick houses which have pitched roofs. No trace of the Parade Ground layout remains here. The landscaping and street furniture in the Administrative Area relates primarily to the modern development. There are modern signs, lampposts, and paving as well as gravel flower beds and recently planted trees.

6.5 Conclusion

Owing to the loss of a large number of the original structures and a haphazard

approach to modern development, the historic layout, in which there were four distinct functional areas, has largely been lost. Conversely, new boundaries, such as fences and walls, have cut off the links that once connected the different areas. Within the areas themselves there are numerous subdivisions to mark property ownership.

The scale and character of many of the new buildings are wholly different from the historic structures. The buildings in the south western section of the Technical Area, for example, are in stark contrast to the rest of that Area. The military character of the aerodrome has diminished. Within these modern developments, in some cases where airfield buildings have been demolished, no new structures have been put in their place.

Any signage or street furniture that exists primarily relates to the modern development - there is little to mark out the historic structures. The appearance of some important buildings has changed significantly because of this new signage, painting and the modern windows, as stated above. Original planting and landscaping, some of which remains in the Technical Area has been completely lost in the rest of the aerodrome.

Although three of the aerodrome's buildings have been Listed Grade II* and two Grade II, little attention has been paid to maintaining the original character of the aerodrome as a whole or in ensuring that any modern development reflects the scale and density of the original site.

Given the disjunction between the present condition of the site and its significance, it is essential that any future development is accompanied by a coherent programme that addresses the defects of such an important site. In order to meet statutory requirements on Conservation Areas, the current problems of the site will have to be solved.

7.0 Sensitivity Analysis (see also appendix E)

Sensitivity analysis is a means to express the tangible effect of the statement of significance together with observational and technical issues.

It is a relative analysis of the site and buildings based on understanding the place and visual inspection.

The analysis has a broad grain and there will be elements of the site which have a different sensitivity to the immediate surrounding. The level of determination is supported by the photo gazetteer in Appendix D.

The ES (separate document) highlights the designated and undesignated assets that have a positive, neutral or negative impact on the site and therefore the aspects of the place which need to be preserved and enhanced.

A number of the original structures and features remain in place and provide strong visual evidence of the aerodrome’s important aviation and social history. Some are particularly vulnerable to their significance being overlooked e.g. ground surfaces marked with the remnants of compass platforms and hangar aprons. Elsewhere, there are structures and features which point to earlier uses which warrant further investigation.

As highlighted by Jeremy Lake in his study, the relationship between the hangars and the area used for take-off and landing is a key element of the significance of this site, but the military feel of the site has been undermined by inconsistent modern development which has had little regard for the original form and has disrupted the views to and from the historic buildings.¹

The sense of place is dependent on the continued visual appreciation of the link between airfield and hangars and surviving features in the area between. Currently temporary structures and later additions obfuscate this relationship. Removals since 2007 have shown what can be achieved.

Whilst the mixed commercial uses introduced in recent years should not, in theory, conflict with the preservation and enhancement of the place the scale and effects of some of the uses has affected both the setting and the fabric of the positive elements of the place. Vibration from pressing machinery adjacent to the hangar 2 and ad hoc additions to the south of hangar 2 are current major concerns.

The poor condition of some of the buildings and the incoherent structure of the site as a whole are the principal challenges to the site’s future. The landscaping is ineffective; the large number of fences and boundaries detracts significantly from the aspect of the site while also militating against the original coherence. The road surfacing is inadequate exacerbating the disjointed, confused feel of the area.

If the technical defects are not overcome, the appearance of the conservation area will be continue to be seriously undermined. Adequate restorative and replacement measures taken now will both reinforce the historic value of the site and help ensure the long term future of the site.

While the effects of the listing of buildings apply to all of the building, inside and out, and to all fittings attached to the building, the implementation of the controls arising from the listing of the building should be applied proportionately to the sensitivity of the area or fabric concerned. Changes to the historic fabric should be directed to less sensitive areas of the building or site and change to more sensitive areas should be a justified and well designed exception.

Removal of detrimental aspects of the building or site is in itself an enhancement.

1 Jeremy Lake, Thematic Study, 2001 (unpublished)

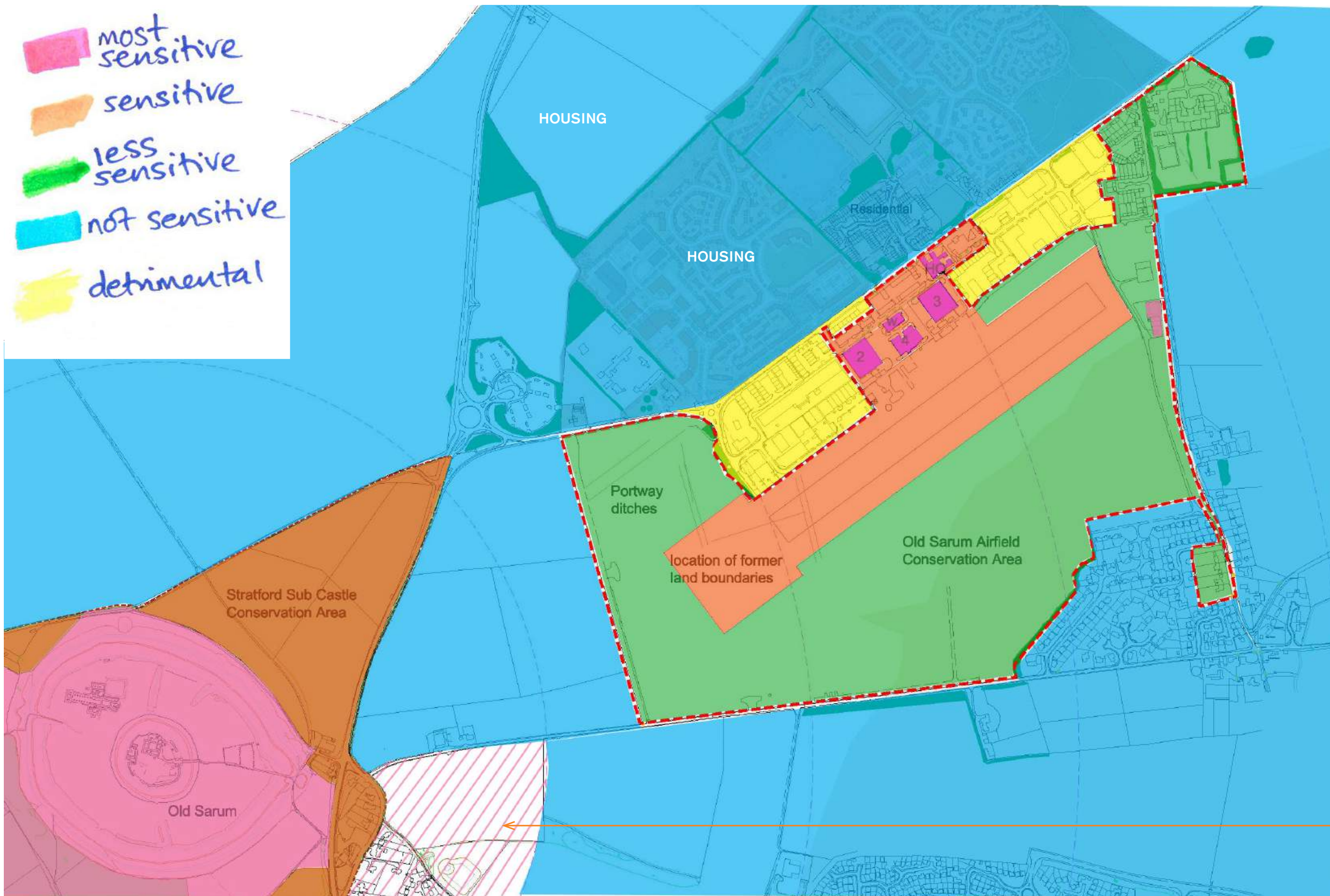


Fig 45 sensitivity analysis, January 2015



Hangar 2 - Interior 2007



May 2023 Hangar 2



Door and buttress details



Door overrun tower of south-east



Hangar 3 - Interior 2007



May 2023 Hangar 3 south east elevations



May 2023 Views of Hangar 3



May 2023 South east elevations



May 2023 Hangar 3 southern elevation



May 2023 Hangar 4 south west



May 2023 Hangar 4 rear elevation from east



Former Station HQ



May 2023 Workshop - rear elevation at east

8.0 Vulnerability

“Aviation sites are particularly vulnerable to change and demolition. Most airfield buildings and structures were built along strictly functional lines, without an eye to architectural expression or long-term durability. Therefore, the great majority of the airfield buildings and structures that were in place in 1945 have already been either altered or demolished. Surviving airfield sites – and their original buildings and landscape character – may be threatened by:

- demolition in order to make way for new development (eg airfields that are deemed to be ‘brownfield’ sites are under particular pressure)
- the removal of airfield buildings and hard surfaces for the commercial reclamation of hardcore material, usually before the site’s return to agriculture
- disrepair of vacant buildings and the related risks of vandalism and theft
- the subdivision of site ownership, which can result in changes to the original layout and character of a site
- inappropriate new development, including alterations to existing buildings and structures (eg through changes to materials or window designs)
- alterations to hard and soft landscaping (eg alterations to the original pattern of hardstandings for aircraft)
- as locations for green energy infrastructure, including bio-mass generators”¹

The concept of beneficial use is important; loosely described as the use which requires the least change while maintaining the income flow necessary to maintain the building. Often the optimum beneficial use is the original design use. At a site such as Old Sarum Airfield where the relationship between the Listed buildings, the airfield and the wider setting is what makes it significant, it is much more difficult to determine a particular use type, or indeed return the site in its entirety to its original design use. As such, there are various factors that need to be balanced and the objectives and policies for managing the site in the future are a joint responsibility between the owners.

