

Conservation Management Plan
Old Sarum Airfield
6731 CMP Rev D21 July 2023



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1.0 Executive Summary

The primary significance of Old Sarum Airfield lies in the physical relationship between its Listed World War I hangars and the grass flying field.

“The majority of [military aviation] buildings erected in the period 1914-18 - of temporary materials expected to last for the duration of the conflict only - were either cleared after 1919 (271 out of 301 sites which existed in November 1918) or have since decayed.”¹

As such, Old Sarum is significant in that the principal aircraft hangar groups still survive (of which there are only seven groups remaining in England.)² Historic England’s draft conservation management guidance for historic military aviation sites goes on to explain that:

“Old Sarum is the best-preserved flying field of the First World War period. It is bounded by one of the most complete suites of technical and hangar buildings of the period.”³

“Only one site [in England], Old Sarum, has retained its suite of hangar and technical buildings fronting onto an airfield relatively unaffected by later developments.”⁴

Three of the former WWI hangars are Listed Grade II*, which makes them particularly important buildings of more than special interest. The TA Headquarters, workshops immediately to the north of hangar 2 and the camera obscura south of the central hangar (repair hangar) are Listed Grade II, which makes them nationally important buildings and of special interest. Parts of the airfield have been designated as a conservation area (2007) see fig 02.

The flying field has been in effectively continuous use for flying since World War I. This can be compared with other military aviation sites that are in conservation areas (listed in EH guidance), of which only half are still flying. As such, flying activity is an important constituent of the airfield and forms part of its significance and its setting.

Of secondary significance is the development of the airfield in the inter war expansion period and of the army air co-operation training centre. This is highlighted in the statement of significance (Section 5.0).

The airfield site also shares a wider context with the rural setting and the Old Sarum Scheduled Monument. The open aspect of the site and wider landscape renders the relationship with the Scheduled Monument an important one and this is considered in more detail in section 4.0.

In 2007, Old Sarum Airfield Ltd undertook to provide a management plan to show how the airfield and its historic buildings may be preserved and enhanced.

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]

2 Ibid.

3 Ibid.

4 Ibid.

This conservation management plan will examine the history of the Old Sarum Airfield, what is culturally significant about the site, the effect of designation as a conservation area, explore issues of vulnerability and will propose policies for the management of the site. The original conservation management plan by Feilden+Mawson dated 2008 was updated by them in 2015 and this 2023 update of the plan records changes since that date and brings it up to date.

A conservation plan is a useful tool for explaining the significance of heritage assets and how that significance will be sustained. The Heritage Lottery Fund define a conservation plan as “a document that helps you to understand why your heritage is valued and by whom. It helps you take an overall view, and it sets out a framework of policies that will help you make decisions about how to look after your heritage whilst ensuring it continues to be used, enjoyed and made accessible.”⁵

1.1 Planning policy context

The Airfield land forms part of a farmstead bought by the Air Ministry after WWI. When it ceased to be an active RAF/Army airfield the land was sold to a number of owners.

The Wiltshire Core Strategy 2026, was adopted in January 2015 and contains Core Policy 25 ‘Old Sarum Airfield.’

New development will only be permitted on Old Sarum Airfield if it delivers the following:

- i. A long-term proactive strategy for the enhancement of the Conservation Area including management plan and public access and visitor/ interpretive material on its historic relevance
- ii. A high quality strategic landscape improvement to mitigate impacts of existing intrusive buildings, to soften impacts when viewed both out and into the Conservation Area and from Old Sarum Scheduled Ancient Monument
- iii. The completion of a legal agreement (section 106) to agree reasonable controls over flying activity in the interests of the amenity of local residents
- iv. Submission, agreement and implementation of a development master plan, which delivers a high quality development that takes opportunities to enhance the historic environment and protects the amenity of existing residents
- v. Retains and safeguards flying activity from the airfield
- vi. Provides community benefit for the Old Sarum residents.

5.119 Old Sarum Airfield dates from the First World War and is one of the best preserved in the country as it has remaining technical buildings and three

5 The Heritage Lottery Fund guidance on Conservation Plans is available at: http://www.hlf.org.uk/HowToApply/goodpractice/Pages/Conservation_plan_guidance.aspx [accessed December 2014]

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]

Listed hangars, which still have a functional relationship to the grass airstrip. The facility is highly valued locally for the historical and recreational opportunities it provides. However, there are a number of issues relating to the site that this Core Strategy seeks to resolve.

5.120 The heritage value of the airfield has been damaged by the intrusion of functional late 20th century industrial sheds, which compromise its historic character. There are no controls over the level and intensity of flying activity from the airfield, and there has been a long history of complaints from local residents about the noise, which has been caused largely by aeroplanes flying over the city, in training circuits, especially during the summer months. While there is no local wish to prevent flying altogether, there is a desire to seek some control and strike an appropriate balance between the flying activity and amenity of Salisbury’s residents.

5.121 This strategy will allow sympathetic new development on the airfield perimeter, including high quality residential use, where it can be fully demonstrated that it will deliver the outcomes identified in the following policy. The Master Plan will be developed in partnership with the local community, local planning authority and the developer prior to any application being considered.

1.2 Key Issues

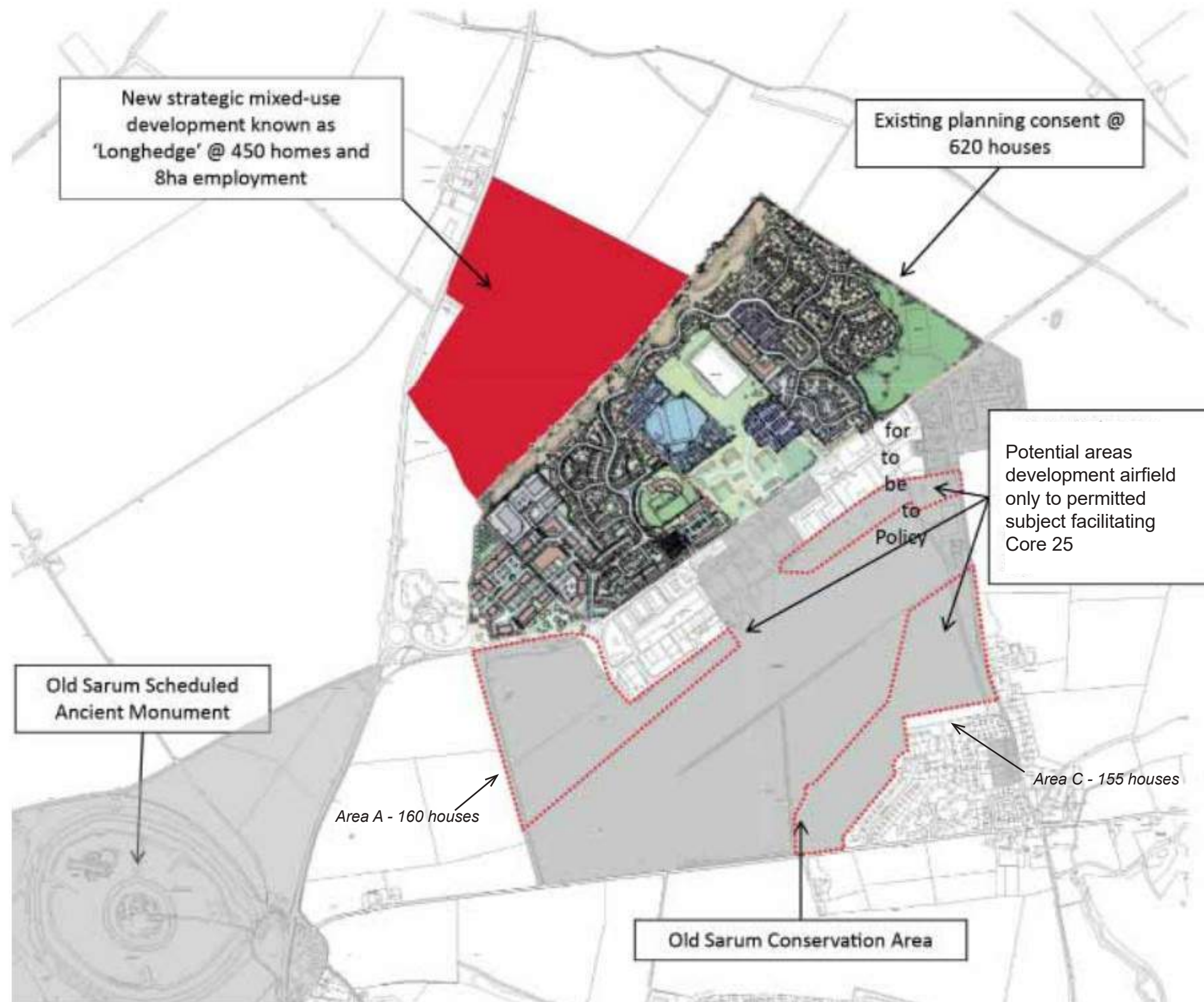
The key issues surrounding the future management of the site that have currently been identified are:

- Improving the setting of the historic hangars and the Scheduled Ancient Monument, including views, by removing negative impacts
- Repairing and regenerating the historic buildings
- Improving public access to site
- Creating new aviation facilities and maintaining flying activity
- Heritage centre with interpretive displays to explain the relevance of the site
- Improving parking and roads
- Providing community benefits
- Sustaining the long term future use of Old Sarum Airfield

Conservation is defined as the management of change, in a sustainable manner, so as to pass on cultural value to future generations. This Conservation Management Plan assesses the significance of the site, identifies relative sensitivity of different parts of the site and buildings in a general manner and proposes policies to manage issues identified and first proposals for managing those issues.⁶

6 <<http://www.english-heritage.org.uk/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplespoliciesguidanceapr08web.pdf>> [accessed January 2015]

Notes in *italic* texts, have been added over published extract



Core policy 25 is accompanied by the above "Figure 5.15" (understood to be unchanged) which identified the areas of the site for potential development, which has informed the planning application proposals.

2.0 Introduction

2.1 Instruction

This conservation management plan has been prepared for Old Sarum Airfield Ltd by Feilden+Mawson LLP. It has been prepared to assess the significance and sensitivity of Old Sarum Airfield in conjunction with current and future proposals for the site and surroundings. It will demonstrate that there is scope for enhancement and improved awareness of the significant characteristics of the site through management of the key issues identified in the executive summary.

2.2 Scope of the study

This document is concerned with the airfield at Old Sarum, a site located in the parish of Laverstock, approximately three kilometres north of the city of Salisbury, and to the south of the Salisbury plain. For the purposes of this study, the site will be defined as the area bounded to the south by the road running from the hillfort of Old Sarum to the village of Ford; to the west by Castle Road; to the east by Green Lane; and to the north by the open fields north of Portway. This is shown on the aerial photograph in fig 01. The wider local setting of Old Sarum will also be examined in order to arrive at a clearer understanding of the site's context. This is shown in fig 02.

A history of the site since the early 20th Century will be given. The structures, spaces and boundaries within this area will be assessed for significance. The text is illustrated with both historic maps and photographs.

Archaeological investigations have been carried out and these are looked at further in section 3.0.

2.3 Location and topography¹

The site is located at Old Sarum Airfield (centred on NGR 415231 133154), approximately 0.5km to the north of the northern suburbs of Salisbury to the south of the Portway (the C56). The underlying geology of the site comprises shallow well-drained calcareous silty soil over chalk bedrock at approximately 80m above Ordnance Datum (AOD).

The wider landscape setting of the site is predominantly rural. However, the immediate landscape setting of the proposed development areas includes modern business park developments within the former airfield boundary on the southern side of the Portway; housing along the northern side of the Portway and to the south-east of the airfield at Ford; and a park-and-ride facility to the north-west of the Site. Peripheral areas of the flying field are currently in use for arable cropping, and a large open area pig farm is located at the western end of the airfield.

The development areas are all situated within the Old Sarum Airfield Conservation Area, which includes the surviving elements of the grass flying field and associated structures of the former military airfield. Areas A-C are situated on the northern and eastern peripheries of the grass flying field, which is currently in active use for General Aviation flying.

¹ Extract from Old Sarum Airfield, Archaeological Desk-Based Assessment prepared by Wessex Archaeology, March 2015.

Area A is situated in the north-western corner of the airfield, south of the Portway and west and south of Castlegate Business Park. It comprises an area of approximately 9ha. A shallow valley runs north-south through the area creating a distinct change in slope and a low point of about 71m AOD on the Portway boundary.

Area B is situated along the northern edge of the airfield and comprises two areas to the southwest and northeast of the technical area of the historic airfield. Area B1 to the southwest comprises 4.2ha of level grassland on the periphery of the flying field, bounded to the north by the modern buildings of Castlegate Business Park. Area B2 to the east encompasses an area of land between the flying field and Green Lane extending to 1.96ha, bounded to the northeast by the modern commercial buildings of Old Sarum Park and former airfield domestic quarters (now private dwellings), and to the east by Green Lane. Area B2 is divided by a concrete perimeter road, which formerly linked the technical area of the airfield to the domestic quarters in the south-eastern corner, and contains the extant remains of a First World War (WWI) machine gun range and squash courts. The land is generally level with a gentle slope east-south-east at the eastern end and is partly used for storage and is partly unused and unkempt.

Area C describes a broad arc in the south-eastern corner of the airfield to the north of existing residential development partly encompassing the former officers' married quarters on the north-west side of Ford. It extends over some 8.9ha between Roman Road in the south-west and Green Lane in the north-east, including the concrete perimeter road that formerly linked the technical area of the airfield to the domestic quarters. It comprises an area currently used for arable cropping situated on a pronounced south-easterly slope below the weak ridgeline on which the airstrip is located.

2.4 Purpose of the site

"Military airfields have had a considerable impact upon the landscape, and were built in great numbers: 301 air bases at the end of 1918, most of which were subsequently abandoned, more than 100 built in permanent fabric between 1923 and 1939, and the country's total of 150 expanded to 740 - mostly in temporary materials and on dispersed sites - during the Second World War."²

Old Sarum Airfield is an important historic site; a former military airfield, used in both World Wars and in the Post-War period until 1979. In terms of the surviving structures and architecture of the airfield however, it is the survival of World War One features that make it an important site. It is a well preserved example of a World War One Training Depot Station as unlike most other military airfields it did not have hard perimeter tracks or runways added in the post 1938 period and retains its grass flying field.

