



Fig 20 Annotated 1940 Aerial Photograph - Conservation area boundary superimposed



Fig 21 1941 Aerial Photograph



Fig 22 1940 Aerial photo - detail of satellite field to the north marked B



Fig 23 Photo of WWII pill box now demolished



Fig 24 1945 Aerial photo - detail of buildings near Green Lane



Fig 25 1945 Aerial photo

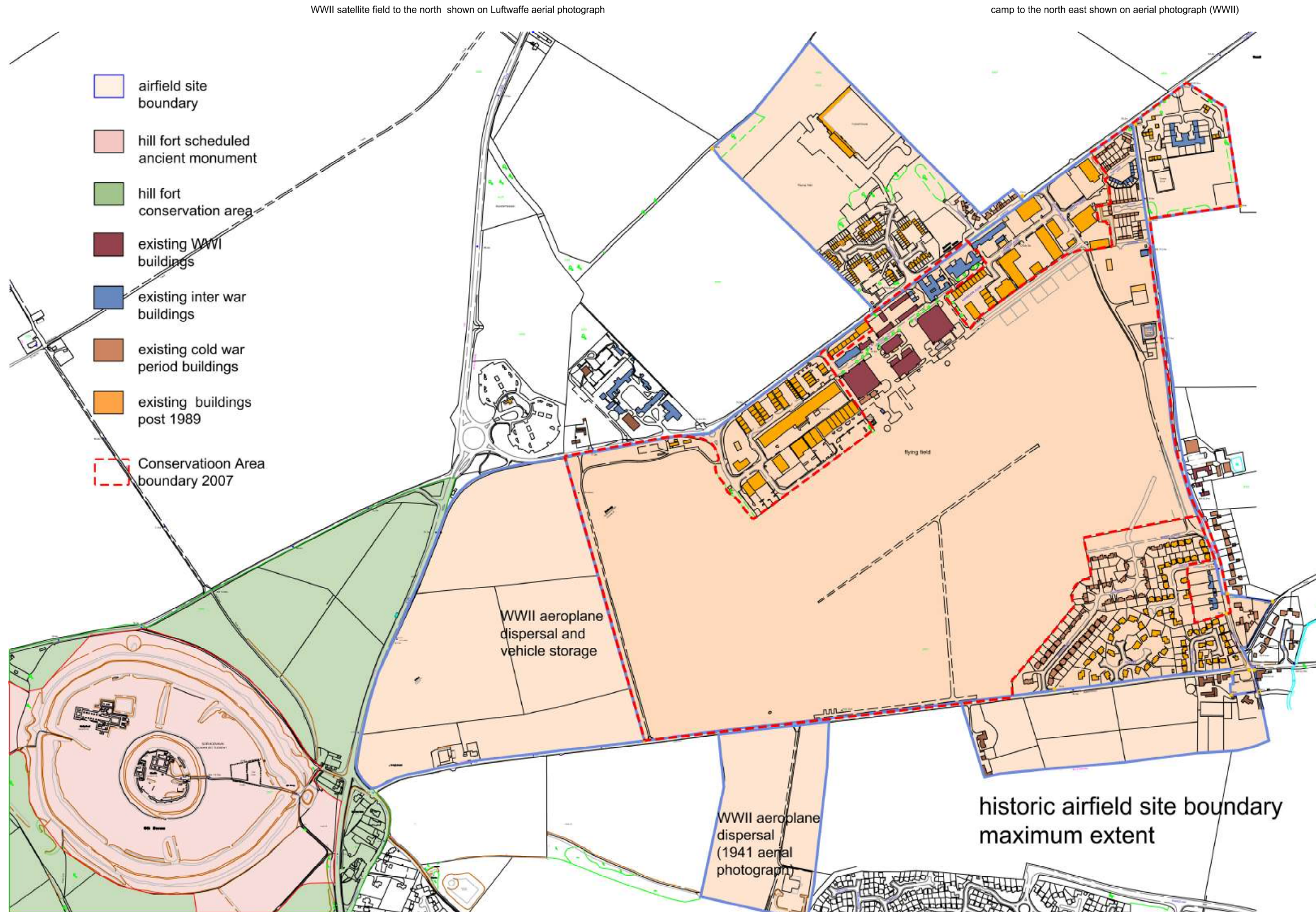


Fig 26 World War II boundary

3.7 Post Second World War

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 This was superseded by the new Joint Helicopter Development Unit (JHDU) formed at the aerodrome in 1965.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

During the Cold War, information deemed highly sensitive was often expunged from maps of strategic sites. The Ordnance Survey Map of 1962/3 (see fig 27) shows the aerodrome with its military structures curiously absent. There appears to have been expansion of the residential area to the north of Ford Farm.

In December 1971, Old Sarum ceased operation as an RAF base, although it served the Army until 1979. The 1975 Ordnance Survey map (fig 28) shows the continued expansion of residential development around Ford Farm. The diagram of the aircraft functional areas (fig 29) shows that the relationship between flying activities and other uses had become much more complex than that of the World War I aerodrome. The diagram also plots known historic activities associated with the military occupation and indicates that a significant part of the aerodrome did not have functions related to flying.