Buildings are tools, and unlike monuments or archaeological deposits, they will inevitably need to be changed and adapted to maintain their use.

Care must be taken in planning for the future of the site and its continued active flying use. Much of the original character of the aerodrome has been steadily eroded as a result of piecemeal modern intervention. Drawing up a consistent strategy for future development remains the key challenge for the conservation of the site.

The site is currently a mix of residential and industrial sites. Residential areas are located to the east, occupying the old airfield married quarters and officers’ mess, now known as Throgmorton Hall. Industrial/business units occupy a large number of the original World War I and World War II airfield buildings, as well as several large modern warehouses, office blocks and car showrooms, the development of which is continuing to the present day.

Changes to the site’s layout and structure should be carried out with consideration for the historic make-up. Conversely, development offers the chance to improve the quality of the site’s appearance. Proposals should be of high quality, and respect the military character of the airfield while avoiding

pastiche. An enhanced site, together with displays which inform the visitor of the area’s historic significance, would heighten public interest in the airfield. This offers the excellent opportunity to enable better public access and to promote the site as a location for aviation tourism, thereby helping to support the long-term viability of the airfield. This should however be managed to accommodate current occupiers.

Transport

Vehicular traffic will remain an important concern in this sensitive rural location. Development to the north of the Portway has already been constructed, and more recently extended, which will have a marked effect on the airfield. It will generate increased traffic, though WSP, who have carried out a study of transport on the site, states that ‘there would appear to be a level of reserve capacity on the Portway and associated junctions.’ The airfield itself can support a greater volume of traffic but the flows and impact must be closely monitored.

Aviation noise

This management plan has been informed by reports from Alan Stratford Associates - aircraft and flight consultants and Bickerdike Allen - acoustic consultants, regarding aircraft noise and flying activity. The conservation management policies and figure 46 (illustrating opportunities for enhancement of the conservation area) propose a means of mitigating any noise nuisance, the discussions with the residents of the newly constructed housing north of the Portway indicate that this is less of a problem than expected.

Ecology

An ecological study of the site, states that the ecological interest of the site is relatively limited. With regard to protected species, there is some potential for bats, reptiles, badgers and some notable invertebrates to be found, all of which it should be possible to accommodate. Ecosulis’ bat survey did not find any roosting bats within the buildings but there were some recorded foraging and commuting on site - in order to support them it is suggested that boundaries and trees should be retained or created in any future plans for the site. No reptiles have been recorded in the surveys undertaken to date but it is likely that a small to medium number of common species may be recorded. The form of the green space within the site may offer scope for enhancement, such as wild-flower seeding, which has the potential for mitigation of the effects of development.

¹ Historic Military Aviation Sites Conservation management guidance, draft for external consultation, July 2014: <<http://www.english-heritage.org.uk/content/imported-docs/a-e/draftguidancehmasconsultation.pdf>> [accessed January 2015]

9.0 Opportunities and constraints

Owners and stakeholders

There are many interest groups occupying the site. These include the various property owners and tenants; military and other public sector offices; heritage organisations; flying enthusiasts; and general members of the public. Until its sale by the Ministry of Defence in 1979 Old Sarum Airfield was in one primary ownership and management. Since that time, the site has been subdivided and sold as a number of different parcels. This in part has led to a lack of coherent overall management of the airfield, exemplified by the presence of so many discordant new boundaries and fences.

It is essential that in planning for future management there is a co-ordinated approach to the site.

Stakeholder engagement and consultation

Proposals for encouraging stakeholder engagement and management need to be developed to ensure that maximum benefit is gained from a comprehensive Management Plan.

Audience development

There is potential for a greater awareness of Old Sarum Airfield in the local and wider population. The Conservation and Management Policies that follow will propose methods for allowing members of the public to engage with the site. Since 2008, significant progress has been made towards raising awareness of the airfield to a wider audience.

Site Management

On 29 September 2007, Old Sarum Airfield Ltd took over management of the flying club allowing greater control of management issues. The core of future management will be the adoption of an agreed Development Management Plan.

Options for preserving and enhancing the conservation area, setting of Listed buildings and the Scheduled Monument could include partial demolition of existing modern buildings, new external cladding and redecoration. However, as can be seen in the ownership diagram, Old Sarum Airfield Ltd, the driving force behind this CMP, has no control over activities of other site occupants. New landscaping within Old Sarum Airfield Ltd’s ownership could help to improve the situation but, given the scale of some of the buildings on the site, seasonal changes to vegetation and the desire to avoid incongruous planting, landscaping alone may not be sufficient to make a significant improvement.

This leads to a proposal to use a combination of sympathetic new buildings and landscaping within Old Sarum Airfield Ltd’s ownership boundaries to preserve and enhance the historically and visually important characteristics of this site and to generate income to fund repairs of the Listed buildings and their surroundings.

Current maintenance programme

Hangar 3 has deteriorated rapidly in recent years and a full survey has been commissioned to establish priorities for work required to stabilise and repair the building. An initial assessment is given in Appendix F. It should be noted that Hangars 2 and 4 were substantially renovated before they were sold off by the MOD, but Hangar 3 was not.

Conservation and Management Policies

Old Sarum Airfield is an important site, as shown through its buildings and their relation to the grassed area used for landing and takeoff the development of a branch of military aviation in the first half of the twentieth century, the range of uses for the site in WWII and the gradual decline towards disposal of the site by the MoD in 1982. Use and development since then have been fragmented, leading to a loss of cohesion and a dilution of the sense of place, in particular through the visual impact of modern development on and around the site.

Major developments, actual and planned, continue to affect the setting of the site.

Key issues identified are those of:

- maintaining flying activity
- mitigating noise nuisance from flying
- improving the relationship between the WWI hangars and the grass flying strip
- improving the view of the airfield as a whole, particularly from Old Sarum Hill Fort
- improving other parts of the conservation area
- maintaining the economic viability of the field so that it will be in beneficial use
- removal of inappropriate agricultural uses
- provision of explanation and interpretation
- improving equal access to the site for users and visitors
- opportunities for enhancement and Guidelines for future development

The issues Listed above are addressed in the development management plan (separate document).

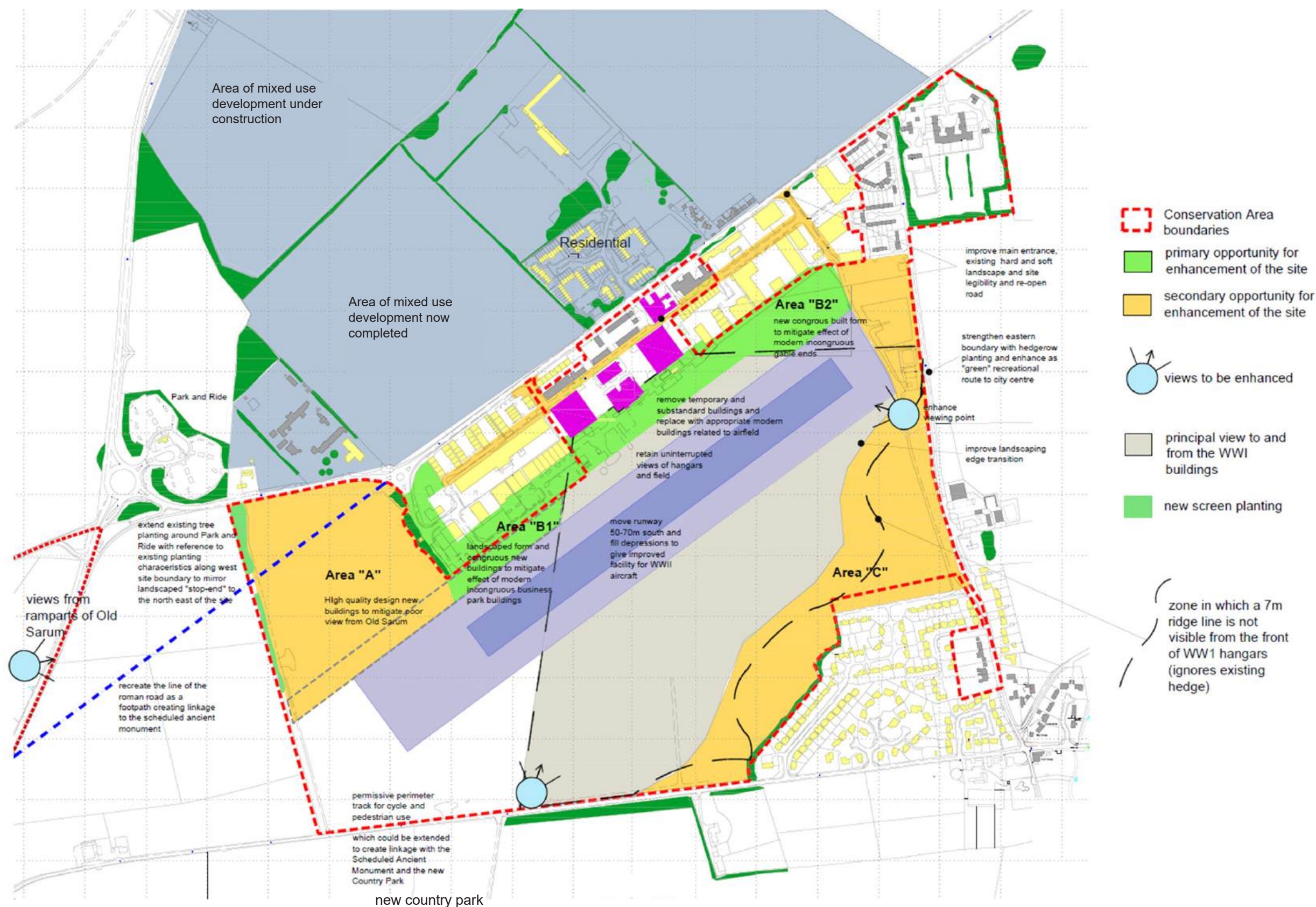


Fig 46 Possible opportunities for enhancement

Documents Consulted

A broad range of primary and secondary material – including maps, diagrams, reports, photographs and correspondence – relating to the original development and subsequent modification of the site has been examined. The reference material is listed below along with the associated reports which have informed this document. This Plan follows the guidelines laid out in Heritage Lottery Fund’s Conservation Plan guidance (2012).