The Training Depot Station was opened in 1917, initially as Ford Farm, then quickly renamed Old Sarum for the prominent monument to the west of the airfield. It comprised three flying units each with a coupled Belfast Truss aircraft hangar and a repair hangar with attached workshops. By 1918 dope

² Context 66 : June 2000 Conserving Military Airfields By Jeremy Lake <http://ihbc.org.uk/context_archive/66/airfields/airfields.html> [accessed December 2014]

shops, and other specialized workshops had been built though most of the personnel accommodation was still a tented camp. In the interwar years the site was retained by the RAF; given the proximity of other military bases on Salisbury Plain, Old Sarum was principally used for RAF/Army cooperation training purposes. The station headquarters from the interwar (post 1934) Expansion Period is extant.

In World War Two the site was used for Air Observation training, for Special Operations Executive drops to occupied Europe and for storage of vehicles for D Day. By 1944 the airfield facilities had been extended westward with blister aircraft hangars and vehicle storage facilities. After 1947, the airfield became the School of Land/Air Warfare, a joint services military college training facility for high ranking officers. The military base closed in 1979 and was used by the aircraft industry and club flying. Part of the site is now used as an industrial estate.³

2.5 Summary of external review

An external review of this Conservation Management Plan was carried out in February 2015 by Dr. Adam Menuge FSA IHBC:

"I have read in detail draft D16 (January 2015) of the Conservation Management Plan (CMP) for Old Sarum Airfield and examined illustrative material at pertinent points in the text. I have read it on the understanding that a separate Site Management Plan, not forming part of this review, covers management policies for the Airfield. I have not systematically examined the material in the appendices, but in general the standard of presentation strikes me as high and the illustrative matter appears comprehensive. I have also not commented on minor flaws in expression unless these have the potential to impair or confuse the sense (but 'pig arks', not 'arcs'). Overall the CMP is clearly written, though there are many areas in which it would benefit from careful proof-reading."

³ <http://www.pastscape.org.uk/hob.aspx?hob_id=1407730&sort=4&search=all&criteria=old%20sarum&rational=q&recordsperpage=10> [accessed November 2014]

Study Area of the Airfield



Fig 01 Aerial photograph showing the study area shaded in red

Scope of the Plan

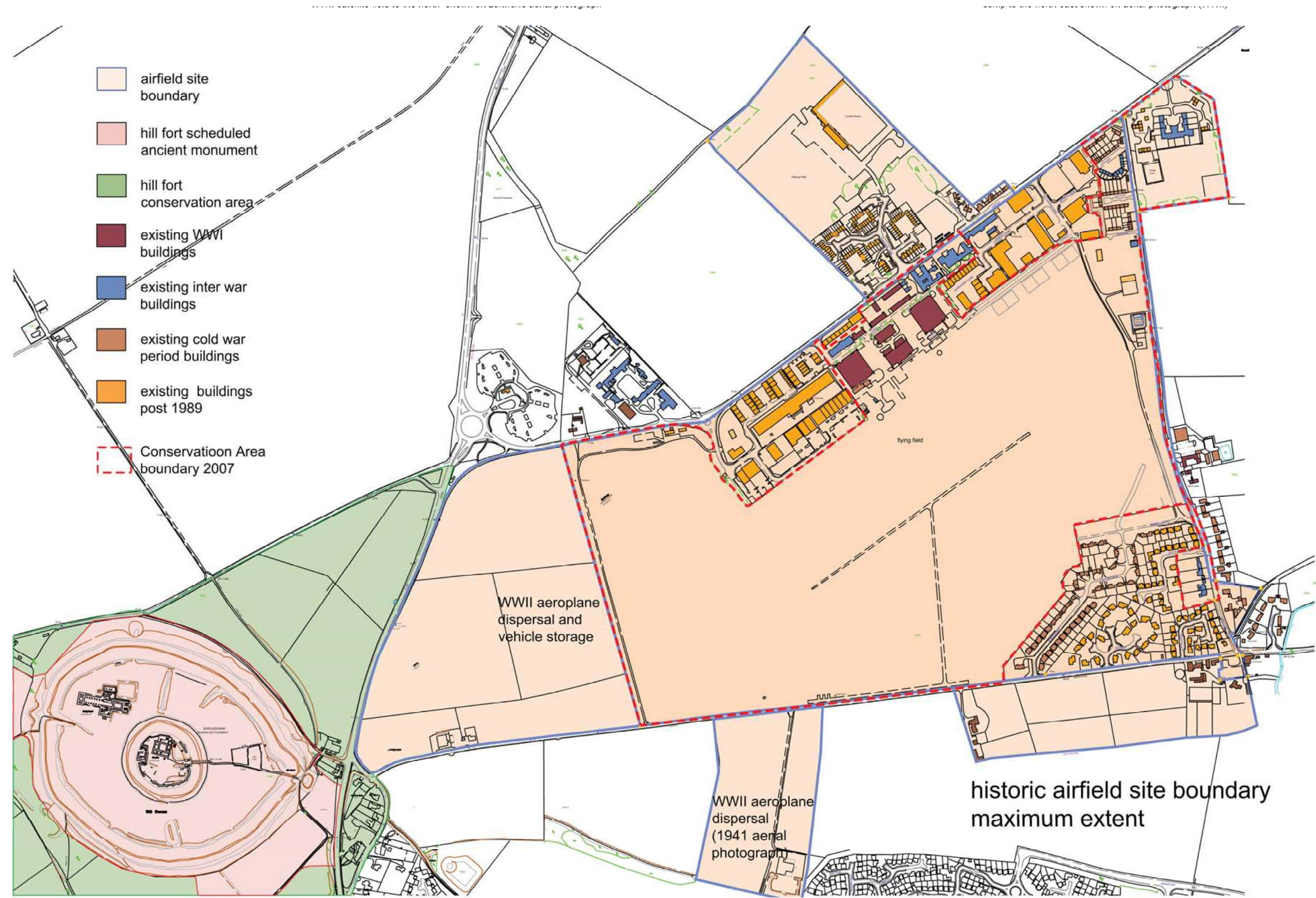


Fig 02 Plan showing the conservation area boundary, Listed buildings on the site and proximity to the Old Sarum Scheduled Ancient Monument. This outlines the scope covered by this conservation management plan.

3.0 Understanding the site

The primary purpose of conservation area management is to identify what should be preserved and to indicate how the area could be enhanced. This should be based on a thorough assessment of the site's history and context. This management plan has been prepared in accordance with:

- Historic England guidance on understanding place and conservation areas (currently under review)
- The Heritage Lottery Fund's Conservation Plan Guidance (2012)
- The Management & Maintenance of Historic Parks, Gardens & Landscapes edited by John Watkins and Tom Wright, 2007 (Francis Lincoln Ltd)
- Historic England Conservation Management Guidance on Military Aviation Sites, consultation draft (currently under review)

- 1918-1939 - the inter-war expansion period
- 1939 -1979 World War II and later military occupation
- 1980s onwards - civilian use

Plans locating the salient elements in relation to the current site plan and Conservation Area boundary are included in the text and at a larger scale within Appendix C.

The report is illustrated with photographs of the Conservation Area showing buildings and spaces which contribute to its character and also those which detract. A graphic presentation which summarises the sensitivity of the site and its wider setting is shown in section 7.0.

And taking into consideration the current legislation:

- National Planning Policy Framework
- Historic Environment; Planning (Listed Buildings and Conservation Areas) Act 1990
- Ancient Monuments and Archaeological Areas Act 1979
- Policies of the South Wiltshire Core Strategy which are expected to be replaced by the Wiltshire Core Strategy 2026 in early 2015, subject to Council resolution (20 January 2015)

Other key documents that have been consulted include:

- Old Sarum Airfield Conservation Appraisal and Assessment of Eligibility for Conservation Area Designation, Atkins, August 2006
- 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)
- Dr John Samuels The Setting of Old Sarum Wiltshire, 2002 (unpublished)
- Peter March Research into locations of grass flying fields with WWI hangar buildings, 2000 (unpublished)
- Jeremy Lake with Wayne Cocroft and Roger J C Thomas Understanding Wiltshire's military heritage, Page 24 - Context 122 - November 2011

In the following pages the history of development of the site is described under the headings below and accompanied by contemporary maps and illustrations.

- Archaeological significance of the site
- Prior to 1918 and the end of World War I

3.1 Broader Context

The table opposite is taken from the list of designated military aviation sites contained in the 'Historic England Military Aviation Sites Conservation Management guidance' document (draft, July 2014).

Sites highlighted in red have housing on all or parts of the site. Also detailed are the documents available that relate to their designation as conservation areas. Most of the sites have conservation area appraisals and some have management guidelines or proposals in various degrees of detail.

Old Sarum Airfield is the only site where a conservation management plan is available to access online (2015).

Airfield sites in conservation areas	Local authority	Year of designation	Current use	Grass flying field?	Still flying?	Useful docs consulted	Conservation plan or appraisal?	HPA?
Hornchurch	London Borough of Havering	1989	Housing	Y	N	character appraisal and management proposals	http://www.havering.gov.uk/Documents/Planning/Conservation-areas/raf-hornchurch-ca-appraisal.pdf	N
Hullavington	North Wiltshire District Council	1992	Parachute drop training, volunteer gliding schools etc.	N	Y			N
Biggin Hill	London Borough of Bromley	1993	Airport	N	Y			N
Yatesbury	North Wiltshire District Council	1998	Planning has been granted to convert the air base into residential flats, however, due to the current economic climate work has stopped on the conversion until the economy has improved.	N	N	http://www.deyab.com/		N
Daedalus	Gosport Borough Council	1999	On 1 April 2014 the airfield owners, the Homes and Communities Agency, appointed Regional and City Airports Management on an interim contract to manage the airfield. New entrances have been constructed to eliminate the need for runway crossings by vehicles and redevelopment is underway. CEMAST (Centre of Excellence in Engineering, Manufacturing and Advanced Skills Training), part of Fareham College is under construction on previously undeveloped land in the south east corner of the airfield. Wartime Hangar A has been demolished to make way for a new Innovation Centre of business starter units to the south of the South Apron on the east side. Temporary hangars are to be placed on the sites of Bellman Hangars 2 and 3, which were destroyed in a wartime air raid to accommodate aircraft which are having to be moved from Hangars East while redevelopment takes place. The old MARTSU building is to be demolished and replaced by a factory. The new development at Hangars East includes new roads and infrastructure and hangars for aviation use with runway access.	N		http://www.gosport.gov.uk/EasySiteWeb/getresource.axd?AssetID=2646		N
Old Sarum	Salisbury District Council			Y	Y	See CMP		N
Bicester	Cherwell District Council	2002	Housing	Y	N	MOD conservation management guidelines	http://modgov.cherwell.gov.uk/documents/s3823/RAF%20Bicester%20Planning%20Brief%20Part%20B%20Conservation%20Management%20Guidelines.pdf	N
Kenley	Tandridge District Council & London Borough of Croydon	2005 & 2006	The south-west corner, previously occupied by married quarters, has been redeveloped with modern high-density housing directly abutting the airfield (the area was excluded from the Green Belt as part of the Tandridge District Local Plan and thus not included within the Conservation Area). In December 2005, the former Officers' Mess building and surrounding land was sold to residential building developer, Comer Homes, and its future is uncertain as is that of the Royal Air Forces Association (RAFA) Portcullis Club. The rest of the airfield is still in use.	N	Y	http://www.croydon.gov.uk/contents/departments/environment/pdf/kenley-aerodrome.pdf		N
Upper Heyford	Cherwell District Council	2006	Housing	N	N			N
Duxford	South Cambridgeshire District Council	2007	Imperial War Museum	N	Y	Conservation area appraisal		N
Stow Maries	Maldon District Council	2008	The airfield buildings are still mostly intact, with the original windows still in place. The buildings were used to store grain and farm vehicles until 2008. The airfield has subsequently been purchased by Steve Wilson and Russell Savory and is being restored to a state that it would have been found in 1919.	Being restored	Y		https://www.english-heritage.org.uk/about/news/first-listed-building-heritage-partnership-agreement/file:///C:/Users/charlotteevans/Downloads/7_Stow_Maries_Great_War_Aerodrome_-_Listed_Building_Heritage_Partnership_Agreement_-_Appendix_1.pdf file:///C:/Users/charlotteevans/Downloads/7_Stow_Maries_Great_War_Aerodrome_-_Listed_Building_Heritage_Partnership_Agreement.pdf	
Coltishall	Broadland District Council /Norfolk County Council	2008	Planning application for solar farm 2014	N	N	CA appraisal	http://www.broadland.gov.uk/PDF/RAF_Coltishall_Final.pdf	N

3.2 Archaeology

Old Sarum Airfield 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 medieval 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 agricultural landscape within which the site is set is the product of Parliamentary enclosure, a process which took place throughout the 18th and early part of the 19th centuries, dividing up former areas of common pasture and arable fields. The 1820 Enclosure Award map shows that the area of the Site remained largely unenclosed, being depicted as one large field ('Castle Field') defined on the western side by a 'dog-leg' boundary, which may represent the fossilised line of former mediaeval strip fields. Subsequent historic maps, including the Tithe Map of 1842 and later 19th and early 20th century Ordnance Survey maps, depict the Enclosure landscape largely unchanged beyond the rationalisation of field boundaries and the expansion of farms and the development of the settlements within the valleys.

Sensitivity of archaeological resource

The site lies within an 'Area of Special Archaeological Significance', defined in the adopted Local Plan, reflecting the rich prehistoric landscape that extends across this part of southern Wiltshire.

It is an area of intensive Neolithic and Bronze Age funerary activity. Whilst the main focus for the barrow cemeteries appears to be the broad ridge to the north of the site, evidence from the wider area indicates that activity was not limited to this landscape zone and aerial photographic evidence suggests the continuation of a Bronze Age 'Wessex Linear', and other linear features (of possible prehistoric date) passing through the middle of the airfield. Although the results of previous archaeological work indicate that the site lay beyond the focus of Romano-British, Saxon and medieval settlement at Old Sarum, the line of a Roman road (the Portway) passes through the north-western corner of the airfield, and parts of the site are visible from the Scheduled Monument.¹ There is also potential for buried remains relating to the development and use of the airfield such as the sites of the Second World War Battle Headquarters and pillbox, both now demolished. Based on the evidence presented within the baseline resource (Section 4 of Wessex Archaeology report) there is considered to be the potential for as yet unknown buried archaeological remains within the site relating to the Bronze Age, Romano-British, Medieval, Post-medieval and Modern periods. Figs 04 and 05 show the almost total absence of finds within the airfield boundary. As the landscape remained rural and largely undeveloped until the start of the First World War, it is likely that the removal of the land from arable farming in 1917 will have helped to promote the preservation and survival of any buried archaeological remains.

¹ The approximate positions of the Roman Portway, former land boundaries, have been established by geophysical survey in 2007 and are indicated in fig 05.

A case can also be made for the importance of continued flying from the grass strip as a good management regime for preventing disturbance of the site in archaeological terms.

