

- Feature Views
- Landmark Buildings
- Focal Spaces
- Key Frontages
- Main Avenue Loop



Strategy diagram area C

Character and Appearance

Area C sits on the edge of Ford village and will be sympathetic to the existing settlement.

The proposed dwellings will be traditional and follow an Arts & Crafts style appearance. Dwellings will generally be large detached or semi detached properties with large landscaped gardens.

The appearance, massing and details will be sympathetic to the surrounding context.



Early concept sketch of entrance area. Single storey gatehouse style dwellings blend the start of the development into the landscape

A few example sketches of house type elevations are indicated below to give an understanding of the quality, character and style of house types envisaged for area C.

The examples below show a range of size of dwellings from single storey to 2.5 storeys.

The design of dwellings will be finalised at reserved matters stage and examples below give an indication of design intent and the quality proposed.



Concept sketches of proposed house types



4.9 Density

Overall the density of the site is relatively low when considering the extent of the landscape space associated to the airfield. The overall gross density is 5.07 dwellings per hectare. However, the individual areas vary in density to respond to their surrounding context *in accordance with 4.4.1 of the DDG*.

Area A will range from 35-40 dwellings per hectare (dph).

Area C is of low density and sympathetic to the existing density seen to the south in the Ford village. Area C is proposed to have a density of 15-20 dwellings per hectare and will predominantly be large family homes.



Legend



15-20 dph



35-40 dph

Density diagram

4.10 Scale of Development

There will be a variety of dwelling heights throughout the development to respond to the existing character. The design of dwellings is a detailed matter which is not being applied for. However, we have suggested an approach to dwelling heights on the parameters plan.

The proposed dwellings heights will reflect the existing context. Area to the north and east influence the building heights in Area A. The building heights in Area C are influenced by the Ford Village to the south. New dwellings range from 1-4 storeys in height *in accordance with 4.4.7 of the DDG*.

Legend

	
Up to 1	Up to 2
	
Up to 2.5 storey	Up to 3
	
Up to 4	
	
Up to 11m	Grade II* Listed



Scale of development diagram

4.11 Landscape Strategy

A landscape masterplan has been designed simultaneously with the illustrative masterplan. Please see landscape masterplan for further detail. The landscape strategy has been developed to tie all elements of the masterplan together in a cohesive solution. The key elements of the landscape strategy are:

- Pedestrian and cycle tracks around the perimeter of the site provide recreational routes and tie all elements of the masterplan together;
- The pedestrian and cycle track is combined with strategic stopping points to provide viewing areas over the airfield;
- Large native trees, wildflower meadow, bulb planting, hedges and stock proof fencing are combined with the perimeter track;
- Large groups of trees and strategically placed green spaces break appearance of the development in distance views;
- New planting is strategically placed to not overshadow any existing or new buildings;
- A no dig avenue of pleached trees in raised planters will formalise the appearance of the Roman Road against other organic spaces and in the view from Old Sarum Hill Fort;
- Ornamental shrub planting will be provided in courtyards between apartment blocks fronting on to the airfield;
- Green roofs will be provided to the apartment buildings to minimise their impact in distant views;
- Either a native hedge and shrub planting or a 10m buffer zone of native trees will be planted between Area C and Merryfield Road;
- Extensive recreation and play areas are strategically positioned throughout the development;
- Further recreation space will support the perimeter track;
- Existing and new planting in Area A will soften the appearance of the new dwellings and existing industrial buildings;
- Two sustainable drainage basins within Area A will provide focal points for both biodiversity and people to enjoy, whilst providing a large resource for times of heavy rainfall. The northern basin also contributes to the visual amenity of

- pedestrians and road users of the Portway; and
- Linkage to Castle Hill Country Park will provide the public with a continuous route of formal and informal open spaces, by connecting to the nearby network of green infrastructure.

The Landscape Strategy proposes significant areas of new landscape which would result in an enhancement to the existing fabric and biodiversity value of the airfield. Large expanses of wildflower

grassland will create a usable amenity for the enjoyment of new and existing residents, which is a positive change, compared to the agricultural uses the site is predominantly subjected to today.

The strategy intends to balance the creation of new features such as trees and hedgerows with the need to retain important existing sight lines and the general open character of the airfield.