References

Atkins Old Sarum Airfield Character appraisal and assessment of eligibility for Conservation area designation, August 2006

Historic England Guidance on understanding place and conservation areas (currently under review)

Historic England Guidance on Conservation Area appraisals, 2005

Historic England Good Practice Advice on Setting and Decision-taking

Jeremy Lake Thematic Study of Military aviation sites and structures, 2001 (unpublished)

Jeremy Lake Thematic Survey of Military Aviation sites and structures: Summary of outcomes and progress, August 2004 (unpublished)

Jeremy Lake, Wayne Cocroft and Roger J C Thomas Understanding Wiltshire’s military heritage, Context 122, November 2011

Historic England Conservation Management Guidance on Military Aviation Sites, consultation draft (currently under review)

NMRO Listing descriptions of buildings on the airfield

Historic England NMR Old Sarum Scheduled Monument entry and map, July 1997

Dr John Samuels The Setting of Old Sarum Wiltshire, 2002 (unpublished)

Dr John Samuels A desk based archaeological assessment of land for proposed development at Old Sarum Wiltshire report, January 1999 (unpublished)

National Planning Policy Framework

Public Inquiry Inspectors Report, 21 March 200

The National Archives
Air Ministry documents relating to the sale of surplus land at Ford Farm, Old Sarum to Mr Edwards and purchase of a site for sewage works AIR 2/274 C309100

Salisbury City Council Conservation Areas Guidance Notes (1996)

Salisbury City Council Local Plan

South Wiltshire Core Strategy

David McOmish, David Field and Graham Brown (Historic England) The Field Archaeology of the Salisbury Plain Training Area, 2002

Peter March Research into locations of grass flying fields with WWI hangar buildings, 2000 (unpublished)

Crawford and Keiller Air Survey and Archaeology (1924) Southampton, (1928) London and Wessex from the Air (1928) Oxford Clarendon Press

John Watkins and Tom Wright The Management & Maintenance of Historic Parks, Gardens & Landscapes, 2007

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Historic maps, plans and lease correspondence

The National Archives, Kew: Plan of sale of land at Old Ford Farm (ref 401773/23), Map of land purchase (ref AIR 2/32), Land sale correspondence (ref AIR 2/2/74 401773/23) - 131 pages relating to land acquisition in 1920’s RAF Museum Hendon, Dept of Research and Information Services, Senior Keeper, Peter Elliott: Air Ministry maps - Old Sarum RAF Station - layout plans 1927, 1931, 1932, 1935 and oblique aerial photography

Ordnance Survey - historic maps: 1962,3 & 1981,2 Sheet SU 13SW, SU13 SE - Ordnance Survey maps

Landmark Information Group: 1939, 1975 - Ordnance Survey maps

Hooton Park Trust: Personal communication with Steve McGovern - Project Manager, HPT regarding HPT

Conservation Management Plan and planned repairs to WWI hangars at Hooton Park Airfield, Ellesmere Port, Cheshire.

Associated reports

Currently being updated prior to planning submission.

Photography

Feilden+Mawson: All current photographs with the exception of photograph of pillbox (DPDS) and Optica Aircraft (Wikipedia)

Nigel J Clarke publications, Tel no: 01297 442513: Luftwaffe 1940 Aerial photograph.

Appendix B

Terms and definitions

Terms + Definitions

The following definitions will be used in this report:

Conservation: Conservation is a widely used term which has different meanings depending on the context and subject matter under discussion. For the purposes of this study, the following general definition is applicable, which was developed and agreed at the Historic England seminar on Conservation Plans held at RAF Bicester in 2004:

“Conservation is the Management of Change, in a sustainable manner, so as to pass on Cultural Value to future generations”

Aerodrome: The greater area in which aviation and related uses take place so that its boundary includes ancillary and other defined uses such as the squash courts, maintenance shops, ordnance and farm.

Airfield: The grassed area used for flying together with aviation facilities, control tower and hangars but not ancillary uses such as the officers’ mess and photography units.

Runway: The area used for taxi-ing, take-off and landing.

Military Aviation Terms: The following glossary has been taken from Historic England’s ‘Historic Military Aviation Sites: Conservation Management Guidance’.

Airmen’s institute: A building housing recreational facilities for airmen and corporals, and operated by the Navy, Army and Air Force Institutes (NAAFI).

Air Ministry: Founded in 1918. The Air Ministry’s responsibilities included the selection and purchase of airfields; its Directorate of Works and Buildings took charge of the design and building of fabric. The Air Ministry became part of the unified MOD in 1964.

Air station Military: aerodromes or air stations fall into various categories according to their function. Those built during World War I included Home Defence Stations, Airship Stations and Seaplane Stations. During the inter-war period other types of station were built, including Bomber Command Stations, Fighter Command Stations, Coastal Command Stations, Flying Training Schools (under which category Old Sarum falls) and Aircraft Storage Units.

Avionics building: A building used for the inspection and maintenance of complex electronic flight control equipment.

Barracks block: A building accommodating service personnel in dormitory rooms with additional rooms for corporals.

Belfast truss: A lightweight roof truss consisting of a lattice of intersecting timber sections, characteristic of aeroplane sheds built during World War I. Bomber Command: One of four specialised commands of the RAF, formed in 1936.

Control tower: A building from which all movements on and above an airfield are controlled. On RAF stations, this building type was referred to as the

Watch Office.

Crittall: The largest manufacturer of the steel casement windows used in buildings of the 1930s. Its name is often used as a generic term for steel casement windows.

Dispersal: The scattered deployment of aircraft on hardstandings - or dispersal platforms - around the perimeter of an airfield to reduce their vulnerability to aerial attack.

Dispersed layout: The scattered layout of buildings that was intended to minimise their vulnerability to concentrated bombing.

Domestic site: Site for the accommodation of personnel including barracks and messes.

Expansion period: A period of rapid expansion of the RAF during the inter-war period. This expansion predominantly took place from 1934-40.

Fighter Command: One of four specialised commands of the RAF formed in 1936.

Fighter group: During the Battle of Britain, Fighter Command was organised into four fighter groups (eg 11 Group). Each group was subdivided geographically into sectors and each sector included a main fighter station with a sector operations room and one or more satellite airfields.

Fighter pen: Hardstanding for fighter aircraft protected by earthwork traverses.

Hangar: Structure to house or service aircraft.

Hardened structure: Structures, including aircraft shelters, constructed from reinforced concrete and designed to withstand a preemptive attack. Characteristic of NATO bases of the 1970s and 1980s.

Hardstanding: A generic term describing any open area of concrete or tarmacadam on which an aircraft or other vehicle might be parked.

NATO: North Atlantic Treaty Organisation, founded in 1949.

NPPF: The National Planning Policy Framework sets out the Government’s planning policies for England.

Officers’ mess: Building for purposes of officers’ dining and recreation, typically with a ‘club’ atmosphere. Often contains accommodation for officers and servants.

Operations room/block: Room or building from which the deployment of forces over a wide area is monitored and controlled.

Pillbox: Typically a circular or hexagonal concrete structure built for close defence.

Quick Reaction alert platform: An area of hardstanding at the end or ends of the main runway on which armed and fuelled aircraft are kept at instant readiness. These are a feature of most post-war fighter airfields and some bomber bases.

RAF: Royal Air Force. Formed in 1918 through the union of the Royal Flying Corps (RFC) and Royal Naval Air Service (RNAS).

Squadron: A unit of a definite number of aeroplanes with its officers and men. Technical site: Area of an airfield where the functions of maintenance and engineering are accommodated.

Traverse: An earthen bank forming a protective barrier.

USAAF: United States Army Air Force.