Previous consultation with Wiltshire Council has confirmed that the remains of the Roman road, ring ditch and airfield features identified in Areas A and B1 do not merit preservation in situ and do not constitute a constraint on development: the loss of archaeological remains due to development here can be mitigated through a programme of archaeological investigation and recording comprising targeted strip, map and excavate.

Summary of impact on archaeology

It is anticipated that destructive impacts on buried archaeological remains would be concentrated within the footprint of the proposed residential development areas in Areas A and C and the new flying hub facilities in Areas B1 and B2, and diminished within the proposed green spaces: in the absence of any ground works or landscaping in green space, any direct impact would be restricted to areas of tree planting and plant movement.

Additionally, relocation and extension of the flying strip is likely to involve local alteration of levels to achieve permitted gradients.

The development areas have been subject to a programme of archaeological evaluation and it is possible that, with further archaeological investigation in conjunction with an assessment of detailed development designs at a later stage in the project, the potential impacts of the development could be reduced or removed through careful design and mitigation.

The study carried out by Wessex Archaeology has identified no overriding archaeological constraints which are likely to preclude development. The potential for and significance of archaeological remains has been assessed through a programme of archaeological investigations comprising geophysical survey and evaluation trenching.

Archaeological trial trenching has confirmed that the Roman road survives within the north west corner of the site (and west of Castlegate Business Park). Redundant electrical cables and a gravel track are assumed to relate to the wartime airfield. To the north east of the site and (to the south of Sarum Park) no archaeological features were found and extensive disturbance was apparent.

Archaeological evaluation of Area C revealed a concentration of archaeological features on the slight ridge running across the middle of Area C on a north-west to south-east alignment. The nature of the features and the artefacts suggests that there has been significant human activity in the immediate area. The Middle Neolithic pit contained a large quantity of deliberately deposited artefacts, including a pottery and flint assemblage of high significance. Excavations in the surrounding landscape have shown that these Neolithic pits typically cluster, either in pairs or small groups, and it is not unreasonable to expect that there more may be present in the immediate area.

The following gazetteer of heritage assets within the study area has been taken from the archaeological desk based assessment by Wessex Archaeology, dated March 2015. The report outlines the known and potential archaeological remains within the site based on a review of existing information within a study area extending 1km from the site boundary, assesses the impact of the proposed development and related land use changes on known and potential archaeological remains and their setting and presents mitigation proposals aiming to minimise the impact on archaeological remains.

List of heritage assets within study area (1km)



9.2 Appendix 2: Gazetteer of heritage assets within the Study Area (based on WSHER and other sources)

National Heritage List for England – Scheduled Monuments and Listed Buildings within the Study Area

WA No.	List Entry No.	Name	Grade	Easting	Northing
1	1015675	Old Sarum	SM	413768	132679
2	1005688	'Ende Burgh' long barrow	SM	415893	134041
3	1248682	REMAINS OF OLD SARUM CASTLE AND CATHEDRAL	I	413653	132789
4	1355710	3 FORMER WORLD WAR I AIRCRAFT HANGARS AT OLD SARUM AIRFIELD	II*	415185	133465
5	1023822	BEEHIVE COTTAGE	II	414323	133213
6	1023852	BARN AT BISHOPDOWN FARM	II	415596	132130
7	1258431	OLD CASTLE INN	II	414144	132492
8	1355735	MILL HOUSE AND ATTACHED MILL	II	416461	132938
9	1355736	GRANARY AT BISHOPDOWN FARM	II	415615	132155
10	1391602	OLD SARUM AIRFIELD: WORKSHOPS IMMEDIATELY TO N OF CENTRAL HANGAR (HANGAR 2)	II	415159	133484
11	1391603	OLD SARUM AIRFIELD: TA HEADQUARTERS	II	415229	133599

Wiltshire and Swindon Historic Environment Record - Archaeology

WA No.	HER No.	Name	Monument Type	Period	Description	Easting	Northing
12	MWI32066	Settlement, Northeast of Castle Hill	SETTLEMENT	Prehistoric	A later Prehistoric settlement was recorded during excavation, including seventy post holes and small rectilinear scoops.	414906	132621
13	MWI32017	Two Ditches, Old Sarum	DITCH	Prehistoric	Two linear parallel features, probably ditches, were recorded through geophysical survey.	413882	132558
14	MWI32019	Ditches and Post Hole at Old Castle House	DITCH, POST HOLE	Prehistoric	Two probable ditches, running approximately west-east downslope, and a possible post hole were excavated.	414207	132468
15	MWI32021	Prehistoric Pit at the Bee Hive, Laverstock	PIT	Prehistoric	A probable prehistoric pit was partially revealed during an archaeological evaluation. A possibly Neolithic flint blade flake was recovered from the primary fill. A flint fabricator tool was recovered from the topsoil, considered to be of middle to late Neolithic date.	414354	133244

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WA No.	HER No.	Name	Monument Type	Period	Description	Easting	Northing
16	MWI32027	Probably Late Prehistoric Pits and Postholes	PIT, POST HOLE	Prehistoric	Two pits and three postholes were uncovered during a watching brief, containing burnt, unworked flint, struck flint waste flakes and Late Prehistoric pottery.	414132	132018
17	MWI10834	Garden of Ford Farm	FINDSPOT	Neolithic	Neolithic polished axe	415800	133101
18	MWI11097	Behind Old Castle Inn	FINDSPOT	Neolithic	Neolithic axes	414100	132500
19	MWI11098	Pauls Dene Estate	FINDSPOT	Neolithic	Part of a Neolithic axe.	414200	132300
20	MWI11099	East Side Old Sarum	PIT	Neolithic	Three Neolithic pits found during the excavation of a pipeline.	414170	132720
21	MWI11100	NE Old Sarum	PIT	Neolithic	Two Neolithic pits excavated in pipe trench.	413820	132950
22	MWI11101	Old Sarum	FINDSPOT	Neolithic	Neolithic flint tools	413800	132700
23	MWI11103	Land at The Beehive	PIT	Neolithic	A Neolithic pit with Peterborough ware pottery was excavated during an evaluation in 1999.	414366	133321
24	MWI10840	Pond Field, Bishopdown	FINDSPOT	Neolithic	Neolithic worked flint implements found during excavation, and earlier.	415402	132302
25	MWI11104	Land North of the Beehive	FINDSPOT	Neolithic	Neolithic flint implements found during a combined fieldwalking and metal detecting exercise in 1998.	414456	133480
26	MWI10836	Bishopdown	Associated finds, DITCH	Neolithic	Dense scatter of Neolithic worked flint implements.	415741	132621
27	MWI32057	Pits, East of the A345	PIT	Neolithic	A well preserved sequence of six Middle Neolithic pits were found in two groups of three, 10 metres either side of a very substantial tree bowl.	414280	132875
28	MWI11102	Rocks Hill	LONG BARROW	Neolithic	A Neolithic long barrow	414154	133490
29	MWI10847	Pond Field Bishopdown	BURIAL	Bronze Age	Bronze Age burial found during excavation in 1993.	415402	132298
30	MWI10849	Bishop Down Farm	PIT	Bronze Age	A pit containing probable Bronze Age pottery and cremated bone found during an evaluation excavation.	415150	132320
31	MWI10850	Bishopdown Farm	FINDSPOT	Bronze Age	Bronze Age axe	415500	132100
32	MWI10851	W of Ford Farm	FINDSPOT	Bronze Age	A Bronze Age axe.	415600	132900
33	MWI10854	Castle Ford Farm	FINDSPOT	Bronze Age	A Bronze Age urn containing a cremation found during construction.	415720	132910
34	MWI10855	W of Ende Burgh	FINDSPOT	Bronze Age	Bronze Age burials found during the excavation of a pipeline.	415420	133898
35	MWI10845	Bishopdown	Associated finds	Bronze Age	Bronze Age flint implements.	415730	132620

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WA No.	HER No.	Name	Monument Type	Period	Description	Easting	Northing
36	MWI10859	Bishopdown	FINDSPOT	Bronze Age	Bronze Age worked flint tools and a pottery fragment.	415830	132449
37	MWI11114	S of Old Sarum Airfield	Associated finds	Bronze Age	Probable Bronze Age flint tools were excavated from the test pits of an evaluation in 1997.	414714	132737
38	MWI11116	Land at The Beehive	FINDSPOT	Bronze Age	A fragment of Bronze Age pottery was found during an evaluation excavation in 1999.	414272	133209
39	MWI10865	Land at Old Sarum (Pit & collured urn).	PIT	Bronze Age	sub-square pit containing fragment of collared urn	415388	133857
40	MWI11117	Land at Old Sarum	BURIAL	Bronze Age	Early Bronze Age collared urn.	414929	133636
41	MWI10866	Land at Old Sarum. Ring ditch.	RING DITCH	Bronze Age	Small Bronze ring ditch, and crouched inhumation.	415204	134250
42	MWI11113	Bishopdown	Associated finds	Bronze Age	Bronze Age flint tools.	414983	132621
43	MWI11303	East Old Sarum	BOWL BARROW	Bronze Age	Bronze Age bowl barrow excavated in 19th century and possibly earlier.	414280	132492
44	MWI10867	SW of Hurdcott Field Barn	SITE	Iron Age	Two Iron Age features found during a watching brief.	415450	134670
45	MWI11120	East Outskirts Old Sarum	DITCH	Iron Age	Iron Age pottery found in a ditch.	414100	132550
46	MWI11124	Eastern Outskirts Old Sarum	DITCH	Iron Age	A probable Iron Age ditch found during excavation of pipe trench.	414280	132660
47	MWI11125	Hilltop Way, Pauls Dene Estate	SETTLEMENT	Iron Age	Iron Age pits found during the excavation of a water pipeline.	414370	132380
48	MWI11126	Hilltop Way, Pauls Dene Estate	SETTLEMENT	Iron Age	Three Iron Age pits, one of which was excavated.	414450	132300
49	MWI11128	East Outskirts Old Sarum	DITCH	Iron Age	A probable Iron Age ditch found during excavation of water pipe trench.	414170	132730
50	MWI11133	Old Sarum	FINDSPOT	Iron Age	A gold stater of Tasciovanus	413701	132571
51	MWI10877	Bishopdown	SETTLEMENT	Iron Age	Iron Age settlement through which trenches were excavated in 1992.	415140	131950
52	MWI11136	78, Downsvie Road	BURIAL	Iron Age	Two iron Age burials were excavated during 1996.	414710	132050
53	MWI10881	Land at Old Sarum	LINEAR FEATURE	Iron Age	Pits and linear features found. Finds obtained suggest Iron Age to Medieval.	415358	134009
54	MWI11131	Castle Hill	DITCH	Iron Age	An Iron Age ditch found during excavation for reservoir.	414310	132470
55	MWI32051	Inhumations, North of Phillips Lane	INHUMATION	Iron Age	Three inhumations were recorded during excavation.	413780	133090
56	MWI32058	Ditch and Burials,	DITCH,	Iron Age	An Iron Age burial alignment and Romano-British ditch were	414251	132893

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WA No.	HER No.	Name	Monument Type	Period	Description	Easting	Northing
		East of the A345	FLEXED INHUMATION, CROUCHED INHUMATION		excavated.		
57	MWI10889	W of Ende Burgh	SETTLEMENT	Romano-British	Romano-British pottery and a corn drier found during construction of a water pipeline in 1989.	415801	134103
58	MWI11141	Old Sarum	SETTLEMENT	Romano-British	Romano-British settlement found through excavation.	413845	132632
59	MWI11143	East Outskirts, Old Sarum	DITCH	Romano-British	A probable Roman ditch found during excavation of pipe trench.	414160	132740
60	MWI11144	East Outskirts, Old Sarum	DITCH	Romano-British	A probable Roman ditch found during the excavation of a pipe trench.	414370	132580
61	MWI11148	Bishopdown	Associated finds	Romano-British	Romano-British pottery, and tile fragments with a dense scatter of burnt flint partially excavated in 1992.	414450	132400
62	MWI11154	Castle Hill/Pauls Dene Estate	POST HOLE	Romano-British	Romano-British post-hole.	414202	132302
63	MWI11158	Castle Hill	Associated finds	Romano-British	Late Romano-British pottery found during excavation of new reservoir.	414310	132470
64	MWI11159	Old Sarum	FINDSPOT	Romano-British	Barbarous copy of radiate coin c270AD found near Old Sarum Cathedral	413700	132600
65	MWI11162	Pauls Dene	FINDSPOT	Romano-British	Four Romano-British coins.	414300	132400
66	MWI11175	Land at Old Sarum	DITCH	Romano-British	Unexcavated roadside ditch for Portway Roman road.	414932	133439
67	MWI10896	Bishopdown	Associated finds	Romano-British	Romano-British pottery and tile fragments.	415728	132617
68	MWI10898	Pond Field, Bishopdown	Associated finds	Romano-British	Romano-British pottery fragments found during excavation in 1993.	415400	132300
69	MWI11140	S of Old Sarum Airfield	FINDSPOT	Romano-British	Romano-British pottery fragments were found during an evaluation excavation in 1997.	414740	132657
70	MWI11168	Land North of The Beehive	FINDSPOT	Romano-British	A few Romano-British pottery fragments and 17 coins found during a combined fieldwork and metal detecting exercise in 1998.	414452	133474
71	MWI10902	Ford	FINDSPOT	Romano-British	A Romano-British bow brooch and two coins.	416400	132801
72	MWI11171	Paul's Dene Estate	FINDSPOT	Romano-	A large Romano-British tile	414800	132200