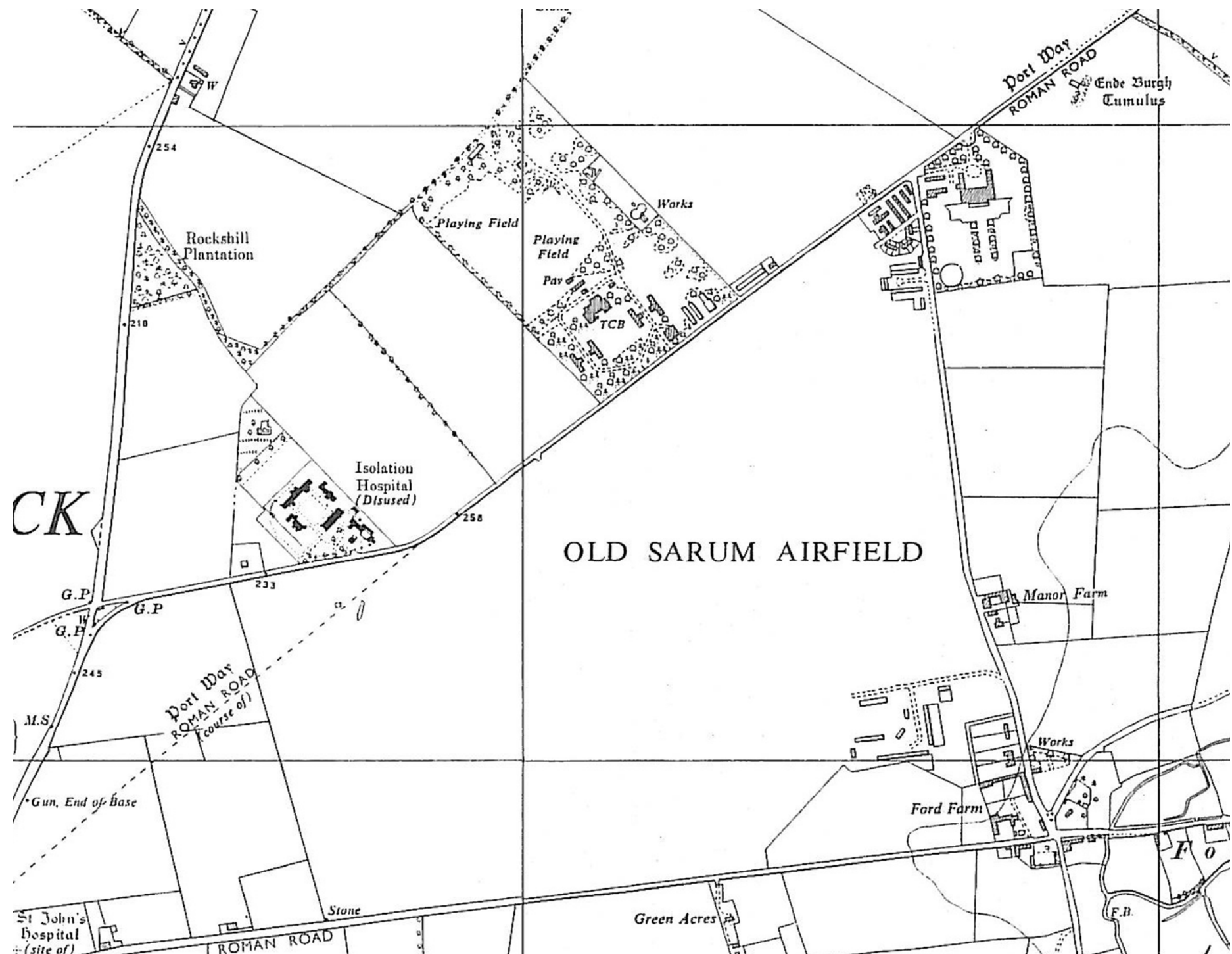


Fig 27 Ordnance Survey Map 1962/3

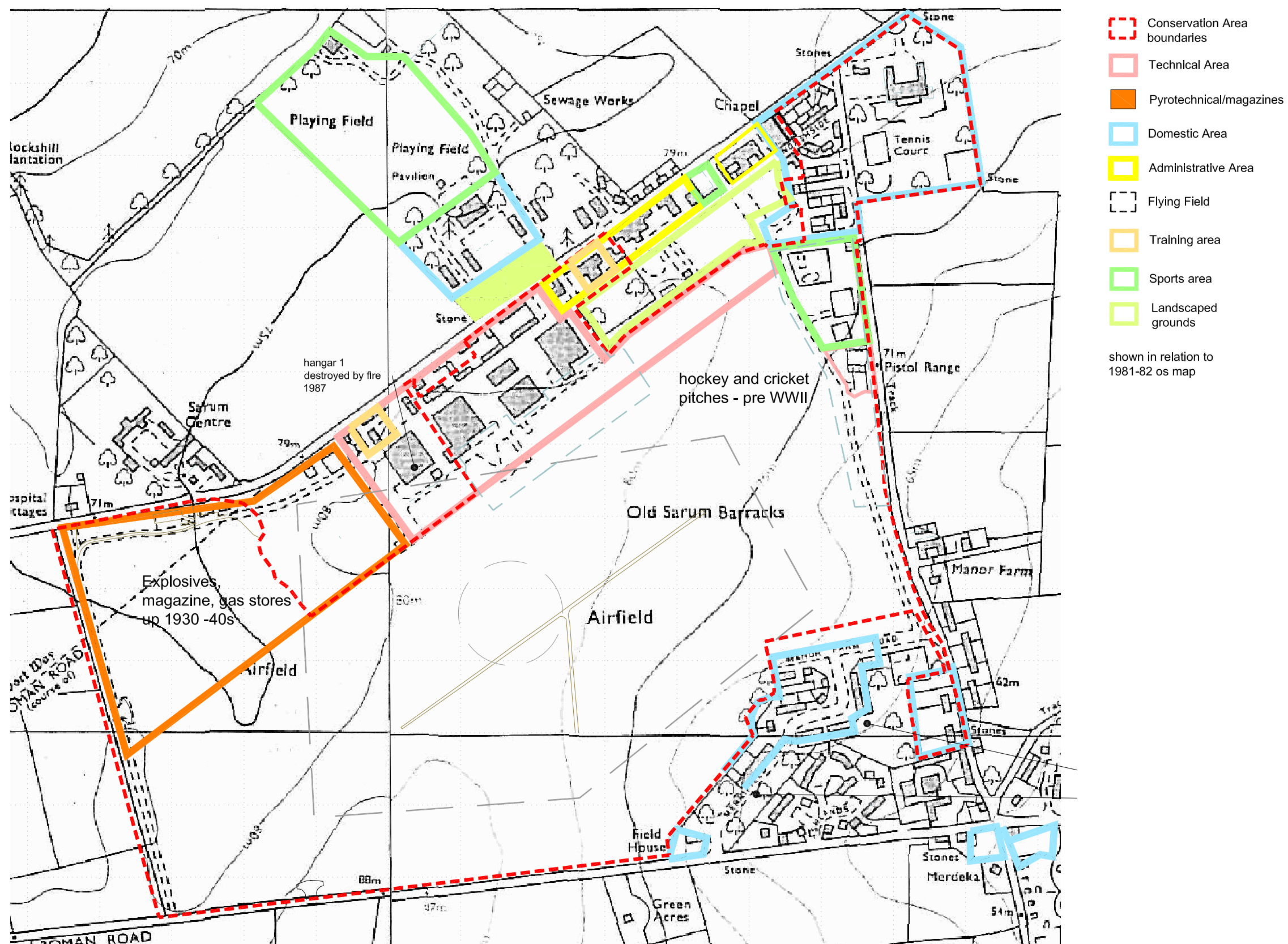


Fig 29 Functional areas at end of military use

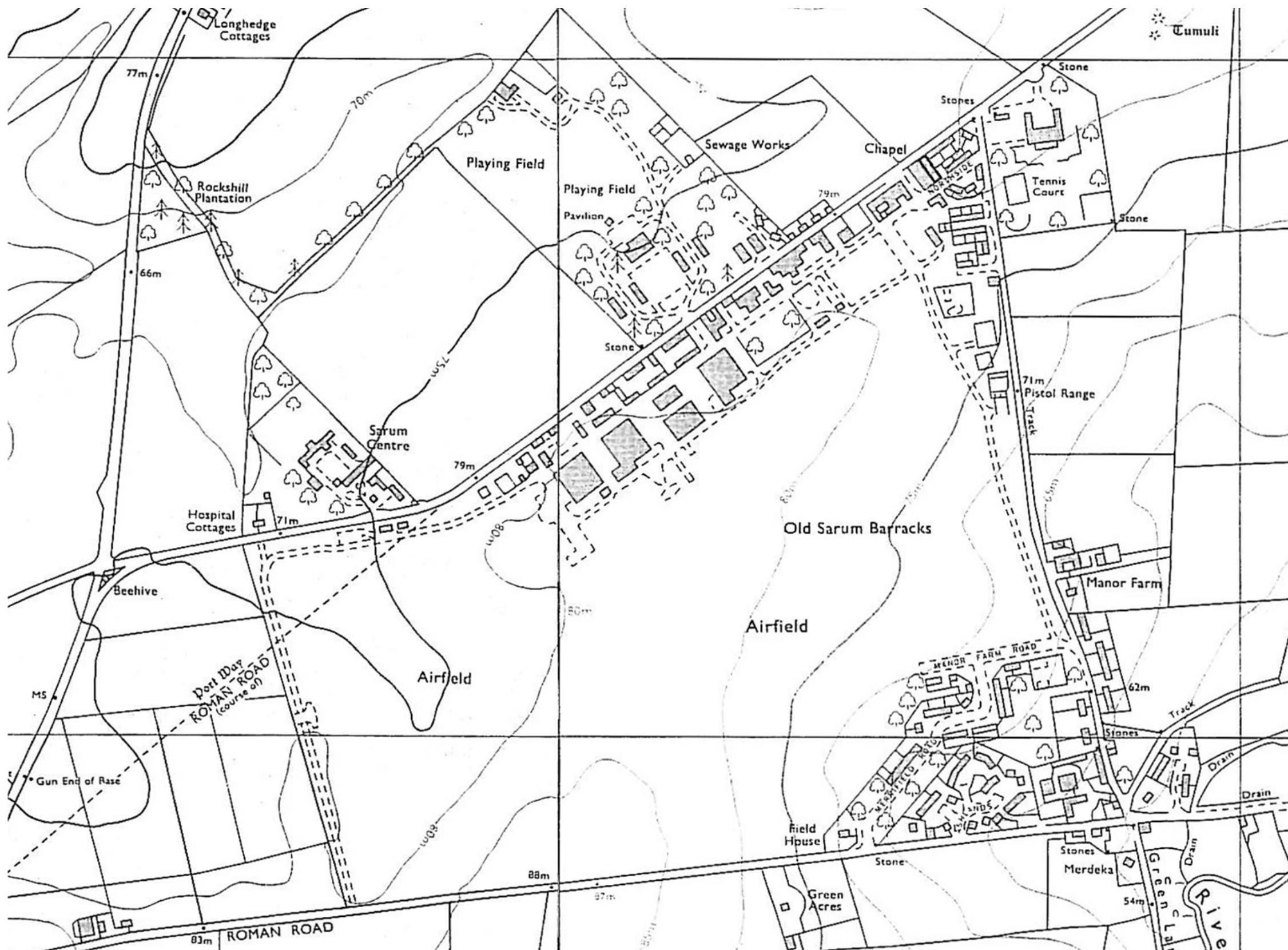


Fig 30 Ordnance Survey Map 1981/2

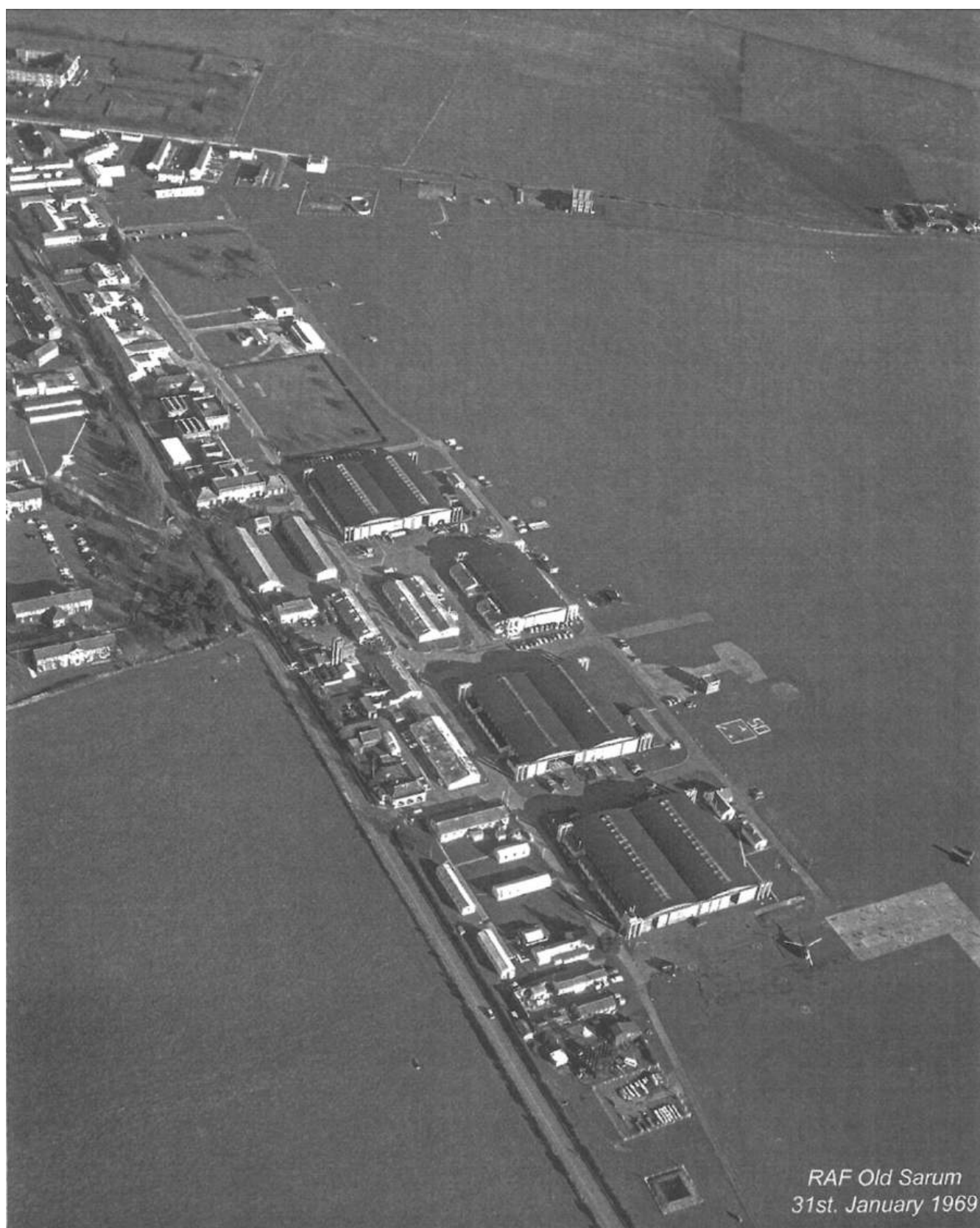


Fig 31 1969 Aerial Photograph

3.8 Social and political history

Old Sarum was part of a group of military sites established early in the 20th Century in Wiltshire, a key location in the creation of modern British military practice. Its main purpose was to train personnel and to ensure co-operation between forces for effective land and air warfare. The aerodrome is inextricably bound to the history of the two World Wars: emerging from the First; it was an important site used for the successful prosecution of the Second. Pilots trained at Old Sarum flew in the Battle of Britain. The site was a key supply point for the forces in the D-Day Landings and the Allied Invasion. During the ensuing Cold War, the aerodrome was used as a strategic training school for NATO forces.

3.9 Civilian Use

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

Development as a Commercial and Industrial site

The space left by the lost hangar and the areas of the site not used for aircraft have gradually been developed as a light industrial estate and for commercial use. New buildings within this are dominant, masking views of the hangars and their relationship with the grass airfield.