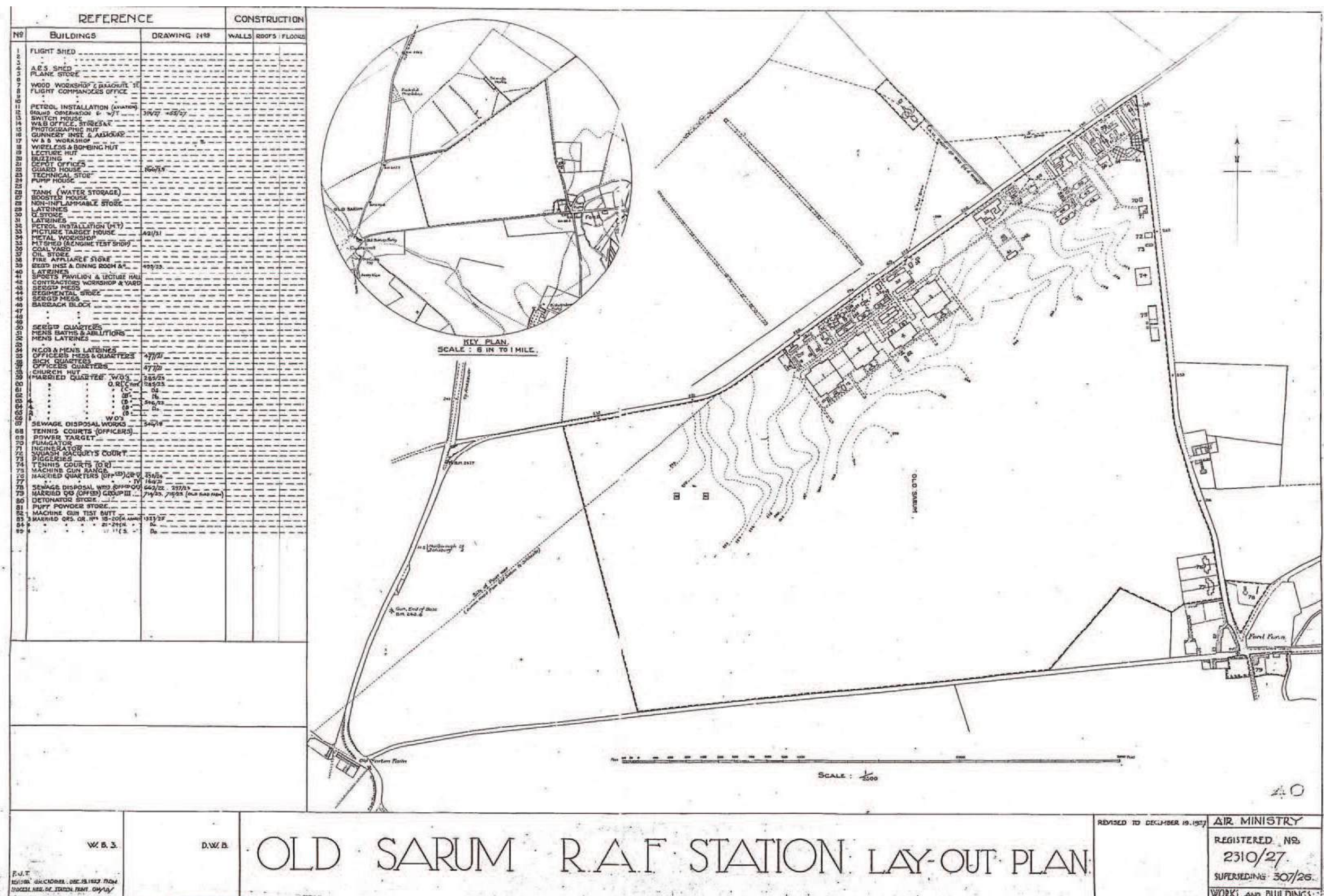
USAF: United States Air Force, founded September 1947.

Weapon pit: Position cut into the earth for protection of artillery piece, mortar or machine gun.

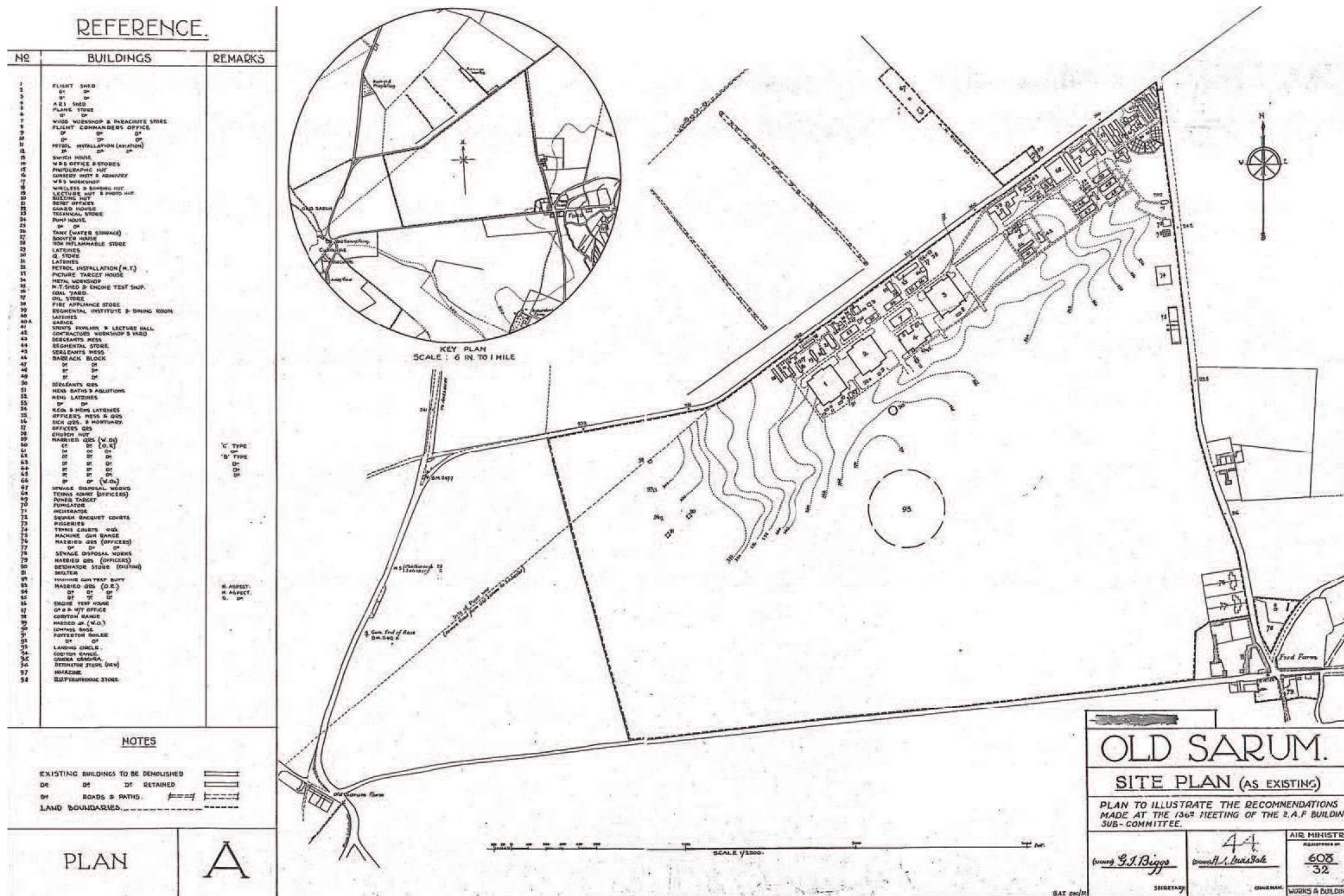
Wing: A unit formed from a number of squadrons.