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WA No.	HER No.	Name	Monument Type	Period	Description	Easting	Northing
				British			
73	MW111172	Paul's Dene Estate	FINDSPOT	Romano-British	A Romano-British clay jar	414500	132100
74	MW111166	Old Castle Inn paddock	BURIAL	Romano-British	A possible Romano-British skeleton excavated in 19th century.	414100	132580
75	MW110897	Bishopsdown Farm	SETTLEMENT	Romano-British	Romano-British settlement site through which trenches were excavated in 1992.	415157	131952
76	MW132063	Ditch and Pits, North of Castle Hill	DITCH, PALISADE, KILN, PIT	Romano-British	A ditch and possible palisade, a small kiln and three pits were identified during excavation.	414449	132570
77	MW132020	Gulley at Old Castle House	GULLY	Romano-British	A shallow, flat based gully was excavated.	414209	132473
78	MW132023	Pit at Old Castle House	PIT	Romano-British	A sub-circular shallow pit was excavated.	414208	132473
79	MW111157	Roman Road from Old Sarum to Winchester	ROAD	Romano-British	Roman road between Old Sarum and Winchester.	414644	132736
80	MW110890	The Port Way	ROAD	Romano-British	Roman road from Salisbury to Silchester	415505	133844
81	MW111142	Juniper Drive, Pauls Dene Estate	SETTLEMENT	Romano-British	Spread of Romano-British refuse found during development.	414389	132242
82	MW111156	Old Sarum to Mildenhall Roman Road	ROAD	Romano-British	Roman road from Old Sarum to Mildenhall.	414386	133877
83	MW110909	End Burgh	CEMETERY	Anglo-Saxon	Various Saxon burials found during excavation of earlier mound.	415880	134052
84	MW111179	Old Sarum	SETTLEMENT	Anglo-Saxon	Saxon settlement within Old Sarumhillfort.	413839	132655
85	MW111180	E Outskirts Old Sarum	CEMETERY	Anglo-Saxon	Cemetery of fourteen Saxon burials excavated from an earlier barrow.	414280	132490
86	MW110910	Ford	FINDSPOT	Anglo-Saxon	A Saxon brooch.	415901	133151
87	MW110911	Ford	FINDSPOT	Anglo-Saxon	A Saxon Sceatta.	415900	132900
88	MW110912	Ford	FINDSPOT	Anglo-Saxon	Two Saxon sceattas found in 1989.	416200	132900
89	MW111215	Site of Chapel of Holy Cross	CHURCH	Medieval	Site of Medieval church or chapel.	414133	132613
90	MW111224	East Suburb Old Sarum	INDUSTRIAL SITE	Medieval	Medieval 12th century area of lime-burning including pits and kilns found during the excavation of a pipe trench on the edge of the eastern suburbs of Old Sarum	414220	132630

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WA No.	HER No.	Name	Monument Type	Period	Description	Easting	Northing
91	MW111227	Braemar Rise	FINDSPOT	Medieval	A French jetton probably dated to the early 14th century.	414570	131800
92	MW111238	Old Sarum	FINDSPOT	Medieval	A late 12th century lead counter.	413699	132593
93	MW111239	Old Sarum	FINDSPOT	Medieval	A Medieval iron key.	413699	132581
94	MW111229	Site of St John's Hospital (and St Anthony)	HOSPITAL, LEPPER HOSPITAL, CEMETERY, BOUNDARY DITCH	Medieval	Site of the medieval hospital of St John the Baptist and St Anthony believed to be in the eastern suburbs of Old Sarum.	414200	132695
95	MW111245	Old Sarum	FINDSPOT	Medieval	Medieval coin.	414040	132690
96	MW111249	15 Hill Top Way	BUILDING	Medieval	Possible Medieval building foundations.	414380	132250
97	MW111182	12, Juniper Drive	FINDSPOT	Medieval	13th century coin.	414420	132230
98	MW111189	Near Old Sarum	FINDSPOT	Medieval	A 12th century seal.	413920	132290
99	MW111191	Castle Street including 281 Castle Road	FINDSPOT	Medieval	A 15th century key.	414200	132240
100	MW111192	293 Castle Road	FINDSPOT	Medieval	A silver penny of Edward I from the Bristol mint.	414170	132330
101	MW110934	Ford	FINDSPOT	Medieval	A Medieval brooch.	415900	133150
102	MW111186	S of Old Sarum Airfield	FINDSPOT	Medieval	A fragment of Medieval pottery was excavated from a pit during an evaluation in 1997.	414701	132717
103	MW111223	Eastern Suburbs of Old Sarum	CEMETERY	Medieval	A Medieval cemetery of more than 70 burials which has been excavated in parts at various times.	414176	132620
104	MW110933	Ford	FINDSPOT	Medieval	Medieval coins.	416400	132800
105	MW111259	Vicinity of Old Sarum	FINDSPOT	Medieval	A Medieval horse harness pendant.	414100	132420
106	MW111234	Castle Hill Reservoir	FINDSPOT	Medieval	Medieval pottery fragments and a tile	414347	132461
107	MW111244	Old Sarum	FINDSPOT	Medieval	Polished Medieval stone.	413685	132697
108	MW111231	Garden of Roman's Rest	BUILDING	Medieval	Medieval building found during excavations in 1958.	414120	132580
109	MW111230	Land North of The Beehive	FINDSPOT	Medieval	A Medieval brooch and coins were found during a combined fieldwork and metal detecting exercise in 1998.	414393	133417
110	MW131970	City Wall at Old Sarum	TOWN WALL	Medieval	Erosion of the field boundary revealed wall foundations on the line of the reputed city wall marked on older maps.	413910	132370
111	MW132065	Ditch and Burial, East of the A345	DITCH, INHUMATION	Medieval	A curving medieval ditch was recorded immediately east of the A345, with a single inhumation recovered from the ditch fill.	414210	132919

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WA No.	HER No.	Name	Monument Type	Period	Description	Easting	Northing
112	MW111266	Old Sarum East suburb	FINDSPOT	Post-medieval	Part of a pair of Medieval iron shears	414700	132800
113	MW111265	Old Castle Inn	FINDSPOT	Post-medieval	A Post Medieval key	414100	132600
114	MW132031	Chalk Floor at The Old Castle Inn	FLOOR	Post-medieval	A compacted chalk floor was recorded during excavations.	414138	132510
115	MW132032	Pit at The Old Castle Inn	PIT	Post-medieval	A small sub-circular pit was recorded during excavations.	414138	132510
118	MW131529	Pillbox, on Old Sarum Airfield	PILLBOX (TYPE FW3/22)	Modern	A Type 22 pillbox is located within Old Sarum Airfield.	415398	133577
119	MW110943	Within Ende burgh enclosure	PILLBOX (TYPE FW3/24)	Modern	A Second World War Type 24 pillbox	415904	134144
120	MW132022	Modern Rubbish Pit at the Bee Hive, Laverstock	PIT	Modern	A square-shaped modern refuse pit contained ash and charcoal, glass bottles, pottery, Bakelite fragments and numerous metal objects all from around 1930-40.	414365	133251
121	MW163486	Enclosure, Southeast of Shepherds Corner	RECTANGULAR ENCLOSURE	Modern	A cropmark of a large rectangular enclosure, probably modern, is visible to the southeast of Shepherds Corner.	413715	133443
122	MW131995	Three Aircraft Hangars on Old Sarum Airfield	BELFAST TRUSS AIRCRAFT HANGAR	Modern	World War One aircraft hangars on Old Sarum Airfield.	415175	133480
123	MW110944	SW of Ende Burgh	BURIAL	Undated	A possible Bronze Age burial.	415740	133880
124	MW111271	South Side of Old Sarum	BURIAL	Undated	Two undated human skulls.	413800	132400
125	MW111342	S of Old Sarum Airfield	PIT	Undated	A possible undated pit was excavated during an evaluation in 1997.	414701	132711
126	MW110956	SW of Ende Burgh	ROUND BARROW	Undated	Ditch of a possible barrow uncovered during an excavation.	415496	133895
127	MW111346	Land at The Beehive	DITCH	Undated	A broad, shallow undated ditch was seen during an evaluation excavation in 1999.	414272	133201
128	MW111347	Land at The Beehive	SITE	Undated	Parallel gullies, perhaps modern steam ploughing, were excavated during an evaluation in 1999.	414272	133198
129	MW111345	Land to the north of the Beehive	ROAD	Undated	A probably trackway of Romano-British or later date, revealed during an evaluation excavation in 1999.	414465	133300
130	MW111029	North-West of Ende Burgh	RING DITCH	Undated	Undated ring ditch.	415333	134278

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WA No.	HER No.	Name	Monument Type	Period	Description	Easting	Northing
131	MW111279	Land at Old Sarum	DITCH	Undated	A linear feature/ditch found which contained tile, fired clay and pottery dating from Romano-British to Medieval.	414656	133657
132	MW111280	Land at Old Sarum	DITCH	Undated	west-north-west/south-east-south aligned ditch. No dating obtained.	414807	133766
133	MW111281	Land at Old Sarum	POST HOLE	Undated	Five probable postholes irregularly spaced in a line, one of which contained a copper alloy object. No dating was obtained.	414820	133526
134	MW131682	Ditch Possibly Related to Bronze Age Barrow Cemetery, Stratford Sub Castle	DITCH	Undated	An undated, truncated ditch was identified during a watching brief, sealed by a probable cultivation horizon. The ditch orientation suggests it may have been related to the Bronze Age barrow cemetery to the east. No finds were collected or observed during the course of the project.	413803	133107
135	MW111314	North of Old Sarum	RING DITCH	Undated	An undated circular feature, probably a barrow.	413755	133373
136	MW111315	North of Old Sarum	RING DITCH	Undated	An undated circular feature, probably a barrow.	413782	133387
137	MW111318	North of Old Sarum	RING DITCH	Undated	An undated circular feature, probably a barrow.	413820	133271
138	MW111316	North of Old Sarum	ROUND BARROW	Undated	An undated circular feature, probably a barrow.	413844	133341
139	MW111317	North of Old Sarum	RING DITCH	Undated	An undated circular feature, probably a barrow.	413848	133315
140	MW111322	Rockshill	RING DITCH	Undated	An undated ring ditch	414096	133401
141	MW111320	Rockshill	RING DITCH	Undated	An undated ring ditch, probably the site of a round barrow	414107	133459
142	MW111340	Rockshill	SQUARE ENCLOSURE	Undated	A small square undated enclosure.	414121	133484
143	MW111321	Rockshill	RING DITCH	Undated	An undated ring ditch OR a rectangular enclosure	414127	133431
144	MW111319	Rockshill	RING DITCH	Undated	An undated ring ditch, probably the site of a round barrow	414188	133472
145	MW111330	Rockshill	RING DITCH	Undated	An undated ring ditch	414193	133449
146	MW111300	Laverstock Isolation Hospital	ROUND BARROW	Undated	An undated round barrow	414891	133628
147	MW111002	Bishopdown	FIELD SYSTEM	Undated	Undated field system.	415221	131775
148	MW110968	SW of Ende Burgh	RING DITCH	Undated	Undated ring ditch.	415465	133904
149	MW110955	SW of Ende Burgh	BOWL BARROW	Undated	Undated ring ditch.	415483	133870
150	MW110948	W of Ende Burgh	RING DITCH	Undated	A large undated ring ditch.	415485	134109
151	MW110957	SW of Ende Burgh	BOWL BARROW	Undated	Undated ring ditch.	415492	133925
152	MW110967	SW of Ende Burgh	RING DITCH	Undated	A small undated ring ditch.	415516	133924
153	MW110969	SW of Ende Burgh	RING DITCH	Undated	An undated ring ditch.	415621	133989
154	MW110949	NW of Ende Burgh	BOWL	Undated	An undated ring ditch.	415642	134225

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WA No.	HER No.	Name	Monument Type	Period	Description	Easting	Northing
			BARROW				
155		Bishopdown	PIT	Neolithic	Four pairs of Neolithic pits	415342	132599
156		Bishopdown	SETTLEMENT	Bronze Age	Three post-built roundhouses and possible fenceline	415531	132571
157		Bishopdown	SETTLEMENT	Iron Age	Six post-built roundhouses, four post structure, ditches, pits and postholes	415291	132546

New Listing: Camera Obscura

Designations within study area (1km)

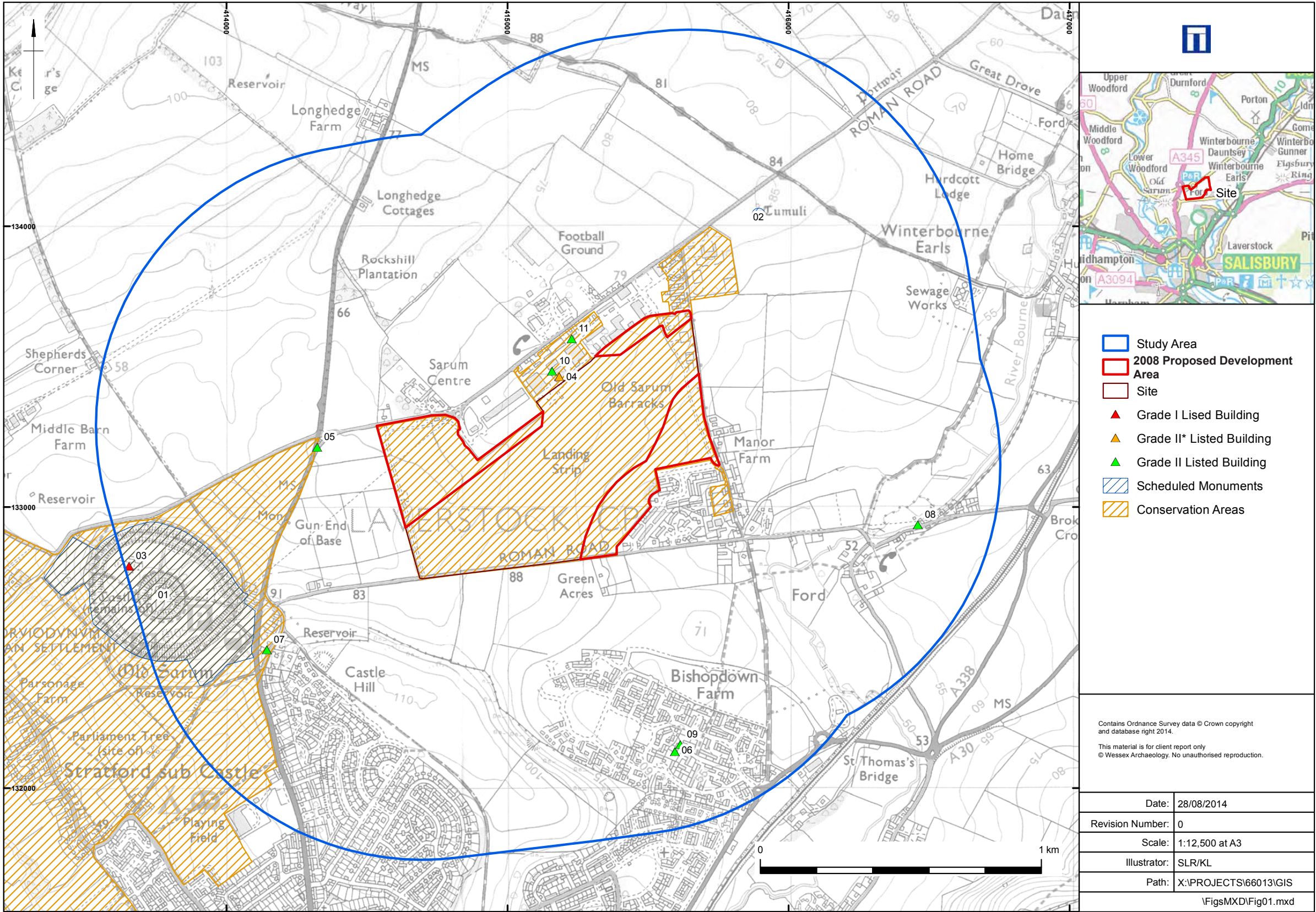


Fig 03

Archaeological sites and findspots within study area (1km)