The parts of the airfield not licensed for flying are in agricultural use currently arable cropping.

Adjacent Development

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

In 2007 plans were approved for the construction of a large mixed use development north of Portway immediately adjacent to the site. A consent for planning application for residential and open space development for the MOD playing fields in the centre of this site has now been constructed (2012) and land further north at Londhedge has also been constructed (2023).

Surviving historic aerodrome buildings

Figures 33, 36 and 37 locate, list and illustrate buildings and features which survive as evidence of the military use of the site from World War I till the late twentieth century.



Fig 32 An Optica Aircraft

3.8 Social and political history

Surviving buildings and features from the Air Ministry use of the site is shown in fig 33 alongside later development. As stated in fig 34, the original site was divided into four main functional areas: the Technical Area in the centre north; the Administrative Area in the north-east; the grassed area used for take-off and landing in the core; and Domestic Areas in the south-east, north-east and directly north of the main site. There were also other functional zones. These were areas for training, storing explosives, sports and landscaped grounds.

Since the Army sold the aerodrome the clear distinction between the four main functional areas has been lost. (See fig 34 for current land use). The buildings to the south of the Portway, form a continuous section along the road, with modern developments enclosing the historic structures. New fencing breaks up the site into a series of enclosed pockets. The location of the former Parade Ground is now taken up by a modern residential estate. The housing in the south-east has expanded significantly. The land directly to the west and south-east of the airfield is used for agriculture. The following table and figure 35 illustrate the range of interest groups on the site.

In 1986 to meet Civil Aviation Authority regulations for undertaking civilian flying training the airfield was required to be licenced and for the first time the position of a formal runway and airstrip was defined as shown in figure 33. Prior to this there was no formal runway and flying was undertaken on the flat part of the field initially in to wind in the area of the circle (as shown in figures 16 to 18) and subsequently as aircraft needed greater length of runway to take off and land in a general east/west direction depending on wind conditions.

In 1986 there was in addition an unmarked gliding strip parallel to and the south of the licenced runway but gliding ceased in the 1990s.