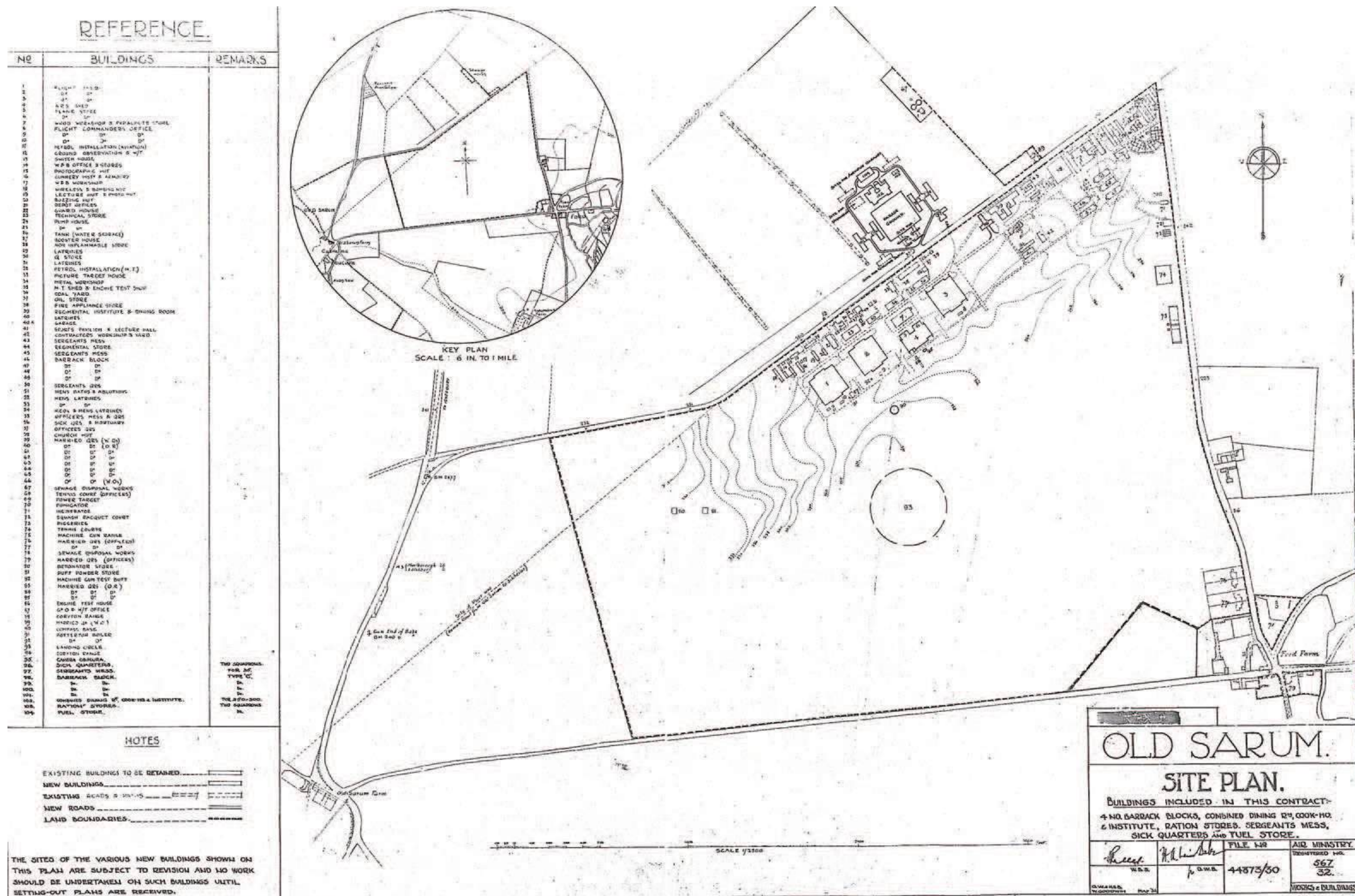
Appendix C

Map regression and historic photographs



Old Sarum Airfield, 1927

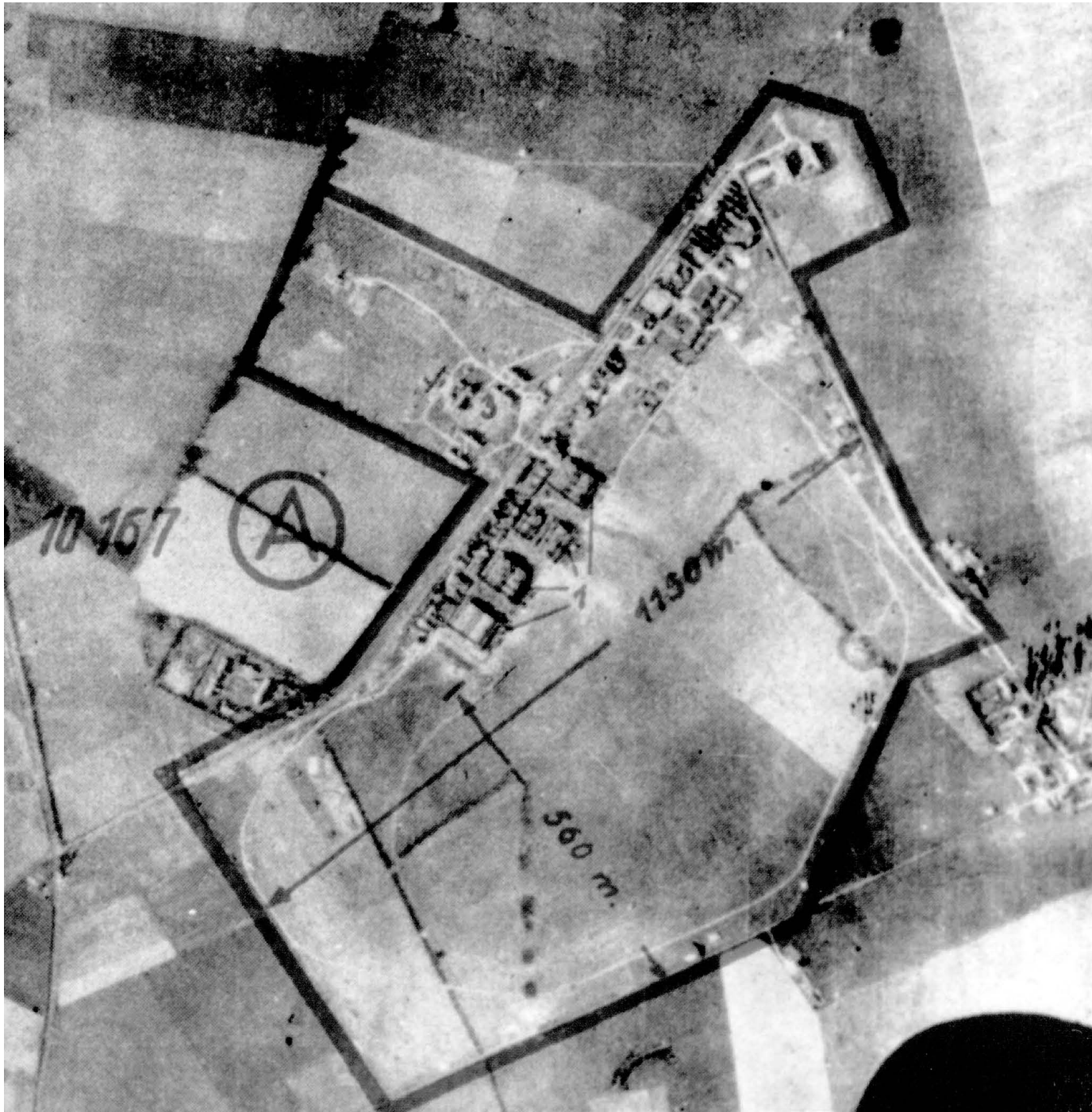




Old Sarum Airfield, 1932



1936-39 OS Map



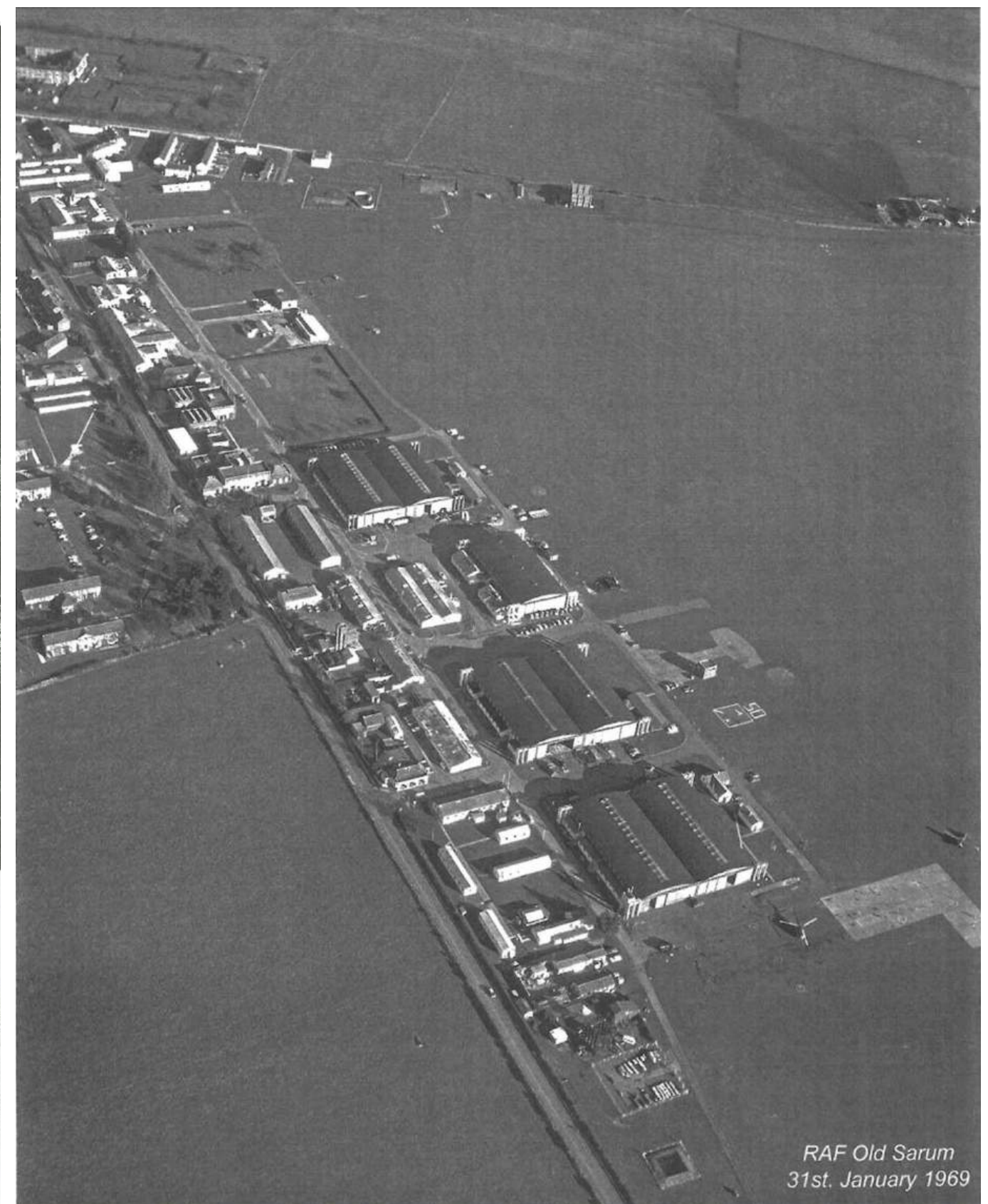
Luftwaffe aerial photography, 1940



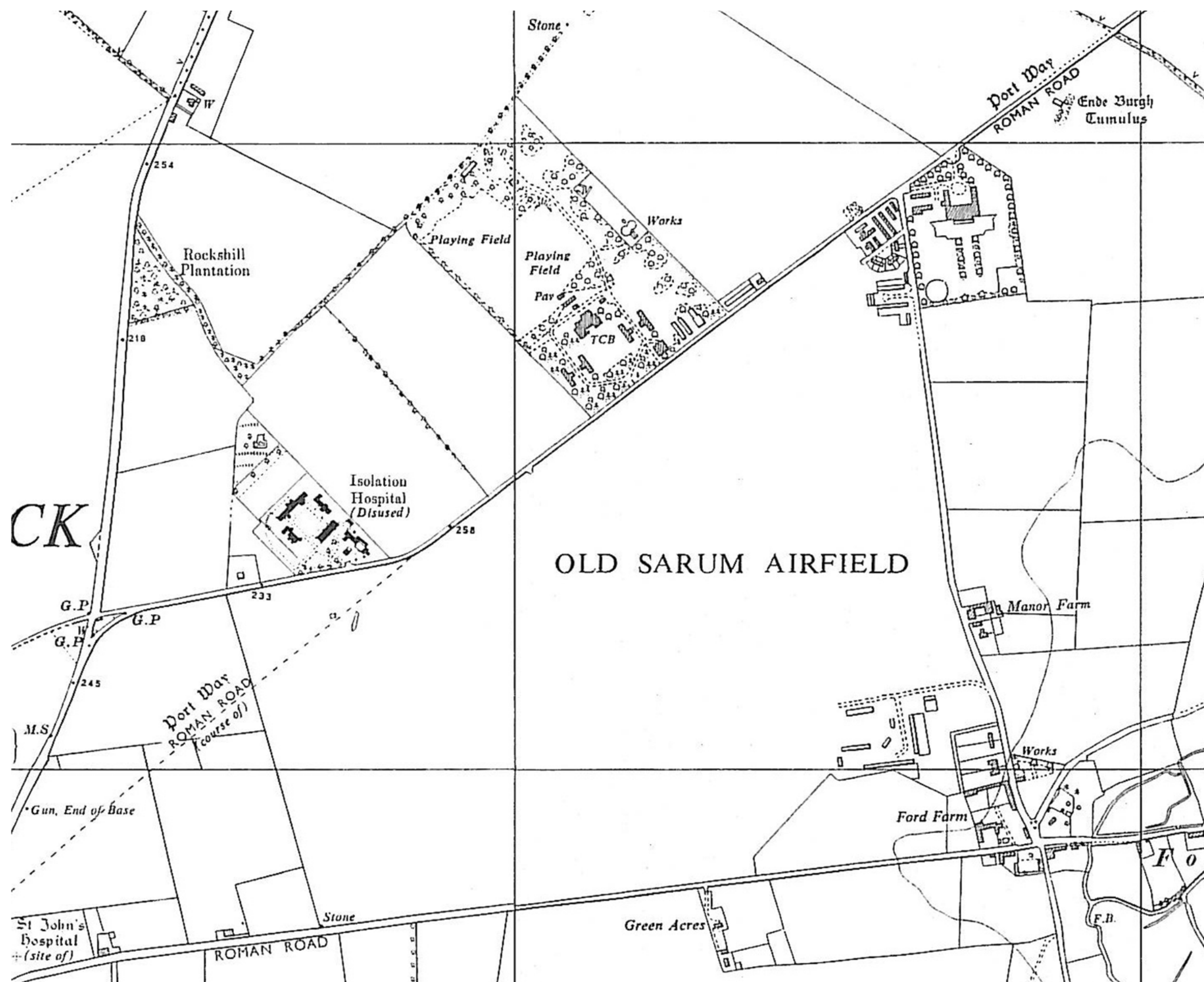
Aerial photograph, 1941



Aerial photograph, 1945



1969 Aerial Photograph



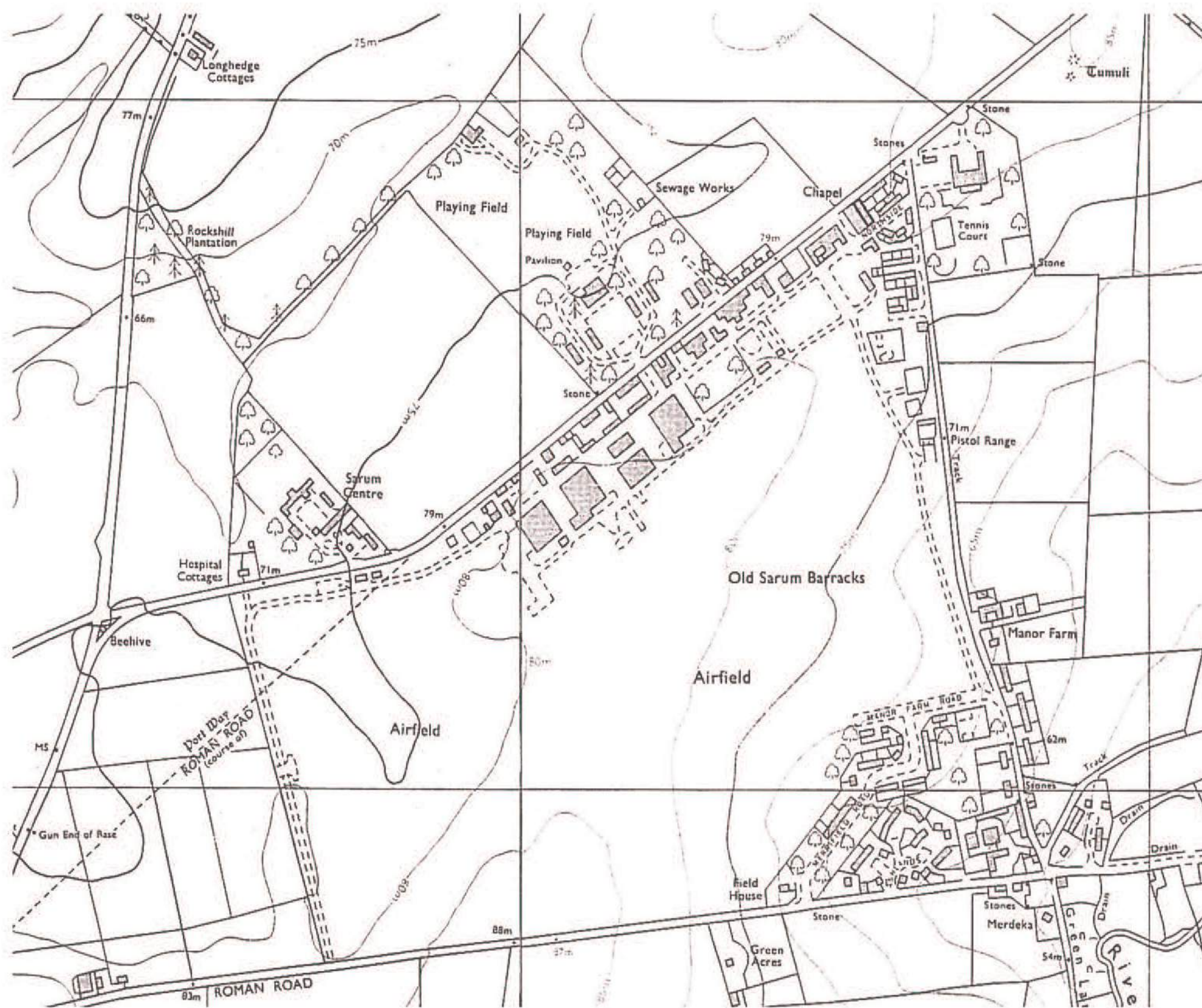
1962-3 OS map



1975 OS map



1970-75 Aerial Photograph



1981-2 OS Map

Appendix D

Historic Buildings Gazetteer

Introduction

Purpose

This Gazetteer (November 2013) comprises of descriptions of buildings and spaces within the Old Sarum Airfield Conservation Area.

Scope

The scope of this Gazetteer comprises monuments and buildings and spaces within the Old Sarum ConservationArea boundary which are in non-residential use.

The domestic buildings associated with the earlier military airfield are still in residential use, a situation which is unlikely to change in any forthcoming proposals for the site.

Structure of the Gazetteer