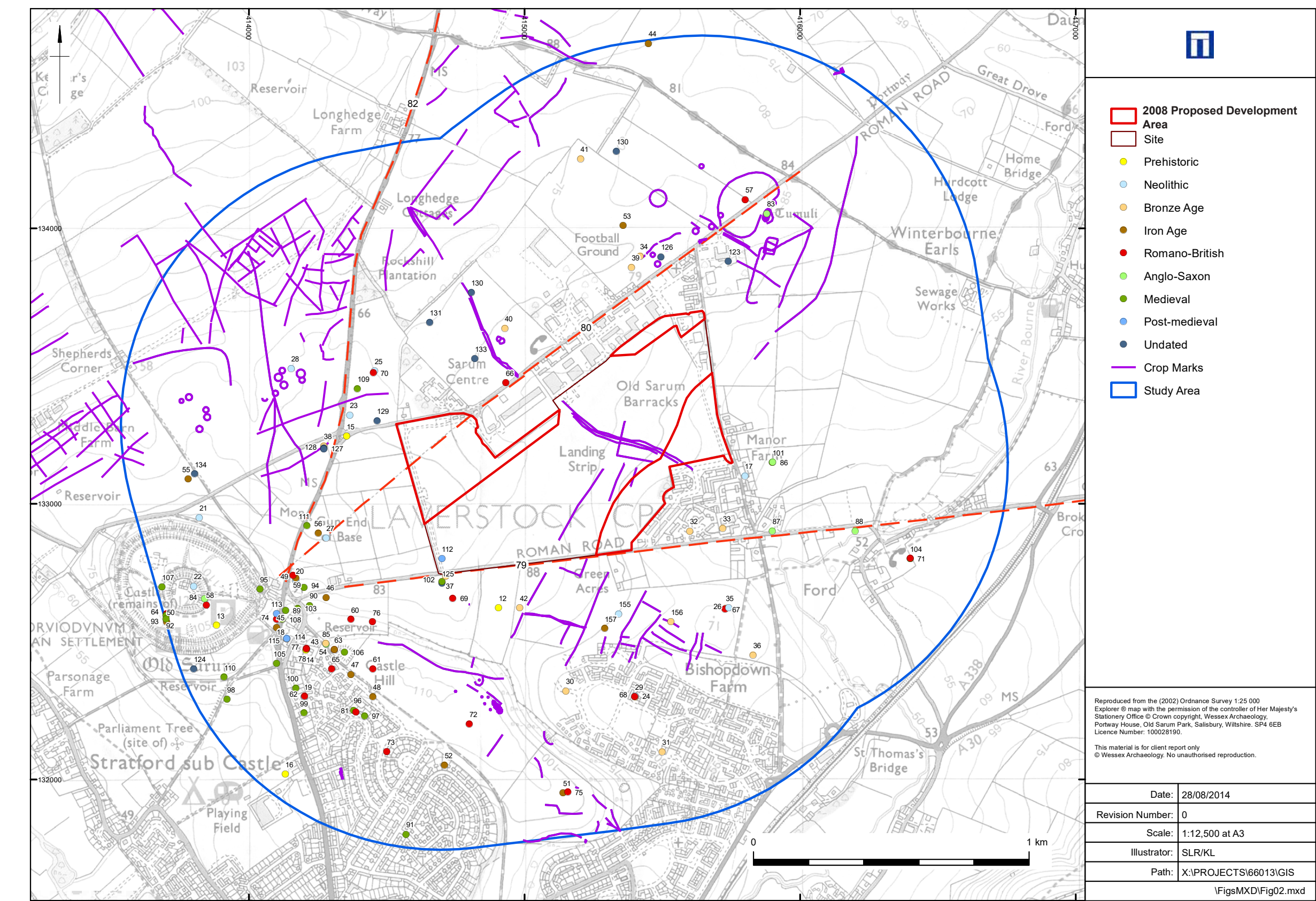


Fig 04

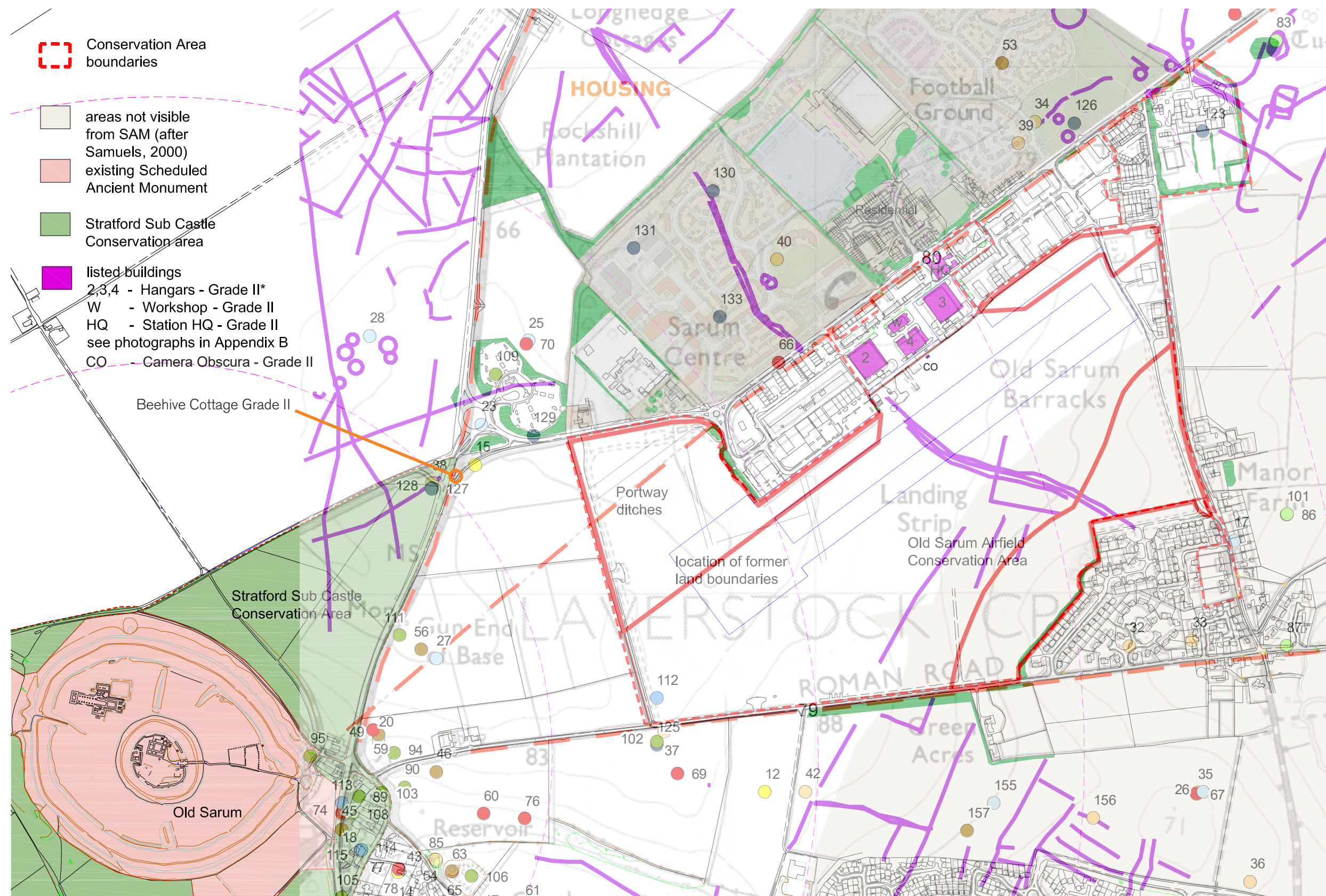


Fig 05 The Setting of the Scheduled Ancient Monument at Old Sarum, Archaeology and Conservation area boundaries. Fig 04 has been layered on to the plan to show archaeological sites and findspots.

3.3 20th and 21st Century History

Old Sarum Airfield was made permanent at a key point in the history of British military aviation. It was a principal location for the training of air force and related military personnel, was a site of high strategic significance in the UK war effort in the Second World War and continued its role as a site for training in the postwar era.

In addition, Old Sarum Airfield was a significant location in the development of aerial photography in the first half of the twentieth century.

A range of uses took place on the site during World War Two but a gradual decline was seen in the latter part of the twentieth century, with the Ministry of Defence selling it in 1982. Use and development since the 1980's 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.

However, its significance remains evident in the relationship between the remaining historic hangar buildings and the grass field used for flying.

3.4 First World War

This period saw the completion of coastal stations (for both balloons and aircraft) for the navy and Home Defence Stations for the RFC, the latter integrated by the end of the war into a complex infrastructure linked to searchlight and anti-aircraft gun provision. Reserve Squadrons, from 1917 designated as Training Squadrons, trained pilots destined for the Western Front: the opening of Training Depot Stations from 1917 became the greatest airfield construction programme of the period. The RFC and Royal Naval Air Service were amalgamated and formed as the Royal Air Force on the

1st of April 1918. The majority of buildings erected in the period 1914-18 - of temporary materials expected to last for the duration of the conflict only - were either cleared after 1919 (271 out of 301 sites which existed in November 1918) or have since decayed.

Historic England draws attention “to complete aircraft hangars (individual examples only surviving on 8 sites) and especially the principal hangar groups, of which seven (Calshot, Duxford, Henlow, Hooton Park, Lee-on-Solent and Old Sarum) survive in England, and one (Leuchars) in Scotland. These exemplify their aviation use more clearly through their plan and form than isolated survivals of domestic or technical buildings. The best survival of the latter is at Stow Maries in Essex. Only one site, Old Sarum, has retained its suite of hangar and technical buildings fronting onto an airfield relatively unaffected by later developments. Cardington in Bedfordshire retains the only in situ and ex situ survivals of entire airship sheds from this period and East Fortune in Fife retains the best surviving group of technical buildings associated with a balloon station.”¹

There is a scarcity of primary source material that details the precise origins of the site's development. Most of the extant evidence relating to the early development history is from the early 1920s. However, it is likely that the site was selected around 1917 to provide training facilities for the Royal Flying Corps. As attested by RAF documents from the 1920s, at this time the aerodrome was being leased from local landowners; it was not conceived as a permanent establishment.

The aerodrome was developed according to a 'dispersal principle' in which each area within a military site was demarcated according to its function, and kept separate from other areas. There were four main functional areas, namely:² the Technical Area, which consisted of a number of sheds used specifically for the maintenance and servicing of aircraft; the Administrative Area, for running the activities, and operations of, the site; the Domestic Areas, where military personnel, and in some cases their families, would be housed; and a grassed area for landing, taxiing and take-off. Other secondary functional zones are likely to have existed and were developed by the inter-war period, as will be described later, and included areas for training, storing explosives, sports and landscaped grounds.

The aerial photographs of Old Sarum from 1918 show a series of temporary structures and huts to the east of the hangars, and highlight critical points. The white markers in the right-hand corner of the photograph mark the

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]

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

northern edge of the area pilots would aim for when landing and from which they would take off. This is reinforced by RAF maps from the interwar period. A road, now called Lancaster Road, was built parallel to the line of Portway. A comparable view of the aerodrome in 2007 is shown alongside. As with other aerodromes devised in the First World War, Old Sarum was a grass airfield without a hard runway. Much of its interest derives from its still being a grass airfield with direct access from the WWI hangar to the flying area.

The structures erected during this period include:

- Three General Service Aeroplane Repair Sheds
- One Aeroplane Section Repair Shed
- A Guardhouse at the original entrance to the site from the Portway - this has since been demolished
- Carpenter's shop
- Dope shop - this created products for coating materials in order to make aircraft material waterproof, stronger etc.
- Technical stores
- Q store (Salvage Shed)
- Metal Workshop
- Motor Transport Sheds and yard
- Machine Gun Range
- Squash Racquets and Tennis Courts

In 1918 the Royal Air Force (RAF) was founded by merging the Royal Flying Corps with the Royal Naval Air Service. At this point a new flying training unit, known as the '11 Training Squadron' was formed at Old Sarum, which became the main resident at Old Sarum and whose role was to train new aircrews.

By the end of the First World War, approximately 300 similar aerodromes had been built in the UK. The majority of these however, having been conceived as temporary establishments, were de-commissioned after the conclusion of the war. Of those that remained, many have since fallen into abeyance and many of those that remained in use were later upgraded by the construction of hard runways. Old Sarum was one of the few aerodromes not de-commissioned immediately after the war. It is not the only surviving grass airfield from WWI,³ but it is the only one with World War I hangars which in use for civilian flying, and is one the best known sites.

The site boundary and surviving buildings from this period are shown in fig 06.

3 In 2000 Peter March recorded in unpublished research that Netheravon and Upavon retain grass flying fields and hangar buildings but remain in military use.

Aerial Archaeology⁴ 1920 -1924

Aerial photography (and its interpretation) was germane to the RAF/Army cooperation role and has generated archaeologically valuable data which has since helped to cement the relationship between military history and heritage. Old Sarum Airfield has played its part in the development of aerial photography, since O. G. S. Crawford seized an opportunity to exploit the hundreds of aerial photographic negatives languishing in drawers at the site, and set about studying them for geographical irregularities. His first volume of work was published in 1927.

While adapted Ordnance Survey maps may have been sufficient for military planners to manage training activities on Salisbury Plain, the aerial reconnaissance techniques developed in the First World War were continued over the landscape of southern England: great swathes of the countryside were photographed between the wars by the British Army and the RAF as part of navigation and reconnaissance training. The military conception of the British landscape is one that has, somewhat reluctantly, come to incorporate elements of historical and archaeological heritage but it was principally the work of O. G. S. Crawford and his associates that drew the two seemingly incompatibly worlds together.

He was struck by the unusual shadows cast in the early and evening light of features that would ordinarily be invisible to the earth-bound archaeologist. These photographs of barely perceptible patterns in the landscape suggested human settlements of various kinds: hill forts, old pathways, burial mounds and field systems. Using this method Crawford established the exact location of the Eastern branch of the Stonehenge Avenue, evidence of which was, quite literally, thin on the ground. This victory was by no means an accident: Crawford, an Oxford graduate in Geography, already saw the potential of aerial photography having undertaken a number of reconnaissance flights over the Western Front. He also astutely realised that if 'aerial archaeology' was to have a credible future it had to establish itself quite conclusively from the outset, and Stonehenge itself was the perfect popular catalyst.⁵ The interpretation of sites through aerial photography has an important historical association with Old Sarum Airfield as a base for some of Crawford's discoveries.