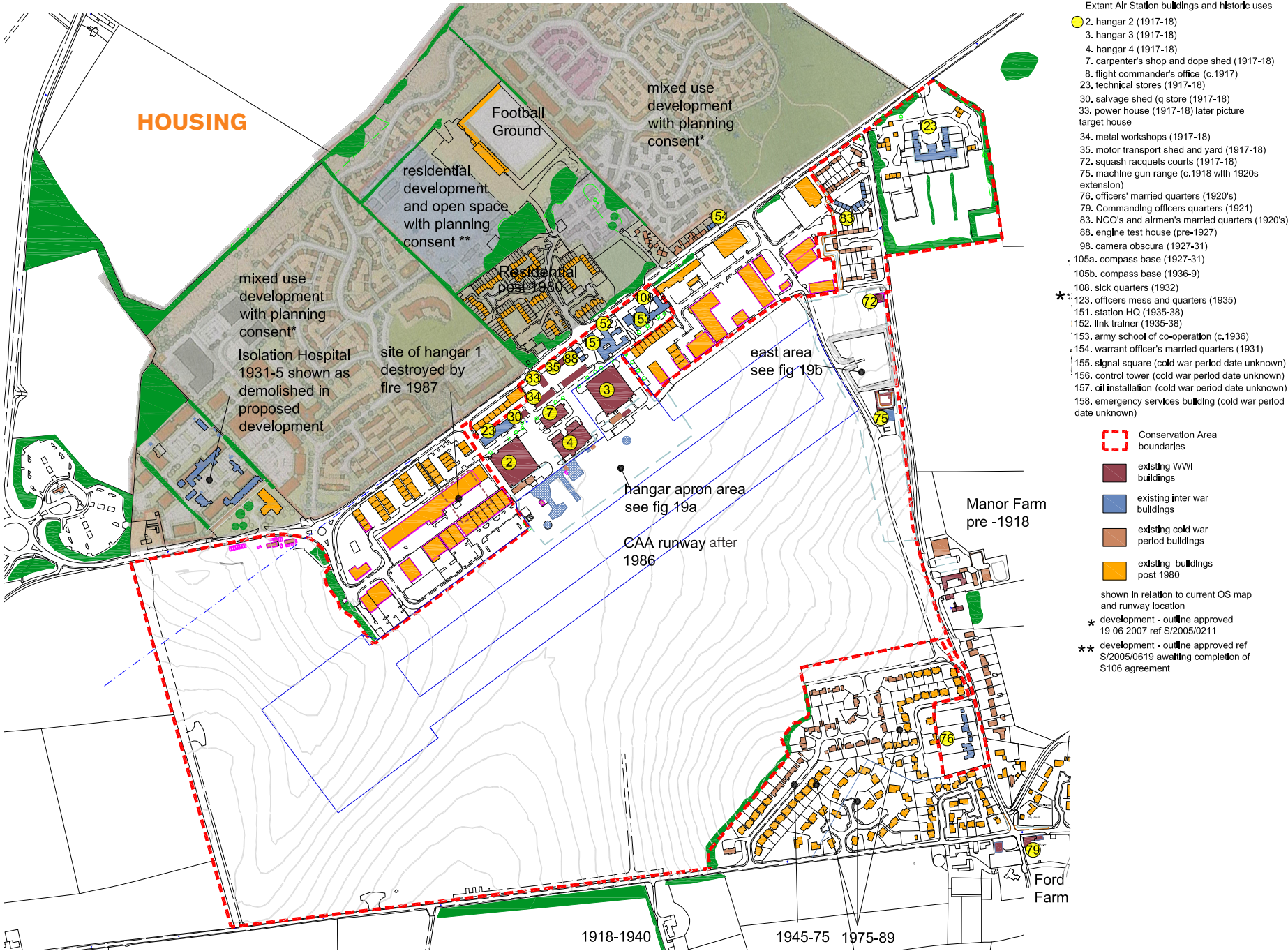


Fig 33 Existing features and buildings

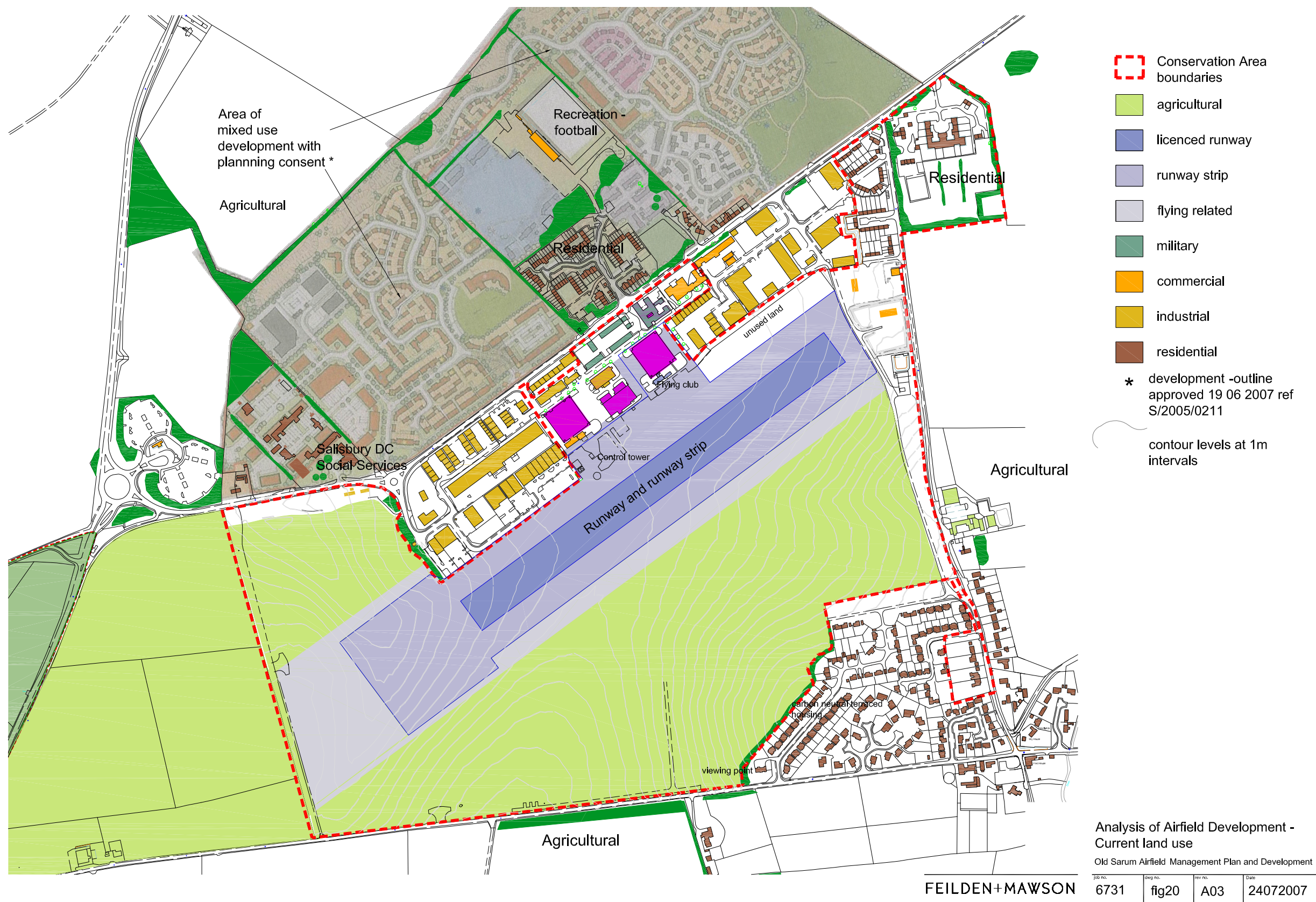


Fig 34 Current Land Use and Topography



May 2023 Hangar 2



May 2023 Hangar 3



May 2023 Hangar 4



Station HQ



Officers Mess



Army School of Co-operation



May 2023 Workshop to north of hangar 4



May 2023 Lancaster Road