Whilst the most significant characteristic of the Conservation Area is the relationship between the World War I aircraft hangars and the grass flying field, the component parts of the Conservation Area are described individually as listed on the Contents page. Each building or space is described in its date of origin,original use, physical appearance, current use, condition and relationship to other parts of the airfield.

A map of the airfield is included in the Conservation Management Plan identifying each building or monument by a number. This numbering system is also used in the Gazetteer.

The diagrams on the following pages included a plan of the Conservation Area identifying buildings of the historical military airfield use.

A location diagram is provided for ease of identification.

Reference documents

The list of documents consulted to support the text descriptions within the Gazetteer is included in Appendix A.

This includes the Character Area Appraisal and Assessment of Eligibility for Conservation Area Designation prepared by WS Atkins in 2006 prepared for Salisbury District Council.

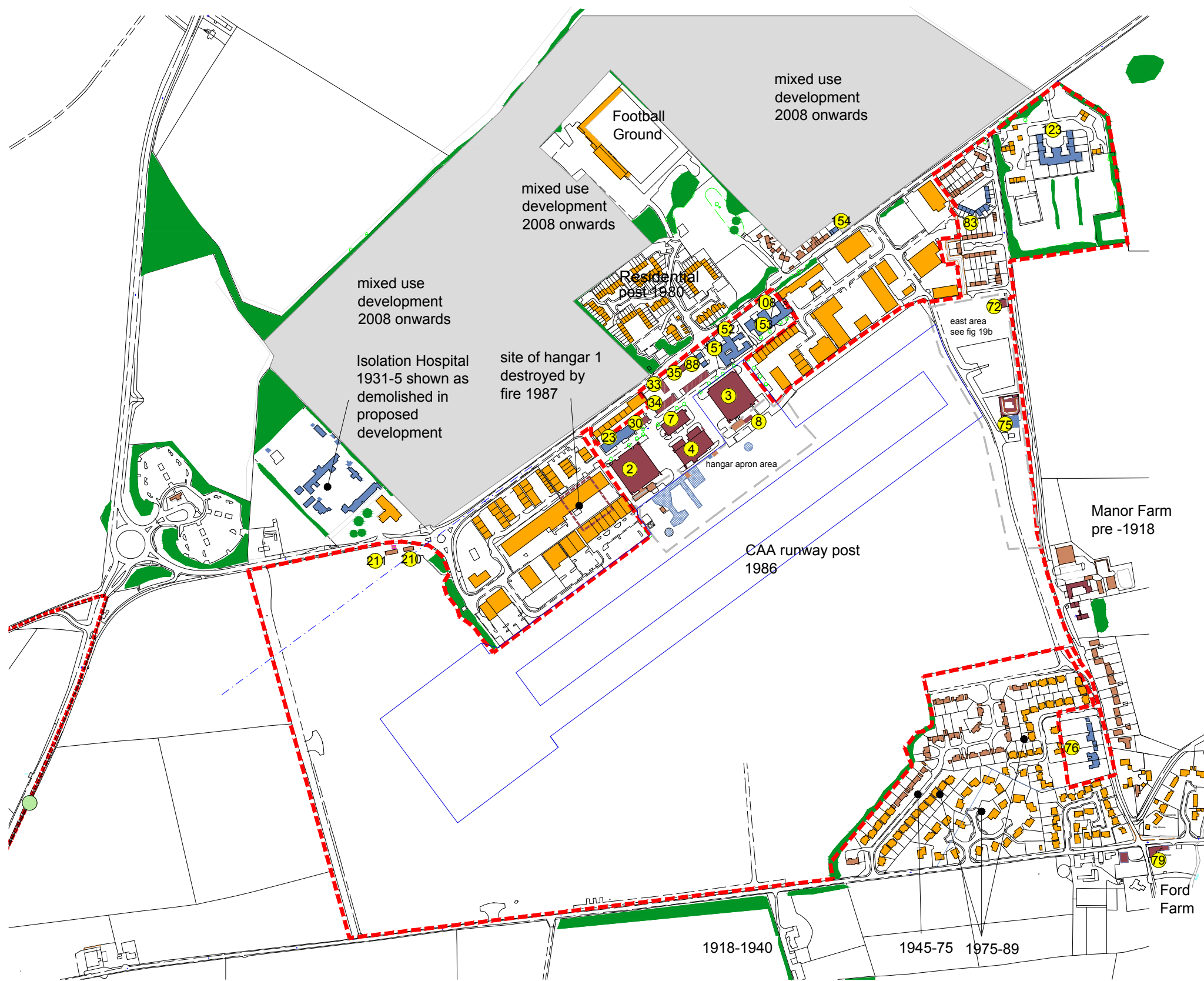
Note to the photographs and diagrams

All location diagrams are oriented to the north.