Aerial photographs of the airfield, to which this report refers, have also informed the understanding of its development during the twentieth century.

⁴ Aerial archaeology is the study of archaeological remains by examining them from altitude. Following the invention of the aeroplane and the military importance placed on aerial photography during the First and Second World Wars, archaeologists were able to more effectively use the technique to discover and record archaeological sites. K. Brophy and D. Cowley (eds.) *From the air: understanding aerial archaeology* (London: The History Press Ltd., 2005).
⁵ http://researchonline.rca.ac.uk/429/1/Flintham_Matthew_CA%26D_PhD_Parallel_Landscapes_Thesis_2011.pdf [accessed March 2015] p.114

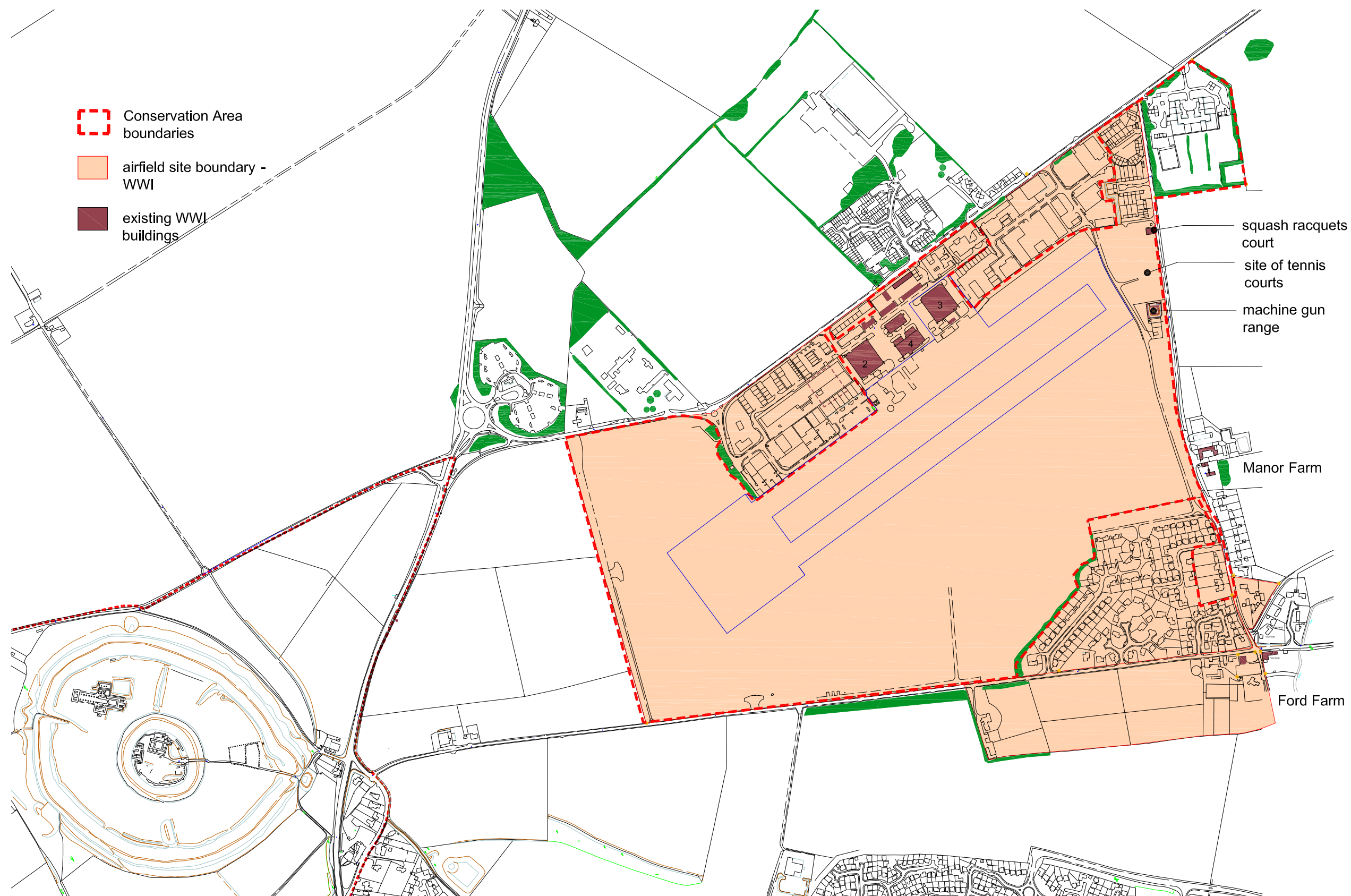


Fig 06 World War 1 boundary superimposed on current Ordnance Survey Plan

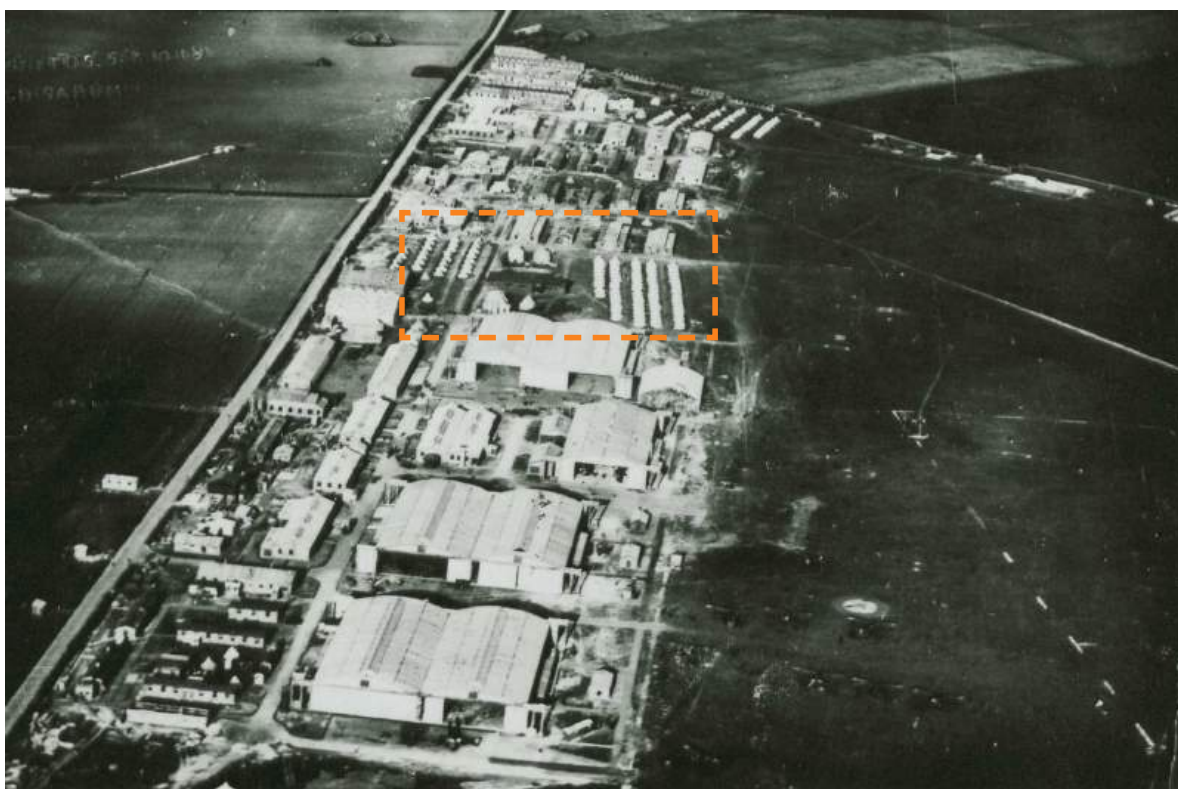


Fig 07 Aerial photograph 1918 showing temporary huts to the west of the hangars
(RAF Museum P 018323)



Fig 08 Aerial photograph 2007. Housing has since been developed on areas to the north of the site



Fig 09 Hangar 3 in 2015

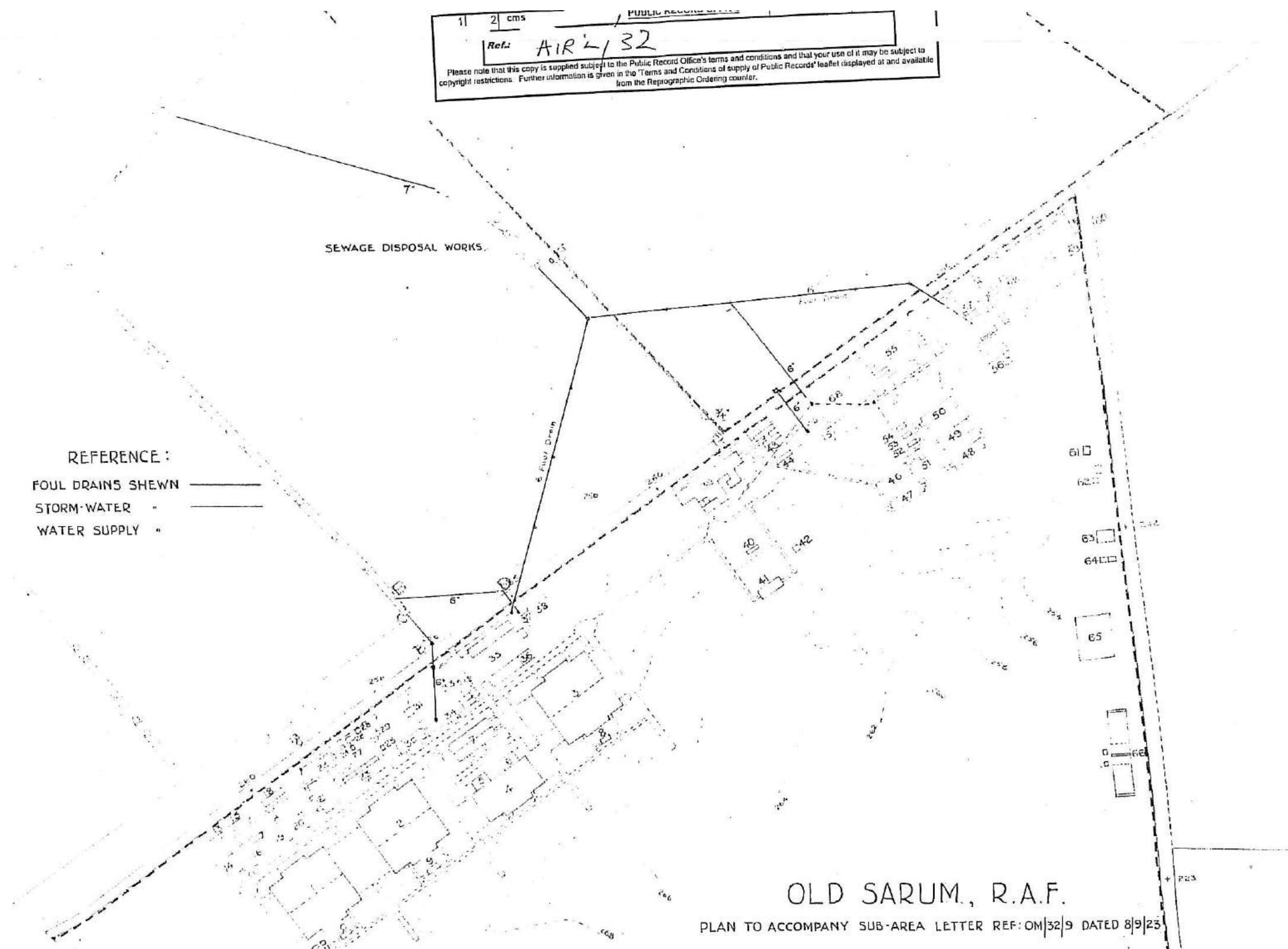


Fig 10 RAF Plan reproduced for Air Ministry Land Transactions c 1923



Fig 11 Aerial photograph c.1923-1925 (RAF Museum P 1117)

3.5 Inter War and RAF Expansion Period

The years between the two World Wars were a period of consolidation and carefully planned growth in British military aviation. The latter of these years, from 1934 onwards, have become known as the RAF “Expansion Period”, when the RAF was authorised to increase its number of airfields by over half. During this time, over 100 bases were built with permanent fabric as a result of growing fears in Europe with regard to European rearmament. The RAF worked closely with the Royal Fine Arts Commission in the development of its bases to produce buildings of well considered design.

The permanent acquisition of Old Sarum Airfield predates the expansion period. By 1921 it had been decided to establish the School of Army Co-operation at Old Sarum, transferring it from its original home at Stonehenge. The main purpose of the School was to institute strong air to ground communications, primarily between officers. It ran mixed courses for Army and RAF personnel. Flying off a grass field would have been an important part of this training, and may explain why a hard runway was never constructed.

A letter to The Secretary of the Treasury on 15 March 1921 relating to ‘Old Sarum Aerodrome’ by W.F. Nicholson (fig 12) relays a wish by the ‘Air Council’ - this was a body which was conceived along the same lines as the Army Council to run the Air Ministry, which oversaw the RAF - ‘to acquire permanently the site of Old Sarum Aerodrome in the parish of Laverstock, Wiltshire, in substitution for Stonehenge Aerodrome which it was originally proposed to acquire.’ This confirms that until this date Old Sarum was under temporary occupation. Only in 1921 was its future as a station for the RAF to be secured. It is probable that the structures within the aerodrome were originally conceived as being impermanent. The letter states that the purchase is part of a concerted ‘Air Ministry programme’, which pre-dates the RAF Expansion in 1923.

Nicholson’s letter states that the proposal for Old Sarum includes the purchase of Ford Farm to the south east of the site for economical reasons. The farm house itself was to serve as ‘a residence for the officer commanding the Station’. The whole site was to be bought for £14,318 with £3,000 to be made back as a result of selling some land deemed surplus to requirements.

The map in fig 13 was used by Nicholson to refer to the portions of the site he refers to as making up the purchase. The extent of the resulting ownership boundary is however certain.

A collection of documents from the early 1920s relating to the sale of the surplus land at Ford Farm to a local landowner, Frederick Edwards, gives much insight into the development of the aerodrome at Old Sarum and illustrates the detailed negotiations that took place between the various parts of the Air Ministry and between the Air Ministry and private landowners.