May 2023 Lancaster Road



Cold war period control tower - 156



Cold war period building - 158



Fuel tank - date unknown



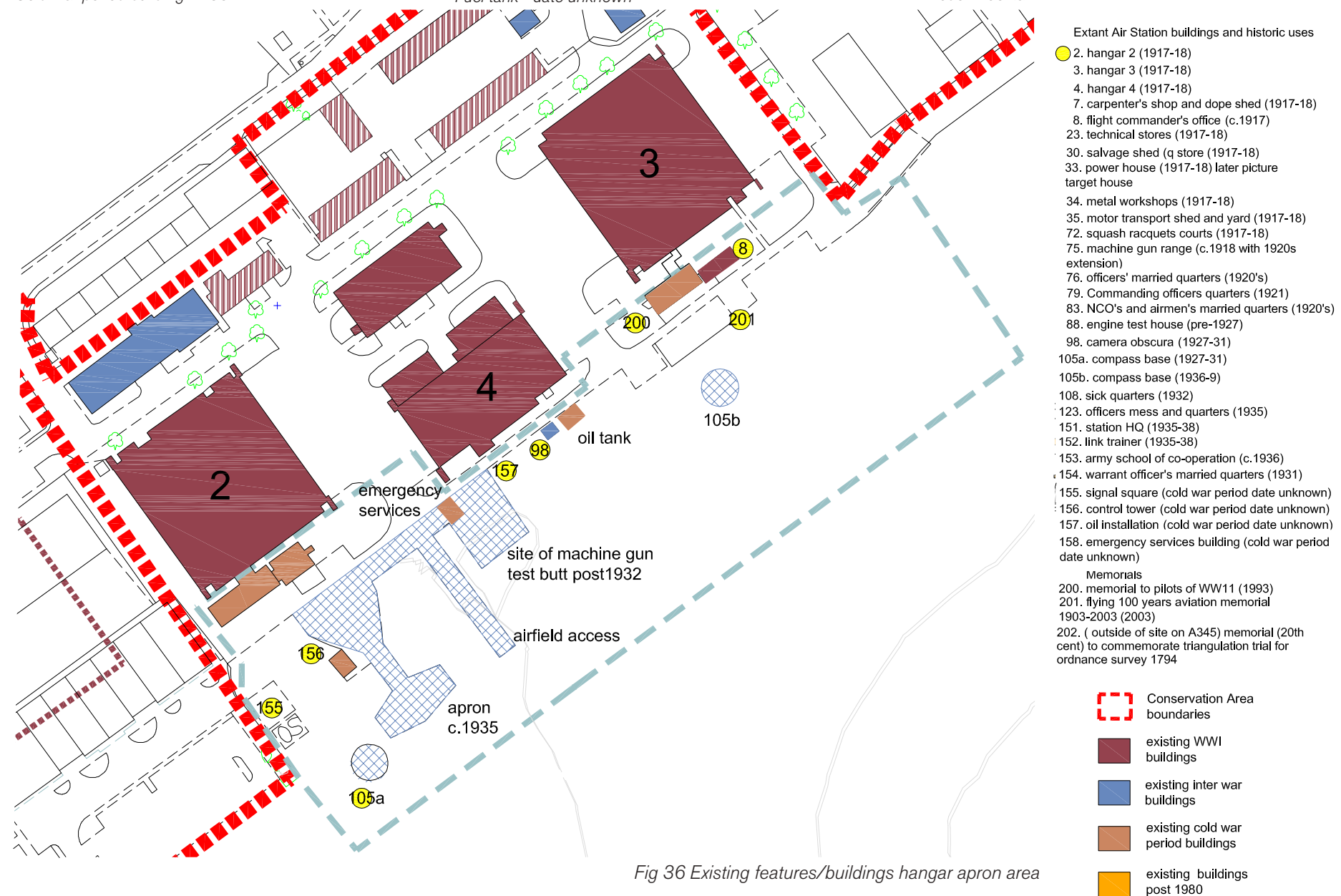
Modern fuel tank



Inter war period camera obscura - 98



Modern signal square - 155





May 2023 View of Hangar 3 from south showing temporary aviation facilities and Flight Commander's office