Landscape masterplan strategy

4.12 Ecology

The proposals include ample provision of green infrastructure which enable the site to achieve significant biodiversity net gains through appropriate retention, protection, enhancement and creation of features such as hedgerows and species rich grassland. A 66.5% net gain is expected for area habitats, together with an 88.4% net gain for linear habitats.

The proposed masterplan has key areas for ecological and biodiversity enhancements. These include the creation of a 20ha butterfly meadow and skylark retention zone, the retention of hedges and enhancement through wildflower seedings, creation of new native hedgerows, native shrubs, tree planting and new green corridors for wildlife. Please see ecology surveys and ES chapter for further detail.

4.13 Play, Recreation and Amenity Facilities

The proposed strategy for play and recreation provides more than recommended in the Wiltshire Council Adopted Open Space strategy.

The standard requires per 1000 population 1.7ha youth and adult facilities, 0.3 ha of children equipped play areas and 0.4ha of children casual informal play space. *The variety of play areas will be in accordance with 7.3 of the DDG,*

The standard recommends an average occupancy rate of 2.35 per dwelling creating an average occupancy of 740.25 people within the development.

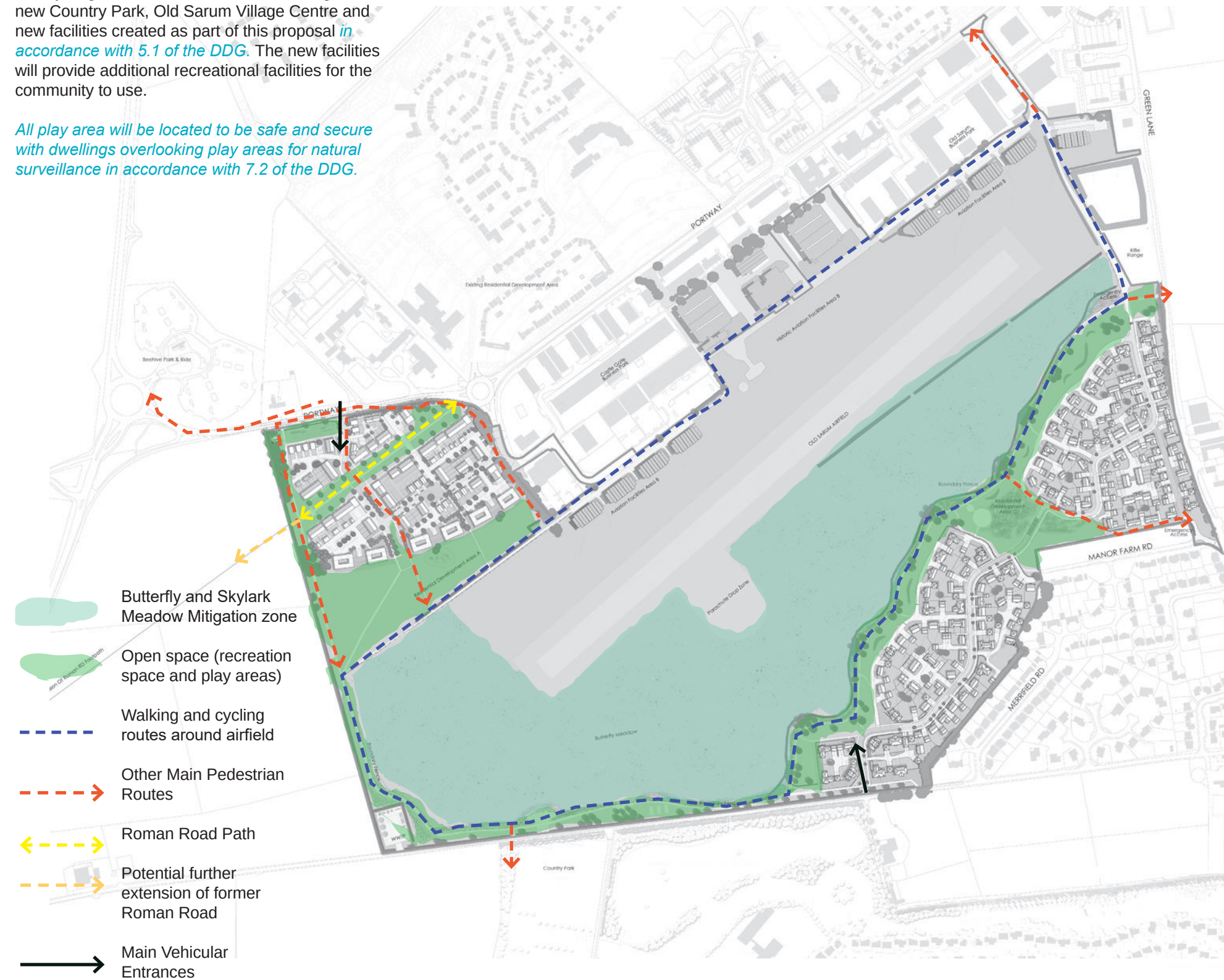
This would require 2,221m² of play space (3m² per person) and 12,585m² youth adult space (17m² per person) and 2,961m² children casual space (4m² per person). Total POS requirement 17,767m².