An Air Ministry minute on the 4th January 1923 states that in March 1921, the Treasury agreed to buy Old Sarum together with Ford Farm for £14,138 subject to the surplus land being sold. It continues that the majority of the property was bought on 31st March 1922 for £7,500. The land not yet acquired was the Sewage Disposal Works (to the north of Portway), for

which arrangements had been made with Edwards to buy at the cost of £50. Edwards had offered £2,000 for the farm buildings and land coloured yellow, which at the time were being let to him for £70 p.a. Another Air Ministry minute on 29th March 1923 claims that the final cost of the purchase of the land was £8,000 (excluding the Sewage Disposal and anemometer areas). It states that the sale value of the surplus 97 acres, cottages and buildings was now calculated as being worth £2,550.

A letter signed on behalf of the Treasury Solicitor on 11 November 1924 states that Edwards bought the surplus land and buildings for £1,648, eighteen shillings and eight pence on 13th September 1924. It also highlights that the area used to drain the Married Quarters was bought from Edwards on 1st November. A minute later in November however says that Edwards has paid £1,830 twelve shillings and eight pence for his part.

An internal minute by the Air Ministry on 9th July 1923 states that Ford Farm was bought by the Air Ministry from a ‘Mrs Blake’ and that Edwards took tenancy of all the surplus land. He then agreed to buy the land he had been renting from the Air Ministry.

Fig 15 of the ‘Old Sarum RAF Station Lay-out Plan’ 2310/27 dated 1927 is the earliest extant map from the Expansion Period with indications of all the buildings on site at that time. The ownership boundary for the aerodrome is clearly marked. The line ends in the west well before the road on the modern boundary. The marking ‘Gun, End of Base’ may suggest the Air Ministry had some use of this area but could also refer to an earlier version of the Survey monument which would be at the end of Portway. Aeroplanes would have taken off and landed in the area just south east of the main buildings along the Portway.

There is a clear distinction between the Technical and the Administrative Areas - the former is situated to the south west of the latter, with the two being linked by a road. The Machine Gun Range, which formed part of the Technical Area, was placed in the east of the aerodrome. At this stage the Air Ministry owned no land to the north of Portway, other than an area for ‘Sewage Disposal Works’, access to which was afforded by a path perpendicular to the Portway. There are a number of domestic buildings in the north east corner of the site; in the south east corner, is a set of ‘Married Quarters’ for Officers and just outside the boundary, on the site of the former Ford Farm House is a another ‘Married Quarters’ building. Comparison of the aerial photographs taken in 1918 and 1923-1925 highlights that the relationship between the hangars and the field used for flying was strengthened and rationalised in the inter-war period. This has since been undermined by the loss of a hangar and modern development. Similarly there was a clearer separation between the Technical and Administrative areas.

The Air Ministry’s ‘Old Sarum Site Plan’ drawn in 1931 (fig 16 - 608/32) shows changes made in the intervening period. A landing circle is indicated for the first time. Two additional link roads were established to connect the Technical and Administrative Areas more effectively. Land to the north of the Portway was purchased and Married Quarters for a Warrant Officer were built on it. An RAF Camera Obscura - an early device used to check a pilot’s ability to fly straight courses, find wind speed and direction, and for the simulation of

bombing - was built just south of Hangar 4, the Aeroplane Repair Section Shed. This was a single-storey brick structure with a reinforced concrete slab roof.

Other interventions proposed for the site in 1931 were:

- Coryton Ranges
- Compass Base
- Two Potterton Boilers, apparently standing in the open
- A new Detonator Store, a Magazine - for storing explosives and ammunition and a Pyrotechnic Store all in the area west of the hangars, which was clearly not used by aeroplanes.

The ownership boundary in 1931 illustrates that a portion of the land in the south of the airfield, adjacent to the Married Quarters had been sold off, and then the farmyard was not included in the site.

In the following year, in 1932, the plan (fig 17) shows that a large area of land to the north of the Portway was bought to establish a parade ground. This would be encircled by a number of barrack blocks, a sergeants’ mess, ration and fuel stores, a gymnasium, and a combined dining room and Institute.

Old Sarum was deemed suitable for further consolidation in the RAF expansion period. The Air Ministry Map 659/35 illustrates that between 1932 and 1935 land to the northeast of the site, on the other side of Green Lane, had been bought and a combined Mess and Quarters for officers had been built. Clearly there was a need to plan for a large increase in the number of personnel as part of the aerodrome’s long-term future.

By this stage the RAF had developed a strategy of achieving a clear distinction in style between the neo-Georgian Administrative and Domestic buildings and the Technical structures which retained their World War One features. Any new Technical buildings were constructed in modern materials and styles to meet the requirements of the military.

A number of new sports pitches was proposed (to the north of the Parade Ground and to the north of the area used for landing and take-off) though it is uncertain whether some or all of these were in fact ever created. The southern section of the Firing Range was demolished. Some of the site in the south east which had been sold off between 1927 and 1931 was now used as agricultural land. Dug-outs are shown to the west and east of the flying field.

An Isolation Hospital - whose buildings still remain in place today - was constructed just north of the Portway to the west of the site. The 1935 (fig 18) map indicates that the Air Ministry’s ownership boundary did not include the hospital. This hospital served the city of Salisbury and was not related to aerodrome use.

The 1935 Air Ministry map is of key importance in that it shows markings which, when extrapolated, indicate the zone in which pilots would land and take off. Although there was no formal runway, this was the area of the grass field which was used for flying.

The site boundary and surviving buildings from this and earlier periods are shown in fig 14.

Southern 8/7794 (F.M.3.)

15th March, 1921.

SA

Old Sarum Aerodrome.

Sir,

I am commanded by the Air Council to acquaint you for the information of the Lords Commissioners of His Majesty's Treasury that in connection with the present Air Ministry programme they have decided to acquire permanently the site of Old Sarum Aerodrome in the parish of Laverstock, Wiltshire, in substitution for Stonehenge Aerodrome which it was originally proposed to acquire.

For this purpose they desire to purchase the whole of Ford Farm which comprises the farm house, four cottages and a set of agricultural buildings, together with 310 acres of land, and is shown on the attached plan coloured red and blue. The site of the aerodrome is shown coloured red and the remaining portion of the farm which is not required for the aerodrome is shown coloured blue. In addition to Ford Farm the Council propose to acquire the areas shown coloured yellow which are used for the purpose of Sewage Disposal and for the Anemometer site.

I am to explain that the proposal to purchase the whole of Ford Farm and to resell the surplus portion, is based on the following reasons:-

The farm is at present in the market and the owner is therefore a willing seller of the property as it stands, but as will be observed from the plan the sale of the Aerodrome site only would seriously depreciate the selling value of the remainder and the Council therefore might reasonably be expected to pay for such depreciation.

The farm house which is not now in the occupation of the Ministry would provide a residence for the Officer Commanding the Station and would thus avoid the expenditure on a new building of approximately £3,500. Moreover, the cottages are convertible as quarters for Non-Commissioned Officers, and a considerable saving will

The Secretary,
Treasury.

be effected by the adaptation of these cottages in lieu of the construction of entirely new buildings.

The Council would require in any event to retain the freehold and control of the site of the farm buildings, but it is believed that these buildings may be let to a purchaser of the surplus land and thus materially increase its disposal value.

The Council are advised that in view of the foregoing circumstances the purchase of the whole farm would be more economical than the purchase of the Aerodrome site only. The estimate prepared by the Chief Valuer and Compensation Officer of the Directorate of Lands for the purchase of the station and the sale of surplus land is as follows:-

Ford Farm.

Land Coloured red and blue.	£.
310 acres.....	9,988
Ford Farm House.....	2,000
The Farm buildings.....	1,000
Cottages.....	500
Tenants disturbance and tenant rights....	500
Land coloured yellow.	
Sewage disposal site and wayleaves.....	100
Site of anemometer.....	50
	14,138
Disposal value of surplus land 95 acres..	3,000
Net cost of aerodrome and Ford Farm	
House....	£11,138

I am to request that their Lordships may be pleased to sanction the purchase of the land shown coloured red, blue and yellow on the accompanying plan at a sum not exceeding £14,138 and in default of agreement that the Council may exercise the powers conferred by the Defence of the Realm Acquisition of Lands Acts.

Provision for this purchase has been made under Vote 4, Subhead F, 1921-2.

I am, Sir,
Your obedient servant,

Fig 12 A letter to The Secretary of the Treasury on 15 March 1921 by W. F. Nicholson for the acquisition of Old Sarum Aerodrome