Cold war period additions to flight commanders office



1923-5 view showing Flight commanders offices and original single storey lean-tos to main hangars



Inter war compass base to foreground, and apron to mid-ground - 105a



May 2023 Car parking area to east of Hangar 3

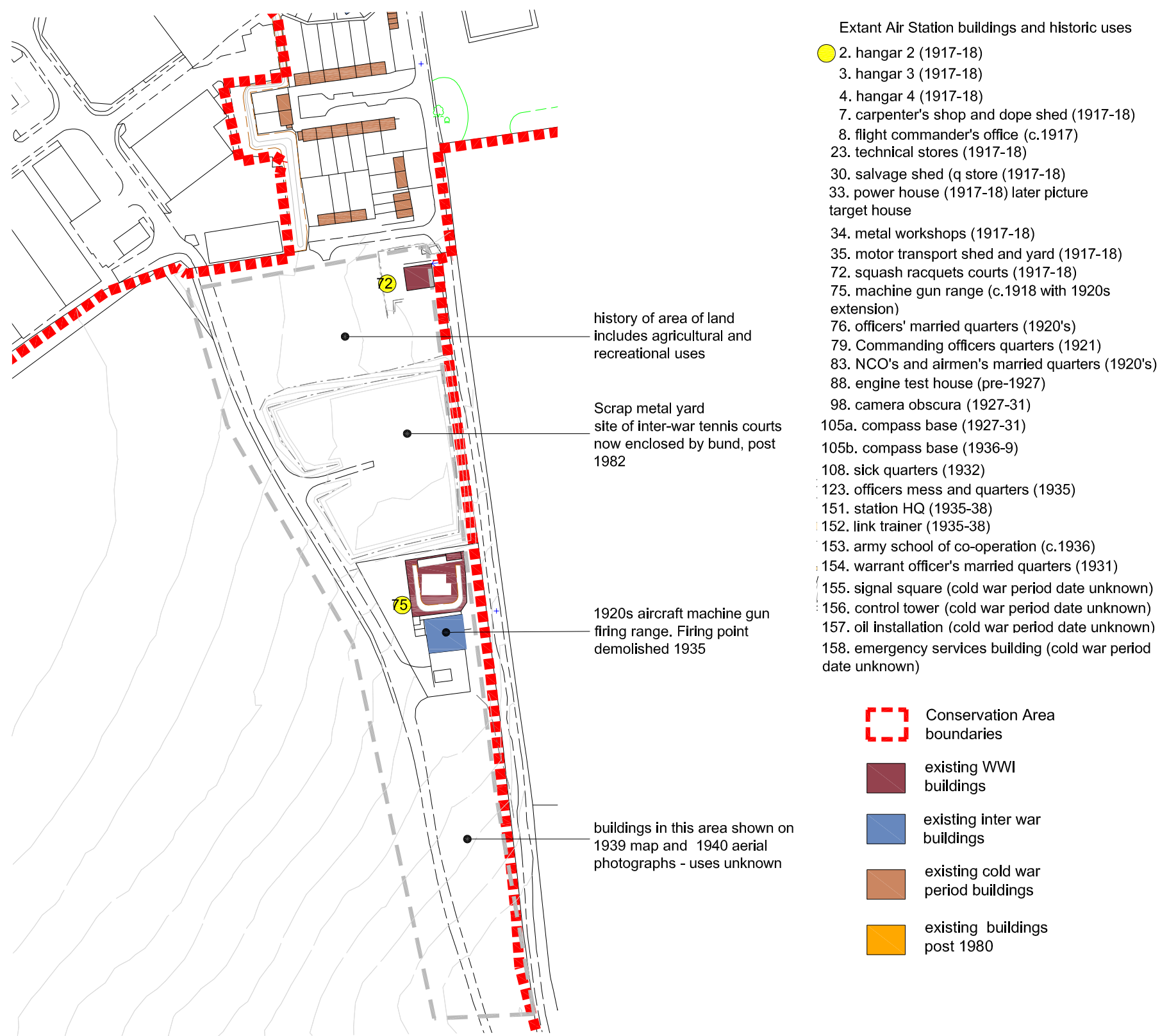


Fig 37 Existing features/buildings east area



May 2023 Squash racquets courts



May 2023 Squash racquets courts



May 2023 Storage yard (former tennis courts) surrounded by modern earth bund



WW1 machine gun range with later building to RH side



Perimeter road - 1939 and later



Modern industrial buildings south of Lysander Road as viewed from airfield





Buildings and spaces to the south west of Hangar 2 - boundary of Conservation Area



May 2023 North face of Hangar 3



Signage Old Sarum Business Park - not in Conservation Area



Pig rearing on the airfield in 2007. This has now ceased



Industrial buildings along south of Lysander Way on Conservation Area boundary



View east from Castlegate Business Park - not in Conservation Area - to Hangar 2



Recent building adjacent to Sick Quarters on Conservation Area boundary



May 2023 Site of huts destroyed by fire in 2013



May 2023 View along south west boundary of Castlegate Business Park, adjacent to Conservation Area

4.0 Views, setting and curtilage

NPPF defines the setting of an asset as:

“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”¹

4.1 Setting

We consider the main constituents of the setting of Old Sarum Airfield to be:

- 1. Visual setting of the Listed hangars - in particular the relationship between the hangars and the grass flying field.
- 2. Industrial buildings surrounding the hangars
- 3. Old Sarum Scheduled Ancient Monument
- 4. Concrete aprons and roadways
- 5. Airfield boundaries
- 6. Flying activity

With regard to setting the Planning Inspector, Richard Ogier, stated that ‘The airfield and in particular that part directly to the south of the hangars provides what I consider to be the setting for the hangars together with the other buildings that make up the central portion of the former air base.’ (2001).