The open space provision on the masterplan currently provides approximately 90,000m², significantly more than the standard required. In addition to the 90,000m² of open space we have a further 200,000m² butterfly and skylark meadow mitigation area around the airfield runway.

The 90,000m² of open space will be a combination of play, recreation spaces, and recreational walking

and cycling routes around the airfield linking the new Country Park, Old Sarum Village Centre and new facilities created as part of this proposal *in accordance with 5.1 of the DDG.* The new facilities will provide additional recreational facilities for the community to use.

All play area will be located to be safe and secure with dwellings overlooking play areas for natural surveillance in accordance with 7.2 of the DDG.



Play and recreation and linkages diagram

4.14 Security

The design of the masterplan has followed the principles of 'Secure By Design' to design out crime. Previous conversations with Police Architectural Liaison Officers have confirmed most burglaries are committed via rear gardens and the primary issue to ensure high levels of natural surveillance in all areas.

The diagram opposite highlights how the scheme has developed to ensure all public spaces are well overlooked. The proposals have been developed to minimise anti social behaviour with high levels of natural surveillance. The diagram also shows how hidden routes have been designed out to ensure criminals cannot make a quick escape.

Properties in Area C have rear garden boundaries backing onto existing dwellings on Merryfield Road, this will create a secure back garden to back garden relationship.

Properties will have landscaped gardens and hedges backing on to Green Lane track. Planting will be combined with native shrubs to create a natural security barrier.

Car parking courts throughout the masterplan have been minimised and layouts designed with active frontages where possible. At detailed design stage careful attention will be paid to the design of boundary treatments around car parking courts to further maximise natural surveillance.



End Gable Properties
Active frontages on end gables provide natural surveillance.



Security diagram

4.15 Access

Transport Context

All parts of the site are within walking distance of a range of day-to-day facilities and services, located primarily within the areas of Old Sarum / Longhedge to the north and Bishopdown to the south. These are accessible via the existing network of pedestrian infrastructure.

The proposed development includes areas of green space, a Locally Equipped Area for Play (LEAP) and café / restaurant, which would be within shorter walking distance than similar facilities / services located off-site.

The majority of the Salisbury urban area is within cycling distance of the site, including the city centre, railway station and employment areas such as Churchfields Industrial Estate and London Road Office Park. There are a number of designated / recommended cycle routes between the site and the wider Salisbury urban area, including National Cycle Network Route 45.

There are bus stops within reasonable walking distance of the site that provide access to numerous services that route to / from Salisbury city centre, each generally operating at a frequency of every 30-60 minutes on weekdays and Saturdays. There are also services that route beyond the Salisbury urban area to provide access to towns such as Andover and Amesbury, at frequencies of every 30-60 minutes on weekdays and Saturdays. A good frequency of service is available on Sundays, generally at every 60 minutes [see figure attached for the location of existing bus stops and routing]. Salisbury railway station is on the West of England Line between London Waterloo and Exeter, and on the Wessex Line between Bristol Temple Meads and Southampton Central. Services to key destinations are available at frequencies of every 30-60 minutes.