For buildings predating 1935, the annotation to the Key in the diagrams follows a numerical system as used on the RAF Site Plan of Old Sarum in 1935.

Photographs date from 6th November 2013 unless otherwise stated.

Extant Airfield Buidings and their Historical Uses



Conservation Area boundaries

existing WWI buildings

existing inter war buildings

existing cold war period buildings

existing buildings post 1980

shown in relation to current OS map and runway location

Extant Air Station buildings and historic al uses

Key to Buildings and Memorials

- 2 Hangar 2 - now known as Hangar 1
- 3 Hangar 3
- 4 Hangar 4
- 7 carpenter's shop and dope shed
- 8 flight commander's office (WWI)
- 23 technical stores
- 30 salvage shed (q store (1917-18)
- 33 power house, later picture target house
- 34 metal workshops
- 35 motor transport shed and yard
- 72 squash racquets courts
- 75 machine gun range (c.1918 with 1920s extension)
- 76 officers' married quarters (1920's)
- 79 Commanding officers quarters (1921)
- 83 NCO's and airmen's married quarters (1920's)
- 88 engine test house (pre-1927)
- 98 camera obscura
- 105a compass base (1927-31)
- 105b compass base (1936-9)
- 108 sick quarters
- 151 station HQ (1935-38)
- 153 Army School of Co-peration
- 155 signal square and airfield letters
- 156 control tower
- 157 oil tank
- 200 memorial to pilots of WW11 (1993)
- 201 100 years aviation memorial (2003)
- 202 British, American and Canadian Airborne Force of WWII memorial (2012)
- 203 outside of site on A345) memorial (20th century) to commemorate triangulation trial for the ordnance survey 1794
- 210 Uni-Seco Hut
- 211 Vic Hallam Hut

For buildings predating 1935, the above annotation to the Key follows a numerical system as used on the RAF Site Plan of Old Sarum in 1935



 Conservation Area boundary

 existing WWI buildings/features

 existing inter war buildings/features

 existing cold war period buildings/features

shown in relation to current OS map and runway location

Extant Air Station buildings and historical uses



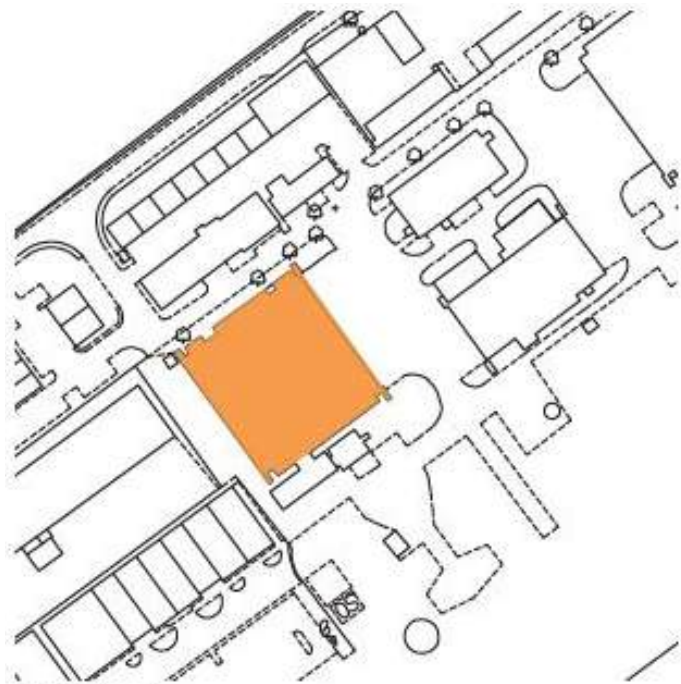
Key to Buildings and Memorials

- 2 Hangar 2 - now known as Hangar 1
- 3 Hangar 3
- 4 Hangar 4
- 98 camera obscura
- 105a compass base (1927-31)
- 105b compass base (1936-9)
- 155 signal square and airfield letters (site of)
- 156 control tower
- 157 oil tank
- 200 memorial to pilots of WW11 (1993)
- 201 100 years aviation memorial (2003)
- 202 British, American and Canadian Airborne Force of WWII memorial (2012)
- 203 outside of site on A345) memorial (20th cent) to commemorate triangulation trial for ordnance survey 1794

For buildings predating 1935, the above annotation to the Key follows a numerical system as used on the RAF Site Plan of Old Sarum in 1935

2 - Aircraft Hangar 2 (now called Hangar 1)

Probable date	1918
Listing	Grade II*
Previous uses	Built in World War I as a General Service (GS) Aeroplane Shed. Since then it has been used for aircraft design, manufacture and repair, a storage hangar, furniture warehouse, builders merchants and bus storage depot.
Current use	Since July 2012 the Boscombe Down Aviation Museum collection has occupied initially one bay of the hangar and some of the single storey additions to the south and subsequently the whole hangar. The Museum has charitable status. The building was originally designated as Hangar 2 but is now known as Hangar 1.
Brief description	Single storey (about 6.5m high to the chord of the trusses) double bay in brick and timber with lower additions in brick and concrete to north west and south east. Infill to central wall. The listing describes the building as follows: Piers, curtain walls and gantries brickwork, rendered externally, 'Belfast' roof trusses, asphalt covering to roof. PLAN: each hangar is in 16 bays, Hangars 1 and 3 being paired with a central row of brick columns, and each has subsidiary workshop and storage space in low annexes on the long sides. Large concrete manoeuvring area (aprons) around the entrances and the airfield side. EXTERIOR: windows are the original painted steel casements, set as a high clerestory to the long sides of the hangars in 14 of the 16 bays; they are doubled 24-pane units incorporating 4-pane pivoted lights to each bay. The infill walling above and below is in brick (half-brick thickness), but on the S (airfield) side of each hangar broad asbestos sheet cladding has been added. Each of the hangars has full width and height doors sliding to external brick gantries: each of these comprised 6 doors suspended to overhead gear protected by a deep projecting weathering, and sliding to ground rails into their external brick gantries, the latter having three pairs of piers linked at the head by segmental brick diaphragm arches. The paired hangars also have, between the doors, a brick pier with deep central recess carrying a large rainwater downpipe. Above the horizontal dressing to the door track is a flat segmental pediment to each shed, with close-set vertical joint divisions to metal cladding, and a wide central ventilation louvre. Flanking the long sides are the single-storey ancillary spaces with near-flat felted roofs weathered to the curtain walls and buttresses. These are in brick, with 9-pane casements, the upper 6 panes horizontally pivot-hung. Sheds 1 and 3 each have a 14-bay range to the S, with 2 entrances in the wall to N. Shed 2 has to the S a 7-bay range a boiler room, with flue cropped at the eaves, and 2 separated single-bay units: on the N side two gabled sheds have been added, parallel with the main wall. All roofs have a continuous gabled ridge lantern in patent glazing: this is probably original, and appears in a photograph taken in 1931. INTERIOR: The paired sheds have a central row of brick piers, joined longitudinally by a series of 'diaphragm' walls to low segmental arches. The 'Belfast' trusses are formed from small-section timbers, the top and bottom chords sandwiching a mesh of closely-spaced cross-bracing; at the supports is further shear strengthening with a length of diagonal boarded bracing, and a raking strut rises from brick corbelling near the heads of the piers, which continue through to the eaves levels. There are continuous runs of longitudinal cross-bracing in the vertical plane, and extra horizontal bracing to the bottom chord in the end bays. Trusses carry small purlins and closely-spaced rafters, with continuous sheathing in diagonal boarding.
Condition	Fair to Good. The render finish to the towers supporting the hanging rails for the full heigh sliding door has been restored with the repairs and redecoration carried out prior to the museum moving into the building in 2012. Some areas of damp in the links to the later additions
Significance	High - As part of the suite of WWI hangars with strong visual connections to the grass flying field, this is one of the most important features of the airfield
Contribution (as identified in the CMP) to the Conservation Area	Positive, however later buildings to the south east side of the building detract. Note that all three of the Grade II* hangars were put at risk by Historic England in November 2020



Location Plan



South-west and north west elevations

2 - Hangar 2 (now called Hangar 1)



North east elevation



South east elevation - detail of single storey lean-to building



Repairs to brick door rail supports



South east elevation
The single storey building in the foreground left dates from 1950s/1960s understood to be a Vic Hallam hut , the one to the right from late 20th century. The assessment in the Conservation Management Plan is that these buildings detract from the Conservation Area

2 - Hangar 2 (now called Hangar 1)