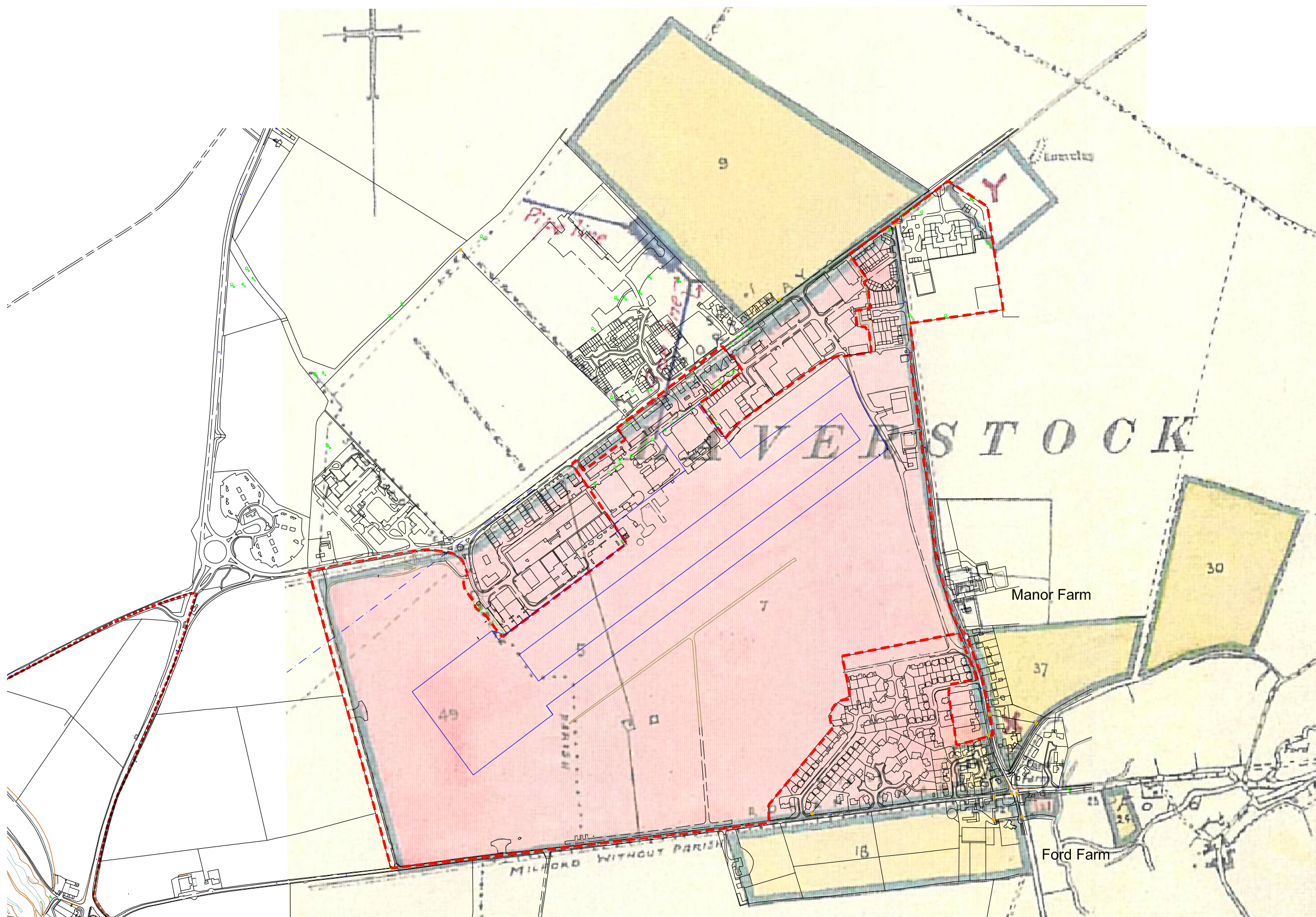


Fig 13 Annotated Map Accompanying Nicholson's letter overlaid on current OS Map

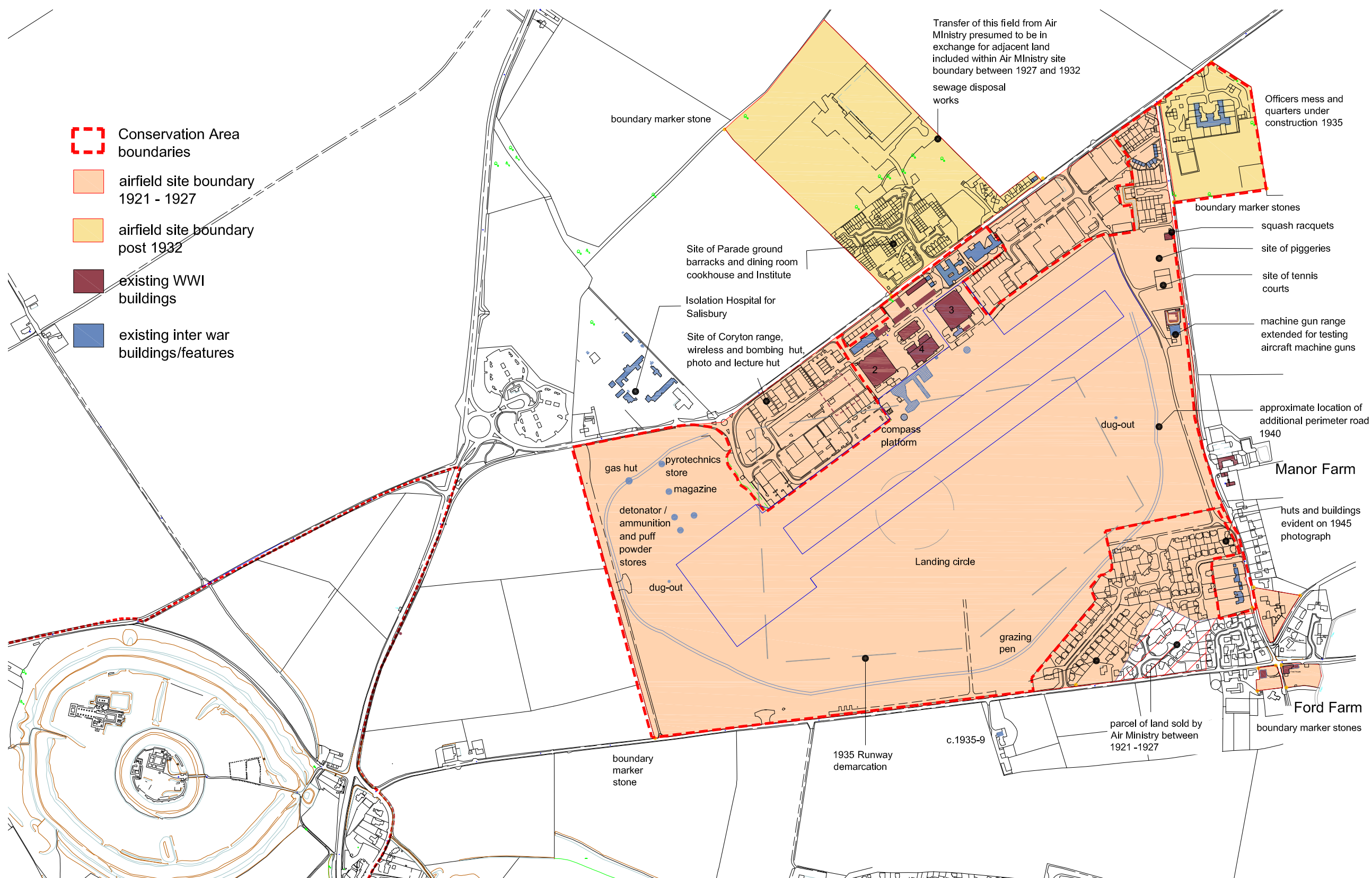
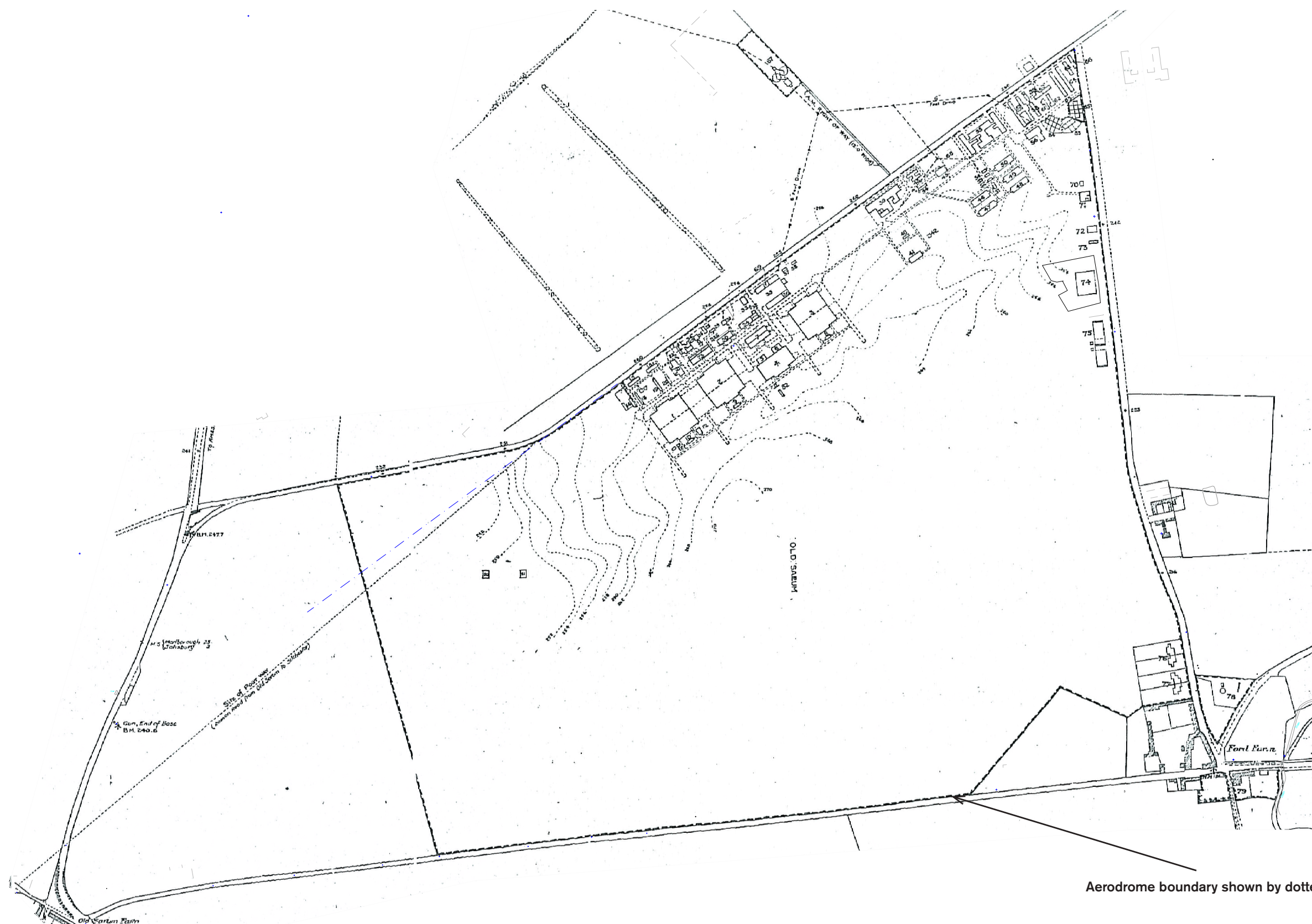


Fig 14 Inter war expansion period boundary superimposed on current Ordnance Survey Plan



Aerodrome boundary shown by dotted line

Fig 15 Air Ministry Plan 1927



Fig 16 Air Ministry Plan 1931

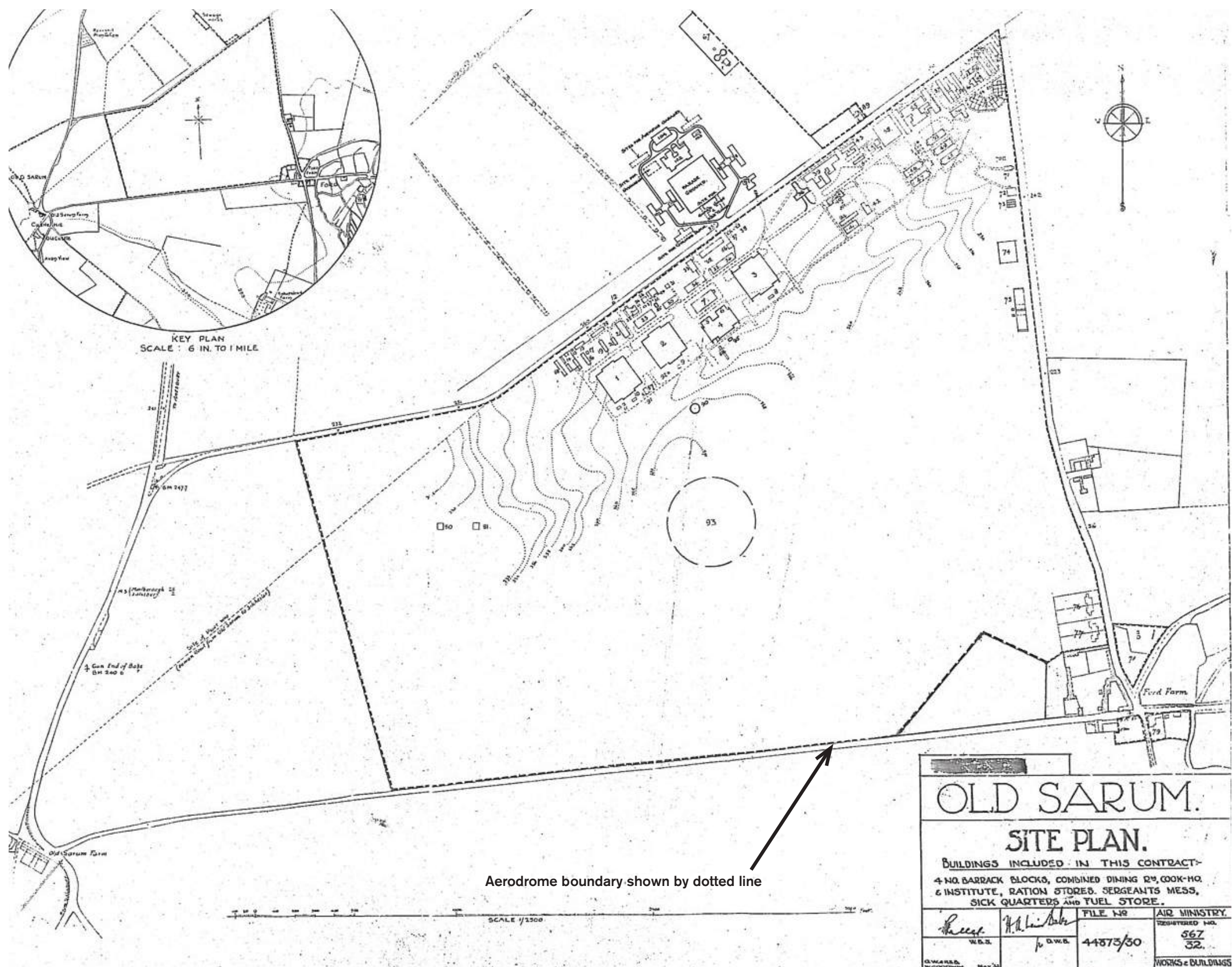


Fig 17 Air Ministry Plan 1932



Fig 18 Air Ministry Plan 1935

Aerodrome boundary shown by dotted line

3.6 Second World War

At the outbreak of war in 1939, Old Sarum had changed little from the layout as indicated in 1935 map. A photograph taken by the Luftwaffe in 1940 (see fig 20) shows a perimeter track within the site and possible evidence of earlier field boundaries. The School of Army Co-operation was expanded, with the aerodrome taking on added importance in its military training role. The School was reformed in 1943 and re-titled the RAF School of Army Co-operation. A year later it was again re-organised as the School of Air Support. The war emphasised that it was crucial for the services to co-operate: Old Sarum became a key base for training personnel from all three services both during and after the war. In 1942, Old Sarum became the main base for training Army Observation Post units.

There was a satellite field to the north which is shown in full in the reproduction of the Luftwaffe photograph in fig 22. Little remains of this satellite and it is not included in this report.

During the Luftwaffe raids in the Battle of Britain Atkins states that the aerodrome 'escaped lightly but during the night of 11/12 May 1941, one hangar was burnt out in an air raid and two aircraft destroyed.' However all WWI hangars survived the Second World War so this statement is doubtful.

Aerial photographs (see figs 22, 24, 25) of the aerodrome show:

- Hard surface areas to the flying field side of the hangars
- Evidence of erosion of the grass area of the flying field due to heavy use during World War II
- Western expansion of the site for non-flying use
- The present field and a satellite field to the North
- Buildings along the Green Lane boundary - those to the north being the piggeries and possibly other areas of food production to support the aerodrome during the wartime period.

The aerodrome was of high strategic importance in the organisation of the D-Day Landings. Flying training was terminated with the entire site being put to use as a supply point for ships and landing craft. Large numbers of ground personnel and nearly all RAF motor transport vehicles heading for France passed through Old Sarum.

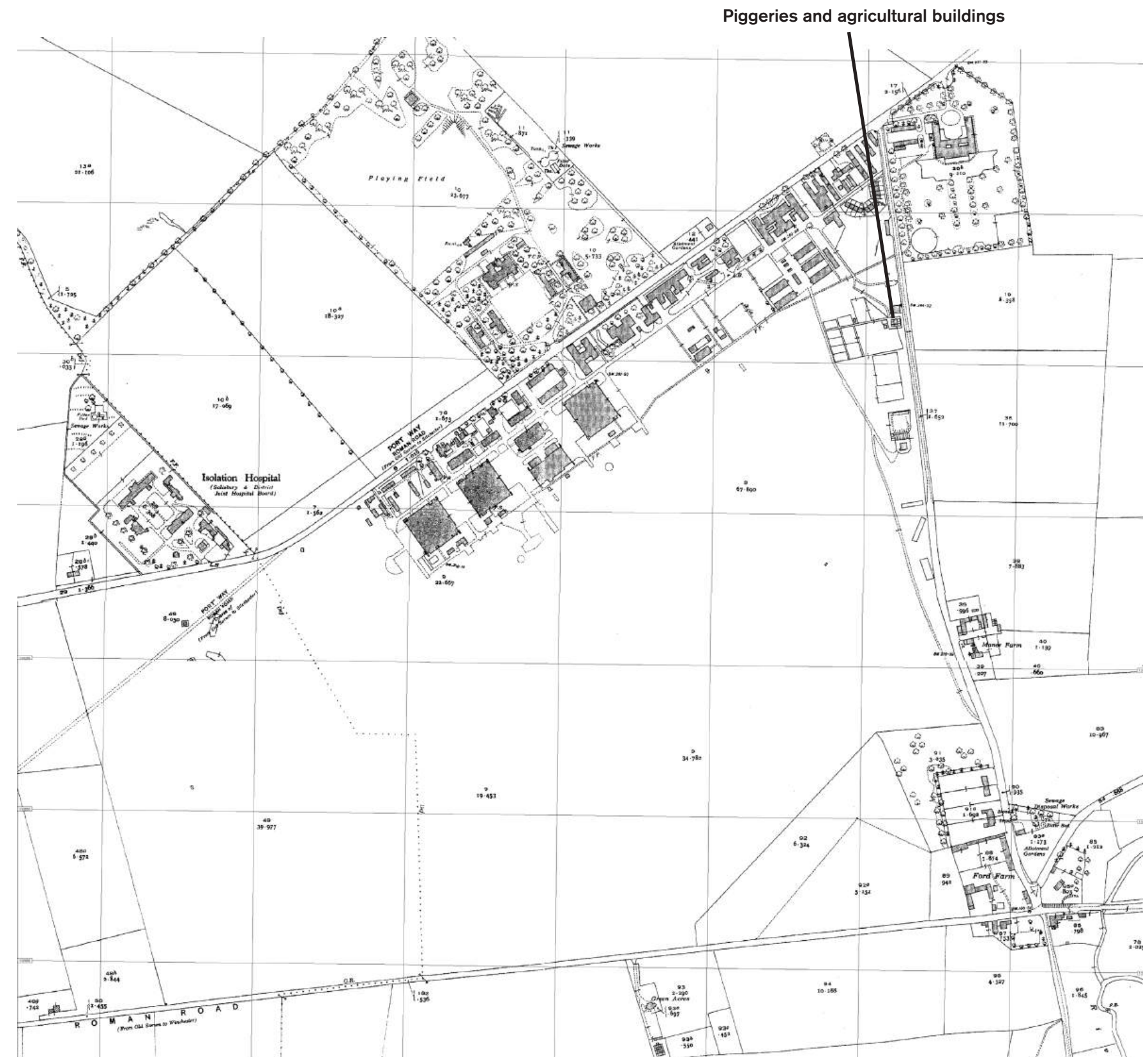


Fig 19 Ordnance Survey Map 1939