Access Strategy and Off-Site Improvements

Area A will be accessed via Portway to the north (via a priority T-junction with right-turn lane) and the access road serving Castle Gate Business Park to the east (via a priority T-junction). An upgraded shared footway / cycleway will be provided along the site frontage with Portway, connecting to footway / cycleway provision at the site access. A new footway

will be provided between the eastern access to Area A and Portway.

Area B will be accessed via the existing accesses that serve the airfield buildings.

Area C will be accessed via Ford Road to the south (via a priority T-junction to the west of Merrifield Road). A new footway will connect the access with Merrifield Road. An emergency access is proposed from Manor Farm Road (served via Green Lane), which will incorporate pedestrian / cyclist access. An extension of the existing 30mph speed limit on Ford Road is proposed to incorporate the approach to the site access. Traffic calming features (build-outs) are proposed along Ford Road, which will complement existing features and encourage reduced speeds through the village.

A shared pedestrian / cyclist route is proposed within the site, from Green Lane to the east to Portway to the north (via Area C). Links will be provided between Ford Road and the internal route, which, combined with the wider access strategy, will enhance connectivity between the site and existing residential areas with Castle Hill Country Park and land uses to the south, thus benefiting both future residents and the local community.

The access strategy is consistent with the proposals agreed as part of the previous planning application. Appropriate modifications have been made to the proposed off-site works on Ford Road to ensure alignment with features that have since been introduced.

Internal Layout and Parking Provision

The design of the internal road network will be set out at the reserved matters stage. It will be designed with a particular focus on the creation of safe routes around the site encouraging accessibility for pedestrians and cyclists.

Transport Assessment and Travel Plan

A comprehensive Transport Assessment (TA) has been prepared and will form part of the planning submission. This includes full details of the transport context and proposals for the proposed development, together with traffic generation forecasts and assessment of impacts on the highway network. This has been informed by a suite of new

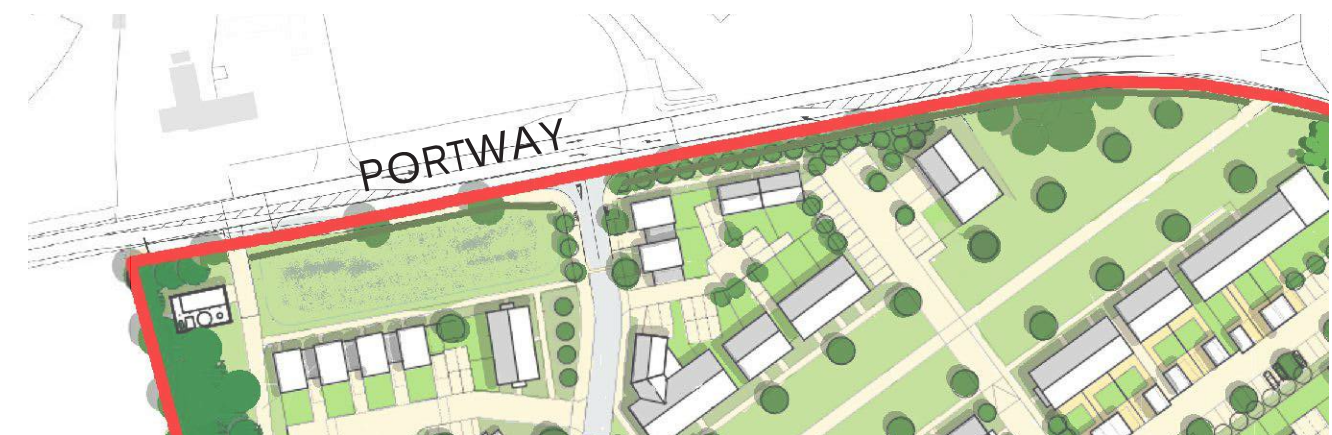
traffic survey data that has been collected to inform the assessment. The scope and methodology of the TA has been agreed with Wiltshire Council and National Highways.

The proposed residential development is significantly reduced from that assessed under the previous application (from 480 to 315 dwellings). Since the time of the previous assessment, home working, online meetings and online shopping have also become more commonplace (accelerated by the restrictions associated with the COVID-19 pandemic), resulting in reduced travel demand. Traffic generation forecasts have been agreed with the authorities and show that the proposed development would generate around 160 vehicle movements during the weekday AM and PM peak hours, representing a 40% reduction compared to the previous planning application.