Sliding doors to the south bay - panels at the middle of the door were removed to allow the doors to be moved and supported independently during the repair to hanging rail and guides



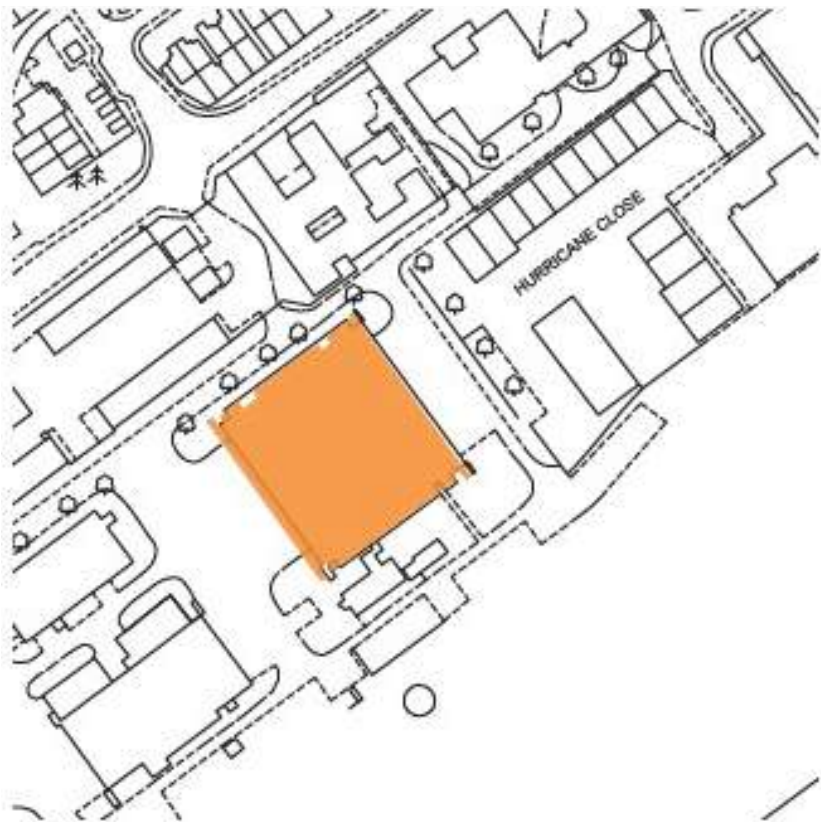
Boarded roof soffit



Interior of the south bay
Belfast trusses treated with creosote during late 20th century

2 - Aircraft Hangar 2 (now called Hangar 1)

Probable date Listing	1918 Grade II*
Previous uses	Built in World War I as a coupled General Service (GS) Aeroplane Shed. Since then it has been used for military storage, a recreation centre and aircraft repairs, and hangarage
Current use	Disused
Brief description	As for hangar 2 but without infill to central wall.
Condition	Dangerous structure - three trusses in the north western bay have collapsed. This has caused one of the central pillars between the bays to collapse and caused cracking in adjacent pillars. There is substantial damage to the roof in the area of the centre gutter in the north western bay. The trusses are supported by scaffolding. Four trusses in the south eastern bay have collapsed which has required the doors to this bay to be removed and stored for future use. The collapse has caused considerable damage to the central pillars in this area. The remaining trusses are very fragile and are temporarily supported by scaffolding. The remaining roof boards have suffered from severe water damage and rainwater goods are ineffective. The roofs to the external offices have suffered severe water damage. All remaining door structures are in poor condition and are compressed by the weight of the trusses, rendering them unable to be opened.
Significance	High - as part of the suite of WWI hangars with strong visual connections to the grass flying field, this is one of the most important features of the airfield
Contribution (as identified in the CMP) to the Conservation Area	Positive, however the temporary fencing erected to prevent access to the hangar and the temporary containers and structures required as a result of he dangerous condition of the hangar together with the post military WWII buildings to the south east side of the building significantly detract. Note that all three of the Grade II* hangars were put at risk by Historic England in November 2020



Location Plan



South-west elevation



Dividing wall and collapsed roof truss



Interior of Hangar 3 in 2007



May 2023



May 2023 View from the south - single storey buildnigs are generally post 1980. The former Flight Commanders office is to the right - see subsection 8 for fuller description of this building



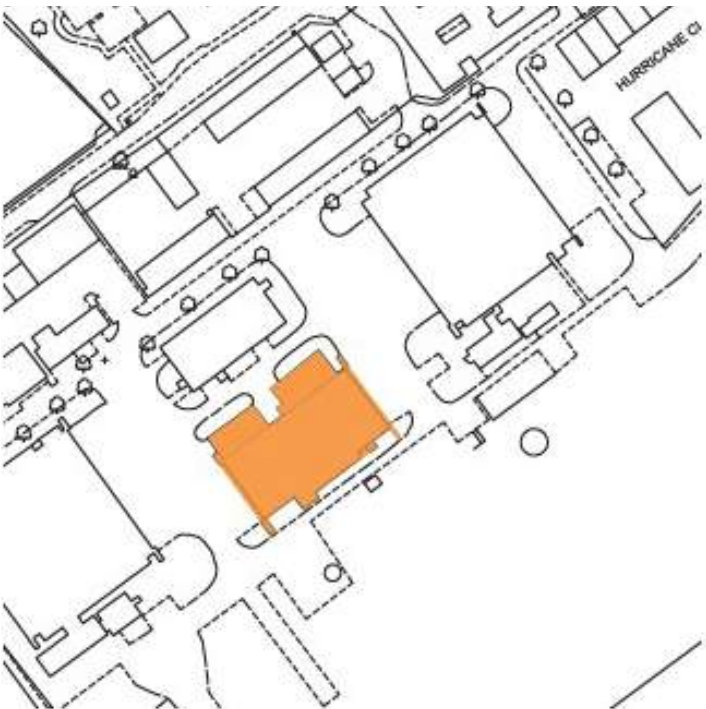
May 2023 South-east corner



May 2023 South-east corner

4 - Hangar 4

Probable date Listing	1918 Grade II*
Previous uses	Built in WWI single-span hangar for Aircraft Repair with a detached workshop to the north - since then it has been used for light engineering industrial purposes
Current use	Metal Recycling Centre
Brief description	As for hangar 2 but not coupled
Condition	Fair to good
Significance	High - As part of the suite of WWI hangars with strong visual connections to the grass flying field, this is one of the most important features of the airfield
Contribution (as identified in the CMP) to the Conservation Area	Positive. The recent change of use to a Metal Recycling Centre has resulted in a compound of shipping containers to be constructed on the aircraft apron to the east of the hangar to enable the processing of large volumes of scrap metal to take place outside the hangar. This together with the heavy vehicles that need to park on the aprons of this and the adjacent hangars significantly detract



Location Plan

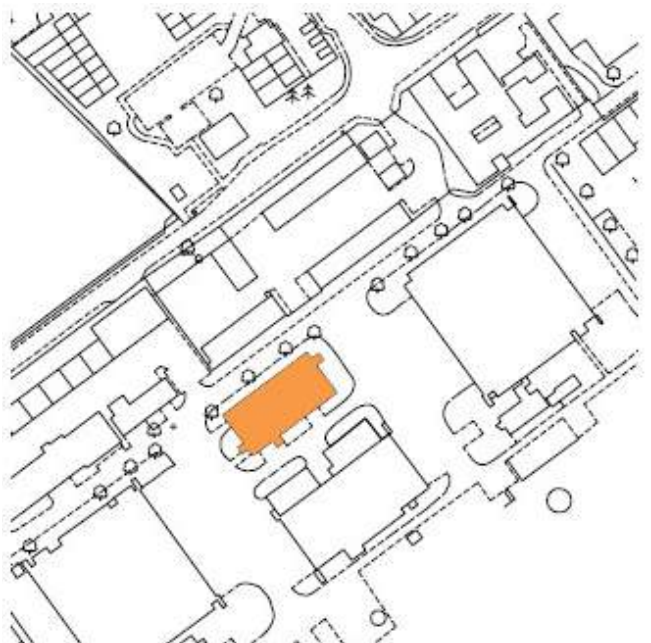






7 - Carpenter's Shop & Dope Shop 283/17 (Wood workshop & Parachute Store)

Probable date Listing	1917 Grade II
Previous uses	Workshops/multi-purpose building to support aircraft repair in Hangar 4 and other airfield activities. The 1927 and 1932 RAF site plans describe the building as the “Wood workshop and parachute store”. By 1939 it was described as “ Wood workshop including sailmaker’s, machine and dope shops, cinema, lecture and operators’ rooms and parachute store” on the RAF site plan. WS Atkins describe one half of the building being used as a dope shop and sailmaker ’s shop (fabric repair of aircraft wings and fuselage) while the other had a machine shop and carpenter’s shop. It has been used in conjunction with the repair hangar for light engineering industrial purposes
Current use Brief description	Part of Metal Recycling Centre Single storey half brick walls now painted white. Two main parts separated by a longitudinal wall. The roof is made up of standard 30ft span timber trusses fixed to the brick piers and clad with a modern profiled metal sheet material. Brick piers internally spaced at 10ft centres
Condition	Fair. The roof-lights and brick stack/flue on the south-east elevation which appear on the 1918 (RAF Museum P 018323) and 1920’s aerial photographs had been removed prior to 2006. In the photograph of c.1923-1925 (RAF Museum P 1117) the lean-to on the south east elevation has two chimneys or flues rising from its roof. There is now only one which has been reduced in height. Currently there are problems with roof maintenance to the eaves of the small lean-to to the south west and blocked rainwater gutters. Louvred doors to heating chamber in poor condition
Significance	Medium - by association with the aircraft repair hangar 4, however, many features of the WWI and WWII have been lost
Contribution (as identified in the CMP) to the Conservation Area	Positive although the containers associated with the Metal Recycling Centre sited to the north of the building detract



Location Plan