Photographic illustrations in Section 3.0 show that the setting includes the vertical plane of adjacent modern commercial development which, on the whole, detracts from the Listed buildings. A functional relationship between the hangars and flying activity remains and this a key factor in understanding the setting. However, as earlier maps and photographs demonstrate, the functional relationship is one whose configuration has changed over time. Fig 40 shows the current functional setting and visual setting . It also shows the area in which there are uninterrupted views to and from the Listed buildings.

The boundaries of the airfield are formed by mature hedges which have been in place since the airfield was established in 1917. In subsequent phases of the airfield’s development, the boundary changed to accommodate different buildings and areas. The landscape immediately outside the study area was predominantly rural in appearance, but significant modern housing developments to the north and south-east of the airfield now give the airfield a more urban feel. Parts of the land previously occupied by the airfield are now occupied by modern retail, office and commercial properties. These have an impact n the prominence of the historic technical buildings but are of such scale, nature or sufficiently extensive to disrupt the views towards the airfield from Old Sarum. Apart from the approach along the Portway they do not greatly mar the approaches to the airfield along any of the other surrounding roads.

The northern and southern boundaries of the current airfield are formed by the lines of the Roman roads running from Old Sarum to Silchester and to Winchester. A sense of historic continuity can be gained from the proximity of

the airfield to the earthworks of Old Sarum, the fact that it respects the lines of two Roman roads, and that it roughly retains the shape of the original WWI (and slightly reduced WWII) airfield. The paucity of significant development within the area means that views to the airfield are uninterrupted from a number of directions: from the southern slopes of Old Sarum; from approach roads to the south, especially from Ford; and from the western approach roads.²

1 <https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/60777/2116950.pdf> [accessed: January 2015]

2 Atkins, 2006

The following is taken from ‘Salisbury Historic Environment Assessment report’ for Historic England by Land Use Consultants, April 2009. It discusses the proposed development area to the north east of the Old Sarum Scheduled Monument and to the north of Old Sarum Airfield, including landscape and archeology impacts. When discussing the setting, it does not specifically make reference to the airfield as part of the setting of the Scheduled Monument. Even though the setting of the monument should be considered in terms of hierarchical relationships, the airfield itself (and indeed flying activity) should be considered as an important part.

OLD SARUM (SITE 10)

LOCATION

The Old Sarum site is located to the north of Salisbury city centre, to the north east of Old Sarum Hillfort and the A345. To the south of the site is the Beehive Park and Ride site, largely screened by trees, and a small area of employment land. To the east is an employment site and Old Sarum Aerodrome. To the immediate east is an existing Local Plan Allocation site where detailed planning permission has been granted for 600 dwellings and building has now commenced (see **Map10.2** for boundary). This site lies to either side of the existing football ground for Salisbury City Football Club.

The site falls within the Boscombe Down Chalk Downland LCA and is in a slightly elevated hill-top position with a slight south to south easterly facing slope.

PLANNING CONTEXT

The site is currently agricultural land. It is proposed to be developed into 1000 dwellings and around 10 ha of employment land.

EVIDENCE

Prehistoric

- The Scheduled Iron Age hillfort of Old Sarum is very close to the south of the site
- Neolithic flint implements were found during a combined fieldwalking and metal detecting exercise in 1998 to the south west of the site (SMR SUI3SW108)
- A Neolithic long barrow, with ditches and a possible mortuary enclosure structure is visible on aerial photographs to the west of the site (SMR SUI3SW106)
- Cropmark of a possible disc barrow identified on aerial photographs to the south east of the site; field investigation in 1950 located no surface features (NMR 218383) but another was identified to the north east of the site (NMR 969977)
- Circular cropmark identified to the centre of the site (NMR 218521), and another 18m in diameter was identified to the south east of the site (NMR 969981)
- Number of undated ring ditches and barrows to the south (NMR SUI3SW619, SUI3SW618) and south east of site (SMR SUI3SE682, SUI3SE600, SUI3SE607, SUI3SE608, SUI3SE609, SUI3SE620) and Bronze Age burials excavated to south east of the site (SMR SUI3SE160). Multiple barrows also identified around Old Sarum.
- A Prehistoric or Roman ditched enclosure is visible as cropmarks to the north east of the site (NMR 1345687) and there is an undated enclosure with internal pits visible on an aerial photograph on the northern part of the site (SMR SUI3SW628)
- Various cropmark features constituting a field system to the south west of the site (SMR SUI3SW629), and a possible field system in the north east part of the site (SMR SUI3SE646)
- Possible Iron Age settlement site to the north east of the site (SMR SUI3SE200)

Roman

- A few Romano-British pottery fragments and 17 coins were found during a combined fieldwork and metal detecting exercise in 1998 to the south west of the site (SMR SUI3SW331)
- Roman roads: The Portway runs to the south of the site from Salisbury to Silchester, and the A345 on the western boundary of the site also has Roman origins (SMR SUI3SW319)

Medieval and post Medieval

- A Medieval brooch and coins were found during a combined fieldwork and metal detecting exercise in 1998 to the south west of the site (SMR SUI3SW4A1)

Modern

- Old Sarum First World War aerodrome airfield, now a Conservation Area, includes four First World War aircraft hangars, and the foundations of the Guardhouse (SMR SUI3SE528)
- Nothing on 1843 map – all open fields
- Large farmstead “Down Farm” at Longhedge to the west of site containing various listed buildings and additional cottages that were linked to the farmstead lie adjacent to the site to the west.

Statutory heritage sites

	On Site	Immediate vicinity (within 200m)	Local area (within 1km)	Wider context (within 5km)
Listed Buildings	0	2	6	823
Scheduled Monuments	0	0	2	36
Parks and Gardens	0	0	0	5
Conservation Areas	0	0	2	12
World Heritage Sites	0	0	0	1