A Travel Plan will be prepared and accompany the planning application. The core aim of this will be to have a positive influence on the travel behaviours of all users of the development by maximising opportunities for trips to be made using sustainable modes. The Travel Plan will set out measures to encourage sustainable travel.



Vehicle Access Junction Area C



Vehicle Access Junction Area A

Parking

Car parking is essential to the character of the development and the street scene. The car parking strategy will provide as many car parking spaces on-plot as possible. Any spaces that are not on-plot will be designed to be closely associated with the dwelling and in clear view, to maximise use and minimise on-street parking.

Car parking is addressed in line with Wiltshire LTP3 Parking Strategy which provides a minimum guidance on the number of parking spaces. The guidance recommends;

- One space for a one bedroom unit
- Two spaces for a two or three bedroom unit
- Three spaces for a four+ bedroom unit
- 0.2 visitor spaces for every dwelling

Please see Transport Assessment for further detail.

Parking will be provided in a variety of different forms depending on the character area, street typology and location [in accordance with 5.4 of the DDG](#). The variety of parking options will consist of on-plot parking, small rear court parking, small areas of on-street parking, integral garages and secure communal undercroft/basement garages.

Area B currently has unstructured parking in and around the existing aviation buildings. The proposed masterplan looks to restructure the site, replace existing parking spaces, and provide additional parking facilities for aviation buildings. It should be noted some facilities in the new aviation buildings are replacement, such as the parachute training centre and the cafe.

Car parking is located to the north of the proposed aviation buildings, hidden from the landscape.



On-Plot Parking will be provided where small breaks in the street scene allow for car parking to be associated to the side of the dwelling. Garages and parking spaces will be recessed from the frontage of the dwelling to minimise the visual impact of the car on the street scene. This approach will be largely used in area C.



Small Rear Courtyards will be used in instances where associated or on-street parking is not possible, or when continuous street scenes are required. Rear car parking areas will be integrated to have dwellings with active frontages to maximise natural surveillance. In the example above the apartments overlook the car parking area.



On-Street Parking will be used in a number of areas such as homezones and along the spine roads to deter unplanned on-street parking. Street parking will be integrated with landscaping, squares and courtyards. Careful attention will be paid to soft and hard landscaping to integrate the parking as a feature in the street scene.



Integral/linked garages will help maximise space and create on-plot parking. This strategy will be limited across the site to specific locations.

4.16 Inclusive Access

The layout has been designed to be pedestrian friendly and easy to navigate. All dwellings will be subject to building regulations and will comply with Part M to provide safe access and use. All dwellings will have level thresholds and compliant access to bin stores.

4.17 Bin and Cycle Stores

All dwellings will have provision for three 240 litre wheelie bins to accommodate household waste, recycling and garden waste. Area to store a black recycling box will also be provided as required by Wiltshire Council. Each house will have access to the rear garden via an external path and gate. There will be a dedicated hard landscaping area within each garden for the storage of bins to eliminate the bin from the street scene. Terraced houses will either have designated collection areas to the rear, or an access via a ginnel or undercroft to reduce the distance between collection and storage. Apartments will have integrated storage areas for cycles and bins on the ground floor.

Many dwellings will have additional storage space in and the loft spaces. Any dwelling extended into the loft space will have additional planned storage within the floor plan.

Bin stores for Area B will be designed sensitively at detailed design stage.

4.18 Sustainability

Old Sarum Airfield Ltd will be delivering the new aviation facilities along with refurbishment of the heritage heart and the new residential areas as part of a holistic development. It is important for control to be maintained over the delivery to achieve the vibrant aviation community.

The philosophy for the development proposal is for all buildings to be high quality construction and built to last for the future. In addition the residential proposals should include spacious well proportioned rooms designed for living with high levels of natural daylight and low energy.

Space Standards

Poor space standards in new build UK housing has been a key issue and cause for discussion over a number of years. This has been led from research comparing standards in the UK to other European countries and has clearly shown that housing sizes in the UK, as well as being reduced over the years are also significantly smaller than some of our neighbouring countries.

In 2015 the 'Technical housing standards – nationally described space standard' was published. These standards proposed for new homes in England have a single set of figures for new dwellings across all tenures of housing. There is however a voluntary adoption system that will still require local authorities to justify the space standard before it can be introduced into a local plan.

Issued by the Department of Communities and Local Government the document is a hybrid of two space standards the Government consulted. The latest proposals broadly align with minimum space standards that already apply in London.

The number of dwellings proposed and parameters as set out in the masterplan ensure these standards can be met and exceeded. This has been a key element of the housing approach developed in the illustrative masterplan and in many instance the dwellings will exceed the nationally described standard.

Energy and Construction

Wiltshire Council Adopted Core Strategy 2015
Core Policy 41 Sustainable construction and low-carbon energy

Climate change adaptation New development, building conversions, refurbishments and extensions will be encouraged to incorporate design measures to reduce energy demand. Development will be well insulated and designed to take advantage of natural light and heat from the sun and use natural air movement for ventilation, whilst maximising cooling in the summer.

Sustainable construction New homes (excluding extensions and conversions) will be required to achieve at least Level 4 (in full) of the Code for Sustainable Homes. Conversions of property to residential use will not be permitted unless BREEAM's Homes "Very Good" standards are achieved. All non-residential development will be required to achieve the relevant BREEAM "Very Good" standards, rising to the relevant BREEAM "Excellent" standards from 2019.....

The aviations buildings in Area B will need to meet the latest Building Regulation but also be BREEAM 'Very Good' to comply with the core policy.

Code for Sustainable Homes is now redundant and has been revoked by the Government. In 2022 a new set of Building Regulations were introduced and intend to reduce carbon emission by 30%. These are transitional arrangement to significant changes in 2025 called 'Future Homes and Buildings Standard,' with the aim to reduce carbon emissions by 75-80%. The Government's desire to achieve Net Zero Carbon by 2050 and this has been enshrined in law, and implemented in the Building Regulations ensure future construction will be significantly more sustainable than today.

It is assumed Old Sarum will be constructed to the 2025 Future Home and Buildings Standard and will provide the significant 75-80% carbon reduction.

The philosophy for reducing the energy demand for the new homes is to take a fabric first approach with a high quality building envelope.

One approach to achieving the 75-80% reduction in carbon could be to follow a Passivhaus approach to the design. This would reduce energy required through the quality of the building fabric and orientation. In addition to reducing energy use, Passivhaus has requirements for the quality of the indoor environment and looks at both heating, cooling and ventilation. As the quality of building construction required is very airtight, fresh air ventilation is provided into the homes through a Mechanical Ventilation Heat Recovery (MVHR) unit. This provides 24hr 100% fresh air ventilation into the home without the requirement to open any windows for ventilation.

To achieve the Passivhaus Standard in the UK typically involves:

- very high levels of insulation
- extremely high performance windows with insulated frames
- airtight building fabric
- 'thermal bridge free' construction
- a mechanical ventilation system with highly efficient heat recovery
- accurately designed buildings using the Passive House Planning Package (PHPP)

Passivhaus buildings achieve a 75% reduction in space heating requirements. The Passivhaus standard therefore gives a robust method to help the industry achieve the 80% carbon reductions that are set as a legislative target for the UK Government for 2025.

The energy reduction is not at the expense of the quality of the internal environment. In fact Passivhaus offers in conjunction with a reduction in energy an improvement in internal comfort conditions over and above that of standard UK housing.

This combination of factors offer significant benefits to residents who will not only enjoy lower energy bills but a high quality and healthy environment. Combine this with high quality landscaping and public spaces, walking routes around the airfield and access to airfield facilities this can lead to a positive impact on residents quality of life.

Energy Supply

The strategy outlined above will ensure the overall energy demand is significantly reduced. The additional environment strategies proposed are

Heat Pumps

Heat pumps will likely be used as the main source of heating across the residential masterplan reducing the need for gas boilers and reducing the carbon footprint of the development in use.

PVs

Building integrated Photovoltaics, these will need to be carefully located for both efficiency and to take into account sensitive views.

Electric Car Charging Points

All dwellings will have access to electric car charging points. Where possible individual electric charging points will be provided on plot, where this is not possible communal shared charging points will be provided.

Water Use

Water use and demand will be reduced as much as possible through a combination of rainwater harvesting, rainwater gardens, grey water recycling and water saving appliances within the dwellings.

Materials

Choice of detailed specification of materials will be reviewed in line with the Green Guide for building specification at the detailed design stage.

4.19 Ventilation and Extract

The new aviation building containing restaurant provision will require mechanical ventilation and extracts. The location of the building is central in Area B and is located away from an existing or proposed residential dwellings. The closest existing dwelling is approximately 200m. Extracts will be located on the roof or walls. More detail will be provided at detailed design stage.

4.20 Flood Risk and Drainage

As indicated in the site assessment section the proposed site is Flood Zone Area 1 and is at low risk of flooding. Infiltration systems will be put in place to control surface water run off on new impermeable surfaces. The following is proposed for each area:

Area A – Residential

It is proposed to utilise a range of SuDS features throughout the development parcel, with the specific drainage features designed to accommodate the constraints of the site and the design considerations of the development proposals.

An infiltration basin will accommodate flows from the main access road and new dwellings. This will be supplemented by permeable paved driveways and courtyards, with rain gardens and swales features

adjacent to proposed access roads. Individual plot soakaways located in the rear gardens of the new properties will be also be considered and utilised where suitable.

Area B – Aviation

Run-off from the roof of the new industrial/commercial units will be directed to bioretention areas located around the perimeter of the building, with excess flows conveyed to a soakaway or similar SuDS feature.

The new access roads and parking areas will consist of permeable paving/ surfacing.

Area C – Residential

Housing in Area C is low density with more dwellings fronting onto public open space. Due to the density and generous gardens it is proposed that most dwellings will be drain via soakaways located in the rear gardens.

As with Area A, private roads, courtyards and parking areas will be constructed of permeable paving. The primary access road will utilise a raingarden/ swale feature which will run for the full length of the road. Flows from the highway will be conveyed to the raingarden/ swale, with excess flows and any properties unable to utilise a plot soakaway conveyed to central soakaways located across the parcel.

The drainage design including the individual SuDS features will be completed at the detail design stage. For further information please see the Flood Risk Assessment included in the Environmental Statement.

4.21 Noise

There are currently no controls over the level of flying activity from the airfield. The applicant has offered to control the level of activity and associated noise through various planning conditions. These controls will provide benefits to existing airfield neighbours. For a scheme developed around an operational airport the design of the scheme has, from the outset, considered good acoustic design.

The scheme is an evolution of the previous scheme from 2015 where extensive discussions and consultation with the LPA has set out the design principle to separate the proposed new homes from the airport's contours. The location of the dwellings outside of these contours will help provide suitable conditions for the future residents inside and outside their homes. The scheme is only exposed to modest levels of road traffic noise. The scheme has been designed to offset the dwellings from the nearby roads and provide adequate protection for noise levels within the proposed homes and within gardens. During the detail design phase this will be developed to optimize the acoustic conditions to achieve suitable internal and external conditions.

4.22 Archaeology

The proposed archaeological mitigation strategy comprises of three principal elements:

- Preservation in situ of key archaeological remains (Roman road in Area A (1), Wessex Linear (2) in Area C) within the proposed masterplan layout;
- Archaeological excavation by a programme of strip, map and record in defined areas where significant archaeological remains have been identified and preservation in situ is not practicable (ring ditch in Area B1, area of prehistoric activity in Area C); and
- Archaeological watching brief in defined areas where less significant archaeological remains have been identified and preservation in situ not practicable.

For further detail please see relevant archaeology ES chapter and reports for further detail.



5.0 Implementation

5.1 Implementation	71
--------------------	----

5.1 Implementation

Following approval of the Outline Planning Application the development will look to move forward as soon as possible with a Reserved Matters Planning Application for individual phases.

The proposal is for the application to be linked to development phases, which will include timings for refurbishment work in the heritage heart and the new aviation facilities.

Initial timings will be agreed as part of a S106 agreement.

Prior to the commencement of any construction activities a Construction Management Plan (CMP) will be developed in consultation with the Local Authority and neighbouring properties. The CMP will encompass the following:

- Condition surveys of existing roads and access points
- Determination of any live services serving neighbouring properties
- Site Security: fencing, site compound and buildings; access control
- Working Hours
- Material Delivery and Storage
- Air Pollution and Dust: monitored and if necessary mitigated if appropriate
- Noise and Vibration: mitigated using appropriate measures
- Construction lighting: kept to a minimum but necessary for security and winter working
- Site Compound and Accommodation
- Health and Safety: compliance with all current statutory and best practice guidance
- Site Waste Management Plan

A 'Construction Traffic and Environment Management Plan' parameter plan has been submitted as part of this application. This indicates an initial approach construction traffic and site compound set up.



6.0 Summary

6.1 Summary

6.1 Summary

This Design and Access Statement has demonstrated a co-ordinated response to site analysis, design opportunities and constraints and has illustrated how the site could be brought forward with a high quality holistic development.

The developing proposals for the site follow the principles of Core Policy 25 as set out in the Adopted Core Strategy for South Wiltshire.

The proposed masterplan will provide;

- A holistic masterplan for an active airfield community
- Restoration of the Roman Road and preservation of key archaeology features identified
- Refurbishment of WW1 hangar
- New facilities for flying enthusiasts and the local community
- Recreational walking and cycling routes around the airfield linking the proposed Country Park, Old Sarum Village and the new facilities
- High quality landscape masterplan with structural planting to mitigate views into and out of the conservation areas
- Pause points and viewing areas highlighting key views
- Significant amount of open space, play areas (9ha/90,000m²)
- Butterfly and Skylark Meadow Mitigation zone (20ha/200,000m²)
- High quality mixed use development
- A total of 315 dwellings to meet local need
- A mixture of house types and tenures to suit local demand
- An increase in the number of trees
- Buffer planting to existing residence on Merryfield Road
- Retained safeguarded flying activities at the airfield

This masterplan will be in line with Core Policy 25 and creates a high quality holistic masterplan which will deliver much needed housing, recreation, and aviation facilities to enhance the existing community and safeguard flying activities at the airfield in the future.



7.0 Appendix

7.1 Appendix 1

Dear Grenville,

Thank you to you and your team for talking us through the principles and parameters of a possible amended scheme for Area A of the Old Sarum Airfield development.

Based on the comments made by the Planning Inspector regarding the main issues with the previously dismissed scheme and subject to further information regarding layout and design, it is agreed that the revised built development extent of Area A would reduce the harm that this part of the scheme has on both the Scheduled Ancient Monument and the Old Sarum Conservation Area.

Further thoughts and considerations on that presented are laid out below:

- The relocated building line is a positive change to the scheme. By drawing this line back, it is likely that a well-designed scheme will significantly reduce the visual impact that the housing development will have on the open aspect of the Old Sarum Conservation Area and the lines of sight from the Old Sarum SAM.
- The curve of the revised built development line also allows the scheme to continue to play a role in screening the existing business park (agreed as a negative feature).
- The retention of the representation of the Roman Road continues to be a positive feature in the scheme and its creation as green space is considered a positive enhancement and heritage gain.
- The reduction in the size of Area A (by 47%) is greatly appreciated and allows for a more sensitive approach to layout and design. Whether this will be considered enough to minimise the harm will be dependent on the final scale, mass, density and design.
- Proposals to increase the depth of the planting to the southern edge of the area in order to better screen views from Old Sarum is appreciated. However, this part of Wiltshire is characterised by an open downland landscape. The introduction of significant planting could potentially have a negative impact. Consideration could be given to screening or mitigation through other measures such as a gentle recontouring of the landscape, earth bunds, green roofs, and the use of recessive materials.
- Finally, the scale and design of the buildings that line the airfield edge of Area A will be key to the success of the scheme. This sensitive edge needs to provide a suitable transition between the residential development and the more functional/aerospace character of the airfield. In particular, some kind of visual connection with the design of Area B would be positive.

Now that restrictions are lifting it seems like a positive moment for this condition survey to take place. I have taken the liberty of getting the availability of those that would need to attend and if possible the 3rd August would work well for us. Would this date be suitable for you at all?

Many thanks,
Jacquie

Jacquie Smith (Née Martinez)
Inspector of Historic Buildings and Areas
Part time Working Days - Monday, Tuesday and Wednesday